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THE CITY RECORD.

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JOHN PURROY MITCHEL, MAYOR.
LAMAR HARDY, CORPORATION COUNSEL. WILLIAM A. PRENDERGAST, COMPTROLLER.

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BOARD OF ALDERMEN.

Public Hearings by the Committee on General Welfare.

PUBLIC NOTICE IS HEREBY GIVEN that the Committee on General Welfare of the Board of Aldermen will hold public hearings in the Aldermanic Chamber, City Hall, Borough of Manhattan, on FRIDAY, MARCH 30, 1917, at 2 p. m., on the following matters:

No. 1306. Ord. No. 233—"An Ordinance to amend Section 42 of Article 3 of Chapter 10 of the Code of Ordinances of The City of New York by adding thereto a New Subdivision to be known as Number Four."

No. 1307. Ord. No. 234—"An Ordinance to amend Article 17, Chapter 10, of the Code of Ordinances of The City of New York, by adding a New Section to follow Section 213 and to be known as Section 214."

No. 1308. Ord. No. 235—"An Ordinance to amend Section 43 of Article 3 of Chapter 10 of the Code of Ordinances of The City of New York by adding thereto, after Subdivision 1, Two New Subdivisions, to be known as 1-A and 1-B."

The ordinances as above may be found in the minutes of the Board of Aldermen published in the CITY RECORD of Feb. 23, 1917.

No. 1343. Ord. No. 237—"An Ordinance to amend Subdivision 1, 2 and 3 of Section 43 of Article 2 of Chapter 3 of the Code of Ordinances, relating to operators of motion-picture machines." This ordinance may be found in the minutes of the Board of Aldermen published in the CITY RECORD of March 3, 1917.

No. 1374. Ord. No. 240—"An Ordinance to amend Article 9, Chapter 14, of the Code of Ordinances, relating to Junk Dealers." This ordinance may be found in the minutes of the Board of Aldermen published in the CITY RECORD of March 15, 1917.

All persons interested are invited to be present.

m22,30 P. J. SCULLY, City Clerk and Clerk of the Board of Aldermen.

PUBLIC NOTICE IS HEREBY GIVEN that the Committee on General Welfare of the Board of Aldermen will hold public hearings as follows:

THURSDAY, APRIL 5, 1917, at Borough Hall, Brooklyn, at 8 p. m.

THURSDAY, APRIL 12, 1917, at Public School No. 6, Steinway and Jamaica aves., L. I. City, at 8 p. m.

on the following matter:

No. 1242—Request of the Conference of Organized Labor to the Board to hold hearings and to invite the Board of Education and City Officials to answer why the demands for better educational facilities have not been respected.

All persons interested are invited to attend.

m23,a12 P. J. SCULLY, City Clerk and Clerk of the Board of Aldermen.

ART COMMISSION.

Minutes of Special Meeting of Art Commission Held in Its Offices, Third Floor, City Hall, on Monday, March 5, 1917, at 9 A. M.

Present—Commissioner Stokes, presiding; Commissioners MacNeil, Crittenden, Guerin, Sherrill, Bacon and L. Laflin Kellogg, Chairman of the Court House Board, in respect to the designs for the Court House.

A communication, dated Feb. 10, was presented from Theodore Rousseau, Secretary to his Honor the Mayor, announcing the appointment of Charles H. Sherrill, layman, to succeed himself, and Henry Bacon, architect, to succeed William A. Boring, architect, whose terms of office respectively expired Dec. 31, 1916.

On communications from Commissioners de Forest, Healy and Wheeler, explaining their absences, they were excused.

In compliance with a request from L. Laflin Kellogg, Chairman of the Court House Board, the Vice-President called a special meeting to consider the designs for the New York County Court House.

Minutes of meeting of Feb. 13 were presented and approved.

The Vice-President's report was presented, stating that the following Committees had been appointed since the last meeting Feb. 13:

Washington Irving High School Mural Decorations: Commissioners Guerin, Chairman; Healy and Sherrill. Appointed Feb. 16, 1917.

Submission 2219—Bronxboro Hospital Pavilion: Commissioners Bacon, Chairman; Stokes and Wheeler. Appointed Feb. 24, 1917.

Submission 2220—Court House, Manhattan: Commissioners Bacon, Chairman; Stokes and Wheeler. Appointed February 27, 1917.

Submission 2221—Flushing Refuse Destructor Plant: Commissioners Bacon, Chairman; Stokes and Wheeler. Appointed February 28, 1917.

Submission 2222—Electric Light Posts: Commissioners Bacon, Chairman; Stokes and Wheeler. Appointed March 1, 1917.

Guy Lowell, architect; James Baker and Theodore Stark, connected with Mr. Lowell's office; Percy G. Michelbacker, executive secretary of the Court House Board; William E. Austin, architect, and Robert J. Wilson, Director of Hospitals of the Board of Health, appeared before the Commission concerning Submission 2220 and 2219, respectively.

Submission 2220, Court House, Manhattan.

The Committee presented the following report:

"The Committee on the designs for the Court House begs to report that all the changes in the designs recommended by the Commission when it gave preliminary approval have been made with the exception of placing steps between the columns at the entrances and this has been done in all approaches except one where it was impracticable owing to the grade. The Committee, therefore, recommends approval of the designs, but with the understanding that the materials are to be submitted and passed upon later and with the further understanding that the Commission reserves action on interior and exterior sculptural decorations, mural paintings or other interior decorations, designs for which when prepared, should be submitted for consideration by the Commission."

The report of the Committee was adopted and the following resolution passed:

Certificate 2120.

Resolved, That the Art Commission hereby approves the designs for the New York County Court House to be located in the plot bounded by Centre, Leonard, Baxter and Pearl sts., Manhattan, represented by Exhibits "739-J," "739-K," "739-L," "739-M," "739-N," "739-O," "739-P," "739-Q," "739-R," "739-S," "739-T," "739-U," "739-V," "739-W," "739-X," "739-Y," "739-Z," "739-A.A," "739-AB," "739-AC," "739-AD," "739-AE," "739-AF," "739-AG," "739-AH," "739-AI," "739-AJ," "739-AK," "739-AL," "739-AM," "739-AN," "739-AO," "739-AP," "739AQ," "739-AR," "739-AS," "739-AT," "739-AU," "739-AV," "739-AW," "739-AX," "739-AY," "739-AZ" and "739-BA" of record in this matter.

The Assistant Secretary was directed to transmit a copy of the report of the Committee to the Court House Board.

Submission 2211, Flushing Refuse Destructor Plant.

The Committee recommended that the designs be approved with the understanding that buff brick be used for the building and for the chimney; that the railing on the approach be the same as that of the Ridgewood Destructor Plant and that certain planting indicated on the designs be done in connection with the approach.

The report of the Committee was adopted and the following resolution passed:

Certificate 2121.

Resolved, That the Art Commission hereby approves the designs for the refuse destructor plant to be located on the plot bounded by Connerton ave., Chesterfield boulevard, Cadiz pl. and Eastport st., Flushing, represented by Exhibits "932-A," "932-B," "932-C," "932-D," "932-E," "932-F," "932-G" and "932-H," of record in this matter.

Submission 2219, Bronxboro Hospital Pavilion.

The Committee recommended that the designs be approved with the changes shown on the paper flap and with the understanding that the end porches be widened so that the space between the stairs and the row of beds that might be placed there will not be less than four feet; that the stairs at the end porches be placed against the building; and with the further understanding that the wards in the basement and the partitions on the third floor are only temporary; that the positions of the pavilions be changed so that their long axis shall be parallel with Seton ave.; and that the materials be submitted later.

The report of the Committee was adopted and the following resolution passed:

Certificate 2122.

Resolved, That the Art Commission hereby approves, but as preliminary drawings only, the designs for the pavilion building for the Bronxboro Hospital to be located at E. 233d st. and Seton ave., represented by Exhibits "931-A," "931-B," "931-C," "931-D" and "931-E" of record in this matter.

In the case in which preliminary approval was given the Assistant Secretary was directed to notify the proper authority that when working drawings have been completed, they should be submitted to the Commission for final approval; also to transmit copies of the reports of the Committees to the proper authorities.

The Assistant Secretary presented a letter from William Ordway Partridge, sculptor for the Tilden Statue, stating that the full-sized model was now in place.

The Chairman appointed the following Committee to inspect the model: Commissioners MacNeil, Chairman; Crittenden, Sherrill and Bacon.

The Assistant Secretary presented a letter from William H. Fox, Director of the Brooklyn Museum, requesting that the Art Commission allow the Museum to retain the portrait of Governor Clinton until March 25.

On motion the request was granted.

The following Committees reported progress:

Submission 2203—American Museum of Natural History Bronze Standards.

Submission 2210—Burr Portrait.

Submission 2215—Signs for Public Hack Stands.

Submission 2222—Electric Light Posts.

Hanging Paintings, City Hall.

Washington Irving High School Mural Decorations.

Hanging Paintings, Mayor's Suite.

Quarters and Staff.

Location of Model of Robert Fulton Watergate.

Mail Boxes.

Relation between Preliminary and Final Approval.

Cleaning and Preserving Monuments.

On motion the meeting adjourned. J. Q. ADAMS, Assistant Secretary.

DEPARTMENT OF FINANCE.

OFFICE OF THE CHAMBERLAIN.

Statement of Receipts and Payments of the City of New York for the Period Ended March 17, 1917.

	City Treasury, Sinking Funds, Special Funds.	Total.
Balances, March 10, 1917.	\$14,767,687.43	\$1,230,178.15
Receipts	19,736,748.83	474,226.21
		4,9

BOARD OF ESTIMATE AND APPORTIONMENT

Minutes of Meeting of Board of Estimate and Apportionment Held in Room 16, City Hall, Friday, March 16, 1917.

The Board met in pursuance of an adjournment.

Present—John Purroy Mitchel, Mayor; Albert E. Hadlock, Deputy and Acting Comptroller; Frank L. Dowling, President, Board of Aldermen; Marcus M. Marks, President, Borough of Manhattan; Lewis H. Pounds, President, Borough of Brooklyn; Douglas Mathewson, President, Borough of the Bronx; Maurice E. Connolly, President, Borough of Queens, and Henry P. Morrison, Acting President, Borough of Richmond.

The Mayor, Hon. John Purroy Mitchel, presided.

PUBLIC HEARINGS.

On Changes in the City Map.

Borough of Manhattan.

Hearing in the Matter of Changing the Map or Plan of The City of New York by Laying Out a Viaduct to Extend from Park Terrace East at a Point About 115 Feet North of West 215th Street to a Point on Broadway at the Intersection of West 215th Street as Laid Out Easterly Therefrom, and Thence to the West 215th Street Railroad Station of the Interborough Rapid Transit Company, Borough of Manhattan (Cal. No. 1).

The Secretary presented affidavit of publication showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 100).

E. P. Doyle, representing Hunt, Hill & Betts; Elias Kohner; and Henry De Forest Baldwin, representing the Isham Estate, appeared in opposition to the proposed change. No one else appearing, the hearing was closed.

The Secretary presented a communication, dated March 14, 1917, from the Tenement House Commissioner, in opposition to the proposed viaduct; also a communication, dated March 15, 1917, from Truman H. and George E. Baldwin, representing L. Gordon Hammersley, in opposition to any assessment being levied for this improvement upon property fronting on Broadway.

The matter was referred to the Committee on the City Plan.

Borough of Brooklyn.

Hearing in the Matter of Changing the Map or Plan of The City of New York by Changing the Grades of the Street System Within the Territory Bounded by Bay Parkway, 65th Street, West 5th Street, Avenue R and West 10th Street, Borough of Brooklyn (Cal. No. 2).

The Secretary presented affidavits of publication showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 101), and also affidavits of service of notice of the hearing upon the Railroad Companies.

(In accordance with instructions received at the meeting of the Board on February 16, 1917 (Cal. No. 101), the Secretary has called the attention of the New York Municipal Railway Corporation and the New York Consolidated Railroad Company to the necessity of presenting stipulations in conformity with the recommendations in the Chief Engineer's report.) (Report printed in Minutes of said meeting.)

Isaac E. Berman, Louis J. Altkrug and William D. Moore appeared in opposition to the proposed change; Charles L. Woody, representing New York Municipal Railway Corporation and New York Consolidated Railroad Company; and Otto Singen appeared in favor. No one else appearing, the hearing was closed, and the matter referred back to the Chief Engineer.

Hearing in the Matter of Changing the Map or Plan of The City of New York by Changing the Grades of the Street System Within the Territory Bounded by Avenue R, West 5th Street, Avenue U and West 10th Street, Borough of Brooklyn (Cal. No. 3).

The Secretary presented affidavits of publication showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 101); also affidavits of service of notice of hearing upon the New York Municipal Railway Corporation and the New York Consolidated Railroad Company.

Isaac E. Berman, Louis J. Altkrug and William D. Moore appeared in opposition to the proposed change; Charles L. Woody, representing New York Municipal Railway Corporation and New York Consolidated Railroad Company; and Otto Singen appeared in favor. No one else appearing, the hearing was closed, and the matter referred back to the Chief Engineer.

Hearing in the Matter of Changing the Map or Plan of The City of New York by Changing the Lines and Grades of the Street System Within the Territory Bounded by Avenue U, Van Sicklen Street, 86th Street, Gravesend Avenue, Shell Road, Avenue Y and West 10th Street, Borough of Brooklyn (Cal. No. 4).

The Secretary presented affidavits of publication showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 101); also affidavits of service of notice of hearing upon the New York Municipal Railway Corporation and the New York Consolidated Railroad Company.

Isaac E. Berman, Louis J. Altkrug and William D. Moore appeared in opposition to the proposed change; Charles L. Woody, representing New York Municipal Railway Corporation and New York Consolidated Railroad Company; and Otto Singen appeared in favor. No one else appearing, the hearing was closed, and the matter referred back to the Chief Engineer.

Hearing in the Matter of Changing the Map or Plan of The City of New York by Changing the Lines and Grades of the Street System Within the Territory Bounded by Metropolitan Avenue, the Westerly Branch of Newtown Creek, Newtown Creek, Grand Street and Gardner Avenue, Borough of Brooklyn (Cal. No. 5).

The hearing in this matter was fixed for January 5, 1917, by resolution adopted by the Board on December 8, 1916 (Cal. No. 224). On January 5, 1917 (Cal. No. 2), January 19, 1917 (Cal. No. 3), and on February 16, 1917 (Cal. No. 2), the hearing was continued; on the latter date, to this meeting.

The Secretary presented affidavits of publication showing that the matter had been duly advertised.

(In accordance with instructions received at meeting of December 8, 1916 (Cal. No. 224), the Secretary has called attention of the Borough President to the desirability of making a further study in the treatment of Gardner Avenue in the section north of Grand Street, to the end that any required changes either in position or grade may be effected at as early a date as practicable, and before improvements along inconsistent lines have been carried out, and with a further suggestion that as soon as the plan has been finally determined upon, steps be taken to secure action by the Local Board in the matter of initiating proceedings for acquiring title to the street.)

No one appearing in opposition to or in favor of the proposed change, the hearing was continued four weeks (April 13, 1917).

Hearing in the Matter of Changing the Map or Plan of The City of New York by Changing the Lines of Fulton Street, from Ashland Place to the Extension of Flatbush Avenue, Borough of Brooklyn (Cal. No. 6).

(The hearing in this matter was fixed for June 9, 1916, by resolution adopted by the Board on May 12, 1916 (Cal. No. 139), and the Secretary was directed to request the Public Service Commission for the First District for advice on questions suggested in the report of the Chief Engineer. On June 9, 1916 (Cal. No. 4), the hearing was continued to June 30, 1916, and on the latter date (Cal. No. 3), a communication was presented from the Public Service Commission for the First District dated June 15, 1916, relative to the information requested by the Secretary as aforesaid. The hearing was continued until September 15, 1916, and the matter referred to the Committee on

the City Plan and to the Committee on Assessments for consideration in the meantime. On September 15, 1916 (Cal. No. 3), December 15, 1916 (Cal. No. 1), February 2, 1917 (Cal. No. 2), and March 2, 1917 (Cal. No. 3), the hearing was continued; on the latter date, until this meeting.)

The Secretary presented affidavits of publication showing that the matter had been duly advertised.

The Secretary also presented a communication, dated June 20, 1916, from the Fulton Street Association, approving of the widening of Fulton street, and stating that it is the sense of the association that the cost of the improvement be assessed upon the entire Borough, rather than upon the immediate locality, as it is a benefit for traffic and transportation from all parts of the Borough.

No one appearing in opposition to or in favor of the proposed change, the hearing was continued four weeks (April 13, 1917).

Borough of The Bronx.

Hearing in the Matter of Changing the Map or Plan of The City of New York by Changing the Grade of East 165th Street, from Intervale Avenue to Hall Place, Borough of The Bronx (Cal. No. 7).

The Secretary presented affidavit of publication showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 102).

No one appearing in opposition to or in favor of the proposed change, the hearing was closed.

The following was offered:

Whereas, at a meeting of this Board, held on the 16th day of February, 1917, a resolution was adopted proposing to change the map or plan of The City of New York so as to change the grades of East 165th Street, between Intervale Avenue and Hall Place, in the Borough of The Bronx, City of New York, and appointing a hearing at a meeting of this Board to be held on the 16th day of March, 1917, at 10:30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 16th day of March, 1917; and

Whereas, it appears from the affidavit of the Supervisor of the City Record that the aforesaid resolution and notice have been published in the CITY RECORD for ten days prior to the 16th day of March, 1917; and

Whereas, all persons interested in such proposed change were afforded an opportunity to be heard thereon, and such proposed change was duly considered by this Board; now, therefore, be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest to change the map or plan of The City of New York by changing the grades of East 165th Street, between Intervale Avenue and Hall Place, in the Borough of The Bronx, City of New York, does hereby favor the same so as to make the aforesaid change in accordance with a map or plan bearing the signature of the President of the Borough and dated July 28, 1916.

Which was adopted by the following vote:

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

Hearing in the Matter of Changing the Map or Plan of The City of New York by Changing the Grade of Woodycrest Avenue, from West 168th Street to Shakespeare Avenue, and of Shakespeare Avenue, from West 168th Street to West 169th Street, Borough of The Bronx (Cal. No. 8).

The Secretary presented affidavit of publication showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 103).

No one appearing in opposition to or in favor of the proposed change, the hearing was closed.

The following was offered:

Whereas, at a meeting of this Board, held on the 16th day of February, 1917, a resolution was adopted proposing to change the map or plan of The City of New York so as to change the grades of Woodycrest Avenue, from West 168th Street to Shakespeare Avenue, and of Shakespeare Avenue, from West 168th Street to West 169th Street, in the Borough of The Bronx, City of New York, and appointing a hearing at a meeting of this Board to be held on the 16th day of March, 1917, at 10:30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 16th day of March, 1917; and

Whereas, it appears from the affidavit of the Supervisor of the City Record that the aforesaid resolution and notice have been published in the CITY RECORD for ten days prior to the 16th day of March, 1917; and

Whereas, all persons interested in such proposed change were afforded an opportunity to be heard thereon, and such proposed change was duly considered by this Board; now, therefore, be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest to change the map or plan of The City of New York by changing the grades of Woodycrest Avenue, from West 168th Street to Shakespeare Avenue, and of Shakespeare Avenue, from West 168th Street to West 169th Street, in the Borough of The Bronx, City of New York, does hereby favor the same so as to make the aforesaid change in accordance with a map or plan bearing the signature of the President of the Borough and dated October 31, 1916.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12

Borough of Queens.

Hearing in the Matter of Changing the Map or Plan of The City of New York by Changing the Lines and Grades of the Street System Within the Territory Bounded by 91st Street (Thrall Avenue), Atlantic Avenue, 96th Street (Willard Avenue), Van Wicklen Place, Vanderveer Place), 95th Avenue (Chichester Avenue, University Place), 97th Street (Hatch Avenue, Drake Place), 99th Avenue (Shattuck Avenue), 98th Street (Thedford Avenue), 103d Avenue (Kimball Avenue, Belmont Avenue), 96th Street (Willard Avenue, Van Wicklen Place) and Rockaway Boulevard, Borough of Queens (Cal. No. 9).

The Secretary presented affidavit of publication showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 105).

No one appearing in opposition to or in favor of the proposed change the hearing was closed.

The following was offered:

Whereas, at a meeting of this Board, held on the 16th day of February, 1917, a resolution was adopted proposing to change the map or plan of The City of New York so as to change the lines and grades of the street system within the territory bounded approximately by 91st Street (Thrall Avenue), Atlantic Avenue, 96th Street (Willard Avenue, Van Wicklen Place, Vanderveer Place), 95th Avenue (Chichester Avenue, University Place), 97th Street (Hatch Avenue, Drake Place), 99th Avenue (Shattuck Avenue), 98th Street (Thedford Avenue), 103d Avenue (Kimball Avenue, Belmont Avenue), 96th Street (Willard Avenue, Van Wicklen Place) and Rockaway Boulevard, in the Borough of Queens, City of New York, and appointing a hearing at a meeting of this Board to be held on the 16th day of March, 1917, at 10:30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby of the aforesaid time and place at which such proposed action would be considered to be published in the CITY RECORD for ten days prior to the 16th day of March, 1917; and

Whereas, it appears from the affidavit of the Supervisor of the City Record that the aforesaid resolution and notice have been published in the CITY RECORD for ten days prior to the 16th day of March, 1917; and

BOARD OF ESTIMATE AND APPORTIONMENT

Minutes of Meeting of Board of Estimate and Apportionment Held in Room 16, City Hall, Friday, March 16, 1917.

The Board met in pursuance of an adjournment.

Present—John Purroy Mitchel, Mayor; Albert E. Hadlock, Deputy and Acting Comptroller; Frank L. Dowling, President, Board of Aldermen; Marcus M. Marks, President, Borough of Manhattan; Lewis H. Pounds, President, Borough of Brooklyn; Douglas Mathewson, President, Borough of The Bronx; Maurice E. Connolly, President, Borough of Queens, and Henry P. Morrison, Acting President, Borough of Richmond.

The Mayor, Hon. John Purroy Mitchel, presided.

PUBLIC HEARINGS.

On Changes in the City Map.

Borough of Manhattan.

Hearing in the Matter of Changing the Map or Plan of The City of New York by Laying Out a Viaduct to Extend from Park Terrace East at a Point About 115 Feet North of West 215th Street to a Point on Broadway at the Intersection of West 215th Street as Laid Out Easterly Therefrom, and Thence to the West 215th Street Railroad Station of the Interborough Rapid Transit Company, Borough of Manhattan (Cal. No. 1).

The Secretary presented affidavit of publication showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 100).

E. P. Doyle, representing Hunt, Hill & Betts; Elias Kohner; and Henry De Forest Baldwin, representing the Isham Estate, appeared in opposition to the proposed change. No one else appearing, the hearing was closed.

The Secretary presented a communication, dated March 14, 1917, from the Tenement House Commissioner, in opposition to the proposed viaduct; also a communication, dated March 15, 1917, from Truman H. and George E. Baldwin, representing L. Gordon Hammersley, in opposition to any assessment being levied for this improvement upon property fronting on Broadway.

The matter was referred to the Committee on the City Plan.

Borough of Brooklyn.

Hearing in the Matter of Changing the Map or Plan of The City of New York by Changing the Grades of the Street System Within the Territory Bounded by Bay Parkway, 65th Street, West 5th Street, Avenue R and West 10th Street, Borough of Brooklyn (Cal. No. 2).

The Secretary presented affidavits of publication showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 101), and also affidavits of service of notice of the hearing upon the Railroad Companies.

(In accordance with instructions received at the meeting of the Board on February 16, 1917 (Cal. No. 101), the Secretary has called the attention of the New York Municipal Railway Corporation and the New York Consolidated Railroad Company to the necessity of presenting stipulations in conformity with the recommendations in the Chief Engineer's report.) (Report printed in Minutes of said meeting.)

Isaac E. Berman, Louis J. Altkrug and William D. Moore appeared in opposition to the proposed change; Charles L. Woody, representing New York Municipal Railway Corporation and New York Consolidated Railroad Company; and Otto Singen appeared in favor. No one else appearing, the hearing was closed, and the matter referred back to the Chief Engineer.

Hearing in the Matter of Changing the Map or Plan of The City of New York by Changing the Grades of the Street System Within the Territory Bounded by Avenue R, West 5th Street, Avenue U and West 10th Street, Borough of Brooklyn (Cal. No. 3).

The Secretary presented affidavits of publication showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 101); also affidavits of service of notice of hearing upon the New York Municipal Railway Corporation and the New York Consolidated Railroad Company.

Isaac E. Berman, Louis J. Altkrug and William D. Moore appeared in opposition to the proposed change; Charles L. Woody, representing New York Municipal Railway Corporation and New York Consolidated Railroad Company; and Otto Singen appeared in favor. No one else appearing, the hearing was closed, and the matter referred back to the Chief Engineer.

Hearing in the Matter of Changing the Map or Plan of The City of New York by Changing the Lines and Grades of the Street System Within the Territory Bounded by Avenue U, Van Sicklen Street, 86th Street, Gravesend Avenue, Shell Road, Avenue Y and West 10th Street, Borough of Brooklyn (Cal. No. 4).

The Secretary presented affidavits of publication showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 101); also affidavits of service of notice of hearing upon the New York Municipal Railway Corporation and the New York Consolidated Railroad Company.

Isaac E. Berman, Louis J. Altkrug and William D. Moore appeared in opposition to the proposed change; Charles L. Woody, representing New York Municipal Railway Corporation and New York Consolidated Railroad Company; and Otto Singen appeared in favor. No one else appearing, the hearing was closed, and the matter referred back to the Chief Engineer.

Hearing in the Matter of Changing the Map or Plan of The City of New York by Changing the Lines and Grades of the Street System Within the Territory Bounded by Metropolitan Avenue, the Westerly Branch of Newtown Creek, Newtown Creek, Grand Street and Gardner Avenue, Borough of Brooklyn (Cal. No. 5).

(The hearing in this matter was fixed for January 5, 1917, by resolution adopted by the Board on December 8, 1916 (Cal. No. 224). On January 5, 1917 (Cal. No. 2), January 19, 1917 (Cal. No. 3), and on February 16, 1917 (Cal. No. 2), the hearing was continued; on the latter date, to this meeting.)

The Secretary presented affidavits of publication showing that the matter had been duly advertised.

(In accordance with instructions received at meeting of December 8, 1916 (Cal. No. 224), the Secretary has called attention of the Borough President to the desirability of making a further study in the treatment of Gardner Avenue in the section north of Grand Street, to the end that any required changes either in position or grade may be effected at as early a date as practicable, and before improvements along inconsistent lines have been carried out, and with a further suggestion that as soon as the plan has been finally determined upon, steps be taken to secure action by the Local Board in the matter of initiating proceedings for acquiring title to the street.)

No one appearing in opposition to or in favor of the proposed change, the hearing was continued four weeks (April 13, 1917).

Hearing in the Matter of Changing the Map or Plan of The City of New York by Changing the Lines of Fulton Street, from Ashland Place to the Extension of Flatbush Avenue, Borough of Brooklyn (Cal. No. 6).

(The hearing in this matter was fixed for June 9, 1916, by resolution adopted by the Board on May 12, 1916 (Cal. No. 139), and the Secretary was directed to request the Public Service Commission for the First District for advice on questions suggested in the report of the Chief Engineer. On June 9, 1916 (Cal. No. 4), the hearing was continued to June 30, 1916, and on the latter date (Cal. No. 5), a communication was presented from the Public Service Commission for the First District dated June 15, 1916, relative to the information requested by the Secretary as aforesaid. The hearing was continued until September 15, 1916, and the matter referred to the Committee on

the City Plan and to the Committee on Assessments for consideration in the meantime. On September 15, 1916 (Cal. No. 3), December 15, 1916 (Cal. No. 1), February 2, 1917 (Cal. No. 2), and March 2, 1917 (Cal. No. 3), the hearing was continued; on the latter date, until this meeting.)

The Secretary presented affidavits of publication showing that the matter had been duly advertised.

The Secretary also presented a communication, dated June 20, 1916, from the Fulton Street Association, approving of the widening of Fulton street, and stating that it is the sense of the association that the cost of the improvement be assessed upon the entire Borough, rather than upon the immediate locality, as it is a benefit for traffic and transportation from all parts of the Borough.

No one appearing in opposition to or in favor of the proposed change, the hearing was continued four weeks (April 13, 1917).

Borough of The Bronx.

Hearing in the Matter of Changing the Map or Plan of The City of New York by Changing the Grade of East 165th Street, from Intervale Avenue to Hall Place, Borough of The Bronx (Cal. No. 7).

The Secretary presented affidavit of publication showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 102).

No one appearing in opposition to or in favor of the proposed change, the hearing was closed.

The following was offered:

Whereas, at a meeting of this Board, held on the 16th day of February, 1917, a resolution was adopted proposing to change the map or plan of The City of New York so as to change the grades of East 165th Street, between Intervale Avenue and Hall Place, in the Borough of The Bronx, City of New York, and appointing a hearing at a meeting of this Board to be held on the 16th day of March, 1917, at 10:30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 16th day of March, 1917; and

Whereas, it appears from the affidavit of the Supervisor of the City Record that the aforesaid resolution and notice have been published in the CITY RECORD for ten days prior to the 16th day of March, 1917; and

Whereas, all persons interested in such proposed change were afforded an opportunity to be heard thereon, and such proposed change was duly considered by this Board; now, therefore, be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest to change the map or plan of The City of New York by changing the grades of East 165th Street, between Intervale Avenue and Hall Place, in the Borough of The Bronx, City of New York, does hereby favor the same so as to make the aforesaid change in accordance with a map or plan bearing the signature of the President of the Borough and dated July 28, 1916.

Which was adopted by the following vote:

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

Hearing in the Matter of Changing the Map or Plan of The City of New York by Changing the Grade of Woodycrest Avenue, from West 168th Street to Shakespeare Avenue, and of Shakespeare Avenue, from West 168th Street to West 169th Street, Borough of The Bronx (Cal. No. 8).

The Secretary presented affidavit of publication showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 103).

No one appearing in opposition to or in favor of the proposed change, the hearing was closed.

The following was offered:

Whereas, at a meeting of this Board, held on the 16th day of February, 1917, a resolution was adopted proposing to change the map or plan of The City of New York so as to change the grades of Woodycrest Avenue, from West 168th Street to Shakespeare Avenue, and of Shakespeare Avenue, from West 168th Street to West 169th Street, in the Borough of The Bronx, City of New York, and appointing a hearing at a meeting of this Board to be held on the 16th day of March, 1917, at 10:30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 16th day of March, 1917; and

Whereas, it appears from the affidavit of the Supervisor of the City Record that the aforesaid resolution and notice have been published in the CITY RECORD for ten days prior to the 16th day of March, 1917; and

Whereas, all persons interested in such proposed change were afforded an opportunity to be heard thereon, and such proposed change was duly considered by this Board; now, therefore, be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest to change the map or plan of The City of New York by changing the grades of Woodycrest Avenue, from West 168th Street to Shakespeare Avenue, and of Shakespeare Avenue, from West 168th Street to West 169th Street, in the Borough of The Bronx, City of New York, does hereby favor the same so as to make the aforesaid change in accordance with a map or plan bearing the signature of the President of the Borough and dated October 31, 1916.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Borough of Queens.

Hearing in the Matter of Changing the Map or Plan of The City of New York by Changing the Lines and Grades of the Street System Within the Territory Bounded by 91st Street (Thrall Avenue), Atlantic Avenue, 96th Street (Willard Avenue, Van Wicklen Place, Vanderveer Place), 95th Avenue (Chichester Avenue, University Place), 97th Street (Hatch Avenue, Drake Place), 99th Avenue (Shattuck Avenue), 98th Street (Thedford Avenue), 103d Avenue (Kimball Avenue, Belmont Avenue), 96th Street (Willard Avenue, Van Wicklen Place) and Rockaway Boulevard, Borough of Queens (Cal. No. 9).

The Secretary presented affidavit of publication showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 105).

No one appearing in opposition to or in favor of the proposed change the hearing was closed.

The following was offered:

Whereas, at a meeting of this Board, held on the 16th day of February, 1917, a resolution was adopted proposing to change the map or plan of The City of New York so as to change the lines and grades of the street system within the territory bounded approximately by 91st Street (Thrall Avenue), Atlantic Avenue, 96th Street (Willard Avenue, Van Wicklen Place, Vanderveer Place), 95th Avenue (Chichester Avenue, University Place), 97th Street (Hatch Avenue, Drake Place), 99th Avenue (Shattuck Avenue), 98th Street (Thedford Avenue), 103d Avenue (Kimball Avenue, Belmont Avenue), 96th Street (Willard Avenue, Van Wicklen Place) and Rockaway Boulevard, in the Borough of Queens, City of New York, and appointing a hearing at a meeting of this Board to be held on the 16th day of March, 1917, at 10:30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby, of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 16th day of March, 1917; and

Whereas, it appears from the affidavit of the Supervisor of the City Record that the aforesaid resolution and notice have been published in the CITY RECORD for ten days prior to the 16th day of March, 1917; and

Whereas, All persons interested in such proposed change were afforded an opportunity to be heard thereon, and such proposed change was duly considered by this Board; now, therefore, be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest to change the map or plan of The City of New York by changing the lines and grades of the street system within the territory bounded approximately by 91st Street (Thrall Avenue), Atlantic Avenue, 96th Street (Willard Avenue, Van Wicklen Place, Vandever Place), 95th Avenue (Chichester Avenue, University Place), 97th Street (Hatch Avenue, Drake Place), 99th Avenue (Shattuck Avenue), 98th Street (Thedford Avenue), 103d Avenue (Kimball Avenue, Belmont Avenue), 96th Street (Willard Avenue, Van Wicklen Place) and Rockaway Boulevard, in the Borough of Queens, City of New York, does hereby favor the same so as to make the aforesaid change in accordance with a map or plan bearing the signature of the President of the Borough, and dated August 25, 1915.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn and Queens and the Acting President of the Borough of Richmond—12.

Hearing in the Matter of Changing the Map or Plan of The City of New York by Changing the Grade of Gunther Street, from 51st Street to Alburtis Avenue, and in the grade of Alburtis Avenue, from Lake Street to Havemeyer Street, Borough of Queens (Cal. No. 10).

The Secretary presented affidavit of publication showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 104).

No one appearing in opposition to or in favor of the proposed change the hearing was closed.

The following was offered:

Whereas, At a meeting of this Board, held on the 16th day of February, 1917, a resolution was adopted proposing to change the map or plan of The City of New York so as to change the grades of Gunther Street, from Alburtis Avenue to 51st Street, and of Alburtis Avenue, from Lake Street to Havemeyer Street, in the Borough of Queens, City of New York, and appointing a hearing at a meeting of this Board to be held on the 16th day of March, 1917, at 10:30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby, of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 16th day of March, 1917; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolution and notice have been published in the CITY RECORD for ten days prior to the 16th day of March, 1917; and

Whereas, All persons interested in such proposed change were afforded an opportunity to be heard thereon, and such proposed change was duly considered by this Board; now, therefore, be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest to change the map or plan of The City of New York by changing the grades of Gunther Street, from Alburtis Avenue to 51st Street, and of Alburtis Avenue, from Lake Street to Havemeyer Street, in the Borough of Queens, City of New York, does hereby favor the same so as to make the aforesaid change in accordance with a map or plan bearing the signature of the President of the Borough, and dated July 17, 1916.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

On Areas of Assessment for Benefit in Condemnation Proceedings.

Borough of Brooklyn.

Hearing on the Proposed Area of Assessment in the Matter of Acquiring Title to Bay 43d Street, from Harway Avenue to Benson Avenue, Borough of Brooklyn (Cal. No. 11).

The Secretary presented affidavits of publication showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 106).

No one appearing in opposition to or in favor of the proposed area of assessment, the hearing was closed.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of Section 970 of the Greater New York Charter, as amended, deems it for the public interest that the title, for the uses and to the extent thereof as herein mentioned, to the real property required for the opening and extending of Bay 43d Street from Benson Avenue to Harway Avenue, excluding the right-of-way of the West End Division of the Nassau Electric Railway Company, in the Borough of Brooklyn, City of New York, should be acquired by The City of New York.

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

Resolved, That the compensation to be made to the owners of the real property to be acquired shall be ascertained and determined by the Supreme Court without a jury;

Resolved, That the Board of Estimate and Apportionment hereby requests the Corporation Counsel to make application to a Special Term of the Supreme Court to have the compensation, which should justly be made to the respective owners of the real property proposed to be taken, ascertained and determined by the Supreme Court without a jury, and to have the said Court assess the cost and expense of the proceedings upon the real property within the area of assessment hereinafter determined, and to take the necessary proceedings, in the name of The City of New York, to acquire title as herein determined, wherever the same has not heretofore been acquired, for the use of the public for the same purpose, to the real property that shall or may be required for the purpose of opening and extending Bay 43d Street from Benson Avenue to Harway Avenue, excluding the right-of-way of the West End Division of the Nassau Electric Railway Company, in the Borough of Brooklyn, City of New York, upon the receipt by him of a rule map and damage map, certified as having been approved by this Board.

Resolved, That no portion of the cost and expense of said proceedings, incurred by reason of the provisions of Title 4, Chapter 17, of the Greater New York Charter, as amended, shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the expense of the Bureau of Street Openings, the cost and expense incurred by the President of the Borough of Brooklyn in the preparation of rule, damage and benefit maps for the use thereof; and all other expenses and disbursements authorized by Section 977 of said title, as amended, shall be assessed upon the property deemed to be benefited thereby; and

Whereas, It appears from the affidavits of the Supervisor of the City Record and the publishers of the Corporation New-papers that due notice was given therein that at the time of the adoption of the resolution directing the institution of proceedings herein to acquire title to the real property required for this improvement that the Board of Estimate and Apportionment would consider a proposed area of assessment as therein described, and would give a public hearing thereon upon the 16th day of March, 1917; and

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

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

Beginning at a point on the southwesterly line of Benson avenue, where it is intersected by a line midway between Bay 43d street and Bay 44th street, as these streets are laid out northeast of Cropsey avenue, and running thence southwesterly along the said line midway between Bay 43d street and Bay 44th street and along the prolongation of the said line, to the intersection with a line bisecting the angle formed by the intersection of the prolongation of the center lines of Bay 43d

street and Bay 44th street, as these streets are laid out where they adjoin Harway avenue on the northeast; thence southwesterly along the said bisecting line to the intersection with the northeasterly line of Harway avenue; thence northwesterly along the northeasterly line of Harway avenue to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the northwesterly line of Bay 43d street and the southeasterly line of 26th avenue, as these streets are laid out where they adjoin Harway avenue on the northeast; thence northwesterly along the said bisecting line to the intersection with the prolongation of a line midway between 26th avenue and Bay 43d street, as these streets are laid out northeast of Cropsey avenue; thence northwesterly along the said line midway between 26th avenue and Bay 43d street, and along the prolongation of the said line, to the intersection with the southwesterly line of Benson avenue; thence southwesterly along the southwesterly line of Benson avenue to the point or place of beginning.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn and Queens and the Acting President of the Borough of Richmond—12.

Negative—The President of the Borough of The Bronx—1.

Borough of Queens.

Hearing on the Proposed Area of Assessment in the Matter of Acquiring Title to North Conduit Avenue, from Sutter Avenue to 79th (Genessee) Street, and to Sutter Avenue, from the Brooklyn Borough Line to Pitkin Avenue, Borough of Queens (Cal. No. 12).

(On February 16, 1917 (Cal. No. 107), the question of the authority of the City to acquire the lands of Acacia Cemetery that will be needed for Sutter avenue, was referred to the Corporation Counsel with a request that if the City is without such authority, he prepare and submit a bill to the present session of the Legislature under which the City will be clearly vested with power to acquire said lands.)

The Secretary presented affidavit of publication, showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 107).

No one appearing in opposition to or in favor of the proposed area of assessment, the hearing was closed.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 970 of the Greater New York Charter, as amended, deems it for the public interest that the title, for the uses and to the extent thereof as herein mentioned, to the real property required for the opening and extending of North Conduit Avenue, from Sutter Avenue to 79th (Genessee) Street; and Sutter Avenue, from the Brooklyn Borough Line to Pitkin Avenue, in the Borough of Queens, City of New York, should be acquired by The City of New York.

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

Resolved, That the compensation to be made to the owners of the real property to be acquired shall be ascertained and determined by the Supreme Court without a jury;

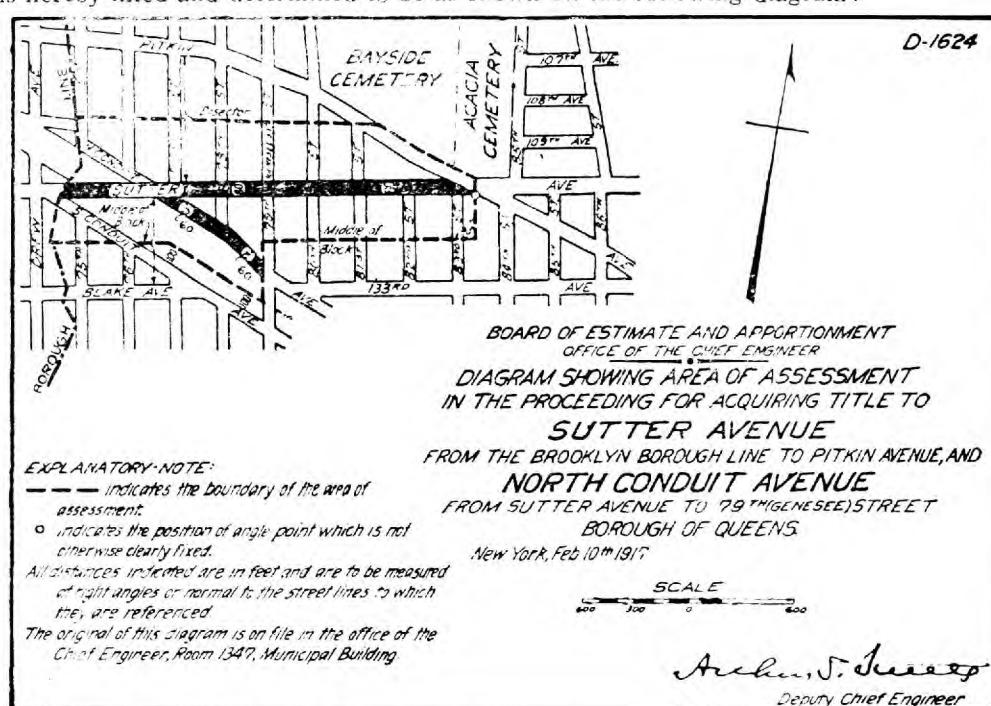
Resolved, That the Board of Estimate and Apportionment hereby requests the Corporation Counsel to make application to a Special Term of the Supreme Court to have the compensation, which should justly be made to the respective owners of the real property proposed to be taken, ascertained and determined by the Supreme Court without a jury, and to have the said Court assess the cost and expense of the proceedings upon the real property within the area of assessment hereinafter determined, and to take the necessary proceedings, in the name of The City of New York, to acquire title as herein determined, wherever the same has not heretofore been acquired, for the use of the public for the same purpose, to the real property that shall or may be required for the purpose of opening and extending North Conduit Avenue, from Sutter Avenue to 79th (Genessee) Street; and Sutter Avenue, from the Brooklyn Borough Line to Pitkin Avenue, in the Borough of Queens, City of New York upon the receipt by him of a rule map and damage map, certified as having been approved by this Board.

Resolved, That no portion of the cost and expense of said proceedings, incurred by reason of the provisions of Title 4, Chapter 17, of the Greater New York Charter, as amended, shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the expense of the Bureau of Street Openings, the cost and expense incurred by the President of the Borough of Queens, in the preparation of rule, damage and benefit maps for the use thereof; and all other expenses and disbursements authorized by section 977 of said title, as amended, shall be assessed upon the property deemed to be benefited thereby; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that due notice was given therein that at the time of the adoption of the resolution directing the institution of proceedings herein to acquire title to the real property required for this improvement that the Board of Estimate and Apportionment would consider a proposed area of assessment as therein described, and would give a public hearing thereon upon the 16th day of March, 1917; and

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

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



Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Miscellaneous Hearings.

Hearing in the Matter of the Proposed Removal of Sidewalk Encroachments and Widening of the Roadways of Madison Avenue, from 41st Street to 46th Street, and of 44th Street, 45th Street and 46th Street, from Broadway to Madison Avenue, Together with the Removal of Encroachments on 44th Street, from Madison Avenue to Vanderbilt Avenue, Borough of Manhattan (Cal. No. 13).

The Secretary presented affidavit of publication showing that the matter had been

duly advertised in accordance with a resolution adopted by the Board on March 9, 1917 (Cal. No. 82).

The Secretary also presented the following report of the Chief Engineer:

Report No. 16544. March 10, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith are transmitted five communications from the President of the Borough of Manhattan, bearing dates between October 2, 1916, and January 27, 1917, requesting the adoption of resolutions providing for the removal of sidewalk encroachments and widening the roadways on 44th Street, 45th Street, 46th Street, and Madison Avenue.

These matters have been made the subject of correspondence with the Borough President relative to certain modifications in the scope of the resolutions, and as finally determined upon provide for removing sidewalk encroachments and widening the roadways on the following streets:

Madison Avenue, from 41st Street to 46th Street; 46th Street, from Broadway to Madison Avenue; 45th Street, from Broadway to Madison Avenue; 44th Street, from Broadway to Madison Avenue; and for removing encroachments on 44th Street, from Madison Avenue to Vanderbilt Avenue.

Madison Avenue has a width of 75 feet in the section south of 42d Street and 80 feet to the north thereof, with corresponding roadway widths of 37 feet and 42 feet, respectively. It is proposed to establish a roadway width of 45 feet in the former section and of 54 feet in the latter, the resulting sidewalks on each side of the street being 15 feet and 13 feet, respectively. Each of the remaining streets has a width of 60 feet, which has been subdivided into roadways 30 feet wide and sidewalks each 15 feet wide. It is proposed in each case to widen the roadways to 34 feet, the resulting sidewalks being 13 feet in width.

In order to make available for pedestrian use the sidewalk widths contemplated, it will be necessary to remove sidewalk encroachments on all of the streets in which it is proposed to widen the roadways. It is also proposed to remove sidewalk encroachments in East 44th Street between Madison Avenue and Vanderbilt Avenue where the roadway has been improved to a width of 35 feet, and no change is contemplated.

The character and extent of the encroachments on each of these streets are generally similar to those existing on 43d Street between Broadway and Madison Avenue, resolutions providing for similar treatment to that now contemplated in the resolutions under consideration having been approved by the Board on March 9th after a public hearing, together with an amendment providing for excepting from the provisions of the resolution fire-escape stairways required to be maintained or continued by existing statutes. The encroachments consist principally of fences opposite yards and areaways, some of which are of a very substantial type, steps to high-stoop houses and to basements, and enclosed entrances to buildings. In several instances there are also fire-escape stairways extending to the sidewalk level opposite theatre buildings. The extent of these encroachments is, in general, about 5 feet, and they exist opposite a very large proportion of the frontage on each of the streets affected, although in the case of Madison Avenue they are proportionately less extensive.

The Board has set March 16, 1917, as the date for a public hearing on the changes contemplated for each of the streets described.

It would appear that the congested traffic conditions in this vicinity justify the treatment proposed, and it is recommended that the resolutions be approved unless the hearings disclose substantial objections to this course.

It is also recommended that in the case of the resolutions relating to 44th Street, 45th Street and 46th Street, an amendment be added similar to that made in the case of the 43d Street resolution referred to. Respectfully,

NELSON P. LEWIS, Chief Engineer.

A. L. Davis; A. S. Hart, representing Alpha Delta Phi Club; W. Fishel and E. P. Doyle appeared in opposition; C. S. Brand and Bruce M. Falconer appeared in favor. No one else appearing, the Chair declared the hearing closed on the Madison Avenue improvement.

The following resolution was offered:

Resolved, by the Board of Estimate and Apportionment, That the widths of the roadway and sidewalks on Madison Avenue, from the north curb line of 41st Street to the south curb line of 46th Street, Borough of Manhattan, be and hereby are established as follows:

The roadway between 41st and 42d Streets shall have a width of 45 feet, centrally located; and between 42d and 46th Streets the roadway shall have a width of 54 feet, centrally located.

The width of the sidewalks on each side of the roadway, between 41st and 42d Streets shall be fifteen feet, and between 42d and 46th Streets the width of the sidewalks on each side of the roadway shall be 13 feet.

—and be it further Resolved, That all ordinances, permits or licenses heretofore adopted or granted by The City of New York, or by any body or officer thereof, which permit or license, or which purport to permit or license encroachments of any nature which interfere with the proper support for the roadway, curb, and necessary and proper subsurface structures be and they hereby are repealed; and be it further

Resolved, That the President of the Borough of Manhattan be and he hereby is authorized to remove or cause to be removed all said encroachments in accordance with the foregoing resolution.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

The following resolution was offered:

Whereas, The entire width of Madison Avenue, between 41st Street and 46th Street, Borough of Manhattan, is required for public purposes; be it

Resolved, by the Board of Estimate and Apportionment, That all ordinances, permits or licenses heretofore adopted or granted by The City of New York, or by any body or officer thereof, which permit or license, or which purport to permit or license encroachments of any nature which project beyond the building line of Madison Avenue, between 41st Street and 46th Street, in the Borough of Manhattan, between levels ten feet above the curb grade and a sufficient depth below said curb to provide for the proper support of the roadway, sidewalk and necessary and proper subsurface structures be and they hereby are repealed; and be it further

Resolved, That the President of the Borough of Manhattan be and he hereby is authorized to remove or cause to be removed all said encroachments or encumbrances in accordance with the foregoing resolution; except in cases, if any, where existing structures require the maintenance or continuance of fire escapes in their present position.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

The hearing on the proposed improvements in 44th Street, 45th Street and 46th Street was continued two weeks (March 30, 1917).

Hearing on Proposed Amendment of Building Zone Resolution—Lenox Avenue, Easterly Side, Between 144th and 145th Streets, Including the Area 100 Feet Back from Lenox Avenue, Borough of Manhattan (Cal. No. 14).

(On January 19, 1917 (Cal. No. 84), the petition dated January 13, 1917, from Catherine C. Glasser, requesting the above amendment, was referred to the Committee on the City Plan.)

The Secretary presented affidavit of publication, showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 17). (On said date the report of the Committee on the City Plan was presented, and a resolution was adopted fixing March 16, 1917, as the date for a public hearing in the matter.)

The Secretary also presented a communication, dated March 15, 1917, from the Happy Home Realty Co., requesting an opportunity to be heard and that the hearing be adjourned to a later date.

Joseph E. Marks appeared in opposition; Hon. Francis S. McAvoy appeared in favor. No one else appearing, the hearing was closed.

The following resolution was offered:

Resolved, By the Board of Estimate and Apportionment that the resolution en-

titled "A resolution regulating and limiting the height and bulk of buildings hereafter erected and regulating and determining the area of yards, courts and other open spaces, and regulating and restricting the location of trades and industries and the location of buildings designed for specified uses and establishing the boundaries of districts for the said purposes," adopted July 25, 1916, be and is hereby amended by changing Use District Map, Section No. 6, so as to include within an unrestricted district the area on the easterly side of Lenox Avenue within 100 feet thereof, between 144th Street and 145th Street, Borough of Manhattan, all as shown upon a map bearing the signature of the Secretary of the Committee on the City Plan and dated February 6, 1917.

Which was adopted by the following vote:

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

Hearing on Proposed Amendment of Building Zone Resolution—Broadway, Easterly Side, Between 133d and 134th Streets, and 133d Street, South Side, Between Broadway and Old Broadway, Borough of Manhattan (Cal. No. 15).

(On October 27, 1916 (Cal. No. 101), the petitions in this matter were referred to the Committee on the City Plan.)

(On December 8, 1916 (Cal. No. 28), the report of the Committee on the City Plan was presented and a resolution was adopted fixing January 5, 1917, as the date for a public hearing in the matter.)

(On January 5, 1917 (Cal. No. 13), the resolution to carry the recommendations of the Committee on City Plan into effect failed of adoption, not receiving the unanimous vote of the Board, as required by law. The matter was thereupon reconsidered and the hearing continued to January 12, 1917.)

(On January 12, 1917 (Cal. No. 2), the hearing was continued one week (January 19, 1917), and the matter referred to the Corporation Counsel for advice as to the exact meaning of that part of section 242(b) of the Charter relating to protests against the amendment, supplement or change of the Building Zone Resolution.)

(On January 19, 1917 (Cal. No. 12), the hearing was continued to January 26, 1917, on the latter date (Cal. No. 3) until February 2, 1917. On said date (Cal. No. 15) it was continued until March 2, 1917, and on the latter date (Cal. No. 15) it was continued to this meeting.)

The Secretary presented affidavit of publication showing that the matter had been duly advertised.

The Secretary presented a protest dated January 11, 1917, from the Chelsea Realty Company against the proposed change, and an opinion of the Corporation Counsel, dated January 25, 1917, advising that the protest of the Chelsea Realty Company represents the ownership of "twenty per centum of the frontage immediately in the rear of the frontage proposed to be altered in this case, within the meaning of the Charter provision."

(On February 23, 1917 (Cal. No. 53), a joint petition of the Chelsea Realty Company and the Riverside Drive Realty Company, for an amendment of the Building Resolution affecting their property on the easterly side of Broadway, between 133rd and 134th Streets, was referred to the Committee on the City Plan.)

James J. Dunn appeared in opposition; Thomas C. Ennever appeared in favor.

The hearing was continued one week (March 23, 1917).

Hearing on Proposed Amendment of Building Zone Resolution—19th Avenue, from a Point 200 Feet East of 58th Street to Within 100 Feet of 54th Street, and 115 Feet Back from the Southerly Side of 19th Avenue from a Point 200 Feet East of 58th Street to Within 100 Feet of 54th Street, Borough of Brooklyn (Cal. No. 16).

(On December 15, 1916 (Cal. No. 68), the petition of the Commissioner of Street Cleaning requesting the above amendment was referred to the Committee on the City Plan.)

(On February 16, 1916 (Cal. No. 18), the report of the Committee on City Plan was presented and a resolution was adopted fixing March 16, 1917, as the date for a public hearing in the matter.)

The Secretary presented affidavits of publication showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 18).

The Secretary also presented two communications, dated March 5 and March 12, 1917, from Charles J. Sohni, owner of property at 43 Webster Avenue, and Charles S. Waldo, of 1677 60th Street, Brooklyn, in opposition to the erection of a stable on the above mentioned property.

Hon. John J. Ryan, Wm. C. Demarest, Mrs. Mary Glassow, George V. Granger, representing the Catholic Club and the Mapleton Park Civic Association, and Dr. I. G. Goldstein, Chairman, Health Committee of Mapleton Park Civic Association, appeared in opposition.

Jacob Fox and Hon. John T. Fetherston, Commissioner of Street Cleaning, appeared in favor.

No one else appearing, the hearing was closed.

The Secretary presented communications as follows: From Mapleton Park Civic Association, dated March 13, 1917; from Isadore Epstein, dated March 14, 1917; from William V. Halcomb, dated March 14, 1917; from A. F. Bucher, dated March 15, 1917, and petition from Sarah E. Rogers and others, protesting the proposed amendment.

The following resolution was offered:

Resolved, By the Board of Estimate and Apportionment, that the resolution entitled "A resolution regulating and limiting the height and bulk of buildings hereafter erected and regulating and determining the area of yards, courts and other open spaces, and regulating and restricting the location of trades and industries and the location of buildings designed for specified uses and establishing the boundaries of districts for the said purposes," adopted July 25, 1916, be and is hereby amended by changing Use District Map, Section No. 22, so as to include within an unrestricted district the area on the northerly side of 19th Avenue within 200 feet thereof between a line drawn parallel to 58th Street and 200 feet easterly therefrom measured at right angles to said street and a line parallel to 54th Street and 100 feet westerly therefrom measured at right angles to said street to said 54th Street, and so as to include within an unrestricted district the area on the southerly side of 19th Avenue within 115 feet thereof between a line parallel to 58th Street and 200 feet easterly therefrom measured at right angles to said street and a line parallel to 54th Street and 100 feet westerly therefrom measured at right angles to said 54th Street, Borough of Brooklyn, all as shown upon a map bearing the signature of the Secretary of the Committee on the City Plan and dated February 13, 1917.

Which failed of adoption, receiving the following vote:

Affirmative—The Deputy and Acting Comptroller—3.

Negative—The President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx and the Acting President of the Borough of Richmond—9.

Hearing on Proposed Amendment of Building Zone Resolution—Stanhope Street, from 100 Feet North of Onderdonk Avenue to Within 100 Feet South of Woodward Avenue, Borough of Queens (Cal. No. 17).

(On December 8, 1916 (Cal. No. 272), the petition of property owners within the area proposed to be amended; and on January 19, 1917 (Cal. No. 94), the resolution adopted by the Local Board of Newtown District in this matter were referred to the Committee on the City Plan.)

(On February 16, 1917 (Cal. No. 19), the report of the Committee on the City Plan was presented and a resolution was adopted, fixing March 16, 1917, as the date for a public hearing in the matter.)

The Secretary presented affidavit of publication showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 19).

No one appearing in opposition to or in favor of the proposed amendment, the hearing was closed.

The following resolution was offered:

Resolved, by the Board of Estimate and Apportionment that the resolution entitled "A resolution regulating and limiting the height and bulk of buildings hereafter erected and regulating and determining the area of yards, courts and other open spaces, and regulating and restricting the location of trades and industries and the location of buildings designed for specified uses and establishing the boundaries of districts for the said purposes," adopted July 25, 1916, be and is hereby

amended by changing Use District Map, Section No. 13, so as to include within a business district the area on both sides of Stanhope Street within 100 feet thereof, between a line parallel to Onderdonk Avenue and 100 feet northerly therefrom, measured at right angles to said avenue, and a line parallel to Woodward Avenue and 100 feet southerly therefrom, measured at right angles to said Woodward Avenue, Borough of Queens, all as shown upon a map bearing the signature of the Secretary of the Committee on the City Plan and dated January 31, 1917.

Which was adopted by the following vote:

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

Hearing on Proposed Amendment of Building Zone Resolution—164th Street, from 100 Feet North of Hillside Avenue to Within 100 Feet of Normal Avenue, Borough of Queens (Cal. No. 18).

(On December 22, 1916 (Cal. No. 217), the petition of property owners for this amendment was referred to the Committee on the City Plan.)

(On February 2, 1917, a resolution of the Local Board of Jamaica District approving this amendment was referred to the Committee on the City Plan.)

(On February 16, 1917 (Cal. No. 20), a resolution was adopted fixing March 16, 1917, as the date for a public hearing in the matter.)

The Secretary presented affidavit of publication showing that the matter had been duly advertised in accordance with a resolution adopted by the Board on February 16, 1917 (Cal. No. 20).

No one appearing opposition to or in favor of the proposed change the hearing was closed.

The following resolution was offered:

Resolved, By the Board of Estimate and Apportionment, that the resolution entitled "A resolution regulating and limiting the height and bulk of buildings hereafter erected and regulating and determining the area of yards, courts and other open spaces, and regulating and restricting the location of trades and industries and the location of buildings designed for specified uses and establishing the boundaries of districts for the said purposes," adopted July 25, 1916, be and is hereby amended by changing Use District Map, Section No. 14, so as to include within a residence district the area on the west side of 164th Street (Park Avenue), within 100 feet thereof between a line parallel to Hillside Avenue and 100 feet northerly therefrom measured at right angles to said avenue and a line parallel to Normal Road and 100 feet southerly therefrom measured at right angles to said road, and so as to include within a residence district the area on the east side of 164th Street (Park Avenue) within 100 feet thereof, between a line parallel to Hillside Avenue and 100 feet northerly therefrom, measured at right angles to said avenue and the southerly side of 85th Avenue (Glenn Avenue), Borough of Queens, all as shown upon a map bearing the signature of the Secretary of the Committee on the City Plan and dated February 6, 1917.

Which was adopted by the following vote:

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

Cal. Nos. 30, 31, 32, 44, 55, 56, 72, 73 and 74 were taken up by the Board and disposed of before recess.

At 1:15 o'clock p. m. the Board took a recess until 2:30 o'clock p. m.

At 3 o'clock p. m. the Board reconvened with the following members present:

Albert E. Hadlock, Deputy and Acting Comptroller; Frank L. Dowling, President, Board of Aldermen; Ralph Folks, Acting President, Borough of Manhattan; Lewis H. Pounds, President, Borough of Brooklyn; Douglas Mathewson, President, Borough of The Bronx; Maurice E. Connolly, President, Borough of Queens, and Henry P. Morrison, Acting President, Borough of Richmond.

The President, Board of Aldermen, Hon. Frank L. Dowling, presided.

FIXING ROADWAY AND SIDEWALK WIDTHS.

Borough of The Bronx.

Aqueduct Avenue East, from West 180th Street to West 184th Street, Borough of The Bronx—Rescinding Resolution Providing Special Roadway Treatment—Establishing Roadway and Sidewalk Widths (Cal. No. 19).

The Secretary presented a communication, dated January 22, 1917, from the President, Borough of The Bronx, requesting rescission of resolution adopted January 12, 1911, providing for special roadway treatment in Aqueduct Avenue East from West 180th street to West 184th street, Borough of The Bronx; also requesting that the sidewalk widths of Aqueduct Avenue East from West 180th street to West 184th street, be established at 13 feet on the east side and 4 feet on the west side; and the following report of the Chief Engineer:

Report No. 16492.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—At the meeting of the Board of Estimate and Apportionment held on January 12, 1911, a resolution was adopted fixing a special roadway treatment for Aqueduct Avenue East from West 180th Street to West 184th Street, in the Borough of The Bronx. The street was regulated and graded under an authorization of March 7, 1913, but the curbing on the easterly side was set in a position 13 feet westerly from and parallel with the easterly building line, this having resulted in here providing a sidewalk space 3 feet wider than was contemplated under the resolution to which reference has been made.

In a communication bearing date of January 22 last the Borough President advises that this variation was made in order to avoid the destruction of a number of trees, as well as the reconstruction of two receiving basins. The street is not of an important character and inasmuch as the present roadway, which has a width varying from about 23 feet to about 30 feet, is deemed to be adequate for the traffic requirements, it is desired that existing conditions be legalized.

I can see no reason why this should not be done, and would recommend that a resolution be adopted rescinding the resolution of January 12, 1911, and that a new resolution be then adopted fixing the width of the sidewalk on the easterly side of Aqueduct Avenue East from West 180th Street to West 184th Street at 13 feet, and on the westerly side between these limits at 4 feet, the remaining portion of the area within the street lines to be set aside for roadway use. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby rescinds the resolution adopted by said Board on January 12th, 1911, fixing the width of the sidewalk on the easterly side of Aqueduct Avenue East, between West 180th Street and West 184th Street, Borough of The Bronx, at 10 feet, and the sidewalk on the westerly side at 4 feet; and of the roadway at a width to vary with that of the street.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby fixes the following sidewalk and roadway widths for Aqueduct Avenue East, between West 180th Street and West 184th Street, Borough of The Bronx: The sidewalk on the easterly side shall have a width of 13 feet; and the sidewalk on the westerly side a width of 4 feet; the remaining portion of the area within the street lines shall be set aside for roadway use.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

APPROVAL OF MAPS AND PLANS.

Rule, Damage and Profile Maps.

Borough of Brooklyn.

West Street, from Avenue M to 60th Street, and 23d Avenue, from West Street to 60th Street, and from 62d Street to 63d Street, Borough of Brooklyn—Rule and Damage Maps in Proceeding for Acquiring Title (Cal. No. 20).

The Secretary presented a communication dated March 5, 1917, from the Commissioner of Public Works, Borough of Brooklyn, transmitting rule and damage maps for approval; and the following report of the Chief Engineer:

Report No. 16536. March 9, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the Commissioner of Public Works, Borough of Brooklyn, bearing date of March 5, 1917, presenting for consideration the rule map and damage map prepared for the court record in the proceeding for acquiring title to the following streets:

West Street, from Avenue M to 60th Street; 23d Avenue, from West Street to 60th Street; and from 62d Street to 63d Street.

This proceeding was instituted under the provisions of a resolution adopted by the Board of Estimate and Apportionment on October 27, 1916.

The property to be acquired, as shown on the maps now presented, appears to be identical with that needed for the streets as laid out upon the City Plan, and comprises an area of 75,388.36 square feet distributed between the two streets as shown in the following table:

Street.	Area Acquired Under Other Proceedings (Sq. Ft.).	Area Ceded by Property Owners (Sq. Ft.).	Net Area to Be Acquired Under This Proceeding (Sq. Ft.).
West Street	6,991.6	.....	31,873.76
23d Avenue	3,884.0	8,000	24,639.00
Total	10,875.6	8,000	56,512.76

West Street is in use for a portion of its width and in the southerly block of 23d Avenue a macadamized roadway is in use. A small frame house falls wholly within the lines of 23d Avenue, but there are no encroachments on West Street other than fences.

Portions of the streets are shown on maps filed by the property owners between July 16, 1897, and December 28, 1908, and also upon a property map not filed.

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

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves the rule map and damage map, submitted by the President of the Borough of Brooklyn, for the use of the Supreme Court in the proceeding authorized by said Board on October 27, 1916, for acquiring title to West Street, from Avenue M to 60th Street; and 23d Avenue, from West Street to 60th Street, and from 62d Street to 63d Street, Borough of Brooklyn.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Borough of Queens.

12th Street, from Fillmore Avenue to Astoria Avenue, Borough of Queens—Rule and Damage Maps in Proceeding for Acquiring Title (Cal. No. 21).

The Secretary presented a communication dated March 5, 1917, from the Secretary to the President, Borough of Queens, transmitting rule and damage maps for approval; and the following report of the Chief Engineer:

Report No. 16531. March 10th, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the Secretary to the President of the Borough of Queens, bearing date of March 5th, 1917, presenting for consideration the rule map and damage map prepared for the court record and for the use of the Commissioners of Estimate and Assessment to be appointed in the proceeding for acquiring title to 12th Street, from Fillmore Avenue to Astoria Avenue.

A proceeding for acquiring title to this street, from Fillmore Avenue to the bulkhead line of the East River, was instituted under the provisions of a resolution adopted by the Board of Estimate and Apportionment, on May 29th, 1913, and to conform with the requirements of the new Street Opening Law, was reinstated on November 5th, 1915. The proceeding was amended on December 8th, 1916, to bring it into harmony with certain modifications made in the street alignment, and at the same time its scope was modified so as to make it relate only to the section south of Astoria Avenue.

The property to be acquired, as shown on the maps now presented, appears to be identical with that needed for the street as now laid out upon the City Plan and comprises an area of 480,752 square feet. Of this area 8,000 square feet has heretofore been acquired in connection with a proceeding relating to Jackson Avenue, leaving a net area of 472,752 square feet still in private ownership.

The street is not in use and the area traversed is almost entirely unimproved. Near Astoria Avenue a frame house encroaches slightly upon the land to be acquired.

Portions of the street are shown on maps filed by the property owners on July 21st, 1893, and July 7th, 1910.

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

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves the rule map and damage map, submitted by the President of the Borough of Queens, to be used by the Commissioners of Estimate and Assessment in the proceeding authorized by said Board under resolutions adopted on November 5, 1915, and December 8th, 1916, for acquiring title to 12th Street, from Fillmore Avenue to Astoria Avenue, Borough of Queens.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Penelope Street, from Tremont (La Forge) Street to Queens Boulevard, Borough of Queens—Supplementary Rule and Damage Maps in Proceeding for Acquiring Title (Cal. No. 22).

The Secretary presented a communication dated February 23, 1917, from the Secretary to the President, Borough of Queens, transmitting supplementary rule and damage maps for approval; and the following report of the Chief Engineer:

Report No. 16509. March 3d, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the Secretary to the President of the Borough of Queens, bearing date of February 23d, 1917, presenting for consideration the supplementary rule map and damage map in the proceeding for acquiring title to Penelope Street from Tremont (LaForge) Street to Queens Boulevard.

This proceeding was instituted under the provisions of a resolution adopted by the Board of Estimate and Apportionment on February 9th, 1911, and amended on

November 10th, 1916. The Commissioners of Estimate and Assessment filed their oaths on June 21st, 1912.

The property to be acquired, as shown on the maps now presented, appears to be identical with that needed for the street as laid out upon the City Plan, and comprises an area of 463,171.4 square feet. Of this area 3,600 square feet is included in an opening proceeding now in progress relating to Nagy Street, and 1,539.3 square feet has been ceded to the City by the property owners, leaving a net area of 458,032.1 square feet to be acquired under the proceeding in its present form, this being 98,663.8 square feet less than was included in the proceeding as originally contemplated.

The street is in use for a portion of its width at the northerly end but through the greater portion of the distance it is not upon the ground and the area traversed is largely under cultivation. Four houses and eleven outbuildings fall within the street lines, the amendment having resulted in avoiding damage to nine buildings.

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

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves the supplementary rule and damage maps, submitted by the President of the Borough of Queens, to be used by the Commissioners of Estimate and Assessment in the proceeding authorized by said Board under resolutions adopted on February 9, 1911, and November 10, 1916, for acquiring title to Penclope Street, from Tremont Street (La-Forgie Street) to Queens Boulevard, Borough of Queens.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Queens Boulevard, from Ramsey Street to Middagh Street, and Reeder Place to Broadway—Profile Map in Proceeding for Acquiring Title to This Street from Van Dam Street to Hillside Avenue, Borough of Queens (Cal. No. 23). (On October 19, 1911, and June 26, 1914 (Cal. No. 141), the Board adopted resolutions authorizing proceedings for acquiring title to Queens Boulevard, from Van Dam Street to Hillside Avenue, Borough of Queens.)

The Secretary presented a communication, dated February 21, 1917, from the Secretary to the President, Borough of Queens, transmitting profile map for approval, and the following report of the Chief Engineer:

Report No. 16508.

March 3d, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the Secretary to the President of the Borough of Queens, bearing date of February 21st, 1917, presenting for consideration the profile map relating to Queens Boulevard from Ramsey Street to Middagh Street, and from Reeder Place to Broadway, prepared in connection with the proceeding for acquiring title to this street from Van Dam Street to Hillside Avenue.

This proceeding was instituted by the Board of Estimate and Apportionment under the provisions of a resolution adopted on October 19th, 1911, and amended on June 26th, 1914. The Commissioners filed their oaths on November 14th, 1912.

For the reason that the street traverses a territory that is generally unimproved and that most of the buildings affected involve a total destruction, profile maps have not heretofore been prepared excepting in such cases where claims had been filed by the property owners for damage due to change of grade. From information accompanying the papers it appears that claims of this character have been made in the two blocks affected by the map now under consideration, and the map is needed in order to permit the Commissioners to make a determination as to the extent of any damage that may be sustained.

The map conforms with the requirements of the City Plan and it is recommended that it be approved and forwarded to the Corporation Counsel after certification. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves the profile map, submitted by the President of the Borough of Queens, relative to the section of Queens Boulevard extending from Ramsey Street to Middagh Street and from Reeder Place to Broadway, to be used by the Commissioners of Estimate and Assessment in the proceeding authorized by said Board under resolutions adopted on October 19, 1911, and June 26, 1914, for acquiring title to Queens Boulevard, from Van Dam Street to Hillside Avenue, Borough of Queens.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Borough of Richmond.

Great Kills Road, from Amboy Road to Southside Boulevard, Borough of Richmond—Rule and Damage Maps in Proceedings for Acquiring Title (Cal. No. 24).

The Secretary presented a communication, dated February 24, 1917, from the Commissioner of Public Works, Borough of Richmond, transmitting rule and damage maps for approval; and the following report of the Chief Engineer:

Report No. 16510.

March 7th, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the Commissioner of Public Works, Borough of Richmond, bearing date of February 24th, 1917, presenting for consideration the rule map and damage map prepared for the court record and for the use of the Commissioners of Estimate and Assessment to be appointed in the proceeding for acquiring title to Great Kills Road, from Amboy Road to Southside Boulevard.

This proceeding was instituted by the Board of Estimate and Apportionment under the provisions of a resolution adopted on December 4th, 1913. In order to make it conform with the new Street Opening Law, the proceeding was reinstated on January 21st, 1916, and, to bring it into harmony with certain map changes subsequently effected, it was amended on December 22nd following.

The property to be acquired, as shown on the maps now presented, appears to be identical with that needed for the street as laid out upon the City Plan, and comprises an area of 110,922.34 square feet. Of this area 105,396.98 square feet falls within the limits of the existing street, which is shown on maps filed by the property owners on various dates between June 9th, 1888, and October 10th, 1910, and is probably fully dedicated to public use. There are no encroachments other than fences.

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

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves the rule map and damage map, submitted by the President of the Borough of Richmond, to be used by the Commissioners of Estimate and Assessment in the proceeding authorized by said Board under resolutions adopted on January 21, 1916, and December 22, 1916, for acquiring title to Great Kills Road, from Amboy Road to Southside Boulevard, Borough of Richmond.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Sewerage and Drainage Plans.

Borough of Brooklyn.

Map S, District No. 39, Borough of Brooklyn—Modification in Drainage Plan (Cal. No. 25).

The Secretary presented a communication, dated January 27, 1917, from the

Acting President, Borough of Brooklyn, transmitting for approval, map showing modification in drainage plan for territory designated as Map S, Drainage District No. 39; and the following report of the Chief Engineer:

Report No. 16488.

February 28, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the Acting President of the Borough of Brooklyn, bearing date of January 27, 1917, requesting approval of a modification in the drainage plan for the territory designated as Map S, Drainage District No. 39.

This plan makes provision for a temporary system of sanitary sewers within the area bounded by Highland Boulevard, Vermont Avenue and the Borough Line, with provision for an outlet into an existing sewer in Vermont Avenue at Highland Boulevard. The sewers shown on this plan appear to have a capacity adequate for the combined flow of the area to be drained, but pending the construction of the permanent outlet, the plan for which was approved by the Board at the meeting of January 19, 1917, it will be practicable to outlet only the sanitary flow. It is therefore proposed to limit the use of the system to the sanitary needs until such time as the permanent outlet has been supplied, it being then understood that it will be modified in such a way as to permit of its use for the removal of storm water.

I see no reason why the plan should not be approved, and would recommend such action. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves the modified drainage plan for Sewerage District No. 39-S, Borough of Brooklyn, showing the location, sizes and grades of sewers within the district bounded approximately by Highland Boulevard, Vermont Avenue and the Borough Line, bearing the signature of the President of the Borough, and dated January 2, 1917.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Map S, District No. 39, Borough of Brooklyn—Modification in Drainage Plan (Cal. No. 26).

The Secretary presented a communication dated January 27, 1917, from the Acting President, Borough of Brooklyn, transmitting, for approval, map showing modification in drainage plan for Map S, District No. 39; and the following report of the Chief Engineer:

Report No. 16533.

March 7, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the Acting President of the Borough of Brooklyn, bearing date of January 27, 1917, requesting approval of a modification in the drainage plan for Map S, District No. 39.

This change consists of the incorporation in the drainage plan of sewers in Adelphi Place and Campus Place, between Crescent Street and Hemlock Street. Adelphi Place and Campus Place, each having a length of one block, were placed upon the City Map under a resolution adopted on February 2, 1917, and the laterals shown on the plan are designed to provide for the drainage needs.

The plan appears to be a proper one and its approval is recommended.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves the modified drainage plans for Map S, District No. 39, Borough of Brooklyn, showing the location, sizes and grades of sewers in Adelphi Place and Campus Place, between Crescent Street and Hemlock Street, bearing the signature of the President of the Borough and dated January 9th, 1917.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Borough of Queens.

Sewerage Districts Nos. 10 and 10-A, Borough of Queens—Modification in Drainage Plan (Cal. No. 27).

The Secretary presented a communication dated October 14, 1916, from the Secretary to the President, Borough of Queens, transmitting, for approval, map showing modification in drainage plans for Sewerage Districts Nos. 10 and 10-A; and the following report of the Chief Engineer:

Report No. 16507.

February 28, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the Secretary to the President of the Borough of Queens, bearing date of October 14, 1916, requesting approval of a map showing a modification in the drainage plan for Sewerage District No. 10 and a plan for Sewerage District No. 10-A.

This map relates to the territory bounded approximately by Newtown Creek, Dutch Kills Creek, Hunterspoint Avenue and Greenpoint Avenue, for the portion of which west of Star Avenue no general drainage plan has heretofore been approved, although it has been understood that the storm flow from the low-lying area adjoining Newtown Creek would be discharged directly into this waterway and that the sanitary flow would be pumped into the Orton Street sewer. This treatment appears to have been followed in the plan which has, however, been expanded to include territory to the east of Star Avenue, where under the plans heretofore adopted for a combined system the sewers would have a position too near the surface to permit of satisfactory use for the drainage of cellars. In order to meet the latter condition it is proposed to expand the territory for which the separate system is proposed, thereby substantially adding to the area for which pumping will be required. It seems more than probable that the development of this territory will be wholly along industrial lines, in which case there would probably be no necessity of modifying the plan for the gravity combined system as heretofore approved, and I believe that the map now presented should be amended in such a way as to retain the general features of the plan for District No. 10 as heretofore adopted, which plan, however, it is believed might be modified in such a way as to overcome some of the objections which the amendment now offered is designed to meet, with the understanding that in case the needs of deeper sanitary sewers than were afforded under that plan should later be evidenced, the necessary modifications in treatment could then be made.

I would, therefore, recommend that the map be referred back to the Borough President without approval, and with the suggestion that it be revised along the lines herein suggested. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The matter was referred back to the President of the Borough of Queens, in order that the map be amended in such a way as to retain the general treatment previously fixed for District No. 10 and by limiting the area to be served by separate sewers to the territory for which a gravity outlet cannot be provided.

Sewerage District No. 40-A-12, Borough of Queens—Modification in Drainage Plan (Cal. No. 28).

The Secretary presented a communication dated February 19, 1917, from the Secretary to the President, Borough of Queens, transmitting, for approval, map showing modification in drainage plan for Sewerage District No. 40-A-12; and the following report of the Chief Engineer:

Report No. 16520.

March 9, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the Secretary to the President of the Borough of Queens, bearing date of February 19, 1917, requesting approval of a modification in the drainage plan for Sewerage District No. 40-A-12.

This plan relates to the territory bounded approximately by Park Lane, Quentin Street, Grenfell Avenue, Lefferts Avenue, Cuthbert Place, Brevoort Street, Metropolitan Avenue, Lefferts Avenue, 84th (St. Ann's) Avenue, 116th (Audley) Street, 85th Avenue (Ashland Street), and the Long Island Railroad.

Sewers for a portion of this territory have heretofore been shown upon what was designated as a temporary plan, the street system at that time not having been legalized. It is now proposed to give the sewers a more definite standing and also to extend the drainage area in such a way as to include the territory naturally forming a part of the district and as made practicable through the grades which have now been fixed for the streets, these necessitating a number of revisions in the treatment originally proposed.

I see no reason why the map should not be approved and would recommend such action. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves the modified drainage plan for Sewerage District No. 40-A-12, Borough of Queens, showing the location, sizes and grades of sewers within the district bounded approximately by Park Lane, Quentin Street, Grenfell Avenue, Lefferts Avenue, Cuthbert Place, Brevoort Street, Metropolitan Avenue, Lefferts Avenue, St. Ann's Avenue, Audley Street, Ashland Street and the Long Island Railroad, bearing the signature of the President of the Borough and dated February 13th, 1917.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Miscellaneous Maps and Plans.

Board of Water Supply—Approval of Maps Showing Property to Be Acquired in Connection with Obtaining from Schoharie Watershed an Additional Supply of Water (Cal. No. 29).

(On January 31, 1916 (Cal. No. 1), the Board adopted a resolution approving map, plan, etc., and authorizing an issue of \$22,175,400 Corporate Stock for the uses and purposes of the Board of Water Supply.)

The Secretary presented a communication dated March 6, 1917, from the Secretary, Board of Water Supply, requesting approval of maps showing property to be acquired for the Schoharie Watershed; and the following report of the Chief Engineer:

Report No. 16543.

March 10, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the Secretary of the Board of Water Supply, bearing date of March 6, 1917, presenting for approval maps showing real estate to be acquired for the lower portion of the Schoharie Reservoir, including the dam site, and as indicated on the general plans for this project which were adopted by the Board on January 31, 1916.

The property affected is located in the Town of Gilboa, Schoharie County. It comprises all of the land below the dam as well as a portion of that needed for the reservoir and consists of 62 parcels having a total area of 378.101 acres, to all of which a fee title is to be acquired. The maps prepared show that the taking includes the Village of Gilboa, comprising 85 buildings, of which 30 are dwellings and 30 are barns, the remaining 25 consisting of miscellaneous buildings devoted to religious, educational and commercial use.

I see no reason why the maps should not be approved, and would recommend such action. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, the Board of Estimate and Apportionment, in pursuance of the provisions of Chapter 724 of the Laws of 1905, as amended, did on the 6th day of July, 1906, and the 31st day of January, 1916, approve and adopt reports, and the maps, plans and profiles accompanying the same, bearing dates, respectively, June 13, 1906, and December 21, 1915, and presented by the Board of Water Supply of the City of New York, for obtaining from Schoharie Creek an additional supply of pure and wholesome water for the City of New York, and declared the same to be the final maps, plan or plans approved and adopted by the Board of Estimate and Apportionment, as provided for in said Act; and

Whereas, the Board of Water Supply of the City of New York has submitted to the Board of Estimate and Apportionment for its approval, as directed in section 5, chapter 724, Laws of 1905, six similar maps or plans, entitled:

"Board of Water Supply of the City of New York. Map of real estate situated in the Town of Gilboa, County of Schoharie and State of New York, to be acquired by the City of New York under the provisions of chapter 724 of the laws of 1905, as amended, for the construction of Schoharie reservoir and appurtenances in the vicinity of Gilboa." (This section consists of 62 parcels, Nos. 71 to 132, inclusive, having a total of 378.101 acres.)

Resolved, that the Board of Estimate and Apportionment hereby approves and adopts the said six similar maps or plans and directs the Secretary of the Board to transmit them to the Corporation Counsel.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

REPORTS.

From Standing Committees.

Committee on Franchises.

Fifth Avenue Coach Company (Cal. No. 30).

Validity of certain extensions of the lines of the Fifth Avenue Coach Company under chapter 657 of the Laws of 1900.

(At the meeting of January 14, 1916 (Cal. No. 71), the matter of the extension of motor omnibus lines was referred back to the Committee on Franchises.)

The Secretary presented the following:

Franchise Committee, Board of Estimate and Apportionment, March 9, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—Your Committee, to which was again referred the offer of the New York Motor Bus Company and the several offers of the Fifth Avenue Coach Company, has decided that none of the offers would produce sufficient revenue to the City, and therefore recently instructed the Bureau of Franchises to prepare new forms of contract, as nearly identical as possible, to submit to each Company, to form the basis of new offers.

We are now in receipt of an opinion from the Corporation Counsel, under date of March 5, 1917, in response to our request of some time ago, in regard to the validity of certain rights of the Fifth Avenue Coach Company, in which he holds as follows:

"1. That Chapter 657 of the Laws of 1900 has no application to The City of New York and confers no additional franchise rights upon the Fifth Avenue Coach Company.

"2. That, if such Act is held applicable to the City of New York, it is a special or local act.

"3. That, as such, it violates Article 3, Section 10, of the State Constitution, in that it (a) includes more than one subject, or, (b) including the one, the home rule provision of the Constitution, Section 2, of Article 12."

His conclusions are, therefore, that the Fifth Avenue Coach Company was never legally authorized to operate the extensions approved by the State Board of Railroad Commissioners and the operation of the Fifth Avenue Coach Company on these extensions is unlawful.

Chapter 657 of the Laws of 1900, referred to by the Corporation Counsel, added Section 23 to Article IV of the Transportation Corporations Law, which is as follows:

"Any corporation incorporated under any law of this state heretofore enacted which owns and operates a lawfully established stage route which has been continuously operated by such company or its predecessors in title to such route for five years last past in any city of the first class, is hereby authorized and empowered to extend its existing routes at any time or times and to operate the same as extended with stages and omnibuses propelled by electricity or any

other motive power, in and upon any streets and highways of such city, without further or other authority, proceeding or consent required under any act, general, public, private or local; provided, however, that such extensions shall not become valid until they shall have been first approved by the public service commission which, on giving its approval, shall make a certificate of such extension or extensions of route as approved, which certificate shall be filed in the office of the secretary of state, and in the office of the clerk in the county in which such extension is located. Such company, on filing in said offices an acceptance of the extension specified in such certificates and on operating such extensions, shall have the right to charge a fare not exceeding ten cents per passenger for a continuous ride over the whole or any parts of the routes owned or operated by it, and shall pay a license fee to the city in which it operates equal to the charge now in force for licensing similar stages and omnibuses, and shall also pay to the comptroller or other chief fiscal officer of said city five per centum per annum of its gross receipts from the operation of said routes."

Prior to the enactment of this law, the Company had received two franchises from the Legislature. One was granted by Chapter 536 of the Laws of 1886 for the right to operate along Fifth Avenue, from 89th Street to Washington Park, across Washington Park and along West Broadway to Bleeker Street elevated station. This route is now operated by the Company. The other franchise was granted by Chapter 182 of the Laws of 1889, for the right to operate along West Broadway, from Bleeker Street to Canal Street, thence along Canal Street and West Street to Desbrosses Street Ferry; also along 13th Street, from Fifth Avenue to University Place, along University Place, from 13th Street to 9th Street, along 9th Street, from University Place to Broadway, but was subject to the consent of the Commissioners of the Sinking Fund of The City of New York, who were permitted to impose terms. Consent was given and terms imposed, but no acceptance was made by the Company and no operation has taken place on these routes. This grant is, therefore, void and of no effect.

All the other routes which the Company is now operating were alleged to be authorized either by the State Board of Railroad Commissioners or by the Public Service Commission, pursuant to the provisions of Section 23 of the Transportation Corporations Law, that is, Chapter 657 of the Laws of 1900, which the Corporation Counsel advises is unconstitutional.

Should, therefore, the opinion of the Corporation Counsel be upheld by the Courts, the only route upon which the Company will have a legal right to operate is Fifth Avenue and West Broadway, from 89th Street to Bleeker Street, which it now operates. The routes for which the franchises are said to be invalid are those now operated upon 32nd Street, 57th Street, Broadway, 72nd Street, Riverside Drive, 135th Street, Fifth Avenue north of 89th Street, 10th Street, Manhattan Avenue, St. Nicholas Avenue, 135th Street and Seventh Avenue.

The opinion above referred to brings a new element into the situation, which will require further study by the Committee. Nevertheless, it is believed that the opinion of the Corporation Counsel should be acted upon at once. He suggests that the Board inform the Fifth Avenue Coach Company with respect to the opinion and give the Company an opportunity to make application for franchises to cover the routes for which the rights are held to be invalid. To bring this about, it is suggested that the Board adopt a resolution calling upon the Fifth Avenue Coach Company to petition the Board, on or before March 31, 1917, but to advise the Board, on or before March 24, whether it is its intention to present such a petition. If the Company fails to notify the Board on or before March 24 or fails to present a petition before March 31, then the Board should request the Corporation Counsel to immediately institute an action to restrain the alleged unlawful operation in the streets, and, in view of the importance of the case as affecting needed additional transportation of this particular character, use all means possible to progress the case to a final determination.

The opinion of the Corporation Counsel is transmitted herewith.

In the meantime, the Committee will study the situation further, with a view to perfecting forms of franchise upon which new offers may be made.

Resolutions are herewith submitted for adoption carrying the recommendations of the Corporation Counsel into effect. Respectfully,

JOHN PURROY MITCHEL, Mayor; FRANK L. DOWLING, President, Board of Aldermen; DOUGLAS MATHEWS, President, Borough of The Bronx; Franchise Committee.

Law Department, Office of the Corporation Counsel, New York, March 5, 1917.

To the Board of Estimate and Apportionment:

Sirs—In your communication regarding the franchise rights of the Fifth Avenue Coach Company you ask to be advised as follows:

"1. Did chapter 657 of the Laws of 1900 repeal the then existing provisions of the Charter (sections 1458 to 1461), providing for the authorization of stage coach routes in the city?

"2. If the act did not repeal such Charter provisions are the rights claimed by the Fifth Avenue Coach Company valid as to those routes approved by the Board of Railroad Commissioners and the Public Service Commission but never authorized by the Board of Aldermen or the Board of Estimate and Apportionment?

"3. If the act were broad enough to repeal the Charter provisions was it not in conflict with the provisions of section 16 of article 3 of the Constitution, because a local or private act embracing more than one subject, or if embracing but one subject that subject not being expressed in the title?

"4. Was not the act unconstitutional and void because being a special city law, as defined by section 2 of article 12 of the Constitution, it was not passed in conformity with that section, in that it was never submitted to the Mayor of the City for his acceptance nor ever accepted by him?

"5. Did the insertion in the Charter of 1901 (chapter 46) of an amendment to section 1461, providing, among other things, that nothing in the act should be construed

"to affect any authority conferred upon any such company to acquire rights and privileges, under chapter six hundred and fifty-seven of the laws of nineteen hundred, nor to affect any acts heretofore done thereunder,"

"operate to confirm or validate any rights previously held or claimed under the act of 1900?

"6. If you are of the opinion that chapter 657, Laws of 1900, did not repeal the provisions of the City Charter governing the establishment of stage coach routes or that the said act was unconstitutional and void from the beginning, what action would you recommend to the Board, under the circumstances, to end that the public rights and interests might be enforced and conserved?"

Since the enactment of chapter 769, Laws of 1913, amending the Greater New York Charter in relation to stage or omnibus routes and repealing sections 1459, 1460 and 1461, several companies have applied to the Board of Estimate and Apportionment for franchises covering numerous routes. Under this act, amending section 1458 of the Greater New York Charter, stage coach companies must apply for and obtain a franchise in the same manner and under the same conditions as any other transportation corporation.

The Fifth Avenue Coach Company has also applied for extensions to its existing routes. This Company, as successor to the Fifth Avenue Transportation Company, Ltd., bases its original right to use the streets on chapter 536, Laws of 1886, which granted to the latter company a franchise for a stage route on Fifth Avenue and South Fifth Avenue, from 89th Street to Bleeker Street. *All other rights claimed by the company are based on chapter 657, Laws of 1900, and the action of the Board of Railroad Commissioners and the Public Service Commission thereunder in granting said company certain extensions of routes.*

The Company claims that it is the only company meeting the requirements of chapter 657, Laws of 1900, and that said act is valid. If its claim is correct it has on all the routes heretofore granted it by chapter 536, Laws of 1886, and by the Board of Railroad Commissioners and the Public Service Commission in 1900 and 1901, pursuant to the provisions of chapter 657 of the Laws of 1900, a valid franchise not limited by the time fixed in the Greater New York Charter.

At the time when chapter 657, Laws of 1900, was passed The City of New York had, under its Charter (sections 72, 73, 74, 1458, 1459, 1460 and 1461), the power and the right to grant franchises over new stage routes or for the extensions of then existing stage routes throughout the City—the right possessed by the City ever since it was first incorporated.

The exercise of such a right in 1900 was regulated by the Charter of 1897 and

by the provisions of the Consolidation Act of 1882 and, in so far as here pertinent, were continued in force by the Charter.

Such power and right were conferred upon the City by special laws which establish a complete scheme for the granting of franchise rights to use the City streets, and constituted a local system, consistent in all its parts, for the regulation of the use of the City streets by public utility companies. This power therefore was not affected by the general act relating to transportation corporations, although the amendment of 1900 in terms included any city of the first class. (*Grimmer v. Tenement House Department*, 204 N. Y., 378; *Fulton v. Krull*, 200 N. Y., 105).

At the time when chapter 657 was passed chapter 566 of the Laws of 1890 was in force. This law, known as the Transportation Corporations Law, was chapter 40 of the General Laws and chapter 657 of the Laws of 1900 was passed to amend said chapter and aid "section 23." So far as the Transportation Corporations Law related to stage routes or stage coach corporations and other corporations having routes or the equivalent thereof (i. e., ferry pipe line corporations), it expressly excluded The City of New York by sections 13, 20 and 40 thereof. Indeed, there was no good reason for making them applicable to New York City when said City possessed the power and right above indicated. Moreover, there seems to be no reason for adopting a different rule in The City of New York with respect to the franchise of the Fifth Avenue Coach Company than is applied to the franchise issued to any stage coach company thereafter organized or to any other public service company.

If chapter 657, Laws of 1900, be held valid and applicable to stage routes in the City of New York its effect is to repeal by implication the well-considered statutory provisions of the Charter of 1897 and the special statutes therein then in force and to confer upon the Fifth Avenue Coach Company a monopoly of stage transportation in certain streets within the city limits. Fundamental and long established rules of statutory construction are opposed to such a result.

General acts in terms applicable to all cities or to all cities of a certain class have no application to a city the Charter of which, or a special statute relating to which, contains different provisions relating to the same subject-matter and establishing a complete scheme for local administration. (See cases cited *supra*.)

The law is quite settled that such special statute must be repealed, if at all, by express enactment of the legislature, and will not be deemed to be repealed by implication.

"Laws special and local in their application are not deemed repealed by general legislation except upon the clearest manifestation of an intent by the legislature to effect such repeal and, ordinarily, an express repeal by some intelligent reference to the special act is necessary to accomplish that end."

People vs. Quigg, 59 N. Y., 88; *Peo. ex rel. Terry vs. Keller*, 35 A.D., 493 (Aff'd 158 N. Y., 187).

The Act of 1900 lacks the essential of an "express enactment" repealing the requirements of the Greater New York Charter, and the Consolidation Act of 1882; nor does there appear "the clearest manifestation of an intent by the legislature to effect such repeal."

If, however, the Act be held applicable to the City of New York, then although the title of the act in question is in form that of a general act, nevertheless (by reason of the many restrictions and conditions contained in the body of the act) the act is, in fact, a *private and special act*. It was passed for the sole benefit of the Fifth Avenue Coach Company. It is unconstitutional because the real subject thereof is not expressed in the title. (*Constitution, Art. 3, Sec. 16; Matter of Henneberger*, 155 N. Y., 420.)

The act is entitled "An Act to amend the Transportation Corporations Law by the addition of a new section in relation to existing routes and extensions." What routes or what kind of routes, the title does not say. The title, far from informing "all persons reading it of the general purpose and scope of the act" (*Johnston vs. Spicer*, 107 N. Y., 185, 202) makes no mention of *stage routes*, or that the Company might operate by *electricity*, and carefully avoids reference to the fact that by the terms of the act itself a corporation within its terms in any City of the first-class could "extend its existing routes at any time or times in and upon any streets and highways of such city without further or other authority, proceeding or consent required under any act, general, public or local." In other words, the act authorizes the Fifth Avenue Coach Company to acquire additional franchises without obtaining the consent of the city authorities, yet no reference to such authority appears in the title.

In these respects the act in question bears a significant resemblance to the respective acts under consideration in *People vs. Allen*, 42 N. Y., 404, and *People ex rel. Corscadden vs. Howe*, 179 N. Y., 499, which the Court of Appeals held invalid as to the limitations and restrictions contained in the act.

The power given by the Act of 1900 has little, if any, relation to or connection with any matter covered by the Transportation Corporations Law (which the act purports to amend) at the time it was passed, and although the title specifies the purpose of the added section to be "in relation to existing routes and extensions," the operative provisions of the latter are restricted:

- (1) To a *stage route*;
- (2) To a *stage route in cities of the first class*;
- (3) To a route *lawfully established*;
- (4) To a route of a *corporation*;
- (5) To a route of a *corporation incorporated under the Laws of this State*;
- (6) To a route *owned by such a corporation*;
- (7) To a route *operated as well as owned* by such corporation;
- (8) To a route so operated for *five years last past*, namely, for five years prior to April 25, 1900;
- (9) To a route *continuously operated* for such period by such corporation or its predecessors in title.

In effect the act applies solely to the Fifth Avenue Coach Company and to no other company.

Judge Gray stated in the *Henneberger case, supra*:

"Enumeration of restrictions upon the application of the act has reached a point where it ceases to be classification and, as Mr. Justice Cullen well suggested, serves the purpose of identification."

The question has been raised whether the amendment to section 1461 of the Charter of 1901 (Chapter 466) operated to confirm or validate any rights previously held or claimed under the Act of 1900.

Said section, as amended, provides that after April 1, 1901, no new stage route shall be established in a street where a street surface railway or stage route is lawfully established without the consent of the corporation owning the railway or stage route. The section then provides as follows:

"But nothing in this act shall be construed to affect the *right possessed* by any company to operate stage routes or extensions then established and in *lawful operation*, nor to affect any *authority conferred* upon any stage company to acquire rights and privileges under Chapter 657 of the Laws of 1900 nor to affect any acts heretofore done thereunder."

Quite clearly that section, which went into effect January 1, 1902, did not recognize the legality nor ratify nor confirm the unauthorized action of the Fifth Avenue Coach Company and of the State Board of Railroad Commissioners of August, 1900, and of February, 1901 in relation to extending the company's routes. The legislative interpretation of antecedent statutes or determination of rights therunder has no force in judicial construction. (*McKenna v. Edmundstone*, 91 N. Y., 231.)

Also, as Section 1461, as amended, contains no reference to the proceedings of the State Board of Railroad Commissioners in relation to extending the route of the Fifth Avenue Coach Company and contains no terms evidencing clear and decisive intent to confirm any action had under the Act of 1900, nothing was ratified or confirmed by it. (*Kingsley v. Brooklyn*, 78 N. Y., 200, 206; *Cor v. The Mayor*, 103 N. Y., 513; *Smith v. The Mayor*, 1 Hun, 59; *Peo. ex rel. Hanna v. Board of Health*, 15 N. Y., 513.)

Moreover, the act, far from confirming any rights or alleged rights, merely provides that it shall have no effect upon any rights "possessed by any company to operate stage routes or extensions then established and in lawful operation, nor to affect any authority conferred upon any stage coach company to acquire rights and privileges under Chapter 657 of the Laws of 1900, nor to effect any acts heretofore done therunder." This act, in fact, provides that it shall have no effect upon any such rights; it expressly states that it shall do nothing to the alleged rights acquired under the Act of 1900.

Chapter 657 of the Laws of 1900 is invalid for the further reason that it is a special city law within the meaning of Section 2 of Article 12 of the Constitution,

and was not passed in conformity with that section in that it was never submitted to the Mayor of The City of New York for his acceptance, never accepted by him.

Inherent defects in the Act of 1900, however, exist, I believe, within the four corners of the act itself. It is apparent that said act was never intended to and never has and never will affect any stage company other than the Fifth Avenue Coach Company.

To summarize then, it is my opinion:

1. That Chapter 657 of the Laws of 1900 has no application to The City of New York and confers no additional franchise rights upon the Fifth Avenue Coach Company.

2. That if said Act be held applicable to The City of New York, it is a special or local act.

3. That as such it violates Article 3, Section 16, of the State Constitution, in that it (a) includes more than one subject; or (b) including the one, that one was not expressed in the title.

4. That the Act was not approved by the Mayor in accordance with the Home Rule provision of the Constitution, Section 2 of Article 12.

It follows, therefore, that the Fifth Avenue Coach Company was never legally authorized to operate on the extensions in form approved by the Board of Railroad Commissioners and that the operation of said company is unlawful.

The company should be notified that in the opinion of the City it is without a franchise to operate its motor buses on the city's streets outside of Fifth Avenue and South Fifth Avenue between 89th Street and Bleeker Street, and that it must apply for a proper franchise to the Board of Estimate and Apportionment within one month.

Upon the company's failure to do so within the time provided, or upon the company's refusal, an action may be brought to restrain the operation of the motor buses upon the streets not included within the route covered by the original franchise granted to the Fifth Avenue Transportation Company, Ltd., the predecessor of the Fifth Avenue Coach Company. Respectfully yours,

LAMAR HARDY, Corporation Counsel.

The Secretary also presented a communication, dated March 15, 1917, from William H. Page, Counsel for the Fifth Avenue Coach Company, asking, in the event of his being unable to appear before the Board in connection with this subject, that the matter be adjourned for one week; also communication from R. W. Meade, President, Fifth Avenue Coach Company, stating that the extensions in question had been duly approved by the State authorities having jurisdiction, and that The City of New York had apparently recognized and acquiesced in the validity of the aforesaid action, in view of which his Company protests that it is neither fair nor reasonable to treat the franchises as wholly invalid.

James L. Quackenbush and William D. Guthrie, Counsel for the Interborough Rapid Transit Company, appeared and alleged the Committee on Franchises had agreed to present a report on the policy of extension of motor omnibus lines before taking any action on the question. His Honor, the Mayor, stated such a report would be presented. William H. Page, Counsel for the Fifth Avenue Coach Company, appeared and requested that action be deferred.

The following resolution was offered:

Whereas, The Corporation Counsel under date of March 5, 1917, advised the Board that it is his opinion:

1. That Chapter 657 of the Laws of 1900" (that is, Section 23 of the Transportation Corporations Law) "has no application to The City of New York and confers no additional franchise rights upon the Fifth Avenue Coach Company.

2. That if said Act be held applicable to The City of New York, it is a special or local act.

3. That as such, it violates Article 3, Section 16 of the State Constitution, in that it (a) includes more than one subject; or (b) including the one, that one was not expressed in the title.

4. That the Act was not approved by the Mayor in accordance with the Home Rule provision of the Constitution, Section 2 of Article 12.

It follows, therefore, that the Fifth Avenue Coach Company was never legally authorized to operate on the extensions in form approved by the Board of Railroad Commissioners and that the operation of said company on said extensions is unlawful."

—now, therefore, be it

Resolved, That the Fifth Avenue Coach Company be and hereby is directed to present to this Board, on or before March 31, 1917, a petition for franchises or rights to operate upon all streets and avenues in which the Company is now operating, pursuant to grants made in accordance with Chapter 657 of the Laws of 1900, that is, Section 23 of the Transportation Corporations Law; and be it further

Resolved, That the Fifth Avenue Coach Company be and hereby is directed to advise this Board, on or before March 24, 1917, whether it is the intention of the Company to present said petition in accordance with said direction; and be it further

Resolved, That should the Fifth Avenue Coach Company fail to present such petition, or should it advise this Board that it will not make such petition, within the times fixed, then the Corporation Counsel be and he is hereby directed to take the appropriate legal procedure to test the rights of the Company under said alleged franchises.

Which was adopted by the following vote:

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

Present and Not Voting—The President of the Borough of Brooklyn and the Acting President of the Borough of Richmond—3.

His Honor, the Mayor, directed the Secretary to request the Corporation Counsel to proceed in this matter with the greatest speed with the least prejudice to public convenience, subject to the preservation of the full rights and interests of the City in the premises.

Nassau Electric Railroad Company (Cal. No. 31).

Application for renewal of contract dated July 29, 1907, to construct, maintain and operate a street surface railway extension on Livingston Street and Lafayette Avenue, between Court Street and Fulton Street, Borough of Brooklyn.

(At the conclusion of the public hearing on June 2, 1916 (Cal. No. 5), this application was referred back to the Bureau of Franchises.)

The Secretary presented the following:

Franchise Committee, Board of Estimate and Apportionment, City of New York, March 9, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—Your Committee on Franchises has considered the report of the Bureau of Franchises, dated February 28, 1917, on the application of the Nassau Electric Railroad Company for the fixing of the value of the renewal term of its contract with the city, dated July 29, 1907, authorizing the construction, maintenance and operation of a street surface railway extension on Livingston Street and Lafayette Avenue, between Court Street and Fulton Street, Borough of Brooklyn. It agrees with the conclusions reached by the Bureau that the Board should not accept the Company's offer to pay five per cent. of the gross receipts on the earnings of this extension, with the privilege of crediting the same against the special franchise, as it is believed that this privilege has a greater value.

It is therefore recommended—

I. That the Board refuse to accept the offer of the Company.

II. That the question of the proper revaluation be referred to appraisers, in accordance with the terms of the contract, and that Edward M. Bassett, Esq., former Public Service Commissioner, be designated as appraiser on behalf of the City. In connection with this appraisal, the appraisers are requested to consider the suspension of service on Livingston Street, between Court Street and Boerum Place, between 10 a. m. and 3 p. m. five days in the week, for the benefit of the Courts located in the Kings County Court House, as agreed to by the Company, and set forth in the report of the Bureau of Franchises above referred to.

The form of resolution submitted with the report of the Bureau of Franchises, and designated as "Appendix C," is hereby approved for adoption, to carry out the above recommendations. Respectfully,

JOHN PURROY MITCHEL, Mayor; FRANK L. DOWLING, President, Board of Aldermen; DOUGLAS MATHEWSON, President, Borough of The Bronx; Franchise Committee.

Board of Estimate and Apportionment, The City of New York, Bureau of Franchises, Room 1307, Municipal Building, February 28, 1917.
Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—The Nassau Electric Railroad Company has applied to the Board for the fixing of the terms of a renewal of its contract with the City governing its operations in Livingston Street and Lafayette Avenue, Borough of Brooklyn. Before discussing this matter I believe it advisable to set forth a short history of the conditions which brought about the original application of the Company for this right and the original provisions imposed upon it by the contract under which it is now operating the same, in order that the present Board may, if it so decides, determine whether the charges imposed should now be changed in the interests of the City.

Traffic Conditions in Brooklyn in 1904.

Shortly after the consolidation of the various municipalities forming the present City of New York, the congestion in Fulton Street, Brooklyn, which was the main thoroughfare for the running of cars over the Brooklyn Bridge into the Borough of Manhattan, became so great that it assumed the proportions of a municipal problem caused largely by the street railways. The City authorities who took up the matter made numerous studies and developed several schemes for the purpose of overcoming the danger and difficulty due to this congestion, and the conclusion was finally reached that an essential element in the affording of relief would be the opening of another highway to this traffic.

Livingston Street, lying one block to the south of Fulton Street, and connecting with Flatbush Avenue, and, through it, with Lafayette Avenue, was finally determined to be the highway which could best afford this relief. However, at this time, Livingston Street was but fifty feet in width and had a roadway of only twenty-four feet, which was much too narrow for a double track street railway. In order, therefore, that the street might be used for this purpose, it was necessary to widen the same by acquiring property on the southerly side.

In connection with this decision, on December 23, 1904, the Board, after considerable discussion, adopted a resolution providing for the widening of this street between Flatbush Avenue and Court Street from fifty feet to eighty feet, and in March, 1906, the Aldermen fixed the width of the sidewalks at fifteen feet each, leaving a roadway width of fifty feet, instead of forty-two feet, the usual width of a roadway in an eighty foot street. It is necessary to bear in mind that these proceedings were taken in order to afford a highway that would furnish increased facilities for the railways of the Brooklyn Rapid Transit System, as well as remove the dangers due to the congestion of Fulton Street.

At that time the tracks to be relieved were being operated to the greatest capacity and forbade the improvement of the traffic conditions until some relief was obtained. The widening of Livingston Street had this result but the expense of the same amounted to the huge sum of \$1,950,000, of which seventy-five percent, or about \$1,500,000, was borne by the City at large.

Shortly after the improvement was authorized, and in order to be in a position to utilize the same at the earliest possible date, the Nassau Electric Railroad Company, one of the subsidiaries of the Brooklyn Rapid Transit Company, presented a petition for permission to construct a railroad on Livingston Street, from Court Street to Flatbush Avenue, along Flatbush Avenue to Lafayette Avenue and then through Lafayette Avenue to Fulton Street. This application was received by the Board June 2, 1905.

Revenue Derived by City from Brooklyn Rapid Transit System's Railroads.

In the examination made by the Bureau for the purpose of fixing the terms and conditions of the contract, a study was made of the Brooklyn Rapid Transit System with the end in view of ascertaining the relations between the various companies comprising the same and the City and the obligations which they had assumed for the privileges exercised by them.

This investigation revealed the fact that these Companies, including the elevated and steam surface railroads, paid to the City in percentages and car license fees during the year 1905 sums which amounted in the total to but one-quarter of one per cent. of their entire gross receipts, and in addition, paid for the use of the Brooklyn and Williamsburg Bridges, which included the tracks, overhead equipment and terminals, owned by the City, the sum of \$182,683.53, all of which payments under section 48 of the Tax Law were deducted from the special franchise taxes paid by the Companies.

In order to ascertain the payments made by the Companies to the City in the nature of rental for the use of the streets by the payment of percentages and car license fees and tolls for the use of the two bridges, before mentioned, and their relation to the special franchise taxes, for the purposes of this report, a study was made of the receipts of the Companies and the payments by them to the City for the year 1908 and of the special franchise taxes for the year 1909, which are based upon the operations of the Company during 1908. This study revealed the fact that the percentages paid were limited to those paid by the Nassau Electric Railroad Company and amounted to \$20,563.94; the car license fees paid by all companies amounted to \$261.20, and the tolls paid for the use of the bridges amounted to \$230,527.60; the total of these payments being \$277,111.54, or 1.42 per cent. of the gross receipts for the year ending June 30, 1908. The special franchise taxes assessed for the year 1909, in the Borough of Brooklyn, as finally compromised, amounted to the sum of \$621,537.22, against which there was credited under section 48 of the Tax Law \$315,591.67, leaving a balance of special franchise taxes paid by the Companies of \$305,945.49 over and above the percentage, license fees and tolls.

The Special Franchise Tax Act was intended to equalize the revenues of the City by raising in some cases the return paid in taxes by public service companies for the use of the streets, but it is to be noticed that the tax of over \$600,000 imposed for the year 1909 amounts to but 3.18 per cent. of the gross receipts for the year ending June 30, 1908, which were \$19,502,697.04. If the special franchise taxes on the portion of the system in the Borough of Queens are to be included in the amounts paid by the Companies, it will be found that the final compromised assessment for 1909, in that Borough, was \$1,527,291, producing a tax of \$26,351.26. This, added to the tax of \$621,537.22 in Brooklyn, makes a total of \$647,888.48, which is but 3.32 per cent. of the gross receipts mentioned above. This includes the taxes payable on the real estate (tangible property) of the Companies in the streets, which was assessable prior to the special franchise amendment of the Tax Law, and cannot therefore be considered as a payment exclusively for the privilege of using the streets. The Railroad Law, since 1884, has, in the City of New York, imposed on new street surface railways and on extensions to both old and new, an annual charge of three per cent. of the gross receipts during the first five years and five per cent thereafter, for such privilege. The difference between the amounts actually paid within the calendar year 1908 and the deductions allowed under section 48 of the Tax Law against the tax paid in 1909, is due to the different fiscal years which are considered by the various City departments having jurisdiction in certifying to the Receiver of Taxes the car license fees, percentages and bridge tolls which should be deducted from the special franchise tax. The ultimate result, however, is the deduction of all payments for the use of the streets or the bridges which are not prohibited by the terms of the franchises, and in the Brooklyn Rapid Transit System there are but five or six franchises for small extensions now in existence which contain a tax clause or a modification thereof. All these franchises have been granted in recent years and do not materially affect the conclusions which may be drawn from the above figures.

Recommendations of Bureau of Franchises for Original Contract and Action by Board.

The study made by the Bureau in coming to a determination as to the provisions which it would recommend to the Board in granting the franchise applied for in Livingston Street and Lafayette Avenue, while not as complete as that set forth above, led to the conclusion that the Companies were paying nothing in addition to the special franchise taxes for their use of the streets in the Borough of Brooklyn, and as the Charter originally enacted in 1897, amended in 1901, after the passage of the Special Franchise Tax Act, required the City to fix the value of all franchises granted by it and include such value in any proposed form of contract for the grant of such a franchise, it was felt by the Bureau that the ordinary charge of three and five per cent. under the Railroad Law, with permission to deduct the same from the special franchise taxes, would not be the fixing of a proper value pursuant to the provisions of the Charter for this franchise. Accordingly the conclusion was reached by the Bureau that a charge commensurate with the value required by the Charter would amount at least to the yearly sum of \$33,150, which was the minimum yearly payment set forth in the contract recommended by me. This sum was based on the use by the Company of approximately 57 per cent. of the thirty-foot strip and the assumption by it of that portion of the carrying charge at 4 per cent. of the \$1,500,000 assessed on the City at large, for acquiring that strip to permit of the use of the

street by the Company, and was to be paid in addition to any and all taxes. In arriving at the sum, consideration was also given to the fact that there was a necessity for a new right of way for the Companies of the Brooklyn Rapid Transit System, due to the traffic conditions existing on Fulton Street, which was being used to the limit of its capacity, and it was believed that the building of the line on Livingston Street would open a new and productive route of travel to the Brooklyn Bridge and into what might be called the civic and shopping center of Brooklyn. Whether or not the charge should be computed as above was immaterial, as it was felt that the franchise has a substantial value over and above the taxes.

When the Bureau's report was submitted to the Board on June 22, 1906, the matter was referred to the Committee of the Whole, which later reported it out without recommendation, and it was then referred to a Select Committee. This Committee appears to have met with officers of the Company, and as a result of the conferences which they had, and with the end in view of meeting the objections of the Company, the Select Committee, in January, 1907, reported to the Board terms that would be acceptable to the Company, suggesting, among other things, that the compensation be fixed at three per cent. of the annual gross receipts, the same percentage as fixed in a contract which the Company had entered into on June 26, 1896, with the City of Brooklyn, when it was granted certain privileges and when that City was not, by the terms of the Railroad Law, under the obligation of requiring the payment of three and five per cent. of the gross receipts.

The report of the Select Committee and the provisions which it suggested were referred to the Corporation Counsel for an opinion, and on March 8, 1907, in furnishing the same, he expressed himself in the following language:

"From certain of the terms and conditions imposed, it would appear the Board is of the opinion that this particular franchise should be granted on terms more lenient than those it has imposed in the case of railway franchises granted by it of late."

However, as the fixing of terms for a franchise contract was a matter of policy for the Board to determine, he did not attempt to change the provisions proposed by the Select Committee, except where necessary, either because of provisions of law or because the provisions suggested did not, in actual controversy, prove to be sufficiently strong to carry out the desire of the City. Among the provisions which he felt compelled to disapprove was that fixing the compensation at three per cent, as he stated that Section 95 of the Railroad Law applied to the Company and that this provision, which it may be noted was enacted as far back as 1884, required the payment of three per cent of the gross receipts during the first five years and five per cent thereafter. He accordingly modified the contract and left blanks for the insertion of minimum payments, and, in addition, he suggested the insertion of the tax clause by including the same in the compensation provision of the contract.

When this opinion was presented to the Board, the matter was laid over, but the Committee appears to have again taken certain clauses up with him, and, on April 16, in response to its request, he rendered a further opinion, again holding, among other things, that Section 95 of the Railroad Law applied, and would have to govern the fixing of the provision for compensation. The matter then again went back to the hands of the Committee.

The Company, however, still insisted on its position to some extent, and the matter had to be once again referred to the Corporation Counsel. While in his hands, the Company submitted a substitute provision for the compensation clause, which, while assuming to impose upon it the payment of three and five per cent of its gross receipts, limited such gross receipts to those received "from passengers." This limitation, the Corporation Counsel held, could not be maintained, and, on May 23, 1907, he finally approved the form of contract without such a provision. Accordingly, the contract was granted by the Board, and, pursuant to its provisions, the Company has been paying to the City since that date three and five per cent of its gross receipts, which percentage, during 1915, approximated \$3,000, the highest sum paid. No initial sum was charged, no minimums were fixed, and the absence of the tax clause permitted the Company to deduct the sums paid under this contract from its special franchise tax, pursuant to Section 48 of the Tax Law. A table of the payments made is submitted with this report as "Appendix A."

In a report dated January 22, 1912, to the Mayor, as Chairman of the Franchise Committee, on the tax clause as used in franchise contracts, this Bureau, based on data gathered by it, reached the conclusion that five per cent. of the gross receipts of a street surface railway company always exceeds the amount of the special franchise taxes assessed or imposed upon the property from which the percentage is derived. The figures given before in this report do not contain anything which would now lead me to change that conclusion. It would, therefore, seem that the contract, by its operations under the law, has resulted in permitting the Company the use of Livingston Street and Lafayette Avenue, merely by the payment of the additional special franchise tax imposed upon its system when that section was built, as any excess of the three and five per cent over this additional special franchise tax would go to the diminution of the special franchise taxes on the remainder of its property.

Owing to lack of sufficient study of the operations of the Special Franchise Tax Law at the time negotiations were had with the Company for the fixing of the terms in the original contract, it cannot be said with any degree of positiveness that the Select Committee or the Board intended any such result.

Application for Valuation of Renewal Term and Negotiations by Bureau of Franchises.

The original term of the franchise contract was for a period of ten years, expiring July 29, 1917. In accordance with the provisions of the same, the Company is now before the Board for the fixing of compensation for the renewal term of ten (10) years. Its application for this revaluation was made by a petition dated March 14, 1916, on which a public hearing was held by the Board on June 2. When the matter was received by the Bureau negotiations were entered into with the Company, having the end in view that it be required to pay the City some annual sum which would be in addition to the special franchise taxes and which would, at least to some extent, recognize the special value which this Bureau believes the privilege has.

Extended negotiations were had with the Company's representatives, however, but they declined to accept any provision requiring the payment of any sum in addition to the special franchise tax, although at one time the Secretary to the Company offered to recommend to its President and the Board of Directors the acceptance of the compromise tax clause which permits the deduction of the percentages from the intangible portion of the special franchise assessment, but not from the tangible portion, and which was used in three franchises granted to Companies in the Brooklyn Rapid Transit System during the year 1916, but which were signed by the Mayor only on account of the great necessity by the public for additional facilities, which the Company refused to furnish under any other conditions.

During the course of the negotiations Mr. Justice Kapper of the Supreme Court, Second Department, raised the question as to whether the Company could abandon that portion of its route in Livingston Street, between Court Street and Boerum Place, in order to avoid, to as full an extent as possible, the effect upon the sessions of the Court, of the noise due to the operation of the railway. When a representative of this office saw him last June regarding the matter he stated that the proposed reconstructed Court House located on this block would have twenty-five per cent. of its court rooms on the Livingston Street side of the building and that the operation of cars would prove a great annoyance and prevent the full use of these court rooms in the proper manner. However, as the Court House was not under reconstruction at that time he asked that the negotiations on the renewal contract be delayed as much as possible in order to permit of the construction of the building before the question was taken up with the Company. This was done at his request, after President Pounds had been consulted.

Accordingly, the matter was later taken up with the Company which at first advised that it would be impossible to get along without the block on Livingston Street between Boerum Place and Court Street, of which conclusion Justice Kapper was duly notified. He then took the matter up with the Company and as a result of his negotiations, the Bureau was informed on January 8 that he had consulted with the officers of the Company and they had advised that they would be willing to stop the operation of cars through Livingston Street between Boerum Place and Court Street between the hours of 10 a. m. and 4 p. m. for five days in the week. Later, a complete study of this matter having been made by the Company, its representative, Mr. Bennington, informed me on February 6 that it would be impossible to operate in this manner, except in the non-rush hours, that is between 10 a. m. and 3 p. m., five days in the week, and except for the week immediately preceding Christmas.

In accordance with the agreement between Mr. Kapper and the Company's representatives, as modified, the Company is willing that the renewal contract provide

that it refrain from operating cars upon this block between the hours of 10 a. m. and 3 p. m. five days in the week, except as stated, and in cases of emergency, etc. In the final conference held in this office February 6, Mr. Bennington, representing the Company, stated that the suspension of operation on this block would cause an extra expense in operation and rerouting and in consideration of this the Company would accept renewal if the tax clause would be left out. No figures could be given by Mr. Bennington as to the extra cost to the Company or the Brooklyn Rapid Transit System if the cars were rerouted during the hours mentioned, nor did he show that any additional special work would be necessary, as the Companies apparently have turnouts and crossovers at nearly every street intersecting Livingston Street which would be necessary for the rerouting of their cars.

Recommendation of Bureau of Franchises That Arbitration Be Resorted To.
I am unwilling to recommend a renewal of the grant on the terms proposed by the Company. Should the Board, however, feel (as did the former Board) that terms more lenient than have been exacted from other companies be permitted in this case, I have drawn a form of grant which is acceptable to the Company and the same is attached hereto, marked "Appendix B," and, if satisfactory to the Board, should be sent to the Corporation Counsel for approval as to form and the insertion of such matter as he deems necessary for the proper protection of the City.

On the other hand, if the Board feels that not only should this franchise be granted upon terms at least commensurate with those granted to other street railway companies, but it has a particular value over and above those extensions granted to companies in the outskirts of the City, I believe the matter should be submitted to appraisers, as provided for in Section 2, Second, of the franchise contract of July 29, 1907, and as the City's arbitrator I would suggest the name of Edward M. Bassett, Esq., former Public Service Commissioner and more recently the Chairman of the Commission on Building Districts and Restriction, who has made a special study of franchise contracts, is a resident of Brooklyn and a man well equipped for the work.

I therefore submit two resolutions for consideration:

First—Approving the offer of the Company and forwarding the form of contract to the Corporation Counsel, "Appendix B."

Second—Declining the offer of the Company, referring the question to three appraisers, naming Edward M. Bassett, Esq., as the City's appraiser, and notifying the Company of the same, "Appendix C." Respectfully,

HARRY P. NICHOLS, Engineer, Chief of Bureau.

APPENDIX A.

Nassau Electric Railroad Company, Livingston Street.

Payments made under contract of July 29, 1907:

	Interest
Initial payment	None
Fixed minimums	None
Period, October 21, 1907, to September 30, 1908	3% \$1,254.38 \$5 02
Year ending September 30, 1909	3% 1,477.43
Year ending September 30, 1910	3% 1,544.39
Year ending September 30, 1911	3% 1,598.30
Year ending September 30, 1912	3% 1,674.93
Year ending September 30, 1913	5% 2,907.82
Year ending September 30, 1914	5% 2,945.07
Year ending September 30, 1915	5% 2,954.90
Year ending September 30, 1916	5% 2,888.56
Total	\$19,245.78 \$5 02
February 27, 1916.	

APPENDIX B.

Proposed Resolution Approving Terms Acceptable to Nassau Electric Railroad Co.
Resolved, That this Board tentatively approves the offer of the Nassau Electric Railroad Company fixing the valuation for the renewal term of the contract dated July 29, 1907, entered into between The City of New York and the Nassau Electric Railroad Company, authorizing the said Company to construct and operate a street surface railway on Livingston Street between Court Street and Flatbush Avenue, and on Lafayette Avenue from Flatbush Avenue to Fulton Street, Borough of Brooklyn, which said offer, including a provision for the suspension of service on Livingston Street, between Court Street and Boerum Place, during certain hours and on certain days of the week to permit of the more efficient use of the Court House in the Borough of Brooklyn, is contained in the form of contract submitted by the Bureau of Franchises to the Board this day; and be it further

Resolved, That the said form of contract be transmitted to the Corporation Counsel for his approval as to form or for the insertion therein of such matter as he shall deem necessary to safeguard the interests of the City.

Proposed Form of Contract Which Nassau Electric Railroad Co. is Willing to Accept—Not Recommended by Bureau of Franchises.

This Contract, made and executed in duplicate this day of 1917, by and between The City of New York (hereinafter called the City), party of the first part; by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the Nassau Electric Railroad Company, a domestic corporation (hereinafter called the Company), party of the second part, witnesseth:

Whereas, The City and the Company, under date of July 29, 1907, entered into a contract whereby the City granted to the Company the privilege of constructing, maintaining and operating a double track street surface railroad, with the necessary wires and equipment, crossovers, switches and turnouts, for the purpose of conveying persons and property in the Borough of Brooklyn, City of New York, upon the following route:

Commencing at the intersection of Livingston Street and Court Street; thence through and along Livingston Street to Flatbush Avenue; thence through and along Flatbush Avenue to Lafayette Avenue; thence through and along Lafayette Avenue to Fulton Street, together with the right to connect the aforesaid tracks with the then existing tracks of the Brooklyn City Railroad Company upon Court Street, Flatbush Avenue and Fulton Street; with the then existing tracks of the Nassau Electric Railroad Company upon Boerum Place, and with the then existing tracks of the Brooklyn City and Newtown Railroad Company (since merged with and into the Coney Island and Brooklyn Railroad Company) upon Smith Street;

—and—
Whereas, The said contract provided that the right to construct, maintain and operate the double track street surface railroad therein described, and hereinabove referred to, should be held and enjoyed by the Company, its successors or assigns, for the term of ten (10) years from the date upon which it was signed by the Mayor, with the privilege of renewal of the said contract for a further period of ten (10) years upon a fair revaluation of such right and privilege to maintain and operate the said railroad therein authorized, and hereinabove described, by itself, and not to include any valuation derived from the ownership, operation or control of any other railroad by the Company, its successors or assigns; and

Whereas, The said contract, in Section 2 thereof, contains the following provision regarding the procedure to be followed in the event of a renewal of the same:

"Second—The said right to construct, maintain and operate a double track street surface railroad and the connections, as herein described, shall be held and enjoyed by the Nassau Company, its successors or assigns, for the term of ten (10) years from the date when this contract is signed by the Mayor, with the privilege of renewal of said contract for a further period of ten (10) years, upon a fair revaluation of such right and privilege. Such revaluation shall be of the right and privilege to maintain and operate the said railroad by itself, and not to include any valuation derived from the ownership, operation or control of any other railroad by the Nassau Company, its successors or assigns.

"If the Nassau Company shall determine to exercise its privilege of renewal it shall make application to the Board, or any authority which shall be authorized by law to act for the City in place of the Board. Such application shall be made at any time not earlier than two years and not later than one year before the expiration of the original term of this contract. The determination of the revaluation shall be sufficient if agreed to in writing by the Nassau Company and the Board.

"If the Nassau Company and the Board shall not reach such agreement on or before the day one year before the expiration of the original term of this contract then the annual rate of compensation for such succeeding ten years shall

be reasonable, and either the City (by the Board) or the Nassau Company shall be bound upon request of the other to enter into a written agreement with each other fixing the rate of compensation at such amount as shall be reasonable, and if the parties shall not forthwith agree upon what is reasonable, then the parties shall enter into a written agreement fixing such annual rate and at such amount as shall be determined by three freeholders selected in the following manner:

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

Whereas, The Company, pursuant to the terms of the said provision of its contract with the City, dated July 29, 1907, has, under date of March 14, 1916, duly made application for the renewal of the said contract for a further period of ten (10) years from the expiration of the original term of ten (10) years, upon and pursuant to the terms and conditions of the said contract; and

Whereas, The City and the Company have agreed to a determination of the revaluation;

Now, therefore, the parties to the said contract dated July 29, 1907, and hereinbefore referred to, do hereby agree:

Section 1. During the renewal term of the privilege granted to the Company by the City in the said contract, that is, for the period of ten (10) years, commencing July 29, 1917, the Company shall pay to the City for the said privilege the following sums of money:

- (a) During the first term of five (5) years of the said renewal term ending July 28, 1922, an annual sum which shall be equal to five (5) per cent. of its gross annual receipts, but which sum shall not be less than two thousand five hundred dollars (\$2,500).
- (b) During the remaining term of five (5) years of the renewal term, ending July 28, 1927, an annual sum which shall be equal to five (5) per cent. of its gross annual receipts, but which sum shall not be less than three thousand dollars (\$3,000).

The gross annual receipts mentioned above shall be that portion of the gross receipts of the Company as shall bear the same proportion to its whole gross receipts as the length of the extension authorized by the contract between the City and the Company, dated July 29, 1907, shall bear to the entire length of the railway of the Company in operation within the limits of the City.

The annual charges shall commence on July 29, 1917, the day succeeding the date of the expiration of the original term of the contract between the City and the Company, dated July 29, 1907.

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

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

Section 2. The Company agrees and binds itself, during the remaining term of its contract with the City, dated July 29, 1907, and the City consents that the Company may, on Mondays, Tuesdays, Wednesdays, Thursdays and Fridays, whenever the Supreme or other Courts may be in session in the Court House, located in the block bounded by Court Street, Livingston Street, Boerum Place and Willoughby Street, except during the week immediately preceding Christmas in each year, suspend the operation, whether by itself or any company to which it may have or shall hereafter give trackage rights of any character, of that portion of the route of its railroad which is located on Livingston Street between Court Street and Boerum Place between the hours of ten (10) A. M. and three (3) P. M. This provision, however, shall not be deemed to prohibit operation on this section of the railway of the Company during emergencies due to blockades or fires, or the operation over the same of snow sweepers and plows for the purpose of keeping the line open, when in the judgment of the Company such operation is necessary. This provision is intended and shall be deemed to supersede any and all ordinances or other municipal resolutions, rules or regulations relating to the operation of cars in the City.

Section 3. The City and the Company severally agree that the above is the determination of the revaluation for the renewal term provided for in the said contract between the City and the Company, dated July 29, 1907.

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

THE CITY OF NEW YORK. By Mayor.

Attest: City Clerk.

NASSAU ELECTRIC RAILROAD COMPANY, By

President.

(Seal.) Attest: Secretary.

(Here add acknowledgments.)

The following resolution was offered:
Whereas, The Nassau Electric Railroad Company, pursuant to the provisions of its franchise contract with The City of New York, dated July 29, 1907, authorizing it to construct, maintain and operate the street surface railway extension upon and along Livingston Street, Flatbush Avenue and Lafayette Avenue, from Court Street to Fulton Street, in the Borough of Brooklyn, has, under date of March 14, 1916, made application for the renewal of said contract for the further period of ten (10) years from July 29, 1917, upon and pursuant to the terms and conditions of said contract; and

Whereas, a public hearing was held upon the said application on June 2, 1916; and

Whereas, Pursuant to Section 2, Second, of the contract dated July 29, 1907, it was provided that the right to construct, maintain and operate the said extension should extend for the term of ten (10) years from the date of the signing of the contract by the Mayor with the privilege of renewal of the said contract for a further period of ten (10) years upon a fair revaluation of such right and privilege; and

Whereas, The application for revaluation by the said Nassau Electric Railroad Company has been filed, pursuant to this provision; and

Whereas, It is further provided that if the said Nassau Company and the Board should not reach an agreement on or before the day one year before the expiration of the term of the contract, then the annual rate of compensation for such succeeding ten (10) years should be reasonable and such reasonable rate should be fixed by a written agreement between the parties to the said contract, but that, if the said parties should not agree upon what is reasonable, then that they should enter into a written agreement fixing the annual rate at an amount to be determined by three freeholders, one to be selected by the Board, one to be selected by the Nassau Company and the third to be selected by the two originally chosen; and

Whereas, The City and Company have failed to agree upon the reasonable annual rate of compensation for the renewal term of the contract dated July 29, 1907; now, therefore, be it

Resolved, That the Board hereby calls upon the Nassau Electric Railroad Company to enter into an agreement for the appointment of appraisers to fix the valuation of the renewal term of the franchise contract between the City and the Company, dated July 29, 1907, in the manner set forth in the said contract, and approves

the following form of agreement, designating Edward M. Bassett as appraiser on behalf of the City for that purpose:

This agreement, made and entered into this day of 1917, by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the Nassau Electric Railroad Company, a domestic street railway corporation (hereinafter called the Company), party of the second part, witnesseth:

Whereas, the parties to this agreement, under date of July 29, 1907, entered into a contract whereby the City granted to the Company permission to construct, maintain and operate an extension to its street surface railway upon and along Livingston Street, Flatbush Avenue and Lafayette Avenue, between Court Street and Fulton Street, Borough of Brooklyn; and

Whereas, the said contract, by its terms, was to continue for the period of ten (10) years with the privilege of a renewal for a further period of ten (10) years upon a fair revaluation of the right and privilege; and

Whereas, the Company duly made application for such renewal, but there has been a failure to agree upon the fair valuation of the same;

Now, therefore, pursuant to the provisions of the said contract, dated July 29, 1907, the City and the Company, each for itself, agrees that the said valuation or revaluation shall be made by disinterested freeholders appointed as appraisers, and the City hereby appoints, designates and selects as the freeholder to be appointed by it, Edward M. Bassett of 277 Broadway, and the Company hereby appoints, designates and selects as a freeholder to be appointed by it; the said two freeholders or appraisers to appoint a third freeholder as an appraiser, and the three so appointed to fix the value of the renewal term of the contract, hereinbefore referred to.

This agreement is upon the following conditions:

1. The appraisers appointed under the terms hereof shall have the full powers and authority set forth in Section 2, Second, of the contract, dated July 29, 1907, between the City and the Company, and their compensation and expense shall be borne as therein set forth.

2. The said appraisers shall report back to the Board as to their determination within three (3) months from the date of their appointment, but not later than July 29, 1917.

In witness whereof, the parties hereto have executed this agreement the day and year first above written.

THE CITY OF NEW YORK, by Mayor.

Attest: City Clerk.

NASSAU ELECTRIC RAILROAD COMPANY, by

President. Attest: Secretary.

(Here add acknowledgements.)

Which was adopted by the following vote:

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

Operation of Street Surface Railways Over Williamsburg Bridge (Cal. No. 32).

(At the meeting of July 29, 1915, a communication was received from the Commissioner of Plant and Structures submitting proposals by street surface railway companies operating over the Williamsburg Bridge and the communication was referred to the Committee on Transit and to the President of the Borough of Manhattan.)

(At the meeting of December 28, 1915, the reference of the matter to the Committee on Transit and the President of the Borough of Manhattan was changed to the Committee on Franchises.)

The Secretary presented the following:

Citizens Union of the City of New York, 41 Park Row, New York, March 14, 1917.

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

Gentlemen—The Citizens Union respectfully urges prompt and favorable consideration by your honorable body of the report and recommendations which have been presented to you by your Committee on Franchises and Bureau of Franchises concerning the operation of surface railway cars upon the Williamsburg Bridge.

We have taken a deep interest in this controversy from the first and, during the session of the 1916 Legislature, were very glad to co-operate in obtaining the amendment to Section 48 of the Tax Law which prohibits future deductions of bridge tolls from special franchise taxes.

To accede to the demands now made by the railway companies would be a mistake and would place the City in a disadvantageous position.

Through a judicial interpretation of Section 48 of the Tax Law, the Brooklyn Rapid Transit Company succeeded in avoiding the payment of the full compensation contemplated by the 1904 agreement and obtained the use of the bridge and the terminal facilities for through service practically free of cost. The New York Railways Company is now attempting to secure a reduction of special franchise tax on account of Bridge operation.

Before the amendment to the law was obtained, we understand the companies tentatively expressed a willingness to continue operation over the bridge upon terms similar to those embodied in the 1904 agreement. Since this amendment was obtained, however, they have not been willing to enter into a contract upon any such terms and are, in fact, now asking the City to give them a contract so framed that the whole question of deductions from franchise taxes may be re-opened and the City again be deprived of compensation.

We respectfully urge that the contract prepared by your Committee on Franchises be submitted to the railway companies for execution; that, if it is rejected, the City proceed to negotiate with other parties who have submitted proposals for local service on the bridge; that, if it becomes necessary, the City take steps to operate the local service itself. Respectfully yours,

(Sig.) WM. JAY SCHIEFFELIN, Chairman.
Franchise Committee, Board of Estimate and Apportionment, New York, March 9, 1917.

To the Board of Estimate and Apportionment:

Sir—In December, 1915, there was referred to your Committee a report from the Bridge Commissioner stating that he had been unable to agree with the street surface railway companies operating upon the Williamsburg Bridge for the continuation of such operation.

The original agreement for this operation, made in 1904, terminated at midnight on August 31, 1915, and the Companies have been since that time and are now operating under temporary permits issued by the Commissioner of Bridges, or his successor, the Commissioner of Plant and Structures. Prior to the termination of the agreement, the Bridge Commissioner negotiated with the Companies with a view to reaching an agreement for the continuation of the operation upon terms more advantageous to the City than those contained in the 1904 agreement. In July, 1915, the Commissioner reported to the Board the result of his negotiations with the Companies, and upon the receipt of that report the matter was referred by the Board to the Committee on Transit and to the President of the Borough of Manhattan. Later the reference was changed to the Committee on Franchises.

During the summer of 1916, the Committee on Franchises opened negotiations with the Companies for the renewal agreement, the Companies at that time having stated that they objected to the continuing of the operation under permits from the Bridge Department unless an arrangement was made whereby the City would agree to renew the tracks on the bridge. It was stated that the immediate renewal was necessary to insure safe operation.

An agreement was drawn at that time by the Bureau of Franchises, and your Committee was unable to reach an agreement thereon prior to the expiration of the permit under which the Companies were then operating. It was finally agreed that the Companies should take a permit for the further period of six months, the City to appropriate sufficient funds to renew such portions of the track as were unsafe, but that any action which the City may take in renewing the track at its expense would not prejudice the City's claim that the 1904 agreement provided that the Companies should make such renewals at their expense. Such appropriations have been made from time to time, amounting to about \$150,000, and part of the work is done and the other part under way or provided for. The Companies, however, agreed that during the existence of this permit they would negotiate with the Committee

with a view to reaching a decision with respect to a more permanent agreement. Later the Bureau of Franchises was instructed to conduct the negotiations with the Companies.

That Bureau has now prepared a report for the Board, giving the result of the negotiations and submitting a contract prepared by the Bureau, set in parallel columns with a contract offered by the Companies. Your Committee has studied these contracts and is of the opinion that the Companies' agreement is one which the City should decline.

The reasons for this decision on the part of your Committee are:

First—The Companies have now taken the stand that the City must waive any claim which it may have against the Companies or the Bridge Operating Company for the renewal or replacement of the tracks on the bridge under the terms of the 1904 agreement and the subsequent permits issued by the Commissioner of Bridges and the Commissioner of Plant and Structures, whereas during the negotiations in 1916, the Companies agreed that any new contract would not act as an estoppel against the City in recovering, by action at law, sums which may be due the City because of the failure on the part of the Companies to renew or replace the tracks.

Second—The Companies insist that the Commissioner of Plant and Structures shall not have what your Committee considers proper jurisdiction over the operation on the bridge, structure and upon City owned tracks and refuse to make such reports to the Commissioner with respect to the local traffic as are necessary for the City's information in regard to its volume.

Third—The Companies offer inadequate compensation for the use of the bridge and refuse to make any allowance whatever for depreciation fund, notwithstanding the fact that they will accept a contract for only a short term after the City has renewed the track, leaving to the City at the end of the term a track and equipment partially worn out with no funds accumulated for their replacement.

Fourth—The Companies insist on what practically amounts to an exclusive right to operate cars upon the bridge.

The details with respect to the attitude of the Companies upon the various clauses outlined are more fully given in the report of the Bureau of Franchises which is transmitted herewith.

In view of the foregoing, it is recommended that the Board adopt a resolution suggesting to the Commissioner of Plant and Structures that he tender to the Companies, for execution, the agreement drawn by the Bureau of Franchises and that the Commissioner request the Companies to execute the same within six (6) days or advise the Commissioner within said six (6) days whether the Companies will execute the agreement. In case the Companies fail or refuse to execute the agreement within such time, he should offer to the Companies a permit for the continuation of the present operation for a period of ninety (90) days, the terms of such permit to be the same as those contained in the permit last issued.

Your Committee further suggests that it be authorized to take such steps as are necessary to either provide for the continuation of through or local service, or both, as at present, or to provide a substitute through or local service, or both, in the event the Companies fail or decline to either execute the agreement or to accept the permit.

Resolutions for adoption carrying out the above recommendations are transmitted herewith. Respectfully,

JOHN PURROY MITCHEL, Mayor; FRANK DOWLING, President, Board of Aldermen; DOUGLAS MATHEWSON, President, Borough of The Bronx, Franchise Committee.

Board of Estimate and Apportionment, The City of New York, Bureau of Franchises, Room 1307, Municipal Building, March 9, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment.

Sir—The matter of the new contract between the City and certain street surface railway companies for the operation of cars upon the Williamsburg Bridge has been before the Board of Estimate and Apportionment or before the Commissioner of Bridges, now the Commissioner of Plant and Structures, since September 1, 1915. Recently this Bureau under instructions has been endeavoring to negotiate with representatives of the Companies an agreement for the continuance of the service and begs to report thereon as follows:

A brief history previous to negotiations follows:

History of Previous Negotiations.
By an agreement dated May 21, 1904, the Brooklyn Heights Railroad Company, the New York City Railway Company and the Coney Island and Brooklyn Railroad Company agreed with the City for the right to operate across the bridge cars from the lines of those companies in the Boroughs of Manhattan and Brooklyn, and the Bridge Operating Company agreed with the City for the right to operate a local service between the terminals of the bridge. This contract was to run for a term of ten years from September 1, 1904. After that date the operation was to be continued until one year after the Bridge Commissioner should give notice to the companies to cease operation, but the companies also had the right to discontinue operation upon giving the Bridge Commissioner one year's notice.

Pursuant to this agreement, through cars from lines in the Borough of Manhattan were operated across the Williamsburg Bridge upon the north pair of surface railway tracks, those tracks having been equipped with the underground electric contact system. Cars from the lines in the Borough of Brooklyn were operated upon the south pair of surface railway tracks, those tracks having been equipped with the overhead electric contact system. The local service by the Bridge Operating Company was maintained on the southerly pair of tracks, jointly with the through operation from the Borough of Brooklyn. An underground terminal was constructed at the Manhattan end of the bridge in Delancey Street, for the use of the through cars from the Borough of Brooklyn and for the Manhattan terminal of the local cars. The Brooklyn terminal for the through cars for the Borough of Manhattan and for the local cars was provided by track loops constructed on the bridge plaza in Brooklyn.

The original installation of all tracks and electrical equipment as well as the underground terminal in Manhattan was at the expense of the City.

Under date of September 1, 1914 (the date of the expiration of the contract), the Commissioner of Bridges notified the railway companies, pursuant to his authority as contained in the agreement of May 21, 1904, to

"cease operation of cars upon the surface tracks of the Williamsburg Bridge across the East River from and after midnight on August 31, 1915."

Subsequent to the serving of this notice by the Commissioner of Bridges, negotiations were conducted by him looking toward the renewal of the agreement of 1904 upon more satisfactory terms to the City, but without result. Finally, under date of July 27, 1915, the Commissioner addressed the Board of Estimate and Apportionment, submitting informal proposals jointly by the New York Railways Company, Coney Island and Brooklyn Railroad Company, the Brooklyn Heights Railroad Company, the Nassau Electric Railroad Company and the Bridge Operating Company. This communication called attention to the claim on the part of the Companies that the Bridge Commissioner did not have jurisdiction to enter into a contract for further operation, but that such authority was entirely within the Board of Estimate and Apportionment. The Commissioner stated he was unwilling to proceed further without the benefit, assistance and advice, or if the jurisdiction be so established, of the direction of the Board of Estimate and Apportionment. This communication was presented to the Board on July 29, 1915, and referred to the Committee on Transit and to the President of the Borough of Manhattan.

At the meeting of August 5, 1915, there were submitted to the Board and referred to the Committee on Transit and to the President of the Borough of Manhattan two other communications from the Commissioner of Bridges, transmitting two other offers for operation of cars on the bridge, one from the Third Avenue Railway Company, proposing to operate the local service and through service from its lines in the Borough of Manhattan; the other that of the Manhattan Bridge Three Cent Line, proposing to operate local service only.

The three proposals then before the City for the operation of cars upon the bridge were as follows:

First—The proposal of the New York Railways Company, Coney Island and Brooklyn Railroad Company, The Brooklyn Heights Railroad Company, The Nassau Electric Railroad Company and the Bridge Operating Company, to conduct exclusively local car operation on the bridge at actual cost, all profit to go to the City; the rate of fare to be such as the City may determine, provided that if the moneys received at the rate of fare so fixed by the City shall be less than the cost of operation, either the fare shall be increased sufficiently to cover such cost or the City shall make up

the deficit. This offer was made on the assumption that through operation of cars of these Companies should cease.

Second—The proposal of the Third Avenue Railway Company to conduct a through operation such as now maintained by the Company, to pay to the City a toll of five cents per car per round trip, no part of which to be deducted from the special franchise tax, and to conduct a local service, the compensation to be paid by the City to the Third Avenue Railway Company for such local service to be the cost of operation plus ten per cent; the City to have the right to permit any other railway company to give service upon the bridge. This offer was made in a communication to the Commissioner of Bridges, dated July 30, 1915.

Third—The proposal of the Manhattan Bridge Three Cent Line. This Company states it would undertake to provide a sufficient number of new cars to carry on the local operation on the bridge, and a car barn convenient thereto. It would undertake further to install elevator service on the Brooklyn end of the bridge at or near the anchorage between Kent and Myrtle Avenues. With a ten-year contract the Company would provide this investment in its entirety and ask the City six per cent income upon the investment, dividing equally with the City all surplus profits after an appropriate sum had been laid aside to amortize the investment. At the termination of the contract, cars, car-barn and elevator would pass to the City as its property, free and clear. This offer was made to the Bridge Commissioner under date of August 2, 1915.

On August 5, 1915, no action having been taken, the Board adopted a resolution authorizing the Bridge Commissioner to issue a temporary permit for the operation of the cars pending the final determination with respect to the new contract.

The companies have continued to operate under permits issued by the Commissioner of Bridges or the Commissioner of Plant and Structures upon authority of a resolution of the Board of Estimate and Apportionment up to the present time. Such permits were issued as follows:

For the period between September 1, 1915, and November 30, 1915;
For the period between December 1, 1915, and February 1, 1916;
For the period between February 1, 1916, and March 31, 1916;
For the period between March 31, 1916, and June 30, 1916;
For the period between June 30, 1916, and July 30, 1916;
For the period between July 30, 1916, and January 31, 1917; and
For the period between January 31, 1917, and March 31, 1917.

On December 28, 1915, the former reference of the matter to the Committee on Transit and the President of the Borough of Manhattan was changed to the Committee on Franchises.

While this matter was in the Transit Committee, the Commissioner of Bridges submitted to it a memorandum, together with the report of accountants with respect to income and profits from the operation of cars on the bridge. The memorandum and report were replied to by the Railway Companies. This Bureau also prepared a report, dated October 30, 1915, for the Transit Committee and Commissioner of Bridges in relation to deductions of the rentals paid for the use of the track on the bridge, under section 48 of the Tax Law, and which also discussed at length the jurisdiction of the Commissioner of Bridges and the Board of Estimate and Apportionment under the law.

In June, 1916, effort was made by the Franchise Committee to consummate an agreement with the Companies. The permit under which the Companies were then operating expired on June 30 of that year and the Companies were extremely anxious that something be done immediately, in view of the physical condition of the tracks and equipment upon the bridge. The Companies claimed that particularly the tracks upon which the New York Railways Company and the Third Avenue Railway Company were operating were unfit for further safe operation and that an immediate renewal of the same was urgently needed. Because of this fact the Companies asked for an immediate settlement.

At conferences, the representatives of the Companies tentatively agreed to enter into a contract with the City until July 1, 1919, with, however, certain fixed dates prior to July 1, 1919, upon which the City might, at its own option, terminate the contract. All the Companies now operating on the bridge to be parties to the operating contract, except the Bridge Operating Company, but the other Companies were to assume all the obligations of that company. The agreement was to contain the same terms and conditions as the agreement of 1904 in so far as the same were applicable, with, however, certain modifications, that is, the Companies were to furnish a local service by carrying local passengers during the non-rush hours upon through cars and by carrying local passengers during rush hours upon both through and local cars, part of the local traffic to be taken care of on the north pair of tracks, which differs from the present operation in that all the local passengers are carried on the south pair of tracks. Then, too, the City was to reconstruct the tracks upon the bridge, either from moneys received from tolls which the Companies are paying for the right to operate across the bridge or from special appropriations for that purpose. The fact that the City was to do this at the present time at its own expense was not to prejudice the City's rights to the recovery from the Companies by an action at law of the cost of such new construction.

During the session of the Legislature in 1916, while this matter was pending, an act was passed, amending section 48 of the Tax Law, which amendment provided that in cities of the first class, car license fees or tolls paid for the privilege of crossing a bridge owned by the City should not be deducted from special franchise tax. This act became a law May 17, 1916, and is Chapter 581 of that year. Thereafter tolls and payments for the use of bridge were deducted from the special franchise tax pursuant to section 48 of the Tax Law. The Companies agreed that since the validity of this law had never been tested in the courts, the agreement might contain the regular tax clause used in franchises, which is in effect a waiver on the part of the Companies of the right to deduct the payments from the special franchise tax.

It may be said here that the City has always claimed that rentals or tolls for the use of City owned track and equipment on a bridge and for the use of bridge terminals should not in all fairness be deducted from the special franchise tax, as it was not in any manner in the nature of a tax, but a rental for the physical property owned by the City.

This agreement not having been consummated on June 30, the date on which the permit under which the Companies were then operating expired, the Board adopted a resolution on that date authorizing the Bridge Commissioner to issue a further permit for the period between June 30 and July 30, 1916.

Upon receipt of the permit from the Department of Plant and Structures, the Companies replied by joint communication to the Commissioner of Plant and Structures stating that they did not see their way clear to continue the operation of cars over the Williamsburg Bridge upon the then existing conditions, but in view of the fact that representatives of the City had been in conference with representatives of the Companies with a view to making a new agreement, they agreed to continue the operation until midnight of July 7, 1916. At subsequent conferences this matter was adjusted and the Companies agreed to continue the operation until July 30, the City on July 7 having appropriated the sum of \$10,000 to take care of replacements immediately necessary.

Under instructions previously given by the Franchise Committee, the Bureau of Franchises drafted a form of contract along the lines which had previously been discussed at conferences. This contract, before submission to the Companies, was gone over by the Commissioner of Plant and Structures, a representative of the Corporation Counsel's office, the President of the Borough of The Bronx, representing the Franchise Committee, and the City Chamberlain, who had been designated to represent the Mayor. At a final conference on July 24, 1916, at which the representatives of the City and Companies were present, many objections to the form of contract were raised by the Companies, so that it appeared hopeless to reach an agreement before July 30, the date of the expiration of the permit. It was agreed therefore that the Companies should take a further permit for six months expiring January 31, 1917. In the meantime, the Companies were to negotiate with the City for a contract for a more permanent operation.

The result of the negotiations up to that time, therefore, may be said to be that the Companies had tentatively agreed with the City officials as being willing to enter into a short term contract upon substantially the same terms and conditions as the 1904 agreement, the City was to pay for necessary renewals of tracks upon the bridge, without prejudice to its right to recover the same should the 1904 agreement be construed by the courts as providing for such renewals, the compensation to be on the same basis as that provided by the 1904 agreement, that is, a toll of five cents per round trip for car and \$10,000 per annum for terminal facilities, with, however, the standard tax clause to the effect that no payments may be deducted from the

special franchise tax, but failed to execute the proposed agreement for reasons previously stated.

The question of the procedure for the granting of the new rights had not been definitely settled, the Companies claiming that the Board of Estimate had the exclusive authority, but the manner in which the Board of Estimate and Apportionment should grant the right had not been touched upon.

Negotiations by Bureau of Franchises.

After the issuance of the permit for the six months expiring January 31, 1917, the Companies made no effort whatever to negotiate with the City authorities, as was promised by them during the prior negotiations. Finally, in October, this Bureau called a conference of representatives of the various Companies and went over the situation generally. Subsequent conferences were held, at which there were considered the matter of procedure for the granting of the right and the general terms of the contract.

During the early stages of negotiations, there was discussed the proposed new method of handling the local service. There are no adequate terminal facilities in Manhattan in the vicinity of the bridge for the north pair of tracks. At the present time, no cars on those tracks are turned back at the Manhattan terminal, but it is proposed by the new scheme to operate a few local cars on the north pair of tracks during the rush hours. There exists in Delancey Street between Suffolk and Clinton Streets a siding on the southerly side of the east-bound track which it is proposed to use as a terminal for these local cars. The east-bound track at this point is very congested during the rush hours. In fact, it is stated by the operating men of the New York Railways Company to be the most congested piece of track of the system.

In order to reach this siding from the west-bound track, it is necessary to cross the congested portion of the east-bound track, which, it seems, would still further add to congestion, and since the local cars are to be loaded on the street surface, may add to further congestion at that point. The Companies insist, however, there is no other alternative than to use this spur track for a limited number of cars in order to relieve the south pair of tracks on the bridge during the rush hours.

To avoid such a condition and as a means of serving the public in the vicinity of Delancey Street and in the vicinity of the Williamsburg Plaza, it was suggested to the Companies that they establish, in addition to the through operation and to the local service now maintained, an additional local service from the Bowery to either the bridge plaza in Brooklyn or extending along the Grand Street extension to some point away from the plaza, where the distribution of passengers could be more easily made; the fare on such local cars to be three cents for a single ride or two tickets for five cents. Such an operation would bring part of the local cars from the north pair of tracks out of the congested terminal area at the bridge entrance by straight operation along Delancey Street to a point where switching could be accomplished without the same interference with the service of other lines. On the return trip to Brooklyn, the cars would pass through the most congested area on a straight track with less interference to the operation of other lines than the switching of cars across the congested track. In other words, it would remove the terminal for the local cars which are to be operated on the north pair of tracks from the entrance to the bridge to a point near the Bowery where there is ample space in the centre of Delancey Street for the switching of such cars. This operation would have a further advantage to the public in that a considerable area would be served for a fare of two and one-half cents.

It seems to this Bureau that such a local service would not be detrimental to the Companies in the loss of fares for the reason that undoubtedly many passengers who now take the local service at one and two-thirds cents per ride would voluntarily take the local cars of the extended local operation at two and one-half cents and that riding would be further stimulated because of the additional service, thereby making an increase in revenue.

The Companies, after considering this proposition for some time, replied that they could not see their way clear to undertake such operation, principally because of an anticipated loss of revenue due to the fact that passengers now paying five cents for a ride would secure transportation for two and one-half cents. Since the installation of such service required a voluntary agreement on the part of the Companies, further negotiations along this line were abandoned.

As pointed out above, the proposed operation of local cars on the north pair of tracks will add to the congestion and street occupation for railroad purposes in Delancey Street. In other respects, from an operating standpoint, undoubtedly the operation proposed by the Companies would be less expensive to them since they will be able to utilize through cars for local service to their capacity, with consequent reduction in car mileage on the bridge.

The Companies insisted that they should have an exclusive right on the bridge. It was pointed out that such a right could not be legally granted; that in any event the Second Avenue Railroad Company operating cars in the Borough of Manhattan, and which, though it had not expressed a desire to negotiate with the City for an extension across the bridge, may desire to do so at some time during the term of the contract, and if so, the City should be in a position to enable the Company to give this additional service, if not by the actual operation of its cars across the bridge, then by the exchange of transfers at points where the Second Avenue line crosses Delancey Street. An arrangement for such service for the Second Avenue Company would need the consent of the Companies operating in Delancey Street, whether such service were given by means of transfers or by actual operation of cars across the bridge, since the Second Avenue line intersected Delancey Street at a point more than a thousand feet from the City owned tracks on the bridge, the tracks in Delancey Street being owned by the New York Railways Company. This, the Companies took under advisement and finally reported they could not consent to any arrangement whereby the Second Avenue Railroad Company could furnish this service. Further negotiations with respect to the exclusiveness of the grant are referred to hereinafter.

In regard to the procedure, the Companies claim that the present City Charter, by section 242, as amended in 1905 (it will be noted that this amendment was after the execution of the agreement of 1904 by the Bridge Commissioner), transferred the powers which had previously been conferred upon the Bridge Commissioner under acts of the Legislature, in respect to the New York and Brooklyn and the Williamsburg Bridges, to the Board of Estimate and Apportionment—that is to say, the Board of Estimate and Apportionment may, pursuant to section 242 of the present Charter, execute an agreement with the Companies for the operation of the cars upon the Williamsburg Bridge, without the formality of public hearings, publication of the notice of hearing, etc., as required by sections 73 and 74 of the Charter. A brief was submitted upon this subject by the Companies, and on December 6, 1916, the brief was transmitted to the Law Department by this Bureau, with a request for an opinion with respect to jurisdiction. Subsequently the Assistant Corporation Counsel, to whom the request for an opinion was referred, conferred with this office and stated, informally, that it was his opinion:

1. That section 242 of the present Charter did not transfer the powers of the Bridge Commissioner to the Board of Estimate and Apportionment.

2. If any action is taken by the Board of Estimate and Apportionment in authorizing such an agreement, that action must follow the procedure laid down in sections 73 and 74 of the Charter.

The Companies were informed of this. They had previously stated that it was immaterial to them whether the Board followed the procedure of sections 73 and 74 or not, provided the contract was not so worded as to make it a franchise, the reason being that they wished to avoid a special franchise assessment on the bridge. Representatives of the Companies were therefore requested to present a petition within one week, but failed to do so, without any explanation except to say that they would be unable to do so within such time. No petition has since been received. Some of the representatives of the Companies have stated, in conference, that they would recommend to their Companies not to accept a contract made by the Commissioner of Plant and Structures alone. On the other hand, if the Board of Estimate and Apportionment is to authorize an agreement, either jointly with the Commissioner of Plant and Structures, or exclusively, a petition must be filed in order to follow the procedure laid down in sections 73 and 74 of the Charter, which, as stated before, the Law Department holds must be followed.

Further conferences took place between the representatives of the Companies and this Bureau, but it was not until late in December, 1916, that it was specifically stated by the conferees that the Companies were unwilling to abide by the tentative agreement with respect to compensation outlined at conferences during the summer of 1916.

The representatives of the Companies then stated that they desired to offer a

lump sum annual payment rather than payment of bridge tolls, and a lump sum payment for terminal rental, as provided in the 1904 agreement, though they refused to name the lump sum which they were willing to pay until they had before them an agreement satisfactory in other respects.

On January 10, 1917, an agreement, which had been drawn by this Bureau, was transmitted to the Companies.

On January 27, 1917, the Companies submitted their proposal, in the form of an amended contract, except that they did not name the lump sum annual payment which they proposed to offer for the right. A conference was held upon the amended contract and a few changes were made, agreeable to the Companies and to this Bureau.

Notwithstanding repeated requests, however, the Companies did not make an annual lump sum offer until February 23, 1917, under which date they addressed a communication to this Bureau, signed by the Presidents and Vice-Presidents of the various Companies.

It was not until that date, therefore, that this Bureau had before it a complete offer of the Companies and in consequence was unable to present a report.

The contract which is now recommended by this Bureau is in the main the same as that prepared by the Bureau during the summer of 1916. In the following, the provisions of the contract will first be briefly stated and next the objection to the several provisions by the Companies will be pointed out with discussion where necessary.

Provisions of the Contract.

All the Companies which now operate upon the bridge, as well as the Bridge Operating Company, are made parties to the contract. The Bridge Operating Company, however, is not obligated to perform any service upon the bridge, but is only retained for purposes as will later appear. Compensation has been fixed at five cents per car per round trip and for the use of bridge terminals an annual rental of \$10,000, which payments are the same as in the 1904 contract. This contract provides that none of these payments shall be deducted from the special franchise tax. The contract is to continue in force until terminated upon not less than one year's notice, by either the Companies or the Commissioner of Plant and Structures; such notice to be given not earlier than January 1, 1920. The contract must continue, therefore, until January 1, 1921, which is a period of about four years. The Companies have insisted upon a short term of grant, preferably three years, for the reason that they feel that the opening of the new rapid transit railways across the East River will considerably diminish the number of passengers carried on the surface cars across the bridge, in which event the right to cross the bridge will be of less value to the Companies. This Bureau has contended that the contract should be for a period of five or six years, which will extend for two or three years beyond the time when the rapid transit railways shall be open to traffic, which would give both the City and the Companies an opportunity to ascertain what the effect of competition of the new rapid transit railroads will be upon the surface traffic and whether there will be a tendency for the surface railway traffic to gradually increase if at first diminished by the rapid transit railroad. If the contract terminated at the time when the effect of the competition by the rapid transit railways was most severe, the City would have no information at hand to show whether the surface railway traffic will or will not eventually return to its former volume. At such a time undoubtedly the Companies would insist upon a long term contract because the City would be at an extreme disadvantage. The clause above referred to has finally been agreed to by the Companies, which will carry the contract presumably for some time beyond the opening of the new rapid transit railways, but in all probability not sufficiently long to determine what the traffic on the surface railways will eventually be.

The contract provides that the New York Companies and the Brooklyn Companies shall operate through cars from their various street railway systems upon the bridge to the further terminal thereof. Local service is to be established sufficient for the accommodation of the public, either by the operation of special cars as at present or by the accommodation of the local passengers in the through cars or both. All the Companies are obligated by the terms of the contract to furnish this service, which requires an agreement between the various Companies with respect to the furnishing of such local service, which agreement must be filed with the Commissioner of Plant and Structures and be made within thirty days after the execution of the contract.

The Commissioner of Plant and Structures is given the right to change the number and location of loops, switches and tracks on the bridge property and terminals in order to facilitate the movement of passengers from or to the cars, such changes to be made after consultation with the Companies. The Commissioner is given the power to make rules and regulations relating to the operation of cars, including the number of cars operated, the rate of speed, movement and headway thereof, style of car to be used, etc. The Commissioner is also given the power to forbid the use of the tracks to cars that may for any reason be unsatisfactory. This supervision is similar to that contained in the 1904 agreement.

The Companies are obligated to jointly and severally agree to keep and maintain the surface tracks and electrical equipment in good order and repair, as directed by the Commissioner, except in so far as replacements and renewals are concerned, and the Companies are required to pay to the City a sum annually for the purpose of creating a depreciation fund, which shall be equal to the amount necessary to be laid aside annually which, with interest, will approximately equal the cost of the tracks when new.

The rate of fare for local service is fixed at not more than two cents for a single ticket or fare with three tickets for five cents; which is the rate of fare fixed by the Public Service Commission by its order adopted April 10, 1912, with the provisions that should any authority having jurisdiction order a decrease in the rate of fare, the Companies shall have the right to terminate the agreement on thirty days' notice, and likewise, should such authority increase the rate of fare, the City shall have the right to terminate, on the same notice. The Companies engaged in local service are required to submit to the Commissioner verified statements in regard to such local service as he may direct, including a statement of the number of passengers carried and the amount of fares collected.

The Companies are to agree to hold the City harmless from and against all losses and damages and claims for damages.

The Companies are to agree that the City may permit any other company to operate upon the tracks. If such other company is given the right to operate upon the tracks in connection with or as a continuation of a street surface railway line or route, either in the Borough of Manhattan or Brooklyn, such company shall be entitled to share in the profits from the local service in the same proportion as the Companies which are parties to this contract. If, however, such other company is given the right to operate local service exclusively between the terminals of the bridge, then the Companies parties to this agreement may terminate the contract upon thirty days' notice.

The Companies and the Bridge Operating Company are to agree that the execution of this contract shall not constitute an estoppel against the City or a waiver of its claim under the agreement of May 24, 1904, and the temporary permits under which the Companies have operated subsequent to September 1, 1915, for the recovery of any damages which the City may allege is due to the failure of the Companies and the Bridge Operating Company to keep and maintain the surface tracks and electrical equipment thereof in good order and repair by renewing and replacing the same, which provision was agreed to during the negotiations conducted by the Franchise Committee during last summer. Since the 1904 agreement makes the Bridge Operating Company primarily liable for the keeping of the track in good order and repair, that company is required to bind itself not to take any proceedings or action for the dissolution or termination of its corporate existence pending the conclusion of any action or proceeding which may be brought by the City to determine its liability under the 1904 agreement.

Provisions Objected to by Companies.

To these provisions of the contract there are several objections on the part of the Companies. Substitutions for the various clauses objected to have been made.

It will be seen from the discussion following that the Companies now take a very different attitude from that maintained during the negotiations with the Franchise Committee during the summer of 1916, when they offered to accept a franchise no more burdensome than the then existing one, the terms of which were in a general way agreed upon verbally, but the precise conditions of the contract as finally drawn were not discussed by the City and the Companies owing to insufficient time within which to complete the negotiations prior to the expiration of the permit then in force.

First—The Companies object to making the Bridge Operating Company a party

to the contract and to any obligations on the part of that company to either maintain its corporate existence or to waive its right to claim an estoppel against the City for the recovery of any damages due on the failure of the company to keep the tracks and electrical equipment in repair under the 1904 agreement and subsequent permits.

During the discussion in the summer of 1916, representatives of the Companies specifically stated that they would agree that the execution of this contract would not constitute a waiver on the part of the City for the recovery of any such claim. In the recent conferences, representatives of the Companies have claimed that the Bridge Operating Company should have no place whatever in this contract; that they were willing to waive its possible claim of an estoppel by a separate communication to the City, but in any event they did not want this contract encumbered by the Bridge Operating Company as a party when the Bridge Operating Company assumed no obligations to perform service under the contract. Since the Bridge Operating Company is made responsible primarily under the 1904 agreement for the repair and maintenance of the track, naturally it is vital to the City that the corporate existence of the Company shall continue, otherwise the City would be unable to recover should the courts eventually hold that the Bridge Operating Company was the only company responsible.

Now, however, the Companies in their communication of February 23, 1917, state positively that in making the offer of lump sum annual payment as compensation, which will be hereinafter set forth, they do so with the distinct understanding that the City waives any and all claims against the Companies or the Bridge Operating Company under the contract of May 21, 1904, or under any of the temporary permits which have succeeded it on account of an alleged obligation to renew or replace the rails on the bridge. In other words, not only do the Companies withdraw their offer made in the summer of 1916, but insist that the City shall take no action to recover any moneys expended by it for the renewal of tracks or equipment.

It will be remembered that the City agreed during the summer of 1916 to expend certain sums in the replacement of track upon the bridge with the understanding that the expenditure of such money would not be a waiver on the part of the City to recover, and when it was agreed to issue a permit for six months, rather than try to consummate an agreement within so short a time, the representatives of the Companies and the City drew a clause for the permit, whereby the City agreed to replace the tracks without prejudice to its claim that the Companies shall place the tracks in good order and repair by renewing and replacing the same under the provisions of the contract of 1904 and of the temporary permits subsequently issued. In none of the conferences between the representatives of the Companies and this Bureau was it intimated that the Companies were to take the stand that the City must waive any claim which it may have against them for the failure on their part to renew and replace the tracks under the 1904 agreement and subsequent permits. Neither is there any correspondence to that effect on file in this office prior to the letter of February 23, 1917, to which reference has been made.

Second—The Companies offer to comply with rules and regulations of the Commissioner of Plant and Structures relating to operation of cars on the bridge, in so far as such operation relates to the safety of the bridge structure, but refuse to give the Commissioner any control whatever over the number of cars operated upon the bridge, their rate of speed or headway, the style of cars to be used and condition thereof, switching of cars, the use of platforms or the right to govern or control the use of electrical current in the operation of cars. This Bureau believes it is absolutely essential that the Commissioner should have control over these things, for the safety of the bridge. It is claimed by the Companies that the Public Service Commission has full jurisdiction over all such matters, notwithstanding that the City owns the tracks and electrical equipment used by the Companies in the operation of the cars. If the proposition of the Companies was accepted, it would be necessary for the Commissioner of Plant and Structures to apply to the Public Service Commission for an order requiring the enforcement of any rule he may make with respect to the matters which he deems necessary for the safety of the bridge, in which event he would be in the same position as any complainant with respect to service of a public utility company and it would be necessary for him to submit proof that the bridge was in danger on account of the operation as conducted. *The City, in the person of the Commissioner of Plant and Structures, should not be placed in this position, as a serious catastrophe might occur before proof could be submitted and an order obtained.*

Third—The Companies object to the clause providing that they shall make a verified report to the Commissioner containing such information as he desires. It is claimed by the Companies that there is no necessity for the Bridge Commissioner to have such information. They consented verbally to furnishing the Commissioner with copies of the monthly reports made to the Public Service Commission, pursuant to general orders of that Commission. They have not, however, submitted such a clause but on the contrary have eliminated the clause proposed by this Bureau entirely.

Heretofore it has always been possible to ascertain the exact number of local passengers carried from reports made by the Bridge Operating Company to the Public Service Commission. If, however, the new scheme of operation such as now proposed and outlined herein goes into effect, the various Companies operating across the bridge will collect on the through cars the fares for local passengers. In that event, the Companies only will have the information as to the number of local passengers carried. To ascertain the total number of local passengers carried, it would be necessary to collect the information from the various Companies. That is the main reason why it is important that the Commissioner shall have the authority to call upon these Companies to give him the information proposed. The report to the Public Service Commission made monthly on or before the twentieth day of the month for the preceding month would give the number of passengers carried at each rate of fare by each Company, but should there be the same fare collected upon lines other than across the bridge, the Public Service Commission's report would not show the number of local passengers carried upon the bridge, but only the total number of passengers carried at that rate of fare. It is difficult to see why there should be any objection on the part of the Companies to making such a report to the Bridge Commissioner. The representatives of the Companies give as an excuse that if the Commissioner is given the power to call for such information as he desires, he will be in position to make it necessary for the Companies to furnish data which are not available from the uniform system of accounts approved by the Public Service Commission, and therefore necessitate a large expense in making the report.

Fourth—The Companies object to the provision of payment of any sum for the purpose of creating a depreciation fund to pay for the cost of the tracks and equipment owned by the City.

In the communication of February 23, 1917, above referred to, the Companies made a lump sum offer for the use of the bridge and state as the reason that inasmuch as this provision was not in the old contract of 1904, they should not pay the same under the new contract. From what has already been said, it will be seen that the Companies in other respects are not following the agreement of 1904, particularly the provision with respect to the jurisdiction of the Commissioner of Plant and Structures, for the agreement of 1904 provided that the Commissioner of Plant and Structures should have jurisdiction over the headway of cars and the kind of cars operated, etc., while now it is claimed that the Commissioner should have no such authority.

The attitude of the Bureau of Franchises with respect to this provision has been that in view of the fact that the City has agreed to replace or renew the tracks where necessary, the City's investment should be kept intact, that is, that the original cost of the tracks, less depreciation due to use, plus the amount of money in the depreciation fund, should at any time equal the original cost. If the City, for instance, should continue to make short term contracts of say four years, there would come a time when the Companies would insist on the City agreeing to replace the tracks again or refuse to make a contract, and the City would be confronted with making a complete new investment for renewals.

The Commissioner of Plant and Structures has furnished an estimate of the cost of the tracks and electrical equipment for both the north and south pair of tracks upon the bridge and the terminal tracks on the plaza in Brooklyn and in the Manhattan sub-surface terminal, together with the electrical equipment upon and in the same, which amounts to five hundred and ten thousand dollars (\$510,000). This is exclusive of all real estate, the Manhattan terminal substructure and ventilator system and the shelter houses on the Brooklyn plaza. To amortize this sum in ten years, assuming an annual interest rate of four (4) per cent, will require an annual payment of eight and one-third (8 1/3) per cent upon said cost of five hundred and ten thousand dollars (\$510,000), which is forty-two thousand five hundred dollars (\$42,500). This sum has been inserted in the proposed form of contract.

The Companies state that it is immaterial to them whether the City considers any part of the flat annual sum offered a depreciation fund. In other words, the City can

set up out of its rental a depreciation fund and thereby reduce the rental to that amount if it chooses. If the City were to set up such a fund out of the compensation which the companies now offer—that is, fifty thousand dollars (\$50,000) per annum—it is seen that there would be little left out of such compensation for rental of tracks and electrical equipment owned by the City.

The Companies have eliminated the clause entirely, but have substituted a provision requiring the City, at its own expense, to construct adequate terminal facilities, including covered platforms, ticket booths and enclosures on the Williamsburg Bridge Plaza and at the terminal of the north pair of tracks and covered platform, ticket booths and enclosures at or near the western end of the siding in Delancey Street, which construction may be necessary for the Companies to provide accommodation for local passengers on the north pair of tracks. The clause also provides that the City shall install new cables on the bridge, if necessary, during the term of the contract, or construct new track work or to perform any other work on the bridge and approaches, which work under the classification of accounts of the Public Service Commission shall constitute an improvement or betterment. In other words, the Company refuses to pay the City any depreciation fund, but on the contrary insists that the City install all new work, at its own expense, which may be required by the Companies under the new scheme of operation proposed by them. Representatives of the Companies have stated that ticket booths and platforms on the Williamsburg Bridge Plaza and platforms, ticket booths and enclosures in Delancey Street will be necessary for the operation of the local service proposed on the north pair of tracks. No estimate of the cost of these facilities has been submitted. It is also stated that new feeder cables will be needed for the north pair of tracks, the estimated cost of which is approximately \$15,000. It was stated that these new feeders were not wholly necessary for the additional service which is to be placed upon the north pair of tracks because of the new scheme of operation, but because there is a shortage of power on the north pair of tracks at the present time. The platforms, ticket booths and enclosures in Delancey Street will not be upon bridge property, but on the public street, over which the Commissioner of Plant and Structures does not have jurisdiction, and, therefore, it is questionable whether or not the Commissioner could enter into a contract to furnish such facilities. If the City is to furnish any of these new facilities, the question of their cost should be determined in advance and finally agreed upon, rather than accept a clause as proposed by the Companies requiring the City to construct or furnish such new facilities at any time during the term of the contract; that is, it seems that the Companies should make a contract for the use of certain fixed property.

If any additional facilities are required during the term of contract for the purpose of facilitating the movement of cars, the Companies should bear the expense of such facilities and it is so provided in the contract recommended, and it is also proposed that a separate agreement be made for the use of a terminal in Delancey Street, over which the Commissioner of Plant and Structures has no jurisdiction.

Fifth—The Company offers as compensation a fixed sum of \$50,000 per annum for the privilege. This sum is substituted for tolls of five cents per car per round trip and \$10,000 per annum for terminals, which the Companies paid under the 1904 agreement. The sum of ten thousand dollars (\$10,000) per annum for the use of terminals is certainly but a nominal rental for the use made by the Companies of the plaza at the Brooklyn end and the underground terminal in Manhattan, the latter built at a cost to the City of \$720,000, exclusive of real estate, and used solely for street railway operation.

The tax clause has been eliminated by the Companies.

The amendment of 1916 to section 48 of the Special Franchise Tax Law prevents the deduction of tolls paid for the use of bridges owned by the City from the special franchise tax, but possibly would not prevent a deduction of a lump sum annual payment. In the 1904 agreement, the payment of five cents per car per round trip was referred to as a toll. The contract submitted by the Companies does not refer to the \$50,000 as a toll, but rather as compensation

"for the privilege of operating surface cars over the Williamsburg Bridge, for the use of the tracks, terminal facilities, loops and electrical equipment of the City situated on the said bridge and its approaches, including the Williamsburg Bridge Plaza."

Under these conditions, it is very possible that the lump sum annual payment which the Companies now offer may be deducted from the special franchise tax, provided there is a tax from which such payments may be deducted.

The tolls and rental paid to the City for the use of the Williamsburg Bridge during the calendar year of 1916 were as follows:

1. Brooklyn City Railroad Company	Tolls \$15,313 20
2. Brooklyn, Queens County and Suburban Railroad Company ...	Tolls 18,769 55
3. Nassau Electric Railroad Company	Tolls 3,491 50
4. Coney Island and Brooklyn Railroad Company	Tolls 4,138 95
5. New York Railways Company	Tolls 23,575 00
6. Bridge Operating Company	Tolls 12,545 40
7. Bridge Operating Company	Terminal rental 10,000 00

Total \$87,833 60

The above sum of \$23,575, paid by the New York Railways Company, is approximate, the payments for one month being estimated.

Prior to the 1916 amendment of section 48 of the Tax Law, herein referred to, Items 1, 2, 3 and 4, amounting to \$41,713.20, would be deductible from the special franchise tax and the New York Railways Company is endeavoring through the courts to obtain the deduction of Item 5. Items 6 and 7, amounting to \$22,545.40, however, were never deductible from the special franchise tax, and, in so far as this Bureau has knowledge, no action has been brought in which it is claimed that such deduction should be made.

Under the 1904 agreement, therefore, and *without* the 1916 amendment to the Tax Law, the City received, without deduction, on the basis of 1916 payments, \$46,120.40 (the sum of Items 5, 6 and 7), which sum might be reduced to \$23,575.00, should the New York Railways Company be successful in actions now pending.

Under the 1904 agreement, *with* the 1916 amendment to the Tax Law, the City would receive, without any deduction, on the basis of 1916 payments, the total of Items 1 to 7, or \$87,833.60.

The offer now made is \$50,000, and if the City were sure that it would not be deductible from any tax, it would be a sum slightly more than the net amount received by the City *prior* to the 1916 amendment to the Tax Law, but it would be considerably less than the amount which would be received under the 1904 agreement *with* the 1916 amendment to the Tax Law. But, as pointed out, the City is not sure of receiving, without deduction, \$50,000 under the Companies' offer. If all is deducted, the City would receive nothing for the right to use the bridge. This would be \$22,545.40 (the sum of Items 6 and 7), less than would be the case under the 1904 agreement prior to 1916, even if the New York Railways Company were successful in obtaining deductions for the entire amount of its tolls.

It should be stated, however, that the sum which would be collected for tolls for local service under the new proposed scheme of operation herein described might be somewhat reduced below \$22,545.40, for the reason that part of the local passengers will be taken on through cars, therefore reducing the number of local cars which cross the bridge.

From the foregoing it will be seen that the Companies' claim that they are willing to enter into a contract which is not more burdensome than the 1904 agreement is not borne out in the compensation submitted by them to the City.

There is another element which also has a bearing on the value of the right which is now proposed to be given the Companies, namely, the provision for conducting the local service in the manner heretofore outlined. This new scheme of operating local service will undoubtedly result in a saving to the Companies in operating expenses. In view of this saving and what has been said above with respect to the lump sum offer of \$50,000 per annum, it is believed that the Companies are not offering an agreement which is adequate or fair to the City, and is certainly much less burdensome to the Companies than the 1904 agreement, particularly since they have refused to accept a clause providing that they shall pay to the City an annual sum equal to the depreciation of the tracks.

Prior to the proceeding before the Public Service Commission, resulting in the order issued by that Commission on April 10, 1912, reducing the rate of fare for local service, the Companies, as is evidenced by the allegations made in that case, felt themselves obligated to pay for all renewals necessary as well as for repairs and ordinary upkeep. The Commission, however, disallowed in the accounting the sum which the Companies claimed was necessary for the restoration of the tracks at the expiration

of the agreement, and since that time they have held that they were not obligated to make such renewals over and above ordinary repairs.

If the City is to accept a lump sum annual payment, it should at least be protected by the standard tax clause, but it is still believed that the best method to exact compensation for the use of the bridge is by tolls depending on the number of cars crossing the bridge. If the City wishes to meet the Companies' views with respect to the reduction in the compensation for the use of the bridge, the toll rate could be reduced accordingly.

Sixth—The Companies submitted a clause by which the City will agree that it shall not grant the right to any company to operate exclusively a local service on the bridge, but, may, upon conditions which are in all respects similar to the proposed contract, grant the right to any company which operates a route in either the Borough of Manhattan or Brooklyn at least twenty-five miles in length, to operate through cars upon the bridge. At the last conference with the representatives of the Companies, they agreed to accept a clause, which had not at that time been drawn, but which would provide that, if through operation by any other company is permitted by the City, then such other company shall have the right to share in the profits from the local service, but, if such new company is given the right to operate exclusively local cars, without supplying any through service whatever, then the contract may, at the option of the Companies, be cancelled. It will at once be noted that this is not in accordance with the clause which was finally submitted. The contract submitted by this Bureau has been drawn in accordance with this understanding.

Conclusions.

That the Companies are seeking to negotiate a contract with the City under which—

First. Their rights will be exclusive.

Second. Their operating expense will be materially lessened, but which saving can at present only be estimated, and they have furnished no estimate.

Third. Their operating expense for local passenger traffic will be so merged in the through traffic that cost of the former cannot be obtained.

Fourth. Their payments to the City are a lump sum and not dependent upon the amount of use made of the bridge and the City's terminals and equipment,

(a) Which lump sum is but \$4,000 in excess of what would have been paid under the 1904 agreement in 1916 had section 48 of the Tax Law not been amended.

(b) Which lump sum is \$37,000 less than the amount which would have been paid under the 1904 agreement, in 1916, with the amendment to the Tax Law.

(c) Which lump sum might be deducted from a special franchise tax, should an assessment be levied.

Fifth. They escape any charge for renewals of City-owned tracks and equipment.

Sixth. They deny any jurisdiction to the Commission of Plant and Structures over number, headway and type of cars, all of which is a factor in the safety of the bridge for which he and the City administration is responsible.

—and if such terms are not agreeable to the City, offer as a substitute the discontinuance of through service and to accept a contract to operate the local service at cost, the City to take the receipts and fix the fare. This will mean

1st. An inconvenience to the traveling public in having to change cars at either end of the bridge.

2nd. An additional fare of one and two-thirds (1 2/3) cents each way to all passengers crossing the bridge, if the fare is to be kept the same as at present, or

3rd. The City to pay the cost of operation and give the public a free ride across the bridge, or

4th. Reduce the fare to the cost of operation, which is about one cent per passenger on the basis of present cost, and which would be an additional fare to the public and would leave the City without any income from the Bridge or amortization of the physical property used in operation.

Recommendations.

Attached hereto is a form of agreement proposed by the Bureau of Franchises set in parallel columns with the agreement proposed by the Companies.

It is recommended:

First. That the agreement as submitted by the Companies be not accepted.

Second. That if the Board sees no objection to the contract as submitted by the Bureau, a copy of the same be forwarded to the Commissioner of Plant and Structures with the suggestion that it be tendered to the Companies for execution, with the request to advise him within six days whether or not the same shall be executed.

Third. That in case the Companies refuse to execute the agreement, the Commissioner tender to the Companies a permit extending the time for operation for ninety days, or until June 30, under the same terms and conditions as the last permit issued by him. This will enable the City to make such other arrangements for operation over the bridge as may be required or be possible, and in the meantime will furnish such service as the traveling public has been accustomed and is entitled to until the City can arrange some substitute.

Fourth. In the event that the Companies fail to accept the permit within three days from the date on which it is submitted, the Committee on Franchises be authorized to take such steps as it deems necessary in such an emergency to either provide for the continuance of through and local service, as at present, or to provide a substitute through or local service, or both.

If the Board is compelled to resort to either the third or fourth suggestion, it will then be in a position to consider the offers which have been made to the Commissioner of Plant and Structures by the Third Avenue Railway Company, the Manhattan Bridge Three Cent Line and by the Brooklyn Rapid Transit Company and the New York Railways Company, or to consider whether the City shall itself take over the bridge local operation. Respectfully,

HARRY P. NICHOLS, Engineer, Chief of Bureau.

March 15, 1917.

Since writing the above, the Corporation Counsel has rendered his formal opinion, confirming the verbal opinion, in regard to the questions of procedure and jurisdiction raised by the Companies and previously referred to in the report. He holds:

First. That the authority conferred on the Bridge Commissioner by subdivision E of section 595 of the Charter, in so far as that section may have authorized the Bridge Commissioner to contract for the operation of surface railways upon the Williamsburg Bridge, was not transferred to the Board of Estimate and Apportionment by chapter 629 of the Laws of 1905, that is, the amendment to section 242 of the Charter.

Second. That, pursuant to the provisions of sections 73, 74 and 242 of the Greater New York Charter, the Board of Estimate and Apportionment alone has the power to grant franchises to any railway company to operate a railway over the Williamsburg Bridge.

The opinion is transmitted herewith.

HARRY P. NICHOLS, Engineer, Chief of Bureau.

Contract Between the City and the Street Surface Railway Companies Operating Upon the Williamsburg Bridge for the Right to Continue Such Operation.

Proposed by the Bureau of Franchises.

Proposed by the Company.

This contract, made and executed in quadruplicate, this day of, by and between The City of New York (hereinafter called the "City"), party of the first part, by the Commissioner of Plant and Structures (hereinafter called the "Commissioner"); the Brooklyn Heights Railroad Company, as lessee of the Brooklyn City Railroad Company (hereinafter called the "Brooklyn Company"), party of the second part; the Coney Island and Brooklyn Railroad Company (hereinafter called the "Coney Island Company"), party of the third part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Company"), party of the fourth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Company"), party of the fifth part; the New York Railways Company (hereinafter called the "New York Railways Company"), party of the sixth part; the Brooklyn Rapid Transit Company (hereinafter called the "Brooklyn Rapid Transit Company"), party of the seventh part; the Manhattan Bridge Three Cent Line (hereinafter called the "Manhattan Bridge Three Cent Line Company"), party of the eighth part; the Brooklyn Heights Railroad Company (hereinafter called the "Brooklyn Heights Railroad Company"), party of the ninth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the tenth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the eleventh part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the twelfth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the thirteenth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the fourteenth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the fifteenth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the sixteenth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the seventeenth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the eighteenth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the nineteenth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the twentieth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the twenty-first part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the twenty-second part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the twenty-third part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the twenty-fourth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the twenty-fifth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the twenty-sixth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the twenty-seventh part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the twenty-eighth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the twenty-ninth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the thirtieth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the thirty-first part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the thirty-second part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the thirty-third part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the thirty-fourth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the thirty-fifth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the thirty-sixth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the thirty-seventh part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the thirty-eighth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the thirty-ninth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the fortieth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the fortieth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the fortieth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the fortieth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the fortieth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the fortieth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the fortieth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the fortieth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the fortieth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the fortieth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the fortieth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the fortieth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the fortieth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the fortieth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the fortieth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the fortieth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the fortieth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the fortieth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the fortieth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the fortieth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the fortieth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the fortieth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the fortieth part; the Nassau Electric Railroad Company (hereinafter called the "Nassau Electric Railroad Company"), party of the fortieth part; the Brooklyn, Queens County and Suburban Railroad Company (hereinafter called the "Suburban Railroad Company"), party of the fortieth part; the Nassau Electric Railroad Company

Company (hereinafter called the New York Company), party of the sixth part; the Third Avenue Railway Company (hereinafter called the Third Avenue Company), party of the seventh part (all of which Companies shall be hereinafter collectively referred to as the Companies); and the Bridge Operating Company (hereinafter called the Bridge Company), party of the eighth part and hereinafter separately referred to; witnesseth

Whereas, Under date of May 21, 1904, the then Commissioner of Bridges contracted with certain of the above parties and others for the operation of cars on the surface tracks with the electrical equipment thereof, located on the Williamsburg Bridge and its approaches; and

Whereas, In exercise of his right under said contract, the Commissioner of Bridges, on September 1, 1914, served notice on said surface railway companies using the tracks and equipment on said bridge and its approaches, pursuant to said contract, requiring them to cease operation thereon from and after August 31, 1915; and

Whereas, Said Companies have been since September 1, 1915, and are now using said tracks and equipment under permits issued at various times by the Commissioner, with the approval of the Board of Estimate and Apportionment; and

Whereas, The permit under which the Companies are now operating expires on March 31, 1917;

Now, Therefore, In consideration of the premises and the mutual covenants herein contained, the parties do hereby covenant and agree as follows:

1. The Commissioner hereby consents, pursuant to the provisions of Section 595 of the Greater New York Charter, as amended, to the use by the Companies of the surface railway tracks and electrical equipment and the terminals and terminal facilities which are the property of the City and located on the Williamsburg Bridge and its approaches.

2. The said Companies shall pay to the City for the use of the terminal facilities and the electrical equipment and loops located within the limits of the same a rental of ten thousand dollars (\$10,000) per annum, payable quarterly. Such payments shall be proportioned between the said Companies and they shall enter into a written agreement fixing the amounts or rates of such proportions, and file a duplicate original of the same with the Commissioner within thirty (30) days after the execution of this contract. Such agreement shall fix the liability of the Companies, and each of them, to the City for their respective proportions of this annual payment, and unless and until such agreement is executed and filed the Companies, and each of them, shall be jointly and severally liable for the payment of said rental of \$10,000.

In addition to the said annual rental and for the use of the tracks and equipment owned by the City upon the said Bridge, the City imposes and will exact a sum of five (5) cents per round trip for each and every car operated or transported by each of the Companies, respectively, across the Bridge. Such payments shall be made to the Commissioner by each of the said Companies, respectively, from time to time at such intervals as the Commissioner shall determine.

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

3. Said consent of the City to the use by the Companies of said surface tracks and electrical equipment and of the said terminal and terminal facilities, under the terms of this contract, shall continue until terminated in the following manner; said consent may be terminated at any time upon not less than one year's notice by the Commissioner or the Companies, but such notice shall not be given prior to January 1, 1920.

4. The Brooklyn Company, the Coney Island Company, the Nassau Company and the Suburban Company shall, during the term of this contract, operate cars over the south pair of surface tracks in connection with the street surface railway operated by them in the Borough of Brooklyn, which may now or shall hereafter be connected with the said surface tracks, as hereinafter provided.

5. The New York Company and the Third Avenue Company shall, during the term of this contract, operate cars over the north pair of surface tracks in connection with the street surface railways operated by them in the Borough of Manhattan, which may now or shall hereafter

be connected with the said surface tracks, as hereinafter provided.

6. The Companies shall arrange to furnish a local service sufficient for the accommodation of the public. This local service shall be established on either the north or south set of surface railway tracks, or both, and shall extend from the Brooklyn Plaza to a terminal in the Borough of Manhattan, situated either on the surface or underground, or both. This service shall be under the full and exclusive control and direction of the Commissioner, and shall be rendered by the operation of special cars or by the accommodation of the public in the through cars or in whatever manner he may direct. The Companies, subject to the approval of the Commissioner, shall enter into an agreement between themselves with respect to the furnishing of such local service, and shall file a duplicate original with the Commissioner within ten (10) days after the execution of the same. Said agreement shall be entered into within thirty (30) days from the date of the execution of this contract.

7. The Commissioner shall have the right to change the number and location of any of the loops, switches and tracks on the Bridge property at its terminals in any manner which shall seem to him proper to facilitate the movement of passengers from or to the railway cars crossing the Bridge, but such changes shall only be made after full consultation with the Companies.

8. The Companies, jointly and severally, agree to keep and maintain the surface tracks and the electrical equipment thereof in good order and repair, and in such manner as the Commissioner may approve or direct, during the term of this contract, except in so far as replacements and renewals are concerned.

Should, at any time during the term of this contract, it be deemed by the Companies necessary to change any track, structures, electrical or other equipment or to provide any new track, structures, electrical or other equipment on the bridge or its terminals, either for the purpose of facilitating the movement of cars or to enable the Companies to operate a local service on the north set or on the south set of surface railway tracks, or both, as herein required, then the Companies shall, at their own expense and under the supervision of the Commissioner of Plant and Structures, do all the work and furnish all material to make such change in existing structures or equipment or to provide such new structures or equipment; but the existing equipment shall not be changed or new equipment provided without first obtaining the approval of the Commissioner of Plant and Structures.

The Companies, in addition to all other payments required by this contract, shall, during the time this contract is in effect, pay annually to the City the sum of forty-two thousand five hundred dollars (\$42,500) for the purpose of creating a depreciation fund for the renewal of the tracks and equipment used by the Companies hereunder. Said sum shall be deemed as between the parties hereto a liquidated amount of the annual depreciation of the tracks and equipment supplied by the City hereunder.

be connected with the said surface tracks, as hereinafter provided.

6. The Companies shall arrange to furnish a local service sufficient for the accommodation of the public. This local service shall be established on either the north or south set of surface railway tracks, or both, and shall extend from the Brooklyn Plaza to a terminal in the Borough of Manhattan, situated either on the surface or underground, or both. This service shall be under the control and direction of the Commissioner only so far as the safety of the bridge structure is concerned. The Companies shall enter into an agreement between themselves with respect to the furnishing of such local service, and shall file a duplicate original with the Commissioner within ten (10) days after the execution of the same. Said agreement shall be entered into within thirty (30) days from the date of the execution of this contract.

7. The Commissioner shall have the right to change the number and location of any of the loops, switches and tracks on the Bridge property at its terminals in any manner which shall seem to him proper to facilitate the movement of passengers from or to the railway cars crossing the Bridge, but such changes shall only be made after full consultation with the Companies and at the expense of the City.

8. The Companies jointly and severally, agree to keep and maintain the surface tracks and the electrical equipment thereof in good order and repair, and in such manner as the Commissioner may approve or direct, during the term of this contract, except in so far as replacements and renewals are concerned, said replacements and renewals, so far as necessary, to be made by the City at the City's expense.

In order to provide proper accommodation for passengers desiring to avail themselves of the privilege of riding across the Bridge on the payment of a two-cent (2c.) fare or of buying tickets for such trip upon the cars traversing the north pair of tracks on the Bridge, the City agrees that it will, at its expense, construct adequate terminal facilities, including covered platforms, ticket booths and enclosures on the Williamsburg Plaza at the terminal of said north pair of tracks, and that it will also construct, at its expense, covered platforms, ticket booths, and enclosures at or near the western end of the siding on Delancey Street, which siding is shown in red on the accompanying blue-print. The City further agrees to permit the Companies to maintain the said siding in its present location on Delancey Street during the term of this contract. If, during the term of this contract, it shall become necessary to install any additional cables on the Bridge or its approaches, or to construct any new track work, or to perform any other work on the Bridge and its approaches, which work, or any part thereof, under the classification of accounts as approved by the Public Service Commission, shall constitute an improvement or betterment, the City agrees to perform, or to have performed, at its expense, any and all of such work which is in the nature of an improvement or betterment.

And the City further agrees that the provisions of Article XII hereof, shall not include any indemnity against any such losses, damages, claims, failures, injuries, hindrances or delays caused by the said improvements or betterments or by the failure of the City to make such improvements or betterments.

9. The City hereby agrees that the Brooklyn Company, the Coney Island Company, the Nassau Company, and the Suburban Company may, subject to the powers of the Commissioner, connect (or maintain the present connections of) their respective street surface railways in the Borough of Brooklyn with the south pair of surface tracks substantially as at present connected, and the said Companies agree to make and maintain such connections and to alter the same if directed by the Commissioner. No fare in addition to the fare charged and paid over the surface railways of said Companies, respectively, shall be charged by the Brooklyn Company, the Coney Island Company, the Nassau Company or the Suburban Company to through passengers for transportation across the Bridge on the cars of their respective lines.

10. The City hereby agrees that the New York Company and the Third Avenue Company may, subject to the powers of the Commissioner, connect (or maintain the present connections of) their respective street surface railways in the Borough of Manhattan with the north pair of surface tracks, and the said Companies agree to make and maintain such connections, and to alter the same if directed by the Commissioner. No fare in addition to the fare charged and paid for transportation

in addition to the fare charged and paid for transportation over the surface railways of said Companies shall be charged by the New York Company or the Third Avenue Company to through passengers for transportation across the Bridge on the cars of their respective lines.

11. For the local service by whomsoever furnished, the Companies or the Company operating the same shall be entitled to charge a rate of fare of not more than two cents for a single ticket or fare, entitling each person actually or apparently over three years of age to one passage across the Bridge between the terminals of the surface tracks, and shall keep on sale in such manner as shall be approved or directed by the Commissioner, tickets at a rate of fare not to exceed three tickets for five cents, each of which tickets shall entitle any person actually or apparently over three years of age to one passage across the Bridge between the terminals of the surface tracks, and the said Companies or Company shall carry any person actually or apparently under three years of age free, when attended by a person over ten years of age. The rate of fare for local service, above set forth, is the rate fixed by the Public Service Commission by its order adopted April 10, 1912, and confirmed by the Courts. Provided that should the Legislature or the Public Service Commission or any other municipal authority having jurisdiction at any time during the term of this contract, order, permit or allow a decrease in the rate of fare herein fixed for local service upon the bridge, the Companies shall have the right to terminate this agreement at any time after this decrease in the rate of fare takes effect upon thirty (30) days' notice in writing, and provided further that should the Legislature or the Public Service Commission, at any time during the term of this contract, order, permit or allow an increase in the maximum rate of fare herein fixed for local service upon the Bridge, and should the Companies, or either or any of them, thereafter increase the fare charged by them, or either or any of them, for local service over and above the rate set forth in this paragraph, then and in that event the City shall have the right to terminate this agreement at any time after this increase in rate of fare takes effect upon thirty (30) days' notice in writing.

12. The Companies, or either or any of them, engaged in the furnishing of local service, shall, when, where and how directed by the Commissioner, submit to him verified statements as to the operation of the said local service, with such information as he desires in relation thereto, including, among other things, a statement of the passengers carried, the amount of fares collected from the said passengers, and the method of conducting the operation of the local service.

13. The Companies, jointly and severally, agree to protect and hold harmless the City and the Commissioner from and against all losses, damages and claims for damages, actions, recoveries, costs, disbursements and expenses of every nature arising from, based upon, connected with or in any manner chargeable to injury to persons or property, received or sustained by any person upon or in the cars operated by either of the said six Companies, whenever, however, and wherever upon the Bridge such injuries may arise, be received or sustained, or which may be caused by the cars of either of the said six Companies, or which may arise from or be connected with the presence and operation of such cars upon the Bridge, or which shall in any wise be connected with or arise out of the bringing of the said cars upon the Bridge or transporting or operating them upon, over or across the Bridge, or in any and every wise growing out of the use of the Bridge by either of the said six Companies; and further to protect and hold harmless the City and the Commissioner from and against losses, damages and claims for damages, actions, recoveries, costs, disbursements and expenses of every nature which may arise or result from any failure or delay on the part of either of the said six Companies to promptly and regularly operate and transport cars across the Bridge in either direction or for any delay or hindrance to said cars while in transit from whatever cause or reason such neglect or refusal or delay may arise, or which may arise to any person using the Bridge in any way or manner, who shall be injured in person or property, or hindered or delayed in the use of the Bridge by reason of any matter, thing or occurrence arising from or connected with the operation of said cars across or upon the Bridge. Provided, however, that the foregoing provisions shall not include indemnity against any such losses, damages, claims, failure, injuries, hindrances or delays caused by public disturbances, acts of God, inevitable accident, or any defect in, or accident to, that portion of the Bridge over which the said aforesaid Companies have no control.

over the surface railways of said Companies shall be charged by the New York Company or the Third Avenue Company to through passengers for transportation across the Bridge on the cars of their respective lines.

14. The Commissioner shall have full and complete power to make and adopt rules and regulations relating to the operation of cars over the Bridge, including the method of ascertaining the amount of payments hereinbefore provided to be made, the number of cars, the rate of speed of said cars, the movement and headway thereof, the style of cars to be used and the condition thereof, the switching of cars and the use of platforms, and regulations for governing and controlling the electrical current for operating said cars upon and across the Bridge, and to amend or alter any such rules and regulations so as to secure the safety and comfort of persons using the Bridge and to subserve the purposes for which the Bridge was constructed, such rules and regulations, or such altered rules and regulations shall be complied with by the Companies. But each of the said six Companies shall have reasonable notice of such rules and regulations and of the amendments or alterations thereto.

15. All cars used on the Bridge by any of the said six Companies and all equipment and appliances relating thereto, located on the Bridge, shall be subject at all times to inspection by the Commissioner or his authorized representative, who shall have power to forbid the use of the tracks on the Bridge to cars that may for any reason be unsatisfactory, and to direct the removal of any old or inadequate appliances, and to substitute therefor others of approved character; and the said supervision, management and control of said cars shall in every particular and at all times be wholly exercised by the Commissioner from the entering of said cars upon the Bridge to the departure of said cars from the Bridge, and the said Commissioner shall at all times regulate and limit in his discretion the total number of cars which may be operated upon the said north pair of surface tracks and the total number of cars which may be operated upon the said south pair of surface tracks.

All employees of each of the Companies, motormen, conductors, inspectors and others employed in connection with the operation of the said cars upon and over the Bridge and in connection with the operation thereof upon the Bridge, shall be of good character and skilled in their occupation.

16. The Companies hereby agree that the City may, at any time during the term of this contract, permit any other company or companies to use for the operation of cars the surface railway tracks and electrical equipment and the terminal and terminal facilities which are the property of the City, and located on the Williamsburg Bridge and its approaches, and the Companies hereby consent to the use of such track equipment, terminals and terminal facilities by any company which shall be permitted by the City to use the same for the operation of its cars. If any company to which such right shall be granted shall operate cars across the bridge in connection with or as a continuation of any street surface railway line or route, in either the Borough of Manhattan or the Borough of Brooklyn, then the company shall be entitled to a share in the profits from the local service in the same proportion as the various Companies, parties to this contract, shall share in such profits. If, however, such Company shall be given the right to operate a local service exclusively between the terminals of the bridge, with no obligation to operate through cars in connection with or as a continuation of any street surface railway line or route, then the Companies shall have the right to terminate this agreement at any time after such right shall have been granted upon thirty (30) days' notice in writing.

17. All electrical current or power proper and sufficient for the operation of the cars over the tracks on the Bridge shall be furnished by the Companies at their own cost and expense.

18. All references herein to the Bridge shall be construed to refer to the Williamsburg Bridge and its approaches and terminals, wherever the text requires such construction.

19. The Companies hereby assume joint and several liability for the performance of the foregoing provisions of this contract.

20. The City and the Commissioner assert, and it is expressly understood by the Companies and the Bridge Company, that the execution of this agreement shall not constitute an estoppel against the City or a waiver in any manner of its claim or claims under the agreement dated May 21, 1904, and the temporary permits under which the Companies and the Bridge Company have been operating since September 1, 1915, heretofore referred to, for the recovery of any damages which the City may allege or has alleged are due to the failure of the Companies and the Bridge Company to keep and maintain the sur-

the City, or to the failure of the City to make such replacements and renewals.

13. The Commissioner shall have full and complete power from time to time to make and to adopt rules and regulations relating to the operation of cars over the Bridge, in so far as such operation relates to the safety of the Bridge structure, which rules and regulations shall be complied with by the Companies; and further provided that the Companies shall have reasonable notice of any rules and regulations which the Commissioner shall promulgate for the safety of the Bridge structure.

(This paragraph omitted by Companies.)

(Omitted by Companies.)

14. All employees of each of the Companies, motormen, conductors, inspectors and others employed in connection with the operation of the said cars upon and over the Bridge and in connection with the operation thereof upon the Bridge, shall be of good character and skilled in their occupation.

15. During the term of this contract, no Company shall be granted the right to operate exclusively local service on the Williamsburg Bridge, but any other Company which operates in the Borough of Manhattan or the Borough of Brooklyn over a route at least 25 miles in length, may be permitted to operate the cars of said Company's lines over the tracks of the Bridge; but such operation across the Bridge by any such additional Company shall in all respects be subject to all the terms and conditions of this contract as fully as if such additional Company was a party hereto.

16. All electrical current or power proper and sufficient for the operation of the cars over the tracks on the Bridge shall be furnished by the Companies at their own cost and expense.

17. All references herein to the Bridge shall be construed to refer to the Williamsburg Bridge and its approaches and terminals, including the Williamsburg Plaza, wherever the text requires such construction.

18. The Companies hereby assume joint and several liability for the performance of the foregoing provisions of this contract.

face tracks and electrical equipment there-
of in good order and repair by renewing
and replacing the same. It is expressly
further agreed between all the parties
hereto that nothing herein contained, nor
the execution of this instrument is to be
deemed in any manner an estoppel against
or waiver by any of the Companies, the
Bridge Company or the City as to any
claim or claims existing in favor of any
of the parties to this contract against any
other party to the same, which claims, if
such there be, shall remain unaffected as
to all the parties to this contract by the
execution of this instrument or by any of
its provisions.

21. The Bridge Company agrees and
firmly binds itself not to take, or volun-
tarily to become a party to, any proceed-
ing or action for the dissolution or ter-
mination of its corporate existence, pend-
ing the conclusion of any action or pro-
ceeding brought or to be brought to deter-
mine its liability and obligations to the
City under the agreement of May 21, 1904,
or said permits issued by the Commis-
sioner, hereinbefore referred to, and the
Brooklyn Company, the Coney Island
Company and the New York Company,
jointly and severally, agree and bind
themselves to and with the City, that in
the event of any default by the Bridge
Company, should a judgment be recov-
ered against it by the City, or in the
event of a dissolution of the Bridge Com-
pany before a judicial determination shall
be had, the said Companies shall and
hereby do assume any and all such obli-
gations and will pay over to the City any
moneys adjudged to be due it from the
Bridge Company. Nothing herein shall
affect the liability of the Brooklyn Com-
pany, the Coney Island Company and the
New York Company, or any of them,
if any liability shall be adjudged to exist,
under the said contract of May 21, 1904,
and said permits.

22. This contract shall be binding upon
and inure to the benefit of the successors
and assigns of the respective parties
hereto.

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

In Witness Whereof, The City has
caused its corporate name to be hereunto
signed by the Commissioner, and each of
the other parties hereto has caused its
corporate name to be hereunto signed and
its corporate seal to be hereto affixed by
its officers thereto duly authorized the
day and year first above written.

THE CITY OF NEW YORK, by
....., Commissioner of
Plant and Structures.

THE BROOKLYN HEIGHTS RAIL-
ROAD COMPANY, by,
President.

(L.S.) Attest: Secretary.

THE CONEY ISLAND & BROOKLYN
RAILROAD COMPANY, by,
President.

(L.S.) Attest: Secretary.

NASSAU ELECTRIC RAILROAD
COMPANY, by,
President.

(L.S.) Attest: Secretary.

BROOKLYN, QUEENS COUNTY &
SUBURBAN RAILROAD COMPANY,
by, President.

(L.S.) Attest: Secretary.

NEW YORK RAILWAYS COM-
PANY, by, President.

(L.S.) Attest: Secretary.

THIRD AVENUE RAILWAY COM-
PANY, by, President.

(L.S.) Attest: Secretary.

BRIDGE OPERATING COMPANY,
by, President.

(L.S.) Attest: Secretary.

Note—The agreement proposed by the Bureau of Franchises was approved by
the Corporation Counsel March 15, 1917.

Law Department, Office of the Corporation Counsel, New York, March 15, 1917.

Board of Estimate and Apportionment:

Sirs—I am in receipt of a communication dated December 6, 1916, from Harry P. Nichols, Engineer, Chief of Bureau of Franchises, stating that there has been referred to the Bureau of Franchises the matter of making a contract permitting the surface railway companies in the Boroughs of Manhattan and Brooklyn to continue to operate across the Williamsburg Bridge, and in which you ask to be advised on the following questions:

"1. Was the authority conferred on the Bridge Commissioner by subdivision E of section 595 of the Charter, in so far as that section may be authorized the Bridge Commissioner to contract for the operation of surface railways upon the Williamsburg Bridge, transferred to the Board of Estimate and Apportionment by chapter 629 of the Laws of 1905, that is, the amendment to section 242 of the Charter?

"2. If such power has been transferred, what should the nature of the right conferred by the Board of Estimate be; that is, is a traffic agreement, such as proposed by the Companies, in itself sufficient, or should the Companies receive a franchise to operate, in addition to the right to use the City-owned tracks?

"3. If no powers were transferred from the Bridge Commissioner to the Board of Estimate by the 1905 amendment of section 242 of the Charter, has the Board of Estimate and Apportionment any authority, either by section 242 of the Charter or any other provision of law, to authorize the operation of cars across the Williamsburg Bridge? If so, what should be the nature of the right which may be conferred by the Board of Estimate and Apportionment thereunder; that

(Omitted by Companies.)

(Omitted by Companies.)

is, should it be in the nature of a traffic agreement or a franchise to operate, or both, and would such a right granted by the Board of Estimate and Apportionment be sufficient in itself?"

I also received a copy of a memorandum submitted by the attorneys for the railway companies, which was enclosed with the above communication.

It appears from this communication that an agreement permitting the railway companies to operate on the Williamsburg Bridge was terminated September 1, 1914, and that since that time the companies have been operating, pursuant to permits from the Bridge Department upon conditions similar to those in the agreement of 1904.

The authority of the Bridge Commissioner (prior to the amendments to the Charter enacted in 1905, hereinafter referred to) as successor to the trustees of Williamsburg Bridge, is described as follows in the Consolidation Act:

"§1980. The said trustees shall have power to fix the rates of toll for persons, vehicles and animals of every kind and description passing over the said bridge; and may operate and authorize to be operated a railroad or railroads over said bridge, and fix the fares to be paid by any passenger upon any railroad operated by them." (Chapter 410 of the Laws of 1882.)

(See also Chapter 789 of the Laws of 1895, Chapter 612 of the Laws of 1896, Chapter 410 of the Laws of 1882, section 1980; Chapter 378 of the Laws of 1897, section 594, sub-division 5; Chapter 466 of the Laws of 1901, section 594, subdivision 5; Gordon v. Strong, 3 App. Div., 400; Schinzel v. Best, 45 Misc. 455, aff'd 109 App. Div., 917; Peo. ex rel. Bridge Operating Co. v. Public Service Commission, 153 App. Div., 129; Matter of New York Railways Co. v. Prendergast, 172 App. Div., 128.) Under these statutes The City of New York, through the Bridge Commissioner, had the power to operate upon the Williamsburg Bridge as a common carrier for the transportation of passengers. (Woodhull v. the Mayor, 150 N. Y., 450.)

Chapter 629 of the Laws of 1905, section 10, extended the jurisdiction of the Board of Estimate and Apportionment by amending section 72 of the Greater New York Charter, so as to read in part as follows:

"Every grant of or relating to a franchise of any character to any person or corporation must, unless otherwise provided in this act, be by ordinance of the board of aldermen or by resolution of the board of estimate and apportionment or a contract executed by or under the authority of the said board of estimate and apportionment, provided that every such ordinance, resolution or contract shall be subject to the provisions of this act with respect to approval by the mayor. * * *"

In pursuance of this purpose to enlarge the jurisdiction of the Board of Estimate and Apportionment, the Legislature by the above act (sec. 14) added a new subdivision to section 242 of the Greater New York Charter, which reads in part as follows:

"The board of estimate and apportionment shall have also (3) the control of all the streets, * * *, bridges, * * *; except as in this act otherwise provided. The powers by this act granted to the board of aldermen with respect to the streets, * * *, bridges, * * * shall be subject to such control of the board of estimate and apportionment. If and when the board of estimate and apportionment shall deem it proper in the case of any application or matter affecting any street, * * *, bridge, * * *, whether the board of aldermen or any other department or officer shall have acted or omitted to act, the board of estimate and apportionment may itself originally act or may, by amendment, revision or repeal of any resolution, ordinance, grant or other action adopted or had by the board of aldermen or any other department or officer, exercise its said power of control; and if and when the board of estimate and apportionment shall so act or exercise such control, such action or control shall be fully and finally operative, notwithstanding any resolution, ordinance, grant or other action adopted or had by the board of aldermen or any other department or officer of the city or any omission to act on the part of the board of aldermen or other department or officer. The board of estimate and apportionment shall hereafter, except in the cases where franchises, rights or contracts shall be granted or authorized pursuant to the rapid transit act, chapter four of the laws of eighteen hundred and ninety-one, and the amendments thereto, have the exclusive power in behalf of the city to grant to persons or corporations franchises or rights or make contracts providing for or involving the occupation or use of any of the streets, * * *, bridges, * * *, for railroads, * * * provided, however, that no such exercise of power by the board of estimate and apportionment shall be operative until the same shall be in writing approved by the mayor separately from and after the action of the board of estimate and apportionment, and provided, further, that this section shall not prevent the exercise by the board of aldermen of the powers expressly granted it by sections forty-nine, fifty, fifty-one and fifty-two of this act; but such exercise of powers by the board of aldermen shall in every case be subject to the control by this act granted to the board of estimate and apportionment over all the streets, * * *, bridges, * * *."

The wording of these amendments of the Greater New York Charter, in the light of the circumstances which brought about their enactment, conclusively shows that it was the intention of the Legislature to transfer from the Board of Aldermen to the Board of Estimate and Apportionment the power existing in the former body as the legislative or local authority of The City of New York to grant franchises to use the city streets (Sun Printing Co. v. the Mayor, 152 N. Y. 257).

Section 242 gives "control" over bridges to the Board of Estimate and Apportionment, except in cases where the Greater New York Charter otherwise provides; this "control" is limited by these words; and so far as this section provides that in the case of any application affecting any bridge, whether any other department acts or not, the Board of Estimate and Apportionment may originally act or exercise such power of control, such power of "control" must be deemed to be limited by the words "except in this act otherwise provided." The general grant mentioned in section 242 of an "exclusive power" to the Board of Estimate and Apportionment to grant franchises or rights or make contracts provided for or involving the occupation or use of bridges "for railroads" refers solely to grants in the nature of franchises, which may or may not include the right to construct and maintain tracks and equipment.

The Bridge Commissioner cannot, and I believe it never was supposed that he had the power to grant a franchise, as the various acts above mentioned pertaining to the Williamsburg Bridge vest a franchise in The City of New York to operate or contract for the operation of a railway on that bridge.

These facts lead me to the view that Chapter 629 of the Laws of 1905 did not interfere in any way with the hereinbefore described special and peculiar power of the Commissioner of Bridges which was, by Chapter 528 of the Laws of 1916, expressly transferred to the Commissioner of Plant and Structures; nor am I able to construe this act as conferring upon the Board of Estimate and Apportionment an authority over the Williamsburg Bridge similar to that possessed by the Commissioner of Plant and Structures. (Lyon v. Manhattan Ry. Co., 142 N. Y. 298; People v. Draper, 169 App. Div. 479.)

Therefore, you find question "1" must be answered in the negative, and this answer obviates the necessity of advising you as to the question numbered "2."

I am of the opinion, however, that pursuant to the provisions of Sections 73, 74 and 242 of the Greater New York Charter, the Board of Estimate and Apportionment alone has the power to grant a franchise to any railroad company to operate a railroad over Williamsburg Bridge. Respectfully yours,

LOUIS H. HAHLO, Acting Corporation Counsel.

The following resolution was offered:

Whereas, By an agreement, dated May 21, 1904, between the street surface railway companies then operating in the Boroughs of Brooklyn and Manhattan and the Bridge Commissioner, those Companies were authorized to operate surface railway cars across the Williamsburg Bridge and did so operate, and said Companies since August 31, 1915, have been and are now operating under temporary permits issued by the Commissioner of Bridges, or his successor, the Commissioner of Plant and Structures; and

Whereas, The Bridge Commissioner prior to August 31, 1915, negotiated with said Companies with a view to reaching an agreement for the continuation of the operation upon terms more advantageous to the City than those contained in the 1904 agreement; and

Whereas, In July, 1915, said Commissioner reported to this Board the result of his negotiations up to that time, and upon the receipt of such report, the matter was referred to the Committee on Transit and to the President of the Borough of Manhattan, which reference was subsequently changed to the Committee on Franchises;

Whereas, The matter was later referred by the Franchise Committee to the Bureau of Franchises for the purpose of completing the negotiations; and

Whereas, The permit under which said Companies are now operating expires on March 31, 1917; and

Whereas, There is this day presented to this Board a report by the Bureau of Franchises setting forth in detail the result of its negotiations and containing a copy of an agreement which said Companies are willing to execute for the continuation of the operation and also an agreement which has been drawn by the Bureau of Franchises; now, therefore, be it

Resolved, That for the reasons set forth in said report of the Bureau of Franchises, this day presented, this Board hereby suggests to the Commissioner of Plant and Structures to decline to enter into the agreement offered by the Companies; and be it further

Resolved, That the Board suggest to the Commissioner of Plant and Structures that he tender to said Companies, for execution, the agreement drawn by the Bureau of Franchises, this day presented, and that upon tendering such agreement, said Commissioner request the Companies to execute the same within six (6) days, or advise him, within said six (6) days, whether or not the Companies will execute said agreement; and be it further

Resolved, That the Board further suggests to the Commissioner of Plant and Structures, that in case said Companies refuse or fail to execute the agreement within said time, the Commissioner tender to the Companies a permit for the continuation of the present operation for a period of ninety (90) days, or until June 30, 1917, upon the same terms and conditions as the permit issued by him for the period between January 31 and March 31, 1917; and be it further

Resolved, That in the event that the Companies decline or fail to accept said permit within three (3) days from the date on which it is tendered, the Commissioner of Plant and Structures is hereby requested to notify the Committee on Franchises, and the said Committee be and hereby is authorized to take such steps as it deems necessary in such an emergency to either provide for the continuance of through or local service, or both, as at present, or to provide a substitute through or local service, or both.

Which was adopted by the following vote:

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

Committee on the City Plan.

West 60th Street, Between Broadway and Columbus Avenue, Borough of Manhattan—Amendment of Building Zone Resolution (Cal. No. 33).

(On November 10, 1916 (Cal. No. 87), the petition of property owners for this amendment was referred to the Committee on the City Plan.)

The Secretary presented a communication, dated October 16, 1916, from M. S. Auerbach, presenting petition of property owners for an amendment of the building zone regulations so as to permit the erection and use of garages and repair shops for motor vehicles on a portion of West 60th Street between Broadway and Columbus Avenue, Borough of Manhattan; and the following report of the Committee on the City Plan:

February 28, 1917.

Board of Estimate and Apportionment:

Gentlemen—On November 10, 1916, the Board received and referred to the Committee on the City Plan a communication, dated October 16, 1916, from M. S. Auerbach, presenting a petition of property owners for an amendment to the Use District Map Section No. 8 so as to permit the erection and use of garages for more than five motor vehicles and repair shops for motor vehicles on that portion of West 60th Street between Broadway and Columbus Avenue, Borough of Manhattan.

The President of the Borough of Manhattan held a hearing on the above matter. No one appeared in opposition to the proposed change.

The petition presented represents the owners of a very large proportion of the frontage proposed to be changed. The block in question adjoins the automobile section of the City and is already used to a considerable extent for garages and repair shops for motor vehicles. In order to permit additional garages and repair shops to be built it will be necessary to change this block from a business district to an unrestricted district.

In view of the numerous signed petition presented, the absence of opposition and the present use of the block, your Committee recommends that the Board fix a day for a public hearing on an amendment to the Use District Map Section No. 8 so as to change from a business district to an unrestricted district the frontages on 60th Street from 100 feet west of Broadway to within 100 feet of Columbus Avenue, Borough of Manhattan. Respectfully submitted.

JOHN PURROY MITCHEL, Mayor, Chairman; MARCUS M. MARKS, President, Borough of Manhattan; LEWIS H. POUNDS, President, Borough of Brooklyn; DOUGLAS MATHEWSON, President, Borough of The Bronx; MAURICE E. CONNOLLY, President, Borough of Queens; CALVIN D. VAN NAME, President, Borough of Richmond; Committee on the City Plan.

Which was adopted by the following vote:

Resolved, That the Board of Estimate and Apportionment hereby fixes Friday, April 13, 1917, at 10:30 o'clock a. m., and Room 16, City Hall, Borough of Manhattan, City of New York, as the time and place for a public hearing on a proposed amendment to the Use District Map, Section No. 8, so as to change from a business district to an unrestricted district the frontage on 60th Street, from 100 feet west of Broadway, to within 100 feet of Columbus Avenue, Borough of Manhattan.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Territory Bounded by Elmwood Avenue, East 2nd Street, Ocean Parkway and Avenue J, from Gravesend Avenue to Ocean Parkway, Borough of Brooklyn—Amendment of Building Zone Resolution (Cal. No. 34).

(On December 8, 1916 (Cal. No. 190), the petition of property owners for this amendment was referred to the Committee on the City Plan.)

The Secretary presented a communication, dated November 25, 1916, from the West Midwood Improvement League, submitting petition of property owners in the section bounded by Gravesend Avenue, Elmwood Avenue, Ocean Parkway and Twenty-second Avenue, Brooklyn, for the classification of said section in the "E" zone; and the following report of the Committee on the City Plan:

February 26, 1917.

Board of Estimate and Apportionment:

Gentlemen—On December 9, 1916, the Board received and referred to the Committee on the City Plan a petition from property owners requesting an amendment to the Area District Map Section No. 22 so as to change from a C district to an E district the area bounded by Elmwood Avenue, Ocean Parkway, Washington Cemetery and the easterly side of East Second Street from a point 245 feet north of Bay Parkway to Elmwood Avenue; also the westerly side of East Second Street from a point 100 feet south of Avenue J to within 100 feet of Avenue I, Borough of Brooklyn.

At the request of the Committee the President of the Borough of Brooklyn held a public hearing on the above petition. The petition asks only for a change of the Area District Map. The representatives of the petitioners, however, at the hearing stated that it was their understanding that the request for a change to an E district would also provide for the exclusion of business from the E district as created. When the petitioners learned that this would require a modification of the Use District Map as well as the Area District Map they stated that they wished to amend their petition so as to make it include a request for the exclusion of business from the proposed E district.

The area proposed to be modified lying between Avenue J and Washington Cemetery is almost entirely vacant. Owing to the proximity of the cemetery the development here may be of a somewhat different type from that between Avenue I and Elmwood Avenue. Your Committee believes that any change made should not include any of the proposed area between Washington Cemetery and a line 100 feet south of Avenue J. In order to comply with the desires of the petitioners it would be necessary to change Avenue J from a business district to a residence district from Ocean Parkway to within 100 feet of Gravesend Avenue. The frontage on the south

side of Elmwood Avenue between East Second Street and East Third Street coming within the proposed E district is also in a business district. As this frontage is very near the Long Island Railroad and the frontage across the street is in a business district, it would probably be unwise to prevent a business development even though it be included in the proposed E zone.

The area of the proposed E zone, as modified, includes a number of large vacant plots, especially in the blocks between Avenue J and Avenue I and between East Third Street and Ocean Parkway. The existing development is of the detached or semi-detached private dwelling type. Some of the existing houses cover a larger percentage of the lot than is permitted by the E district regulations. This area adjoins Midwood Manor on the easterly side of Ocean Parkway which is already in an E district. The change of this area as proposed would tend to preserve the existing open type of development and would tend to promote the general welfare. The petition presented favoring the change was signed by a very large proportion of the owners of improved property within the area. A representative of the joint owners of several plots of both improved and unimproved property appeared in opposition.

Your Committee recommends that the Board fix a day for a public hearing on the proposed amendment of Area District Map Section No. 22 so as to change from a C district to an E district the area bounded as follows: Beginning at the south-easterly corner of Elmwood Avenue and East Second Street thence easterly along the south side of Elmwood Avenue to the west side of Ocean Parkway; thence southerly along the west side of Ocean Parkway to 100 feet south of Avenue J; thence westerly parallel with Avenue J to East Second Street; thence northerly along the easterly side of East Second Street to a point 100 feet north of Avenue J; thence westerly parallel with Avenue J to a point 100 feet west of East Second Street; thence northerly parallel with East Second Street to a point 100 feet south of Avenue I; thence easterly parallel with Avenue I to the easterly side of East Second Street; thence northerly along the easterly side of East Second Street to the place of beginning.

Your Committee also recommends that the Board fix a day for a public hearing for a proposed amendment to Use District Map Section No. 22 so as to change the area 100 feet back from each side of Avenue J from a point 100 feet east of Gravesend Avenue to within 100 feet of Ocean Parkway from a business district to a residence district. Respectfully submitted.

JOHN PURROY MITCHEL, Mayor, Chairman; MARCUS M. MARKS, President, Borough of Manhattan; LEWIS H. POUNDS, President, Borough of Brooklyn; DOUGLAS MATHEWSON, President, Borough of The Bronx; MAURICE E. CONNOLLY, President, Borough of Queens; CALVIN D. VAN NAME, President, Borough of Richmond; Committee on the City Plan.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby fixes Friday, April 13, 1917, at 10:30 o'clock a. m., and Room 16, City Hall, Borough of Manhattan, City of New York, as the time and place for a public hearing on a proposed amendment to Area District Map, Section No. 22, so as to change from a "C" District to an "E" district, the area bounded as follows: Borough of Brooklyn:

Beginning at the southeasterly corner of Elmwood Avenue and Eastland Street; thence easterly along the south side of Elmwood Avenue to the west side of Ocean Parkway; thence southerly along the west side of Ocean Parkway to 100 feet south of Avenue J; thence westerly parallel with Avenue J to East 2nd Street; thence northerly along the easterly side of East 2nd Street to a point 100 feet north of Avenue J; thence westerly parallel to Avenue J to a point 100 feet west of East 2nd Street; thence northerly parallel with East 2nd Street to a point 100 feet south of Avenue I; thence easterly parallel with Avenue I to the easterly side of East 2nd Street; thence northerly along the easterly side of East 2nd Street to the place of beginning.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby fixes Friday, April 13, 1917, at 10:30 o'clock a. m., and Room 16, City Hall, Borough of Manhattan, City of New York, as the time and place for a public hearing on a proposed amendment to Use District Map, Section No. 22, so as to change the area 100 feet back from each side of Avenue J, from a point 100 feet east of Gravesend Avenue to within 100 feet of Ocean Parkway, from a business district to a residence district, Borough of Brooklyn.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

East 17th Street, from Southerly Side of Avenue H to Right-of-Way of Long Island Railroad, Borough of Brooklyn—Amendment of Building Zone Resolution (Cal. No. 35).

(On October 20, 1916 (Cal. No. 36), a petition of property owners for this amendment was referred to the Committee on the City Plan.)

The Secretary presented a communication, dated October 17, 1916, from owners of property on the westerly side of East 17th Street, between Brighton Beach Railroad and Avenue H, and on Avenue H, between the westerly side of East 17th Street and a point about 100 feet westerly thereof, Borough of Brooklyn, requesting that the boundary line be moved east in such a manner that all the property now in the "E" district in the block bounded by Avenue H and East 17th Street and Avenue I and East 16th Street, be placed in the "C" district; and the following report of the Committee on the City Plan:

February 15, 1917.

Board of Estimate and Apportionment:

Gentlemen—On October 20, 1916, the Board received and referred to the Committee on the City Plan a petition of property owners requesting an amendment to Area District Map, Section No. 22, so as to change from an E district to a C district the property 100 feet back from the westerly side of East 17th Street between Avenue H and the right-of-way of the Long Island Railroad.

At the request of the committee the President of the Borough of Brooklyn held a public hearing on the proposed change.

The division line between the E district and the C district now runs midway between East 17th Street and East 16th Street. It was so located on account of store and dwelling buildings at the southeast corner of East 16th Street and Avenue H, which were in existence at the time of the passage of the Building Zone Resolution. Under plans filed prior to the passage of the Building Zone Resolution store and dwelling buildings have, subsequent to the passage of that resolution, been constructed along Avenue H to within 50 feet of East 17th Street. One of the petitioners has a detached dwelling on this 50-foot plot at the southwest corner of East 17th Street and Avenue H.

In view of the neighboring development on Avenue H, the committee believes a readjustment of the boundary line of the E district is desirable so as to make it economically feasible to erect apartment houses on the westerly side of East 17th Street between Avenue H and the Long Island Railroad. At the public hearing the proposed change was very strongly opposed by property owners on the opposite side of East 17th Street and by a number of other property owners in the Fiske Terrace section. These owners fear that this proposed change may be the first step in a movement to gradually break down the plan adopted for the entire section. Your committee feels, however, that if the Board, after considering the special facts of this case, decides to make the proposed change it will not have any bearing on the action of the Board in relation to any future petitions for changes in this section. It seems clear to the committee that if the existing buildings, now constructed on Avenue H within the present E district, had been constructed at the time of the passage of the Building Zone Resolution that the boundary line between the E district and the C district would have been along the westerly side of East 17th Street as now petitioned for.

Your committee recommends that the Board fix a day for a public hearing on the proposed amendment to Area District Map, Section No. 22, so as to change

from an E district to a C district the area 100 feet back from the westerly side of East 17th Street from the south side of Avenue H to the right-of-way of the Long Island Railroad, Borough of Brooklyn. Respectfully submitted.

JOHN PURROY MITCHEL, Mayor, Chairman; MARCUS M. MARKS, President, Borough of Manhattan; LEWIS H. POUNDS, President, Borough of Brooklyn; DOUGLAS MATHEWSON, President, Borough of The Bronx; MAURICE E. CONNOLLY, President, Borough of Queens; CALVIN D. VAN NAME, President, Borough of Richmond; Committee on the City Plan.

The Secretary presented a communication from the Ascutney Realty Co., dated March 7, 1917, protesting against the proposed change.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby fixes Friday, April 13, 1917, at 10:30 o'clock a. m., and Room 16, City Hall, Borough of Manhattan, City of New York, as the time and place for a public hearing on a proposed amendment to Area District Map, Section No. 22, so as to change from an "E" district to a "C" district the area 100 feet back from the westerly side of East 17th Street from the south side of Avenue H to the right-of-way of the Long Island Railroad, Borough of Brooklyn.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Pitkin Avenue, Southerly Side, Between Logan Street and Fountain Avenue, Borough of Brooklyn—Amendment of Building Zone Resolution (Cal. No. 36).

(On December 29, 1916 (Cal. No. 5), the petition of Charles H. Ohlau for this amendment was referred to the Committee on the City Plan.)

The Secretary presented a petition, dated December 22, 1916, from Charles H. Ohlau, requesting that the plot of ground on the southeast corner of Pitkin Avenue and Logan Street, Brooklyn, be placed in an unrestricted zone; and the following report of the Committee on the City Plan:

February 15, 1917.

Board of Estimate and Apportionment:

Gentlemen—On December 29, 1916, the Board received and referred to the Committee on the City Plan a petition from Charles H. Ohlau requesting an amendment to Use District Map, Section No. 17, so as to change the property at the southeast corner of Pitkin Avenue and Logan Street, Borough of Brooklyn, from a business district to an unrestricted district.

At the request of the committee the President of the Borough of Brooklyn held a public hearing on the above petition. A number of residents and owners in the vicinity of the proposed change objected thereto.

Under the zone plan Pitkin Avenue and the area 100 feet back on either side is in a business district. The side streets crossing Pitkin Avenue are in a residence district. This section is but partially improved but the existing improvements conform to the plan as adopted. An elevated railroad runs through Pitkin Avenue. The petitioner asks merely for a change affecting a lot 80 feet by 90 feet in area at the southeast corner of Pitkin Avenue and Logan Street. The committee would not deem it wise to permit a small isolated plot to be changed to an unrestricted use while the surrounding property is restricted either to business or residence use. The smallest isolated area that could properly be made unrestricted would be at least an entire block frontage on at least one side of the street. In the present instance this would mean the change of the block frontage 200 feet in length on the south side of Pitkin Avenue from Logan Street to Fountain Avenue.

Your committee recommends that the Board fix a day for a public hearing on an amendment to Use District Map, Section No. 17, so as to change the area 100 feet back from the south side of Pitkin Avenue between Logan Street and Fountain Avenue, Borough of Brooklyn, from a business district to an unrestricted district.

Respectfully submitted,, Mayor, Chairman; MARCUS M. MARKS, President, Borough of Manhattan; LEWIS H. POUNDS, President, Borough of Brooklyn; DOUGLAS MATHEWSON, President, Borough of The Bronx; MAURICE E. CONNOLLY, President, Borough of Queens; CALVIN D. VAN NAME, President, Borough of Richmond; Committee on the City Plan.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby fixes Friday, April 13, 1917, at 10:30 o'clock a. m., and Room 16, City Hall, Borough of Manhattan, City of New York, as the time and place for a public hearing on a proposed amendment to Use District Map, Section No. 17, so as to change the area 100 feet back from the south side of Pitkin Avenue between Logan Street and Fountain Avenue, Borough of Brooklyn, from a business district to an unrestricted district.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

38th Street, Between 4th and 5th Avenues, Borough of Brooklyn—Amendment of Building Zone Resolution (Cal. No. 37).

(On December 22, 1916 (Cal. No. 210), the petition of H. J. Calleider for this amendment was referred to the Committee on the City Plan.)

The Secretary presented a communication, dated December 20, 1916, from H. J. Calleider, requesting that property on the north side of 38th Street, between 4th and 5th Avenues, Brooklyn, be placed in an unrestricted zone; and the following report of the Committee on the City Plan:

February 26, 1917.

Board of Estimate and Apportionment:

Gentlemen—On December 22, 1916, the Board received and referred to the Committee on the City Plan a petition from H. J. Calleider requesting an amendment to Use District Map Section No. 16 so as to change from a business district to an unrestricted district the property on the north side of 38th Street between Fourth Avenue and Fifth Avenue, Borough of Brooklyn.

At the request of the Committee the President of the Borough of Brooklyn held a hearing on the above petition. No one appeared in opposition.

The north side of 38th Street in this block is occupied by a Brooklyn Rapid Transit substation, a Borough corporation yard, a two-story factory and several small dwellings. There are also a number of vacant plots. The south side of 38th Street is occupied by the tracks of the Brooklyn Rapid Transit Company and probably will not be developed for building purposes. If the north side of the street is changed to an unrestricted district, the south side should probably be treated in the same way.

Your Committee recommends that the Board fix a day for a public hearing on an amendment to Use District Map Section No. 16 so as to change from a business district to an unrestricted district the area 100 feet back from each side of 38th Street from a point 100 feet east of Fourth Avenue to within 100 feet of Fifth Avenue, Borough of Brooklyn. Respectfully submitted.

JOHN PURROY MITCHEL, Mayor, Chairman; MARCUS M. MARKS, President, Borough of Manhattan; LEWIS H. POUNDS, President, Borough of Brooklyn; DOUGLAS MATHEWSON, President, Borough of The Bronx; MAURICE E. CONNOLLY, President, Borough of Queens; CALVIN D. VAN NAME, President, Borough of Richmond; Committee on the City Plan.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby fixes Friday, April 13, 1917, at 10:30 o'clock a. m., and room 16, City Hall, Borough of Manhattan, City of New York, as the time and place for a public hearing on a proposed amendment to Use District Map, section No. 16, so as to change from a business district to an unrestricted district the area 100 feet back from each side of 38th Street from a point 100 feet east of Fourth Avenue to within 100 feet of Fifth Avenue, Borough of Brooklyn.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Territory Bounded by East 19th Street, Avenue H, Ocean Avenue and Avenue I, Borough of Brooklyn—Amendment of Building Zone Resolution (Cal. No. 38).

(On November 10, 1916 (Cal. No. 142), the petition in this matter was referred to the Committee on the City Plan.)

The Secretary presented a petition, dated November 9, 1916, from the Pohl—Abbott Construction Company, requesting an amendment to building zone resolution so as to permit the construction of a public garage at the intersection of Ocean avenue with the Manhattan Beach Division of the Long Island Railroad, in the block bounded by East 19th Street, Avenue H, Ocean Avenue and Avenue I, Borough of Brooklyn; and the following report of the Committee on the City Plan:

February 15, 1917.

Board of Estimate and Apportionment:

Gentlemen—On November 10, 1916, the Board received and referred to the Committee on the City Plan a communication from the Pohl—Abbott Construction Company requesting that Use District Map Section No. 22 be amended so as to permit the erection of a garage on the plot on the west side of Ocean Avenue just north of the right-of-way of the Long Island Railroad and having a frontage of 100 feet on Ocean Avenue and a depth of 131.5 feet.

At the request of the Committee, the President of the Borough of Brooklyn held a public hearing on the proposed change.

In order to permit the erection of a garage, as requested, the plot in question would have to be changed from a residence district to an unrestricted district. The present development in the vicinity of the proposed change is entirely residential and the plot in question could not be opened to unrestricted use without injury to the surrounding residential development.

Your Committee recommends that the petition be denied. Respectfully submitted, JOHN PURROY MITCHEL, Mayor, Chairman; MARCUS M. MARKS, President, Borough of Manhattan; LEWIS H. POUNDS, President, Borough of Brooklyn; DOUGLAS MATHEWSON, President, Borough of The Bronx; MAURICE E. CONNOLLY, President, Borough of Queens; CALVIN D. VAN NAME, President, Borough of Richmond; Committee on the City Plan.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby denies the petition, dated November 9, 1916, submitted by the Pohl—Abbott Construction Company, requesting that Use District Map, section No. 22, be amended so as to permit the erection of a garage on the plot on the west side of Ocean Avenue just north of the right-of-way of the Long Island Railroad and having a frontage of 100 feet on Ocean Avenue and a depth of 131.5 feet, Borough of Brooklyn.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Committee on Salaries and Grades.

Board of Estimate and Apportionment; Bureau of Records and Minutes—Modification of Schedule (Cal. No. 39).

(On February 23, 1917 (Cal. No. 5), the Board adopted a resolution, providing for a modification of schedule for this office.)

The Secretary presented the following report of the Committee on Salaries and Grades:

March 7, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On February 23, 1917, you modified a number of schedules for various City departments under Section 4, Sub-division A, of the terms and conditions governing the 1917 budget. In the modification of schedule No. 29, Bureau of Records and Minutes of the Board of Estimate and Apportionment, a position of Clerk at \$600 was reduced to \$200 instead of to \$540. The error may be corrected by increasing a position of Clerk from \$420 to \$540.

The adoption of the attached resolution will modify the schedule so that it will reflect present payroll conditions. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as modified, for the Board of Estimate and Apportionment, to be effective as of January 1, 1917, as follows:

Personal Service, Salaries Regular Employees.

20 Bureau of Records and Minutes—		
Secretary	\$7,500 00	
Assistant Secretary	3,750 00	
Medical Examiner (\$5,000 paid in Finance Department, \$2,000 paid in Law Department)	1,000 00	
Chief Clerk	3,150 00	
Clerk	3,150 00	
Clerk	2,500 00	
Clerk, 2 at \$1,950	3,900 00	
Clerk	1,320 00	
Clerk, 2 at \$1,200	2,400 00	
Clerk	1,080 00	
Clerk, 3 at \$960	2,880 00	
Clerk	600 00	
Clerk	540 00	
Clerk	360 00	
Clerk	300 00	
Stenographer and Typewriter, 2 at \$1,980	3,960 00	
Stenographer and Typewriter	1,800 00	
Stenographer and Typewriter, 2 at \$1,650	3,300 00	
Stenographer and Typewriter, 2 at \$1,200	2,400 00	
Typewriting Copyist	960 00	
Typewriting Copyist	840 00	
Telephone Operator	1,050 00	
Telephone Operator	840 00	
Balance Unassigned	240 00	
Schedule Total		\$52,130 00

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

President, Borough of Manhattan—Establishment of Corporate Stock Schedule (Cal. No. 40).

The Secretary presented a report of the Committee on Salaries and Grades on the request of the President of the Borough of Manhattan, for approval of schedules supporting corporate stock appropriation of \$15,900, authorized December 28, 1916 (Cal. No. 40), for strengthening and improving the Riverside Drive Viaduct between 127th and 135th streets, Borough of Manhattan.

The Bureaus of Personal Service and Contract Supervision report jointly to the Committee that the purpose is to establish schedules against which charges on account of labor, materials, etc., for repairs to Riverside Drive Viaduct may be made in order to provide for continuation of repairs to this structure upon which the sum of \$11,000 was expended in 1916.

As sufficient information upon which to base specific schedules is not at hand, it is suggested that the matter be referred to a committee comprising the Chief Engineer of the Board of Estimate and Apportionment, the Consulting Engineers of the different Borough Presidents' offices, the Chief Engineer of the Department of Plant and Structures and the Bureau of Contract Supervision, for investigation and report as to the extent of the repairs needed and the best manner in which to carry out the work, and in view of this report, the Committee recommends that the matter be referred as suggested.

The matter was laid over one week (March 23, 1917).

President, Borough of Brooklyn—Modification of Schedules (Cal. No. 41).

(On February 2, 1917 (Cal. No. 43), the Board adopted a resolution fixing the compensation of Painters at \$5 per day.)

The Secretary presented a communication dated February 15, 1917, from the President, Borough of Brooklyn, requesting modification of schedules for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

March 6, 1917.

To the Board of Estimate and Apportionment:

On February 15, 1917, the PRESIDENT, BOROUGH OF BROOKLYN, requested modification of Schedules 576TCS and 605TS, for 1917.

The Bureau of Personal Service reports thereon as follows:

"Purpose—(1) In code 576TCS increase the amount of Special and Trust Fund Allowance from \$76,480 to \$76,757.

"(2) In Code 605TS reduce the Special and Trust Fund Allowance from \$34,790 to \$32,515, and set up the difference of \$2,275 in a line 'Special Corporate Stocks (assessment) Allowance.'

"Reason—(1) This addition of \$275 is necessary owing to the increase of pay of Painters from \$4 to \$5 per day as established by your Board on February 2, 1917.

"(2) The establishment of Special Corporate Stock (Assessment) is requested so that vehicles, employed on sidewalk repair work, may be paid directly out of the 'Street Improvement Fund.'

"Finding—The request is proper and necessary."

Recommendation—In view of the above report the Committee recommends that the request be approved by the adoption of the attached resolution. Respectfully,

ALBERT E. HADLOCK, Deputy-Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the office of the President, Borough of Brooklyn, for the year 1917, as follows:

Wages Temporary Employees.

576TC Tax Levy, Corporate Stock, Special Corporate Stock (Assessment) and Special and Trust Fund Force—

Foreman, at \$4.50 per day (3,817 days).....	\$17,176 50
Foreman, at \$4 per day (8,496 days).....	33,984 00
Assistant Foreman, at \$3.50 per day (1,148 days).....	4,018 00
Steam Roller Engineer, at \$5.50 per day (1,350 days).....	7,425 00
Inspector, at \$4.93 per day (720 days).....	3,549 60
Inspector, at \$4 per day (4,560 days).....	18,240 00
Paver, at \$5 per day (6,656 days).....	33,280 00
Rammer, at \$4 per day (3,328 days).....	13,312 00
Flagger, at \$4.50 per day (1,546 days).....	6,552 00
Mason, at \$5 per day (416 days).....	2,080 00
Carpenter, at \$5 per day (831 days).....	4,155 00
Laborer, at \$3 per day (2,613 days).....	7,839 00
Laborer, at \$2.50 per day (81,920 days).....	204,800 00
Painter, at \$5 per day (277 days).....	1,385 00
Blacksmith, at \$4.50 per day (606 days).....	2,727 00
Blacksmith's Helper, at \$3 per day (606 days).....	1,818 00

Schedule Total \$362,341 10

Tax Levy Allowance..... \$263,584 10

Corporate Stock Allowance 10,000 00

Special Corporate Stock (Assessment) Allowance 12,000 00

Special and Trust Fund Allowance 76,757 00

Total Allowance \$362,341 10

Transportation, Hire of Horses and Vehicles With Drivers, Care of Highways, Roadways, Viaducts and Streets—

605TS Tax Levy and Special and Trust Fund Force—

Driver, with Horse and Vehicle, at \$3.75 per day (8,242 days)....	\$30,907 50
Driver, with Horse and Vehicle, at \$3.50 per day (2,640 days)....	9,240 00
Driver, with Team and Vehicle, at \$6 per day (2,000 days)....	12,000 00
Driver, with Team and Vehicle, at \$5 per day (20,720 days)....	103,600 00

Schedule Total \$155,747 50

Tax Levy Allowance \$120,957 50

Special and Trust Fund Allowance 32,515 00

Special Corporate Stock (Assessment) Allowance 2,275 00

Total Allowance \$155,747 50

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Department of Finance—Modification of Schedule (Cal. No. 42).

(On February 23, 1917 (Cal. No. 94), the Board adopted a resolution, transferring \$5,250 from the Fund for Salary and Wage Accruals to provide for temporary employees for this Department.)

The Secretary presented a communication dated February 24, 1917, from the Deputy and Acting Comptroller, requesting modification of schedule for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

March 3, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On February 24, 1917, the DEPUTY AND ACTING COMPTROLLER requested modification of Code No. 88 for 1917. The Bureau of Personal Service reports thereon as follows:

"Purpose—To add a line of Accountant at \$2,100 per annum (30 months), \$5,250.

"Reason—On February 23, 1917, your Board authorized the transfer of \$5,250 from the General Accrual Fund, as a result of a report of the Comptroller stating the necessity of employing temporary Accountants during the period of the preparation of the annual Budget, when regular men are assigned to this work. The schedule was not modified, although the money was transferred."

Recommendation—In view of the above report the Committee recommends that the request be granted by the adoption of the attached resolution. Respectfully,

WILLIAM A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn, Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the Department of Finance for the year 1917, as follows:

88 Salaries, Temporary Employees—

Clerk at \$900 (24 months).....	\$1,800 00
Clerk at \$600 (12 months).....	600 00
Stenographer and Typewriter at \$840 (30 months).....	2,100 00
Bookkeeper at \$1,200 (12 months).....	1,200 00
Adding and Billing Machine Operator at \$1,050 (8 months).....	700 00
Searcher at \$840 (24 months).....	1,680 00
Accountant at \$2,100 (30 months).....	5,250 00

\$13,330 00

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents

of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Department of Finance—Transfer of Appropriation and Modification of Schedules (Cal. No. 43).

The Secretary presented a communication, dated March 9, 1917, from the Comptroller, requesting modification of schedules, involving transfer of funds within appropriation for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

March 13, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On March 9, 1917, the COMPTROLLER requested modification of Codes Nos. 76, 77, 78, 83, 84TS and 86 for 1917 involving a transfer of funds. The Bureau of Personal Service reports thereon as follows:

"Purpose—(1) In Code No. 76 to eliminate a line of Clerk at \$540 and to place the money in Balance Unassigned.

"(2) In Code No. 77 to add a position of Bookbinder at \$1,200.

"(3) In Code No. 77 to change a position of Clerk from \$420 to \$600.

"(4) In Code No. 77 to reduce a line of Clerk from \$540 to \$300.

"(5) In Code No. 78 to change a line of Stenotypist from \$1,020 to \$1,200 and to eliminate a position of Stenographer and Typewriter at \$720. This increases the balance unassigned to \$660.

"(6) In Code No. 83 to eliminate a position of Bookbinder at \$1,200.

"(7) In Code No. 83 to change a position of Financial Clerk at \$1,950 to Cashier at the same rate.

"(8) In Code No. 84TS to drop a position of Bookkeeper at \$1,200.

"(9) In Code No. 86 to add a position of Bookkeeper at \$1,200.

"(10) In Code No. 86 to reduce a line of Examining Inspector at \$1,920 to \$1,620.

"(11) In Code No. 86 to reduce a position of Bookkeeper from \$1,440 to \$1,320.

"(12) In Code No. 86 to reduce a line of Clerk from \$960 to \$840.

"(13) In Code No. 86 to drop a position of Clerk at \$1,800.

"(14) In Code No. 86 to reduce a position of Clerk from \$720 to \$600 and to add three positions of Clerk at \$600.

"(15) In Code No. 86 to reduce a position of Typewriter Accountant from \$1,200 to \$900.

"(16) In Code No. 86 to drop a position of Stenographer and Typewriter at \$1,200 and to substitute therefor a position of Clerk at \$900.

"Reason—(1) The position is vacant and is no longer necessary.

"(2) This position is being transferred from Code No. 83 and does not constitute any addition to force but merely a change from one payroll to another upon which the employee more properly belongs.

"(3) This position is in the Record Room in the basement of the Hall of Records and the work falls within Grade 2-A of the specifications for Clerk with a minimum of \$600, the amount requested.

"(4) This position became vacant and has been filled at the minimum rate of \$300.

"(5) To increase the salary of Hazel M. McCool, who has been assigned as Stenotypist to the Deputy Comptroller and at such times as her work is not required in the Bureau of Administration she continues in the Bureau of Law and Adjustment, where she takes testimony. Her work falls within Grade 3 of the specifications for Stenotypist with a minimum salary of \$1,320. The position of Stenographer and Typewriter at \$720 was included in the Budget in place of a higher salared position, but it is now found that the position may be dispensed with entirely.

"(6) This position has been transferred to Code No. 77.

"(7) The duties of the position are those of a Cashier and the Civil Service Commission has changed the title of the incumbent to Cashier.

"(8) The position is transferred to No. 86, where the work properly belongs.

"(9) This position is transferred from Code No. 84TS.

"(10) The incumbent is receiving the lower rate.

"(11) The position has become vacant and is to be filled at \$1,320, which is the minimum of the grade in which the work falls.

"(12) The position has become vacant and is to be filled at \$840, which is the minimum of the grade in which the work falls.

"(13) This reduction is requested because of the retirement of the former incumbent.

"(14) The position of Clerk at \$720 has become vacant and will be filled at the minimum, \$600. The three \$600 Clerks are to take the places of several higher priced positions which have been eliminated and the incumbents will also perform the work of three temporary Clerks now employed.

"(15) The position has been filled at \$900, which is less than the minimum of the grade in which the work falls.

"(16) The position of Stenographer and Typewriter at \$1,200 has become vacant and the work is now being performed by an employee whose Civil Service title is Clerk and who receives \$900.

"Finding—The changes requested are all proper and in accordance with the rules of the Board. The changes involve a line transfer of \$1,200 from Code 83 to 77, and \$1,200 from 84 to 86."

Recommendation—In view of the foregoing, we recommend the adoption of the attached resolutions granting the request. Respectfully,

SHEPARD A. MORGAN, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the Department of Finance for the year 1917, as follows:

FROM

77	Chief Clerk—	900 00	84TS Assessments and Arrears—Tax Levy and Special and Trust Fund Force—	\$4,800 00
	Clerk	540 00	Collector of Assessments and Arrears	4,000 00
	Balance unassigned		Deputy Collector of Assessments and Arrears	3,500 00
	Schedule Total	\$47,910 00	Deputy Collector of Assessments and Arrears	2,250 00
			Deputy Collector of Assessments and Arrears	2,000 00
			Cashier, 2 at \$1,800	3,600 00
			Cashier, 4 at \$1,500	6,000 00
			Bookkeeper	1,950 00
			Bookkeeper	1,500 00
			Bookkeeper	1,440 00
			Bookkeeper, 2 at \$1,320	2,640 00
			Bookkeeper, 4 at \$1,200	4,800 00
			Clerk	2,250 00
			Clerk, 2 at \$1,800	3,600 00
			Clerk, 2 at \$1,650	1,680 00
			Clerk, 2 at \$1,320	3,300 00
			Clerk	1,560 00
			Clerk	1,500 00
			Clerk, 5 at \$1,350	6,750 00
			Clerk	1,320 00
			Clerk, 14 at \$1,200	16,800 00
			Clerk, 7 at \$1,050	7,350 00
			Clerk, 2 at \$960	1,920 00
			Clerk, 2 at \$900	1,800 00
			Clerk, 3 at \$840	2,520 00
			Clerk, 4 at \$750	3,000 00
			Clerk, 11 at \$720	7,920 00
			Clerk, 20 at \$660	13,200 00
			Clerk, 4 at \$600	2,400 00
			Clerk, 5 at \$540	2,700 00
			Clerk, 2 at \$360	720 00
			Clerk, 4 at \$300	1,200 00
			Financial Clerk	1,680 00
			Financial Clerk	1,200 00
			Financial Clerk	1,050 00
			Financial Clerk	720 00
			Searcher	1,440 00
			Searcher	1,320 00
			Searcher, 5 at \$1,200	6,000 00
			Searcher, 4 at \$1,050	4,200 00
			Searcher	720 00
			Stenographer and Typewriter	1,200 00
			Stenographer and Typewriter	1,050 00
			Adding and Billing Machine Operator, 3 at \$900	2,700 00
			Bank Messenger, 3 at \$1,200	3,600 00
	Schedule Total	\$26,280 00	Schedule Total	\$148,850 00
78	Law and Adjustment—		Tax Levy Allowance	\$139,700 00
	Chief, Bureau of Law and Adjustment	\$6,000 00	Special and Trust Fund Allowance	9,150 00
	Auditor of Accounts	5,000 00		
	Auditor of Accounts	4,000 00		
	Auditor of Accounts, 3 at \$3,000	9,000 00		
	Deputy Auditor of Accounts	2,500 00		
	Examiner	3,500 00		
	Examiner	2,340 00		
	Examiner, 4 at \$2,100	8,400 00		
	Examiner, 3 at \$1,800	5,400 00		
	Examiner, 4 at \$1,650	6,600 00		
	Examiner	1,620 00		
	Examiner, 2 at \$1,500	3,000 00		
	Examiner	1,440 00		
	Examining Inspector	1,650 00		
	Examining Inspector, 3 at \$1,500	4,500 00		
	Bookkeeper	1,200 00		
	Clerk	2,820 00		
	Clerk	1,440 00		
	Clerk	1,350 00		
	Clerk, 2 at \$1,320	2,640 00		
	Clerk	1,200 00		
	Clerk	1,140 00		
	Clerk	1,080 00		
	Clerk	840 00		
	Clerk	750 00		
	Clerk, 2 at \$720	1,440 00		
	Clerk, 2 at \$660	1,320 00		
	Clerk	600 00		
	Clerk	420 00		
	Clerk	360 00		
	Clerk, 4 at \$300	1,200 00		
	Financial Clerk	1,320 00		
	Law Clerk	2,520 00		
	Law Clerk	2,280 00		
	Law Clerk	1,440 00		
	Medical Examiner, at \$6,000 (half \$3,000, Department of Finance: one-sixth, \$1,000, Board of Estimate and Apportionment, and one-third, \$2,000, Law Department)	3,000 00		
	Stenographer and Typewriter, 2 at \$1,350	2,700 00		
	Stenographer and Typewriter, 3 at \$1,320	3,960 00		
	Stenographer and Typewriter, 3 at \$1,200	3,600 00		
	Stenographer and Typewriter	1,140 00		
	Stenographer and Typewriter	1,020 00		
	Stenographer and Typewriter	960 00		
	Stenotypist	1,200 00		
	Typewriting Copyist, 2 at \$600	1,200 00		
	Messenger	900 00		
	Searcher	1,650 00		
	Balance unassigned	660 00		
	Schedule Total	\$115,500 00		
83	Collection—			
	Current Taxes			
	Receiver of Taxes	\$6,000 00		
	Deputy Receiver of Taxes	4,000 00		
	Deputy Receiver of Taxes	3,750 00		
	Deputy Receiver of Taxes, 3 at \$2,500	7,500 00		
	Deputy Receiver of Taxes	2,100 00		
	Cashier	2,500 00		
	Cashier	1,950 00		
	Cashier, 3 at \$1,800	5,400 00		
	Cashier	1,650 00		
	Cashier, 14 at \$1,500	21,000 00		
	Bookkeeper	2,580 00		
	Bookkeeper	1,800 00		
	Bookkeeper	1,500 00		
	Bookkeeper	1,320 00		
	Clerk, 6 at \$1,800	10,800 00		
	Clerk	1,650 00		
	Clerk, 10 at \$1,500	15,000 00		
	Clerk	1,440 00		
	Clerk, 4 at \$1,320	5,280 00		
	Clerk, 17 at \$1,200	20,400 00		
	Clerk	1,140 00		
	Clerk, 5 at \$1,080	5,400 00		
	Clerk, 4 at \$1,050	4,200 00		
	Clerk, 8 at \$960	7,680 00		
	Clerk, 10 at \$840	8,400 00		
	Clerk, 9 at \$720	6,480 00		
	Clerk, 3 at \$660	1,980 00		
	Clerk, 4 at \$600	2,400 00		
	Clerk	540 00		
	Financial Clerk	1,800 00		
	Financial Clerk	1,650 00		
	Financial Clerk	1,500 00		
	Financial Clerk	960 00		
	Searcher	1,200 00		
	Bank Messenger, 4 at \$1,200	4,800 00		
	Messenger, 2 at \$1,200	2,400 00		
	Adding and Billing Machine Operator	1,020 00		
	Adding and Billing Machine Operator	960 00		
	Adding and Billing Machine Operator, 7 at \$900	6,300 00		
	Schedule Total	\$178,430 00		
84	Auditing, Accounting and Disbursing—			
	Chief Auditor of Accounts	\$6,000 00		
	Accountant	4,000 00		
	Bookkeeper	4,000 00		
	Auditor of Accounts, 12 at \$3,000	36,000 00		
	Auditor of Accounts	2,500 00		
	Examiner of Accounts of Institutions	2,100 00		
	Chief Clerk, Pay Division	5,000 00		
	Cashier, 5 at \$2,160	10,800 00		
	Accountant	2,400 00		
	Accountant	1,800 00		
	Bookkeeper	3,150 00		
	Bookkeeper	2,400 00		
	Bookkeeper	2,340 00		
	Bookkeeper	2,250 00		
	Bookkeeper	1,680 00		
	Bookkeeper, 3 at \$1,650	4,950 00		
	Bookkeeper, 4 at \$1,440	5,760 00		
	Bookkeeper, 5 at \$1,350	6,750 00		
	Bookkeeper, 3 at \$1,320	3,960 00		
	Bookkeeper, 15 at \$1,200	18,000 00		
	Examiner	4,000 00		
	Examiner	2,250 00		
	Examiner, 2 at \$2,100	4,200 00		
	Examiner, 5 at \$1,800	9,000 00		
	Examiner	1,680 00		
	Examiner, 2 at \$1,050	3,300 00		
	Examiner, 3 at \$1,500	4,500 00		
	Examiner	1,350 00		
	Examiner, 2 at \$1,200	2,400 00		
	Examiner	1,050 00		
	Examining Inspector	2,100 00		
	Examining Inspector, 2 at \$1,800	3,600 00		
	Examining Inspector	1,620 00		
	Examining Inspector, 13 at \$1,380	17,940 00		
	Examining Inspector	1,200 00		
	Inspector of Repairs and Supplies	2,100 00		
	Inspector of Repairs and Supplies	1,800 00		

Clerk with Special Knowledge as Cataloguer.....	840 00
Financial Clerk.....	3,150 00
Financial Clerk.....	2,100 00
Financial Clerk.....	1,950 00
Financial Clerk.....	1,800 00
Financial Clerk.....	1,650 00
Financial Clerk.....	1,440 00
Financial Clerk.....	1,350 00
Financial Clerk, 7 at \$1,200.....	8,400 00
Financial Clerk.....	1,050 00
Financial Clerk.....	720 00
Stenographer and Typewriter.....	1,320 00
Stenographer and Typewriter, 2 at \$1,200.....	2,400 00
Stenographer and Typewriter, 2 at \$960.....	1,920 00
Stenographer and Typewriter, 3 at \$900.....	2,700 00
Stenotypist.....	960 00
Typewriter Accountant.....	1,350 00
Typewriter Accountant, 5 at \$1,200.....	6,000 00
Typewriter Accountant.....	900 00
Bank Messenger.....	1,200 00
Bank Messenger.....	1,050 00
Messenger, P. and A.	1,050 00
Messenger, 2 at \$1,050.....	2,100 00
Guard, 6 at \$1,050.....	6,300 00
Balance unassigned.....	1,638 51

Schedule Total..... \$417,528 51

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Department of Health—Transfer of Appropriation, Modification of Schedules and Authority to Fill Vacancies (Cal. No. 44).

The Secretary presented five communications, dated January 27 and 31, and February 6, 7 and 14, 1917, respectively, from the Secretary, Board of Health, requesting permission to fill certain vacancies and modification of schedules, involving a transfer of funds within appropriation for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

February 24, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On January 27, 31 and February 6, 7 and 14, 1917, the DEPARTMENT OF HEALTH requested permission to fill vacancies and to modify Codes Nos. 1817, 1823, 1824, 1825, 1826 and 1828 for 1917. The Bureau of Personal Service reports thereon as follows:

Purpose—

"Account No. 1817—

"(1) A position of Sanitary Superintendent, at \$6,000 per annum, is added, the funds to be made available by a transfer from the General Accrual Fund.

"(2) Three positions of Stenographer and Typewriter, at \$660 per annum, are dropped, and two positions at \$720 are added.

"Account No. 1823—

"(3) A position of Clerk, at \$1,800 per annum, is dropped, and two positions of Assistant Clerk (Hollerith Operator), at \$720 per annum are added.

"Account No. 1824—

"(4) A position of Medical Inspector, at \$1,200 per annum, is dropped, and one at \$1,020 is added.

"Account No. 1825—

"(5) A position of Driver, at \$768 per annum, is dropped, and a position of Laborer, at the same rate, is added.

"Account No. 1826—

"(6) A position of Sanitary Inspector, at \$1,260 per annum, is dropped, and one at \$1,140 is added.

"Account No. 1828—

"(7) A position of Helper, at \$480 per annum, one at \$384, and one at \$510, are dropped, and a position of Stenographer and Typewriter, at \$720 per annum, and a position of Typewriting Copyist, at \$600, are added.

"(8) A position of Clerk, at \$360 per annum, and a position of Laboratory Assistant, at \$720, are dropped, and a position of Clerk, at \$1,320 per annum, is added.

Reason—

"Account No. 1817—

"(1) No request was made by the department for the position of Sanitary Superintendent in the Budget estimate for 1917. It is proposed now to provide funds for the position by the authorization of special revenue bonds to the amount of \$6,000. Section 1179 of the Charter of The City of New York, provides for the appointment of a Sanitary Superintendent who, at the time of his appointment, shall have been for at least ten years a practising physician, and for three years a resident of The City of New York. The Commissioner of Health, after extended study of the general health administration of the City, conferences with the Consultant, Health and Hospitals, the bureau heads of the department, has adopted a plan calculated to bring about the ultimate operation of field work throughout the City on a health district basis. A full report will be made upon this at an early date. Under the plan the Deputy Commissioner will be the administrative head of the health district system. To avoid the issue of special revenue bonds it is recommended that funds shall be provided from Account No. 3039, the General Accrual Fund.

"(2) Two Stenographers and Typewriters were transferred to other departments, and one vacancy, at \$660 per annum, existed on January 1, 1917. It is proposed to appoint two Stenographers and Typewriters from the Civil Service eligible list, at the minimum of the grade. The difference of \$540 will be placed in balance unassigned.

"Account No. 1823—

"(3) The Bureau of Vital Statistics requires the services of Hollerith Operators for tabulating work now done in other Bureaus by Clerks without machines. Clerks rendered superfluous will later be transferred to the Bureau of Records, when the need is shown. The elimination of the \$1,800 position will provide funds within the appropriation. The request for Hollerith Operators is made so that the titles of incumbents shall conform with the duties of the position. The difference of \$360 will be placed in balance unassigned.

"Account No. 1824—

"(4) A vacancy is caused by the resignation of Joseph J. Vanderberg, M. D. It is proposed to fill the vacancy by appointment from the Civil Service eligible list. A difference of \$180 will be placed in balance unassigned.

"Account No. 1825—

"(5) The title of John Killeen is changed from Driver to Laborer, in order that the Civil Service title may conform to the duties of the position.

"Account No. 1826—

"(6) A vacancy in the position at \$1,260 per annum was caused by the resignation of Martin Dwyer, and it is proposed to fill the same by appointment from the Civil Service eligible list. The difference of \$120 will be placed in balance unassigned.

"Account No. 1828—

"(7) The work of Stenographer or Typewriting Copyist has predominated in the duties of three Helpers in the Research Laboratory, which large Bureau is at present provided with one Stenographer and Typewriting Copyist. It is the desire of the department to secure persons whose titles conform to the duties of incumbents and to the requirements of the Civil Service Commission.

"(8) The services of a Clerk and a Laboratory Assistant are dispensed with in order to provide funds for a Clerk at \$1,320 per annum. Helen Hernon will be temporarily assigned from Account No. 1817, to assist Clara N. Allen, in charge of the clerical force and of the distribution and sale of antitoxins and sera in the laboratories. The department agrees that as the change is temporary, no request will be made in the Budget for 1918 for the retention of this second Clerkship of the third grade in the laboratory, and the permanent establishment of such additional position will be avoided.

Finding—

"Account No. 1817—

"(1) The duties of the position fall within Grade 1 of the Deputy Commissioner Group of the specifications, with salary range from \$3,600 to \$7,500 per annum. Fixation of the rate to be paid is conditional upon appraisal under the rules of the Board of Estimate and Apportionment. The rate of \$6,000 requested does not exceed the value of the work to be performed. The request is proper and necessary.

"(2) The request is proper and necessary.

"Account No. 1823—

"(3) The duties of the position fall within Grade 2B of the Clerk Group of the specifications, with salary range from \$720 to \$960 per annum. The proposed rate is the minimum of the grade, and in accord with the rules of this Board. The request is proper and necessary.

"Account No. 1824—

"(4) The duties of the position fall within Grade 3 of the Physician Group of the specifications, with salary range from \$1,020 to \$1,380. The proposed rate is the minimum of the grade, and in accord with the rules of this Board. The request is proper and necessary.

"Account No. 1825—

"(5) The request is proper.

"Account No. 1826—

"(6) The duties of the position fall within Grade 1 of the Health Inspector Group of the specifications, with salary range from \$1,140 to \$1,380 per annum. The proposed rate is the minimum of the grade, and in accord with the rules of this Board. The request is proper and necessary.

"Account No. 1828—

"(7) The duties of the position of Stenographer and Typewriter fall within Grade 1 of the Stenographer Group of the specifications, with salary range from \$720 to \$900 per annum, and of Typewriting Copyist in Grade 1 of the Typist Group, with salary range from \$600 to \$780. The rate proposed for each position is the minimum of the grade, and in accord with the rules of this Board. The request is proper and necessary.

"(8) The request is proper and necessary.

Recommendation—In view of the above report the Committee recommends that the requests be granted by the adoption of the attached resolutions. Respectfully,

WILLIAM A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the Department of Health for the year 1917, as follows:

FROM
Personal Service, Salaries Regular Employees, Promoting Public Health.
1827 Food and Drugs

\$186 00

TO
Personal Service, Salaries Regular Employees, Laboratory Service.
1828 Research and Vaccine

\$186 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Deputy and Acting Comptroller, the President of the Board of Aldermen, 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 Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the Department of Health for the year 1917, to be effective as of February 1, 1917, as follows:

Personal Service, Salaries Regular Employees, Administration.

1817 Executive—
Office of the Commissioner—
Commissioner

\$7,500 00

Secretary to President

3,000 00

Stenographer to President

1,320 00

Clerk

1,680 00

Clerk

840 00

Clerk

600 00

Clerk

540 00

Clerk

300 00

\$15,780 00

Law—

Law Clerk

\$3,480 00

Clerk

1,440 00

Clerk

1,020 00

Clerk

660 00

Food Inspector

1,500 00

\$8,100 00

Office of Sanitary Superintendent—

Sanitary Superintendent

\$6,000 00

Assistant Sanitary Superintendent, 3 at \$3,500.....

10,500 00

Clerk

1,800 00

Stenographer and Typewriter

960 00

Medical Inspector

2,520 00

\$21,780 00

Health District Supervision—

Medical Inspector

\$3,480 00

Clerk

600 00

\$4,080 00

Institutional Inspection—

Medical Inspector

\$3,000 00

Medical Inspector

2,100 00

Clerk	1,740 00	Medical Inspector	2,520 00
Clerk	1,560 00	Medical Inspector	2,280 00
Clerk	1,500 00	Medical Inspector	1,800 00
Clerk	1,440 00	Medical Inspector	3,480 00
Clerk	1,320 00	Medical Inspector, 2 at \$1,740	3,240 00
Clerk, 4 at \$1,200	4,800 00	Medical Inspector, 2 at \$1,620	21,000 00
Clerk, 3 at \$960	2,880 00	Medical Inspector, 14 at \$1,500	20,700 00
Clerk, 6 at \$900	5,400 00	Medical Inspector, 15 at \$1,380	7,560 00
Clerk, 2 at \$840	1,680 00	Medical Inspector, 6 at \$1,260	7,200 00
Clerk, 3 at \$660	1,980 00	Medical Inspector, 6 at \$1,200	1,020 00
Clerk, 6 at \$600	3,600 00	Sanitary Inspector	1,320 00
Clerk, 2 at \$540	1,080 00	Nurse	1,800 00
Clerk, 4 at \$300	1,200 00	Nurse	1,320 00
Stenographer and Typewriter	960 00	Nurse, 20 at \$1,140	22,800 00
Telephone Operator	960 00	Nurse, 19 at \$1,020	19,380 00
Telephone Operator, 7 at \$900	6,300 00	Nurse, 30 at \$960	28,800 00
Telephone Operator	840 00	Nurse, 150 at \$900	135,000 00
Telephone Operator	720 00	Social Service Nurse, 4 at \$900	3,600 00
Telephone Operator, 2 at \$660	1,320 00	Dentist	1,200 00
Auto Engineman, 6 at \$1,200	7,200 00	Veterinarian	2,580 00
Messenger	1,050 00	Veterinarian	1,500 00
Attendant	840 00	Veterinarian, 7 at \$1,200	8,400 00
Laborer	792 00	Hospital Physician	1,260 00
	\$73,202 00	Physician (Supervising Clinic), 7 at \$1,260	8,820 00
Stenographic Service—		Physician (Supervising Clinic)	1,200 00
Clerk	\$1,560 00	Assistant Physician (Clinic), 20 at \$600	12,000 00
Clerk	840 00	Assistant Physician (Clinic), 80 at \$300	24,000 00
Clerk	600 00		
Clerk, 2 at \$300	600 00	Clerk	1,500 00
Stenographer and Typewriter, 2 at \$1,080	2,160 00	Clerk, 2 at \$1,320	2,640 00
Stenographer and Typewriter, 3 at \$960	2,880 00	Clerk, 2 at \$1,200	2,400 00
Stenographer and Typewriter, 3 at \$900	2,700 00	Clerk	1,080 00
Stenographer and Typewriter, 3 at \$840	2,520 00	Clerk	1,050 00
Stenographer and Typewriter, 16 at \$780	12,400 00	Clerk, 3 at \$1,020	3,060 00
Stenographer and Typewriter, 3 at \$750	2,250 00	Clerk, 6 at \$960	5,760 00
Stenographer and Typewriter, 14 at \$720	10,080 00	Clerk	840 00
Typewriting Copyist	900 00	Clerk	660 00
Typewriting Copyist, 4 at \$840	3,360 00	Clerk, 5 at \$600	3,000 00
Typewriting Copyist, 13 at \$780	10,140 00	Clerk, 5 at \$540	2,700 00
Typewriting Copyist	750 00	Clerk, 4 at \$360	1,440 00
Typewriting Copyist, 7 at \$720	5,040 00	Clerk, 8 at \$300	2,400 00
Typewriting Copyist, 2 at \$600	1,200 00	Hospital Clerk	960 00
Balance unassigned	740 00	Hospital Clerk, 3 at \$780	2,340 00
	\$60,720 00	Hospital Clerk, 2 at \$750	1,500 00
Schedule Total	\$209,282 60	Hospital Clerk, 2 at \$660	1,320 00
1823 Vital Statistics—		Stenographer and Typewriter	960 00
Registrar of Records	\$5,000 00	Stenographer and Typewriter, 2 at \$780	1,560 00
Assistant Registrar of Records, 5 at \$3,000	15,000 00	Stenographer and Typewriter	750 00
Tabulator	1,800 00	Typewriting Copyist	660 00
Medical Clerk, 2 at \$1,380	2,760 00	Orderly	480 00
Medical Clerk, 2 at \$1,260	2,520 00	Orderly	360 00
Medical Clerk, 2 at \$1,140	2,280 00	Orderly	180 00
Clerk, 2 at \$1,800	3,600 00	Helper	750 00
Clerk	1,560 00	Helper	630 00
Clerk, 3 at \$1,200	3,600 00	Helper	600 00
Clerk	1,020 00	Helper, 5 at \$450	2,250 00
Clerk	900 00	Telephone Operator	720 00
Clerk, 4 at \$840	3,360 00	Laborer	768 00
Clerk, 2 at \$720	1,440 00	Laborer, 9 at \$744	6,696 00
Clerk	660 00	Laborer	720 00
Clerk, 4 at \$600	2,400 00	Domestic, 3 at \$480	1,440 00
Clerk, 7 at \$540	3,780 00	Domestic	450 00
Clerk	360 00	Cleaner, 17 at \$372	6,324 00
Clerk, 2 at \$300	600 00	Cleaner	360 00
Bookbinder	1,260 00	Disinfecter, 6 at \$900	5,400 00
Bookbinders' Seamstress	1,200 00	Driver	840 00
Photographer	750 00	Driver	792 00
Laborer	1,080 00	Driver, 10 at \$768	7,680 00
Laborer, 2 at \$792	1,584 00	Stableman, 8 at \$744	5,952 00
Balance Unassigned	510 00	Auto Engineman	1,380 00
	\$59,924 00	Auto Engineman, 13 at \$960	12,480 00
Schedule Total	\$463,182 00	Watchman	720 00
Personal Service, Salaries Regular Employees, Promoting Public Health.		Balance Unassigned	600 00
1824 Child Hygiene—			
Director	\$5,100 00	Schedule Total	\$216,622 00
Medical Inspector	3,480 00		
Medical Inspector	3,780 00		
Medical Inspector, 7 at \$3,000	21,000 00		
Medical Inspector	2,100 00		
Medical Inspector, 3 at \$1,620	4,860 00		
Medical Inspector, 4 at \$1,260	5,040 00		
Medical Inspector, 134 at \$1,200	160,800 00		
Medical Inspector	1,140 00		
Medical Inspector, 13 at \$1,020	13,260 00		
Nurse	1,560 00		
Nurse, 17 at \$1,140	19,380 00		
Nurse, 8 at \$1,080	8,640 00		
Nurse, 26 at \$1,020	26,520 00		
Nurse, 50 at \$960	48,000 00		
Nurse, 226 at \$900	203,400 00		
Nurse's Assistant, 34 at \$510	17,340 00		
Nurse's Assistant, 21 at \$480	10,080 00		
Nurse's Assistant, 4 at \$420	1,680 00		
Dentist	1,620 00		
Dentist, 8 at \$1,200	9,600 00		
Dentist	900 00		
Dental Hygienist, 3 at \$720	2,160 00		
Chief Division of Employment Certificates	1,500 00		
Clerk	1,560 00		
Clerk, 2 at \$1,200	2,400 00		
Clerk, 3 at \$960	2,880 00		
Clerk, 2 at \$900	1,800 00		
Clerk, 3 at \$840	2,520 00		
Clerk, 3 at \$660	1,980 00		
Clerk, 7 at \$600	4,200 00		
Clerk, 3 at \$540	1,620 00		
Clerk, 2 at \$360	720 00		
Clerk, 3 at \$300	900 00		
Stenographer and Typewriter	1,200 00		
Cleaner, 20 at \$372	10,788 00		
Cleaner, 2 at \$360	720 00		
Balance Unassigned	1,470 00		
Schedule Total	\$607,698 00		
1825 Preventable Diseases—			
Director	\$5,100 00	Food and Drugs—	
Medical Inspector, 3 at \$3,480	10,440 00	Director	\$5,000 00
Medical Inspector	2,760 00	Inspector of Food	2,700 00

Chemist	2,460 00
Chemist, 2 at \$2,280.....	4,560 00
Chemist, 2 at \$1,920.....	3,840 00
Chemist	1,800 00
Chemist	1,500 00
Chemist, 3 at \$1,380.....	4,140 00
Laboratory Assistant	960 00
Laboratory Assistant, 3 at \$600.....	3,000 00
Veterinarian	1,980 00
Veterinarian, 7 at \$1,800.....	12,600 00
Pharmacist	1,200 00
Clerk	1,560 00
Clerk	1,080 00
Clerk, 4 at \$840.....	3,360 00
Clerk, 2 at \$660.....	1,320 00
Clerk, 7 at \$600.....	4,200 00
Clerk	540 00
Clerk, 2 at \$360.....	720 00
Clerk, 4 at \$300.....	1,200 00
Stenographer and Typewriter.....	960 00
Typewriting Copyist.....	840 00
Laborer	768 00
Helper, 2 at \$504.....	1,008 00
Balance Unassigned	786 00
Schedule Total	\$222,142 00

Personal Service, Salaries Regular Employees, Laboratory Service.

1828 Research and Vaccine—		
Director	\$6,000 00	
Assistant Director	3,180 00	
Assistant Director, 2 at \$3,000.....	6,000 00	
Assistant Director, 3 at \$2,280.....	6,840 00	
Assistant Director	1,800 00	
Medical Inspector	3,000 00	
Chemist	1,260 00	
Pathologist	1,500 00	
Bacteriologist, 4 at \$1,800.....	7,200 00	
Bacteriologist, 6 at \$1,620.....	9,720 00	
Bacteriologist, 5 at \$1,500.....	7,500 00	
Bacteriologist, 5 at \$1,200.....	6,000 00	
Bacteriological Diagnostician	1,500 00	
Bacteriological Diagnostician	1,440 00	
Bacteriological Diagnostician, 4 at \$1,320.....	5,280 00	
Veterinarian	1,500 00	
Inspector of Food	1,260 00	
Librarian	1,020 00	
Clerk	1,680 00	
Clerk	1,320 00	
Clerk, 2 at \$960.....	1,920 00	
Clerk	840 00	
Clerk	660 00	
Clerk, 3 at \$600.....	1,800 00	
Clerk, 3 at \$540.....	1,620 00	
Clerk	360 00	
Clerk	300 00	
Hospital Clerk	480 00	
Stenographer and Typewriter	780 00	
Stenographer and Typewriter	720 00	
Typewriting Copyist	720 00	
Typewriting Copyist	600 00	
Laboratory Assistant, 2 at \$1,080.....	2,160 00	
Laboratory Assistant	1,050 00	
Laboratory Assistant, 9 at \$960.....	8,640 00	
Laboratory Assistant, 17 at \$840.....	14,280 00	
Laboratory Assistant, 5 at \$750.....	3,750 00	
Laboratory Assistant, 14 at \$720.....	10,080 00	
Laboratory Assistant, 2 at \$660.....	1,320 00	
Laboratory Assistant, 14 at \$600.....	8,400 00	
Laborer	864 00	
Laborer, 2 at \$792.....	1,584 00	
Laborer, 11 at \$744.....	8,184 00	
Laborer, 4 at \$720.....	2,880 00	
Laborer	540 00	
Helper, 2 at \$750.....	1,500 00	
Helper	744 00	
Helper, 4 at \$630.....	2,520 00	
Helper, 3 at \$624.....	1,872 00	
Helper	600 00	
Helper, 5 at \$510.....	2,550 00	
Helper, 2 at \$504.....	1,008 00	
Helper	480 00	
Helper, 17 at \$450.....	7,650 00	
Helper, 2 at \$390.....	780 00	
Helper, 8 at \$360.....	2,880 00	
Balance unassigned	90 00	
Schedule Total	\$172,206 00	

Which was adopted by the following vote:

Affirmative—The Mayor, the Deputy and Acting Comptroller, the President of the Board of Aldermen, 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 Board of Estimate and Apportionment hereby authorizes, pursuant to the provisions of Resolution Second (c) of the 1917 Budget, the filling of the vacancy in the Department of Health of Medical Inspector, in Code No. 1824, at the minimum rate of \$1,020 per annum, and the vacancy in the position of Sanitary Inspector, in Code No. 1826, at the minimum rate of \$1,140 per annum.

Which was adopted by the following vote:

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

The resolution involving a transfer from the Fund for Salary and Wage Accruals was laid over one week (March 23, 1917).

Department of Health—Modification of Schedules (Cal. No. 45).

The Secretary presented a report of the Committee on Salaries and Grades recommending modification of Codes Nos. 1824 and 1832 for 1917, for the Department of Health to provide for decrease of salary of Medical Inspector, and for change of title of position of Pathologist to Hospital Physician.

The matter was laid over one week (March 23, 1917).

The Secretary presented a communication, dated January 29, 1917, from the Commissioner of Public Charities, requesting modification of schedules, involving transfer of funds within appropriation for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

March 6, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On January 29, 1917, the DEPARTMENT OF PUBLIC CHARITIES requested modification of Code Nos. 1894 and 1897 for the year 1917. The Bureau of Personal Service reports thereon as follows:

"Code 1894, Randall's Island, Stenographic Service.

"Purpose—(1) To change line, Stenographer without maintenance, \$900,

to Stenographer without maintenance, \$720, and to add line, Balance unassigned, \$60.

"Code 1897, Bradford Street Hospital, Supervision.

"(2) To change line, Chief Nurse, 1 at \$780, with maintenance, \$780, to Chief Nurse, 1 at \$900, with maintenance, \$900.

"Reason—(1) (2) To increase the compensation of Miss Margaret Lacey, Chief Nurse, from \$780 to \$900 per annum.

"Finding—(1) (2) Miss Lacey is Chief Nurse, in charge of Bradford Street Hospital. Her duties have recently been increased by the location of the temporary shelter of the Placing Outdoor Bureau at the hospital. The amount needed for the salary is obtained by substituting a stenographer at \$720 for a stenographer at \$900. The sum saved is \$180, of which \$120 is used for the increase and \$60 is carried as an unassigned balance. The duties of the position filled by Miss Lacey fall within Grade 2 of the Nurse Group, Professional Service, of the standard specifications, with salary range from \$780 to \$1,200 inclusive, with maintenance. The request is proper and reasonable, and the position is approved at a minimum of \$900 with maintenance."

Recommendation—In view of the above report the Committee recommends that the request be granted by the adoption of the attached resolutions.

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of Section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the Department of Public Charities for the year 1917 as follows:

1894 Randall's Island	FROM	\$100 00
1897 Bradford Street Hospital.....	TO	\$100 00

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the Department of Public Charities, for the year 1917, to be effective as of March 1, 1917, as follows:

1894 Randall's Island, Overhead Administration, Stenographic Service—	FROM	\$720 00
Stenographer, without maintenance.....	TO	600 00
Typewriting Copyist, without maintenance.....	TO	480 00
Assistant Institutional Clerk, without maintenance.....	TO	60 00

Balance unassigned.....	TO	\$1,860 00
Schedule Total.....	TO	\$109,244 00

1897 Bradford Street Hospital, Supervision—	FROM	\$900 00
Chief Nurse, with maintenance.....	TO	\$4,950 00

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Department of Public Charities—Transfer of Appropriation and Modification of Schedules (Cal. No. 47).

The Secretary presented a communication, dated February 19, 1917, from the Third Deputy Commissioner of Public Charities, requesting modification of schedules, involving transfer of funds within appropriation for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

March 6, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On February 19, 1917, THE DEPARTMENT OF PUBLIC CHARITIES requested modification of Codes Nos. 1895 and 1903 for the year 1917. The Bureau of Personal Service reports thereon as follows:

"Code 1895, King's County Hospital, Maintenance and Operation of Plant.

"Purpose—(1) To change the line of Supervising Engineer, without maintenance, \$1,800, to engineer (in charge) 365 days at \$5 per day, without maintenance, \$1,825.

"(2) To change line for Hospital Helper, 8 at \$300, with maintenance, \$2,400, to Hospital Helper, 7 at \$300, with maintenance, \$2,100.

"(3) To change line for Hospital Helper, 3 at \$240, with maintenance, to Hospital Helper, 4 at \$240, with maintenance, \$960.

"Code 1903, New York City Home for Aged and Infirm, Maintenance and Operation of Plant.

"(4) To change line for Supervising Engineer, with maintenance, \$1,500, to Engineer (in charge) 365 days at \$5 per day, without maintenance, \$1,825.

"(5) Same code—Operation of Storehouse—To eliminate line for Hospital Helper, with maintenance, \$300, and carry \$10 as balance unassigned.

"Reason—(V), (4) The Municipal Civil Service Commission has declined to approve of the employment of two engineers under the title of Supervising Engineer, but will certify to the payroll if their title is changed to Engineer.

"(2), (3), (5) To secure funds for changes 1 and 4.

"Finding—(1), (2), (3), (4), (5) The position of Supervising Engineer was allowed in the 1917 Budget for the King's County Hospital and the City Home for the purpose of securing the services of qualified men to take complete charge of the maintenance and operation of the power plants and repair and up-keep of the buildings. The incumbents have performed satisfactory service and the department desires to retain their services. The necessary funds are to be obtained by transferring two Hospital Helpers from the regular to the temporary payroll. The change does not involve any increase over the Budget appropriation. The request is proper and reasonable."

Recommendation—In view of the facts set forth above, the Committee recommends that the request be granted by the adoption of the attached resolutions. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn, Committee on Salaries and Trades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the Department of Public Charities for the year 1917, as follows:

1895 King's County Hospital.....	FROM	\$35 00
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<i>Personal Service, Salaries Regular Employees, Institutional Administration.</i>			
1895 Kings County Hospital, Maintenance and Operation of Plant—Engineer (in charge), 365 days at \$5 per day, without maintenance.....	\$1,825 00	Clerk, 1 at \$720, without maintenance.....	720 00
Hospital Artisan, 2 at \$480, without maintenance.....	960 00	Hospital Clerk, 1 at \$690, without maintenance.....	690 00
Senior Hospital Artisan, 3 at \$720, without maintenance.....	2,160 00	Hospital Clerk, 1 at \$630, without maintenance.....	630 00
Senior Hospital Artisan, 4 at \$890, with maintenance.....	1,560 00	Hospital Clerk, 1 at \$300, without maintenance.....	300 00
Senior Hospital Mechanic, without maintenance.....	1,200 00	Bookkeeper, 1 at \$1,680, without maintenance.....	1,680 00
Hospital Helper, 7 at \$300, with maintenance.....	2,100 00	Bookkeeper, 2 at \$840, without maintenance.....	1,680 00
Hospital Helper, 4 at \$240, with maintenance.....	960 00	Hospital Clerk, 1 at \$600, without maintenance.....	600 00
Senior Hospital Helper, with maintenance.....	480 00		
	\$11,245 00		
Schedule Total	\$216,255 00	Which was adopted by the following vote: Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.	
1903 New York City Home for Aged and Infirm, Blackwell's Island—Maintenance and Operation of Plant—Engineer (in charge), 365 days at \$5 per day, without maintenance.....	\$1,825 00	Bellevue and Allied Hospitals—Modification of Schedules (Cal. No. 50).	
General Mechanic, without maintenance	1,320 00	The Secretary presented a communication, dated January 1, 1917, from the President, Board of Trustees, Bellevue and Allied Hospitals, requesting modification of schedules for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:	
Senior Hospital Artisan, 3 at \$390, with maintenance.....	1,170 00		February 28, 1917.
Hospital Helper, 8 at \$240, with maintenance.....	1,920 00	To the Board of Estimate and Apportionment:	
	\$6,235 00	Gentlemen—On January 1, 1917, the Board of Trustees, BELLEVUE AND ALLIED HOSPITALS, requested modification of schedules 2026 and 2032 for the year 1917. The Bureau of Personal Service reports thereon as follows:	
Operation of Storehouse—Storekeeper, with maintenance	\$1,320 00	"Purpose—(1) To change line of Hospital Helper at \$720 to that of Assistant Pharmacist at the same salary.	
Assistant Institutional Clerk, with maintenance.....	480 00	(2) To add line of Hospital Helper at \$480 to the present temporary code.	
Hospital Helper, 4 at \$240, with maintenance.....	960 00	"Reason—(1) The position of Hospital Helper was allowed in the 1916 budget to take care of a person who for a number of years under this title was doing the work of an Assistant Pharmacist but was not eligible for the position of Assistant Pharmacist.	
Butcher, with maintenance	420 00	(2) The position of Hospital Helper to be segregated in the temporary code in order to take care of the present incumbent, John Hulka.	
	\$3,180 00	"Findings—(1) When the 1916 budget was prepared it was with the understanding that a position of Hospital Helper, at \$720, with maintenance, would be allowed to cover the incumbent, Joseph Ferris, who had been in the position for a number of years, and a graduate pharmacist, although not licensed to practice pharmacy. This position is necessary and as Mr. Ferris has left the service the title should be changed to Assistant Pharmacist.	
Balance unassigned	\$70 00	(2) The position of Hospital Helper at \$480, with maintenance, was allowed during the year 1916, as a Hospital Helper to install new lights throughout the buildings, and as the position is necessary, should be allowed for 1917, the funds being secured from the temporary code."	
Schedule Total	\$56,465 00	Recommendation—In view of the above report we recommend that the request be granted by the adoption of the attached resolution. Respectfully,	
Which was adopted by the following vote: Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.		ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.	
Department of Public Charities—Modification of Schedule (Cal. No. 48).		The following resolution was offered:	
The Secretary presented a report of the Committee on Salaries and Grades recommending modification of Code No. 1922 for the year 1917 for the Department of Public Charities to change the line Hospital Helper at \$6,480 to Hospital Helper at \$5,980, and to add line Charity Application Investigator (10 months) at \$600 per annum.		Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for Bellevue and Allied Hospitals for the year 1917, as follows:	
The matter was laid over one week (March 23, 1917).		Bellevue Hospital—	
Bellevue and Allied Hospitals—Modification of Schedule (Cal. No. 49).		2026 Pharmacy Work—	
The Secretary presented a communication, dated January 1, 1917, from the President, Board of Trustees, Bellevue and Allied Hospitals, requesting modification of schedule for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:		Pharmacist, 1 at \$1,380, with maintenance.....	\$1,380 00
		Pharmacist, 1 at \$1,020, with maintenance	1,020 00
To the Board of Estimate and Apportionment:		Pharmacist, 1 at \$900, with maintenance	900 00
Gentlemen—On January 1, 1917, the BOARD OF TRUSTEES, BELLEVUE AND ALLIED HOSPITALS, requested the modification of Schedule 2025 for the year 1917.		Assistant Pharmacist, 1 at \$750, with maintenance.....	750 00
The Bureau of Personal Service reports thereon as follows:		Assistant Pharmacist, 1 at \$720, with maintenance.....	720 00
"Purpose—(1) To change line of Clerk at \$1,200 to Clerk at \$840, to meet present conditions.		Hospital Helper, 1 at \$420, with maintenance.....	420 00
"(2) To change line of Typist at \$600 to Hospital Clerk at \$600.		Hospital Helper, 3 at \$300, with maintenance	900 00
"(3) To change line of Stenographer at \$840 to \$960, in the office of the Secretary, Board of Trustees.		Hospital Helper, 2 at \$240, with maintenance	480 00
"(4) To decrease line of Stenographer in the office of the Secretary, Board of Trustees, from \$840 to \$720.			\$6,570 00
"Reason—(1) The salary of Clerk was fixed at \$840 in 1916, the \$1,200 line becoming vacant and the position was filled at the minimum of the grade after the adoption of the 1917 Budget. The request is made to reconcile existing conditions.		Bellevue Hospital—	
"(2) The present incumbent, Miss S. Lippmann, has served in her present position as Hospital Clerk for several years. The duties of the position are that of Typist, consequently that title was requested in the 1917 Budget. In order not to deprive Miss Lippmann of her position, this modification is requested, pending a civil service examination for position of Typist.		2032 Nursing Care—	
"(3) To increase the salary of Miss Helen Farnum from \$840 to \$960 per annum. On January 1st, 1917, Miss Farnum was increased from \$750 to \$840 in the Junior Stenographer position. The purpose now is to make Miss Farnum Stenographer and give her the minimum of Grade 2—\$960.		Trained Nurse, Pupil Nurse, Attendant and Hospital Helper, 8 (maximum salary rate \$600 per annum, with maintenance).....	\$47,572 00
"(4) The work of the Junior Stenographer is of such a character that the Department desires to fill it at the minimum of the grade—\$720, which is \$120 less than the line now provides for same.		Special nursing, 1,400 days, at \$3 per day, without maintenance... Other Than Nursing Care—	4,200 00
"Findings—(1) The position of Clerk at \$1,200 was made vacant by the resignation of Mr. Lean and was filled in the latter part of 1916 by the promotion of Miss McAneny to the minimum of the grade, which is \$840 per year.		Hospital Helpers, with maintenance (maximum salary rate \$360 per annum)	\$8,370 00
"(2) The change of title requested is predicated on the fact that Miss Lippmann has been doing the work called upon to do for the past three years under the title of Hospital Clerk. The title of Typist was requested in the 1917 Budget as a more appropriate title for the duties to be performed, but the Municipal Civil Service Commission declined to approve of the change of title.		Hospital Helper, at \$480, with maintenance (12 months).....	480 00
"(3) The requested increase of salary of Miss Helen Farnum from \$840 to \$960 per annum, Stenographer, falls within Grade 2 of the Specifications, with a minimum salary of \$960. This position entails work of a higher grade than Miss Farnum's former position, that of Stenographer in the office of the Board of Trustees.		Lectures	800 00
"(4) The proposed filling of position of Stenographer in Junior position in the office of the Secretary, at \$720 instead of \$840, which was paid the former incumbent, is in accordance with the minimum of the Specifications—\$720."		Vacation Relief (Apothecaries) at \$900.....	375 00
Recommendation—In view of the above report we recommend that the request be granted by the adoption of the attached resolution. Respectfully,			\$61,797 00
ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.		Which was adopted by the following vote: Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.	
The following resolution was offered:		Bellevue and Allied Hospitals—Modification of Schedule (Cal. No. 51).	
Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for Bellevue and Allied Hospitals for the year 1917, as follows:		The Secretary presented a communication, dated January 1, 1917, from the President, Board of Trustees, Bellevue and Allied Hospitals, requesting modification of schedule for 1917; and the following report of the Committee on Salaries and Grades relative thereto:	
BELLEVUE HOSPITAL.			March 7, 1917.
2025 General Administration—		To the Board of Estimate and Apportionment:	
Board of Trustees—		Gentlemen—On January 1, 1917, the BOARD OF TRUSTEES OF BELLEVUE AND ALLIED HOSPITALS requested a modification of Code No. 2030 for 1917. The Bureau of Personal Service reports thereon as follows:	
Secretary to President, 1 at \$2,820, without maintenance.....	\$2,820 00	"Purpose—(1) Under Maintenance and Operation of Plant to change two positions of Hospital Artisan at \$630, without maintenance, to two Hospital Artisans at \$480, with maintenance.	
Stenographer, 1 at \$960, without maintenance.....	960 00	(2) Under Watching and Care of Grounds to change one of the Hospital Helpers at \$240 to \$300.	
Stenographer, 1 at \$720, without maintenance.....	720 00	(3) Under Cleaning Halls, etc., to change two of the Hospital Helpers at \$240 to \$300.	
	\$4,500 00	(4) Under Laundry to add one Hospital Helper at \$240.	
Audit and Accounts—		(5) Under Nursing Care to increase a Nurse from \$600 to \$720.	
Chief Clerk, 1 at \$2,580, without maintenance.....	\$2,580 00	(6) Under Nursing Care to drop one Hospital Helper at \$480.	
Clerk, 1 at \$840, without maintenance.....	840 00	"Reason—(1-2) To provide the salaries paid these incumbents for their positions in 1916.	
Clerk, without maintenance	1,080 00	(3) In one case to provide the salary paid the incumbent in 1916 and in the other to provide an increase in salary for J. Hiller from \$240 to \$300.	
Clerk, without maintenance	720 00	(4) To provide an additional position to care for laundry work in the regular schedule, in order to render funds in the temporary schedule available for vacation time of employees.	
Clerk, 1 at \$660, without maintenance.....	660 00	(5) To increase the salary of a Nurse from \$600 to \$720, this Nurse being the First Assistant to the Superintendent in the operation of this institution during the day time.	
Clerk, 4 at \$600, without maintenance.....	2,400 00	(6) To provide funds for above changes. The incumbent, who is now paid \$360 per annum, will be charged against the temporary account.	
		"Finding—(1-2) The proposed rate is within the salary range of the grade of work for the position and the change should be made as it was not the intention to reduce salaries in the Budget of 1917.	
		"(3) The change providing a salary of the incumbent paid in 1916 should be allowed for the reason stated under 1 and 2. Mr. J. Hiller, whom it is proposed to increase from \$240 to \$300, is a window cleaner at this plant since Feb. 1, 1916, and it is proposed to give him this double increment within grade, which is in violation of the general policy of the Board.	

"(4) The request is reasonable.

"(5) The work falls in Grade 2 of the Nurse Group of the specifications, with a minimum compensation of \$780. The request should be allowed.

"(6) The request is reasonable."

Recommendation—In view of the facts set forth above we recommend that the request be granted, with the exception of the \$60 salary increase for a Helper, by the adoption of the attached resolution. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn, Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for Bellevue and Allied Hospitals for the year 1917, to be effective as of January 1, 1917, as follows:

2030 Neponset Hospital—

Overhead Administration, Supervision, Superintendent, 1 at \$1,800, with maintenance	\$1,800 00
Clerical, Hospital Clerk, 1 at \$480, with maintenance.....	\$480 00
Maintenance and Operation of Plant, Hospital Artisan, 2 at \$480, without maintenance	\$960 00
Watching and Care of Grounds— Hospital Helper, with maintenance.....	\$300 00
Hospital Helper, with maintenance.....	240 00
	\$540 00
Care of Patients, Inmates and Employees, Operation of Storehouse, Storekeeper, 1 at \$720, with maintenance.....	\$720 00
Housekeeping, Supervision, Housekeeper, 1 at \$600, with maintenance	\$600 00
Kitchens and Dining Rooms— Hospital Helper, 3 at \$240, with maintenance.....	720 00
	\$1,560 00
Cleaning Halls, Stairs, Dormitories, Making Beds, etc., Hospital Cook, 1 at \$480, with maintenance.....	\$480 00
Hospital Helper, 1 at \$360, with maintenance.....	360 00
Helper, with maintenance.....	\$300 00
Hospital Helper, 6 at \$240, with maintenance.....	1,440 00
	\$1,740 00
Repairs to H. H. Equipment and Wearing Apparel, Hospital Helper, 1 at \$240, with maintenance.....	\$240 00
Laundry Work, Hospital Helper, 1 at \$480, without maintenance.....	\$480 00
Hospital Helper, 1 at \$300, with maintenance.....	300 00
Hospital Helper, 4 at \$240, with maintenance.....	960 00
	\$1,740 00
Medical Care, Physician, 1 at \$1,500, without maintenance.....	\$1,500 00
Nursing Care— Trained Nurse, 2 at \$720, with maintenance.....	\$1,440 00
Trained Nurse, 4 at \$600, with maintenance.....	2,400 00
Hospital Helper, 4 at \$240, with maintenance.....	960 00
Attendant, 7 at \$360, with maintenance.....	2,520 00
	\$7,320 00
Balance Unassigned	\$60 00
Schedule Total	\$19,260 00

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Department of Water Supply, Gas and Electricity—Modification of Schedule (Cal. No. 52).

The Secretary presented a communication, dated February 14, 1917, from the Commissioner of Water Supply, Gas and Electricity, requesting modification of schedule for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

February 28, 1917.

To the Board of Estimate and Apportionment:

On Feb. 14, 1917, the COMMISSIONER OF WATER SUPPLY, GAS AND ELECTRICITY requested modification of Code No. 2147TW for 1917. The Bureau of Personal Service reports thereon as follows:

"Purpose—To eliminate the position of Auditor at \$3,600 per annum, scheduling the funds as balance unassigned.

"Reason—The Commissioner, by a rearrangement of the work, will be able to dispense with the position of Auditor. He intends to assign the duties in large measure, after March 15, to the Chief Clerk and Auditor at \$3,500 now employed in the Division of Purchase and Storage of Supplies. The duties now performed by the latter will be distributed among other employees in the office and it is not anticipated to request the establishment of any additional position because of the transfer of duties.

"Finding—The request is reasonable."

Recommendation—In view of the above report the Committee recommends that the request be granted by the adoption of the attached resolution. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the Department of Water Supply, Gas and Electricity for the year 1917, effective as of March 16, 1917, as follows:

Audit and Accounts.

2147TW Tax Levy and Water Revenue Force—

Auditor of Accounts	\$2,800 00
Bookkeeper	2,100 00
Bookkeeper	1,440 00
Clerk	1,800 00
Clerk	1,500 00
Clerk	1,440 00
Clerk	1,350 00
Clerk	1,200 00
Clerk	1,080 00
Clerk, 2 at \$1,050.....	2,100 00
Clerk, 14 at \$960.....	13,440 00
Clerk	600 00
Clerk, 2 at \$300.....	600 00
Typewriting Copyist	900 00
Tabulating Machine Operator	900 00
Tabulating Machine Operator	720 00
Stenographer and Typewriter	1,260 00

Stenographer and Typewriter	1,200 00
Balance Unassigned	3,660 00

Schedule Total

\$40,090 00

Tax Levy Allowance

\$22,851 30

Water Revenue Allowance

17,238 70

Total Allowance

\$40,090 00

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Department of Water Supply, Gas and Electricity—Modification of Schedules (Cal. No. 53).

(On February 16, 1917 (Cal. No. 39), the Board adopted a resolution providing for modification of Code No. 2159 for this department.)

The Secretary presented a communication, dated February 23, 1917, from the Commissioner of Water Supply, Gas and Electricity, requesting modification of schedules for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

March 3, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On February 23, 1917, the COMMISSIONER OF WATER SUPPLY, GAS AND ELECTRICITY requested modification of Codes Nos. 2154C and 2159 for 1917. The Bureau of Personal Service reports thereon as follows:

"Purpose—(1) In Code No. 2154C to change a line of Rodman at \$1,200 per annum to Transitman at the same rate.

"(2) In Code No. 2159 to change a line of Transitman at \$1,200 to Rodman at the same rate.

"Reason—On Feb. 16, 1917, the Board of Estimate and Apportionment, pursuant to a request of the Commissioner of Water Supply, Gas and Electricity of Jan. 26, 1917, modified Code No. 2159 so as to change a line of Rodman to Transitman at \$1,200 in order to provide for the change in Civil Service title of Frank F. Sims. Subsequently the Department finds that the Code requested modified was not the one under which Mr. Sims is employed. The present request is to correct the error and to modify the proper code.

"Finding—The request is proper and necessary."

Recommendation—In view of the above report the Committee recommends that the request be granted by the adoption of the attached resolution.

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the Department of Water Supply, Gas and Electricity for the year 1917, effective as of March 16, 1917, as follows:

Construction.

2154C Corporate Stock Force—	
Mechanical Engineer	\$2,040 00
Transitman, 2 at \$1,800	3,600 00
Transitman, 3 at \$1,200	3,600 00
Draftsman	1,800 00
Draftsman, 2 at \$960	1,920 00
Rodman, 2 at \$1,200	2,400 00
Rodman	1,140 00
Axeman, 3 at \$960	2,880 00
Inspector, 3 at \$1,800	5,400 00
Inspector	1,500 00
Inspector, 2 at \$1,440	2,880 00
Inspector, 10 at \$1,260	12,600 00
Inspector	1,200 00
Clerk	1,500 00
Clerk	840 00
Schedule Total	\$45,300 00

Corporate Stock Allowance

\$45,300 00

Distribution.

2159 Tax Levy Force—	
Superintendent	\$3,000 00
Assistant Engineer, 2 at \$3,420	6,840 00
Assistant Engineer	2,700 00
Assistant Engineer, 4 at \$1,920	7,680 00
Assistant Engineer	1,800 00
Draftsman	1,500 00
Draftsman	1,320 00
Draftsman, 3 at \$960	1,200 00
Transitman	1,200 00
Leveller	1,200 00
Rodman, 4 at \$1,200	4,800 00
Rodman, 2 at \$1,140	2,280 00
Rodman	1,050 00
Axeman	960 00
Inspector	1,560 00
Inspector, 2 at \$1,500	3,000 00
Inspector, 2 at \$1,440	2,880 00
Inspector	1,380 00
Inspector, 2 at \$1,320	2,640 00
Inspector	1,260 00
Inspector, 3 at \$1,200	3,600 00
Inspector	1,140 00
Tapper	1,200 00
Foreman, 8 at \$1,980	15,840 00
Foreman, 4 at \$1,800	7,200 00
Foreman, 5 at \$1,500	7,500 00
Assistant Foreman, 4 at \$1,500	6,000 00
Clerk, 3 at \$960	2,880 00
Clerk, 2 at \$900	1,800 00
Clerk, 8 at \$840	6,720 00
Clerk	360 00
Clerk, 3 at \$300	900 00
Typewriting Copyist	900 00
Automobile Engineman, 2 at \$1,200	2,400 00
Automobile Engineman, 2 at \$1,020	2,040 00
Automobile Engineman, 20 at \$960	19,200 00
Automobile Engineman, 9 at \$900	8,100 00
Balance Unassigned	60 00
Tax Levy and Water Revenue Force—	
Assistant Foreman	1,440 00
Schedule Total	\$142,410 00
Tax Levy Allowance	\$142,050 00
Water Revenue Allowance	360 00

\$142,410 00

Total Allowance

\$1

Department of Water Supply, Gas and Electricity—Modification of Schedule (Cal. No. 54).

(On February 23, 1917 (Cal. No. 5), the Board modified a number of schedules for various City departments under section 4, subdivision "A" of the terms and conditions governing the 1917 Budget and in the modification of Schedule No. 2167 of the Department of Water Supply, Gas and Electricity an unassigned balance was incorrectly included.)

The Secretary presented the following report of the Committee on Salaries and Grades:

March 8, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On February 23, 1917, you modified a number of schedules for various City departments under Section 4, Sub-Division "A" of the terms and conditions governing the 1917 Budget. In the modification of schedule No. 2167 Illumination, Power and Heat Control, of the Department of Water Supply, Gas and Electricity, an Unassigned Balance of \$630.00 was included instead of \$450.00. The error does not affect the total amount of the schedule.

The adoption of the attached resolution will modify the schedule so that it will reflect true conditions. Respectfully,
ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President Borough of Brooklyn, Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the Department of Water Supply, Gas and Electricity for the year 1917, as follows:

Inspection—

Electrical Engineer	\$4,500 00
Assistant Electrical Engineer	2,280 00
Inspector	2,460 00
Chief Inspector	2,280 00
Inspector, 2 at \$2,280	4,560 00
Chief Inspector	2,250 00
Inspector, 4 at \$2,250	9,000 00
Inspector	1,800 00
Inspector, 4 at \$1,740	6,960 00
Inspector, 2 at \$1,650	3,300 00
Inspector, 3 at \$1,620	4,860 00
Inspector, 6 at \$1,560	9,360 00
Inspector, 16 at \$1,500	24,000 00
Inspector, 2 at \$1,440	2,880 00
Inspector, 5 at \$1,380	6,900 00
Inspector, 28 at \$1,350	37,800 00
Inspector, 3 at \$1,320	3,960 00
Inspector, 29 at \$1,260	36,540 00
Inspector, 24 at \$1,200	28,800 00
Inspector, 7 at \$1,140	7,980 00
Plan Examiner	1,500 00
Clerk	1,950 00
Clerk	1,650 00
Clerk	1,500 00
Clerk, 3 at \$1,200	3,600 00
Clerk, 2 at \$1,050	2,100 00
Clerk, 7 at \$960	6,720 00
Clerk, 4 at \$900	3,600 00
Clerk, 3 at \$840	2,520 00
Clerk	750 00
Clerk, 3 at \$600	1,800 00
Clerk, 6 at \$540	3,240 00
Draftsman	1,800 00
Draftsman	1,200 00
Draftsman	1,080 00
Draftsman	1,050 00
Draftsman	960 00
Draftsman	900 00
Stenographer and Typewriter, 5 at \$1,200	6,000 00
Stenographer and Typewriter, 2 at \$1,140	2,280 00
Stenographer and Typewriter, 3 at \$1,050	3,150 00
Stenographer and Typewriter, 2 at \$960	1,920 00
Stenographer and Typewriter, 4 at \$900	3,600 00
Auto Engineman	960 00
Balance Unassigned	450 00

Schedule Total

\$260,100 00

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Fund for Salary and Wage Accruals—Department of Docks and Ferries—Transfer of Appropriation and Modification of Schedules (Cal. No. 55).

The Secretary presented a communication, dated February 28, 1917, from the Deputy and Acting Commissioner of Docks, requesting modification of schedules, involving a transfer from Fund for Salary and Wage Accruals; and the following report of the Committee on Salaries and Grades recommending approval thereof:

March 8, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On February 28, 1917, the DEPUTY AND ACTING COMMISSIONER OF DOCKS requested modification of Codes Nos. 2814, 2819 and 2822 for 1917. The Bureau of Personal Service reports thereon as follows:

"Purpose—(1) In Code No. 2814 to increase the rate of Carpenter from \$5 to \$5.50 per day for one incumbent at 303 days.

"(2 and 3) In Codes Nos. 2819 and 2822 to increase the rate of Carpenter from \$5 to \$5.50 for 1,309 and 608 days, respectively. The funds necessary for the changes amounts to \$1,110.

"Reason—The 1917 Budget for the department was so prepared that the lines of Painter were provided with a rate of \$4.50 per day for the Borough of Richmond, \$5 for the Boroughs of Brooklyn, The Bronx and Queens, and \$5.50 for the Borough of Manhattan. These rates are in conformity with the requests of the Brotherhood of Carpenters. Prevailing rates for mechanical trades are generally uniform in the several Boroughs largely because the central trade organizations located in Manhattan fix the rate for the Greater City. This is not true of the Carpenters' trade, whose local unions in the several Boroughs fix the respective rates to be enforced. The application of the different scales has resulted in a peculiar complication in the Departments of Plant and Structures and of Docks and Ferries. In the latter department the men were employed at the West 57th Street Yard of Manhattan up to May, 1915, when all repair work was shifted to the yard at St. George in the Borough of Richmond. As a result, the men, although technically assigned to the Borough of Richmond, are frequently employed while the boats are actually in transit across the harbor between the Boroughs of Manhattan and Richmond, and occasionally while going between the Boroughs of Manhattan and Brooklyn. In the Borough of Richmond they are employed in the repair of ferryboats temporarily tied up in the Richmond terminal and in repairs to the ferry structure at St. George. The men, in addition to the work at the terminal, are sent to all parts of the City to do repair work on other structures of the department.

"Finding—It does not appear to be practicable to apply the several borough rates in this instance. As a matter of equity the \$5.50 rate for all incumbents in the Department of Docks and Ferries should be allowed. Sufficient funds may be made available by a transfer from Code No. 3039, the General Accrual Fund."

Recommendation—In view of the above report the Committee recommends that the request be granted by the adoption of the attached resolutions. Respectfully,
ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President Borough of Brooklyn, Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, and in accordance with the terms and conditions of resolution Second (f) of the 1917 Budget, hereby approves of the transfer of funds appropriated for the year 1917, as follows:

FROM

MISCELLANEOUS.

3039 City Fund for Salary and Wage Accruals from Schedule-Supported Appropriations to be Expended as Provided in the Budget Resolutions Herewith	\$1,110 00
TO	
DEPARTMENT OF DOCKS AND FERRIES.	
Wages Regular Employees, Docks, Piers, Bulkheads and Marginal Streets.	
2814 Maintenance	\$151 50
Wages Temporary Employees, General Maintenance.	
2819 Repairing	654 50
Wages Temporary Employees, Ferries.	
2822 Maintenance	304 00
	\$1,110 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Deputy and Acting Comptroller, the President of the Board of Aldermen, 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 Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the Department of Docks and Ferries, for the year 1917, as follows:

Docks, Piers, Bulkheads and Marginal Streets.

2814 Maintenance—	
Carpenter, 1 at \$5.50 per day (303 days).....	\$1,666 50
Wireman, 1 at \$5 per day (303 days).....	1,515 00
Cleaner (Female), 2 at \$1.75 per day (303 days).....	1,060 50
Attendant (Male), at \$2.50 per day (365 days).....	912 50
Laborer, 3 at \$2.50 per day (365 days).....	2,737 50
Watchman, 6 at \$2.25 per day (365 days).....	4,927 50
Schedule Total	\$12,819 50

2819 Repairing—

Foreman Machinist, at \$5 per day (303 days).....	\$1,515 00
General Foreman, at \$6 per day (303 days).....	1,818 00
Blacksmith, at \$4.50 per day (362 days).....	1,629 00
Blacksmith's Helper, at \$3 per day (303 days).....	909 00
Boilermaker, at \$4.50 per day (419 days).....	1,885 50
Carpenter, at \$5.50 per day (1,309 days).....	7,199 50
Laborer, at \$2.50 per day (1,972 days).....	4,930 00
Housesmith, at \$5.50 per day (130 days).....	715 00
Letterer, at \$4.50 per day (298 days).....	1,341 00
Machinist, at \$5 per day (1,424 days).....	7,120 00
Machinist's Helper, at \$3 per day (1,031 days).....	3,093 00
Painter, at \$5 per day (1,147 days).....	5,735 00
Pipefitter, at \$5.50 per day (487 days).....	2,678 50
Pipefitter's Helper, at \$3 per day (303 days).....	909 00
Plumber, at \$5.50 per day (82 days).....	451 00
Plumber's Helper, at \$3 per day (82 days).....	246 00
Rigger, at \$4 per day (1,059 days).....	4,236 00
Ship Carpenter, at \$4 per day (2,694 days).....	10,776 00
Ship Caulker, at \$4 per day (1,812 days).....	7,248 00
Tinsmith and Roofer, at \$5 per day (686 days).....	3,430 00
Woodsawyer, at \$4.50 per day (303 days).....	1,363 50
Schedule Total	\$69,228 00

Ferries.

2822 Maintenance—	
Foreman House Painter, at \$5 per day (20 days).....	\$100 00
Foreman Laborer, at \$4 per day (70 days).....	280 00
Blacksmith, at \$4.50 per day (316 days).....	1,422 00
Blacksmith's Helper, at \$3 per day (316 days).....	948 00
Boilermaker, at \$4.50 per day (3,120 days).....	14,040 00
Carpenter, at \$5.50 per day (608 days).....	3,344 00
Dockbuilder, at \$4 per day (2,504 days).....	10,016 00
Machinist, at \$5 per day (2,653 days).....	13,265 00
Machinist's Helper, at \$3 per day (2,670 days).....	8,010 00
Letterer, at \$4.50 per day (325 days).....	1,462 50
Painter, at \$5 per day (3,489 days).....	17,445 00
Engineer (Pile Driver), at \$5.50 per day (150 days).....	825 00
Pipefitter, at \$5.50 per day (1,460 days).....	8,030 00
Pipefitter's Helper, at \$3 per day (1,095 days).....	3,285 00
Rigger, at \$4 per day (730 days).....	2,920 00
Ship Carpenter, at \$4 per day (1,252 days).....	5,008 00
Tinsmith and Roofer, at \$5 per day (316 days).....	1,580 00
Wireman, at \$5 per day (730 days).....	3,650 00
Laborer, at \$2.50 per day (730 days).....	1,825 00
Schedule Total	\$97,455 50

Which was adopted by the following vote:

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

Fund for Salary and Wage Accruals—Department of Docks and Ferries—Transfer of Appropriation and Modification of Schedules (Cal. No. 56).

The Secretary presented a communication, dated February 24, 1917, from the Deputy and Acting Commissioner of

the Board of Aldermen established the positions as requested. On February 2nd, the Board of Estimate and Apportionment passed a similar resolution increasing the rate of Painter from \$4 to \$5 per day and on February 20 the Board of Aldermen established the positions. Again on February 16 the Board of Estimate and Apportionment recommended a rate of \$5 for Electricians and for Machinists. On February 27th the Board of Aldermen established the positions.

"Finding—The request is proper and necessary. The Budget appropriation for this department for the year 1917 is for the minimum services required and it is not practical to reduce the number of days of employment allowed in the schedule to provide for the changes. Funds may be made available by a transfer from Code No. 3039, the General Accrual Fund."

Recommendation—In view of the above report the Committee recommends that the request be granted by the adoption of the attached resolutions. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, and in accordance with the terms and conditions of resolution Second (f) of the 1917 Budget, hereby approves of the transfer of funds appropriated for the year 1917, as follows:

FROM

MISCELLANEOUS.

3039 City Fund for Salary and Wage Accruals from Schedule-Supported Appropriations to be Expended as Provided in the Budget Resolutions Herewith \$10,446 10

TO

DEPARTMENT OF DOCKS AND FERRIES.

Wages Regular Employees, Docks, Piers, Bulkheads and Marginal Streets.

2814 Maintenance	\$60 60
2819 Repairing	2,304 00
2822 Maintenance	8,081 50
	\$10,446 10

Which was adopted by the following vote:

Affirmative—The Mayor, the Deputy and Acting Comptroller, the President of the Board of Aldermen, 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 Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the Department of Docks and Ferries, for the year 1917, as follows:

Docks, Piers, Bulkheads and Marginal Streets.

2814 Maintenance—

Carpenter, for Manhattan, at \$5.50 per day; for Brooklyn, Bronx and Queens, at \$5 per day, and for Richmond, at \$4.50 per day.	\$1,515 00
Wireman, 1 at \$5 per day (303 days).	1,515 00
Cleaner (Female), 2 at \$1.75 per day (303 days).	1,060 50
Attendant (Male), at \$2.50 per day (365 days).	912 50
Laborer, 3 at \$2.50 per day (365 days).	2,737 50
Watchman, 6 at \$2.25 per day (365 days).	4,927 50
Schedule Total	\$12,668 00

2819 Repairing—

Foreman Machinist, at \$5 per day (303 days).	\$1,515 00
General Foreman, at \$6 per day (303 days).	1,818 00
Blacksmith, at \$4.50 per day (362 days).	1,629 00
Blacksmith's Helper, at \$3 per day (303 days).	909 00
Boilermaker, at \$4.50 per day (419 days).	1,885 50
Carpenter, for Manhattan, \$5.50 per day; for Brooklyn, Bronx and Queens, \$5 per day; and for Richmond, \$4.50 per day.	6,545 00
Laborer, at \$2.50 per day (1,972 days).	4,930 00
Housesmith, at \$5.50 per day (130 days).	715 00
Letterer, at \$4.50 per day (298 days).	1,341 00
Machinist, at \$5 per day (1,424 days).	7,120 00
Machinist's Helper, at \$3 per day (1,031 days).	3,093 00
Painter, at \$5 per day (1,147 days).	5,735 00
Pipefitter, at \$5.50 per day (487 days).	2,678 50
Pipefitter's Helper, at \$3 per day (303 days).	909 00
Plumber, at \$5.50 per day (82 days).	451 00
Plumber's Helper, at \$3 per day (82 days).	246 00
Rigger, at \$4 per day (1,059 days).	4,236 00
Ship Carpenter, at \$4 per day (2,694 days).	10,776 00
Ship Caulker, at \$4 per day (1,812 days).	7,248 00
Tinsmith and Roofer, at \$5 per day (686 days).	3,430 00
Woodsawyer, at \$4.50 per day (303 days).	1,363 50
Schedule Total	\$68,573 50

Ferries.

2822 Maintenance—

Foreman House Painter, at \$5 per day (20 days).	\$100 00
Foreman Laborer, at \$4 per day (70 days).	280 00
Blacksmith, at \$4.50 per day (316 days).	1,422 00
Blacksmith's Helper, at \$3 per day (316 days).	948 00
Boilermaker, at \$4.50 per day (3,120 days).	14,040 00
Carpenter, for Manhattan, \$5.50 per day; for Brooklyn, Bronx and Queens, \$5 per day, and for Richmond, \$4.50 per day.	3,040 00
Dockbuilder, at \$4 per day (2,504 days).	10,016 00
Machinist, at \$5 per day (2,653 days).	13,265 00
Machinist's Helper, at \$3 per day (2,670 days).	8,010 00
Letterer, at \$4.50 per day (325 days).	1,462 50
Painter, at \$5 per day (3,489 days).	17,445 00
Engineer (Pile Driver), at \$5.50 per day (150 days).	825 00
Pipefitter, at \$5.50 per day (1,460 days).	8,030 00
Pipefitter's Helper, at \$3 per day (1,095 days).	3,285 00
Rigger, at \$4 per day (730 days).	2,920 00
Ship Carpenter, at \$4 per day (1,252 days).	5,008 00
Tinsmith and Roofer, at \$5 per day (316 days).	1,580 00
Wireman, at \$5 per day (730 days).	3,650 00
Laborer, at \$2.50 per day (730 days).	1,825 00
Schedule Total	\$97,151 50

Which was adopted by the following vote:

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

Various City Departments—Establishment of Grade of Position of Dock Builder and Rate of Compensation (Cal. No. 57).

The Secretary presented a communication, dated March 3, 1917, from the Dock Builders' Union of New York City, requesting establishment of a rate of \$4.25 per diem for Dock Builders in City Departments, beginning March 1, 1917, and \$4.50 per diem on and after June 1, 1917; and the following report of the Committee on Salaries and Grades recommending establishment of grade of said position at \$4.25 per diem, and that provision be made for such rate:

March 7, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On March 3, 1917, the DOCK BUILDERS' UNION OF NEW YORK CITY requested an increase of wages from \$4 to \$4.25 per diem, beginning March 1, 1917, and to \$4.50 per diem on and after June 1, 1917, for Dock Builders employed in City departments. The Bureau of Personal Service reports thereon as follows:

"The approximate annual cost for increase in wages from \$4 to \$4.25 per diem for Dock Builders, who are employed in the Department of Docks and Ferries, based upon the wage schedules for 1917, would be \$6,825.50.

"Mr. H. C. Hunter, Secretary of the Contracting Dock Builders' Association of New York, stated that an agreement had been made with the Dock Builders' Union to pay a rate of \$4.25 per diem, beginning March 1, and a rate of \$4.50 on and after June 1, 1917. Representatives of a number of firms stated that such agreement is now in force among the following members of the association:

"A. M. Hazell, West Street.
"Hobbrook, Cabot & Rollins, Vanderbilt Avenue.
"General Contracting and Engineering Company, Broadway.
"John Monks & Son, Beaver Street.
"Phoenix Construction Company, Park Row.
"W. P. Seaver Company, Grand Central Terminal.
"George P. Spearin, West Street.
"Allen N. Spooner, Pier 11, North River.
"Henry Steers, 17 Battery Place.
"Robbins-Ripley Company, Church Street.
"George W. Rogers & Co., Broadway.
"Rhodes & Manville, West Street.
"Barth S. Cronin Company, Clinton Street, Brooklyn.
"John D. Walsh, Forty-seventh Street, Brooklyn.
"Conklin Bros., Port Richmond, S. I.
"Anderson & Wheeler, Bergen Avenue, New Brighton, S. I.
"P. Sanford Ross, Washington Street, Jersey City.
"Stillman, Delehyant-Ferris Company, Jersey City.

"Members of the Contracting Dock Builders' Association employ 90 per cent. of Dock Builders doing work along the water-front of New York City outside of the Department of Docks and Ferries.

"The request to fix a rate of \$4.50 per diem, beginning June 1, 1917, cannot be granted at this time, as exigencies might meantime arise that would cause the failure of private employers to pay that rate. This is without prejudice to the consideration, in June, 1917, of an application for the \$4.50 rate by the Dock Builders' Union, when the same has been enforced in private employ.

"It is evident that a majority of Dock Builders in private employ in Greater New York are now paid at the rate of \$4.25 per diem."

In view of the above facts, we recommend that the attached resolutions approving the \$4.25 per diem rate for Dock Builders, and requesting the head of a City department having such employees to provide for the increase, be adopted. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter hereby recommends to the Board of Aldermen the establishment in City departments of the grade of position, in addition to those heretofore established, as follows:

Title.	Rate Per Diem.	Number of Incumbents.
Dock Builder	\$4 25	Unlimited

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby requests the heads of the City departments in which Dock Builders are employed to provide for the compensation of such workmen, beginning March 1, 1917, at the rate of four dollars and twenty-five cents (\$4.25) per diem, by the transfer of funds or by application for an authorization of special revenue bonds in the necessary amount, or by the reorganization of the work, reducing the number of days of employment.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Police Department—Establishment of Grade of Position of Examiner of Repairs and Supplies (Cal. No. 58).

The Secretary presented a communication, dated February 14, 1917, from the Police Commissioner, requesting modification of schedule for 1917; and the following report of the Committee on Salaries and Grades relative thereto:

March 8, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On February 14, 1917, the POLICE COMMISSIONER requested modification of Code No. 1601 for 1917. The Bureau of Personal Service reports thereon as follows:

"Purpose—To increase a position of Inspector of Repairs and Supplies from \$1,380 to \$1,800 by the reduction of three positions of Clerk, one at \$840 and two at \$600, to three Clerks at \$540.

"Reason—The 1917 Budget provided a position of Inspector of Repairs and Supplies at \$1,380, which has not been filled to date, because no one who is willing to accept it at the present rate, in the opinion of the department, is considered properly qualified. The duties of the position, aside from the regular inspection of materials, supplies and equipment, both as to acceptance by the department and as to disposition of that reported as unfit for further service, include supervision over seventeen employees engaged in the distribution by three motor trucks of all supplies and materials and of the direct management of the storehouses.

"Finding—The duties of the position fall within Grade 2 of the Inspector of Repairs and Supplies Group, Inspectional Service, of the specifications, with a salary range from \$1,500 to \$1,920, and are considered by the bureau as of considerable importance. As this is an appraisal grade, it is within the discretion of the Board of Estimate and Apportionment to fix the rate at any figure within these limits. The nearest rate of the specifications to the requested salary is \$1,740."

Recommendation—In view of the above report, the Committee recommends the adoption of the attached resolution requesting the Board of Aldermen to establish the position of Examiner of Repairs and Supplies at \$1,740 per annum.

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the Police Department of the grade of position, in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	Number of Incumbents.
Examiner of Repairs and Supplies	\$1,740 00	One

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Fire Department—Modification of Schedule (Cal. No. 59).

The Secretary presented a communication, dated February 20, 1917, from the Fire Commissioner, requesting modification of schedule for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

		March 1, 1917.
<i>To the Board of Estimate and Apportionment:</i>		
Gentlemen—On February 20, 1917, the FIRE COMMISSIONER requested modification of Code No. 1658 for 1917. The Bureau of Personal Service reports thereon as follows:		
"Purpose—To increase a position of Fire Telegraph Despatcher from \$1,350 to \$1,440 per annum, the necessary funds for the change to be made available by the use of part of an existing unassigned balance.		
"Reason—Since April, 1916, John J. Bresnan, a Fire Telegraph Despatcher at \$1,350, has been assigned in charge of a tour in the Fire Alarm Telegraph Central Station of the Borough of The Bronx. This assignment is now considered permanent and the Commissioner proposes to increase Mr. Bresnan's salary to that received by other employees doing similar work.		
"Finding—The duties of the position fall within Grade 2 of the Fire Telegraph Despatcher Group, Skilled Trades Service, of the standard specifications, with a salary range from \$1,560 to \$1,680 per annum. The proposed rate therefore is less than the minimum of the specifications and the change is in conformity with the rules of the Board."		
Recommendation—In view of the above report, the Committee recommends that the request be granted by the adoption of the attached resolution. Respectfully,		
ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn, Committee on Salaries and Grades.		
The following resolution was offered:		
Resolved, that the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the Fire Department, for the year 1917, effective as of March 15, 1917, as follows:		
Alarm Service—		
1658TC	Tax Levy and Corporate Stock Force—	
Electrical Engineer	.....	\$6,600 00
Chief Inspector	.....	1,800 00
Inspector of Fire Alarm Boxes	.....	1,260 00
Inspector of Fire Alarm Boxes	.....	1,140 00
Fire Telegraph Despatcher, 4 at \$2,100	.....	8,400 00
Fire Telegraph Despatcher	.....	1,920 00
Fire Telegraph Despatcher, 6 at \$1,740	.....	10,440 00
Fire Telegraph Despatcher, 2 at \$1,620	.....	3,240 00
Fire Telegraph Despatcher, 18 at \$1,440	.....	25,920 00
Fire Telegraph Despatcher, 5 at \$1,350	.....	6,750 00
Fire Telegraph Despatcher	.....	1,260 00
Fire Telegraph Despatcher	.....	1,200 00
Telephone Operator, 3 at \$960	.....	2,880 00
Telephone Operator, 9 at \$900	.....	8,100 00
Telephone Operator	.....	720 00
Draftsman	.....	1,140 00
Batteryman	.....	1,200 00
Batteryman, 4 at \$1,080	.....	4,320 00
Batteryman, 5 at \$1,000	.....	5,000 00
Batteryman, 4 at \$960	.....	3,840 00
Batteryman's Assistant	.....	1,080 00
Batteryman's Assistant, 3 at \$1,000	.....	3,000 00
Cable Splicer	.....	1,500 00
Cable Splicer, 9 at \$1,400	.....	12,600 00
Cable Splicer, 3 at \$1,320	.....	3,960 00
Cable Splicer, 2 at \$1,260	.....	2,520 00
Cable Splicer	.....	1,200 00
Foreman	.....	1,200 00
Instrument Maker, 2 at \$1,260	.....	2,520 00
Groundman	.....	730 00
Clerk	.....	1,080 00
Clerk	.....	960 00
Typewriter Copyist	.....	600 00
Messenger	.....	960 00
Foreman of Linemen	.....	1,200 00
Lineman, 5 at \$1,140	.....	5,700 00
Lineman, 27 at \$1,080	.....	29,160 00
Lineman	.....	1,000 00
Wireman, 7 at \$1,200	.....	8,400 00
Driver, 4 at \$888	.....	3,552 00
Auto Engineman, 4 at \$1,200	.....	4,800 00
Balance unassigned	.....	60 00
Schedule Total	.....	\$186,112 00
Tax Levy Allowance	.....	\$180,512 00
Corporate Stock Allowance	.....	5,600 00
Total Allowance	.....	\$186,112 00

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Fire Department (Forest Hills Fire Company, Inc.)—Modification of Schedules (Cal. No. 60).

The Secretary presented a communication, dated January 23, 1917, from the Forest Hills Fire Company, Inc., requesting an allowance of funds, pursuant to Section 722 of the Greater New York Charter; and the following report of the Committee on Salaries and Grades relative thereto:

March 3, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On January 23rd, 1917, the Forest Hills Fire Company, Inc., made application for its regular allowance, pursuant to section 722 of the Greater New York Charter. The Bureau of Personal Service reports thereon as follows:

The company has been incorporated as a hose company and has received the approval, as required by law, of the Fire Commissioner as of January 25th, 1915. It has also received the approval of the Mayor and a Justice of the Supreme Court, as required by law. The first meeting of the company after its incorporation was held on April 12, 1915. Pursuant to section 722 of the Greater New York Charter the company is entitled to compensation as a hose company at the rate of \$800 a year, payment to be made on the first day of June each year. From April 12, 1915, to May 31, 1915, the sum of \$109.59 is due and the sum of \$800 for the year June 1, 1915, to May 31, 1916, is due to the company. In addition the sum of \$800 will be due on June 1, 1917, for the year June 1, 1916, to May 31, 1917. The total amount therefore involved is \$1,709.59. As the payment of this amount is mandatory under the law the Comptroller can issue special revenue bonds under subdivision 7, section 188 of the Greater New York Charter. The schedule included in the budget for 1915, 1916 and 1917 for volunteer companies should be modified to include the yearly amounts for record purposes.

In view of the above the Committee recommends the adoption of the attached resolution modifying the appropriate schedules. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

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

Personal Service, Maintenance of Volunteer System.

For the Year 1915.

1660 Borough of Queens—

Bayside—

Bayside Fire Engine Co. \$1,200 00

Enterprise Hook and Ladder Co. 1,000 00

To the Board of Estimate and Apportionment:

	Hollis—	
	Hollis Hook and Ladder Co. No. 1.....	1,000 00
	Columbia Hose Co. No. 1.....	800 00
	Springfield—	
	Springfield Chemical Engine No. 1.....	1,200 00
	St. Albans Fire, Hook and Ladder Co.	1,000 00
	Springfield Hose Co. No. 1.....	800 00
	Little Neck—	
	Active Hook and Ladder and Hose Co.	1,000 00
	Queens—	
	Queens Hook and Ladder Co. No. 1.....	1,000 00
	Queens Hose Co. No. 2.....	800 00
	Douglas—	
	Douglas Hose Co.	800 00
	Rosedale—	
	Rosedale Chemical Fire Engine Co.	1,200 00
	Rosedale, Fire, Hook and Ladder Co.	1,000 00
	Black Stump—	
	Black Stump Hook and Ladder and Bucket Co. No. 1.....	1,000 00
	Creedmoor—	
	Creedmoor Hose Co. No. 1.....	800 00
	Whitestone—	
	Hook and Ladder Co. No. 1.....	1,000 00
	Engines and Hose Co. No. 1.....	800 00
	Columbia Hose Co. No. 1.....	800 00
	Indian Hose Co. No. 2.....	800 00
	Forest Hills—	
	Forest Hills Fire Co., Inc.	800 00
	Schedule Total	\$18,800 00
	Tax Levy Allowance	\$15,400 00
	Revenue Bond Allowance	3,400 00
	Total Allowance	\$18,800 00
	For the Year 1916.	
1660	Borough of Queens—	
	Bayside—	
	Bayside Fire Engine Co.	\$1,200 00
	Enterprise Hook and Ladder Co.	1,000 00
	Hollis—	
	Hollis Hook and Ladder Co., No. 1	1,000 00
	Columbia Hose Co., No. 1	800 00
	Springfield—	
	Springfield Chemical Engine, No. 1	1,200 00
	St. Albans Fire, Hook and Ladder Co.	1,000 00
	Springfield Hose Co., No. 1	800 00
	Little Neck—	
	Active Hook and Ladder and Hose Co.	1,000 00
	Queens—	
	Queens Hook and Ladder Co., No. 1	1,000 00
	Queens Hose Co., No. 2	800 00
	Douglas—	
	Douglas Hose Co.	800 00
	Rosedale—	
	Rosedale Chemical Fire Engine Co.	1,200 00
	Rosedale Fire, Hook and Ladder Co.	1,000 00
	Black Stump—	
	Black Stump Hook and Ladder and Bucket Co., No. 1	1,000 00
	Creedmoor—	
	Creedmoor Hose Co., No. 1	800 00
	Forest Hills—	
	Forest Hills Fire Co., Inc.	800 00
	Schedule Total	\$15,400 00
	Tax Levy Allowance	\$14,600 00
	Revenue Bond Allowance	800 00
	Total Allowance	\$15,400 00
	For the Year 1917.	
1660	Borough of Queens—	
	Bayside—	
	Bayside Fire Engine Co.	\$1,200 00
	Enterprise Hook and Ladder Co.	1,000 00
	Hollis—	
	Hollis Hook and Ladder Co., No. 1	1,000 00
	Columbia Hose Co., No. 1	800 00
	Springfield—	
	Springfield Chemical Engine, No. 1	1,200 00
	St. Albans Fire, Hook and Ladder Co.	1,000 00
	Springfield Hose Co., No. 1	800 00
	Little Neck—	
	Active Hook and Ladder and Hose Co.	1,000 00
	Queens—	
	Queens Hook and Ladder Co., No. 1	1,000 00
	Queens Hose Co., No. 2	800 00
	Douglas—	
	Douglas Hose Co.	800 00
	Rosedale—	
	Rosedale Chemical Fire Engine Co.	1,200 00
	Rosedale Fire, Hook and Ladder Co.	1,000 00
	Black Stump—	
	Black Stump Hook and Ladder and Bucket Co., No. 1	1,000 00
	Creedmoor—	
	Creedmoor Hose Co., No. 1	800 00
	Forest Hills—	
	Forest Hills Fire Co., Inc.	800 00
	Schedule Total	\$15,400 00
	Tax Levy Allowance	\$14,600 00
	Revenue Bond Allowance	800 00
	Total Allowance	\$15,400 00
	Which was adopted by the following vote:	
	Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.	
	Court of Special Sessions, Adult Court—Modification of Schedule (Cal. No. 61).	
	The Secretary presented a communication, dated March 1, 1917, from the Chief Clerk, Court of Special Sessions, Adult Court, requesting modification of schedule for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:	
	March 8, 1917.	
	To the Board of Estimate and Apportionment:	
	Gentlemen—On March 1, 1917, the COURT OF SPECIAL SESSIONS, ADULT COURT, requested modification of Code No. 2885 for 1917. The Bureau of Personal Service reports thereon as follows:	
	"Purpose—To change	

"Finding—The request is a proper one and is in accordance with the rules and regulations of the Municipal Civil Service Commission, which has agreed to change the title of Mr. Walpole to that of Clerk. No increase in salary or appropriation for the court is involved by reason of the proposed change in title."

Recommendation—In view of the above report of the Bureau of Personal Service the Committee recommends the adoption of the attached resolution modifying the schedule to include the change of title. Respectfully:

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President Borough of Brooklyn, Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the Court of Special Sessions, Adult Court, for the year 1917, effective as of January 1, 1917, as follows:

Personal Service.

2885 Salaries Regular Employees—

Chief Justice	\$10,000 00
Associate Justice, 10 at \$9,000	90,000 00
Chief Clerk	5,160 00
Private Secretary to Chief Justice	2,340 00
Clerk to Chief Justice	1,560 00
Clerk, Chief Clerk's Office	1,560 00
Stenographer	960 00
Clerk, Chief Clerk's Office	1,200 00
Messenger	900 00
Chief Probation Officer	3,000 00
Court Attendant, 17 at \$1,500	25,500 00
Court Attendant, 2 at \$1,260	2,520 00
Probation Officer, male, 3 at \$1,260	3,780 00
Probation Officer, male	1,440 00
Probation Officer, male, 9 at \$1,500	13,500 00
Probation Officer, female, Manhattan and The Bronx	1,560 00
Probation Officer, female, Brooklyn	1,500 00
Clerk of Court, Manhattan and The Bronx	4,000 00
Deputy Clerk of Court, Manhattan and The Bronx	4,000 00
Deputy Clerk, Manhattan and The Bronx	2,000 00
Court Stenographer, Manhattan and The Bronx	2,700 00
Court Stenographer, Manhattan and The Bronx	2,100 00
Interpreter, Manhattan and The Bronx	2,000 00
Interpreter, Manhattan and The Bronx	1,500 00
Stenographer and Typewriter, Manhattan and The Bronx	1,500 00
Clerk, Manhattan and The Bronx, 2 at \$1,980	3,960 00
Clerk, Manhattan and The Bronx	1,800 00
Clerk, Manhattan and The Bronx, 2 at \$1,560	3,120 00
Clerk, Manhattan and The Bronx	1,440 00
Clerk, Manhattan and The Bronx	1,320 00
Clerk of Court, Brooklyn	3,780 00
Deputy Clerk of Court, Brooklyn	3,300 00
Clerk of Court, Queens	2,000 00
Clerk of Court, Richmond	2,000 00
Court Stenographer, Brooklyn	2,100 00
Interpreter, Brooklyn	2,000 00
Interpreter, Italian, Brooklyn	1,380 00
Assistant Clerk, Brooklyn	2,000 00
Assistant Clerk, Brooklyn	1,980 00
Assistant Clerk, Brooklyn	1,560 00
Stenographer and Typewriter, Brooklyn	1,200 00
Clerk, Brooklyn	1,440 00
Clerk, Brooklyn	1,080 00
Interpreter, Manhattan and The Bronx	1,380 00
Clerk of Court, The Bronx	2,000 00
Clerk	960 00
Telephone Operator	720 00
Stenographer and Typewriter	960 00
Typewriting Copyist, 2 at \$840	1,680 00
Balance Unassigned	200 00

Schedule Total

\$231,640 00

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

County Clerk, New York County—Transfer of Appropriation and Modification of Schedules (Cal. No. 62).

The Secretary presented a report of the Committee on Salaries and Grades recommending approval of transfer of funds within appropriation for Office of County Clerk, New York County, for 1917; and modification of schedule.

The matter was laid over one week (March 23, 1917).

Register, New York County—Transfer of Appropriation and Modification of Schedules (Cal. No. 63).

The Secretary presented a communication, dated February 14, 1917, from the Register, New York County, requesting modification of schedules, involving transfer of funds within appropriation for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

March 3, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On February 14, 1917, the REGISTER OF NEW YORK COUNTY requested modification of Codes No. 3090 and No. 3091 for 1917. The Bureau of Personal Service reports thereon as follows:

"Purpose—(1) In Code No. 3090 change the lines Assistant Deputy Register at \$4,000 to read \$2,500; Secretary at \$2,340 to read \$2,580; Clerk, 3 at \$1,320, to read 14 at \$1,320; Clerk, 2 at \$1,200, to read 16 at \$1,200; Chattel Card Clerk at \$1,200 to read \$1,320; Clerk, 2 at \$1,440, to read 1 at \$1,440; and to add the line Balance Unassigned, \$1,160.

"(2) In Code No. 3091 to change the lines Chief Clerk at \$2,100 to read \$2,340; Chief Bookbinder at \$1,200 to read \$1,260; Clerk, 1 at \$1,320, to read 2 at \$1,320, and to eliminate the line Clerk at \$1,260.

"Reason—(1) and (2) To provide for an increase in salary for 14 General Administration employees for whom increases were requested in the budget.

"Finding—During the last year and prior to the preparation of the 1917 budget a survey was made in a majority of the county offices, particular attention being given to those offices where a great deal of opposition to the scheme of standardization was made during 1915. In almost every instance this opposition was overcome and thorough co-operation promised. Mr. Hopper, Register of New York City, has agreed with a representative of the Bureau of Personal Service as to what constitutes a proper working organization for his office, and has promised to work toward such organization by eliminating positions becoming vacant. It is hoped ultimately to save about \$30,000, as vacancies are constantly occurring. This sum, of course, does not include the Re-Indexing Department, which will be wiped out this year, thereby saving an additional \$100,000. When appearing before the Main Committee on Appeals last fall Mr. Hopper agreed to withdraw his appeal and asked that in return the Committee grant him permission to make such increases in his General Administration force as were requested in the budget when he could find money available in the schedules, which plan was agreed to by a majority of the members of the Tax Budget Committee. The amount of increases involved in this request total \$1,980, \$1,500 of which was made available by the voluntary reduction in salary of the Assistant Deputy Register from \$4,000 to \$2,500 per annum. The increases requested are in accordance with the standard specifications."

Recommendation—In view of the above report the Committee recommends that the request be granted by the adoption of the attached resolution.

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN

PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the office of the Register of New York County for the year 1917, as follows:

3090 Administration

FROM

Personal Service, Salaries, Regular Employees.

\$160 00

TO

Personal Service, Salaries, Regular Employees.

\$160 00

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the office of the Register of New York County for the year 1917, as follows:

Personal Service, Salaries Regular Employees.

3090 Administration—

Register	\$12,000 00
Deputy Register	5,000 00
Assistant Deputy Register	2,500 00
Chief Clerk	3,400 00
Chief Satisfaction Clerk	3,060 00
Chief Block Index Clerk	3,000 00
Chattel Mortgage Clerk	2,580 00
Secretary	2,580 00
Cashier	1,800 00
Cashier	1,500 00
Chief Examiner	2,500 00
Superintendent of Indexing	1,980 00
Chief Record Clerk	2,100 00
Searcher and Examiner	2,000 00
Supervisor of Indexing	1,800 00
Clerk	1,800 00
Clerk, 8 at \$1,500	12,000 00
General Clerk and Searcher	1,400 00
Clerk	1,360 00
Certified Copy Clerk	1,500 00
Assistant Record Clerk	1,500 00
Executive Stenographer	1,200 00
Clerk	1,440 00
Clerk, 14 at \$1,320	18,480 00
Clerk	1,260 00
Assistant Block Index Clerk	1,500 00
Delivery Clerk	1,350 00
Tickler Clerk	1,350 00
Clerk, 16 at \$1,200	19,200 00
Receiving Clerk	1,360 00
Chattel Card Clerk	1,320 00
Custodian	1,500 00
Custodian, 12 at \$1,200	14,400 00
Custodian, 2 at \$900	1,800 00
Custodian, 2 at \$840	1,680 00
Diagram and Filing Clerk	1,400 00
Balance Unassigned	1,160 00

Schedule Total

\$137,760 00

3091 Preservation of Public Records and Copying—

Chief Clerk	\$2,340 00
Clerk, 2 at \$1,320	2,640 00
Clerk, 4 at \$1,200	4,800 00
Clerk	1,100 00
Clerk	1,080 00
Clerk	1,000 00
Draftsman, 2 at \$1,200	2,400 00
Chief Bookbinder	1,260 00
Bookbinder, 2 at \$1,200	2,400 00

Schedule Total

\$18,820 00

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Supreme Court, Kings County—Modification of Schedule (Cal. No. 64).

The Secretary presented a communication dated February 21, 1917, from the General Clerk, Supreme Court, Kings County, requesting modification of a salary schedule for the court for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

March 6, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On February 21, 1917, the GENERAL CLERK OF THE SUPREME COURT, KINGS COUNTY, requested modification of a salary schedule for the court for 1917. The Bureau of Personal Service reports thereon as follows:

"Purpose—(1) To eliminate a line of Justice at \$7,500 per annum.

"(2) To increase the salaries of eleven Clerks to Justices from \$2,750 to \$3,000 per annum each.

"(3) To provide for the position of Consultation and Opinion Clerk at \$3,500 per annum.

"(4) To add \$1,250 to Balance unassigned.

"Reason—(1) Mr. Justice Crane, one of the Justices of the Court, has been assigned to sit in the Court of Appeals.

"(2) The Board of Justices on February 8, 1917 adopted a resolution increasing the salaries of eleven Clerks to Justices from \$2,750 to \$3,000 each to take effect March 1, 1917.

"(3) On February 20, 1917 the Board of Justices appointed Lucius C. Johnson to the position of Consultation and Opinion Clerk, at a salary of \$3,500, the appointment to be effective March 1, 1917.

"Finding—Section 279, sub-division 3, of the Judiciary Law authorizes the Justices to fix the salaries of the Clerks to the Justices, and to appoint and fix the salary of a Consultation and Opinion Clerk. The duties of Clerks to Justices and the Consultation and Opinion Clerk fall within Grade 3 of the Lawyer Group, with a salary range from \$2,520 to \$4,680 inclusive. No increase in appropriation is involved by reason of the proposed modification."

Recommendation

3465 Salaries Regular Employees—*Personal Service.*

Justice, 14 at \$7,500	\$105,000 00
General Clerk	5,000 00
Assistant General Clerk	3,500 00
Clerk	4,000 00
Consultation and Opinion Clerk	3,500 00
Clerk, 4 at \$3,500	14,000 00
Clerk, 11 at \$3,000	33,000 00
Clerk, 2 at \$2,500	5,000 00
Assistant Clerk, 18 at \$2,200	39,600 00
Clerk to Justice, 11 at \$3,000	33,000 00
Stenographer, 10 at \$3,600	36,000 00
Stenographer, 2 at \$2,900	5,800 00
Confidential Attendant	3,000 00
Chief Attendant	3,000 00
Attendant, 18 at \$2,000	36,000 00
Attendant, 19 at \$1,800	34,200 00
Attendant, 4 at \$1,750	7,000 00
Attendant, 4 at \$1,500	6,000 00
Interpreter, 4 at \$2,500	10,000 00
Interpreter	2,100 00
Interpreter	1,500 00
Typewriter Operator	1,800 00
Balance Unassigned	1,400 00

Schedule Total \$393,400 00

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Department of Licenses—Modification of Schedule (Cal. No. 65).

(On February 23, 1917 (Cal. No. 92), the Board approved the transfer of sufficient money for 2 months for a Laborer to be employed during the period of greatest activity in licensing of public hacks and vehicles and at that time the schedule was so modified that the incumbent's service would cease on March 1st.)

The Secretary presented a communication, dated February 24, 1917, from the Commissioner of Licenses, requesting modification of schedule for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

March 7, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On February 24, 1917, the COMMISSIONER OF LICENSES requested modification of Code No. 260 for 1917. The Bureau of Personal Service reports thereon as follows:

"Purpose—To increase the time of a Laborer at \$768 per annum from 1 month, 9 days to 2 months.

"Reason—On January 11, 1917, the Commissioner requested an additional Laborer at \$768 per annum for 2 months during the period of greatest activity in the licensing of public hacks and vehicles. Pending the authorization of funds, the Laborer was employed on January 23 when the urgency of the work necessitated his immediate appointment. On February 23 the Board approved the transfer of sufficient money for two months but at the time the schedule was so modified that the incumbent's service would cease on March 1. The present request is to continue him for the full two months as originally proposed.

"Finding—The request is reasonable."

Recommendation—In view of the above report the Committee recommends that the request be granted by the adoption of the attached resolution. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY

MITCHEL, Mayor; LEWIS H. POUNDS, President Borough of Brooklyn;

Committee on Salaries and Grade.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the Department of Licenses for the year 1917, to be effective as of March 1, 1917, as follows:

260 Inspection—

Chief Inspector	\$2,500 00
Supervising Inspector	2,100 00
Supervising Inspector	1,500 00
Inspector of Licenses, 12 at \$1,500	18,000 00
Inspector of Licenses, 2 at \$1,260	2,520 00
Inspector of Licenses, 12 at \$1,200	14,400 00
Inspector of Licenses, 11 at \$1,140	12,540 00
Inspector, Licensed Vehicles	1,380 00
Inspector, Licensed Vehicles, 5 at \$1,260	6,300 00
Inspector of Licensed Vehicles, 7 at \$1,200	8,400 00
Clerk	1,200 00
Taximeter Mechanic	1,500 00
Laborer	780 00
Laborer, 2 at \$768	1,536 00

Schedule Total \$74,656 00

Laborer (2 months) 768 00

Schedule Total \$75,424 00

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

From the Department of Finance.**Department of Parks, Borough of Queens; President, Borough of Queens; Board of Coroners, Queens; Sheriff, Kings County; and President, Borough of Richmond—Transfers of Appropriations (Cal. No. 66).**

The Secretary presented communications, dated March 2, 6 and 7, 1917, from the Commissioner of Parks, Borough of Queens; Board of Coroners, Queens; Sheriff, Kings County; and Acting President, Borough of Richmond, requesting transfers of funds within appropriations for 1916; and the following report of the Deputy and Acting Comptroller recommending approval thereof:

March 13, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—The following requests have been received for transfer of funds within appropriations for the year 1916:

March 2, 1917, Department of Parks, Queens	\$1 10
March 6, 1917, Board of Coroners, Queens	303 69
March 6, 1917, Sheriff, Kings County	10 00
March 7, 1917, President, Borough of Richmond	55 00

The Bureau of Contract Supervision to which these requests were referred, reports thereon as follows:

Department of Parks, Queens.

"To meet the payment of petty cash items for 1916, it is necessary to transfer \$10.

Board of Coroners, Queens.

"The appropriation for communication and carfare proved insufficient. The President of the Borough of Queens has consented to a necessary transfer of \$303.69 for the payment of the telephone bill and the carfare bills of the Coroners and their physicians.

Sheriff, Kings County.

"To rectify an error in a previous request for transfer of funds, it is necessary to transfer an additional \$10.

President, Richmond County.

"An adjustment of the carfare account of this office, requires a transfer of

\$55. The expenditures against this account were made by employees during the month of December, 1916.

"Sufficient balances are available in the accounts to be debited to meet the transfers."

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

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated for the year 1916, as follows:

FROM

President, Borough of Queens.

\$303 69

President, Borough of Richmond.

55 00

Communication

1 10

Department of Parks, Queens.

10 00

Carfare

\$369 79

Sheriff, Kings County.

1 10

Contract or Open Order Service, Transportation.

10 00

*to**President, Borough of Richmond.*

\$369 79

Care of Public Buildings and Offices

40 00

Engineering

15 00

Department of Parks, Queens.

1 10

Communication

245 67

Carfare

58 02

Communication

10 00

Sheriff, Kings County.

\$369 79

Supplies—Food Supplies.

1 10

*to**President, Borough of Richmond.*

\$369 79

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Department of Health—Authority to Destroy Certain Records and Papers (Cal. No. 67).

(On March 2, 1917 (Cal. No. 109), the request of the Commissioner of Health in this matter was referred to the Comptroller.)

The Secretary presented a communication, dated February 16, 1917, from the Secretary, Board of Health, requesting permission to destroy certain records and papers now on file in said Department; and the following report of the Comptroller recommending approval thereof:

March 7, 1917.

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

Gentlemen—In a communication dated February 16, 1917, the Commissioner of Health requested permission, pursuant to the provisions of section 1545A of the Greater New York Charter, to destroy certain old records and papers of his department, claimed to be of no further use. In connection therewith it is reported as follows:

The records for which permission to destroy is requested are:

	Number.
1. Daily report cards of Medical Inspectors and Nurses. Summer work, 1911, 1912, 1913, 1914.	10,000
2. Daily report cards of Medical Inspectors and Nurses, 1910, 1911, 1912 and 1913, 1914.	40,000
3. Physical examination stubs, 103K, normal and primary teeth only, 1910, 1911, 1912, 1913.	200,000
4. Physical examination stubs, 103K, terminated, 1910, 1911, 1912, 1913.	100,000
5. Tabulation sheets, 1911, 1912, 1913, 1914.	200
6. School index cards, 3K, 1910, 1911, 1912, 1913, 1914.	80,000
7. Contagion in school reports, 105K, 1911, 1912, 1913, 1914.	8,000
8. Time sheets of Medical Inspectors and Nurses, 1910, 1911.	1,700
9. Index card file of foundling permits expired and revoked, 1909, 1910 and 1911.	2,000

The Commissioner of Health states that these records and papers are deemed useless, due to obsolescence, or that they represent duplicates of other records that are to be retained.

The certificates of the Commissioner of the Department of Health and Acting Corporation Counsel Louis H. Hahlo, as required by section 1545A of the Greater New York Charter, are submitted herewith.

The adoption of the attached resolution authorizing and directing the destruction of the records hereinbefore referred to is hereby recommended.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 1545A of the Greater New York Charter, as amended, hereby authorizes and directs the Commissioner of Health to destroy the following described records and papers now on file in the Department of Health:

the requirements of the system of classification used in the budget. The amount to be transferred represents the aggregate of the items of allowance included in Household Equipment, Wearing Apparel and General Plant Equipment, which should more properly have been allowed in Medical and Surgical Equipment."

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

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the Department of Public Charities for the year 1917, as follows:

FROM	
1965 Household Equipment	\$5,200 00
1973 Wearing Apparel	400 00
1975 General Plant Equipment	200 00
TO	
1966 Medical and Surgical Equipment	\$5,800 00

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Department of Water Supply, Gas and Electricity—Appropriation from Water Revenues and Modification of Schedule (Cal. No. 69).

The Secretary presented a communication dated March 2, 1917, from the Commissioner of Water Supply, Gas and Electricity, requesting an additional appropriation of \$15,000 from 1917 Brooklyn Water Revenues, to replenish fund for purchase of fuel during 1917; and the following report of the Deputy and Acting Comptroller recommending approval thereof and modification of schedule:

March 7, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On March 2, 1917, the Commissioner of Water Supply, Gas and Electricity requested an additional appropriation from the 1917 Brooklyn water revenues to replenish the fund provided for the purchase of fuel to be used by his department in the Borough of Brooklyn during the year 1917.

The Bureau of Contract Supervision, to which this request was referred on March 5, 1917, reports thereon as follows:

"The 1917 budget allowance for the purchase of coal for pumping stations in the Borough of Brooklyn was \$101,908, based upon anticipated requirements for three months' operation, of 26,000 tons at approximately \$3.92 per ton, the total amount requested in the departmental budget estimate. The unit price requested and allowed was approximately 50 cents per ton more than the average cost of such coal for 1915.

"The bids for coal opened on December 16, 1916, resulted in unit prices, in some instances over 145 per cent, above the budget estimate. A statement of the cost of coal to be delivered at the Ridgewood Pumping Station based upon the budget allowances and the bid prices, is as follows:

Kind of Coal.	Quantities	Budget Allowance Basis.	Bid Price Per Ton.	Bid Cost.
Run of mine.....	6,300	\$3.74	\$23,562 00	\$9.18
No. 1 Buckwheat.....	9,100	3.71	33,761 00	6.94
Total.....	15,400		\$57,323 00	\$120,624 00

"With the exception of a small amount of coal bought on open market orders, the supply for 1917 was contracted for at the bid prices noted. Had the entire amount allowed in the budget, namely 26,000 tons, been called for in these contracts, the total cost would have been \$207,089, instead of \$101,908, as provided for in the 1917 budget allowance.

"Fortunately, however, the Catskill water was available considerably in advance of the estimated date, and thus permitted the gradual shutting down of the line pumping stations.

"On March 7, 1917, the temporary cutting off of the Catskill supply for Brooklyn pending an examination of the Catskill pressure tunnel necessitated the reopening of many of these stations.

"The total amount of contract and open market order liabilities for coal chargeable against the 1917 allowance of \$101,908 on March 7, 1917, amounted to approximately \$114,000, or over \$12,000 in excess of the amount provided.

"The additional allowance of \$15,000 is to provide for the present deficit, and make a small balance available for the purchase of any additional coal to be purchased, as well as cartage charges on coal to be diverted from stations, where the present supply is in excess of the requirements, to stations where an additional supply is needed. A compliance with the Commissioner's request is recommended."

I recommend the adoption of the attached resolutions granting the request and modifying the schedule affected. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of subdivision 1 of Section 242 of the Greater New York Charter, hereby appropriates from the water revenues received in the Borough of Brooklyn during the year 1917 the sum of fifteen thousand dollars (\$15,000) to provide for the maintenance, improvement and extension of the water supply system of the Borough of Brooklyn during the year 1917; said appropriation to be in addition to all appropriations heretofore made for said purpose and to be administered in accordance with the provisions of the 1917 budget schedule entitled, "Department of Water Supply, Gas and Electricity, No. 2206 TW—Supplies, Fuel Supplies."

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the Department of Water Supply, Gas and Electricity for the year 1917, as follows:

Supplies.	
2206TW Fuel Supplies	\$223,475 00

Tax Levy Allowance	\$76,738 00
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Water Revenue Allowance	146,737 00
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Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Department of Plant and Structures—Transfer of Appropriation (Cal. No. 70).

The Secretary presented a communication, dated February 13, 1917, from the Commissioner of Plant and Structures, requesting modification of schedules and transfer of funds within appropriation for 1917; and the following report of the Deputy and Acting Comptroller relative thereto:

March 13, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On February 13, 1917, the Commissioner of Plant and Structures requested transfer of funds within 1917 appropriations made for the Municipal Garage Service. The Bureau of Contract Supervision, to which this request was referred on February 15, 1917, reports thereon as follows:

"The request for the transfer of \$500 from Materials to General Repairs.

"The 1917 departmental estimate of the Department of Plant and Structures for the Municipal Garage Service for materials was \$4,000. The recommenda-

tion of \$3,700 for this purpose, which was based upon past experience, was agreed to by the Department. In accordance with information submitted by the department, this amount was distributed, \$3,300 for motor vehicle materials, such as motor accessories and parts, and \$400 for Repairs, which, with \$100 for Garage Repairs, makes the budget allowance of \$500 in Code 2796. The allowance of \$400 was for anticipated repairs to speedometers, carburetors, tires, tubes and radiators, which it is necessary to have done by private parties, owing to lack of special equipment for this purpose.

"From an examination of the records of this class of work it appears that the distribution referred to was improper and should have been at least \$1,000 for repairs instead of \$400. The request should be granted."

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

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the Department of Plant and Structures for the year 1917, as follows:

MUNICIPAL GARAGE SERVICE.	
FROM	
2795 Materials	\$500 00

TO	
Contract or Open Order Service.	\$500 00

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Armory Board—Transfer of Appropriation (Cal. No. 71).

The Secretary presented two communications, dated February 7 and 26, 1917, respectively, from the Secretary to the Armory Board, requesting transfers of funds within appropriation for 1917; and the following report of the Deputy and Acting Comptroller recommending approval thereof:

March 13, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On February 7, 1917, and February 26, 1917, the Armory Board requested the transfers of \$1,373 and \$996 within appropriations to said board for the year 1917.

The Bureau of Contract Supervision, to which these requests were referred, reports thereon as follows:

"By order of the Governor a new unit of the National Guard, known as the Third Field Hospital, was organized and assigned to quarters in the armory of the 47th Regiment, Borough of Brooklyn. The quarters consist of three rooms on the top floor broken into one, and were in no way furnished.

"This command now consists of six officers and fifty enlisted men. Seventy-five enlisted men is the maximum number permitted by the order of organization.

"It is necessary to furnish this new unit with desks, chairs, typewriter and desk, lockers, filing cabinet, safe and cleaning equipment, the estimated cost of which is \$1,373.

"The 22d Regiment, Engineers, on their return from the Mexican border, brought with them 43 horses assigned to the regiment by the Federal authorities.

"These horses are now being stabled in the present quarters in Van Cortlandt Park, which, as a result, are very much crowded. Additional accommodations are necessary. This method costs \$3.50 per horse per month less than board in outside livery stables.

"The lowest bid received for the work was \$996, which is reasonable.

"The contingent fund of the Armory Board was appropriated for just such emergencies. There is sufficient unencumbered balances in the account to be debited to permit of these transfers."

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

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the Armory Board for the year 1917, as follows:

FROM	
Contingencies.	
1762 Maintenance of Armories	\$2,369 00

TO	
General Plant Equipment.	
1754 Maintenance of Armories, Borough of Brooklyn: HH—Third Field Hospital	\$1,373 00

General Repairs.	
1756 Maintenance of Armories, Borough of Manhattan: E—Twenty-second Regiment, Engineers	996 00

\$2,369 00

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Fund for Salary and Wage Accruals, New York County—Register, New York County—Transfer of Appropriation (Cal. No. 72).

The Secretary presented a communication, dated March 2, 1917, from the Register, New York County, requesting transfer of appropriation from Fund for Salary and Wage Accruals for 1917; and the following report of the Deputy and Acting Comptroller recommending approval thereof:

March 13, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On March 2, 1917, the Register of New York County requested the transfer of \$258.01 from the accrual fund of New York County for the year 1917 to the 1917 appropriation to his office.

The Bureau of Contract Supervision, to which this request was referred, reports thereon as follows:

"At the time of the preparation of the 1917 Budget the matter of exchange of typewriters was considered, and it was determined to utilize 1916 salary accruals for this purpose.

"The contract for four of the machines expires in April and for the other three in July and October of this year.

"Accruals of 1916 could not be used in 1917 for the purpose of exchange of typewriters and it is necessary to transfer the sum of \$258.01 from the accrual account of 1917 in order that the exchange may be effected.

"No excess funds are available for transfer within the Register's 1917 accounts."

I recommend the adoption of the attached resolution granting the request, which action requires the unanimous vote of your Board. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated for the year 1917, as follows:

FROM	
MISCELLANEOUS, NEW YORK COUNTY.	
3222 New York County Fund for salary and wage accruals from schedule-supported appropriations to be expended as provided in the budget resolutions herewith.....	\$258 01

TO	
REGISTER, NEW YORK COUNTY.	
3097 Equipment	\$258 01

Which was adopted by the following vote:

Affirmative—The Mayor, the Deputy and Acting Comptroller, the President of the

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

Fund for Salary and Wage Accruals, Kings County—Sheriff, Kings County—Transfer of Appropriation (Cal. No. 73).

The Secretary presented a communication, dated January 25, 1917, from the Sheriff, Kings County, requesting transfer of funds within appropriation for 1917, involving transfer from Fund for Salary and Wage Accruals; and the following report of the Deputy and Acting Comptroller relative thereto:

March 12, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On January 25, 1917, the Sheriff of Kings County requested funds to the extent of \$550 be provided for the purpose of constructing a means of exit from the Civil Prison on Raymond and Willoughby Streets, Borough of Brooklyn, to the yard of the City Prison.

The Bureau of Contract Supervision, to which the request was referred on January 31, 1917, reports thereon as follows:

"The Kings County Civil Prison is a three-story and basement building situated on the southeast corner of Raymond and Willoughby Streets and is bounded on the east and south sides by the yard of the City Prison. This yard is under the jurisdiction of the Department of Correction.

"The Sheriff occupies the entire building with the exception of one room on the first floor and the basement; these portions of the building are occupied by the Department of Correction. At present there is no means of communication with the yard or basement.

"The Sheriff has the care and custody of civil prisoners, such as judgment debtors and material witnesses. These prisoners are confined within the building, with no means for exercise in the open air. While the majority of the terms of these prisoners are short, there have been prisoners confined for periods up to fourteen months. The maximum capacity of the jail is about fifty prisoners.

"The Sheriff states in this communication that efforts have been made for several years past to have an exit provided into the prison yard of the City Prison, so that his prisoners might exercise in the open air. He also states that several Grand Juries have made presentations in the matter.

"On October 19, 1916, the Commissioner of Correction expressed his willingness to permit the use of the yard by the Sheriff, and also stated that if the materials necessary to provide an exit be furnished to his department, he would have the work done by inmate labor. Three different means of providing this exit were under consideration, estimated to cost \$580, \$450 and \$200, respectively.

"It is the opinion of this bureau that by changing a window in the dining room into a door and providing the necessary steps and grills all the requirements of the situation will be met. The estimated cost for materials for this work is \$200 and is reasonable. The work is to be done by the Department of Correction.

"There was no request made in the 1917 Budget for this work. The work should be done at once. It is suggested that the necessary sum can be obtained by the transfer from Code 3509, Salary and Wage Accruals, in which there is an unencumbered balance of \$598.87."

I recommend the adoption of the attached resolution granting the request to the extent of \$200 by transfer from the accruals fund, which requires the unanimous vote of your Board. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated for the year 1917, as follows:

FROM

MISCELLANEOUS, KINGS COUNTY.

3509 Kings County—Fund for Salary and Wage Accruals from Schedule—Supported Appropriations, to Be Expended as Provided in the Budget Resolutions Herewith

TO

\$200 00

3439 Sheriff, Kings County—Contingencies

\$200 00

Which was adopted by the following vote:

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

Fund for Salary and Wage Accruals, Bronx County—Sheriff, Bronx County—Transfer of Appropriation (Cal. No. 74).

The Secretary presented a communication, dated February 20, 1917, from the Sheriff, Bronx County, requesting transfer of appropriation from Fund for Salary and Wage Accruals within appropriation for 1917; and the following report of the Deputy and Acting Comptroller recommending approval thereof:

March 12, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On February 20, 1917, the Sheriff, Bronx County, requested the transfer of \$420 from the accrual account of Bronx County for the year 1917 to the 1917 appropriation to his office.

The Bureau of Contract Supervision to which this request was referred reports thereon as follows:

"At the time of the preparation of the 1917 Budget the heating of water for use in the laundry, baths and kitchen of the Bronx County Jail was being done by gas.

"Shortly thereafter the fuel used in heating was changed to coal upon advice of the Department of Water Supply, Gas and Electricity, which department estimated that the change would effect a saving of about eight per cent. in cost.

"The owner of the building made the necessary changes in equipment at its own expense.

"It is estimated that 52 tons of stove coal will be necessary for the year, at a cost of approximately \$420. No funds are available in the Sheriff's account for this purpose.

"There is sufficient balance in Code 3354 to permit of the transfer."

I recommend the adoption of the attached resolution granting the request, which action requires the unanimous vote of your Board. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated for the year 1917, as follows:

FROM

MISCELLANEOUS, COUNTY OF THE BRONX.

3354 Bronx County Fund for Salary and Wage Accruals from Schedule—Supported Appropriations to Be Expended as Provided in the Budget Resolutions Herewith

TO

SHERIFF, BRONX COUNTY.

Supplies.

\$420 00

Which was adopted by the following vote:

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

Public Service Commission for the First District—Approval of Agreement No. 4, Modifying Contract No. 3, with Interborough Rapid Transit Company for Additional Rapid Transit Railroads (Cal. No. 75).

The Secretary presented the following requisitions, resolutions and agreement of the Public Service Commission for the First District; and report of the Deputy and Acting Comptroller relative thereto:

State of New York, Public Service Commission for the First District, No. 120 Broadway, New York, January 25, 1917.

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

The Public Service Commission for the First District transmits herewith for the approval and consent of your Honorable Board a proposed agreement, to be known as

Agreement No. 4 modifying Contract No. 3, providing that Interborough Rapid Transit Company shall perform such items of construction under Contract No. 3 as may from time to time be determined upon between Interborough Rapid Transit Company and this Commission and shall pay for such work out of its contribution under Contract No. 3. The agreement provides, however, that without the consent of your Honorable Board no single item of work shall be ordered which shall exceed \$10,000 nor shall the aggregate of all such items exceed \$100,000. The purpose of this agreement is to enable the Commission to have Interborough Rapid Transit Company do the various items of construction work which are found to be necessary immediately before operation of any part of the Railroad in order to put such part into condition for operation and thereby avoid the expense and delay which would be necessary in order to make separate construction contracts for the various items. The agreement will also make it possible to have Interborough Rapid Transit Company complete the track connections between the present subways and the new subways which must be installed under operating conditions and which therefore should properly be installed by Interborough Rapid Transit Company. The Commission accordingly requests that your Honorable Board will approve and consent to the agreement herewith transmitted.

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT, by JAMES B. WALKER, Secretary. (Seal.)

Resolved, That this Commission do and hereby does approve the proposed form of agreement now submitted to this Commission, to be known as Agreement No. 4, modifying Contract No. 3, providing that Interborough Rapid Transit Company shall perform such items of construction under Contract No. 3 as may from time to time be determined upon between Interborough Rapid Transit Company and this Commission and shall pay for such work out of its contribution under Contract No. 3. Further

Resolved, That the Secretary be and hereby is directed to transmit said agreement to the Board of Estimate and Apportionment for the consent and approval of said Board and that the Chairman and the Secretary be and hereby are authorized to execute and deliver said agreement if and when the same shall be approved or consented to by said Board and approved as to form by the Corporation Counsel.

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

I, James B. Walker, Secretary of the Public Service Commission for the First District, do hereby certify that I have compared the above with the original adopted by said Commission on January 25, 1917, and that it is a correct transcript therefrom and of the whole of the original.

In testimony whereof, I have hereunto subscribed my hand and affixed the seal of the Commission this 25th day of January, 1917.

(Seal.) JAMES B. WALKER, Secretary.

State of New York, Public Service Commission for the First District, No. 120 Broadway, New York, March 14, 1917.

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

The Public Service Commission for the First District on January 25, 1917, approved and adopted and transmitted to your Honorable Board for consent and approval a proposed agreement to be known as Agreement No. 4, modifying Contract No. 3, providing that Interborough Rapid Transit Company shall perform such items of construction under Contract No. 3 as may from time to time be determined upon between Interborough Rapid Transit Company and the Commission, and shall pay for such work out of its contribution under Contract No. 3. The Commission, at its meeting to-day, amended this agreement by changing the language of Article First thereof. This amendment was adopted at the oral suggestion made by the President of the Borough of The Bronx and by a representative of the Board's Bureau of Contract Supervision. The Commission accordingly transmits herewith a certified copy of the resolution of amendment and requests your Honorable Board to approve and consent to said agreement as approved and adopted on January 25, 1917, and as amended to-day.

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT, by JAMES B. WALKER, Secretary. (Seal.)

Whereas, This Commission on January 25, 1917, approved and adopted a form of agreement, to be known as Agreement No. 4, modifying Contract No. 3, providing that Interborough Rapid Transit Company shall perform such items of construction under Contract No. 3 as may from time to time be determined upon between Interborough Rapid Transit Company and this Commission and shall pay for such work out of its contribution under Contract No. 3; and

Whereas, The form of agreement so approved and adopted provided in Article First thereof as follows:

First—The Lessee shall, with due diligence and in a good and workmanlike manner, so conducted as to occasion the least interference with the equipment and operation of the Railroad, as it may exist, do all such items of "Construction," as that word is defined in the Operating Contract as is above referred to, as may be determined upon from time to time by the Commission and the Lessee. Such work shall be done in accordance with the directions given from time to time by the Chief Engineer or Acting Chief Engineer for the time being of the Commission and in accordance with such plans or drawings and with such specifications as may from time to time be issued by the said Chief Engineer or said Acting Chief Engineer. Provided, however, that no single item of work shall be performed pursuant to any such determination of the Commission and the Lessee under the provisions of this agreement that on a fair and reasonable estimate shall cost in excess of ten thousand dollars (\$10,000) without the consent of the Board of Estimate and Apportionment first had and obtained, nor shall the aggregate of such estimates for all such items exceed in amount one hundred thousand dollars (\$100,000) without the consent of the Board of Estimate and Apportionment first had and obtained.

Resolved, That said form of agreement be and hereby is amended by substituting for Article First quoted above the following:

First—The Lessee shall, during the construction of the Railroad, with due diligence and in a good and workmanlike manner, so conducted as to occasion the least interference with the equipment and operation of the Railroad, as it may exist, do all such items of "Construction," as that word is defined in the Operating Contract, as is above referred to, as may be determined upon from time to time by the Commission and the Lessee. Such work shall be done in accordance with the directions given from time to time by the Chief Engineer or Acting Chief Engineer, for the time being of the Commission, and in accordance with such plans or drawings and with such specifications as may from time to time be issued by the said Chief Engineer or said Acting Chief Engineer. Provided, however, that no single order of work for a particular job or purpose (except such as involves the work of making physical connections between the Railroad and the existing Manhattan-Bronx Rapid Transit Railroad or between the Railroad and the existing Brooklyn-Manhattan Rapid Transit Railroad) shall be performed pursuant to any such determination of the Commission and the Lessee under the provisions of this agreement, that on a fair and reasonable estimate shall cost in excess of five thousand dollars (\$5,000), without the consent of the Board of Estimate and Apportionment first had and obtained; and provided further that no single order involving the work of making physical connections between the Railroad and the existing Manhattan-Bronx Rapid Transit Railroad or between the Railroad and the existing Brooklyn-Manhattan Rapid Transit Railroad, or any part of such work shall be performed pursuant to any such determination of the Commission and the Lessee under the provisions of this agreement that on a fair and reasonable estimate shall cost in excess of ten thousand dollars (\$10,000) without the consent of the Board of Estimate and Apportionment first had and obtained; and provided further that the aggregate of such estimates for all such orders of work performed under this agreement shall not exceed in amount one hundred thousand dollars (\$100,000) without the consent of the Board of Estimate and Apportionment first had and obtained.

Resolved, That the Secretary be and hereby is authorized and directed to transmit a certified copy of this resolution to the Board of Estimate and Apportionment and to request said Board to approve and consent to said agreement approved and adopted by this Commission on January 25, 1917, as hereby amended.

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

I, James B. Walker, Secretary of the Public Service Commission for the First District, do hereby certify that I have compared the above with the original adopted

by said Commission on March 14, 1917, and that it is a correct transcript therefrom and of the whole of the original.

In testimony whereof I have hereunto subscribed my hand and affixed the seal of the Commission this 14th day of March, 1917.

(Seal.) JAMES B. WALKER, Secretary.

Agreement entered into this day of , 1917, between The City of New York (hereinafter referred to as "the City"), acting by the Public Service Commission for the First District (hereinafter referred to as "the Commission"), party of the first part, and Interborough Rapid Transit Company, a corporation organized and existing under the Laws of the State of New York (hereinafter referred to as "the Lessee"), party of the second part, WITNESSETH:

Whereas, Heretofore and on or about the 19th day of March, 1913, the City, acting by the Commission, entered into a contract with the Lessee for the equipment, maintenance and operation of municipal rapid transit railroads (hereinafter referred to as "the Railroad"), which contract as heretofore modified is hereinafter referred to as "the Operating Contract"; and

Whereas, The Operating Contract provides that the City shall construct the Railroad and that the Lessee shall contribute toward the cost of construction thereof and equip, maintain and operate same; and

Whereas, In connection with preparing the Railroad for equipment and operation various incidental work is necessary that is properly classifiable as part of construction, but which can be done more efficiently and economically by the Lessee than by the City through separate construction contracts; and

Whereas, The Commission has requested the Lessee to do such work and the Lessee is willing to do such items thereof as may from time to time be mutually determined upon but only upon the terms and conditions hereinafter set forth; and

Whereas, There are now sureties upon the bond filed by the Lessee as security for the performance of its obligations under the Operating Contract as follows: National Surety Company, American Surety Company of New York, Fidelity and Deposit Company of Maryland, United States Fidelity and Guaranty Company and Globe Indemnity Company of New York; and

Whereas, The Operating Contract provides that no change shall be made therein except by a written instrument duly authorized by the Commission, approved by the Board of Estimate and Apportionment of the City and consented to by the sureties upon the Lessee's bond; and

Whereas, The Lessee has, with the consent of the Commission, duly pledged the Operating Contract with the Guaranty Trust Company of New York as Trustee under the terms of an indenture of mortgage dated the 20th day of March, 1913, and said Guaranty Trust Company of New York, as Trustee, has consented to the amendment of the Operating Contract provided for in this agreement; and

Whereas, The Board of Estimate and Apportionment of the City has approved this agreement,

Now, therefore, in consideration of the premises and of the mutual stipulations and covenants hereinafter contained, it is AGREED as follows:

First—The Lessee shall with due diligence and in a good and workmanlike manner so conducted as to occasion the least interference with the equipment and operation of the Railroad as it may exist do all such items of "Construction," as that word is defined in the Operating Contract as is above referred to, as may be determined upon from time to time by the Commission and the Lessee. Such work shall be done in accordance with the directions given from time to time by the Chief Engineer or Acting Chief Engineer for the time being of the Commission and in accordance with such plans or drawings and with such specifications as may from time to time be issued by the said Chief Engineer or said Acting Chief Engineer. Provided, however, that no single item of work shall be performed pursuant to any such determination of the Commission and the Lessee under the provisions of this agreement that on a fair and reasonable estimate shall cost in excess of ten thousand (\$10,000) dollars without the consent of the Board of Estimate and Apportionment first had and obtained nor shall the aggregate of such estimates for all such items exceed in amount one hundred thousand (\$100,000) dollars without the consent of the Board of Estimate and Apportionment first had and obtained.

Second—The cost of construction of such work shall be paid by the Lessee out of its contribution towards the cost of construction provided for in the Operating Contract, and the amount thereof shall be determined by the Chief Engineer of the Commission as provided in the Operating Contract, such determination to be subject to review in the manner and by the method also provided in the Operating Contract, and the amount thereof as thus determined shall constitute a part of the Lessee's contribution toward the cost of construction, as provided for in the Operating Contract, and shall be and be deemed to be a part of the contribution by the Lessee toward the cost of construction as provided by Article XI of the Operating Contract, and the Lessee shall receive and be entitled to credit thereon for the amount expended pursuant to the terms of this agreement, said amount being expended for one of the purposes contemplated by said Operating Contract. All provisions of the Operating Contract relative to supervision, inspection and determination of cost shall apply to the work herein provided for.

Third—The Lessee agrees with respect to the work provided for in this agreement to comply with the provisions of the Labor Law, including Section 3 thereof as re-enacted by Chapter 36 of the Laws of 1909. The Lessee further agrees and stipulates that no laborer, workman or mechanic in the employ of the Lessee, subcontractor or other person doing or contracting to do the whole or a part of the work contemplated by this agreement shall be permitted or required to work more than eight hours in any one calendar day, except in cases of extraordinary emergency caused by fire, flood or danger to life or property; and further, that the wages to be paid for a legal day's work as hereinbefore defined to all classes of such laborers, workmen or mechanics upon such public works or upon any material to be used upon or in connection therewith, shall not be less than the prevailing rate for a day's work in the same trade or occupation in the locality within the state where such public work on, about or in connection with which such labor is performed, in its final or completed form, is to be situated, erected or used; and that each such laborer, workman or mechanic employed by the Lessee or by any sub-contractor or other person employed by the Lessee on, about or upon such public works shall receive such wages herein provided for. This agreement shall be void and of no effect unless the Lessee shall secure compensation for the benefit of, and keep insured during the life of this agreement, the employees engaged on this agreement in compliance with the provisions of Chapter 41 of the Laws of 1914, known as the Workmen's Compensation Law, and acts amendatory thereto. In obedience to the requirements of Section 14 of the Labor Law it is further provided with respect to the work provided for in this agreement that if the provisions of said Section 14 are not complied with, this agreement shall be void.

Fourth—Except as expressly modified herein the Operating Contract shall remain in full force and effect as though the provisions hereof had been inserted therein prior to its execution.

Fifth—Provided, however, that this agreement shall take effect if and when and only when it is consented to in the form subjoined by National Surety Company, American Surety Company of New York, Fidelity and Deposit Company of Maryland, United States Fidelity and Guaranty Company and Globe Indemnity Company.

In witness whereof the Public Service Commission for the First District has caused its official seal to be hereto affixed and attested by its Secretary and these presents to be signed by its Chairman, and Interborough Rapid Transit Company has caused its corporate seal to be hereto affixed and attested by its Secretary and these presents to be signed by its President, all the day and year first above written.

THE CITY OF NEW YORK, acting by the Public Service Commission for the First District, by Chairman.

Attest: Secretary.

INTERBOROUGH RAPID TRANSIT COMPANY, by

President.

Attest: Secretary.

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

On this day of , 1917, in the City of New York, in said county, before me personally appeared Oscar S. Straus and James B. Walker, each to me known and known to me to be the said Oscar S. Straus, the Chairman, and the said James B. Walker, the Secretary, of the Public Service Commission for the First District, and the said Oscar S. Straus and James B. Walker, being by me duly sworn, did depose and say, each for himself and not one for the other, the said

Oscar S. Straus, that he resides in the Borough of Manhattan, in the said City; that he is the Chairman of the said Commission, and that he subscribed his name to the foregoing agreement by virtue of the authority thereof; and the said James B. Walker, that he resides in Pelham Manor in Westchester County in the State of New York; that he is the Secretary of the said Commission, and that he subscribed his name thereto by like authority; and both the said Oscar S. Straus and James B. Walker that they know the seal of the said Commission and that the same was affixed to the foregoing agreement by the authority of the said Commission and of a resolution duly adopted by the same and that they signed their names thereto by like authority.

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

On this day of , 1917, in the City of New York, before me personally came Theodore P. Shonts and H. M. Fisher, to me known and known to me respectively to be the said Theodore P. Shonts, the President, and the said H. M. Fisher, the Secretary, of the Interborough Rapid Transit Company, and being by me duly sworn, they did depose and say, each for himself and not one for the other, the said Theodore P. Shonts, that he resides in the Borough of Manhattan, City, County and State of New York, and is the President of the Interborough Rapid Transit Company, the corporation named in and which executed the foregoing agreement, and that he subscribed his name to the foregoing agreement by the authority of the Board of Directors thereof; and the said H. M. Fisher, that he resides in Plainfield, in the State of New Jersey; that he is Secretary of the said Interborough Rapid Transit Company and subscribed his name to the foregoing agreement by like authority, and both the said Theodore P. Shonts and the said H. M. Fisher, that they knew the seal of the said Interborough Rapid Transit Company; that the seal affixed to such agreement was such seal and that the same was affixed to the foregoing agreement by authority of the Board of Directors of the said Interborough Rapid Transit Company and pursuant to a resolution adopted by the said Board.

Approval by Corporation Counsel.

The foregoing agreement is hereby approved as to form.

Dated, New York, , 1917.

Corporation Counsel.

Consent of Sureties.

The undersigned hereby consent to the making of the foregoing instrument.

Dated, New York, , 1917.

NATIONAL SURETY COMPANY, By

Attest:

AMERICAN SURETY COMPANY OF NEW YORK, By

Attest:

FIDELITY AND DEPOSIT COMPANY OF MARYLAND, By

Attest:

UNITED STATES FIDELITY AND GUARANTY COMPANY, By

Attest:

GLOBE INDEMNITY COMPANY, By

Attest:

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

On this day of , 1917, before me personally appeared to me known, who, being by me first duly sworn, did depose and say: That he resides in in the State of ; that he is of National Surety Company, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of said company; that one of the seals affixed to said contract is such corporate seal, and that it was affixed thereto by order of the Board of Directors of said company, and that he signed his name thereto by like authority.

And the said further said that he is acquainted with and know him to be the of said corporation; that the signature of the said subscribed to the foregoing instrument is in the genuine handwriting of the said and was subscribed thereto by like order of the Board of Directors and in the presence of him the said

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

On this day of , 1917, before me personally appeared to me known, who, being by me first duly sworn, did depose and say: That he resides in in the State of ; that he is of American Surety Company of New York, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of said company; that one of the seals affixed to said contract is such corporate seal, and that it was affixed thereto by order of the Board of Trustees of said company, and that he signed his name thereto by like authority.

And the said further said that he is acquainted with and know him to be the of said corporation; that the signature of the said subscribed to the foregoing instrument is in the genuine handwriting of the said and was subscribed thereto by like order of the Board of Trustees and in the presence of him the said

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

On this day of , 1917, before me personally appeared to me known, who, being by me first duly sworn, did depose and say: That he resides in in the State of ; that he is of Fidelity and Deposit Company of Maryland, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of said company; that one of the seals affixed to said contract is such corporate seal, and that it was affixed thereto by order of the Board of Directors of said company, and that he signed his name thereto by like authority.

And the said further said that he is acquainted with and know him to be the of said corporation; that the signature of the said subscribed to the foregoing instrument is in the genuine handwriting of the said and was subscribed thereto by like order of the Board of Directors and in the presence of him the said

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

On this day of , 1917, before me personally appeared to me known, who, being by me first duly sworn, did depose and say: That he resides in in the State of ; that he is of United States Fidelity and Guaranty Company, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of said company; that one of the seals affixed to said contract is such corporate seal, and that it was affixed thereto by order of the Board of Directors of said company, and that he signed his name thereto by like authority.

And the said further said that he is acquainted with and know him to be the of said corporation; that the signature of the said subscribed to the foregoing instrument is in the genuine handwriting of the said and was subscribed thereto by like order of the Board of Directors and in the presence of him the said

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

On this day of , 1917, before me personally appeared to me known, who, being by me first duly sworn, did depose and say: That he resides in in the State of ; that he is of Globe Indemnity Company, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of said company; that one of the seals affixed to said contract is such corporate seal, and that it was affixed thereto by order of the Board of Directors of said company, and that he signed his name thereto by like authority.

And the said further said that he is acquainted with and know him to be the of said corporation; that the signature of the said subscribed to the foregoing instrument is in the genuine handwriting of the said and was subscribed thereto by like order of the Board of Directors and in the presence of him the said

Consent of Trustee.

Guaranty Trust Company of New York, as Trustee under the First and Refunding Mortgage of Interborough Rapid Transit Company, dated March 20th, 1913, hereby consents to the making of the foregoing instrument.

Dated, New York, , 1917

GUARANTY TRUST COMPANY OF NEW YORK, by

Vice President.

Attest: Secretary.

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

On this day of , 1917, before me personally appeared to me known, who being by me first duly sworn, did depose and say: That he resides in , in the State of ; that he is of Guaranty Trust Company of New York, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of said company; that one of the seals affixed to said contract is such corporate seal, and that it was affixed thereto by order of the board of directors of said company, and that he signed his name thereto by like authority.

March 15, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On January 25, 1917, the Public Service Commission for the First District transmitted for approval a proposed agreement, to be known as Agreement No. 4 modifying contract of March 19, 1913 (Contract No. 3), with Interborough Rapid Transit Company, for additional rapid transit railroads. On March 14, 1917, the Commission adopted a resolution amending Article First of the proposed agreement and requested approval of said agreement as adopted on January 25, 1917, and amended on March 14, 1917.

The purpose of the proposed agreement is to permit the Commission to order the Interborough Rapid Transit Company to do certain work which will be found necessary immediately before the operation of the new subway lines, thereby obviating the expense and delay of executing separate contracts for the various items. The agreement provides that no single order shall exceed \$5,000 in cost for work other than physical connections, in which event the limit shall be \$10,000, without the consent of your Board; and further provides that the aggregate of all orders shall not exceed \$100,000 without similar consent.

In view of the urgency of expediting work that will advance the date of operation of the new subways, I recommend the adoption of the attached resolution approving the proposed agreement. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following was offered:

Whereas, On January 25, 1917, the Public Service Commission for the First District transmitted, for approval by the Board of Estimate and Apportionment, a proposed agreement, to be known as Agreement No. 4, modifying contract of March 19, 1913 (Contract No. 3), with Interborough Rapid Transit Company for additional rapid transit railroads; and

Whereas, On March 14, 1917, said Commission adopted a resolution amending Article First of the proposed agreement and requested approval of said agreement as adopted on January 25, 1917, and amended on March 14, 1917, and

Whereas, Said agreement, as amended, provides in brief as follows:

First—That Interborough Rapid Transit Company shall do certain items of construction work as may be determined upon from time to time by the Commission and Interborough Rapid Transit Company; provided, however, that no single order of work for a particular job or purpose shall cost in excess of five thousand dollars (\$5,000) without consent of the Board of Estimate and Apportionment, except that in such work as involves the making of physical connections between the Railroad and the existing Manhattan-Bronx Rapid Transit Railroad or between the Railroad and the existing Brooklyn-Manhattan Rapid Transit Railroad, no single order in excess of ten thousand dollars (\$10,000.00) shall be executed without the consent of the Board of Estimate and Apportionment, and further provided that the aggregate of such estimates for all such orders of work performed under the proposed agreement shall not exceed in amount one hundred thousand dollars (\$100,000) without the consent of the Board of Estimate and Apportionment first had and obtained.

Second—That the cost of construction of such work shall be paid by Interborough Rapid Transit Company out of its contribution towards the cost of construction provided for in Contract No. 3.

Third—That Interborough Rapid Transit Company agrees with respect to this work to comply with the Labor Law and similar laws and regulations.

Fourth—That Contract No. 3, except as expressly modified by the proposed agreement, shall remain in full force.

Fifth—That the proposed agreement shall take effect if and when consented to by the sureties for the faithful performance of Contract No. 3; be it, therefore,

Resolved, That the Board of Estimate and Apportionment hereby approves and consents to the proposed agreement as approved by the Public Service Commission for the First District on January 25, 1917, and approved, as amended, on March 14, 1917, to be known as Agreement No. 4, modifying Contract No. 3 with Interborough Rapid Transit Company for additional rapid transit railroads, dated March 19, 1913, as generally set forth in the preamble of this resolution and more specifically in the certified copy of the proposed agreement on file in the office of the Secretary of the Board of Estimate and Apportionment.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Public Service Commission for the First District—Issue of Corporate Stock for Payment of Interest on Rapid Transit Bonds and Notes (Cal. No. 76).

The Secretary presented a report of the Comptroller stating that the sum of approximately \$250,000 will be required to meet the interest payments from April 1 to April 30, 1917, inclusive, on corporate stock and notes issued for rapid transit purposes under Contract No. 3 and \$400,000 under Contract No. 4 and that the Public Service Commission for the First District has been requested to transmit requisitions upon which formal action may be taken by the Board in authorizing necessary corporate stock for this purpose.

Which was laid over one week (March 23, 1917), under Rule 19.

Board of Estimate and Apportionment—Issue of Corporate Stock for Payment of Assessments Upon Real Property (Cal. No. 77).

The Secretary presented a report of the Comptroller recommending an issue of \$43,921.62 corporate stock to provide for the payment of assessments imposed upon the real property of the City of New York in connection with street opening proceedings, from October 1, 1916, to December 31, 1916.

Which was laid over one week (March 23, 1917), under Rule 19.

Board of Estimate and Apportionment (Fund for Street and Park Openings)—Issue of Corporate Stock (Cal. No. 78).

The Secretary presented a report of the Comptroller recommending that the Board authorize the issue of \$31,405.18 corporate stock, the proceeds to be applied to the replenishment of the Fund for Street and Park Openings in liquidation of the City's indebtedness to the fund in connection with the imposition upon the City of a portion of the costs and expenses of certain street opening proceedings.

Which was laid over one week (March 23, 1917), under Rule 19.

Bronx Parkway Commission—Schedule of Prices to Be Paid Owners of Property in Parkway Reservation (Cal. No. 79).

(On February 2, 1917 (Cal. No. 94), this matter was referred to the Comptroller.)

The Secretary presented two communications, dated January 24 and February 7, 1917, respectively, from the Engineer and Secretary, Bronx Parkway Commission, submitting schedule of offers of property owners and prices to be paid for property in the parkway reservation; and the following report of the Comptroller:

March 6, 1917.

To the Honorable the Commissioners of the Sinking Fund:

Gentlemen—At a meeting of your Board held February 2, 1917, there was referred to the Comptroller for examination and report a communication dated January 24, 1917, from the Bronx Parkway Commission, submitting a list of additional offers of property owners and amounts to be paid, in the Bronx Parkway Reservation.

The premises mentioned in the communication of the Bronx Parkway Commission are as follows:

John McCarthy, sheet 3, parcel 5..... \$3,506 00
C. O. Middlebrook et al., sheet 8, parcel 21..... 217 00
Clark Shelly, sheet 30, parcel 2..... 22,150 00
Jacob Pfister, sheet 30, parcels 4, 5, 6 and 53..... 45,000 00
Charles S. Welch, sheet 3, parcel 41..... 6,018 00
Angelo Sabarase, sheet 7, parcel 41..... 44 00

Cecilia Liversage, sheet 9, parcel 21.....	600 00
Fanny Goldsmith, sheet 28, parcel 9.....	295 00
Thomas Adair, sheet 28, parcel 12.....	378 00
John O'Brien, sheet 28, parcel 24.....	135 00
John A. Miller, sheet 29, parcel 7.....	149 00
Estate of Henry Silberman, sheet 30, parcel 25.....	300 00
George A. Petry, sheet 30, parcel 43.....	181 00

Under date of February 7, 1917, the Secretary of the Bronx Parkway Commission added to the above mentioned list the following parcels:

Stephen and Andrew Campbell, sheet 30, parcel 3.....	\$26,500 00
Mrs. Wilhelmina Randolph, sheet 29, parcels 11 and 12.....	1,742 00

After careful consideration of the reports made by the real estate experts engaged by the Bronx Parkway Commission, as well as an appraisal made at my direction, I have come to the conclusion that the prices enumerated are fair and reasonable.

I therefore recommend that the Secretary of the Board of Estimate and Apportionment notify the Bronx Parkway Commission to this effect.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The papers were ordered filed and the Secretary directed to notify the Bronx Parkway Commission.

From Bureaus of the Board.

Bureau of Public Improvements.

Board of Estimate and Apportionment—Engineer's Financial Statement (Cal. No. 80).

The Secretary presented the following report of the Chief Engineer; which was ordered printed in the Minutes and filed:

Financial Statement No. D-75.

March 12, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—I beg to submit the following tabular statement showing the estimated cost of physical improvements and the number of opening proceedings for each borough and total for all boroughs, which have been authorized by the Board of Estimate and Apportionment since January 1, 1916, together with the physical improvements for which preliminary authorization is now outstanding:

Surface and Subsurface Improvements Given Final Authorization in 1916 and 1917.

Borough.	Surface Improvements.		Sewer Improvements.			
	Total, 1916.	1917 to Date.	Total, 1916.	1917 to Date.		
No.	Amount.	No.	Amount.	No.	Amount.	
Manhattan	13	\$168,200 00	4	\$23,500 00	23	\$446,200 00
Brooklyn	140	934,800 00	11	54,600 00	63	1,245,800 00
The Bronx	37	722,600 00	5	55,300 00	19	920,000 00
Queens	57	561,800 00	1	9,300 00	60	971,600 00
Richmond	11	67,300 00	1	7,200 00	10	88,900 00
Total	258	\$2,454,700 00	22	\$149,900 00	175	\$3,604,900 00
					23	\$1,019,100 00

*Includes one improvement for which partial authorization only has been given.

Surface and Subsurface Improvements for Which Preliminary Authorization Is Now Outstanding.

Borough.	Surface Improvements.		Sewer Improvements.	
	No.	Amount.	No.	Amount.
Manhattan	10	\$442,800 00	9	\$263,300 00
Brooklyn	10	71,000 00	*14	1,242,500 00
The Bronx	7	255,600 00	1	8,700 00
Queens	44	319,900 00	27	621,800 00
Richmond	..	..	..	..
Total	71	\$1,089,300 00	*51	\$2,136,300 00

*Includes one improvement for which partial final authorization has been given.

Street and Park Opening Proceedings Authorized in 1916 and 1917.

Borough.	Total, 1916.		1917 to Date.	
	Number of Streets Affected.	Number of Parks Affected.	Number of Streets Proceedings.	Number of Parks Proceedings.
Manhattan	6	6	..	..
Brooklyn	20	13	..	..
The Bronx	8	7	10	10
Queens	70	33	9	4
Richmond	2	2	1	1
Total	106	61	20	15

A comparison of the estimated cost of physical improvements for which final authorization has been given since January 1, 1917, and of all outstanding preliminary authorizations, with the value of assessment lists relating to improvements authorized since January 1, 1902, returned in 1917, and with the 1917 collections up to and including March 6th in each case, shows the following:

Borough.	Authorizations.		Assessment Lists Returned.	Collections.		
	Outstanding Preliminary Authorizations.	Final Authorizations in 1917.				
No.	Amount.	No.	Amount.	No.	Amount.	
Manhattan	19	\$706,100 00	5	\$68,000 00	24	\$774,100 00
Brooklyn						

Borough.	Additional Preliminary Authorizations Which May Be Outstanding on the Basis of the Resolution of July 30, 1914, as Interpreted on February 2, 1917.	Preliminary Authorizations Now Outstanding the Urgency of Which Has Been Established or Which It Is Expected to Establish in 1917.	Balance Available for Final Authorization as Provided by the Resolution of July 30, 1914, as Interpreted on February 2, 1917.
Manhattan	\$347,300 00	\$554,300 00	\$331,300 00
Brooklyn	113,100 00	1,254,900 00	1,714,000 00
The Bronx	545,700 00	234,300 00	1,436,100 00
Queens	87,700 00	524,300 00	1,082,300 00
Richmond	33,000 00	.....	54,300 00
Total	\$432,200 00	\$2,567,800 00	\$4,618,000 00

Respectfully,

NELSON P. LEWIS, Chief Engineer.

Board of Estimate and Apportionment; Department of Plant and Structures; Department of Docks and Ferries—Establishment of Uniform Heights and Widths of Bridges and Waterways (Cal. No. 81).

The Secretary presented a report of the Chief Engineer recommending the adoption of certain rules designed to govern the width of waterways, the height and width of bridges crossing them, and the treatment to be assigned the street system in the immediate vicinity, and stating that tentative rules prepared after conference with representatives of various Departments more particularly concerned in waterway improvements were presented at the meeting of February 18, 1916 (Cal. No. 45), and were at that time referred to the Presidents of the several Boroughs, the Commissioner of Docks, the Commissioner of Bridges, and the Committee on Port and Terminal Facilities in order that their views might be obtained before definite action was taken; that replies have now been received from all of the Borough Presidents, the Commissioner of Docks, and the Commissioner of Plant and Structures; also that the criticisms are reviewed at length and have served as the basis for revising the rules in such a way as to meet the suggestions as far as practicable.

The Chief Engineer recommends that the rules be now formally adopted, and that copies be sent to the Presidents of the various Boroughs, the Commissioner of Docks, and to the Commissioner of the Department of Plant and Structures with the request that they be hereafter observed in the planning of improvements affecting waterways.

The matter was laid over two weeks (March 30, 1917).

Porter Avenue, from Meeker Avenue to Cherry Street, and Vista Place, from Bay Ridge Avenue to 68th Street, Borough of Brooklyn—Acceptance of Pavements Laid Under Private Contract (Cal. No. 82).

The Secretary presented two communications, dated December 1 and 13, 1916, respectively, from the Acting President, Borough of Brooklyn, certifying that a preliminary pavement has been laid on Porter avenue, from Meeker avenue to Cherry street, and a permanent pavement on Vista place, from Bay Ridge avenue to 68th street; and the following report of the Chief Engineer:

Report No. 16522.

March 3rd, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith are transmitted two communications from the Acting President of the Borough of Brooklyn, bearing date of December 1st, 1916, and December 13th, 1916, respectively, certifying that a preliminary pavement of granite block has been laid on Porter Avenue, from a line 5.55 feet north of and parallel with the south building line of Meeker Avenue to a line 31.4 feet south of and parallel with the north building line of Cherry Street, including a wing 7.9 feet in width on the east side at Cherry Street, and one 7.4 feet deep on the west side, at a cost of \$891.56, and that a permanent pavement of sheet asphalt has been laid on Vista Place, from Bay Ridge Avenue to 68th Street.

These improvements are said to have been carried out in conformity with plans and specifications used for similar work done under the immediate direction of the Borough President, and the pavements have been made to conform with the lines and grades fixed for each of the streets.

Under the provisions of section 948 of the Charter, as amended by chapter 591 of the Laws of 1915, it is provided that pavements laid at private expense subsequent to June 20th, 1910, upon legally established grades, according to plans and specifications in general use in the Borough in which they are laid under the supervision of the Borough authorities, are to be accepted on behalf of the City by a resolution of the Board of Estimate and Apportionment.

An inspection shows that the work described has been carried out and that the pavements in each case appear to be in good condition.

I would therefore recommend the adoption of resolutions accepting these pavements. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, Section 948 of the Greater New York Charter, as amended by chapter 591, Laws of 1915, provides that pavements laid at private expense subsequent to June 20, 1910, upon legally established grades and according to plans and specifications in general use for preliminary pavements in the Borough in which they are laid, under the supervision of the Borough authorities and accepted in behalf of the City by a resolution of the Board of Estimate and Apportionment, shall be deemed preliminary pavements, if such pavements shall be one of the pavements classified as permanent pavements by such Board subsequent to April 18, 1912, and

Whereas, The Board of Estimate and Apportionment did, by resolution adopted June 6, 1912, classify stone block on sand foundation as a preliminary pavement, and

Whereas, The President of the Borough of Brooklyn has certified under date of November 24, 1916, that Porter avenue, from a line 5.55 feet north of and parallel with the south building line of Meeker avenue to a line 31.4 feet south of and parallel with the north building line of Cherry street, including a wing 7.9 feet in depth on the east side at Cherry street, and one 7.4 feet deep on the west side in the Borough of Brooklyn, was by contract executed October 10, 1916, by and between Rosenthal Engineering Contracting Company, Inc., party of the first part, and Parcels Holding Corporation and Elizabeth R. Byrne, parties of the second part, paved with granite blocks on a sand foundation upon legally established grades in accordance with plans and specifications in general use in the Bureau of Highways, Borough of Brooklyn, in 1916, and under the supervision of the Chief Engineer of said Bureau of Highways, and that the amount of work done and the cost of the same as shown on the records on file in the said Bureau of Highways are as follows: 719 sq. yds. granite block pavement, at \$1.24..... \$891.56

Whereas, The said contract was, on November 11, 1916, completed to the satisfaction of the said Chief Engineer of the Bureau of Highways and to the satisfaction of the President of the Borough of Brooklyn, therefore, be it

Resolved, That the Board of Estimate and Apportionment hereby accepts, in behalf of the City of New York, the said granite block pavement on Porter avenue, from a line 5.55 feet north of and parallel with the south building line of Meeker avenue to a line 31.4 feet south of and parallel with the north building line of Cherry street, including a wing 7.9 feet in depth on the east side at Cherry street and one 7.4 feet deep on the west side, Borough of Brooklyn, as a preliminary pavement.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

The following was offered:

Whereas, Section 948 of the Greater New York Charter, as amended by chapter 591, Laws of 1915, provides that pavements laid at private expense subsequent to June 20, 1910, upon legally established grades and according to plans and specifications in general use for permanent pavements in the Borough in which they are laid, under the supervision of the Borough authorities and accepted in behalf of the City by a resolution of the Board of Estimate and Apportionment, shall be deemed permanent pavements, if such pavements shall be one of the pavements classified as permanent pavements by such Board subsequent to April 18, 1912, and

Whereas, The Board of Estimate and Apportionment did, by resolution adopted

June 6, 1912, classify sheet asphalt with wearing surface not less than two (2) inches thick and binder not less than one (1) inch thick, laid on a foundation of Portland cement concrete six (6) inches or more in thickness as a permanent pavement, and

Whereas, The President of the Borough of Brooklyn has certified under date of December 8, 1916, that Vista place, from Bay Ridge avenue to 68th street, in the Borough of Brooklyn, was by contract executed September 13, 1916, by and between the Brooklyn Alcatraz Asphalt Company, a corporation of the State of New York, party of the first part, and Frank J. Gallagher of the Borough of Brooklyn, County of Kings, City and State of New York, party of the second part, paved with sheet asphalt, with wearing surface two (2) inches thick and binder one (1) inch thick, laid on a foundation of Portland cement concrete six (6) inches in thickness, upon legally established grades in accordance with plans and specifications in general use in the Bureau of Highways, Borough of Brooklyn, in 1916, and under the supervision of the Chief Engineer of said Bureau of Highways, and

Whereas, The said contract was, on November 23, 1916, completed to the satisfaction of the said Chief Engineer of the Bureau of Highways and to the satisfaction of the President of the Borough of Brooklyn, therefore, be it

Resolved, That the Board of Estimate and Apportionment hereby accepts, in behalf of the City of New York, the said sheet asphalt pavement on Vista Place, from Bay Ridge Avenue to 68th Street, Borough of Brooklyn, as a permanent pavement.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

President, Borough of Brooklyn—Amendment of Resolution Relative to Acceptance of Pavement Laid Under Private Contract on New Jersey Avenue, Between Hegeman Avenue and Vienna Avenue, Borough of Brooklyn (Cal. No. 83).

The Secretary presented a communication dated January 16, 1917, from the Acting President, Borough of Brooklyn, requesting an amendment in the resolution adopted on September 15, 1916 (Cal. No. 88), relative to the limits of the preliminary pavement laid in New Jersey avenue, between Hegeman avenue and Vienna avenue; and the following report of the Chief Engineer:

Report No. 16528.

March 7, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—At the meeting of the Board of Estimate and Apportionment held on September 15, 1916, a resolution was adopted pursuant to a certificate presented by the President of the Borough of Brooklyn accepting a preliminary asphalt pavement laid under private contract in New Jersey Avenue between a line 17 feet north of and parallel with the south building line of Hegeman Avenue and a line 17 feet south of and parallel with the north building line of Vienna Avenue, the work involving an expenditure of \$3,506.30.

In the accompanying communication from the Acting Borough President, bearing date of January 16, 1917, the Board is advised that through an oversight a portion of the pavement laid at the Hegeman Avenue intersection was not included in the resolution, and request is made for its amendment in such a way as to include the work actually performed, this locating the northerly terminal at a line distant 11.6 feet south of the northerly line of Hegeman Avenue and also including the wings laid in the latter street, the cost remaining unchanged.

An inspection shows that the street has been paved across the area described in the amended resolution, and that the pavement is in good condition.

I would recommend that the resolution now presented by the Acting Borough President be adopted as an amendment of the one previously approved.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the resolution adopted by the Board of Estimate and Apportionment on October 1, 1915, accepting in behalf of The City of New York as preliminary pavement the sheet asphalt pavement laid under private contract on New Jersey avenue, from Hegeman avenue to Vienna avenue, in the Borough of Brooklyn, and *amended* on September 15, 1916, by inserting therein the precise location of the said preliminary pavement and a statement of the total cost of the improvement, *be and the same is hereby further amended* by including therein all of the portion of the pavement laid at the Hegeman avenue intersection and not included in the resolutions of October 1, 1915, and September 15, 1916; the amended resolution to read as follows:

Whereas, Section 948, of the Greater New York Charter, as amended by Chapter 591, Laws of 1915, provides that pavements laid at private expense subsequent to June 20, 1910, upon legally established grades and according to plans and specifications in general use for preliminary pavements in the Borough in which they are laid, under the supervision of the Borough authorities and accepted in behalf of the City by a resolution of the Board of Estimate and Apportionment, shall be deemed preliminary pavements, if such pavements shall be one of the pavements classified as permanent pavements by such Board subsequent to April 18, 1912; and,

Whereas, The Board of Estimate and Apportionment did, by resolution adopted June 6, 1912, classify sheet asphalt laid on a concrete foundation not less than four (4) inches in thickness as a preliminary pavement; and,

Whereas, The President of the Borough of Brooklyn has certified under date of January 13, 1917, that the portion of New Jersey avenue, between a line 17 feet south of and parallel with the north building line of Vienna avenue, and a line 11.6 feet south of and parallel with the north building line of Hegeman avenue, including wings at the intersection of Hegeman avenue, 8.9 feet in depth on the east side and 8.8 feet in depth on the west side, in the Borough of Brooklyn, was by contract executed October 9, 1916, by and between the Empire Keystone Company, a corporation of New York, party of the first part, and Charles A. Myers, of The City of New York, party of the second part, paved with sheet asphalt laid on a concrete foundation five (5) inches in thickness upon legally established grades in accordance with plans and specifications in general use in the Bureau of Highways, Borough of Brooklyn, in 1916, and under the supervision of the Chief Engineer of said Bureau of Highways; and,

Whereas, The total cost of the work, including engineering and inspection is \$3,506.30, as evidenced by records on file in the office of the President of the Borough of Brooklyn; and,

Whereas, The said contract was, on July 11, 1912, completed to the satisfaction of the said Chief Engineer of the Bureau of Highways and to the satisfaction of the President of the Borough of Brooklyn; therefore, be it

Resolved, That the Board of Estimate and Apportionment hereby accepts, in behalf of the City of New York, the said sheet asphalt pavement on New Jersey avenue, from Vienna avenue to Hegeman avenue, Borough of Brooklyn, as a preliminary pavement.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

East 31st Street, Between Kings Highway and Flatlands Avenue, and East 32nd Street South of Kings Highway, Borough of Brooklyn—Exchange of Property (Cal. No. 84).

The Secretary presented a communication dated November 8, 1916, from the Commissioner of Public Works, Borough of Brooklyn, requesting an exchange of land within the lines of East 31st street, now discontinued and closed, for other land within the lines of East 32d street, as laid out upon the City Map; and the following report of the Chief Engineer:

Report No. 16542.

March 8, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the Commissioner of Public Works, Borough of Brooklyn, bearing date of November 8, 1916, requesting the Board to recommend to the Commissioners of the Sinking Fund the authorization of an exchange of land lying within the lines of East 31st Street, now discontinued and closed, for other land within the lines of East 32d Street as laid out upon the City Map.

This request is based on an application made to the Borough President by Mr. Dennis J. Bergen, of No. 526 East 21st Street, Brooklyn, in a letter dated October

26, 1916, a copy of which is attached to the papers. The Commissioner of Public Works expresses the opinion that it may be for the best interests of the City to enter into this proposed agreement.

From the original communication of the property owners and additional communications, all of which are transmitted herewith, it appears that the proposition consists of an exchange of so much of the land at East 31st Street as now falls outside of the street plan in the section between Kings Highway and the southerly line of Flatlands Avenue, as formerly laid out, comprising a portion of Damage Parcel No. 275 and Damage Parcels No. 276 and 277, in the opening proceeding relating to East 31st Street, confirmed January 2, 1908, for an area at least as large within the lines of East 32d Street south of Kings Highway, adjoining Parcel No. 275 described.

The petitioners claim to be the owners of all the land adjoining the section of East 31st Street now no longer required for street purposes other than that abutting on Parcel No. 277, this having an area of only about 19 square feet; information is presented to show that the petitioners have arranged with the other owners of the property adjoining this parcel for the conveyance to them of their proportionate share in case the exchange requested is approved.

In my judgment the proposed exchange of properties would be advantageous to all of the interests affected, and I would recommend the adoption of a resolution recommending to the Commissioners of the Sinking Fund that the necessary action be taken by them, pursuant to the provisions of section 205a of the Charter, in order that it may be effected. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Commissioners of the Sinking Fund that the necessary action be taken, pursuant to the provisions of section 205a of the Greater New York Charter, as amended, to provide for the exchange of so much of the land lying within the lines of East 31st Street, between Kings Highway and the southerly line of Flatlands Avenue, as is now discontinued and closed, for other land within the lines of East 32d Street, as laid out upon the City Map, Borough of Brooklyn.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Union Street, from New York Avenue to Brooklyn Avenue, Borough of Brooklyn—Vesting Title (Cal. No. 85).

The Secretary presented a communication dated February 20, 1917, from the President, Borough of Brooklyn, requesting that title be vested to land needed for Union Street, from New York Avenue to Brooklyn Avenue, Borough of Brooklyn; and the following report of the Chief Engineer:

Report No. 16526.

March 10th, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the President of the Borough of Brooklyn, bearing date of February 20th, 1917, requesting that title be vested in the City to the land needed for Union Street from New York Avenue to Brooklyn Avenue.

A proceeding for acquiring title to Union Street from New York Avenue to Kingston Avenue, from Albany Avenue to Rochester Avenue, and from Ralph Avenue to East New York Avenue, together with the northerly half of the street from Albany Avenue to a point 100 feet westerly therefrom, was instituted under the provisions of a resolution adopted by the Board of Estimate and Apportionment on December 30th, 1909, and amended on December 15th of the following year, and again on December 18th, 1914. The oaths of the Commissioners of Estimate and Assessment were filed on March 7th, 1912, and the court order ratifying the latest amendment was entered on July 3d, 1915. I am informally advised at the office of the Bureau of Street Openings that it is expected that the proceeding will be confirmed by about the 1st of May.

The Borough President directs attention to the fact that a building encroaches 12½ feet at the southwesterly corner of Brooklyn Avenue, and that the remnant of the land, which has dimensions unsuited to its advantageous development, can be disposed of by the owner to be merged with the adjoining property on the south, the early improvement of which is contemplated, but that such a disposition of the parcel is contingent upon the prior taking of title to the bed of the street by the City. The Board is advised that almost all of the remaining land in this block has been ceded to the City by the property owners.

In view of the imminence of the completion of this proceeding it would not appear that the expense will be materially increased through the accumulation of interest charges, and accordingly I can see no reason why the desired action should not be taken, it being manifest that a suitable development of the abutting property, which can only be made along comprehensive lines, would result in a definite advantage to all of the interests concerned.

I would therefore recommend the adoption of a resolution providing for vesting title in the City on April 2d, 1917, to Union Street from New York Avenue to Brooklyn Avenue, where not already acquired. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, the Board of Estimate and Apportionment, under resolutions adopted on December 30, 1909, December 15, 1910, and December 18, 1914, authorized a proceeding for acquiring title to the real property required for the opening and extending of Union Street, from New York Avenue to Kingston Avenue, from Albany Avenue to Rochester Avenue, and from Ralph Avenue to East New York Avenue, and to the northerly half of the street from Albany Avenue to a point distant 100 feet westerly therefrom, in the Borough of Brooklyn, City of New York; and

Whereas, Commissioners of Estimate and Assessment have been appointed by the Supreme Court in the proceeding to acquire title to said real property and the oaths of the said Commissioners of Estimate and Assessment were duly filed, as required by law, on the 7th day of March, 1912; be it

Resolved, that the Board of Estimate and Apportionment, deeming it for the public interest and in pursuance of the provisions of the Greater New York Charter, as amended, directs that upon the 2nd day of April, 1917, the title in fee to the real property lying within the lines of said Union Street, from New York Avenue to Brooklyn Avenue, in the Borough of Brooklyn, City of New York, so required, shall become vested in the City of New York.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Eliot Avenue, from Fresh Pond Road to Mary Street, Borough of Queens—Vesting Title.

Eliot Avenue, from Metropolitan Avenue to Queens Boulevard—Acquiring Title (Cal. No. 86).

The Secretary presented a communication, dated February 2, 1917, from the President, Borough of Queens, requesting that title be vested to Eliot Avenue, from Fresh Pond Road to Mary Street, Borough of Queens; and the following report of the Chief Engineer:

Report No. 16512.

March 2, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the President of the Borough of Queens, bearing date of February 2, 1917, requesting that provision be made for vesting title in the City to Eliot Avenue, from Fresh Pond Road to Mary Street. From information accompanying the papers it appears that this action is desired in order to clear the way for the construction of a water main to serve adjoining sections of Mary Street and of Gage Place.

A proceeding for acquiring title to Eliot Avenue, from Metropolitan Avenue to Mount Olivet Avenue, and from Juniper Avenue to Queens Boulevard, was instituted under the provisions of resolution adopted by the Board of Estimate and Apportionment on January 11, 1912, and amended on October 30, 1913. The oaths of the Commissioners of Estimate and Assessment were filed on April 25, 1914, and at

almost the same time a request was submitted for the discontinuance of that portion of the proceeding relating to the section east of Juniper Avenue. In the report presented to the Board by your Engineer concerning the application it was pointed out that expenses had been incurred up to April 7, 1914, to the amount of \$2,930, of which \$2,300 might be credited to the portion of the street to which the proposed discontinuance related. It was recommended that the request be denied unless the property owners made a proper refund to the City in order to reimburse the Street Improvement Fund for the draft which had been made upon it.

On May 15, 1914, the entire question was referred to the President of the Borough, at whose suggestion the Board on June 19, 1914, requested the Corporation Council to suspend action in the matter of carrying out this proceeding until an agreement had been reached between the Borough President and the Lutheran Cemetery authorities relative to the carrying of the street across the cemetery lands. Since this date the entire matter seems to have been practically held in abeyance, although about \$500 additional expense has been incurred. Between Fresh Pond Road and Mary Street, Eliot Avenue as laid out appears to occupy a position inconsistent with the development which has here been carried out by the property owners and the justification for the plan appears to lie in the proposed creation of an arterial street leading from Metropolitan Avenue to Queens Boulevard, it being assumed that there can be no doubt as to the practicability of ultimately acquiring such rights as may be necessary in order to carry the street across Mount Olivet and Lutheran Cemetery.

In case the Board is prepared to remove the restriction against advancing the proceeding, I believe that title may properly be vested to the section described by the Borough President, and in this case I would recommend that provision be made for vesting title on April 2, 1917, to that portion of the street between Fresh Pond Road and Mary Street, and for the rescission of the resolution of June 19, 1914, to the end that the opening proceeding as previously authorized may be advanced.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The Board of Estimate and Apportionment, under resolutions adopted on January 11, 1912, and October 30, 1913, authorized a proceeding for acquiring title to the real property required for the opening and extending of Eliot Avenue, from Metropolitan Avenue to Mt. Olivet Avenue, and from Juniper Avenue to Queens Boulevard, in the Borough of Queens, City of New York; and

Whereas, Commissioners of Estimate and Assessment have been appointed by the Supreme Court in the proceeding to acquire title to said real property, and the oaths of the said Commissioners of Estimate and Assessment were duly filed as required by law on the 25th day of April, 1914; be it

Resolved, That the Board of Estimate and Apportionment, deeming it for the public interest and in pursuance of the provisions of the Greater New York Charter, as amended, directs that upon the 2nd day of April, 1917, the title in fee to the real property lying within the lines of said Eliot Avenue, between Fresh Pond Road and Mary Street, in the Borough of Queens, City of New York, so required, shall become vested in the City of New York.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby rescinds the resolution adopted by said Board on June 19, 1914, requesting the Corporation Council to suspend action in the proceeding authorized by said Board under resolutions adopted on January 11, 1912, and October 30, 1913, for acquiring title to Eliot Avenue, from Metropolitan Avenue to Mt. Olivet Avenue, and from Juniper Avenue to Queens Boulevard, in the Borough of Queens, until the President of the said Borough has come to an agreement with the authorities of Lutheran Cemetery, under which Eliot Avenue could be laid out through the aforesaid Cemetery, and Wayland Avenue legally closed in substitution therefor.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Kimball Avenue, Between Frost and Atfield Avenues, Borough of Queens—Vesting Title (Cal. No. 87).

The Secretary presented a communication, dated February 20, 1917, from Philip B. LaRoche, Jr., Attorney for Louis Gold, petitioning the Board to adopt a resolution providing for vesting title to property within the lines of Kimball Avenue between Frost and Atfield avenues, Borough of Queens; and the following report of the Chief Engineer:

Report No. 16541.

March 9, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication bearing date of February 20, 1917, from Philip B. LaRoche, Jr., attorney for Louis Gold, requesting the adoption of a resolution providing for vesting title in the City to a parcel of property in Kimball Avenue, between Frost Avenue and Atfield Avenue, in the Borough of Queens.

The attorney states that his client is the owner of all the land within the lines of Kimball Avenue, from Frost Avenue to one-half a block easterly therefrom, together with the adjoining property extending southwardly to Liberty Avenue; that he is desirous of building on the latter parcel, but is reluctant to incur any expense in erecting buildings until he is certain that the lines of Kimball Avenue will not be changed. He requests that title to the parcel referred to within the lines of Kimball Avenue be vested in the City as well as to the remaining land in the block required for this street, if it be deemed expedient to do so, stating that he will physically improve the street in front of his property by private contract and will endeavor to induce the owners of the remaining property in the block to join with him to likewise improve their frontage.

A proceeding for acquiring title to Kimball Avenue, from Liberty Avenue near Digby Street to Liberty Avenue near Baker Avenue was instituted by the Board of Estimate and Apportionment on July 6, 1911, and the oaths of the Commissioners of Estimate and Assessment were filed on June 29, 1914. The proceeding was amended on November 6, 1913, and again on March 3, 1916, and the order of the Court confirming the latter amendment was entered on June 14, 1916. Title to the land can, therefore, be vested in the City at any time.

From information informally obtained at the office of the Bureau of Street Openings it appears that the proceeding will be presented for confirmation in a few months. The vesting of title at this time would result in an additional burden upon the abutting property through the accumulation of interest charges, and for this reason is undesirable.

In the absence of more definite information as to the progress made in the formulation of plans for the proposed development and as to its relation to the street lines I believe that the application should be refused, but with the understanding that the desired action would be taken in case substantial evidence is presented to show that building operations would otherwise have to be deferred.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby denies the petition, submitted by Philip B. LaRoche, Jr., attorney for Louis Gold, requesting that the Board adopt a resolution providing for vesting title in the City of New York to a parcel of property in Kimball Avenue between Frost Avenue and Atfield Avenue, Borough of Queens; said property being included in the proceeding authorized by said Board under resolutions adopted on July 6, 1911; November 6, 1913, and March 3, 1916, for acquiring title to Kimball Avenue from Liberty Avenue, near Digby Street, to Liberty Avenue, near Baker Avenue.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Public Service Commission for the First District—Changing Grade of Virginia Avenue, from Vermont Avenue to Anderson Street, Borough of Richmond, Under Tracks of Staten Island Rapid Transit Railway Company (Cal. No. 88).

(On December 8, 1916 (Cal. No. 275), the Board directed the Corporation Counsel and Chief Engineer of the Board to represent the City at the hearing before the Public Service Commission for the First District on January 10, 1917, upon the application of the City in this matter.)

(On February 9, 1917 (Cal. No. 92), a communication from the Acting President, Borough of Richmond, in this matter, was referred to the Chief Engineer.)

The Secretary presented a communication, dated January 30, 1917, from the Acting President, Borough of Richmond, asking that the Board request the Public Service Commission for the First District to reopen Case No. 2130; and the following report of the Chief Engineer:

Report No. 16535.

March 8th, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—At the meeting of the Board of Estimate and Apportionment held on February 9th there was referred to the Chief Engineer of the Board a communication from the Acting President of the Borough of Richmond, in which he says that the Borough authorities have been informed that the Public Service Commission has dismissed Case No. 2130, being the application of the City of New York for the necessary alterations at the crossing of Virginia Avenue, in the Borough of Richmond, with the tracks of the Staten Island Rapid Transit Railway Company so as to give sufficient clearance. The letter further says that the Public Service Commission has indicated that the case may be reopened upon application by the City and that the Public Service Commission would be willing to issue an order providing the City will pay three-quarters of the cost of the improvement, the State to pay the remaining fourth. It is pointed out that an accident is likely to happen at this crossing owing to the very scanty headroom and that the City might be obliged to defend suits for damages which in a single case might amount to more than the entire cost of the proposed change.

The facts with respect to this Virginia Avenue crossing may be briefly stated as follows:

The Railroad tracks, as originally constructed, were carried over Virginia Avenue with a clearance of approximately 9 feet. In 1907 the Railroad Company reconstructed the old bridge and, when this work was about to be undertaken, the Commissioner of Public Works of the Borough of Richmond suggested that, inasmuch as it was proposed to give Virginia Avenue a width of 60 feet, the Railroad Company should so build its new bridge as to span a street of that width and, if this were done, the City might undertake at a later date to lower the grade of the street so as to give a clearance of about 14 feet. The Railroad Company did reconstruct its bridge in the manner suggested and paid the entire cost of the improvement, which cost was approximately \$15,000. Last year the President of the Borough of Richmond called the attention of the Board of Estimate and Apportionment to the inadequate clearance of this bridge over Virginia Avenue as in use, and a plan was submitted to the Board fixing the grades of the street so as to give suitable and safe clearance. The Board adopted this plan and transmitted it to the Public Service Commission for the First District, believing that the grade crossing law required the approval of the Commission to any plan for the alteration or the improvement of an existing crossing. It was assumed that the cost of the improvement must be apportioned by the Public Service Commission in accordance with the existing statute, namely one-half to be borne by the Railroad Company and one-quarter to be borne each by the State and the City. A hearing was given by the Public Service Commission, at which the Railroad Company protested against any such apportionment of the cost, pointing out that the company had already in good faith expended about \$15,000 in the construction of a new bridge, that if the cost of properly completing the improvement of the crossing by lowering the grade of the street were now to be apportioned in accordance with the provisions of the railroad law, the cost of the work being estimated to be about \$12,000, the result would be that the Railroad Company would have paid \$21,000 out of a total of \$27,000, or seven-ninths of the entire cost, instead of one-half, as contemplated by the railroad law, while the City and the State would each contribute the sum of \$3,000, or one-ninth of the entire cost, instead of one-quarter as prescribed by the law. The justice of this contention appears to have been admitted both by the Public Service Commission and by the legal representatives of the City, who attended the hearings. The suggestion was then made by one of the Commissioners that the entire cost of the improvement should be divided in accordance with the present law. This total cost would be approximately \$27,000, of which the Railroad Company would be liable for \$13,500 and the City and the State for \$6,750 each. As already noted, the Railroad Company has already expended about \$1,500 more than its legal share of the cost of the improvement considered as a whole, but the company's representative indicated its readiness to agree with this apportionment without claiming a rebate, so that, if the cost of completing the improvement by lowering the street grade were divided equally between the State and the City, the cost to each would be about \$6,000, or \$750 less than its equitable share under the present law.

It was pointed out, however, that at the time the new bridge was built there was no provision in the grade crossing law for the improvement of a crossing other than the elimination of a grade crossing, such provision having been incorporated in the law since that time, and that consequently the State was under no obligation to meet any part of the expenses and that under these circumstances a determination of the Commission dividing the entire expense of the improvement in accordance with the present statute would be inoperative and be made to apply to a date when there was no provision for such a determination and distribution of cost. The minutes of the hearing before the Public Service Commission, held on January 24, 1917, indicate that it was suggested by a member of the Commission that the City might enter into a stipulation to pay three-quarters of the cost of grading the street and that in this event the Public Service Commission would assume for the State the remaining fourth. This means that the City would pay \$9,000, or \$2,250 more than what would have been its share if the improvement were treated as a whole, while the State would pay \$3,000, or \$3,750 less than its proper share if the improvement were treated as a whole, the Railroad Company having already paid \$1,500 more than would have been its share under the same conditions. As the case appears to me the Public Service Commission says that it cannot consent to the performance by the State through it of an illegal act, but that, if the City is willing to perform an act which appears to be equally illegal, or at least irregular, the Commission will issue an order permitting it to do so.

No communication indicating the attitude of the Public Service Commission in this matter has been transmitted to the Board of Estimate and Apportionment for its information, and I am dependent for the record upon the minutes of the hearing before the Commission on January 24, 1917, which have been furnished me by the Secretary of the Commission. The final statement of one of the members of the Commission was that the case should be closed and "later either of two orders be entered in this case; either an order dismissing the application, or if the City files a properly approved and authenticated act that it will pay three-quarters of the cost of the necessary work to be done, that an order then be entered providing for this, and that the State pay the other quarter." This understanding has been confirmed by the representative of the Corporation Counsel who appeared for the City in the proceeding.

There can be no question as to the need of improving this crossing by increasing the clearance. Unless this be done, an accident is likely to happen which might result in imposing upon the City an expense greater than either one-half or three-quarters of the cost of completing the improvement by lowering the grade of the street. It would appear to be equitable for the State and the City to divide equally the expense of this work. That would at least carry out the spirit and intent of the present law, but it is difficult to see how the Board of Estimate and Apportionment could consistently assume all of the Railroad Company's share of 50 per cent. of the cost of completing the improvement which might be imposed upon the company in literal accordance with the requirements of the present statute. If this 50 per cent. were divided equally between the State and the City, the contribution of each would be less than one-quarter of the entire improvement, which would be the legal share of each of these parties if the entire improvement were to be carried out under the law as it now stands.

The questions involved appear to be legal ones and the facts are submitted to the Board with the suggestion that the Corporation Counsel be asked to advise the Board as to what further action it should take. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The matter was referred to the Corporation Counsel for further advice.

Bureau of Contract Supervision.**President, Borough of Queens—Approval of Preliminary Plans for Refuse Destructor at Rockaway, Borough of Queens, and Approval of Contract for Architectural Services (Cal. No. 89).**

The Secretary presented a report of the Bureau of Contract Supervision on requests of the President of the Borough of Queens, for approval of preliminary plans for refuse destructor at Rockaway, and for approval of final contract for services of Joseph P. Powers, as architect for the destructor plant, recommending that the approval of the contract with the architect limit his commission to 3½ per cent. to apply only to the cost of the building; the heating, plumbing and lighting without any commission at all upon the cost of the incinerating plant.

Which was laid over one week (March 23, 1917).

President, Borough of Richmond—Approval of Contract for Engineering Services (Cal. No. 90).

The Secretary presented a communication, dated February 16, 1917, from the President, Borough of Richmond, requesting approval of form of contract and estimate of cost, \$5,000, for employment of Thomas Bruce Boyd, Inc., Equipment Engineers, for preparation of plans and supervision of installation of furniture and floor covering in the new County Court House, Borough of Richmond; and the following report of the Bureau of Contract Supervision, recommending denial thereof:

March 13, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On February 27, 1917, you referred to the Bureau of Contract Supervision a communication from the President of the Borough of Richmond, dated February 16, 1917, requesting approval of the form of contract, at an estimated cost of \$5,000 for the employment of Thomas Bruce Boyd, Inc., Equipment Engineers, for the preparation of plans and specifications and the supervision of the installation of movable furniture, fixed furniture, steel filing cases and floor covering in the new county court house, Borough of Richmond.

The contract for the interior finish of the court house provides for the erection, in the various court rooms, of Judges' benches and backgrounds, jury boxes in the courts where same are necessary, and railings dividing the space allotted to court attaches from the public are provided in the county court and supreme court rooms. The wood in the court rooms is butternut, finished in Italian walnut. The library on the third floor is to be equipped in the contract now under way with book stacks having with the other trim the same finish as the court rooms. All the other rooms in the building are to be finished with oak base, door and window trim, with the exception of judges' rooms and jury rooms, which are to have an oak wainscoting.

The style and material in the necessary equipment in the various rooms is, therefore, limited to a great extent by the finish of these rooms, as the furniture will necessarily be of oak in the rooms finished in oak and of a material to match the finish of the court rooms and the library.

It will be necessary to provide chairs for judge and jury and benches for the public in the court rooms, and desks, chairs, filing cabinets, shelving, etc., for the various other rooms in the building, together with floor coverings.

There does not appear to be any necessity for the employment of specialists to design special furniture for any of the rooms in question and there is in all probability in some of the present offices of those who will move into this building furniture that will be available for use in the new offices.

Most of the floors in the various office rooms are finished in cement and will require a linoleum floor covering.

In the transfer of the various departments to the Municipal Building of The City of New York, furniture then in use that was in serviceable condition was moved by various departments to the offices in that building and is now in use therein.

It appears that the employment of outside experts in this case is unnecessary and that the various stock equipment that may be necessary to supplement the probable available furniture now in use, should be contracted for by the President of the Borough of Richmond, using men in the employ of the City for the preparation of plans and specifications therefor.

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

Respectfully, TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution of July 11, 1912, hereby denies the request of the President of the Borough of Richmond, as set forth in a communication dated February 16, 1917, for approval of the employment of Thomas Bruce Boyd, Inc., Equipment Engineers, for the preparation of plans and specifications and the supervision of the installation of furniture and floor coverings for the new county court house, Borough of Richmond.

Which failed of adoption, receiving the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan and the Presidents of the Boroughs of Brooklyn and The Bronx—11.

Negative—The Acting President of the Borough of Richmond—1.

Section 226 of the Charter requires twelve affirmative votes for the adoption of a resolution of this character upon its original presentation.

The matter was laid over one week (March 23, 1917).

Department of Education—Approval of Increased Estimate of Cost and Specifications, Plans, Etc. (Cal. No. 91).

(On February 2, 1917 (Cal. No. 66) the estimate of cost for work at Public School 31, Borough of Richmond, was approved at \$700.)

The Secretary presented three communications, dated March 5, 6 and 7, 1917, respectively, from the Secretary, Board of Education, requesting approval of increased estimate of cost, \$896, for alterations and repairs at Public School 31, Borough of Richmond, and of specifications, plans and estimates of cost for fire protection work at Public Schools 50 and 53, Manhattan; 66, 75, 141 and 145, Brooklyn, and 20 and 23, Richmond; and the following report of the Bureau of Contract Supervision, recommending approval thereof:

March 12, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—Communications from the Board of Education were referred by you to the Bureau of Contract Supervision, as follows:

Date of Communication and Purpose of Request.

One.

March 5, 1917—

Requesting approval of a new estimate of cost in the sum of \$896 for alterations, repairs and outside exit at Public School 31, Borough of Richmond.

Two.

March 6, 1917—

Requesting approval of specifications and estimates of cost for the following:

1. Furniture work in connection with fire protection work at Public School 50, Borough of Manhattan; estimated cost, \$250.
2. Gas and electric work in connection with fire protection work at Public School 75, Borough of Brooklyn; estimated cost, \$675.
3. Gas and electric work in connection with fire protection work at Public School 145, Borough of Brooklyn; estimated cost, \$475.
4. New full size doors to replace dwarf doors at Public School 20, Borough of Richmond; estimated cost, \$425.
5. New full size doors to replace dwarf doors at Public School 23, Borough of Richmond; estimated cost, \$340.

The cost of the five items above stated to be charged to the corporate stock fund entitled "C. D. E.—9A, School Building Fund, All Boroughs, Providing Fire Protection."

Three.

March 7, 1917—

Requesting approval of specifications and estimates of cost for the following:

1. Fire signal system in Public School 53, Borough of Manhattan; estimated cost, \$975; to be charged to the fund "C. D. E.—9A."
2. Installing new lighting and power feeder in Public School 66, Borough of Brooklyn; estimated cost, \$435; to be charged to the corporate stock fund "C. D. E.—

143, School Buildings, Borough of Brooklyn, Alteration and Equipment of Specified Schools."

3. Gas work in connection with fire protection alterations in Public School 141, Borough of Brooklyn; estimated cost, \$400; to be charged to the fund "C. D. E.—9A."

The facts in relation to these requests are as follows:

One.

On February 2, 1917, your Board approved \$700 as the estimated cost of work at Public School 31, Richmond. The lowest of six estimates for this work is \$896, which, in view of the high cost of material and labor, is reasonable.

Two and Three.

At Public Schools 50, Manhattan, 75, 143 and 141, Brooklyn, fire protection work is projected or under way in accordance with specifications recently approved by your Board. The specifications now submitted are: For the removal of the cooking room equipment from the first story to the new cooking room to be formed in the fourth story at Public School 50, Manhattan; for the installation of gas and electric equipment at Public Schools 75 and 145, Brooklyn, and gas lighting equipment at Public School 141, Brooklyn, all of which is rendered necessary by the alterations for fire protection work. None of this work was included in the previous specifications.

At Public Schools 20 and 23, Richmond, it is proposed to replace dwarf doors opening on to fire escapes, with full size doors.

At Public School 53, Manhattan, it is proposed to install an interior fire signal system.

All the work at the above mentioned school buildings is necessary to comply with orders of the Fire Department, and is in accordance with the rules for fire prevention work agreed to and adopted by the Board of Education and the Fire Department.

The specifications and plans are satisfactory and the estimates of cost are reasonable. The costs are properly chargeable to the fund "C. D. E.—9A," in which there is a sufficient balance to pay for the work.

The contract for the construction of an addition to Public School 66, Brooklyn, which is now under way, made no provision for caring for an electric feeder cable which has been uncovered by excavations. A contract for electrical work in this addition is under preparation but this feeder must be cared for immediately owing to the danger from the high tension current carried by it. The feeder to be installed will be part of the permanent electric equipment.

The specifications have been approved by the Department of Water Supply, Gas and Electricity, and are satisfactory. The estimate of cost is reasonable. The cost is properly chargeable to the fund "C. D. E.—143," in which there is a sufficient unencumbered balance to pay for this work.

I recommend the adoption of the attached resolutions (two) granting the requests.

Respectfully,

TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved. That the resolution adopted by the Board of Estimate and Apportionment on February 2, 1917, approving the specifications, plans and estimate of cost for alterations, repairs and outside exit at Public School 31, Borough of Richmond, under the jurisdiction of the Department of Education, be and is hereby *amended* to make the estimate of cost read *eight hundred and ninety-six dollars* (\$896.00).

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

The following resolution was offered:

Resolved. That the Board of Estimate and Apportionment, pursuant to its resolution adopted on July 11, 1912, hereby approves the specifications, plans and estimates of cost for the following work, under the jurisdiction of the Department of Education:

Furniture work in connection with fire protection work at Public School 50, Borough of Manhattan; estimated cost, two hundred and fifty dollars (\$250).

Gas and electric work in connection with fire protection work at Public School 75, Borough of Brooklyn; estimated cost, six hundred and seventy-five dollars (\$675).

Gas and electric work in connection with fire protection work at Public School 145, Borough of Brooklyn; estimated cost, four hundred and seventy-five dollars (\$475).

New full size doors to replace dwarf doors at Public School 20, Borough of Richmond; estimated cost, four hundred and twenty-five dollars (\$425).

New full size doors to replace dwarf doors at Public School 23, Borough of Richmond; estimated cost, three hundred and forty dollars (\$340).

Fire signal system in Public School 53, Borough of Manhattan; estimated cost, nine hundred and seventy-five dollars (\$975).

Gas work in connection with fire protection alterations at Public School 141, Borough of Brooklyn; estimated cost, four hundred dollars (\$400).

—the costs to be charged to the corporate stock fund entitled "C. D. E.—9A, School Building Fund, All Boroughs, Providing Fire Protection."

Installing new lighting and power feeder in Public School 66, Borough of Brooklyn; estimated cost, four hundred and thirty-five dollars (\$435).—the cost to be charged to the corporate stock fund entitled "C. D. E.—143, School Buildings, Borough of Brooklyn, Alteration and Equipment of Specified Schools," provided that if no bids are received for any item of said work within the estimated cost, the amount of such estimated cost upon the bids so received may be reconsidered in its discretion by the Board of Estimate and Apportionment, or by any official designated by the Board, provided that any of the bids is within the amount authorized and available for said work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Department of Education—Approval of Specifications, Etc. (Cal. No. 92).

The Secretary presented a communication dated March 2, 1917, from the Secretary, Board of Education, requesting approval of specifications and estimate of cost, \$3,000, for repairs to the grand stand and fence at Curtis Athletic Field, Borough of Richmond; and the following report of the Bureau of Contract Supervision recommending approval thereof:

March 13, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On March 5, 1917, you referred to the Bureau of Contract Supervision a communication from the Board of Education, dated March 2, 1917, requesting approval of specifications and estimate of cost, \$3,000, for repairs to the grandstand and fences at Curtis Athletic Field, Borough of Richmond.

The cost is to be charged to the 1917 budget fund, "Code 874, Other Than Personal Service, Borough of Richmond," in which there is a sufficient balance to pay the cost of this work.

In the grandstand it is proposed to replace with new material the decayed wood-work in the floors, aisles, seats, steps, and other exterior woodwork; to repair the ceiling of the interior rooms, and to paint the railings on the parapet walls, the ceilings and walls of the rooms, the iron and steel work of the interior, and all new and old woodwork with the exception of the roof.

It is also proposed to repair and paint the wire fences enclosing the running track and tennis courts.

This work was provided for in the 1917 budget. The repairs and painting specified are very necessary. The specifications are satisfactory. The estimate of cost is reasonable.

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

Respectfully,

TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved. That the Board of Estimate and Apportionment, pursuant to the provisions of the 1917 budget, hereby approves the specifications and estimate of cost, three thousand dollars (\$3,000), for repairs to grand stand, fences, and painting at Curtis Athletic Field, Borough of Richmond, under the jurisdiction of the Department of Education, the cost to be charged to 1917 budget "Code 874, Other Than Personal Service, Borough of Richmond"; provided that if no bids are received for said work,

within the estimated cost, the amount of such estimated cost upon the bids so received may be reconsidered in its discretion by the Board of Estimate and Apportionment, or by any official designated by the Board; provided that any of the bids is within the amount authorized and available for said work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

College of The City of New York—Approval of Contract (Cal. No. 93).

The Secretary presented the following report of the Bureau of Contract Supervision:

March 13, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On March 12, 1917, the Curator of The College of the City of New York submitted a form of contract for alterations to the 23d street building of that institution. On January 18, and 22, 1917, the plans and specifications for this work were submitted, at an estimated cost, including architects' fees, of \$41,710, the cost of the work to be charged to the corporate stock fund entitled "CCN-3, College of The City of New York, Alterations to Old Building on 23d Street."

On January 26, 1917, in reply to a communication from the Bureau of Contract Supervision, the following itemized estimate of cost of the work, exclusive of architects' fees, was submitted:

1. General Construction (Estimate A).....	\$22,500 00
2. Electrical Work	2,200 00
3. Plumbing	2,800 00
4. Heating	5,900 00
5. Exterior Renovation (Estimate B).....	5,400 00

Total \$38,800 00

The specifications submitted provide for the repair and restoration of the exterior of the entire building and the fence surrounding the grounds; the alteration, repair and restoration of the interior of the easterly extension and of the interior of that portion of the basement, first and second stories of the main building lying to the east of, and including, the main stair halls; the installation of electric lighting, plumbing and steam heating systems in those portions of the building to be restored, and the cleaning up and removal of existing rubbish from certain portions of the building not otherwise affected.

No boiler plant is required as the heating system is to be connected with the plant in the Children's Court building, immediately in the rear.

At the suggestion of the Bureau of Contract Supervision, several minor changes have been made in the specifications, which, in their revised form, are believed to be complete, definite and competitive.

An item involving the expenditure of \$850 for electric lighting fixtures has been omitted from the contract of electrical work, at the suggestion of the Department of Water Supply, Gas and Electricity. The fixtures will be secured under a separate contract.

An estimate of cost of the proposed work, prepared by this Bureau, is as follows:

Items 1. General Construction	\$19,670 00
Electrical Work	1,350 00
Plumbing	2,800 00
Heating	5,900 00
Exterior Renovation	5,400 00

Total \$35,120 00

It is proposed to combine the electrical work with the General Construction contract (designated Estimate "A"), and to call for separate bids for this portion of the work and for the Exterior Renovation (designated Estimate "B"), as well as for combined bids for these portions of the work.

Separate bids are to be received for the Heating and Plumbing Work.

The cost of the work is chargeable against a corporate stock fund of \$60,000, entitled "CCN-3, College of The City of New York, Alterations to Old Building on 23d Street," approved by the Board of Estimate and Apportionment on February 1, 1912, and by the Board of Aldermen on February 27, 1912, and against a special revenue bond fund of \$3,000, entitled "RCN-8, Revenue Bond Fund for College of The City of New York, Old Building, Installation of Fire Proof Partitions and Doors," approved by the Board of Aldermen on March 28, 1911, and by the Board of Estimate and Apportionment on May 4, 1911.

On February 6, 1917, there was an unencumbered balance of \$54,711.63 in the fund "CCN-3," while there had been no expenditure from the fund "RCN-8."

The plans and specifications have been approved by the Bureau of Buildings, and the Department of Water Supply, Gas and Electricity, in so far as these bodies have jurisdiction.

I recommend the adoption of the attached resolution granting the requested approval at an estimated cost of \$35,120. Respectfully,

TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved. That the Board of Estimate and Apportionment, pursuant to its resolution of July 11, 1912, and subject to the approval of the Corporation Counsel as to form, hereby approves of the contract, specifications, plans and estimates of cost, not including Architects' fees, for alterations to the 23d Street Buildings of the College of the City of New York, under the jurisdiction of the Trustees of the College of the City of New York, as follows:

Item 1. General Repairs and Alterations, Including Installation of Electrical Work (designated as Estimate "A"), estimated cost, twenty-one thousand and twenty dollars (\$21,020).

Item 2. Plumbing—Estimated cost, two thousand eight hundred dollars (\$2,800).

Item 3. Heating—Estimated cost, five thousand nine hundred dollars (\$5,900).

Item 4. Exterior Renovation (designated as Estimate "B")—Estimated cost five thousand four hundred dollars (\$5,400).

—the cost to be charged to the corporate stock fund entitled "CCN-3, College of the City of New York, Alteration to Old Building on 23d Street," and the special revenue bond fund entitled "RCN-8, Revenue Bond Fund for College of the City of New York, Old Building, Installation of Fire Proof Partitions and Doors"; provided, that in the event that the aggregate sum of the lowest bids received for the four items is equal to or less than the aggregate sum of the four items herein approved (although the amount of the lowest bid for one or more items may exceed the amount approved for said item or items), then the awards for the four items, provided all are awarded, may be made without further approval by the Board of Estimate and Apportionment; and further provided that in the event that the aggregate sum of the lowest bids received for the first three items is equal to or less than the aggregate sum of the first three items herein approved (although the amount of the lowest bid for one or more items may exceed the amount approved for said item or items) then the awards for the first three items, provided all three are awarded, may be made without further approval by the Board of Estimate and Apportionment, and further provided that in the event that the aggregate sum of the lowest bids received for the four items exceeds the aggregate sum of the four items herein approved, no award for any item shall be made, except as hereinbefore provided, and the amount of such estimated cost upon the bids so received may be reconsidered, in its discretion, by the Board of Estimate and Apportionment or by any official designated by the Board, provided that the aggregate of the bids is within the amount authorized and available for said work.

Which failed of adoption, receiving the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the President of the Borough of Brooklyn and the Acting President of the Borough of Richmond—11.

Negative—The President of the Borough of The Bronx—1.

Section 226 of the Charter requires twelve affirmative votes for the adoption of a resolution of this character upon its original presentation.

The matter was laid over one week (March 23, 1917).

Department of Health—Approval of Contract for Architectural Services (Cal. No. 94).

The Secretary presented a report of the Bureau of Contract Supervision, recommending approval of final contract with William E. Austin, Architect, for professional services in preparing final plans and specifications, and for the supervision of the construction of a contagious disease hospital at Seton Falls, Borough of The Bronx, under the jurisdiction of the Department of Health.

The matter was withdrawn by the Bureau of Contract Supervision.

Department of Public Charities—Expenditure of Corporate Stock Funds (Cal. No. 95).

The Secretary presented a communication, dated February 23, 1917, from the First Deputy and Acting Commissioner of Public Charities, requesting permission to expend not more than \$350 for surveys in connection with new buildings on Randalls Island; and the following report of the Bureau of Contract Supervision recommending approval thereof:

March 8, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On February 23, 1917, you referred to the Bureau of Contract Supervision a communication from the Department of Public Charities requesting permission to expend \$350 for surveys in connection with seven proposed new buildings on Randalls Island.

On February 19, 1917, bids were opened for the construction of a new infirmary and six new cottages and contracts were awarded therefor. The contracts provide that the City shall furnish the surveys. In addition to the establishment of the axes and levels of the buildings to be erected, it is proposed to have levels taken on the several sites and lines and levels on adjacent walks and roads, and to locate all existing sewers, water and gas mains in the vicinity of the sites of these buildings in order to permit of the economical design of a sewer system for the institution.

The cost is to be charged to the corporate stock fund entitled "C. C. H.—57E, Department of Public Charities, Construction, Alteration and Equipment of Buildings on Randall's Island," in which there is a sufficient balance.

The sum of \$350 will be sufficient to provide these surveys. Bills for the work will be subject to audit by the Department of Finance before payment.

I recommend the adoption of the attached resolution granting the request subject to audit of the bills by the Department of Finance. Respectfully,

TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution of July 11, 1912, and subject to the provisions of section 419 of the Greater New York Charter, hereby approves of the expenditure of a sum *not to exceed* three hundred and fifty dollars (\$350) for surveys in connection with proposed infirmary and cottages on Randall's Island, under the jurisdiction of the Department of Public Charities, the cost to be charged to the corporate stock fund entitled "C. C. H.—57E, Department of Public Charities, Construction, Alteration and Equipment of Buildings on Randall's Island," the final amount to be paid to be determined by the audit of the Finance Department.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Department of Public Charities—Expenditure of Corporate Stock Funds (Cal. No. 96).

The Secretary presented a communication dated March 1, 1917, from the First Deputy Commissioner of Public Charities, requesting authority to expend not more than \$525 for a topographical survey in connection with designing and laying out a sewer system at Sea View Hospital, Borough of Richmond; and the following report of the Bureau of Contract Supervision recommending approval thereof to the extent of \$300:

March 13, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On March 3, 1917, you referred to the Bureau of Contract Supervision a communication from the Department of Public Charities dated March 1, 1917, requesting the expenditure of \$525 from the corporate stock fund entitled "C.C.H. 48-B, Sea View Hospital on Staten Island, Additional Buildings," to provide means for surveying work in connection with the construction of proposed sewers at Sea View Hospital, Borough of Richmond.

A contract has been awarded for the erection of additional new buildings at Sea View Hospital.

In order to afford sewage relief for these buildings it is necessary to design and lay out a sewer system. As a preliminary to this work a topographical survey of the property affected is necessary.

The surveyor will also be required to establish line and grade stakes to enable the contractor to construct the sewer in full accordance with the plans to be prepared by the engineers.

This Bureau considered the amount requested excessive, and with the approval of the Acting Commissioner of the Department of Public Charities, the request has been modified to agree with a proposal received from a City Surveyor, offering to perform the surveying work necessary for the sum of \$300 which amount is reasonable.

The cost is properly chargeable to the corporate stock fund "C.C.H. 48-B," in which there is sufficient unencumbered balance to pay the cost of the surveys.

I recommend the adoption of the attached resolution, approving the modified request, subject to audit of the bills by the Department of Finance.

Respectfully,

TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution adopted July 11, 1912, hereby approves the expenditure of an amount *not to exceed* three hundred dollars (\$300) for a topographical survey in connection with the designing and laying out of a sewer system at Sea View Hospital, Borough of Richmond, under the jurisdiction of the Department of Public Charities, the cost to be charged to the corporate stock fund entitled "C.C.H. 48-B, Sea View Hospital on Staten Island, Additional Buildings," subject to audit of the bills by the Department of Finance.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Department of Water Supply, Gas and Electricity—Approval of Increased Estimate of Cost (Cal. No. 97).

(On January 19, 1917, (Cal. No. 50), the Board approved the estimate of cost for this work at \$31,890.70.)

The Secretary presented a communication, dated March 12, 1917, from the Commissioner of Water Supply, Gas and Electricity, requesting approval of new estimate of cost amounting to \$34,271.44 for work in connection with furnishing, hauling and laying water mains and appurtenances in various streets, Boroughs of Manhattan and The Bronx; and the following report of the Bureau of Contract Supervision recommending approval thereof:

March 13, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On March 13, 1917, you referred to the Bureau of Contract Supervision a communication from the Commissioner of Water Supply, Gas and Electricity, dated March 12, 1917, requesting approval of a new estimate of cost in the amount of \$34,271.44 for doing all work in connection with furnishing, hauling and laying water mains and appurtenances in Elwood Street and various other streets in the Boroughs of Manhattan and The Bronx, the cost to be charged against corporate stock funds as follows:

"CDW-13Q, Water Fund, Borough of Manhattan, Changing Service Taps in Various Streets," to the extent of \$150.

"CDW-13, Water Fund, Boroughs of Manhattan and The Bronx," to the extent of \$34,121.44.

There are sufficient balances in the funds "CDW-13" and "CDE-13Q" to provide for these expenditures.

On January 19, 1917, your board approved the proposed work at an estimated cost of \$31,890.70, which included an amount of \$2,332.70 for pavement to be laid under the jurisdiction of the Borough Presidents of Manhattan and The Bronx and \$29,558 for a contract for doing all the rest of the work.

On February 7, 1917, the Department received bids for doing all of the work, except that part of the pavement which was to be relaid by the Borough Presidents, the lowest of four bids being \$31,938.74 and the average \$33,545.

The low bid is \$2,380.74 in excess of the amount estimated for the work, but, in view of the increased cost of all materials, it is not probable that any lower bid can be obtained.

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

TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution of July 11, 1912, hereby approves of an increased estimate of cost in an amount of thirty-four thousand two hundred and seventy-one dollars and forty-four cents (\$34,271.44) for doing all work in connection with furnishing, hauling and laying water mains and appurtenances in Elwood street, West, 155th street, First avenue, Avenue A and East 61st street, Borough of Manhattan, and in Crotona Place, Digny and Dyre avenues, Grand Boulevard and Concourse, Spuyten Duyvil Road, East 187th street and in West 256th street, Borough of The Bronx, under the jurisdiction of the Department of Water Supply, Gas and Electricity, the cost to be charged against corporate stock funds as follows:

"C. D. W. 13Q—Water Fund, Borough of Manhattan, Changing Service Taps in Various Streets," to the extent of one hundred and fifty dollars (\$150).

"C. D. W. 13—Water Fund, Boroughs of Manhattan and The Bronx" to the extent of thirty-four thousand one hundred and twenty-one dollars and forty-four cents (\$34,121.44).

—the cost to be allotted as follows:

\$2,332.70 for relaying pavement under the jurisdiction of the Borough Presidents of Manhattan and The Bronx, and

\$31,938.74 for a contract for doing all the work except that portion of the paving which is to be done under the jurisdiction of the Borough Presidents.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Department of Water Supply, Gas and Electricity—Expenditure of Corporate Stock Funds (Cal. No. 98).

The Secretary presented a communication, dated February 27, 1917, from the Commissioner of Water Supply, Gas and Electricity, requesting permission to expend \$556.59 for removing a water main and laying a new main in Review avenue, Borough of Queens; and the following report of the Bureau of Contract Supervision recommending approval thereof:

March 7, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On March 2, 1917, you referred to the Bureau of Contract Supervision a communication from the Commissioner of Water Supply, Gas and Electricity, dated February 27, 1917, requesting permission to make an expenditure of \$556.59 for removing a six-inch water main and laying a new twelve-inch main in Review avenue from Young street to Greenpoint avenue, Borough of Queens, the cost to be charged against the corporate stock fund "C. D. W. 14."

The proposed new twelve-inch extension is to fill in a gap in the existing twelve-inch main in Review avenue which extends as far south as Thomas street. It will strengthen the hydrant pressure and fire protection in the district and will place the City in position to furnish water to a large plant of the Standard Oil Works, which is now supplied by the Citizens Water Supply Company.

The estimate of cost which is the lowest of six bids is reasonable and there is sufficient balance in the fund "C. D. W. 14" to provide for this expenditure.

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

TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution of July 11, 1912, and subject to the provisions of section 419 of the Greater New York Charter, hereby grants permission to the Commissioner of Water Supply, Gas and Electricity to make an expenditure of five hundred and fifty-six dollars and fifty-nine cents (\$556.59), for removing a six-inch water main and laying a new twelve-inch main in Review avenue, from Young street to Greenpoint avenue, First Ward, Borough of Queens, the cost to be charged against the corporate stock fund "C. D. W.—14, Water Fund, Borough of Queens."

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Police Department—Approval of Plans, Specifications, Etc. (Cal. No. 99).

The Secretary presented a communication, dated February 6, 1917, from the Police Commissioner, transmitting plans and specifications for equipment and alterations to various Precinct Station Houses, at a total estimated cost of \$6,700; and the following report of the Bureau of Contract Supervision recommending approval thereof at an estimated cost of \$5,910:

March 13, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On February 8, 1917, you referred to the Bureau of Contract Supervision a communication from the Police Department, dated February 6, 1917, requesting approval of plans and specifications for work as follows:

151st Precinct, installation of electric light wiring and fixtures..... \$1,200 00

275th Precinct, alterations to the plumbing and installation of new plumbing work on first, second and third floors, and painting work in and about the station house..... 3,500 00

and the approval of specifications for:

15th Precinct, painting work in and about the station house..... 2,000 00

\$6,700 00

Request was also made, that the cost be released from the 1917 budget appropriation in "Code 1633, General Plant Service," in which there is sufficient balance available for this purpose.

At the 151st Precinct, it is proposed to install electric light wiring, fixtures and appurtenances, to replace the present gas system. This will result in economy in the cost of lighting and maintenance.

The plans and specifications, as submitted, for the work in the 275th Precinct, provide for the removal of the present plumbing work, fixtures, slate partitions and wainscoting, and the rearrangement and installation of new plumbing in conjunction with the old fixtures, and new slate partitions and wainscoting on the first, second and third floors of this building.

After a study of the plans and specifications, the Bureau of Contract Supervision suggested the elimination of the proposed plumbing work and the abandonment of the toilet on the second floor and the removal of the plumbing and fixtures by departmental labor.

These changes have reduced the estimated cost to \$900, and have been agreed to by representatives of the Police Department. The plans and specifications as now modified, provide for the following: The rearrangement of fixtures on the first floor to provide additional necessary facilities on this floor. On the third floor it is proposed to change the location of and to reduce the number of fixtures. It is also proposed to renew the piping as the existing piping is in bad condition and requires almost constant repairs. This work will reduce the present excessive expenditures for maintenance of the plumbing and will tend to make this building more sanitary.

It is also proposed at the 275th Precinct, to repair all plastering and tarazzo flooring, water proof the shower bath room and paint all rooms, halls, corridors on the first, second and third floors and exterior wood and iron work in the main

building, prisons and garage. This work is necessary, as the building is in a very unsightly condition.

At the 15th Precinct it is proposed to repair the plastering and floors, and paint the interior of all rooms on the first to sixth floors, inclusive, the prisons, garage and exterior iron and woodwork. This work is necessary as the building is in a very bad condition.

The plans and specifications as modified, are satisfactory, and have been approved as to the electric lighting by the Department of Water Supply, Gas and Electricity.

The estimates of cost of work in the 15th and 15th Precincts are reasonable and are the amounts included in Code 1633 for these items.

In the 27th Precinct, the reduced estimated cost of plumbing work is \$900, which is \$150 in excess of the amount provided in Code 1633. The estimated cost of painting and repairing is \$1,810; this is \$310 in excess of the amount provided for this work. These increased estimates of cost are due to the higher price of labor and materials and to the fact that more repairs are necessary to the walls and ceilings in order to complete the painting, than would have been required at the time the budget was prepared.

I recommend the adoption of the attached resolution approving the request, with changes as noted.

Respectfully,

TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the terms and conditions of the 1917 budget, hereby approves the plans, specifications and estimates of cost in the sum of five thousand nine hundred and ten dollars (\$5,910) for all labor and materials necessary for repairs, alterations and improvements under the jurisdiction of the Police Department, as follows:

15th Precinct, installation of electric light wiring and fixtures..	\$1,200 00
27th Precinct, alterations to the plumbing work on first and third floors	900 00
Painting and repairing the interior and exterior of the building....	1,810 00
15th Precinct, painting interior and exterior of the building.....	2,000 00

Total	\$5,910 00
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—the cost of the work to be paid from the 1917 budget funds, "Code 1633, General Plant Service."

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Fire Department—Approval of Contract, Plans, Specifications, Etc. (Cal. No. 100).

The Secretary presented two communications, dated February 26 and March 6, 1917, respectively, from the Fire Commissioner, transmitting for approval forms of contract, plans and specifications for furnishing and delivering underground cables and appurtenances, etc., for improving fire alarm system in the Rockaways, Borough of Queens, at a total estimated cost of \$26,300; and the following report of the Bureau of Contract Supervision recommending approval thereof at an estimated cost of \$17,600:

March 13, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On February 28, 1917, you referred to the Bureau of Contract Supervision a letter from the Fire Commissioner dated February 26, 1917, requesting approval of the forms of contract, plans, specifications and estimates of cost for two contracts as follows:

For furnishing, delivering and installing underground lead covered cables and appurtenances for improving the fire alarm system in the Rockaways, Borough of Queens, estimated cost, \$14,700.

For furnishing, delivering and installing subsidiary pipes, delivering and installing fire alarm posts and constructing manholes in connection with the improving of the fire alarm system in the Rockaways, Borough of Queens, estimated cost, \$5,600.

The cost of both contracts is to be charged to the corporate stock fund entitled "C.F.D.—29E, Fire Department, Queens, Improving Fire Alarm System in the Rockaways," for which \$25,000 was authorized in December, 1916.

On March 5, 1917, bids for both contracts were opened, the lowest of two bids for the first contract being \$20,165, and the lowest of four bids for the second contract, \$8,500. The total of these bids exceeds the amount available.

The Fire Commissioner believes that by readvertising the second contract and by purchasing the materials and performing the work of the first contract by department workmen, the total cost can be kept within the appropriation for the improvement. New bids for the second contract are to be opened on March 16, 1917.

On March 6, 1917, the Fire Commissioner requested approval of the expenditure of \$12,000 for the material included in the first contract and submitted new specifications for furnishing and delivering underground lead covered cables and appurtenances for improving the fire alarm system in the Rockaways.

I recommend that the request, as amended, be approved by the adoption of the attached resolution. Respectfully,

TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the resolution adopted on July 11, 1912, hereby approves the forms of contract, plans, specifications and estimates of cost for materials for the use of the Fire Department, as follows:

For furnishing and delivering underground lead covered cables and appurtenances for improving the fire alarm system in the Rockaways, Borough of Queens, estimated cost, twelve thousand dollars (\$12,000).

For furnishing, delivering and installing subsidiary pipes, delivering and installing fire alarm posts and constructing manholes in connection with the improving of the fire alarm system in the Rockaways, Borough of Queens; estimated cost, five thousand six hundred dollars (\$5,600).

—the cost of both contracts to be charged to the corporate stock fund entitled "C. F. D.—29E, Fire Department, Queens, Improving Fire Alarm System in the Rockaways," provided that if no bids are received for said work within the estimated costs, the amounts of such estimated costs upon the bids so received may be reconsidered in its discretion by the Board of Estimate and Apportionment, or any official authorized to act in its behalf, provided that any of the bids is within the amount authorized for said work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Fire Department—Approval of Increased Estimate of Cost (Cal. No. 101).

(On December 15, 1916 (Cal. No. 42), the Board adopted a resolution approving the estimated cost for this apparatus at \$5,500.)

The Secretary presented a communication, dated January 3, 1917, from the Fire Commissioner, requesting approval of an increased estimate of cost, \$5,994, for a motor-driven wrecking truck; and the following report of the Bureau of Contract Supervision recommending approval thereof:

March 13, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On January 6, 1917, you referred to the Bureau of Contract Supervision a request of the Fire Commissioner, dated January 3, 1917, for approval of an increased estimate of cost, \$5,994, for a motor driven wrecking truck for the use of the Fire Department.

On December 15, 1916, your board approved \$5,500 as an estimate for this apparatus.

At the public letting on January 3, 1917, the only bid was \$5,994, submitted by the International Motor Company, although the specifications were so drawn as to permit bids from other manufacturers.

Action on this request has been deferred, pending a determination on the question of opening the specifications to permit the purchase of worm-driven instead of chain-driven apparatus. Careful study indicates that while it is probable that a worm-driven truck could be obtained cheaper than the chain-driven, the latter type should be purchased.

All of the trucks and fire apparatus in the department are chain-driven and the chief of the repair shop feels, from experience, that the chain-driven apparatus will be satisfactory, but is doubtful of the ability of any worm-driven truck to do some of the work which this apparatus may be called upon to perform.

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

TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That the resolution adopted by the Board of Estimate and Apportionment on December 15, 1916, approving the form of contract, specifications and estimate of cost in the sum of five thousand five hundred dollar (\$5,500) for one motor-driven wrecking truck for the Fire Department, be amended to make the estimate of cost five thousand nine hundred and ninety-four dollars (\$5,994).

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Board of Inebriety—Expenditure of Corporate Stock Funds (Cal. No. 102).

The Secretary presented a communication, dated February 21, 1917, from the Executive Secretary, Board of Inebriety, requesting permission to expend \$880 for improvements to the shack erected at the Farm Colony, Warwick, Orange County, New York; and the following report of the Bureau of Contract Supervision recommending approval thereof at an estimated cost of \$750:

March 8, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On February 23, 1917, you referred to the Bureau of Contract Supervision a communication from the Board of Inebriety, dated February 21, 1917, requesting approval of the expenditure of \$880 from the fund "CCM-15B, Board of Inebriety, Erection and Equipment of Temporary Building" for improvements to the shack erected at Warwick, Orange County, New York.

It is proposed to install equipment and perform work as follows:

Lockers, 66 at \$5 each.....	\$330 00
Changes in lavatory.....	150 00
Miscellaneous improvements.....	100 00
Window screens (materials)	300 00

Total estimated cost.....	\$880 00
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No facilities have been provided for the storage of the clothing of the patients in this building. It is proposed to install individual steel lockers, which will be available for use later when a permanent building is erected. It is also proposed to install partitions and two new urinals in the lavatory and to purchase material for window screens, which are to be made by the inmates of the institution.

The cost of such work and equipment as is necessary is reasonably estimated as follows:

60 lockers at \$5.....	\$300 00
New fixtures and partitions in lavatory and installation.....	250 00
Material for window screens.....	200 00

Total	\$750 00
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The Board of Inebriety agrees that this amount will be sufficient for the purpose. On March 7, 1916, an unencumbered balance of \$1,003.41 remained in the fund CCM-15B, which was authorized on December 3, 1915, to which the cost is to be charged.

I recommend the adoption of the attached resolution granting the request to the extent of \$750. Respectfully,

TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution adopted on July 11, 1912, hereby approves the expenditure of a sum not to exceed seven hundred and fifty dollars (\$750) from the corporate stock fund entitled "C. C. M.—15B, Board of Inebriety, Erection and Equipment of Temporary Building," for improvements at the temporary shack at the Farm Colony at Warwick, Orange County, New York, under the jurisdiction of the Board of Inebriety.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Bureau of Franchises.

Amendment of Section 183 of the Railroad Law (Cal. No. 103).

Amendment of section 183 of the Railroad Law by making inoperative the provision limiting a second street surface railway to use the tracks of another company of any such street for a distance of one thousand feet in so far as Livingston Street, between the westerly side of the Bowery and the Manhattan approach to the Williamsburg Bridge, at or near Clinton Street, is concerned.

The Secretary presented the following:

Bureau of Franchises, March 13, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—For more than two and a half years the Bridge Commissioner, the Franchise Committee and the Bureau of Franchises have been endeavoring to reach an agreement with the surface railway companies operating across the Williamsburg Bridge, for the continuation of such service. It was not, however, until recently that the companies submitted an agreement which they were willing to execute.

At the meeting of the Franchise Committee on March 9, 1917, that Committee decided that the agreement offered by the companies was one which the City should not accept, but that an agreement which had been drawn by the Bureau of Franchises should be offered to the companies. The Franchise Committee's report with these recommendations is to be submitted to the Board on March 16, 1917.

If the companies refuse to execute the agreement drawn by the Bureau of Franchises prior to the termination of the present permit under which the companies are now operating—that is, the permit which expires on March 31, 1917—the City may be confronted with the problem of providing for the continuation of through and local service or for the substitution of other through or local service, or both. Should this situation arise, the City will be impotent in that Delancey Street (a thoroughfare which is the main and only direct approach from Manhattan to the Williamsburg Bridge) is already encumbered by street surface railway tracks.

The Railroad Law provides that, in the City of New York, no street surface railway corporation shall construct, extend or operate its road or tracks in that portion of any street, avenue, road or highway in which a street surface railway is or shall be lawfully constructed, except that any street surface railway company may use the tracks of another street surface railway company for a distance not exceeding 1,000 feet. The original franchise upon this thoroughfare was granted in 1889, before any bridge to the Williamsburg district of Brooklyn was thought of, when Delancey Street was used only for local purposes. This franchise is now in the control of and used by the New York Railways Company, which Company has, in view of the provisions of the Railroad Law above referred to, a legalized monopoly in that street.

Since the construction of the bridge, Delancey Street has been widened to a width of 150 feet, at large expense to the taxpayers of the Borough of Manhattan, and, instead of being used now only for local purposes, is the main and only direct artery of traffic between the Bridge and the Bowery. In fact the City has, at large expense, opened westerly from the Bowery an extension known as Kenmare Street, 80 feet in width, for the purpose of providing a means of distribution of traffic to and from the Williamsburg Bridge by way of Delancey Street. Delancey and Kenmare Streets are both used by the City for rapid transit railways, to accommodate the vast volume of traffic to and from Brooklyn by way of the Williamsburg Bridge. If the City is to keep pace with the growth of traffic between the Boroughs of Manhattan and Brooklyn, a satisfactory and sufficient service should be maintained by street railways on the surface.

In order, therefore, that Delancey Street should be a field open for use by other corporations, as an approach for street surface railway operation to the Williamsburg Bridge, it is necessary that the Railroad Law be amended. It is believed that Delancey Street should be opened for use by other corporations in any event, whether or not a

satisfactory agreement can be reached between the City and the railway companies now operating across the bridge.

In accordance, therefore, with the directions of the Franchise Committee, I have caused a draft of a bill to be prepared, amending section 183 of the Railroad Law by making inoperative the limitation of 1,000 feet, referred to above, in so far as Delancey Street between the westerly side of the Bowery and the Manhattan approach to the Williamsburg Bridge, at or near Clinton Street, is concerned.

It is submitted that the proposed legislation is necessary to properly protect the City from an entrenched and legalized monopoly, and it is recommended the Board approve the proposed amendment, that after its approval as to form by the Corporation Counsel, it be introduced in the legislature as an administrative measure and that both Houses and the Governor of the State be requested to give it immediate and favorable consideration.

Resolutions for adoption are transmitted herewith. Respectfully,

HARRY P. NICHOLS, Engineer, Chief of Bureau.

An Act to amend Section 183 of the Railroad Law to permit the use of the existing tracks of a street surface railroad company in Delancey Street, in the Borough of Manhattan, City of New York, by another street surface railroad company.

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

Section 1. Section 183 of the Railroad Law is hereby amended to read as follows:

§183. Construction of road in street where other road is built.

No street surface railroad corporation shall construct, extend or operate its road or tracks in that portion of any street, avenue, road or highway, in which a street surface railroad is or shall be lawfully constructed, except for necessary crossings, or, in cities, villages and towns of less than one million two hundred and fifty thousand inhabitants over any bridges, without first obtaining the consent of the corporation owning and maintaining the same, except that any street surface railroad company may use the tracks of another street surface railroad company for a distance not exceeding one thousand feet, and in *Delancey Street, in the Borough of Manhattan, City of New York, for the entire distance between the west side of the Bowery and the approach to the Williamsburg Bridge at or near Clinton Street*, and if in a city having a population of less than thirty-five thousand inhabitants, for a distance not exceeding fifteen hundred feet, and in cities, villages and towns of less than one million two hundred and fifty thousand inhabitants, shall have the right to lay its tracks upon, and run over and use any bridges used wholly or in part as a footbridge, whenever the court upon an application for commissioners shall be satisfied that such use is actually necessary to connect main portions of a line to be constructed or operated as an independent railroad, or to connect said railroad with a ferry, or with another existing railroad, and that the public convenience requires the same, in which event the right to use shall only be given for a compensation to an extent and in a manner to be ascertained and determined by commissioners to be appointed by the courts as is provided in the condemnation law, or by the public service commission in cases where the corporations interested shall unite in request for such commission to act. Such commissioners in determining the compensation to be paid for the use by one corporation of the tracks of another shall consider and allow for the use of the tracks for all injury and damage to the corporation whose tracks may be so used. Any street surface railroad corporation may, in pursuance of a unanimous vote of the stockholders voting at a special meeting called for that purpose by notice in writing, signed by a majority of the directors of such corporation, stating the time, place and object of the meeting, and serving upon each stockholder appearing as such upon the books of the corporation, personally or by mail, at his last known post-office address, at least sixty days prior to such meeting, guarantee the bonds of any other street surface railroad corporation whose road is fully or partly in the same city or town or adjacent cities or towns.

Section 2. This act shall take effect immediately.

(Note—New matter in *italics*.)

The President of the Borough of The Bronx stated that the counsel for the New York Railways Company requested that the matter be laid over in view of the action this day taken by the Board in the matter of the operation of street surface cars across the Williamsburg Bridge.

Action was deferred until March 23, 1917.

Bureau of Personal Service.

City Departments—Modification of Schedules and Establishment of Additional Grades of Positions (Cal. No. 104).

The Secretary presented the following report of the Director, Bureau of Personal Service; which was ordered printed in the Minutes and filed:

March 7, 1917.

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

Sir—I transmit herewith, for filing, the following requests from various departments, which were referred to the Committee on Salaries and Grades, the same having been considered in connection with the budget for the year 1917:

Record Date of No. Reference.	Department and Subject.
240 7-31-16	Bellevue and Allied Hospitals—Request dated July 27, 1916, for modification of schedule 2055 for 1916 to change lines for Hospital Helper and Cook to meet present conditions.
4598 7-26-16	Bellevue and Allied Hospitals—Request for transfer of accruals amounting to \$8,897.94 to provide for increases in salaries of hospital helpers.
345 8-3-16	County Clerk, Queens—Request dated August 1, 1916, for establishment of position of Deputy in Charge of the Land Title Registration Bureau at \$3,000 per annum.
1977 9-22-16	County Clerk, Richmond—Request for change of titles from Clerk to Chief Recording Clerk and from Searcher to Chief Clerk.
877 8-24-16	Docks and Ferries—Request dated August 14, 1916, for authority to fill vacant position of Expert Accountant at \$3,000 per annum.
459 1-13-16	Education—Request dated January 10, 1916, for modification of schedule 853, to change the lines Clerk, 6 at \$1,500 to read 7 at \$1,500, and Examiner of Claims, 5 at \$1,500 to read 4 at \$1,500.
906 2-3-16	Education—Request dated February 1, 1916, for authority to fill vacant position of Chief Statistician at \$4,000.
3715 10-6-16	Estimate and Apportionment (Contract Supervision)—Request dated October 3, 1916, for authority to fill vacant position of Fuel Engineering Chemist at \$1,500.
3892 7-11-16	Pension Commission—Request dated July 8, 1916, for modification of schedule 34 for 1916, for increases in salaries of staff.
1169 5-19-16	Mayoralty, Weights and Measures—Request dated May 18, 1916, for modification of schedule 231 for 1916, involving transfer of \$60 to provide for following increases: Sealer of Weights and Measures, \$1,900 to \$2,340; \$1,700 to \$1,820; \$1,500 to \$1,620.
1482- 1481	Mayoralty, Weights and Measures—Requests dated September 9, 1916, for establishment of position of Sealer at \$2,340 per annum, \$1,820 and \$1,620.
1065 8-30-16	Parks, Brooklyn—Request dated August 28, 1916, for establishment of grade of position of Topographical Draftsman at \$1,920.
1153 5-19-16	Parks, Manhattan and Richmond—Request dated May 18, 1916, for modification of schedules 1110 for 1916, to provide for Clerk at \$600 per annum.
700 8-19-16	Parks, Queens—Request, dated August 17, for modification of code 1375, to increase the line Clerk at \$1,350 to \$1,500.
582 5-8-16	Parks, Queens—Request, dated May 5, 1916, for change of title from Rodman at \$1,200 to Transitman at same salary.
3251- 3500	Police—Communication, dated June 27, 1916, from the Civil Service Forum, submitting appeal of Patrolman in Police Department for increase of \$50 each for 4 years beginning Jan. 1, 1917, making maximum salary for 1st grade patrolmen on Jan. 1, 1921, \$1,600 per annum.
4066 1-3-16	President, Brooklyn—Request, dated December 30, 1916, for establishment of following grades of positions: Plan Examiner, \$2,100 (2), \$1,800 (2), \$1,500 (3), \$1,200 (2).

Record Date of No. Reference.	Department and Subject.
1995 3-3-16	President, Brooklyn—Petition of Wm. B. Hale, Supt. of Public Baths, Borough of Brooklyn, for the restoration of his salary to the rate at which he was appointed.
4194 1-5-16	President, Brooklyn—Request, dated Jan. 3, 1916, for establishment of grade position of Axeman at \$1,140 per annum for one incumbent.
2525 3-8-16	President, Brooklyn—Request, dated July 24, 1916, for authority to fill vacant position of Clerk at \$1,050.
230 4-27-16	President, Brooklyn—Request, dated Aug. 23, 1916, for authority to fill vacant position of Clerk at \$420.
1000 2-3-16	President, Manhattan—Resolution adopted by Board of Aldermen Feb. 23, 1916, for issue of \$12,352.50 special revenue bonds for carrying into effect provision of code of ordinances re inspection of elevators.
189 4-29-16	President, Manhattan—Request, dated April 26, 1916, for modification of schedules 353 and 357 for 1916, to provide for Chief Engineer at \$6,120 and Assistant Engineer at \$6,120, increasing salaries of Eugene W. Stern and Chas. E. Gregory.
1552 5-26-16	President, Manhattan—Request, dated June 10, 1916, for authority to fill vacant position of Clerk at \$1,200.
3971 7-13-16	President, Manhattan—Request, dated May 3, 1916, for authority to fill vacant position of Attendant at \$780.
1856 9-20-16	President, Manhattan—Request, dated July 19, 1916, for authority to fill vacant position of Topographical Draftsman at \$1,200.
2240 6-9-16	President, Manhattan—Request, dated April 25, 1916, for authority to fill vacant position of Inspector of Sewer Construction at \$1,200.
1499 2-15-16	President, Manhattan—Request, dated Sept. 29, 1916, for authority to fill vacant position of Clerk at \$1,200.
2254 9-28-16	Taxes and Assessments—Request dated Feb. 1, 1916, for modification of schedule 662TC for 1916, to increase Messenger from \$1,200 to \$1,320 per annum.
1886 2-23-16	Taxes and Assessments—Request dated Feb. 21, 1916, for establishment of following grades of positions: Typewriting Copyist, \$600; Stenographer and Typewriter Clerk, \$720; Inspector, \$1,140.
R3968 7-27-16	Water Supply, Gas and Electricity—Letter dated July 6, 1916, from the L. I. Protective Assn, requesting that wages of Laborers employed in the repair gang of the Dept. of W. S. G. & E., Boro. Bklyn., be fixed at the rate of \$3 per day.
2349 9-28-16	Water Supply, Gas and Electricity—Request dated Sept. 27, 1916, for establishment of position of Estimator for four incumbents.
789 5-11-16	Water Supply, Gas and Electricity—Request dated May 9, 1916, for modification of schedule 2173 for 1916, to provide for Chief Inspector at \$2,280 instead of Inspector at same salary.
2426 9-30-16	Water Supply, Gas and Electricity—Request dated Sept. 28, 1916, for modification of schedules 2157, 2165 and 2171 for 1916, to provide for following additional positions: 2 Asst. Engineers at \$2,280. Rodman \$900.
3858 10-27-16	Water Supply, Gas and Electricity—Request dated Oct. 25, 1916, for modification of schedule 2169 for 1916, to provide for a Stenographer and Typewriter at \$780 instead of a Typewriting Copyist at \$900.
3632 10-24-16	Water Supply, Gas and Electricity—Request dated Oct. 21, 1916, for modification of schedules 2171 and 2173 for 1916, to provide for increases in salary of Albert T. Man. Clerk, from \$840 to \$960.
2503 10-3-16	Water Supply, Gas and Electricity—Request dated Sept. 30, 1916, for authority to fill vacant position of Clerk at \$900.
2117 9-25-16	Water Supply, Gas and Electricity—Request dated Sept. 22, 1916, for authority to fill vacant position of Clerk at \$540.
4364 7-21-16	Water Supply, Gas and Electricity—Request dated July 19, 1916, for authority to fill vacant position of Clerk at \$1,500.

Very truly yours,

GEORGE L. TIRRELL, Director.

Bureau of Records and Minutes.

Board of Estimate and Apportionment—Approved Papers—On Changes in the City Map (Cal. No. 105).

The following report of the Secretary of the Board was ordered printed in the Minutes and filed:

March 12, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—I beg to inform you that on March 9, 1917, his Honor the Mayor approved the resolutions adopted by the Board of Estimate and Apportionment on March 2, 1917, changing the map or plan of the City of New York by:

484. Changing the lines and grades of Chittenden Avenue from Northern Avenue to Riverside Drive, together with other incidental readjustments in the street plan of the vicinity, Borough of Manhattan.

485. Establishing lines and grades for Rutherford Place, between 17th Avenue and 18th Avenue, Borough of Brooklyn.

486. Changing the lines of Zerega Avenue, between Lyvere Street and Castle Hill Avenue, and the lines of Lyvere Street between Zerega Avenue and East Tremont Avenue (West Farms Road), Borough of The Bronx.

487. Changing the grades of Jerome Avenue between Cameron Place and West 183d Street, and of Clinton Place, West 182d Street, and Buchanan Place, between Jerome Avenue and Davidson Avenue, Borough of The Bronx.

488. Changing the lines and grades of the street system within the territory bounded by West 188th Street, University Avenue, Kingsbridge Road, Davidson Avenue, West 190th Street and Grand Avenue, Borough of The Bronx.

489. Changing the grades of 9th Street, between East Avenue and Jackson Avenue, and of Van Alst Avenue, between Jackson Avenue and 10th Street, Borough of Queens.

490. Changing the grades of 150th Street (Boerum Avenue), from 33rd Avenue (Mitchell Avenue), to 35th Avenue (State Street) and of 34th Avenue (Alice Street), from 149th Place (Cheekering Place) to 150th Place (Botanic Street), Borough of Queens.

491. Laying out Clinton Avenue, from Montgomery Avenue to Hobson Avenue, and changing the lines of Hobson Avenue, from Clinton Avenue to Halle Avenue, Borough of Queens.

492. Changing the grades of Kissel Avenue, between Castleton Avenue and Forest Avenue, and the grades of the intersecting streets affected thereby, Borough of Richmond. Respectfully,

JOSEPH HAAG, Secretary.

LOCAL IMPROVEMENTS.

Preliminary Authorization.

Borough of Brooklyn.

Bulwer Place, from Highland Boulevard to Vermont Avenue, Borough of Brooklyn—Sewer (Cal. No. 106).

The Secretary presented a resolution adopted August 31, 1916, by the Local Board of the New Lots District, Borough of Brooklyn, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 16552. March 13, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the New Lots District, Borough of Brooklyn, adopted on August 31, 1916, initiating proceedings for constructing a sewer in Bulwer Place from Highland Boulevard to Vermont Avenue.

This resolution affects two blocks or about 800 feet of Bulwer Place, comprising the entire length of this street which the property owners are said to have dedicated to public use. The City would accordingly appear to have a sufficient easement to permit of the construction of a sewer although, in case a surface improvement were to be later petitioned for, it would be necessary to predicate its authorization upon an opinion from the Corporation Counsel as to the validity of the City's title or upon the prior carrying out of an opening proceeding.

The improvement is petitioned for by six property owners representing a little more than 60 per cent. of the frontage which, in the interior lots, is assessed as having a value, excluding buildings, ranging from \$38 to \$40 per linear foot.

The work is estimated to cost about \$2,000, on which basis the assessment will amount to about \$1.50 per front foot. The assessed valuation of the property to be benefited is reported to be \$73,100.

An inspection of the ground shows that an approximately graded roadway is in use, and that the curbing and flagging have been laid on the westerly side. Five houses of a substantial character have been erected upon the abutting property. A favorable report has been prepared concerning a Local Board resolution providing for the construction of the continuing outlet sewer in Vermont Avenue. A plan is now before the Board under which it is intended to provide for incorporating these sewers upon the City drainage map as temporary sanitary sewers and, although the sewers are designed to have a capacity adequate for the combined flow of the area to be drained, in view of the limited capacity of the existing drain into which the system will be temporarily outletted they can be utilized for the removal of house drainage only.

In view of the conditions above outlined, it would appear that in conformity with the rules of the Board preliminary authorization of this improvement might properly be now given, and in case the related drainage map is adopted such action is recommended with the understanding that the authorization of the construction will be deferred until the outlet sewer in Vermont Avenue has been provided for.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, the President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the New Lots District, duly adopted by said Board on the 31st day of August, 1916; and approved by the President of the Borough of Brooklyn on the 16th day of November, 1916, as follows, to wit:

"Resolved, That the Local Board of the New Lots District hereby initiates proceedings to construct sewers in Bulwer Place, from Highland Boulevard to Vermont Avenue."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Miller Avenue, from Crosby Avenue to Highland Boulevard, and Highland Boulevard, North Side, from Miller Avenue to Vermont Avenue, Borough of Brooklyn—Sewers (Cal. No. 107).

The Secretary presented a resolution adopted August 31, 1916, by the Local Board of the New Lots District, Borough of Brooklyn, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 16553. March 13, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the New Lots District, Borough of Brooklyn, adopted on August 31st, 1916, initiating proceedings for constructing sewers in the following streets: Miller Avenue, from Crosby Avenue to Highland Boulevard; Highland Boulevard, North Side, from Miller Avenue to Vermont Avenue.

This resolution affects one short block of Miller Avenue and one long block of Highland Boulevard, with an aggregate length of about 800 feet. Title to Highland Boulevard has been legally acquired, and the formal dedication of Miller Avenue to public use has already been recognized by the Board, a grading improvement having been authorized on July 7th, 1916.

The improvement is petitioned for by four property owners representing about 45 per cent. of the frontage, which, in the interior lots, is assessed as having a value, excluding buildings, ranging from \$35 to \$50 per linear foot. In the remaining tributary area the taxed land value ranges from \$25 to \$30 per linear foot.

The work is estimated to cost about \$4,300, on which basis the assessment will amount to about \$3 and to about \$0.75 per front foot in the areas respectively directly and indirectly affected. The assessed valuation of the property to be benefited is reported to be \$407,930.

An inspection of the ground shows that Highland Boulevard is paved, and that Miller Avenue is graded, curbed and flagged. Eight buildings of a substantial character have been erected upon the abutting property.

A plan under which it is proposed to incorporate these sewers upon the City Drainage Map as temporary sanitary sewers for sanitary use is now before the Board for consideration. The sewers are designed to have a capacity adequate for the combined flow of the area to be drained, but in the absence of the legal continuing outlet it will be necessary to temporarily utilize a small existing pipe which has a capacity sufficient for the removal of house drainage only. A number of basins built by the Department of Parks along Highland Boulevard now discharge through this pipe, and in order to avoid its surcharging, the basins will have to be bulkheaded off until the permanent outlet can be provided. I am advised that no objection to this procedure on the part of the Commissioner of Parks is anticipated.

The necessity of immediately providing for the drainage of these streets is quite apparent, and in case the related drainage plan is adopted, it is recommended that, in conformity with the rules of the Board, preliminary authorization of this improve-

ment be now given, but with the distinct understanding that before final authorization is given information will be presented to show that the Commissioner of Parks will make provision for the exclusion of storm water from the sewer to be used as an outlet until such time as an adequate capacity for the removal of storm water has been provided. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the New Lots District, duly adopted by said Board on the 31st day of August, 1916, and approved by the President of the Borough of Brooklyn on the 16th day of November, 1916, as follows, to wit:

"Resolved, That the Local Board of the New Lots District hereby initiates proceedings to construct sewers in Miller Avenue, from Crosby Avenue to Highland Boulevard, and outlet sewer in Highland Boulevard, north side, from Miller Avenue to Vermont Avenue."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Vermont Avenue, from Bulwer Place to Highland Boulevard, and Crosby Avenue, from Bulwer Place to Vermont Avenue, Borough of Brooklyn—Sewers (Cal. No. 108).

The Secretary presented a resolution adopted August 31, 1916, by the Local Board of the New Lots District, Borough of Brooklyn, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 16551. March 13, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the New Lots District, Borough of Brooklyn, adopted on August 31, 1916, initiating proceedings for constructing sewers in the following streets: Vermont Avenue, from Bulwer Place to Highland Boulevard; Crosby Avenue, from Bulwer Place to Vermont Avenue.

This resolution affects two blocks of each of these streets, having an aggregate length of about 2,100 feet. The Corporation Counsel has advised that Crosby Avenue is dedicated to public use excepting for a distance of about 100 feet adjoining Bulwer Place, where no sewer is needed. A portion of Vermont Avenue on the northwesterly side was acquired for water supply purposes by the former City of Brooklyn, and the property owners have dedicated the adjoining land on the south, establishing the City's ownership for a width of 49 1/2 feet. An opening proceeding relating to each of the streets is at the present time in progress, but in view of the conditions described it will be unnecessary to defer the desired improvement until such a time as title to the land can be vested in the City.

The improvement is petitioned for by twenty-six property owners representing about 52 per cent. of the frontage that is available for private development and which, in the interior lots, is assessed as having a value, excluding buildings, ranging from \$25 to \$30 per linear foot. In the remaining tributary area the taxed land value ranges from \$25 to \$40 per linear foot.

The work is estimated to cost about \$9,000, on which basis the assessment is assessed uniformly on the entire frontage will amount to about \$2, and to about \$0.50 per front foot in the areas respectively directed and indirectly affected. The assessed valuation of the property to be benefited is reported to be \$624,810.

An inspection of the ground shows that the streets are in use and that they serve as frontage for about thirty-five houses, these involving the development of more than 50 per cent. of the abutting property that is in private ownership. Almost the entire northwesterly frontage on Vermont Avenue comprises cemetery property which will probably be partially relieved from its proportional share of the expense.

A plan under which it is proposed to incorporate these sewers upon the City Drainage Map as temporary sewers for sanitary use is now before the Board for consideration. The sewers are designed to have a capacity adequate for the combined flow of the area to be drained, but in the absence of the legal continuing outlet it will be necessary to temporarily utilize a small existing pipe which has a capacity sufficient for the removal of house drainage only. A number of basins built by the Department of Parks along Highland Boulevard now discharge through this pipe, and in order to avoid its surcharging, the basins will have to be bulkheaded off until the permanent outlet can be provided. I am advised that no objection to this procedure on the part of the Commissioner of Parks is anticipated.

The necessity of immediately providing for the drainage of these streets is quite apparent, and in case the related drainage plan is approved, it is recommended that, in conformity with the rules of the Board, preliminary authorization of this improvement be now given, but with the distinct understanding that the request for the authorization of the construction will be accompanied by a communication from the Commissioner of Parks agreeing to the exclusion of storm water from the sewer to be used as an outlet until such time as an adequate capacity for the removal of storm water has been provided.

In view of the probability that the expense of constructing the Vermont Avenue sewer will fall at least to a very large extent upon the property located on the easterly side of this street, it is suggested that the attention of the Borough President be called to the desirability of giving this sewer a position as near the easterly side of the street as practicable. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the New Lots District, duly adopted by said Board on the 31st day of August, 1916, and approved by the President of the Borough of Brooklyn on the 16th day of November, 1916, as follows, to wit:

"Resolved, That the Local Board of the New Lots District hereby initiates proceedings to construct sewers in Vermont Avenue, from Bulwer Place to Highland Boulevard, and outlet sewer in Crosby Avenue, from Bulwer Place to Vermont Avenue."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assess-

ment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President, Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and the Bronx, and the Acting President of the Borough of Richmond—12.

The Secretary was directed to call the attention of the President of the Borough of Brooklyn to the desirability of locating the sewer in accordance with the suggestion of the Chief Engineer.

Cedar Place, from Malbone Street to Montgomery Street, Borough of Brooklyn—Sewer (Cal. No. 109).

The Secretary presented a resolution adopted October 24, 1913, by the Local Board of the Flatbush District, Borough of Brooklyn, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 16547.

March 12, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on October 24, 1913, initiating proceedings for constructing a sewer in Cedar Place, from Malbone Street to Montgomery Street.

This resolution affects two blocks or about 900 feet of Cedar Place. The Corporation Counsel has advised that in the northerly block the street is dedicated to public use. A proceeding for acquiring title to the land needed for the street from Sullivan Street to Malbone Street was instituted by the Board of Estimate and Apportionment on March 17, 1916, and the court order granting the City's application to condemn was entered on October 28 following, so that title can here be vested in the City at any time.

The improvement is petitioned for by two property owners, representing about 40 per cent. of the frontage, which, in the interior lots, is assessed as having a value, excluding buildings, ranging from \$30 to \$45 per linear foot.

The work is estimated to cost about \$2,800, on which basis the assessment would amount to about \$2 per front foot. The assessed valuation of the land to be benefited is reported to be \$56,040.

An inspection of the ground shows that the street is generally roughly in use, and in the northerly block the curbing and flagging is laid on the easterly side, where the entire frontage comprises the Ebbets Field Baseball Park. Fifteen buildings have been erected upon the property abutting on the westerly side, these, together with the baseball park, involving the development of about 62 per cent. of the frontage. The outlet sewers are built.

From the conditions above outlined it would appear that, in conformity with the rules of the Board, preliminary authorization of this improvement might properly be now given, such action being recommended. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 24th day of October, 1913, and approved by the President of the Borough of Brooklyn on the 9th day of March, 1917, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to construct a sewer in Cedar place, from Malbone street to Montgomery street."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President, Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and the Bronx, and the Acting President of the Borough of Richmond—12.

Cedar Place, from Malbone Street to Montgomery Street, Borough of Brooklyn—Regulating and Grading (Cal. No. 110).

The Secretary presented a resolution adopted October 24, 1913, by the Local Board of the Flatbush District, Borough of Brooklyn, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 16546.

March 12th, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on October 24th, 1913, initiating proceedings for grading, curbing and flagging Cedar Place from Malbone Street to Montgomery Street.

This resolution affects two blocks or about 900 feet of Cedar Place. The Corporation Counsel has advised that in the northerly block the street is dedicated to public use. A proceeding for acquiring title to the land needed for the street from Sullivan Street to Malbone Street was instituted by the Board of Estimate and Apportionment on March 17th, 1916, and the court order granting the City's application to condemn was entered on October 28th following, so that title can here be vested in the City at any time.

The improvement is petitioned for by two property owners, representing about 40 per cent. of the frontage, which in the interior lots is assessed as having a value, excluding buildings, ranging from \$30 to \$45 per linear foot.

The work is estimated to cost about \$2,000, on which basis the assessment would amount to about \$2 per front foot, excepting in the case of the baseball park, in front of which only a small amount of grading is to be done. The assessed valuation of the land to be benefited is reported to be \$103,700.

An inspection of the ground shows that the street is generally roughly in use, and in the northerly block the curbing and flagging is laid on the easterly side, where the entire frontage comprises the Ebbets Field Baseball Park. Fifteen buildings have been erected upon the property abutting on the westerly side, these, together with the baseball park, involving the development of about 62 per cent. of the frontage.

From the conditions above outlined it would appear that, in conformity with the rules of the Board, preliminary authorization of this improvement might properly be now given, such action being recommended. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 24th day of October, 1913, and approved by the President of the Borough of Brooklyn on the 9th day of March, 1917, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to regulate, grade, set cement curb and lay cement sidewalks, where necessary, on Cedar Place, from Malbone Street to Montgomery Street,"—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Riverdale Avenue, from Snediker Avenue to Hinsdale Street, Borough of Brooklyn—Paving (Cal. No. 111).

The Secretary presented a resolution adopted May 5, 1915, by the Local Board of the New Lots District, Borough of Brooklyn, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 16545.

March 10th, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the New Lots District, Borough of Brooklyn, adopted on May 5th, 1915, initiating proceedings for paving with asphalt (permanent pavement) Riverdale Avenue, from Snediker Avenue to Hinsdale Street.

This resolution affects one block or about 200 feet of Riverdale Avenue, title to which has been legally acquired.

The improvement is petitioned for by five property owners, representing a little less than 60 per cent. of the frontage, which, in the interior lots, is assessed as having a value, excluding buildings, of \$45 per linear foot.

The work is estimated to cost about \$2,200, on which basis the assessment would amount to about \$5.50 per front foot. The assessed valuation of the land to be benefited is reported to be \$35,400.

An inspection of the ground shows that the street is graded, curbed and flagged, and that seven buildings have been erected upon the abutting property, these involving the development of 50 per cent. of the frontage. With the exception of the gas main all of the subsurface structures have been provided. In the adjoining sections the street is regulated and graded, which condition also obtains in Snediker Avenue. Hinsdale Street is paved with asphalt.

From the conditions above outlined it would appear that, in conformity with the rules of the Board, preliminary authorization of this improvement might properly be now given, such action being recommended, with the understanding that the authorization of the construction will be deferred until the gas main has been provided for. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the New Lots District, duly adopted by said Board on the 5th day of May, 1915, and approved by the President of the Borough of Brooklyn on the 7th day of March, 1917, as follows, to wit:

"Resolved, That the Local Board of the New Lots District hereby initiates proceedings to lay a permanent asphalt pavement on Riverdale Avenue, from Snediker Avenue to Hinsdale Street."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Borough of The Bronx.

Rhinelander, Muliner, Lydig, Matthews, Wallace, Barnes, Bronxdale and Neil Avenues, Borough of The Bronx—Sewers (Cal. No. 112).

The Secretary presented a resolution adopted December 5, 1916, by the Local Board of the Chester District, Borough of The Bronx, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 16515.

March 3, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Chester District, Borough of The Bronx, adopted on December 5, 1916, initiating proceedings for constructing sewers in the following streets:

Rhinelander Avenue, from Cruger Avenue to Bronxdale Avenue;

Muliner Avenue, from Rhinelander Avenue to Lydig Avenue;

Lydig Avenue, from Muliner Avenue to Matthews Avenue;

Matthews Avenue, from Lydig Avenue to Pelham Parkway South; and from Rhinelander Avenue to the summit north of Neil Avenue;

Wallace Avenue, from Rhinelander Avenue to Bronxdale Avenue (Bear Swamp Road);

Barnes Avenue, from Rhinelander Avenue to Bronxdale Avenue (Bear Swamp Road);

Bronxdale Avenue (Bear Swamp Road), from Rhinelander Avenue to Neil Avenue;

Neil Avenue, from Matthews Avenue to Muliner Avenue.

This resolution affects lengths varying from one short block of Neil Avenue and of Lydig Avenue, to three long blocks of Muliner Avenue, with an aggregate length of about 7,600 feet. Title to Wallace Avenue, Barnes Avenue and the sections of Matthews Avenue and of Muliner Avenue south of Bronxdale Avenue has been legally acquired.

A proceeding for acquiring title to Rhinelander Avenue, from Cruger Avenue

to Stillwell Avenue was instituted by the Board of Estimate and Apportionment on February 5, 1915, and to make it comply with the new Street Opening Law was reinstated on July 1 following. The Commissioners of Estimate and Assessment in this proceeding filed their oaths on November 24, 1915, and title to the land can be vested in the City at any time.

A proceeding relating to Muliner Avenue, from Bear Swamp Road to Bronx and Pelham Parkway; to Lydig Avenue, from Barnes Avenue to Bogart Avenue; to Matthews Avenue, from Bear Swamp Road to Bronx and Pelham Parkway; and to Neil Avenue, from Bear Swamp Road to Radcliff Avenue, together with a number of other streets, was instituted under the provisions of a resolution adopted by the Board of Estimate and Apportionment on November 14, 1912, and amended on December 23, 1914. The oaths of the Commissioners of Estimate and Assessment in this proceeding were filed on July 17, 1915.

A proceeding relating to Bear Swamp Road (Bronxdale Avenue), from West Farms Road to White Plains Road, was instituted on December 31, 1913, and the oaths of the Commissioners of Estimate and Assessment were filed on May 4, 1915.

The improvement is petitioned for by the American Real Estate Company, who are said to be the owners of considerable property in the tributary area, although the extent and location of their holdings is not specified. In a recent communication the Borough President has requested that a report upon this matter be prepared for the immediate consideration of the Board, stating that the carrying out of the project has been insistently urged by the Morris Park Taxpayers' Association on the grounds that no permanent development of the tributary area can be undertaken until adequate sewerage facilities have been provided. In the interior lots the direct frontage is assessed as having a value, excluding buildings, ranging from \$28 to \$56 per linear foot, and in the remaining tributary area, from \$12 to \$160 per linear foot.

The work is estimated to cost about \$160,400, on which basis the assessment would amount to about \$6 and to about \$0.40 per front foot in the areas respectively directly and indirectly affected. The Board is advised that it is believed that the carrying out of the work under a single contract in excess of \$100,000 will not only result in a better quality of construction but will also tend to the expeditious completion of the project. The assessed valuation of the property to be benefited is reported to be \$5,855,500.

An inspection of the ground shows that with the exception of the northerly block of Matthews Avenue and the four blocks of Rhinelander Avenue west of Matthews Avenue, the streets are on the ground, and that they serve as frontage for approximately 60 houses. In the area indirectly affected about 200 buildings have been erected, and a decided building activity is anticipated as a result of the provision of rapid transit facilities heretofore almost entirely lacking. This, however, can hardly be fully realized unless sewers are available. The continuing outlet sewer in Cruger Avenue is under contract and the authorization of the project now under consideration would appear to be timely inasmuch as its immediate advancement will permit of the practically simultaneous completion of the two sections.

In view of the conditions above outlined, it would appear that, in conformity with the rules of the Board, preliminary authorization of this improvement might properly be now given, such action being recommended. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of The Bronx has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Chester District, duly adopted by said Board on the 5th day of December, 1916, and approved by the President of the Borough of The Bronx on the 11th day of December, 1916, as follows, to wit:

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

"For construction of sewers and appurtenances in Rhinelander Avenue, between Cruger Avenue and Bronxdale Avenue; and in Muliner Avenue, between Rhinelander Avenue and Lydig Avenue; and in Lydig Avenue, between Muliner Avenue and Matthews Avenue; and in Matthews Avenue, between Lydig Avenue and Pelham Parkway South; and in Wallace Avenue, between Rhinelander Avenue and Bronxdale Avenue (Bear Swamp Road); and in Barnes Avenue, between Rhinelander Avenue and Bronxdale Avenue (Bear Swamp Road); and in Matthews Avenue, between Rhinelander Avenue and the summit north of Neil Avenue; and in Bronxdale Avenue (Bear Swamp Road), between Rhinelander Avenue and Neil Avenue; and in Neil Avenue, between Matthews Avenue and Muliner Avenue, together with all work incidental thereto, in the Borough of The Bronx, City of New York."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of The Bronx to prepare plans, specifications and an estimate of cost, based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of The Bronx has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel; that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Wilkins Avenue, from Boston Road to Crotona Park East, Borough of The Bronx—Paving and Curbing (Cal. No. 113).

The Secretary presented a resolution adopted February 20, 1917, by the Local Board of the Crotona District, Borough of The Bronx, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 10548.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Crotona District, Borough of The Bronx, adopted on February 20, 1917, initiating proceedings for paving with asphalt (permanent pavement) Wilkins Avenue, from Boston Road to Crotona Park East, and for curbing where necessary.

This resolution affects one block or about 250 feet of Wilkins Avenue, title to which has been legally acquired.

The improvement is petitioned for by three property owners, representing about 80 per cent. of the frontage, which, in the interior lots, is assessed as having a value, excluding buildings, of \$180 per linear foot.

The work is estimated to cost about \$6,700, on which basis the assessment would amount to about \$12 per front foot. The assessed valuation of the property to be benefited is reported to be \$477,700.

An inspection of the ground shows that the street is graded, curbed and flagged, and that a number of large apartment houses have been erected upon the abutting property, these involving the development of considerably more than 50 per cent. of the frontage. All of the subsurface structures have been provided.

From the conditions above outlined it would appear that, in conformity with the rules of the Board, preliminary authorization of this improvement might properly be now given, such action being recommended. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of The Bronx has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Crotona District, duly adopted by said Board on the 20th day of February, 1917, and approved by the President of the Borough of The Bronx on the 1st day of March, 1917, as follows, to wit:

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

"For paving with sheet asphalt on a concrete foundation (permanent pavement) the roadway of Wilkins Avenue, from Boston Road to Crotona Park East, setting curb where necessary, together with all work incidental thereto, in the Borough of The Bronx, City of New York."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of The Bronx to prepare plans, specifications and an estimate of cost, based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of The Bronx has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel; that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Borough of Queens.

Sackett Street, from 46th Street to 43d Street, and 42d Street, 41st Street, 40th Street and Junction Avenue, from Roosevelt Avenue to Polk Avenue, Borough of Queens—Sewers (Cal. No. 114).

The Secretary presented a resolution adopted October 19, 1916, by the Local Board of the Newtown District, Borough of Queens, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 16518.

March 6th, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on October 19th, 1916, initiating proceedings for constructing sewers in the following streets: Sackett Street, from 46th Street to 43d Street; 42d Street, from Roosevelt Avenue to Polk Avenue; 41st Street, from Roosevelt Avenue to Polk Avenue; 40th Street, from Roosevelt Avenue to Polk Avenue; Junction Avenue, from Roosevelt Avenue to Polk Avenue.

This resolution affects lengths varying from two blocks or about 800 feet of Junction Avenue to two blocks or about 1,100 feet of 42d Street, with an aggregate length of about 4,800 feet. The Corporation Counsel has advised that each of the streets is dedicated to public use within the limits of the existing highways and, although in the case of Junction Avenue, 40th Street and 42d Street, the streets are in use for only a part of their mapped widths, the area in which the City's title has thus been established is adequate for the purpose of the desired construction.

In connection with the improvement of adjoining sections of these latter streets attention has been directed to the fact that the construction of a sewer will more than likely serve as an incentive to the further development of the frontages, and to the desirability of immediately taking steps to determine upon the treatment ultimately to be accorded them to the end that title might be acquired without delay and at a minimum cost to such land as might be needed for the widenings.

The improvement is petitioned for by forty-six property owners, representing a little more than 20 per cent. of the direct frontage, which, in the interior lots, is assessed as having a value, excluding buildings, ranging from \$26 to \$44 per linear foot. In the remaining tributary area the property has a taxed land value of \$20 per linear foot.

The work is estimated to cost about \$15,800, on which basis the assessment would amount to about \$2 and to about \$0.50 per front foot in the areas respectively directly and indirectly affected. The assessed valuation of the land to be benefited is reported to be \$339,200.

An inspection of the ground shows that the streets are approximately graded and that they serve as frontage for about one hundred and forty buildings of a substantial character. The outlet sewers have been provided for.

The necessity of immediately providing for the drainage of these streets is quite apparent, and it would appear that, in conformity with the rules of the Board, preliminary authorization of this improvement might properly be now given, such action being recommended. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Newtown District, duly adopted by said Board on the 19th day of October, 1916, and approved by the President of the Borough of Queens on the 23d day of October, 1916, as follows, to wit:

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

"For the construction of a sewer and appurtenances in Sackett Street from 46th Street to 43d Street, 42d Street from Roosevelt Avenue to Polk Avenue, 41st Street from Roosevelt Avenue to Polk Avenue, Junction Avenue from Roosevelt Avenue to Polk Avenue, Second Ward of the Borough of Queens."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Audley (Walnut, 116th) Street, from St. Ann's (84th) Avenue to Mayfair (83d) Road, Borough of Queens—Sewer (Cal. No. 115).

The Secretary presented a joint resolution adopted April 15, 1915, by the Local Boards of the Newtown and Jamaica Districts, Borough of Queens, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 16521.

March 6th, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a joint resolution of the Local Boards of the Newtown and Jamaica Districts, Borough of Queens, adopted on April 15th, 1915.

initiating proceedings for constructing a sewer in Audley (Walnut, 116th) Street from St. Ann's (84th) Avenue to Mayfair (83d) Road.

This resolution affects two blocks or about 800 feet of Audley Street, which the Corporation Counsel has advised is dedicated to public use.

The improvement is petitioned for by five property owners representing a little more than 50 per cent. of the direct frontage and a little more than 40 per cent. of the frontage that is available for private development in the remaining tributary area. In the former case the property is assessed as having a value, excluding buildings, ranging from \$20 to \$50, and in the latter, from \$15 to \$40, per linear foot.

The work is estimated to cost about \$6,000, on which basis the assessment would amount to about \$3 and to about \$0.20 per front foot in the areas respectively directly and indirectly affected. The assessed valuation of the land to be benefited that is in private ownership is reported to be \$191,675.

An inspection of the ground shows that a macadamized roadway is in use and that a number of buildings of a substantial character have been erected upon the abutting property. Information is presented to show that the development of property in the area indirectly benefited is contingent upon the provision of drainage facilities, and that the property owners contemplate the construction of laterals tributary to the sewer now under consideration by private contract. By reason of its ownership of Forest Park, which has a frontage of about 2,200 feet on Park Lane South, located in the area indirectly affected, the City will be subject to an assessment of about \$500. The outlet sewer is built.

From the conditions above outlined it would appear that, in conformity with the rules of the Board, preliminary authorization of this improvement might properly be now given, such action being recommended. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, the President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Boards of the Newtown and Jamaica Districts, duly adopted by said Boards on the 15th day of April, 1915, and approved by the President of the Borough of Queens on the 21st day of May, 1915, as follows, to wit:

"Resolved, That these Boards do hereby initiate proceedings for the said local improvement, to wit:

"For the construction of a sewer and appurtenances in Audley (Walnut) Street from St. Ann's Avenue to Mayfair Road, Second and Fourth Wards;" and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and the Bronx and the Acting President of the Borough of Richmond—12.

Kimball (103d) Avenue, from South Curtis Avenue (124th Street) to South Cochran Avenue (125th Street), and South Cochran Avenue (125th Street), from Liberty Avenue to the Crown About 350 Feet North of Kimball (103d) Avenue, Borough of Queens—Sewers (Cal. No. 116).

The Secretary presented a resolution adopted May 22, 1914, by the Local Board of the Jamaica District, Borough of Queens, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 16532. **March 9th, 1917.**

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Jamaica District, Borough of Queens, adopted on May 22nd, 1914, initiating proceedings for constructing sewers in the following streets:

Kimball (103d) Avenue, from South Curtis Avenue (124th Street) to South Cochran Avenue (125th Street); South Cochran Avenue (125th Street), from Liberty Avenue to the crown about 350 feet north of Kimball (103d) Avenue.

This resolution affects one block of Kimball Avenue and one and one-half blocks of South Cochran Avenue, having an aggregate length of about 1,000 feet. The Corporation Counsel has advised that each of the streets is dedicated to public use.

The improvement is petitioned for by five property owners, representing a little more than 15 per cent. of the frontage, which, in the interior lots, is assessed as having a value, excluding buildings, ranging from \$20 to \$22.50 per linear foot. In the remaining tributary area the taxed land value ranges from \$17.50 to \$21 per linear foot.

The work is estimated to cost about \$4,800, on which basis the assessment, excluding the charge to be made for house connection drains, would amount to about \$2.50 and to about \$0.20 per front foot in the areas respectively directly and indirectly affected. The assessed valuation of the land to be benefited is reported to be \$81,400.

An inspection of the ground shows that the streets are macadamized and that they serve as frontage for twenty-three houses of a substantial character. The outlet sewers are built.

The necessity of providing for the drainage of these streets is quite apparent, and, in conformity with the rules of the Board, it is recommended that preliminary authorization of this improvement be now given. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Jamaica District, duly adopted by said Board on the 22nd day of May, 1914, and approved by the President of the Borough of Queens on the 3rd day of June, 1914, as follows, to wit:

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

"For the construction of a sewer and appurtenances in Kimball Avenue, from South Curtis Avenue to South Cochran Avenue, and in South Cochran Avenue, from Liberty Avenue to the Crown, about 350 feet north of Kimball Avenue, Fourth Ward of the Borough of Queens."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and the Bronx and the Acting President of the Borough of Richmond—12.

preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Bragaw Street, from Queens Boulevard to a Line About 304 Feet Northerly Therefrom, Borough of Queens—Regrading, Curbing and Recurbing, Flagging and Relflagging (Cal. No. 117).

The Secretary presented a resolution adopted February 1, 1917, by the Local Board of the Newtown District, Borough of Queens, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 16479. **March 7, 1917.**

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on February 1, 1917, initiating proceedings for regrading, curbing and recurring, and flagging and reflagging Bragaw Street, from Queens Boulevard to a line about 304 feet northerly therefrom.

This resolution affects a little more than one-half long block of Bragaw Street, title to which has been legally acquired.

The street was graded, curbed and flagged under an authorization of January 12, 1911, but the improvement was not carried out to the legally established grade inasmuch as the platform at the Queens Boulevard intersection was disregarded and the grading made to follow a straight line extending from the summit described to the northerly line of old Thomson Avenue coinciding with the center of Queens Boulevard. The present surface at the intersection with Queens Boulevard is approximately 3 1/2 feet too high, and to bring the street to the established elevation it will be necessary not only to remove a considerable amount of earth but also to depress the curbing and flagging. The abutting property is entirely unimproved.

The improvement is petitioned for by the Commissioner of Public Works and is desired in order to avoid the creation of a dangerous condition through the grading of Queens Boulevard, preliminary authorization for which was given on February 16 last. It is stated to be the intention of the borough authorities to carry out the improvement of the two streets in a single contract, but the two projects should be combined in such a way as to permit the levying of separate assessments for the reason that a considerable period will have to elapse before the assessment relating to Queens Boulevard can be forwarded for collection.

In connection with a similar condition that arose through the grading of East 21st Street, from Emmons Avenue to Voorhies Lane, in the Borough of Brooklyn, at an elevation differing from the legal grade, the Corporation Counsel advising that the discrepancy should be remedied through the approval of a Local Board resolution initiating proceedings for the necessary physical work, the cost of which should be certified to the Board of Assessors in the usual manner, and that if it should appear that any part of the cost of the work were not legally assessable, proper disposition of the matter could be made by the Board of Assessors or the Board of Revision of Assessments.

The work is estimated to cost about \$1,500, on which basis the assessment would amount to about \$2.50 per front foot. In the interior lots the abutting property is assessed as having a value, excluding buildings, of \$64 per linear foot, and the assessed valuation of all of the property benefited is reported to be \$29,000.

This improvement is clearly needed in order to insure the safety of public travel, and in conformity with the rules of the Board, it is recommended that preliminary authorization be now given. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Newtown District, duly adopted by said Board on the 1st day of February, 1917, and approved by the President of the Borough of Queens on the 5th day of February, 1917, as follows, to wit:

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

"For regulating and regrading, curbing, recurring, flagging and reflagging, where necessary, together with all work incidental thereto, in Bragaw Street, from Queens Boulevard to a line about 304 feet northerly thereof, First Ward of the Borough of Queens."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment: the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

2d Street, from Woodside Avenue to the Long Island Railroad, and from Woodside Avenue to Stryker Avenue, Borough of Queens—Grading, Curbing and Flagging (Cal. No. 118).

The Secretary presented a resolution adopted February 1, 1917, by the Local Board of the Newtown District, Borough of Queens, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 16486. **February 23, 1917.**

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on February 1, 1917, initiating proceedings for grading Second Street, from Woodside Avenue to the Long Island Railroad, and for curbing and flagging this street from Woodside Avenue to Stryker Avenue.

This resolution affects two blocks, or about 1,000 feet of Second Street, which the Corporation Counsel has advised is dedicated to public use.

The improvement is petitioned for by seven property owners, four of whom represent about 6 per cent. of the frontage, while the location of the holdings of the others is not specified. In the interior lots the frontage is assessed as having a value, excluding buildings, ranging from \$34 to \$35 per linear foot.

The work is estimated to cost about \$6,000, on which basis the assessment would amount to about \$4 per front foot. The assessed valuation of the property to be benefited is reported to be \$62,000.

An inspection of the ground shows that in the southerly block an approximately graded roadway is in use and that a large number of buildings have been erected upon the abutting property. In the northerly block the street is roughly in use at an elevation considerably below the established grade and a large amount of filling will be needed. The street will slope downwards toward the railroad, which is here on a high embankment, with the result that a drainage pocket would occur unless provision is made for carrying surface waters along the railroad right-of-way. Information is presented with the papers to show that this will be effected through a ditch, which, it

appears, will outlet eastwardly. Two houses on the easterly side of the street near the railroad embankment have an elevation such that it is probable that if the street is brought to the present legal elevation some change of grade damage will accrue, but it would seem that a slight change might be made in the elevations heretofore established by which such building damage could be avoided, and I would suggest that a study in this respect be made in connection with the preliminary work. In the aggregate the abutting property is a little more than 50 per cent. improved. On the southerly side at Woodside Avenue at a point about opposite Second Street is located a large public school, access to which will be greatly facilitated through the provision of suitable sidewalks.

From the conditions above outlined it would appear that, in conformity with the rules of the Board, preliminary authorization of this improvement might properly be now given, such action being recommended, with the understanding that the authorization of the construction will be deferred until after any map change that may be found to be desirable has been effected. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Newtown District, duly adopted by said Board on the 1st day of February, 1917, and approved by the President of the Borough of Queens, on the 5th day of February, 1917, initiating proceedings for the following local improvement:

"For regulating and grading from Woodside Avenue to the right of way of the Long Island Railroad and for curbing and laying sidewalks and crosswalks where necessary from Woodside Avenue to Stryker Avenue, together with all work incidental thereto, in Second Street, Second Ward of the Borough of Queens."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

4th Street, from Jackson Avenue to Polk Avenue, Borough of Queens—Grading, Curbing and Flagging (Cal. No. 119).

The Secretary presented a resolution adopted February 1, 1917, by the Local Board of the Newtown District, Borough of Queens, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 16519. March 2nd, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on February 1st, 1917, initiating proceedings for grading the roadway and curbing 4th Street, from Jackson Avenue to Polk Avenue, and for grading and flagging the easterly sidewalk space.

This resolution affects two blocks or about 1,200 feet of 4th Street, title to which has been legally acquired.

The improvement is petitioned for by twenty-two property owners representing a little more than 50 per cent. of the frontage, which, in the interior lots, is assessed as having a value, excluding buildings, ranging from \$24 to \$26 per linear foot.

The work is estimated to cost about \$5,000, on which basis the assessment would amount to about \$3 per front foot on the easterly side and to about \$2 per front foot on the westerly side. The assessed valuation of the property to be benefited is reported to be \$57,000.

An inspection of the ground shows that an approximately graded roadway is in use and that the flagging has been laid on the westerly side. Fifteen buildings have been erected upon the abutting property and the construction of ten others is now in progress.

From the conditions above outlined it would appear that, in conformity with the rules of the Board, preliminary authorization of this improvement might properly be now given, such action being recommended.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Newtown District, duly adopted by said Board on the 1st day of February, 1917, and approved by the President of the Borough of Queens, on the 5th day of February, 1917, as follows, to wit:

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

"For regulating and grading the roadway and easterly sidewalk space for setting curb on both sides and for laying sidewalks where necessary on the easterly side of Fourth Street, from Jackson Avenue to Polk Avenue, Second Ward of the Borough of Queens, together with all work incidental thereto."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Hancock Street, from Webster Avenue to Pierce Avenue, Borough of Queens—Paving (Cal. No. 120).

The Secretary presented a resolution adopted July 12, 1912, by the Local Board of the Newtown District, Borough of Queens, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 16519. March 6th, 1917.
Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on July 12th, 1912, initiating proceedings for paving with asphalt (permanent pavement) Hancock Street from Webster Avenue to Pierce Avenue.

This resolution affects two blocks or a little more than 1,100 feet of Hancock Street, title to which has been legally acquired.

The improvement is petitioned for by eleven property owners representing about 24 per cent. of the frontage, which in the interior lots is assessed as having a value, excluding buildings, of \$36 per linear foot.

The work is estimated to cost about \$12,700, on which basis the assessment would amount to about \$7 per front foot. The assessed valuation of the property to be benefited is reported to be \$155,875.

An inspection of the ground shows that the street is graded, curbed and flagged, and that the abutting property is about 70 per cent. improved with buildings of a substantial character, some of which are used for industrial purposes. All of the subsurface structures have been provided.

From the conditions above outlined it would appear that, in conformity with the rules of the Board, preliminary authorization of this improvement might properly be now given, such action being recommended. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Newtown District, duly adopted by said Board on the 12th day of July, 1912, and approved by the President of the Borough of Queens on the 24th day of July, 1912, as follows, to wit:

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

"For paving, with a permanent pavement consisting of sheet asphalt on a concrete foundation six (6) inches in thickness, together with all work incidental thereto, in Hancock Street, from Webster Avenue to Pierce Avenue, First Ward of the Borough of Queens";

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost, based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Fairview Avenue, from Linden Street to Greene Avenue, Borough of Queens—Rescinding Resolution Granting Preliminary Authorization for Paving (Cal. No. 121).

The Secretary presented a communication dated February 19, 1917, from the Acting President, Borough of Queens, requesting rescission of this improvement; and the following report of the Chief Engineer:

Report No. 16517.

March 6th, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—At the meeting of the Board of Estimate and Apportionment held on July 27th, 1916, and in accordance with a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on June 6th, 1913, preliminary authorization was given in the matter of paving with asphalt (permanent pavement) Fairview Avenue, from Linden Street to Greene Avenue.

The work was estimated to cost about \$10,200 and the assessed valuation of the property to be benefited was reported to be \$150,000.

The paving improvement was subsequently carried out by the property owners under private contract, and in a communication bearing date of February 19th last, the Acting Borough President has expressed his desire that the authorization be removed from the Board records as an active matter. Information is presented to show that no expense has been incurred that is chargeable against the Street Improvement Fund.

I would recommend that the resolution of July 27th, 1916, under which preliminary authorization of this improvement was given, be rescinded.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby rescinds the resolution adopted by said Board on July 27, 1916, granting preliminary authorization for regulating and paving with a permanent pavement consisting of sheet asphalt on a concrete foundation six inches in thickness, together with all work incidental thereto, in Fairview Avenue, from Linden Street to Greene Avenue, Second Ward of the Borough of Queens.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Final Authorization.

Borough of Manhattan.

Academy Street, from the Harlem River to a Point 220.5 Feet South of the Southerly Curb Line of Nagle Avenue, Manhattan—Paving, Curbing and Recurbing (Cal. No. 122).

The Secretary presented the following report of the Chief Engineer:

Report No. 16538.

March 12, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the President of the Borough of Manhattan advising that all of the conditions imposed by the Board prior to the authorization of the following local improvement have been complied with:

Paving with granite block (preliminary pavement) and curbing and recurring Academy Street, from the Harlem River to a point 220.5 feet south of the southerly curb line of Nagle Avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on December 22, 1916, at which time information was presented to show that its probable cost would be about \$29,800. The Borough President states that the time to be allowed for the completion of the improvement is 45 days, and that the expense incurred for the preliminary work amounts to \$75.

The work to be done comprises the following: 9,600 square yards granite block pavement, 800 linear feet new bluestone curbing, 10 linear feet old curbing redressed and reset. The cost of the improvement is now estimated to be \$40,000.

The urgency of this improvement was established at the time when the preliminary authorization was given, and it is recommended that the construction work be now authorized. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following was offered:

A copy of a resolution of the Local Board of the Washington Heights District, duly adopted by said Board on the 14th day of November, 1916, and approved by the President of the Borough of Manhattan on the 15th day of November, 1916, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

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

"To regulate, grade and pave the roadway of Academy Street, from Harlem River to a point 220.5 feet south of the south curb line of Nagle Avenue, with a preliminary granite block pavement on a sand foundation, curb, recess, set headerstone and do all necessary work incidental thereto."

—and thereupon, on the 22nd day of December, 1916, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Manhattan to prepare the necessary plans, specifications and an estimate of cost of the proposed improvement, based on actual survey, and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Manhattan had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Manhattan, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of \$9,200; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of \$134,000 having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Borough of Brooklyn.

The Secretary presented the following report of the Chief Engineer relative to Calendar Nos. 123 to 128, inclusive:

Report No. 16539.

March 12, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith are transmitted communications from the President of the Borough of Brooklyn advising that all of the conditions imposed by the Board prior to the authorization of local improvements have been complied with in the matter of the following:

1. Paving with asphalt (permanent pavement) West 20th Street from Neptune Avenue to Surf Avenue, excepting the land occupied by the tracks of the New York and Coney Island Railroad Company.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on February 10, 1917, at which time information was presented to show that its probable cost would be about \$9,400. The Borough President states that the time to be allowed for the completion of the improvement is 30 days, and that the expense incurred for the preliminary work amounts to \$16.30. The work to be done comprises the laying of 3,990 sq. yds. of asphalt pavement. The cost of the improvement is now estimated to be \$9,200.

2. Grading, curbing, and paving with asphalt (permanent pavement) 68th Street from Fort Hamilton Avenue to 10th Avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on February 2, 1917, at which time information was presented to show that its probable cost would be about \$4,600. The Borough President states that the time to be allowed for the completion of the improvement is 30 days, and that the expense incurred for the preliminary work amounts to \$86.93.

The work to be done comprises the following: 270 cu. yds. excavation, 990 lin. ft. cement curbing, 1,620 sq. yds. asphalt pavement. The cost of the improvement is now estimated to be \$4,800.

3. Sewer in Dumont Avenue from Berriman Street to Atkins Avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on January 5, 1917, at which time information was presented to show that its probable cost would be about \$700. The Borough President states that the time to be allowed for the completion of the improvement is 20 days, and that the expense incurred for the preliminary work amounts to \$41.41.

The work to be done comprises the following: 230 lin. ft. 12-inch pipe sewer, 2 manholes. The cost of the improvement is now estimated to be \$1,100.

4. Sewer in Newport Street from Herzl (Ames) Street to Amboy Street.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on January 5, 1917, at which time information was presented to show that its probable cost would be about \$700. The Borough President states that the time to be allowed for the completion of the improvement is 20 days, and that the expense incurred for the preliminary work amounts to \$36.98.

The work to be done comprises the following: 220 lin. ft. 12-inch pipe sewer, 3 manholes, 1 receiving basin. The cost of the improvement is now estimated to be \$1,100.

5. Sewer in 78th Street from New Utrecht Avenue to 16th Avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on February 2, 1917, at which time information was presented to show that its probable cost would be about \$4,000. The Borough President states that the time to be allowed for the completion of the improvement is 30 days, and that the expense incurred for the preliminary work amounts to \$31.04.

The work to be done comprises the following: 705 lin. ft. 18-inch pipe sewer, 6 manholes, 1 receiving basin. The cost of the improvement is now estimated to be \$3,100.

6. Sewer in the northeasterly side of 65th Street from 19th Avenue to 20th Avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on February 16, 1917, at which time information was presented to show that its probable cost would be about \$3,000. The Borough President states that the time to be allowed for the completion of the improvement is 30 days, and that the expense incurred for the preliminary work amounts to \$31.83.

The work to be done comprises the following: 725 lin. ft. 12-inch pipe sewer, 6 manholes. The cost of the improvement is now estimated to be \$2,700.

The urgency of these improvements was established at the time when the preliminary authorizations were given and it is recommended that the construction work be now authorized. Respectfully, NELSON P. LEWIS, Chief Engineer.

West 20th Street, from Neptune Avenue to Surf Avenue, Excepting the Land Occupied by the Tracks of the New York and Coney Island Railroad Company, Brooklyn—Paving (Cal. No. 123).

The following was offered:

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 21st day of April, 1915, and approved by the President of the Borough of Brooklyn on the 27th day of January, 1917, having been transmitted to the Board of Estimate and Apportionment, for the following local improvement:

"To lay a permanent asphalt pavement on West 20th Street, between Neptune Avenue and Surf Avenue, excepting the land occupied by the tracks of the New York and Coney Island Railroad Company."

—and thereupon, on the 16th day of February, 1917, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the

cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of \$9,200; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of \$134,000 having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

68th Street, from Fort Hamilton Avenue to 10th Avenue, Brooklyn—Grading, Curbing and Paving (Cal. No. 124).

The following was offered:

A copy of a resolution of the Local Board of the Bay Ridge District, duly adopted by said Board on the 4th day of October, 1916, and approved by the President of the Borough of Brooklyn on the 9th day of December, 1916, having been transmitted to the Board of Estimate and Apportionment as follows, to wit:

"Resolved, That the Local Board of the Bay Ridge District hereby initiates proceedings to regulate, grade, set curb and lay a permanent asphalt pavement on 68th Street, between Fort Hamilton Avenue and 10th Avenue."

—and thereupon, on the 2d day of February, 1917, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of \$4,800; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of \$31,000 having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Dumont Avenue, from Berriman Street to Atkins Avenue, Brooklyn—Sewer (Cal. No. 125).

The following was offered:

A copy of a resolution of the Local Board of the New Lots District, duly adopted by said Board on the 30th day of June, 1915, and approved by the President of the Borough of Brooklyn on the 9th day of December, 1916, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the New Lots District hereby initiates proceedings to construct a sewer in Dumont Avenue, from Berriman Street to Atkins Avenue."

—and thereupon, on the 5th day of January, 1917, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of \$1,100; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of \$11,050, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Newport Street, from Herzl (Ames) Street to Amboy Street, Brooklyn—Sewers (Cal. No. 126).

The following was offered:

A copy of a resolution of the Local Board of the New Lots District, duly adopted by said Board on the 23d day of November, 1916, and approved by the President of the Borough of Brooklyn on the 4th day of December, 1916, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the New Lots District hereby initiates proceedings to construct sewers in Newport Street, from Herzl Street (Ames Street) to Amboy Street."

—and thereupon, on the 5th day of January, 1917, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of \$1,100; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of \$12,900, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost

and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

78th Street, from New Utrecht Avenue to 16th Avenue, Brooklyn—Sewer (Cal. No. 127).

The following was offered:

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 28th day of December, 1916, and approved by the President of the Borough of Brooklyn on the 13th day of January, 1917, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to construct a sewer in 78th Street, between New Utrecht and 16th Avenues."

—and thereupon, on the 2d day of February, 1917, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of \$3,100; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of \$95,500, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

65th Street, Northeasterly Side, from 19th Avenue to 20th Avenue, Brooklyn—Sewer (Cal. No. 128).

The following was offered:

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 22d day of January, 1917, and approved by the President of the Borough of Brooklyn on the 27th day of January, 1917, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to construct a sewer in 65th Street, northeasterly side, between 19th and 20th Avenues."

—and thereupon, on the 16th day of February, 1917, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of \$2,700; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of \$28,500, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Borough of Queens.

The Secretary presented the following report of the Chief Engineer relative to Calendar Nos. 129 and 130:

March 12, 1917.

Report No. 16540.
Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment.

Sir—Herewith are transmitted communications from the President of the Borough of Queens advising that all of the conditions imposed by the Board prior to the authorization of the following local improvements have been complied with.

1. Paving with asphalt block (permanent pavement) 14th Avenue from Graham Avenue to Broadway.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on September 15, 1916, at which time information was presented to show that its probable cost would be about \$9,100. The Borough President states that the time to be allowed for the completion of the improvement is 30 days, and that the expense incurred for the preliminary work amounts to \$40.54.

The work to be done comprises the laying of 3,100 sq. yds. of asphalt block pavement. The cost of the improvement is now estimated to be \$9,600.

2. Grading, curbing, flagging, and paving with asphalt (permanent pavement) Linden Street from St. Nicholas Avenue to the Kings County Line.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on November 24, 1916, at which time information was presented to show that its probable cost would be about \$1,500. The Borough President states that the time to be allowed for the completion of the improvement is 12 days, and that the expense incurred for the preliminary work amounts to \$72.47.

The work to be done comprises the following: 230 lin. ft. curbing, 120 sq. ft. flagging, 350 sq. ft. cement sidewalk, 390 sq. yds. asphalt pavement. The cost of the improvement is now estimated to be \$1,300.

The urgency of these improvements was established at the time when the preliminary authorizations were given and it is recommended that the construction work be now authorized. Respectfully,

NELSON P. LEWIS, Chief Engineer.

14th Avenue, from Graham Avenue to Broadway, Queens—Paving (Cal. No. 129).

The following was offered:

A copy of a resolution of the Local Board of the Newtown District, duly adopted by said Board on the 14th day of January, 1915, and approved by the President of the Borough of Queens on the 25th day of January, 1915, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

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

"For regulating and paving with a permanent pavement consisting of asphalt blocks on a concrete foundation six inches in thickness, and all work incidental

thereto, in Fourteenth Avenue, between Graham Avenue and Broadway, First Ward of the Borough of Queens."

—and thereupon, on the 15th day of September, 1916, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Queens to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Queens has submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Queens, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of \$9,600; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of \$95,500, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Linden Street, from St. Nicholas Avenue to the Kings County Line, Queens—Regulating, Grading and Paving (Cal. No. 130).

The following was offered:

A copy of a resolution of the Local Board of the Newtown District, duly adopted by said Board on the 21st day of November, 1913, and approved by the President of the Borough of Queens on the 2d day of December, 1913, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

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

"For regulating, grading, curbing, flagging and paving with a permanent pavement consisting of sheet asphalt on a concrete foundation six inches in thickness, together with all work incidental thereto, in Linden Street, from St. Nicholas Avenue to the Kings County Line, Second Ward of the Borough of Queens."

—and thereupon, on the 24th day of November, 1916, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Queens to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Queens has submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Queens, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of \$1,300; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of \$19,000, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

COMMUNICATIONS, PETITIONS, ETC.

From Citizens and Public Bodies.

New York Central Railroad Company—Alteration and Improvement of Tracks and Structures on the West Side of the City (Cal. No. 131).

The Secretary presented a communication dated March 10, 1917, from the Merchants' Association of New York relative to the need of modern freight terminals to handle the City's traffic, and stating that the plans now pending before the Board for the west side tracks and freight terminals of the New York Central Railroad Company are of dominating importance in this connection, inasmuch as all freight charges into and from Manhattan are controlled by the operations of that line; also stating that it is convinced that the terms of the proposed agreement between the City and the New York Central Railroad Company, in their essential features, are not only just and equitable, but will result in an immense benefit to the City's commerce and will greatly promote the public welfare, and it urges, therefore, that the Board conclude the agreement substantially upon the terms proposed, subject to such modifications as, upon final consideration, the Board will find wise and possible.

Which was referred to the Committee on Port and Terminal Facilities.

Carroll Street, Northerly and Southerly Sides, Between Henry and Hicks Streets, Borough of Brooklyn—Amendment of Building Zone Resolution (Cal. No. 132).

The Secretary presented two petitions, dated December 21, 1916, from property owners on the north and south sides of Carroll street, between Henry and Hicks streets, Brooklyn (part of blocks 349 and 354), for an amendment of the Building Zone resolution, by changing said blocks from a Residential to a Business District.

Which were referred to the Committee on the City Plan.

East 188th Street, from Its Present Terminus, 100 Feet West of Grand Boulevard and Concourse, to the Westerly Side of Grand Boulevard and Concourse, Borough of The Bronx—Amendment of Building Zone Resolution (Cal. No. 133).

The Secretary presented a petition dated March 7, 1917, from the Montrose Realty Company and Helene Mundt, for an amendment of the Building Zone resolution, so as to extend the existing business district on East 188th street from its present terminus, 100 feet west of Grand Boulevard and Concourse, to the west side of Grand Boulevard and Concourse, Borough of The Bronx.

Which was referred to the Committee on the City Plan.

Department of Water Supply, Gas and Electricity—Report Relative to Citizens Water Supply Company of Newtown, Borough of Queens (Cal. No. 134).

The Secretary presented a communication dated March 8, 1917, from the Women's Civic Club of Elmhurst, Borough of Queens, referring to the report of the Commissioner of Water Supply, Gas and Electricity in relation to the Citizens Water Supply Company of Newtown, and stating that while the Association deprecates the payment by the City of an exorbitant price for the company's property, it feels that, in view of the important part this company has taken in the development of the Second Ward of the Borough of Queens, the City should be fair in the terms it offers the company, and if a reasonable solution cannot be arrived at by negotiation and agreement, that the City construct its own distributing system in this territory.

(On February 9, 1917 (Cal. No. 87), the report of the Commissioner of Water Supply, Gas and Electricity as to the value of the Citizens Water Supply Company of Newtown, and the extension of the City's water mains in the Second Ward, Borough of Queens, was referred to the Committee on Corporate Stock Budget.)

The communication was referred to the Committee on Corporate Stock Budget.

Sinking Fund Commission; Board of Estimate and Apportionment—Transfer of Functions (Cal. No. 135).

The Secretary presented a communication dated March 13, 1917, from the Director of the Institute for Public Service, requesting that the Board consider the enactment of legislation providing for the abolition of the Sinking Fund Commission and the transfer of its functions to the Board of Estimate and Apportionment. Which was referred to the Committee of the Whole.

Department of Docks and Ferries—Bronx River, Between East 174th Street and the Bend of the River, About One-fourth of a Mile North, Borough of The Bronx—Proposed Change in Harbor Lines (Cal. No. 136).

The Secretary presented a communication dated March 9, 1917, from Capt. Thomas M. Robins, Recorder, Corps of Engineers, War Department, advising that the New York Harbor Line Board will hold a public hearing at 11 o'clock a. m., March 21, 1917, to consider, on the application of The Bronx International Exposition of Science, Arts and Industries, a change in the harbor lines on the Bronx River between East 174th street and the bend of the river about one-fourth of a mile north.

Which was referred to the President, Borough of The Bronx, Chief Engineer of the Board and to the Commissioner of Docks to attend the hearing before the New York Harbor Line Board.

From City, Borough and County Officials.**Eastchester Road, from Williamsbridge Road to Laconia Avenue; Seymour Avenue, from Eastchester Road to Hicks Street, and Sackett Avenue, from the Prolongation of the Easterly Line of Newport Avenue to Eastchester Road, Borough of The Bronx—Vesting Title to Damage Parcels Nos. 15-B, 15-C, 15-D, 27, 33, 34, 35, 36, 37, 38 and 39 in Proceeding for Acquiring Title (Cal. No. 137).**

(On November 10, 1916 (Cal. No. 84), the Board adopted a resolution providing for vesting title to said Damage Parcels on January 2, 1917.)

(On December 22, 1916 (Cal. No. 176), the Board rescinded the resolution of November 10, 1916, vesting title on January 2, 1917, to said Damage Parcels; and adopted a new resolution vesting title on March 1, 1917, to said Damage Parcels.)

(On February 26, 1917 (Cal. No. 2), the Board rescinded the resolution of December 22, 1916, directing that title vest in these damage parcels on March 1, 1917.)

The Secretary presented the following communication from the President, Borough of The Bronx:

City of New York, President of the Borough of The Bronx, Third Avenue and Tremont Avenue, Office of the President, March 12, 1917.

Board of Estimate and Apportionment, Municipal Building, Manhattan, N. Y. City:

Gentlemen—On February 26, 1917, your Board adopted a resolution rescinding a resolution adopted on December 22, 1916, directing that on March 1st, 1917, title shall become vested in the City of New York to Damage Parcels 15B-15C-15D-27-33-34-35-36-37-38 and 39 in the proceeding for acquiring title to Eastchester Road from Williamsbridge Road to Laconia Avenue.

I would now recommend that your Board adopt a suitable resolution fixing March 21, 1917, as the date for vesting title in the City of New York to the above mentioned parcels. Yours very truly,

DOUGLAS MATHEWSON, President of the Borough of The Bronx.

The following was offered:

Whereas, the Board of Estimate and Apportionment on the 27th day of June, 1912, adopted a resolution requesting the Corporation Counsel to institute proceedings to acquire title in fee wherever the same has not heretofore been acquired, for the use of the public, to the real property required for the opening and extending of Eastchester Road from Williamsbridge Road to Laconia Avenue; Seymour Avenue from Eastchester Road to Hicks Street, and Sackett Avenue from the prolongation of the easterly line of Newport Avenue to Eastchester Road, in the Borough of The Bronx, City of New York; and

Whereas, Commissioners of Estimate and Assessment have been appointed by the Supreme Court in the proceedings to acquire title to said real property, and the oaths of the said Commissioners of Estimate and Assessment were duly filed as required by law on the 23d day of March, 1914; be it

Resolved, That the Board of Estimate and Apportionment, deeming it for the public interest and in pursuance of the provisions of the Greater New York Charter as amended, directs that upon the 21st day of March, 1917, the title in fee to the real property lying within the lines of Damage Parcels 15B, 15C, 15D, 27, 33, 34, 35, 36, 37, 38 and 39 in the aforesaid proceeding for acquiring title to Eastchester Road from Williamsbridge Road to Laconia Avenue; Seymour Avenue from Eastchester Road to Hicks Street, and Sackett Avenue from the prolongation of the easterly line of Newport Avenue to Eastchester Road, in the Borough of The Bronx, City of New York, so required, shall become vested in the City of New York.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Rapid Transit Railways (Cal. No. 138).

Defects in the dual system plan, as related to part of Brooklyn, and the modification of that plan, which the Public Service Commission for the First District believes should be made, and submitting for consideration—

1. Third tracking of Fulton Street elevated line.
 - (a) Ashland Place Connection.
 - (b) Adams Street relocation.
2. Station on Willoughby Street subway.
3. Transfer arrangements between Myrtle Avenue elevated line and Fourth Avenue Subway.
4. Station on Williamsburg Bridge plaza.

A communication from the Public Service Commission was presented to the Board at the meeting of February 2, 1917 (Cal. No. 92), and was referred to the Committee on Transit and to the Comptroller.

At the meeting of February 23, 1917 (Cal. No. 52), a communication was received from the Public Service Commission for the First District, transmitting for approval, resolutions adopted by said Commission as to route and general plan of construction for an additional rapid transit railway in the Borough of Brooklyn, known as Ashland Place Connection.

By resolution duly adopted March 2 was fixed as the date for consideration, and on that day (Cal. No. 14) the consideration was continued until March 23, 1917.

The Secretary presented the following:

Department of Plant and Structures, City of New York, Municipal Building, Manhattan, N. Y., March 8, 1917.

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

Gentlemen—I am sending herewith three drawings, Nos. 1, 2 and 3, dated February 1, 1917, showing what, in my opinion, should be taken up by your Board at the time of its consideration of the communication from the Public Service Commission, dated January 26, 1917, in which that Commission placed officially before your Board the situation in respect to certain defects in the Dual System Plan affecting certain parts of Brooklyn, and particularly referring to the Adams Street Relocation.

The Department plan proposes (in connection with this Adams Street Relocation) the cleaning up of the present unsightly and very objectionable features that now exist at the Brooklyn Approach of the Brooklyn Bridge, and at the same time provides for additional transportation facilities to a section of Brooklyn that is building up very rapidly as a manufacturing and business centre.

Drawing No. 1. Proposed rearrangement of elevated railroad tracks at and adjacent to the Brooklyn approach to the Brooklyn Bridge in connection with the Adams Street Relocation.

Drawing No. 2. Proposed rearrangement of elevated railroad tracks at and adjacent to the Brooklyn Approach to the Brooklyn Bridge in connection with the Adams Street Relocation (proposed changes).

Drawing No. 3. Plan showing existing conditions of elevated railroad tracks, station buildings, shops, garage and storage yards at and adjacent to the Brooklyn Approach to the Brooklyn Bridge. Respectfully,

F. J. H. KRACKE, Commissioner.

Which was referred to the Committee on Transit and to the Comptroller.

William H. Hale—Claim of (Cal. No. 139).

The Secretary presented two communications, dated March 12 and 14, 1917, respectively, from William H. Hale, presenting claim for \$121.70 for carfares expended during the years 1915 and 1916 in the performance of his duties as Superintendent of Public Baths of Brooklyn.

Which were referred to the Comptroller.

New York Central Railroad Company—Alteration and Improvement of Tracks and Structures on the West Side of the City (Cal. No. 140).

The Secretary presented the following from the President, Board of Aldermen, which was referred to the Committee on Port and Terminal Facilities:

Office of the President of the Board of Aldermen, City Hall, New York, March 10, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—After close study of the proposed form of agreement or contract and the plans and profiles, together with the draft form of deed between The City of New York and New York Central Railroad Company for the relocation of the tracks and the extension of the terminals and franchise facilities generally of the company, I find it impossible to vote in favor of the project as before us. I am, however, anxious to bring about a settlement which will remove the tracks of the company from grade and will, while protecting the City, give to the company every possible opportunity for meeting the commercial needs not only of the City but of the entire country and in wise hamper any legitimate aims of the company for expansion and betterment.

The questions involved are of vital importance to the safety and convenience of the public, the growth of the City, and the encouragement of the railroad company in doing its fair share for the growth of the commerce, not only of the Port of New York, but of every section of the Nation dependent upon the transportation facilities afforded by the New York Central system.

There seems to be no warrant in the settlement of this question for alienating from public ownership any of the water-front that is capable of being put to public use or commercial development. The sections of the City water-front which it is proposed to transfer to the railroad company in this form of agreement are of almost incalculable value, and to my mind to vote to permit them to pass forever out of City control would be a betrayal of the trust imposed in me.

There seems no reason why the Board should agree to grant in perpetuity, as it does in this proposed agreement, any trackage rights, easements, fees to land or operating privileges. It would seem that the same restrictions should apply in the granting of all of these facilities as has been imposed by the City in the so-called dual subway contracts, where such contracts applied to extensions or changes where perpetual rights were originally given. If the Board is determined, however, to give more than limited grants, it seems that instead of giving these forever, as is proposed herein, it should at least make the term for the duration of the franchise and the grants of the railroad company and its successor rather than in perpetuity.

There is nothing before this Board, so far as I am aware, that indicates that the company must have at this time or for any time in the immediate future an extension of its facilities to the extent of six tracks the entire length of its right of way on Manhattan Island. Until evidence that the public convenience and necessity and the needs of the railroad company require this extension, it does not seem proper to grant it. When such need is shown, it will be evidence that the right of such increased facilities is of very material value, and some provision should be made, when such extension is granted, by which the City in return will receive material compensation for such extended grants and privileges.

At the present time the railroad company has but two tracks on a part of its right of way. To increase this trackage two hundred per cent. would seem to be permitting an increase that carries with it acknowledgment that the City of New York as a terminal point is a very big asset to the railroad company, and in return the City should be compensated for allowing such greatly increased facilities.

It would seem only proper as a safeguard to the City's interest in the future—when it will desire and have financial ability to construct a municipally owned belt line railroad covering most of the City's water-front, that will be available for all railroad lines—that in the granting of the right to the New York Central Railroad Company to lay two or more additional tracks along the west side of Manhattan, provision should be made for the recapture by the City of two of these tracks after a stated period, by payment to the New York Central Railroad of a stipulated amount, as was done in the contract between the City and the Interborough Rapid Transit Company, as successor to the Manhattan Railway Company. This would leave the City in a position to avail itself of commercial expansion by allowing any or all other roads than the New York Central to use the belt line tracks. The New York Central, of course, would have the same rights on these tracks as other roads, and would pay the same compensation for their use as other users would pay. There should, I believe, be embodied in the proposed form of agreement a stipulation that no other railroad line than the New York Central shall use any of the increased facilities proposed in the agreement without consent of the City or without compensating the City therefor. Some such provision would be only in accordance with present public policy, and would safeguard the City against having what would be practically franchise rights enjoyed by one or more railroads that might enter Manhattan by way of a tunnel under the Hudson River from the present terminals of the railroad lines now on the New Jersey shore.

I believe provision should also be made in the proposed agreement for a tunnel from the southern end of the Sixtieth Street yard easterly under some street south of Sixtieth Street to the Grand Central terminal, in order that passenger traffic to and from that terminal may be diverted, as far as necessary, from the Park Avenue tracks, in order to permit the operation of more local trains on the New York and Harlem Railroad. The latter road was chartered for local service, but because of the statements of officials of the New York Central Railroad System that the Park Avenue tunnel is now carrying all the traffic the tracks will bear additional local trains have been denied to residents of The Bronx, whose population is now approaching one million inhabitants, and is increasing rapidly. Such a tunnel (which might be utilized for both passenger and freight traffic), might be, under satisfactory agreements, extended to the East River front at some point near Forty-second Street, for the establishment of a general freight and food market terminal on the central east side of Manhattan Island.

In the carrying out of the proposed changes provision should be made for the location of publicly-owned and controlled food market terminals at all of the terminal yards dealt with in the proposed agreement. No more opportune time than the present is likely to be presented for the proper layout and location of market terminals. The city already owns much of the real estate to be included in the enlarged railroad terminals at Sixtieth to Seventy-second Streets, Manhattanville, Dyckman Street and Spuyten Duyvil. It is provided in the proposed agreement that much of this city-owned property shall be transferred to the railroad company, but reservation should be made of sufficient land, advantageously located at each of these points, upon which the city may, either at its own expense or under lease, provide market terminal bases and warehouses and storage facilities upon the most approved modern lines.

I do not believe that the Board of Estimate is warranted in granting concessions either now or in the future beyond the terms to which the railroad company agreed in the so-called Saxe-Bohan bill of 1907, which was introduced with the approval both of the railroad company and of the city, to amend the Saxe Law of 1906, eliminating many of the drastic features of that measure. As a matter of fact the Saxe-Bohan bill, which provided for a maximum right-of-way of six tracks with a covering over the same from Seventy-second Street to the upper part of Riverside Park, had so many potentialities in favor of the railroad company that it was abandoned after having passed the upper branch of the Legislature. That bill (which is referred to in communications from the then Mayor, the President and the General Counsel of the railroad company, copies of which are attached to this statement) provided that the railroad company, at its own cost and expense, would place the railroad tracks south of Sixtieth Street in a tunnel. If that arrangement was satisfactory to the railroad company at that time, as the record clearly demonstrates, it should be satisfactory now. In the agreement arrived at between the Board of Estimate Committee and the Railroad in 1913 it was also provided that the tracks south of Sixtieth Street, at least to Forty-fourth Street, should be placed in a subway at the railroad's expense. The Vice-President of the Railroad Co. (as will be noted by copy of letter hereto attached) agreed to that arrangement.

Since there is no doubt that the railroad company can be compelled at its own cost and expense to remove its tracks from grade, and has three times agreed to do so, there seems no reason why the city should make an allowance of \$1,900,000 for such removal in the district south of Sixtieth Street. This allowance in the pro-

posed contract is on the basis that the company has some right of ownership to the surface of Tenth, Eleventh and Twelfth Avenues. In accordance therewith an allowance of one-third of the real estate value of the land in the streets is allowed to the railroad company in consideration of the removal of its tracks. Judicial opinion, however, is to the effect that the company has nothing but right of user in these public thoroughfares, and that the City and State can order a relocation of the tracks at any time, without encroaching upon the franchise rights of the company. For that reason I believe that the company should be compelled to remove its tracks south of Sixtieth Street, at least to the Thirtieth Street yards, to a tunnel, at its own cost and expense, as it agreed to do under the terms of the Saxe-Bohan measure of 1907 and in the negotiations leading up to the report of 1913, of which the proposed agreement before us is an outcome.

If the foregoing vital provisions of the proposed contract and agreement are amended so as to conform with present public policy, and to give the city equal benefits with those granted to the company, I shall still be opposed to the proposed contract or agreement unless a radical readjustment is made in the valuations placed upon properties and trackage rights granted to the company and received from the company. The city is apparently accepting from the company property to which the latter's right has been and may again be challenged, and also certain lands under water of questionable value. At best it seems that the city is accepting, without qualification, a mass of litigation in connection with the realty proposed to be made over to it by the company.

The form of deed involved in this enormous transaction is so complicated that its execution I believe is certain to bring about legal complications that will extend over many years. The railroad company has never shown disinclination to litigate where there seemed a shadow of doubt or possibility of interpreting deeds, forms of agreement, grants, leases or acts of the Legislature to its own advantage. Indeed, it has gone to the Legislature in the past in order to press to its own advantage loopholes in previous negotiations and agreements with the city. Beyond doubt it will do so again. For that and other reasons I believe that the deed before us should be clarified and simplified to the extent, if need be, of segregating the properties transferred by the city and the railroad company, respectively, and the trackage rights, extensions, easements, etc., in separate documents.

Relocation of Right of Way.

Studies and investigations looking to the relocation of the railroad right of way south of the Thirtieth Street yard have served to bring into relief the fact that traffic, terminal and franchise experts differ radically as to the proper solution of the railroad problem along that section of the lower west side. Some favor continuance of the tracks as far south as Canal Street, while others advocate the abandonment of a shore line south of the Thirtieth Street yard, and the substitution of a unit water terminal system.

In view of the fact that in the proposed contract for the establishment of a downtown terminal extending from Canal Street to Houston Street, west of Washington Street, the city is "trading in" 38,000 square feet at the southerly end of this freight terminal, which is to be substituted for the St. John's Park freight station, it would seem only proper that a sufficient part of this city-owned land should be designated as a food market terminal, and that the contract should provide for proper trackage facilities for such a food distribution center.

Both at this terminal and at the reconstructed Thirtieth Street yard, the railroad company is to double-deck its terminal facilities. At each of these terminals the railroad company is receiving a very small section of land from the city. In the Sixtieth Street and Manhattanville yards, however, where it is proposed that the city shall give lavishly of its real estate holdings, it is to be noted that no provision is made for double-decking, and that the yards sprawl over a very large area.

In the relocation of the tracks in the proposed new right-of-way, the city might very profitably have a further study made by a board of engineers, consisting of those experts who have served in the preparation of the present plans, with the addition of Major-General George W. Goethals, Nelson P. Lewis, Chief Engineer of the Board of Estimate and Apportionment; Harry P. Nichols, Engineer of the Bureau of Franchises of the Board of Estimate and Apportionment, and others in the city employ who have made extended studies of the city's railroad problem. This study should be given especially to the section between the Thirtieth and Sixtieth Street yards and in that district extending through Riverside Park, where the plea of property owners, representing hundreds of millions of dollars in taxable realty, is for a slight depression from the existing grade, in order to minimize the effect of track expansion through Riverside Park.

This study of the relocation of tracks on the right-of-way might properly be extended to a determination as to whether, in view of the fact that increase of facilities in the Manhattanville yards, by an addition of five miles to the trackage allowed in sidings, and the consequent increase in business in that yard, it will not be necessary to operate six tracks between the Manhattanville and Sixtieth Street yards for the sole accommodation of the New York Central freight service. It does not seem that this contract should offer opportunity to the railroad company to use its additional right-of-way for storage purposes. The company has ample space on the north bank of the Harlem Ship Canal and further north in the Harmon section for storage facilities.

Tunnel Between Thirtieth and Sixtieth Street Yards.

All of the provisions of the law looking to the elimination of operation by the company on grade south of the Sixtieth Street yard, and all of the studies and investigations, as well as all reports prior to the proposed form of contract now under consideration, contemplated the placing underground of the railroad tracks between the Thirtieth and Sixtieth Street yards of the company. The Saxe law of 1906, the Saxe-Bohan bill of 1907, the reports of the engineers of the old Rapid Transit Commission, the Act of 1911, the reports of the engineers and Board of Estimate Committee in 1911 and of the Terminal Committee of 1913, contemplated a depression of the tracks at this point. The report of the engineers made in 1911 indicated that the difference in cost between placing the tracks in a subway and placing them on an elevated line would not be so great as to prevent tunnel construction. That report indicated that, at most, the additional annual charge for a subway to the railroad company, including interest on investment and maintenance lay-out, would not exceed \$50,000 per annum. The report of the engineers at that time, which was approved by the Terminal Committee of the Board of Estimate and Apportionment, stated:

"Unless the New York Central will agree to such plan and construct the subway, we are of the opinion that all continuous tracks should be abolished between Thirtieth and Sixtieth Streets, as it is entirely feasible for that company, with its present equipment, to operate the Thirtieth Street yard from the water front."

From the city's standpoint, both in the saving of life, the enhancement of values and in the restoration of its thoroughfares to ordinary traffic, the use of a tunnel would be of immense benefit. From that of realty values, the city is now experiencing in the Park Avenue zone the difference between elevated operation and operation in tunnel. Except under pressure of the railroad company, which is actuated entirely by selfish and money-saving motives, the construction of elevated railroads on Manhattan Island would not be seriously discussed. It is agreed that the elevated roads on the city's north and south thoroughfares have worked havoc on real estate values abutting on these structures. With the facts fully developed, it is not conceivable that the city, because of pressure by this corporation, should consent to the construction of an elevated railroad that will in every respect be more objectionable than any now encumbering city streets.

Park Avenue realty values disclose what elevated railroad operation brings about. Following are two examples of taxable realty values in Park Avenue, where there is now a railroad both in tunnel and on elevated structure:

Tax Block No.	Location.	Land Values.
1410	75th to 76th Street.	\$525,000.00
1521	91st to 92d Street.	335,000.00
1630	102d to 103d Street.	90,250.00
1770	121st to 122d Street.	81,566.00

All of the property indicated above is located on the easterly side of Park Avenue beyond the influence of the terminal zone. The first two blocks are facing a four-track railroad operating in tunnel. The other two blocks are facing the same four-

track railroad operating on elevated structure after passing the tunnel portal. This same condition as to taxable values prevails the entire length of Park Avenue. The district north of One Hundredth Street, bordering on the elevated structure, is one of greatly contracted values and suffering from stagnation, although in the heart of a desirable section of the city. The city's losses in tax revenue, because of this condition, can easily be computed.

If the city consents to an elevated railroad for freight service south of Sixtieth Street, it is sacrificing realty values unnecessarily and against the public interest in favor of the railroad company.

The Sixtieth Street Terminal.

Under no circumstances should the provisions of the proposed agreement be approved so far as they affect the rearrangement of realty conditions at the great freight yard extending from Fifty-ninth Street to Seventy-second Street. The agreement as drawn provides for surrender by the city of more than fifty-five acres of valuable upland and water front in the very heart of Manhattan. Two-thirds of this, including piers, bulkheads and lands from the old high water marks now established inshore, to the exterior pierhead line, aggregating 1,336,000 square feet, equivalent to 33 acres, is to be sold by the city.

In acquiring the water front from Fifteenth to Eighteenth Streets, North River, in 1913, the city paid \$3,072,135 in condemnation awards. This included a bulkhead payment at the rate of \$635 a running foot.

For the acquisition of the North River shore front between Eighteenth and Twenty-third Streets in 1907 the city paid \$2,769,307, including acquisition of bulkhead rights, at the rate of \$600 per running foot.

The proceedings quoted above by which the city acquired the water front necessary for the construction of the Chelsea piers cost practically \$5,000,000 for less land than the city is now proposing to alienate from public ownership.

In acquiring the land under water on the North River front between Forty-second and Forty-third Streets, the city in 1907 paid \$215,000 for 89,000 feet of land similar to that which it is now proposed to sell.

At present the city is conducting a condemnation proceeding for the acquisition of the North River front between Forty-fourth and Forty-seventh Streets, in order to meet pressing demands for new piers for commercial expansion. In this proceeding the city will be compelled to acquire fourteen parcels of property, including old bulkhead, land under water and upland for a new marginal way and the new Twelfth Avenue proposed in connection with the pending New York Central agreement. The area of this land and land under water is 498,000 feet, and the city's own experts agree that it is worth \$1,061,000. The realty experts of the owners of the property place its value at \$3,010,000, only \$500,000 of which represents the value of improvements, which include tanks of the Consolidated Gas Company.

It has for generations been the settled policy of the city to acquire for public use all waterfronts susceptible of commercial or other development rather than to alienate such waterfronts for private exploitation as is contemplated in this agreement. Attached hereto is a record of waterfront land taken in condemnation, with prices awarded, during fifteen years past.

In addition to this 1,336,000 feet of land west of the old high water mark, the city is divesting itself of 807,000 feet of lands forming the beds of streets and avenues between Fifty-ninth and Seventy-second Streets. This land it is intended shall be sold at the rate of \$3,000 per square foot. It has all been used by the railroad company since 1887, and, though admittedly city-owned property, its use has never been paid for by the railroad company. In 1907 the city began suit for the recovery of \$231,750 for rental for this land for the six years immediately prior to that date. This was at the rate of \$38,625 per annum for the city land used by the railroad company within the area of the Sixtieth Street yard and not included in any of the leases or temporary permits granted to the railroad company by the Department of Docks.

In connection with this general readjustment of conditions, it is my opinion that the company, having acknowledged city ownership, should at this time make settlement for its use and occupancy of twenty-three acres of city-owned land in the heart of Manhattan. It appears to me that the Corporation Counsel should be instructed to negotiate for a settlement of this indebtedness.

I believe that under no circumstances should the city alienate any of its water front west of the Sixtieth Street terminal. Pressure for pier facilities on the Hudson River front is increasing rather than lessening. This pressure has now extended to the district in which it is proposed in this agreement to have the city surrender one-half mile of the shore of the Hudson River. Within half a mile of this point the city is now condemning privately owned water front in order to increase its pier facilities. Within two hundred feet of the Sixtieth Street terminal the city has made a lease with a transatlantic steamship company for pier rental at the rate of \$110,000 per annum.

There is one city owned pier within the limit of this terminal and six privately owned piers built under the provisions of a leasehold, which made allowance for the pier development with private funds, with the understanding that the piers would revert to the city on the expiration of the leases. The time for such reversion is close at hand and the city is splendidly equipped for a series of publicly owned piers at this point which will vie with the Chelsea pier improvement, both in location and utility. The city should by all means retain this water front, which, being immediately adjacent to a great railroad terminal, is of incalculable value and in public ownership rather than private control of immense strategic importance for the city's commercial development.

It will be no hardship upon the railroad company that it does not own this valuable water front. It will be enabled to lease such piers at this point as it actually needs, under conditions similar to those on which it is now leasing nine other piers at different points along the Hudson River for the conduct of its business.

The retention of this property should also carry with it the retention of a subsurface easement by the city in such lands as it will not be contrary to public policy to sell to the company for the proper development of its terminal. The retention of this subsurface easement will permit of a tunnel from the Jersey shore of the Hudson River to a point close to the Sixtieth Street yards, whence the tunnel could be extended, if advisable, to the Grand Central terminal and to the East River front.

Sufficient of the city owned upland at this point should also be retained for the establishment of a terminal market with modern trackage facilities. This market should be as near as possible to the Fifty-ninth Street end of the yard, in order to be within reasonable distance of the Barge Canal terminal, for the establishment of which the city has conveyed to the State the water front between Fifty-first and Fifty-fourth Streets, west of DeWitt Clinton Park.

Provision is made in connection with the readjustment of the Sixtieth Street yard for dumping privileges for the street Cleaning Department and for other city departments that may require the use of the water front at one corner of the extended yards. This being so, there can be no objection to having provision made for the creation of a modern terminal market.

It appears that no reason exists why the Sixtieth Street terminal should not be made a two-level, as is projected for the Canal Street and Thirtieth Street terminals. Should this two-level be decided upon at this point, it would be only proper that the city should retain overhead rights in Twelfth Avenue and in some of the cross streets between Fifty-ninth and Seventy-second Streets, in order to carry public street viaducts to the river front within this area and also above the bed of Twelfth Avenue, as laid out.

In this connection it seems to me that the city should, under no circumstances, permit the following paragraph in Section 3 of Article V of the proposed contract to remain:

The city does hereby release the railroad company from the covenants and conditions contained in the grants of land under water heretofore made by the city in respect to lands under water within said terminal.

This release, if agreed to by the City, together with the sale by the City of the beds of streets and avenues and of water-front lands and lands now or previously under water included in the Sixtieth Street terminal, would relieve the railroad company from covenants under which the company was to assume the cost of the physical improvement of any of the streets or avenues or the marginal way in the district between Sixtieth Street, Seventy-second Street, Eleventh Avenue and the Hudson River front.

If proper public policy and the growing commercial needs of this district require the construction of elevated roadways in any part of this territory, the surface of which would be allotted to the railroad company, it is only proper that the railroad company should bear the cost of the construction of these elevated avenues, street or terminal ways that will be necessary for the City development of the water-front

between Fifty-ninth and Seventy-second Streets. The effect of the clause quoted above would be to place the entire cost of these public improvements upon the City and to relieve the railroad company, as owner of all the abutting property and operator of the terminal yard, of any outlay whatever for public improvements.

Right of Way North of Seventy-second Street.

In the proposed form of agreement now being considered the railroad company is to divest itself of whatever ownership it has in its right of way between Seventy-second Street and the northerly end of Riverside Park, and to be allowed a sum aggregating \$2,010,000 for such surrender. By thus divesting itself of whatever claim it may have to this real estate it would be relieved of payment of real estate tax thereon, and in return would be given an easement for the operation of its tracks, for which it would allow the City 17 1/2 per cent. of the amount with which the City would credit it in the transaction. This method of financial trading is the exact reverse of that suggested in the report of the Committee on Terminal Improvements made in 1913, in which the City provided that the railroad company should continue whatever title it had in this land, should continue to pay taxes on the same, and that the City and not the railroad company should be granted the easement. The City easement to be exercised only for the purpose of maintaining the surface of the right of way as a public park. Appendix A of the report of the Terminal Improvement Committee (1913) quoted that arrangement as "value of easements of roof structure between Seventy-second and One Hundred and Twenty-second Streets (as per Schedule 4), \$467,337.50." That amount and the sum of \$320,865 allowed the railroad company for the sale of lands by the company to the City north of Manhattanville yard, was the only sum to be allowed to the railroad company for all of the readjustments contemplated and which, north of the Sixtieth Street yard, were substantially the same then as now. This report made the total allowance to the railroad company \$788,202.50, and the value of the City property to be transferred to the railroad company \$8,274,503, leaving a net balance in favor of the City of \$7,486,300.50.

Why the method of acquiring the roof of the railroad right of way through Riverside Park in the agreement of 1913 has been reversed in the agreement now proposed has not been made clear. Under the agreement in 1913 the City would not be releasing the company from the payment of taxation upon its right of way, and the City would not be accepting realty which may, by its transfer from the railroad company, be the cause of litigation.

The right of way surrendered by the railroad company from Seventy-second Street to One Hundred and Twenty-ninth Street had been acquired and held by the company under varying conditions. The City ordinance authorizing the company to enter the City provided that the right of way was given

"from Spuyten Duyvil Creek to near Sixty-eighth Street; occupying so much of the Twelfth Avenue as lies along the shore, then winding from the shore so as to intersect the Eleventh Avenue at or near Sixtieth Street, thence through the middle of the Eleventh Avenue to about Thirty-second Street," etc.

The surveys indicate that while the railroad right of way between Seventy-second Street and One Hundred and Twenty-ninth Street occupies at certain points the entire bed of Twelfth Avenue as laid out on the City maps, it at other points occupies only a portion of the bed of the avenue and at still other points none of the bed of the avenue as laid out, but land either to the east or west of the avenue. This condition was because of the fact that the railroad company in track laying followed the Hudson River shore line rather than the line of Twelfth Avenue as laid out. Fairly accurate measurement of the right of way between Seventy-second Street and One Hundred and Twenty-ninth Street disclosed that about fifty per cent. of the railroad right of way is in the bed of Twelfth Avenue as laid out, and the other fifty per cent. either to the east or west of the bed of the avenue just as the shore line of the river moved easterly or westerly.

As to the ownership of the railroad company or the City of New York to that part of the right-of-way between Seventy-second and One Hundred and Twenty-ninth Street, which is in the bed of Twelfth Avenue, as laid out on city maps and legally acquired by the city in condemnation proceedings, the facts seem to be that when the city legally acquired the bed of Twelfth Avenue—although the avenue was never physically improved as a public highway—the Condemnation Commission, in taking the land within the avenue lines in the name of the city, awarded to the railroad company a total of \$60,000 for its holdings in the bed of the avenue. These holdings represented, as has been stated, approximately fifty per cent. of the total area within the avenue lines between Seventy-second and One Hundred and Twenty-ninth Streets. The railroad company had acquired title to this land condemned by the Street Opening Commissioners, by purchase or grant. In some cases the land was acquired by condemnation, which was authorized by the charter of the company. In many of the deeds concerning this land it was stipulated that the land was being acquired for railroad purposes only.

Records show that the railroad company never accepted the \$60,000 awarded to it by the Street Opening Condemnation Commissioners. Whether, however, after the city had officially taken over the ownership of the bed of this part of the railroad right-of-way as the bed of Twelfth Avenue as laid out on city maps, this failure to accept the award of the Commissioners would still leave the ownership in the railroad company, is a matter that might require court proceedings for final determination.

For this existing right-of-way between Seventy-second and One Hundred and Twenty-ninth Streets, of which the railroad company is now divesting itself, the railroad company is charging the city at the rate of \$2.00 per square foot. As heretofore stated, a street opening condemnation commission awarded the railroad company \$60,000 for about fifty per cent. of this right-of-way which the railroad company is now turning over to the city for an allowance of \$2,010,000.

In analyzing and comparing the various terms of the proposed agreement concerning this particular stretch of right-of-way, the fact is disclosed that there are immense variations in valuations on either the same land or immediately adjoining and parallel land. The right-of-way in this territory is approximately 17,000 feet in length and 66 feet in width.

On the tax books of the city the railroad company is paying taxes on the real estate occupied as right-of-way between Seventy-second and Seventy-ninth Streets on 119,930 square feet, at an assessed valuation of \$175,000, which is at the rate of \$1.45 per square foot, or \$3,625 per city lot. It is charging the city in "trading in" this right-of-way at the rate of \$2.00 per square foot, or \$5,000 per city lot. This district is immediately west of the highest priced section of privately owned property facing Riverside Park.

In the stretch of right-of-way between Seventy-ninth and Ninety-sixth Streets the railroad company is paying taxes on 294,360 square feet of land with an assessed valuation of \$465,000, or \$1.57 per square foot, which is at the rate of \$3,925 per city lot. The railroad company is trading in this land at the rate of \$2.00 per square foot, or about \$600.00.

In the stretch of right-of-way between Ninety-sixth and One Hundred and Twenty-ninth Streets the railroad company is paying taxes on 574,000 square feet at an assessed valuation of \$575,000, or a trifle in excess of one dollar per square foot. The company is trading this stretch of real estate in at two dollars per square foot.

All of the land embraced in this right of way in which the Railroad Company is divesting itself of taxpaying ownership is within the lines of Riverside Park. These right of way allowances south of and north of the Sixtieth Street yard made to the railroad company in the proposed agreement aggregate approximately \$3,910,000 of the total value of \$4,984,000 for lands and easements sold or "traded in" by the railroad company to the City.

The only other large item representing land value transferred by the railroad company to the City is one of \$746,663 for land located north of the proposed Manhattanville yards, ninety per cent. of which is under water and sixty-six per cent. of which is a considerable distance west of the existing low water mark of the Hudson River. It is my firm conviction that this land under the Hudson River and far offshore should not be given any consideration by the City in these negotiations.

The Manhattanville Yard.

It is of prime importance that the railroad company be given all possible facilities, not opposed to the City's interest, for the development of a first class terminal at Manhattanville. The proposed agreement increases the terminal tracks and sidings at this point from four and one-half miles to approximately nine and one-half miles. The commercial needs of the Harlem and Washington Heights sections should be provided for in this yard as on as broad a scale as it would be possible, for the City to grant. The City, however, in making provision for this enlarged terminal, should not, to my mind, surrender ownership to any of its water-front. Neither should I the Ship Canal.

it permit the terminal yard to assume offensive proportions to such an extent as to lessen real estate values thereabout or to mar the appearance of Riverside Park. That part of the proposed agreement by which the City is to give perpetual rights to the railroad company along the water-front for a distance of 1,600 feet north of One Hundred and Thirty-fifth Street should, I believe, be radically changed. The City should retain its ownership and arrive at a satisfactory agreement with the railroad company by which it will be enabled to lease whatever water-front it legitimately requires, as is the case at other points and with other corporations. At this point is located the only approach at grade to the river front or to water borne commerce for a distance of nearly three miles.

This section of the City is developing at a very rapid rate, and access to the water-front is constantly becoming more valuable. For the piers located here the City is receiving an increased rental. An evidence of this is the fact that the Hamburg-American Steamship Company is now paying the sum of \$22,700 per annum for the privilege of mooring at the pier at the foot of One Hundred and Thirty-fifth Street some of the marooned transatlantic steamships of the company. The City some time ago projected two additional piers immediately north of One Hundred and Thirty-fifth Street. Under the pending agreement the construction of these piers of course would be impossible, in view of the fact that the City is obliging itself to give to the railroad company perpetual easements to the water-front at this point for a distance of 1,600 feet.

Provision is made in the pending agreement for roofing over, at the railroad company's expense, a six-track right of way between One Hundred and Thirty-fifth Street and One Hundred and Forty-sixth Street. The City is to pay thirty-five cents per square foot to the west of the right of way for the privilege of having the right to erect a roof over the terminal tracks and sidings. The City is also to pay to the railroad company, according to the proposed agreement, the cost of any rearrangement of tracks that may be necessary incidental to the construction of this City-provided roofing. I think it only proper that in the plans and profiles now under consideration provision should be made for a trackage arrangement that would allow of the placing of the supports of this proposed roof, in order to avoid the expense and confusion of a relocation of the trackage whenever the City is in a position to exercise its right to construct this roof.

Right of Way, Manhattanville to Dyckman Street.

North of the Manhattanville terminal the real estate of the railroad company on its right of way is, by reason of the conformation of the river, considerably tightened in, so that opposite One Hundred and Forty-eighth Street the present right of way permits of only three tracks, and at One Hundred and Fifty-first Street it is reduced to two tracks, expanding again to three tracks to One Hundred and Fifty-eighth Street, and again contracting to two tracks to One Hundred and Sixty-third Street. The City is, however, to grant a six track right of way all through this territory.

On its present right of way in this territory the company is paying on a real estate valuation ranging from fifty-five cents per square foot, which is at the rate of \$1,375 per City lot, down to forty cents per square foot, or \$1,000 per City lot. Practically all of this right of way is retained in the ownership of the railroad company.

At Dyckman Street, which is the only point between Manhattanville and Spuyten Duyvil where the river front can be reached at grade without inconvenience, the question of establishing a general freight terminal and a public food market has been the subject of much discussion. The extension of Riverside Park, however, and the desire that the landscape at that point should not be marred by trade intrusion may militate against the location of a terminal there. It is understood that an effort is already being made to transfer the proposed Barge Canal terminal and Port of Call from the Hudson River end of Dyckman Street to the Harlem River end of the same street, where it will be possible to locate a market terminal, a barge canal terminal and possibly a general freight terminal that would be more acceptable to Western Bronx, upper Washington Heights and the Inwood Hill sections.

Inwood Hill Park.

Between the bed of the valley through which Dyckman Street runs and the northerly end of Manhattan Island at Spuyten Duyvil is a distance of 3,440 feet. The railroad is now carried at grade across Dyckman Street on two tracks. About 750 feet north of Dyckman Street a third track comes into being, and continues in the nature of a siding to within approximately 500 feet of the bridge carrying the railroad across Spuyten Duyvil Creek. This right-of-way follows the course of the river bank with high water mark only a short distance to the westward of the tracks. East of the tracks the land, in places, rises abruptly to considerable height. Tracks, however, are in the open the entire distance between Dyckman Street and Spuyten Duyvil Creek. The railroad company owns this right-of-way at an average width of sixty-six feet, paying real estate tax on 221,000 feet at an assessed valuation of \$90,000, or forty cents per square foot.

It is proposed to make a public park of the entire area between Dyckman Street and Spuyten Duyvil Creek, from the Hudson River bulkhead line on the west to a point several hundred feet east of the Hudson River shore. The area to be taken by the city for this park aggregates 2,260,000 square feet. Of this the railroad company owns 221,000 square feet. The company, by the proposed agreement, will surrender this right-of-way to the city in exchange for a four-track right-of-way easement to be located a considerable distance to the eastward and well removed from the river front. This new right-of-way is to be covered the entire distance. Legal proceedings have already been taken by the city to acquire the land located within the proposed park area, and it is intended that fifty per cent. of the cost of this park shall be met by local assessment and the remaining fifty per cent. by including the cost in the tax levy on Manhattan and The Bronx. The detailed arrangement for meeting the cost of this park is as follows:

5 per cent. of the total cost to be assessed on all of the private property within 200 feet of the proposed park, including the private property immediately south of Dyckman Street.

45 per cent. of the remainder by assessment on the property bounded on the north by Spuyten Duyvil Creek, east by the Harlem River, the Speedway, Edgewood Road to 150th Street, one hundred feet east of Eighth Avenue to 72nd Street, and on the south by a point one hundred feet south of 72nd Street.

45 per cent. of the remainder on the tax levy of the Borough of Manhattan.

5 per cent. remaining on the tax levy of the Borough of The Bronx.

Just what the cost of acquiring land to be included within this new park area will be, of course, is not known. The average assessed valuation on the tax books of the city is less than one dollar per square foot. The city, however, seems to have established a unit value for this land in the recent completion of a trade of about 250,000 square feet of land within the proposed park area, which it took in exchange from the owner for the East Fifth Police Station, and for some other unused city department building on the lower east side of Manhattan. The unit of value established for this 250,000 square feet, which may or may not be used as governing the existing value of the remainder of the tract, was about sixty-three cents per square foot. This would mean that the acquisition of the land, exclusive of the company's right-of-way, would cost approximately \$1,450,000.

It is expressly stipulated in the proposed agreement that until the city acquires this Inwood Hill land between Dyckman Street and Spuyten Duyvil Creek, that the railroad will not move its tracks, and that in no event will the change of location begin within a period of six years. The same qualification extends to the proposed crossing at Spuyten Duyvil Creek.

The Harlem Ship Canal.

In the proposed agreement it is provided that the city is to surrender in perpetuity to the railroad company a tract of 168,458 square feet of city-owned land on the northerly bank of the Harlem Ship Canal where the Ship Canal flows into the Hudson River. I believe that the surrender of city-owned water front at this point is open to the same insurmountable objections as at the shore front of the Manhattanville and Sixtieth Street yards. The land is located at the southwesterly extremity of the Bronx, where the west side line of the railroad and the Park Avenue line converge. The prospective value of the water front at this place is very great and I believe that the city should not, under any circumstances, part with it. Further along the Ship Canal negotiations are now under way by which the City, State and Federal Governments are seeking to acquire a tract of this land bordering on the Ship Canal about equal in area to that the city is now about to "trade" to the railroad company. An appropriation of \$1,000,000 was made for the acquisition of this land in order to straighten the Ship Canal at this point, but the private owners have demanded, it is understood, \$1,500,000 before they will surrender it for the straightening of

Suggested Changes and Modifications.

It is, of course, highly desirable from every viewpoint that a settlement of the problem involved should be reached at the earliest possible moment. The interests of the city and of the railroad company, as well as consideration for commercial enterprises, great and small, demand that no further time be wasted in reaching a solution of the problem. The settlement, however, should be a proper one in which not only the rights of the railroad company and of the business enterprises dependent thereon should receive consideration, but also that the rights of the city as to its real estate, and, having in view its retention of freedom of transportation facilities, both by land and water, all be considered.

It seems to me that this proposed agreement should not be finally passed upon until the following changes are made:

The City should not sell into private ownership any of its water front capable of commercial or other public improvement or development.

None of the additional franchise rights or extensions should be awarded in perpetuity.

The City should retain the right of recapture of at least two of the additional tracks to be allowed to the railroad company, in order to be in a position to establish a belt-line system to be used by any or all other railroads under proper rental conditions.

The tracks between the Sixtieth Street and Thirtieth Street terminals should be below grade. The Park Avenue situation as to realty values, where the tracks are part in tunnel and part elevated, will prove the wisdom of this.

Provision should be made for publicly owned or controlled market terminals in connection with the exchange of city land at all of the proposed terminal extensions.

Another survey as to the readjustment of the track level through Riverside Park should be made by a board of engineers, including Major-General Goethals, Nelson P. Lewis, Harry P. Nichols, the engineers who formulated the present plan, and such other engineers in the City's employ as have studied traffic and franchise conditions.

There should be another study of the real estate adjustments and values, including the right of the railroad company to receive compensation for removing from grade south of Sixtieth Street, and the advisability of the City accepting the fee of the right-of-way north of Seventy-second Street wherein the railroad company divests itself of tax paying holding and retains an easement only.

Provision should be made for prohibiting the storage of live stock and manure at any of the terminals, or the stalling of cars containing either, on the tracks of the company at any point within the city limits.

There should be no exemption from compliance with all City regulations ordinances, etc., and the customary payment should be exacted for all permits and for all city facilities.

There should be a simplification of the deed or deeds involved in the transfers.

Yours truly, FRANK L. DOWLING, President of the Board of Aldermen.

Railroad Agreed to Tunnel Below Sixtieth Street.

(Copy.)

Mayor's Office, New York, Feb. 19, 1907.

W. H. NEWMAN, Esq., President of the New York Central and Hudson River Railroad Company:

Sir—Referring to the recent discussions between yourself and other representatives of the Railroad Company on the one hand, and representatives of the City on the other, I beg to state that the general features of the plan agreed upon seem to be satisfactory and fair to the City.

Before laying before the Legislature a bill to enable this plan to be carried into effect, I must ask you to give me positive assurances that, in case such a measure shall be enacted, your Company will be prepared, without delay, to take the necessary steps to initiate the proceedings contemplated, and that as soon as authority be given by the City, your Company will proceed with the execution of all the work contemplated.

Respectfully,

(Signed) GEO. B. McCLELLAN, Mayor.

(Copy.)

New York Central & Hudson R. R. Co., Grand Central Station, New York, February 20, 1907.

Hon. GEO. B. McCLELLAN, Mayor, City Hall, New York City:

Dear Sir—I acknowledge receipt of your favor of the 19th inst., stating that the general features of the plan agreed upon in the recent discussion between the representatives of the railroad company on the one hand, and the representatives of the City on the other, in regard to proposed change to be made in the railroad of this Company on the West Side of the Borough of Manhattan, seem to be satisfactory and fair to the City.

In view of the attitude of the City authorities, as we understand it as a result of these discussions, in response to the reasons in favor of an elevated structure, urged in our letter of January 7th, 1907, to the President of the Board of Rapid Transit Commissioners, we have felt compelled to yield to the position of the City authorities in respect to a subway between 30th Street and the 60th Street yard.

In response to your request for an assurance as to the attitude of this Company, I beg to say that if a bill substantially in the form which has been agreed upon in these discussions shall become a law, this company will be prepared without delay to take the necessary steps to initiate the proceeding contemplated, and that as soon as an agreement is reached in regard to details and authority is given by the City to carry such plans into effect, this Company will proceed with the execution of all the work contemplated and will use its best endeavors to complete such work within the shortest time practicable. Very respectfully yours,

W. H. NEWMAN, President, N. Y. C. & H. R. R. Co.

(Copy.)

New York Central and Hudson River Railroad Company, Law Department, Grand Central Station, New York, July 24, 1907.

Hon. WILLIAM R. WILLCOX, Chairman, Public Service Commission, First District, 320 Broadway, New York City:

Dear Sir—Referring to the public hearing before your honorable Commission on Thursday, July 18th, in regard to the removal of the tracks of this company from the grade of the streets and avenues on the west side of the Borough of Manhattan, I beg to relate, for the information of the Commission, the recent history of this matter.

In January, 1906, Senator Saxe introduced in the Legislature a bill having for its object the removal of those tracks from grade. The bill passed both houses and in due course was placed upon the statute books as chapter 100 of the Laws of 1906. With the provisions of this law the Commission is undoubtedly familiar. It might be stated, however, that the railroad company, while conceding that the professed purpose of the bill (the removal of the tracks from the grade of streets and avenues) was good and should be accomplished, insisted that the bill itself was bad in form and in substance, and that under it the company would not be properly protected in making the large investment which would be required. On these grounds it opposed the bill vigorously, not only in the Legislature, but before the mayor of the city of New York and the Governor of the State. Although the bill received the executive approval of both these officials, that they were not wholly convinced of its soundness is indicated by their comment in extending such approval.

* * * * *

Chapter 100 of the Laws of 1906 became a law on March 26, 1906. On June 11, 1906, William H. Newman, the president of this company, wrote to Hon. Alexander E. Orr, president of the board of rapid railroad commissioners, to which body was committed the execution of the provisions of that law, assuring him that the attitude of the company and of its officers would be to at all times facilitate the work of the board in carrying out the duties imposed upon it by the statute in question, and offering the co-operation of the company.

The board having directed its chief engineer, Mr. George S. Rice, to proceed with the work of making the plans mentioned in the act, he undertook that work, the railroad company co-operating in every possible way, and on November 14, 1906, his report was presented to the board. In that report he substantially found that it was both impracticable and undesirable to carry out the provisions of chapter 100.

* * * * *

Upon the receipt of a copy of this report from the rapid transit commissioners by the railroad company, the matter immediately became a subject of careful study and earnest consideration, and the position of the railroad company in respect thereto was stated in a letter written by President Newman to Mr. Orr on January 7, 1907.

Thereupon the rapid transit commissioners appointed a committee, consisting of

the mayor, Mr. Morris K. Jesup and Mr. Charles Stewart Smith, to consider the subject with the representatives of the railroad company.

This Committee, with Mr. George L. Rives, Counsel of the Board, and Mr. J. A. Bensel, Commissioner of Docks, took up with the officials of the Railroad Company the discussion of the subject of the removal of the tracks in Eleventh Avenue, and after numerous interviews agreed upon a plan whereby the tracks between Thirtieth and Sixtieth Streets were to be placed in a subway; north of Sixtieth Street yard, from Seventy-second Street to Spuyten Duyvil, in accordance with the plan suggested by Chief Engineer Rice, the tracks were to remain at their present grade, except across Manhattan Valley, where they were to be elevated; and the situation south of Thirtieth Street was reserved for further consideration. This Committee reported its agreement to the full Board on February 25, 1907, and its report was unanimously adopted.

On February 19, 1907, the Mayor, in a letter addressed to the President of the Railroad Company, after stating that the general features of the plan agreed upon seemed to be satisfactory and fair to the City, asked for assurance that in case of the enactment of proper legislation the Railroad Company would promptly proceed with the execution of the work contemplated. Such assurance was contained in the letter of President Newman to the Mayor, dated February 20, 1907.

A bill designed to authorize the plan thus agreed upon was drafted by Mr. Rives and submitted to the rapid transit board on March 14, 1907, and on that date the board, having previously held several public hearings, and being assured by the representatives of the so-called Committee of Fifty that it was satisfactory to their association, unanimously approved the said draft. On March 18, 1907, the bill, so approved, was introduced in the Senate by Senator Saxe, as No. 871, and in the Assembly by Assemblyman Bohan, as No. 1621. After various amendments offered had been rejected, the bill was passed by the Senate in substantially the same form in which it had been introduced, but as No. 1598. When the bill was sent to the Assembly opposition from the so-called Committee of Fifty and from other organizations developed, and because of that opposition it was not reported by the committee having it in charge, and so it failed to become a law.

It is a well-known fact that the facilities for handling the commerce of this, the greatest sea port on the continent, are entirely inadequate and inferior to those of other ports. And by reason of that very fact the port of New York is daily losing to other ports a great deal of business which should properly be its own. Too much stress cannot be laid upon the importance of providing New York with adequate terminal facilities, and the proper solution of the question now before your Commission would be a long stride in that direction.

Much more might be said upon this whole subject, but the above sets forth briefly a few of the more important considerations to be dealt with, and will, I trust, be of service to the Commission.

I take this opportunity of assuring the Commission of the continued co-operation of the railroad company and its officials, and to express the hope that the solution of this problem will result in an improvement which will meet the requirements of the many interests involved. Yours respectfully,

(Signed) ALBERT H. HARRIS, General Counsel.

Copy.

New York Central & Hudson River Railroad Co., Law Department, Grand Central Terminal, New York, March 22, 1913.

Hon. JOHN PURROY MITCHEL, President of the Board of Aldermen; Hon. WILLIAM A. PRENDERGAST, Comptroller; Hon. GEORGE McANENY, President of the Borough of Manhattan; Hon. NELSON P. LEWIS, Chief Engineer of the Board of Estimate and Apportionment; Committee on Terminal Improvements:

Gentlemen—I have read over your proposed report with as much care as I have been able to in the short time and it seems to me that in general terms it very fully and fairly covers the understanding reached as to the various matters involved in the changes proposed to be made in the railroads of this Company on the west side of the Borough of Manhattan, under chapter 777 of the Laws of 1911.

Immediately upon the adoption of this report by the Board this Company will proceed as promptly and expeditiously as practicable to revise and make the necessary changes in the plans and profiles submitted September 28, 1911, so as to embody the changes which have been proposed on the part of the City and submit the same to the Board at as early a date as possible. In the meantime I shall be ready at all times to proceed with the Committee in the formulation of a definite contract to carry out the recommendations.

With appreciation of the great amount of time and of the careful study and consideration of this entire problem which has been given for the last year and a half by the Committee, I am, yours very truly, IRA A. PLACE, Vice-President.

Waterfront Condemnation Awards.

NORTH RIVER.

Location.	Date.	Award.	Award for Bulkhead Per Running Foot.
15th to 18th St.—Chelsea Improvement	1913	\$3,072,135 00	\$635 00
18th to 23rd St.—Chelsea Improvement	1907	2,769,307 00	600 00
42nd to 43rd St.—89,000 feet of waterfront and land under water taken in	1907	215,000 00	250 feet of bulkhead
44th to 47th St. (still pending)—For new piers and terminal way, 498,290 feet	....	1,061,879 00 2,510,000 00	City Expert's figures Property owners' figures

EAST RIVER.

	Award.	Bulkhead Award Per Running Foot.
Piers 2 and 3.....	\$533,000 00	Included bulkhead
One-half of Pier 4.....	80,000 00	Pier only
One-half of Pier 7.....	159,600 00	
Piers 9 and 10.....	617,629 00	
Pier 11.....	84,329 00	
Pier 12.....	70,500 00	
Pier 13.....	172,942 00	\$324 00
Pier 14.....	227,213 00	325 00
Pier 15.....	127,500 00	
Piers 16 and 17.....	619,952 00	
Pier 18.....	103,104 00	
Piers 19 and 20.....	276,015 00	
Piers 23 and 24.....	234,195 00	350 00
One-half of Pier 26.....	77,705 00	
Piers 27 and 28.....	521,806 00	Included bulkhead
Piers 32 and 33.....	300,000 00	
Pier 36.....	194,268 00	\$300 00
Pier 51.....	38,143 00	
Pier 52.....	38,635 00	
Bulkhead between Piers 52 and 53.....	151,139 00	283 00
Pier 53.....	26,500 00	

When City took Broadway Ferry, Commissioners awarded \$1,500,000 and City compromised by paying \$1,000,000.

Department of Water Supply, Gas and Electricity—Acquisition of Property of the South Shore Water Works Company of Staten Island and Issue of Corporate Stock (Cal. No. 141).

The Secretary presented a communication, dated March 9, 1917, from the Commissioner of Water Supply, Gas and Electricity, recommending the acceptance by the City of the offer of the South Shore Water Works Company of Staten Island to sell its plant to the City, for the sum of \$10,000, and also that the Board appropriate the sum of \$12,200 for the purpose of making the necessary connections with the distribution system so acquired and in extending and reinforcing it in such a way as to enable the City to render adequate fire protection to this community.

Which was referred to the Committee on Corporate Stock Budget.

4th Avenue, from East 32d Street to East 34th Street, and East 33d Street, from 4th Avenue to a Point 280 Feet Easterly Therefrom, Borough of Manhattan—Changing Grade (Cal. No. 142).

The Secretary presented the following communication from the Acting Corporation Counsel; which was ordered printed in the Minutes and filed:

Law Department, Office of the Corporation Counsel, New York March 10, 1917.

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

Sirs—I have considered the matter of the proposed change in the grade of Fourth Avenue from East 32d Street to East 34th Street, and of East 33d Street from Fourth Avenue to a point 280 feet eastwardly therefrom, pursuant to a communication from Secretary Haag of your Board, in which he submits your request for advice

"as to the authority of the City to carry out the plan in so far as it relates to the reconstruction of the railroad, and also as to whether, in case the liability for the cost of this work is found to be partly or wholly in the City, it would be practicable to include it in a local assessment."

A copy of the report of the Chief Engineer of your Board, dated May 20, 1916, was transmitted, from which I quote the following:

"The readjustment of the grade of 4th Avenue as required in order to provide for the reclamation of the entire width of this street in the block between East 33d Street and East 34th Street for through traffic, and for opening up a continuing grade on the line of East 33d Street across 4th Avenue, has been made the subject of prolonged consideration. A plan showing a radical revision in the street grades of this territory and designed to effect the desired improvement through an essential change in the grade of East 34th Street was approved by the Board on May 22, 1913, but was disapproved by the Mayor for reasons set forth by him in a communication which appears in the Board Minutes of July 3, 1913 (page 5309).

The Borough President states that the plan now prepared is in accordance with that determined upon at a meeting of the City Plan Committee held on March 28, 1916. It is based on bringing the grade of the central portion of the roadway of 4th Avenue now occupied by the tracks of the New York Railways Company, as well as the easterly side of the street, including the sidewalk space, up to the grade of the westerly portion of 4th Avenue as now improved, this involving a change in the grade of the central and easterly portions of 4th Avenue amounting to about 6 feet at the 33d Street intersection, and on the easterly side reaching a maximum of about 14 feet at East 34th Street.

* * * * *

"It would also seem practicable for the City to recover such damage as the Armory building might sustain, providing that a proper claim for this damage was presented to the Board of Assessors. I am uncertain, however, as to the method under which the expense involved in reconstructing the railroad would be met, no information being at hand to establish the liability of either the Railroad Company or of the City in the matter."

I have been furnished also with a report from the Bureau of Franchises of your Board, which discloses the following:

Quotation of sections 10, 11 and 16 of chapter 263 of the Laws of 1831, incorporating the New York and Harlem Railroad Company, with power to construct a single or double track railroad from any point on the north bounds of 33d Street to any point on the Harlem River between the east bounds of Third Avenue and the west bounds of Eighth Avenue, etc.

Quotation of sections 2, 4 and 8 of an ordinance pursuant to the provisions of said act passed December 16, 1831 (Approved Papers, Vol. 1, page 108), granting consent to the New York and Harlem Railroad Company to construct a double or single railroad or railway along Fourth Avenue from 23d street to the Harlem River;

Recital of an agreement, dated January 9, 1832, filed January 16, 1832 (Original on file in Comptroller's office, Folder 1030, page 4), pursuant to section 8 of the ordinance last above mentioned, in which the company agreed to stand to, abide by and perform all the conditions and requirements in said ordinance contained;

A resolution presented to the Board of Aldermen at its meeting on January 4, 1850 (Minutes, page 40), requesting the Committee on Streets to report upon a plan for the proper regulation of Fourth Avenue between 32d and 47th streets, and a report of said Committee at a meeting on June 10, 1850 (Proceedings, Minutes, page 142), setting forth conditions and the necessity of proper and permanent regulation and the erection of parapet walls on the sides of the cut to arch the railroad track;

Quotation of a resolution adopted by the Board of Aldermen July 12, 1850, approved August 8, 1850 (Proceedings, Vol. 18, page 274), directing the New York and Harlem Railroad Company at its own expense to make sustaining and parapet walls on Fourth Avenue on each side of its railroad tracks from the northerly line of 32d street to the southerly side of 34th street, etc., and also at their own expense to build an arch over the said railroad track between the southerly line of 34th street and the northerly line of 39th street, etc.;

Recital that the Railroad Company presumably complied with the direction in the foregoing resolution because of a subsequent resolution, which is quoted, adopted by the Board of Aldermen August 19, 1851, approved October 5, 1851 (Approved Papers XIX, page 400), appropriating a forty-foot strip in the middle of Fourth Avenue from 34th to 38th streets as a public park or pleasure ground, and directing that the resolution be carried into effect as soon as the Railroad Company shall have completed the arching of Fourth Avenue; the report states that an examination disclosed that the arching directed under the ordinance of 1850 was then in course of construction;

Quotation of a resolution of the Board of Aldermen adopted December 10, 1851, approved December 29, 1851 (Approved Resolutions XIX, page 572), permitting the Railroad Company to reduce the grade of Fourth Avenue between 32d and 34th streets to a level with the railroad tracks, with a turnout on the east side thereof, on condition that the Railroad Company widen said avenue twenty-five feet on the west side, between 32d and 34th streets and cause the land for this additional width to be ceded to The City of New York as a part of Fourth Avenue;

Quotation of a resolution adopted by the Board of Aldermen September 29, 1859, approved October 4, 1859 (Approved Papers, Vol. XXVIII, page 397), for the paving of Fourth Avenue from 34th to 38th streets with trap block or Belgian pavement at the expense of the owners benefited thereby and that the Railroad Company be compelled to reduce the grade of Fourth Avenue at its intersection with 34th street;

Section 11 of the Act of 1851, above referred to, provides, among other things, that when the railroad shall intersect the street the company shall restore it to its former state or in a sufficient manner not to have impaired its usefulness.

Section 16 authorizes the City to grant permission to the Railroad Company to construct the railroad across or along streets or avenues or to prohibit such construction, and, after such construction, to regulate the time and manner of using the railroad and the speed with which carriages shall be permitted to move thereon.

The ordinance of 1851, consenting to the construction of the railroad, provides that "if at any time after the construction of the aforesaid railways, * * * it shall appear to the Mayor, Aldermen and Commonalty of the City of New York that the said railways or any part thereof, shall constitute an obstruction or impediment to the future regulation of the City, or the ordinary use of any street or avenue (of which the said Mayor, Aldermen and Commonalty shall be the sole judges) the said Railroad Company, or the directors thereof, shall, on the requisition of the said Mayor, Aldermen and Commonalty, forthwith provide a remedy for the same, satisfactory to the said Mayor, Aldermen and Commonalty, or if they fail to find such remedy, they shall, within one month after such requisition, proceed to remove such railway, or obstruction or impediment, and to replace the street or avenue in as good condition as it was before the said railway was laid down; and should the said directors decline or neglect to obey such requisition, the said Mayor, Aldermen and Commonalty may, upon the expiration of the time limited in such notice, cause the obstruction or impediment to be removed, and the avenues or streets restored as aforesaid, at the expense of the said railroad company."

Section 4 of said ordinance imposes upon the Railroad Company the duty "at their own cost, to construct stone arches and bridges for all the cross streets, now or hereafter to be made (which will be intersected by the embankments or excavations of the said railroad), and which, in the opinion of the Common

Council, the public convenience requires to be arched, or bridged, and also to make such embankments or excavations as (in the opinion of the Common Council) may be required to make the passage over the railroad and embankments, at the intersected cross streets, easy and convenient for all the purposes for which streets and roads are usually put to; * * *. And further that the said company shall make their railroad path, from time to time, conform to what may hereafter be the regulation of the avenue and road through which said railroad passes."

From the foregoing, I am of opinion that the City has the power to carry out the proposed improvement. I assume that by "reconstruction of the railroad" you refer to the work which it will be necessary to perform in order to make the present physical construction in Fourth Avenue, heretofore erected by the Railroad Company under the ordinance above referred to, conform to the change in grade contemplated by the plan of improvement. Such work, in my opinion, should be done by or at the expense of the Railroad Company, and if, upon proper notice to the Railroad Company, it refuses or neglects to do such work, it may be done by the City at the Railroad Company's expense.

The expense of other work involved in this proposed improvement may, in my judgment, be made the subject of local assessment, except, perhaps, the item of repaving streets after the change of grade is made. As to the latter item, I have some doubt and therefore would suggest that this item of expense be so segregated from the other items of expense that it will not affect the validity of any assessment that may be made.

In view of the generality of the question and of the comprehensiveness of the proposed improvement, I have confined my answer to general terms, but shall be glad to co-operate in further steps which may be taken in the course of authorizing the prosecution of this work. Respectfully yours,

LOUIS H. HAHLO, Acting Corporation Counsel.

(See Calendar No. 158 relative to this matter.)

Attorney General, State of New York—Approval of Agreement, Execution and Delivery of Deed, Relative to Barge Canal Terminal at East 138th Street and the Harlem River, Borough of The Bronx (Cal. No. 143).

(On November 24, 1916 (Cal. No. 157), the Board approved of a proposed agreement providing that The City of New York convey to the State all the right, title and interest of The City in and to lands located in the Borough of The Bronx at East 138th street and the Harlem River, and authorized the Mayor to execute the deed.)

The Secretary presented the following communications; which were ordered printed in the minutes and filed:

City of New York, Office of the Mayor, March 9, 1917.

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

Dear Sir—By direction of the Mayor, I am returning herewith, duly approved by him to-day, March 9, deed conveying to the State of New York all the right, title and interest of The City of New York in and to lands located at East 138th street, Harlem River, The Bronx, for the purpose of a barge canal terminal.

Very truly yours, P. C. WILSON, Asst. Secretary.

State of New York, Office of the Attorney-General, Albany, February 8, 1917.

JOSEPH HAAG, Esq., Secretary, *Board of Estimate and Apportionment*, Municipal Building, New York City:

Dear Sir—Agreements in quadruplicate, dated December 12, 1916, between The City of New York and the State of New York, for the acquisition, by the State, of the right, title and interest of The City of New York in and to lands located at East 138th street, Harlem River, Borough and County of The Bronx, for a barge canal terminal, have been approved by the Canal Board and executed on behalf of the People of the State of New York and approved by the Governor, and one copy delivered by the Corporation Counsel of The City of New York to the Register of Bronx County for record.

I am enclosing one copy for your file and am sending one copy to the Comptroller of The City of New York and one copy to the Superintendent of Public Works.

You will note that the agreement provides (paragraph "First," page 3) that The City of New York will, within 30 days after demand from the Superintendent of Public Works, convey to the State of New York all right, title and interest of The City of New York in and to lands described on Maps Nos. T-100, T-101 and T-102.

The resolution of the Board of Estimate and Apportionment, adopted November 24, 1916 (Cal. No. 157B), provided that on the execution of said agreement by the City and on behalf of the People of the State, and the approval by the Governor, deed should be executed by the Mayor of the City and delivered to the Attorney General.

I enclose such deed, duly approved as to form by the Attorney General, and after approval by the Corporation Counsel (including the filling in of the blanks on page 1) deed should be executed by the Mayor and delivered to me.

Very truly yours, E. E. WOODBURY, Attorney General, by ANSON GETMAN, Deputy Attorney General.

State of New York, Superintendent of Public Works, Albany, February 9, 1917.

Hon. J. P. MIRCHEL, Mayor, City Hall, New York:

Dear Sir—I beg to call your attention to the agreement made between The City of New York, acting through its Board of Estimate and Apportionment, and the State of New York, acting through the Canal Board and approved by the Governor, dated December 12, 1916, relative to the acquisition by the State of the right, title and interest of The City of New York in and to lands located at East 138th street, Harlem River, Borough and County of The Bronx, for a barge canal terminal.

As you are aware, paragraph "First" of the agreement provides that The City of New York will within thirty days after demand from the Superintendent of Public Works convey to the State of New York all of the right, title and interest of The City of New York in and to lands described on Maps Nos. T-100, T-101 and T-102, which maps are referred to and made a part of such agreement.

Therefore, according to the provisions of such agreement, I hereby make formal demand upon The City of New York and the Mayor and the Board of Estimate and Apportionment thereof, that there be executed and delivered to the State of New York within thirty days from this date the deed provided in said agreement to be delivered to the State, form of which deed is attached to and made part of such agreement.

For your information, I would state that the Board of Estimate and Apportionment on November 24, 1916, adopted a resolution providing for the execution of the deed in question. Yours very truly,

W. W. WOTHERSPOON, Superintendent of Public Works.

Law Department, Office of the Corporation Counsel, New York, February 27, 1917.

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

Sirs—I am in receipt of a communication dated February 14, 1917, signed Joseph Haag, Secretary, which reads as follows:

"I transmit herewith, for approval as to form, proposed deed conveying to the State of New York all the right, title and interest of The City of New York in and to lands located at East 138th street, and the Harlem River, Borough of The Bronx, as more specifically described in the agreement between the City and the State, dated December 12, 1916, enclosed herewith.

"I also enclose, for your information, a copy of the resolution adopted by the Board of Estimate and Apportionment on November 24, 1916, authorizing the execution and delivery of this deed; and I am also forwarding herewith a communication addressed to the Mayor, under date of February 9, 1917, by the Superintendent of Public Works, State of New York, demanding the conveyance to the State of all the right, title and interest of The City proposed to be conveyed by this instrument."

I beg to transmit herewith the said deed, approved as to form, with the papers submitted therewith. Respectfully yours,

LOUIS H. HAHLO, Acting Corporation Counsel.

State of New York, Office of the Attorney-General, Albany, March 14, 1917.

JOSEPH HAAG, Esq., Secretary, *Board of Estimate and Apportionment*, Municipal Building, New York City:

Dear Sir—I acknowledge receipt of deed dated March 9, 1917, transferring to the State of New York all the right, title and interest of The City of New York in and to lands located at East 138th street, Harlem River, Borough of The Bronx, for a barge canal terminal. Very truly yours,

E. E. WOODBURY, Attorney General, by ANSON GETMAN, Deputy Attorney General.

FIXING DATES FOR FUTURE HEARINGS.

On Changes in the City Map.

Borough of Manhattan.

West 162d Street, from Fort Washington Avenue to a Point About 202 Feet Westerly Therefrom, Borough of Manhattan—Changing Grades (Cal. No. 144).

The Secretary presented a resolution adopted November 14, 1916, by the Local Board of the Washington Heights District, Borough of Manhattan, recommending the proposed change; and the following report of the Chief Engineer:

Report No. 16510.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Washington Heights District, Borough of Manhattan, adopted on November 14, 1916, recommending a change in the grade of West 162d Street between Fort Washington Avenue and a point about 202 feet westerly therefrom.

From information presented with this resolution it appears that the owners of the property at the northwesterly and southwesterly corners of Fort Washington Avenue and West 162d Street have erected buildings with a frontage on Fort Washington Avenue, but based on a grade along West 162d Street, departing from that previously established by a maximum of about five feet. The roadway of the street has been approximately graded under private contract, and the sidewalk has been laid for a distance of about 130 feet on each side of the street at an elevation corresponding with that to which the buildings were made to conform, this walk reaching a maximum distance of about five feet below the grade of the adjoining roadway.

The owners of the property have petitioned for the change now proposed, this reaching a maximum of about nine inches. In presenting the resolution to the Board the Secretary of the Borough states that the Local Board action is based on an understanding that the owners of the improved properties will present waivers of change of grade damage claims, and that the owner of the property on the southerly side of the street will assume the entire cost of the re-regulating and re-grading required in order to fit the surface to the elevations now proposed. The records show that the street grade which it is now proposed to change was fixed before the buildings were erected, and since the modification is one clearly designed to benefit these properties to the maximum extent practicable without objectionable effect upon other holdings, it seems unnecessary to require a waiver of damage claims as there could be no foundation for their presentation. The carrying out of the physical work required to bring about conformity with the grades now proposed seems to be clearly an assessable matter, the cost of which would fall wholly upon the frontages, and I can see no reason why the owner on one side of the street should be asked to assume any portion of the expense relating to the property on the opposite side and more particularly since in both instances the legal grades were not respected.

In my judgment, the plan may properly be approved without condition and such action is recommended after giving the statutory hearing. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, by changing the grades of West 162d Street, between Fort Washington Avenue and a point about 202 feet westerly therefrom, Borough of Manhattan, which proposed change is more particularly shown upon a map or plan bearing the signature of the Secretary of the Board of Estimate and Apportionment, and dated November 28, 1916.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on Friday, April 13, 1917, at 10:30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions, and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board to be held at the aforesaid time and place, to be published in the City Record and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 13th day of April, 1917.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Borough of Brooklyn.

Kings Highway, Between Ocean Avenue and Flatbush Avenue, Borough of Brooklyn—Changing Lines (Cal. No. 145).

The Secretary presented a communication, dated March 12, 1917, from the Commissioner of Public Works, Borough of Brooklyn, transmitting map showing proposed change; and the following report of the Chief Engineer:

Report No. 16550.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—The Commissioner of Public Works of the Borough of Brooklyn has, under date of March 12, 1917, transmitted to the Board of Estimate and Apportionment a plan showing a change in the lines of Kings Highway from Ocean Avenue to Flatbush Avenue by increasing its present mapped width from 100 feet to 140 feet, and states that the Borough President is anxious to have this question of widening Kings Highway considered at the meeting of the Board to be held on Friday, March 10th. Kings Highway is laid out on the City Map at a width of 80 feet between Ocean Parkway and Ocean Avenue, except that for the 2½ short blocks between East 13th Street and the right-of-way of the Brighton Beach Division of the Brooklyn Rapid Transit Company it has a width of 79 feet. Between Ocean Avenue and Flatbush Avenue its mapped width is now 100 feet, with certain enlargements of the area at its junctions with Avenues M, N, O and P. On December 15th, 1910, the Board initiated proceedings for the acquisition of title to this street for the entire distance between Ocean Parkway and Flatbush Avenue and determined that the entire cost of such acquisition should be assessed upon an area of benefit extending approximately 500 feet on each side of the street west of Ocean Avenue and 750 feet each side of the street between Ocean Avenue and Flatbush Avenue. The rule and damage maps were approved on March 9th, 1911, and the oaths of the Commissioners were filed on November 22d, 1911. On April 1st, 1915, a petition for relief from assessment was referred to the Committee on Assessments and the Committee on City Plan, and on November 12th, 1915, the Board requested the Corporation Counsel not to present the matter to the Court for confirmation pending action on the petition for relief. On January 26th, 1917, as a result of insistence by the Court that the report of the Commissioners should be presented for confirmation, the request made to the Corporation Counsel on November 12th, 1915, was withdrawn.

During the time that this proceeding has been in progress there has been a great deal of discussion as to the desirability of making Kings Highway a parkway and increasing its width sufficiently to permit its treatment as such a parkway. I have been informally advised that, in accordance with these suggestions and earnest recommendations, a plan is to be prepared by the President of the Borough of Brooklyn for submission to the Board, laying out Kings Highway at a width of about 140 feet all the way from Flatbush Avenue to Rockaway Parkway at about Clarkson Street, from which point Rockaway Parkway and Howard Avenue will furnish alternative connections with Eastern Parkway. The plan now submitted is a part of this project and provides for a widening to 140 feet, including a somewhat further enlargement of the open spaces at its intersection with Avenue M. This widening to 140 feet ends at Delamere Place and Avenue P, while, in order to avoid a contraction at Kenmore Place, a slight widening is proposed on the northerly side. The additional land to effect this widening is all on the southerly side at Delamere Place, all on the northerly side at Bedford Avenue, and from the last named street to Flatbush Avenue the land is taken from both sides of the street as now laid out at a width of 100 feet. If this widening were deferred until the present opening proceeding is consummated, the additional cost would undoubtedly be considerably greater than would result from an amendment of the present opening proceeding. There has been some informal discussion as to whether the extension from Flatbush Avenue to Rockaway Parkway

should not be at once laid out and the opening proceeding so amended as to acquire this property also, but the time required for the making of damage maps for the section east of Flatbush Avenue and for the conduct of the proceedings would be considerable, while, owing to the fact that all field surveys have been made in connection with the present proceeding, the time consummated in the preparation of damage maps for the amendment of the lines between Ocean Avenue and Flatbush Avenue would be slight. It is obvious that a further increase in the width of the street would necessitate an entire revision of the distribution of the expense, as the creation of a wider street or parkway would become an improvement of far more than local benefit. It is impossible at this time to make any suggestion as to the recasting of the assessment, but, if the widening is to be carried out, it is very important that action on the map change be taken without delay. If the new plan is approved, it will then be necessary promptly to amend the proceeding.

The merits of the plan are obvious, especially in view of the great lack of streets of this character in the Borough of Brooklyn. Extending from Prospect Park there are two parkways, the Ocean Parkway, leading directly to the water-front, and the Eastern Parkway, which, with its extension, reaches Bushwick Avenue, although that portion of the so-called Eastern Parkway east of Ralph Avenue is entirely devoid of park features and its designation is somewhat of a misnomer. Even the Shore Road is not directly connected with either of the existing parkways. The widened Kings Highway would, however, establish a much needed connection between Ocean Parkway and the Eastern Parkway.

I recommend that a public hearing be given upon the plan which has been submitted and that, if it meets with approval, the present opening proceeding be amended both with respect to its scope and the distribution of the expense with respect to the portion of the street which is to be given more than a normal street width.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The Secretary also presented a communication, dated February 9, 1917, from the Long Island Automobile Club endorsing the above mentioned plan.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, by changing the lines of Kings Highway, from Ocean Avenue to Flatbush Avenue, Borough of Brooklyn, which proposed change is more particularly shown upon a map or plan bearing the signature of the Commissioner of Public Works of the Borough, and dated March 12, 1917.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on Friday, April 13, 1917, at 10:30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions, and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board to be held at the aforesaid time and place, to be published in the City Record and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 13th day of April, 1917.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

5th Street, from Smith Street to the Bulkhead Line of Gowanus Canal, Borough of Brooklyn—Closing and Discontinuing and Changing Grade (Cal. No. 146).

The Secretary presented a communication dated February 10, 1917, from the President, Borough of Brooklyn, transmitting map showing proposed change; and the following report of the Chief Engineer:

Report No. 16529.

March 8, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—At the meeting of the Board of Estimate and Apportionment held on November 10, 1916, a report was presented by your Engineer concerning a proposed change in the lines and grades of 5th Street between Smith Street and the bulkhead line of Gowanus Canal, this making provision for decreasing the width from 60 feet to 55 feet in order to avoid consequential damage to the holdings of the Brooklyn Union Gas Company, which was in possession of a strip five feet wide extending through a portion of the street.

The adoption of the plan would have had the effect of discontinuing a dedicated area having a width of five feet, extending for a distance of 233 feet from Smith Street easterly therefrom. This change was desired in order that the expense of the proceeding authorized on October 8, 1909, for acquiring title to 5th Street between Smith Street and Hoyt Street might not result in unduly burdensome assessments. It was proposed as a condition to the approval of the plan that releases should be presented by the Gas Company of all claims which might otherwise be submitted under the provisions of Section 1,000, as a result of the amendment of the opening proceeding which would be necessary if the change was made in the plan, and that prior to its legalization the Gas Company should be required to pay to the City the value of the dedicated area that would revert to it through the carrying out of the proposed map change. This matter was made the subject of a hearing on December 8, 1916, which was continued at the meetings of December 22, 1916, and January 5 and February 2, 1917. At the meeting of December 22d a report was presented from the Comptroller advising that the City's interest in the dedicated strip to be excluded from the street system was valued at \$353.75. At the meeting of February 2d the proposed map change was disapproved with the understanding that negotiations would be entered into with the Gas Company relative to the discontinuance of that portion of the street between Hoyt Street and Gowanus Canal, and the cession of lands owned by it in the block between Hoyt Street and Smith Street in exchange for the dedicated area which it was proposed to close and discontinue.

With the accompanying communication from the President of the Borough of Brooklyn, bearing date of February 10, 1917, there is presented a new map providing for carrying out the change originally proposed in the block between Smith Street and Hoyt Street, and for discontinuing the street through that portion of its length between Hoyt Street and the canal. There is also presented by him with this request communication from the President of the Brooklyn Union Gas Company petitioning for the approval of the amended map, and offering to cede to the City land owned by the Company within the lines of the street as to be now fixed with an area of 3,345 square feet, as well as to pay all the cost and expense which has accrued in the opening proceeding, this amounting to \$511.72, in case the proceeding is discontinued. Request is also made for the adoption of a resolution fixing the roadway width in the block between Smith Street and Hoyt Street at 28 feet to adjoin sidewalks on each side with a width of 13.5 feet.

Under the interpretation which has been given by the Courts it would appear that upon the adoption of the plan title to the dedicated area falling outside of the street lines in the block between Smith Street and Hoyt Street would automatically revert to the Gas Company.

I would recommend the adoption of the map after a public hearing, but with the understanding that his Honor the Mayor be asked to withhold his independent approval until such time as the Gas Company (1) has made payment to the City of the sum of \$511.72; (2) has executed a release of all claims which might be presented by reason of the discontinuance of the opening proceeding pursuant to the provisions of Section 1,000 of the Charter; and (3) has presented a deed in form satisfactory to the Corporation Counsel ceding to the City all right, title and interest which it may have to land within the lines of 5th Street in the block between Smith Street and Hoyt Street as now proposed.

After these conditions have all been complied with, the opening proceeding may properly be discontinued, and the carrying out of this course will then be made the subject of further report to the Board, as will also the matter of fixing the roadway and sidewalk widths. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by closing and discontinuing a strip 5 feet wide on the southerly side of 5th Street, between the easterly line of Smith Street and the

easterly line of Hoyt Street, by closing and discontinuing that portion of 5th Street between the easterly line of Hoyt Street and the bulkhead line of Gowanus Canal; and by changing the grade of 5th Street between Smith Street and Hoyt Street, Borough of Brooklyn, which proposed change is more particularly shown upon a map or plan bearing the signature of the President of the Borough, and dated February 6, 1917.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on Friday, the 13th day of April, 1917, at 10:30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 13th day of April, 1917.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

The Secretary was directed to call the attention of the Brooklyn Union Gas Company to the requirements recommended by the Chief Engineer.

Borough of Queens.

Phraner Avenue, from South Street to Yukon Avenue, and Freehold Street, from Ulster Avenue to Baisley Avenue, Borough of Queens—Establishing Lines and Grades (Cal. No. 147).

The Secretary presented a communication dated May 31, 1916, from the Secretary to the President, Borough of Queens, transmitting map showing proposed change; and the following report of the Chief Engineer:

Report No. 16555.

March 13, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the Secretary to the President of the Borough of Queens, bearing date of May 31, 1916, submitting for approval a map showing the lines and grades proposed for Phraner Avenue from South Street to Yukon Avenue, and for Freehold Street from Ulster Avenue to Baisley Avenue.

This plan relates to the entire length of Phraner Avenue or about 6,100 feet, and to a length of about 4,700 feet of Freehold Street, both of which are designed to have a width of 60 feet. These streets are shown upon the tentative plan for the Jamaica section of the Borough which was adopted on January 11, 1912; the treatment then proposed has been modified in the case of Phraner Avenue by continuing it across the long block between Cumberland Street and Lambertville Avenue, and in the case of Freehold Street by an extension southwardly from Yukon Avenue to Baisley Avenue, a distance of about 2,500 feet, as well as by a number of unimportant modifications in grade.

Phraner Avenue is in use in the section north of Cumberland Street and through nearly its entire length south of Ulster Avenue, the width in the former section being apparently identical with that now proposed while through the southerly portion a widening of 10 feet will be required. Through a considerable portion of its length it closely adjoins a watercourse which seems to have served as the boundary line between separate holdings where developments have been begun along inconsistent lines, this being more pronounced in the block between Cumberland Street and Lambertville Avenue, where the plan now proposed will have the effect of giving the street a position about midway between two private streets and of leaving unsatisfactory lot and block depths. There does not, however, appear to be any practicable remedy for this condition, which could only be avoided by an abrupt break in the street lines. Through other sections there seems to be reason for believing that there may be some difficulty in adjusting property holdings to conform with the street plan but that these difficulties are unavoidable under any reasonable treatment that might be proposed.

Freehold Street is in use in the section north of Warburton Avenue at a width of 50 feet and in the section south of Yukon Avenue at a width of 60 feet. The omission of the latter section from the tentative plan was based on an intention to here create a Public Park, the abandonment of which has been anticipated by the property owners who have proceeded with the development of their holdings.

From such information as is at hand, it would appear that two frame buildings encroach upon the lines proposed for Phraner Avenue.

I see no reason why the plan should not be adopted, and would recommend such action after a public hearing. Respectfully,

NELSON P. LEWIS, Chief Engineer.

Which was adopted by the following vote:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, by establishing the lines and grades of Phraner Avenue, from South Street to Yukon Avenue, and of Freehold Street, from Ulster Avenue to Baisley Avenue, Borough of Queens, which proposed change is more particularly shown upon a map or plan bearing the signature of the President of the Borough and dated March 31, 1916.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on Friday, April 13, 1917, at 10:30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 13th day of April, 1917.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Ulster Avenue, from Sutphin Road to Smith Street, Borough of Queens—Establishing Lines and Grades (Cal. No. 148).

The Secretary presented a communication, dated May 31, 1916, from the Secretary to the President, Borough of Queens, transmitting map showing proposed change; and the following report of the Chief Engineer:

Report No. 16554.

March 13, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the Secretary to the President of the Borough of Queens, bearing date of May 31, 1916, submitting for approval a map showing the lines and grades proposed for Ulster Avenue from Sutphin Road to Smith Street.

Ulster Avenue as shown upon tentative plans heretofore approved is intended to have a width of 80 feet and a length of about four miles, extending from Rockaway Boulevard to the junction of Murdock Avenue and Westchester Avenue. Final plans have already been adopted for the section west of Van Wyck Avenue and for the section between Smith Street and Merrick Road, and title to the latter has been acquired.

The plan now submitted relates to a length of about 3,300 feet of the street, where the treatment proposed appears to be identical with that indicated on the tentative plan other than by making a few slight modifications in grade. A street of lesser width is in use in the section west of Freehold Street and from the Old Southern Railroad to New York Avenue. No provision is made for carrying the street across the railroad right-of-way at this time but the grade here proposed for it appears to be identical with that of the tracks, it being understood that the railroad will ultimately be elevated and that when the time arrives for the separation of grades provision can be made for securing the proposed crossing. The street occupies a position inconsistent with that of an old road known as Meyer Avenue in the section east of Freehold Street, and its recognition will probably also make it necessary to discontinue a small portion of Volant Place (Platt Street) where it meets New York Avenue. From such information as is at hand, it would appear that two

buildings in the block east of Sutphin Road and a few in the section between New York Avenue and Smith Street encroach upon the lines proposed.

I see no reason why the plan should not be approved, and would recommend such action after a public hearing. Respectfully,

NELSON P. LEWIS, Chief Engineer.

Which was adopted by the following vote:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, by establishing lines and grades for Ulster Avenue from Sutphin Road to Smith Street, Borough of Queens, which proposed change is more particularly shown upon a map or plan bearing the signature of the President of the Borough and dated April 4, 1916.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on Friday, April 13, 1917, at 10:30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions, and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 13th day of April, 1917.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the President of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

7th Avenue (Blackwell Street), from Riker Avenue to the U. S. Pier and Bulkhead Line, and Berrian Avenue, from 7th Avenue (Blackwell Street) to 9th Avenue (Kouenhaven Street), Borough of Queens—Discontinuing (Cal. No. 149).

The Secretary presented a communication, dated October 24, 1916, from the Secretary to the President, Borough of Queens, transmitting map showing proposed change; and the following report of the Chief Engineer:

Report No. 16527.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the Secretary to the President of the Borough of Queens, bearing date of October 24, 1916, requesting approval of a map providing for discontinuing 7th Avenue (Blackwell Street), from Riker Avenue to the United States pier and bulkhead line, and Berrian Avenue, from 7th Avenue (Blackwell Street) to 9th Avenue (Kouenhaven Street).

The area traversed by the portions of these streets shown upon the plan, these comprising a length of about 1,100 feet of 7th Avenue and about 460 feet of Berrian Avenue, consists of water-front property bordering Bowery Bay, all of which is now given over to industrial enterprises which would be prejudicially affected if the street system as heretofore planned was carried out, and I am informed that the proposed discontinuance will not deprive any of the property owners of access to their holdings and is requested by all of the abutting owners. Neither of the streets is in public use.

I see no reason why the plan should not be approved, and would recommend such action after a public hearing. Respectfully,

NELSON P. LEWIS, Chief Engineer.

Which was adopted by the following vote:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, by discontinuing 7th Avenue (Blackwell Street) from Riker Avenue to the United States Pier and Bulkhead Line of the East River; and Berrian Avenue from 7th Avenue to 9th Avenue (Kouenhaven Street), Borough of Queens, which proposed change is more particularly shown upon a map or plan bearing the signature of the President of the Borough, and dated October 6, 1916.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on Friday, April 13, 1917, at 10:30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions, and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 13th day of April, 1917.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the President of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Jamaica Bay Boulevard, from Sheridan Avenue to Rockaway Beach Boulevard, Borough of Queens—Tentative Plan Showing Proposed Lines and Grades (Cal. No. 150).

The Secretary presented a communication, dated September 9, 1915, from the Secretary to the President, Borough of Queens, transmitting map showing proposed change; and the following report of the Chief Engineer:

Report No. 16537.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication, dated September 9, 1915, from the Secretary to the President, Borough of Queens, transmitting map showing proposed change; and the following report of the Chief Engineer:

March 9, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the Secretary to the President of the Borough of Queens, bearing date of September 9, 1915, submitting a tentative map showing the lines and grades proposed for Jamaica Bay Boulevard, between Sheridan Avenue and Rockaway Beach Boulevard.

This street, which is designed to serve as an extension of Woodhaven Avenue, would have a length of about 5 miles and a width of 100 feet, or identical with that of Woodhaven Avenue, excepting through the southerly block where it is intended to absorb Beach 95th Street, the width of which is to be increased from 50 feet to 80 feet. For a distance of 4.2 miles the street falls within the bulkhead lines of Jamaica Bay. The plan is designed to provide a direct connection between the centre of the Rockaway Beach section and other territory in the Borough of Queens north of Jamaica Bay, as well as with the Boroughs of Brooklyn and Manhattan, no other route being available at the present time without passing outside of the City limits. The carrying out of the plan would have the effect of shortening the distance from Manhattan to the centre of the Rockaway Peninsula by about ten miles, while Brooklyn traffic would be similarly advantaged to the extent of about 6.5 miles. The plan would also have the effect of substantially relieving the congested condition of the Rockaway Beach Boulevard by removing the necessity to which such traffic is now subjected of traversing the entire length of the street in order to reach the westerly portion of the Peninsula.

Information is presented to show that the owners of the property north of the northerly bulkhead line and south of the southerly bulkhead line are prepared to cede their holdings which fall within the street lines as now proposed to the City upon the formal approval of the plan, and it is also understood that they will be prepared to here carry out the physical work involved in constructing the street. The route selected across the Bay traverses a number of islands in City ownership, of which the more important are Ruvers Bar Hassock and Big Egg Marsh, all of which, together with a portion of the adjoining land under water, were placed under lease to Pierre Noel, pursuant to resolutions of the Commissioners of the Sinking Fund adopted on December 16, 1914, and March 24, 1915. These leases are drawn to cover a period of ten years commencing on May 1, 1915, with privilege of renewal for two succeeding terms of ten years each. One of these leases relates to the area south of the Raunt and contemplates an annual rental payment to the City ranging from \$15,000 at the commencement of the rental period up to \$30,000 per annum at the close. The lease for the remainder of the territory is based upon an annual payment ranging from \$4,000 to \$11,000, with provision for an additional \$5 per annum for each lot improved and built upon during the term of the lease. It would appear that the lessee of this property is not liable for taxes or assessments and that burdens of this character must, unless otherwise arranged for, fall upon the City as a whole. The President of the holding corporation has, however, advised that such land as may be needed for the construction of the street will be released back to the City for

such use, and he has also informally stated that the Company is prepared to do the physical work involved in bringing the street to the required grade. It would therefore appear that the serious problem involved in bringing about the construction of the street would lie in meeting that portion of the expense which relates to the territory between bulkhead lines which has not been placed under lease, this having a length of about 1.6 miles, and of laying the pavement in the leased section. In view of the fact that the probable life of the pavement will be less than the length of the term for which the leases run, it would seem reasonable to ask the lessee to assume its cost and it is suggested that if the improvement be agreed upon it be with this understanding.

From such data as are at hand it would appear that the cost of the draw bridge proposed at Beach Channel and at Pumpkin Patch Channel might be estimated at \$100,000, and that the cost of the remaining length of the improvement, which is assumed to be a concrete structure carried on concrete piles, with a width of 50 feet and with provision of elevation and span at four points suitable to permit of allowing motor boats to pass under it, might be estimated at \$700,000. It is clear that the cost of the bridges would have to be assumed by the City at large, and it is suggested that the remaining expense of \$700,000 be met in part by local and in part by Borough assessment. I have discussed this question with the President of the Board of Assessors, who advises that, in his judgment, one-half might be placed upon the Rockaway Peninsula, this representing a value of \$36,000,000 for land and \$60,301,710 for land and improvements, and that the remaining expense might properly be placed upon the Boroughs of Manhattan, Brooklyn and Queens under an apportionment which would result in affecting the tax rate of these Boroughs equally. This treatment would have the effect of calling upon the Borough of Queens to assume only \$26,000 of the cost, while the Borough of Brooklyn would bear \$83,000 and the Borough of Manhattan \$241,000. Inasmuch as the improvement must to a large extent reflect benefit upon the Borough of Queens it would seem that this apportionment would to some degree be unfair, and I believe that the relative benefits might more properly be represented by placing 10 per cent. upon the Borough of Queens, 10 per cent. upon the Borough of Brooklyn and 30 per cent. upon the Borough of Manhattan, which apportionment would have the effect of increasing the tax rate per \$100 on the basis of the 1917 valuations to the amounts of \$0.012, \$0.004 and \$0.004, respectively.

In order that the Borough benefit may properly be reflected it seems clear that steps should simultaneously be taken to insure the carrying out of the plan for Woodhaven Avenue through that portion of its length between Queens Boulevard and Sheridan Avenue, this comprising a distance of about 5.75 miles. Through this portion of its length Woodhaven Avenue, which is designed to have a width of 100 feet, generally includes an old highway having a width of about 50 feet. In the section between Forest Park and Rockaway Boulevard, this comprising the Woodhaven development, the abutting property has been to a large extent improved and the value of the buildings which here encroach upon the street lines, together with the cost of acquiring them, is estimated at about \$390,000. Through the remaining length of the street it is believed that the building damage and the expenses incidental to their acquisition may be approximately estimated at \$70,000. From the data at hand it is also estimated that the cost of acquiring the land for this street would approximate \$540,000. It would therefore appear that to carry out the proceeding for acquiring title to Woodhaven Avenue there will be involved an expense of approximately \$1,000,000, the raising of which by local assessment would doubtless meet with strong opposition, and particularly since such a large proportion of this cost is due to the destruction of buildings, as well as for the reason that the street as planned is designed to serve as a through artery of traffic rather than one intended to serve local needs. Having these conditions in view, it is suggested that the frontage assessments might be limited to approximately 20 per cent. of the land value, grading from these under the rules usually observed outwardly for a distance of about 4,000 feet on each side of the street. In case such an area were to be determined upon it would be practicable to raise about 60 per cent. of the cost of the proceeding by local assessment, this amount representing a little more than the value of the land, in which case it will be necessary to raise the remaining 40 per cent. by Borough assessment. Having in view the relation of that portion of the street in which the building damage is located to the Borough of Brooklyn, it would appear that the assessment upon this Borough for the improvement should be substantially less than in the case of that proposed for the construction of the Viaduct across Jamaica Bay and I believe that the relation of the Boroughs to the improvement might in this case be fairly expressed by placing 25 per cent. upon the Borough of Manhattan, 5 per cent. upon the Borough of Brooklyn and 10 per cent. upon the Borough of Queens, with the effect of raising the tax rate per \$100 in these Boroughs to the amounts of \$0.005, \$0.003 and \$0.017, respectively.

I would suggest that this plan be made the subject of a public hearing and that it be informally approved, providing that the property owners affected are prepared to concur in the distribution herein proposed of the cost of both the physical work involved in constructing the Viaduct and the acquisition of title to Woodhaven Avenue, and with the further suggestion that when the final plan is prepared provision be made for modifying the treatment indicated upon the tentative plan by the use of a uniform elevation through those portions of the street where a Viaduct is proposed, for the fixing of permanent grades for the lift and draw spans proposed at Pumpkin Patch Channel and Broad Channel, for the location of such fixed spans as may be necessary in the interest of motor boat navigation with a clearance of at least 11 feet, and for rectifying the alignment at the southerly end of the street in such a way as to eliminate the angle shown at the intersection with Beach Channel Drive.

I would also recommend that approval of the Final Map be conditioned upon the presentation of satisfactory stipulations on the part of the owners of the land between Vandalia Avenue and the bulkhead line of Jamaica Bay and between the bulkhead of Jamaica Bay and Rockaway Beach Boulevard, conditioned upon a cession of their holdings to the City and upon grading the street to its full width, and upon the presentation of a stipulation on the part of Pierre Noel, conditioned upon releasing for a nominal consideration so much of the land required for the street as falls within the territory placed under lease to him through resolutions of the Sinking Fund Commission, adopted on December 16, 1914, and March 24, 1915, as well as upon here grading the street to a width of 50 feet and of paving it to a width of at least 18 feet.

It should also be noted that before the plan could be placed into effect it will be necessary to secure the consent of the Federal authorities, application for which as well as for the approval of the Commissioner of Docks might properly be made as soon as the final plan has been approved.

Inasmuch as the proposed new street will to a very large extent fall outside of the bulkhead lines, a question might be raised as to the power of the Board to lay it out as a highway under the jurisdiction of the Borough President to be constructed at the expense of the areas deemed benefited. I would, therefore, also recommend that the matter be called to the attention of the Corporation Counsel with the request that he take the necessary steps to secure such legislation, if any, as may be required in order to remove any doubt in these particulars. Respectfully,

NELSON P. LEWIS, Chief Engineer.

E. P. Doyle, representing Joseph P. Day and others, appeared in opposition to the recommendations contained in the report.

The matter was referred to the Committee of the Whole.

On Areas of Assessment for Benefit in Condemnation Proceedings.

Borough of Queens.

7th Avenue, from Woolsey Avenue to Riker Avenue, Borough of Queens—Acquiring Title (Cal. No. 151).

The Secretary presented a resolution adopted April 13, 1916, by the Local Board of the Newtown District, Borough of Queens, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 16525. March 10th, 1917.
Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on April 13th, 1916, initiating proceedings for acquiring title to 7th Avenue from Woolsey Avenue to Riker Avenue.

This resolution affects four blocks, or about 3,500 feet of 7th Avenue, which has been laid out upon the City Map to have a width of 70 feet. The street is

roughly graded through the entire distance and a few buildings have been erected upon the abutting property. It is believed that there are no encroachments. Just south of Potter Avenue the street is crossed by the New York Connecting Railroad, and a railroad bridge has already been here erected, so that it would appear that all of the requirements will be met if provision is made for the recognition of the Railroad Company's easements.

In a recent communication the Acting Borough President has requested that this proceeding be immediately authorized in order to clear the way for the construction of a trunk sewer which will follow the street lines in the northerly block and which has been made the subject of a petition to the Local Board. South of Woolsey Avenue title to the street has already been legally acquired, and Riker Avenue is designated as the northerly terminal for the reason that between the latter street and the East River the land is occupied by a large manufacturing establishment, so that the discontinuance of the street is made desirable. For the reason that a considerable benefit would accrue to the factory property the suggested district of assessment is extended considerably beyond Riker Avenue.

I would recommend the adoption of a resolution for acquiring title to 7th Avenue between the limits named, and that title to the land be acquired in fee subject to the easements of the New York Connecting Railroad Company.

I would also recommend that all of the cost and expense of the proceeding be assessed against the property benefited, and that a district of assessment be laid out to include the area shown upon the accompanying diagram.

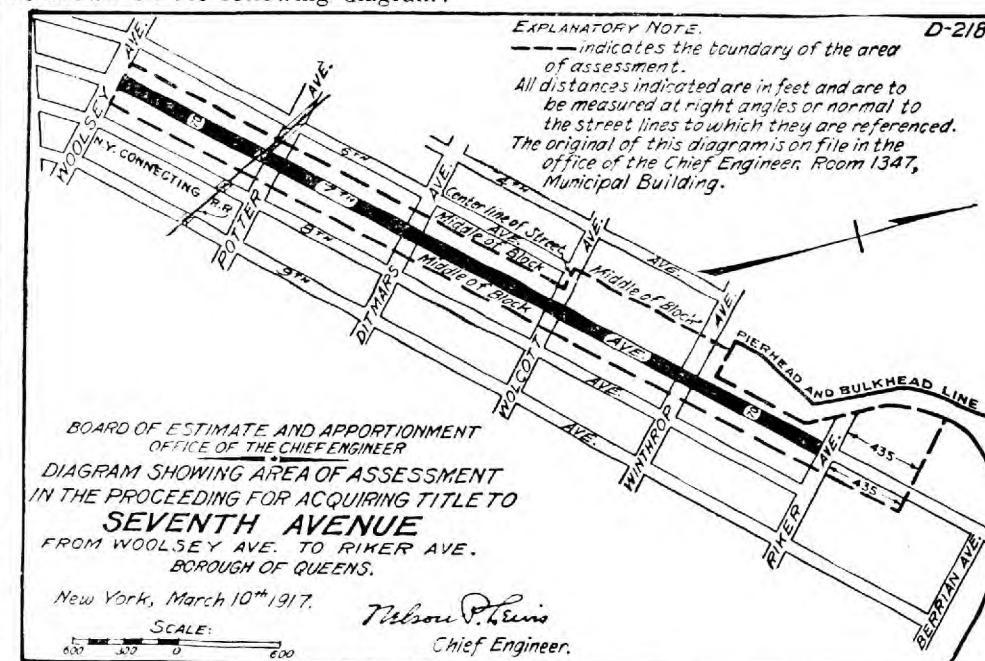
NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the real property required for the opening and extending of Seventh Avenue, from Woolsey Avenue to Riker Avenue, subject to the easements of the New York Connecting Railroad Company, in the Borough of Queens, City of New York; and

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

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 973 of the Greater New York Charter, as amended, hereby gives notice that the proposed area of assessment for benefit in these proceedings is as shown on the following diagram:



Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in the City of New York, Borough of Manhattan, in the City Hall, on Friday, April 13, 1917, at 10:30 o'clock a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record for ten days, exclusive of Sundays and legal holidays, prior to Friday, April 13, 1917.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

MATTERS LAID OVER FROM PREVIOUS MEETINGS.

Department of Docks and Ferries—Issue of Corporate Stock (Cal. No. 152).

The Secretary presented a report of the Committee on Corporate Stock Budget recommending that the Board, in accordance with the recommendation of the Commissioners of the Sinking Fund, by resolution adopted March 1, 1917, authorize an issue of \$206,350 corporate stock, to be used by the Department of Docks and Ferries for the purchase of pier and bulkhead rights of the American Ice Company, at the foot of and adjacent to 43rd street, North River.

(On March 2, 1917 (Cal. No. 128), this matter was laid over until March 9, 1917, under Rule 19. On March 9, 1917 (Cal. No. 80), the matter was laid over until this meeting.)

The matter was laid over one week (March 23, 1917).

Street System Within the Territory Bounded by Clermont Avenue, Loretto Street, Raritan Bay and Brighton Street, Borough of Richmond—Changing Lines and Grades (Cal. No. 153).

The Secretary presented a communication, dated January 19, 1917, from the President, Borough of Richmond, transmitting map showing the proposed change; and a report of the Chief Engineer, recommending a modification of the improvement, of such a character as to provide for increasing the width of the area to be graded.

(On February 16, 1917 (Cal. No. 57), the matter was laid over until March 2, 1917, and referred to the Committee of the Whole for consideration in the meantime.)

(On March 2, 1917 (Cal. No. 124), the matter was laid over until this meeting.)

The matter was laid over one week (March 23, 1917).

Eagle Avenue Extension, Hempstead, Nassau County—Request for Appropriation (Cal. No. 154).

(On December 11, 1914, the petition in this matter was referred to the Chief Engineer.)

(On March 2, 1917 (Cal. No. 54), the report of the Chief Engineer was presented and the matter laid over until this meeting.)

The Secretary presented a petition of E. J. Jennings as President of the West Hempstead, Hempstead Gardens and Lakeview Association, and of the Town Board of the Town of Hempstead and the Superintendent of Highways, requesting an appropriation of \$10,000 for the construction of a highway along the westerly border of the Hempstead Storage Reservoir, from Eagle avenue to Front street, West Hempstead, and a report of the Chief Engineer recommending denial thereof.

H. G. Loew appeared and requested an adjournment.

The matter was laid over four weeks (April 13, 1917).

President, Borough of Queens—Approval of Contract for Architectural Services (Cal. No. 155).

The Secretary presented a report of the Bureau of Contract Supervision recommending approval of form of final contract for services of Joseph P. Powers Company, Architects, for the preparation of complete plans and specifications and supervision of construction of Civil Prison in Long Island City, under the jurisdiction of the President of the Borough of Queens.

(On December 22, 1916 (Cal. No. 99), January 5, 1917 (Cal. No. 82), January 12, 1917 (Cal. No. 87), January 19, 1917 (Cal. No. 121), January 26, 1917 (Cal. No. 95), February 23, 1917 (Cal. No. 101), and March 9, 1917 (Cal. No. 76), the matter was laid over; on the latter date until this meeting.)
The matter was laid over one week (March 23, 1917).

Henry E. Fox Construction Company—Claim of (Cal. No. 156).

The Secretary presented a report of the Deputy and Acting Comptroller recommending that the resolution adopted by the Board on September 17, 1915, as amended by resolution adopted on December 22, 1916 (Cal. No. 83), authorizing, in pursuance of section 246 of the Charter, payment of the sum of \$831 to the Henry E. Fox Construction Company for additional rock excavation in connection with the dredging of Bear Swamp Reservoir, Otisville, N. Y., be rescinded, for the reason that information has been secured during the course of a further investigation of the claim from which it appears that there is doubt as to whether a portion of the work for which payment was authorized has not heretofore been paid for as earth excavation.

(On February 9, 1917 (Cal. No. 42), February 16, 1917 (Cal. No. 116), February 23, 1917 (Cal. No. 98), and on March 9, 1917 (Cal. No. 75), the matter was laid over; on the latter date until this meeting.)
The matter was laid over one week (March 23, 1917).

Kings Highway, from Ocean Parkway to Flatbush Avenue, Etc., Brooklyn—Acquiring Title (Cal. No. 157).

(On April 1, 1915 (Cal. No. 133), protests against the widening of this street and petitions for relief from assessment were presented to the Board and referred to the Committee on the City Plan and to the Committee on Assessments.)

(On November 12, 1915 (Cal. No. 128), the Board adopted a resolution requesting the Corporation Counsel to delay application for confirmation of the report in this proceeding on account of the protests of numerous taxpayers within the area of assessment.)

(On January 12, 1917 (Cal. No. 100), the Board, by resolution, asked the Corporation Counsel to request the Supreme Court of Kings County to delay any order for filing of final report until May 1, 1917.)

(On January 26, 1917 (Cal. No. 99), the Board, by resolution, withdrew the above mentioned two requests to the Corporation Counsel to delay proceedings in this matter, and requested him to have the report of the Commissioners filed for confirmation in accordance with the order of the Supreme Court made on the 23d day of January, 1917.)

(On February 16, 1917 (Cal. No. 93), the following communication from the Acting Corporation Counsel, dated February 8, 1917, was presented and laid over until March 2, 1917; on the latter date (Cal. No. 126) it was laid over until this meeting.)

The Secretary presented the following communication from the Acting Corporation Counsel:

Law Department, Office of the Corporation Counsel, New York, February 8, 1917.

Board of Estimate and Apportionment:

Sirs—I transmit herewith certified copy of an order duly made and entered on the 30th day of January, 1917, in the proceedings to acquire title to Kings Highway, from Ocean Parkway to Flatbush Avenue, etc., in the Borough of Brooklyn, City of New York.

The said order directs that the report of the Commissioners of Estimate and the Commissioner of Assessment shall be prepared, signed and filed within two months from the date of the said order.

I am advised that a petition has been filed with your Board seeking relief from the assessments levied in said proceeding and that your Board is considering the amendment of the proceeding in certain respects.

Your attention is directed to this order as the Court requires that all steps necessary to the preparation of the final report be taken and the report filed within two months from the 30th day of January, 1917, to wit, March 30, 1917.

If your Board contemplates the assumption of a portion of the costs of the proceeding and the amendment of the proceeding I would suggest that immediate action be taken so that the Commissioners of Estimate and the Commissioner of Assessment may comply with the terms of the order transmitted herewith.

Respectfully yours, LOUIS H. HAHLO, Acting Corporation Counsel.

(Copy of order on file.)

The Secretary also presented a communication, dated February 13, 1917, from the Secretary, Kings Highway Board of Trade, opposing the proposed method of assessment, and suggesting that the entire assessment be borne by the City, or by one of the Boroughs.

The matter was laid over.

MATTERS CONSIDERED BY UNANIMOUS CONSENT.

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

4th Avenue, from East 32nd Street to East 34th Street, and East 33rd Street, from 4th Avenue to Lexington Avenue, Borough of Manhattan—Preliminary Authorization for Regulating, Reregulating, Grading, Regrading, Curbing, Recurbing, Flagging, Reflagging and Paving, Constructing and Reconstructing Sewers (Cal. No. 158).

The Secretary presented a resolution, adopted March 13, 1917, by the Local Board of the Murray Hill District, Borough of Manhattan, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 16559. March 15th, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Murray Hill District, Borough of Manhattan, adopted on March 13th, 1917, initiating proceedings for grading and regrading, curbing and recurring, flagging and reflagging, and paving with granite block (permanent pavement) where not already paved, the following streets: 4th Avenue, from East 32nd Street to East 34th Street; East 33rd Street, from 4th Avenue to Lexington Avenue; and for constructing and reconstructing sewers, inlets and receiving basins.

This resolution affects two short blocks of 4th Avenue and one long block of East 33rd Street, having an aggregate length of about 1,000 feet. The project involves the readjustment of the grade of 4th Avenue, as modified under a map adopted by the Board of Estimate and Apportionment on June 23rd, 1916, and has for its object the reclamation of the entire width of this street for through traffic in the block adjoining East 34th Street, as well as the opening up of a continuous thoroughfare along the line of East 33rd Street. The carrying out of this improvement will occasion serious change of grade damage in the case of the 71st Regiment Armory, as well as of the car barn of the New York Railways Company, and will necessitate the reconstruction of the surface railroad as well as the reinforcing of the roof of the Interboro Rapid Transit Tunnel and the complete reconstruction of the kiosk located on the easterly side of 4th Avenue at the East 33rd Street intersection.

The work is estimated to cost about \$69,000, and the assessed valuation of the property to be benefited is reported to be \$300,000,000.

In connection with the report concerning the map change, I outlined the various phases of this improvement and suggested that the advice of the Corporation Counsel be sought as to the authority of the City to carry out the plan in so far as it relates to the construction of the surface railroad, and as to where the responsibility lay for meeting the cost of this portion of the work. In a communication from the Acting Corporation Counsel, bearing date of March 10, 1917, which is also herewith transmitted, the Board is now advised that "such work * * * should be done by or at the expense of the Railroad Company, and if upon proper notice to the Railroad Company it refuses or neglects to do such work, it may be done by the City at the Railroad Company's expense." The way accordingly appears to be cleared for bringing about the physical changes necessary to conform with the map to which reference has been made, and although this question has not been discussed by the Corporation Counsel, it would seem quite proper that the expense of the reconstruction of the rapid transit tunnel be borne by the City at large.

I would recommend that preliminary authorization of this improvement be now given, and that the Corporation Counsel be requested to, at as early a date as practicable, present for the consideration of the Board a form of resolution embodying a notification to the New York Railways Company of the City's intention to proceed

with this improvement, as well as a request that the Company take steps to bring about the simultaneous readjustment of its tracks.

I would also recommend that the Public Service Commission be requested to prepare a precise estimate of the cost of the changes that will be necessary in the present subway, to the end that an issue of corporate stock may be authorized in a suitable amount to permit of carrying out the work.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The President of the Borough of Manhattan offered the following:

Whereas, The President of the Borough of Manhattan has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Murray Hill District, duly adopted by said Board on the 13th day of March, 1917, and approved by the President of the Borough of Manhattan on the 13th day of March, 1917, as follows, to-wit:

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

"To regulate and reregulate, grade and regrade, curb and recurb, flag and reflag, pave with granite (permanent pavement) where not already paved, construct and reconstruct sewers, inlets and basins in Fourth avenue, from East 32d street to East 34th street, and in East 33d street from Lexington avenue to Fourth avenue, together with all work incidental thereto."

— and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Manhattan to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Manhattan has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and the Bronx, and the Acting President of the Borough of Richmond—12.

The Secretary was directed to request the Corporation Counsel to present at an early date, for the consideration of the Board, a form of resolution embodying a notification to the New York Railways Company of the City's intention to bring about this improvement, and a request that the Company take steps to bring about the simultaneous readjustment of its tracks.

The Secretary was also directed to request the Public Service Commission for the First District to prepare a precise estimate of the cost of the changes that will be necessary in the present subway, to the end that an issue of Corporate Stock may be authorized in a suitable amount to permit of carrying out the work.

(See Calendar No. 142 relative to this matter.)

Fire Department—Approval of Award of Contracts for Furnishing and Delivering Fire Alarm Posts and of Increased Estimate of Cost (Cal. No. 159).

(On January 19, 1917 (Cal. No. 47), the Board adopted a resolution approving an estimate of cost of \$34,000 for this equipment.)

The Secretary presented the following communication from the Fire Commissioner:

March 9, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, and Chairman, Board of Estimate and Apportionment:

Sir—I have the honor to request that I be authorized by the Board of Estimate and Apportionment to accept the bid of the J. L. Mott Iron Works for furnishing and delivering 1,400 Twin Fire Alarm Posts, under Contract 106, the bids on which were as follows:

Ornamental Foundry Co., at the rate of 7.75c per lb.

The J. L. Mott Iron Works, at the rate of 8.74c per lb.

The Connors Bros. Co., Inc., at the rate of 9.5c per lb.

Alfred C. Ulrich, at the rate of 10.25c per lb.

The total amount of these bids, when figured upon the quantity of material to be used, is as follows:

Ornamental Foundry Co. \$32,550 00

The J. L. Mott Iron Works 36,708 00

The Connors Bros. Co., Inc. 39,900 00

Alfred C. Ulrich 43,050 00

My reason for asking to accept the second lowest bid for this work is as follows:

The fire alarm posts to be furnished under this contract are the duplex type of post, which was adopted after much discussion before your Board last summer, and which posts are to be joined to electric light posts at fourteen hundred different locations in Manhattan Borough, where our fire alarm box locations coincide with the location of existing lighting posts. These Twin Fire Alarm Posts are to correspond in structural design to the design of the lighting posts. This will necessitate nine separate styles of fire alarm posts.

In order to secure a post of proper fit and finish, and which would be suitable for permanent erection on the sidewalks of the principal thoroughfares of the city, it is necessary that the castings be of first class finish and accurate and exact in every detail. Many of these posts are to be placed on Fifth Avenue and similar thoroughfares, and any defects in construction or finish would properly meet with general public criticism. The work of casting these posts should be entrusted only to a firm of long experience and known ability.

The Ornamental Foundry Company, the lowest bidder, only entered upon the manufacture of this class of foundry work about eighteen months ago, and I feel that we would not be justified in entrusting such an important contract to a firm of such short experience. Great care has been taken in securing proper artistic designs for these posts, and these designs have been approved by the Municipal Art Commission as well as other art experts. If the designs are not properly executed the work of completing the highly important telegraph system will be greatly delayed. The casting of these posts involves the making of very accurate adjustments so that the posts will fit snugly against the lighting posts, and that the two will present, when in position, the architectural effect of a single structure. While I do not reflect in any way upon the ability of the Ornamental Foundry Company to do work of this kind, evidence of such ability is lacking. On the other hand, the J. L. Mott Iron Works is an old established firm of this city, with much experience in work of this kind.

In addition to this a very serious objection to awarding the contract to the Ornamental Foundry Company is that this company is located at a distance of more than one thousand miles from this city, has no local shop or foundry in this city and would be unable to make any changes or readjustments in the posts if it was found, upon delivery, that they did not fit or were otherwise unsuitable. It is extremely likely that, owing to the general freight congestion, great delay will be experienced in securing deliveries of these posts on time. Freight shipments from the South are and have been congested for a long while, and there is no reason to believe that the situation in this respect will improve within the next few months.

The J. L. Mott Iron Works have the advantage of being located in this city and could make deliveries promptly and could also make changes and adjustments without delay. This firm is, as stated, widely known for high class work.

The second contract, known as Contract 108, for furnishing and delivering Upper parts for 161 Independent Fire Alarm Posts, I desire to award to the Foran Foundry

& Manufacturing Co., the second lowest bidder. The bids on this contract are as follows:

Ornamental Foundry Co.	\$3,590 30
Foran Foundry & Mfg. Co.	5,635 00
The Connors Bros. Co., Inc.	6,118 00
Alfred C. Ulrich	7,200 00
A. D. Granger Co.	8,252 28

My reasons for desiring to reject the lowest bid in this case, namely, that of the Ornamental Foundry Company, are substantially the same as those recited above. The Foran Foundry & Manufacturing Co. is located at Flemington, N. J., and, I am advised, has had considerable experience in work of this kind. It, also, has the advantage of being located near this city, and could therefore be able to make deliveries promptly.

It is my desire, as the members of your Board know, to complete and put in operation the new Fire Alarm System in Manhattan during the present year, and in order to accomplish this it is necessary that all contracts be executed without delay.

The Chief of the Bureau of Fire Alarm Telegraph, who has investigated this matter fully, recommends the award of the first named contract to the J. L. Mott Iron Works, and of Contract 108, to the Foran Foundry & Mfg. Co.

I would greatly appreciate it if your Board would grant this request as promptly as possible, so that the contracts can be awarded and the work started.

Very truly yours, ROBERT ADAMSON, Fire Commissioner.

Hon. Robert Adamson, Fire Commissioner, appeared in support of the request. J. F. Pennell, representing the Ornamental Foundry Company, appeared in opposition.

The Deputy and Acting Comptroller offered the following resolution:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 419 of the Greater New York Charter, deeming that it is for the public interest that a bid other than the lowest should be accepted, hereby authorizes the Fire Commissioner to award a contract to the J. L. Mott Iron Works at 8.74 cents per pound for furnishing and delivering one thousand four hundred (1,400) twin fire alarm posts for the new fire alarm system in the Borough of Manhattan, the bid of this firm being next to the lowest received at the formal opening of bids on March 8, 1917.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

The Deputy and Acting Comptroller offered the following resolution:

Resolved, That the resolution adopted by the Board of Estimate and Apportionment on January 19, 1917, approving the form of contract, plans, specifications and estimate of cost, thirty-four thousand dollars (\$34,000), for furnishing and delivering one thousand four hundred (1,400) twin fire alarm posts for the new fire alarm system in the Borough of Manhattan, be amended by making the estimate of cost read "approximately thirty-six thousand seven hundred and eight dollars (\$36,708)."

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

The President of the Board of Aldermen offered the following resolution:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 419 of the Greater New York Charter, deeming that it is for the public interest that a bid other than the lowest should be accepted, hereby authorizes the Fire Commissioner to award a contract to the Foran Foundry and Manufacturing Company in the sum of five thousand six hundred and thirty-five dollars (\$5,635), for furnishing and delivering upper parts for one hundred and sixty-one (161) independent fire alarm posts for the new fire alarm system in the Borough of Manhattan.

Which was lost by the following vote:

Negative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Department of Water Supply, Gas and Electricity—Modification of Schedule (Cal. No. 160).

The Secretary presented a communication, dated February 26, 1917, from the Commissioner of Water Supply, Gas and Electricity, requesting modification of schedule for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

March 12, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On Feb. 26, 1917, the COMMISSIONER OF WATER SUPPLY, GAS AND ELECTRICITY requested modification of Code No. 2197W for 1917. The Bureau of Personal Service reports thereon as follows:

"Purpose—To increase the time of a Mason's Helper at \$3.00 per day from

53 to 287 days by a reduction in time of Laborer in the same schedule.

"Reason—At the time of the preparation of the 1917 Budget two Bricklayers and one Mason's Helper for the entire year and an additional allowance of 53 days for a temporary Mason's Helper were provided as part of the maintenance force for the Brooklyn watershed. Due to the necessity of the work and a requirement of the trade that a Helper shall be provided for each Mason or Bricklayer, it is proposed to increase the time of the temporary Helper so as to employ him for the entire year. Formerly a Laborer was temporarily assigned to perform these duties, but the Civil Service Commission has on many occasions ruled that a Laborer cannot be assigned as a Helper.

"Finding—The request is proper."

Recommendation—In view of the above report the Committee recommends that the request be granted by the adoption of the attached resolution. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; DOUGLAS MATHEWSON, President, Borough of The Bronx; RICHARD S. NEWCOMBE, Acting President, Borough of Queens; HENRY P. MORRISON, Acting President, Borough of Richmond; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the Department of Water Supply, Gas and Electricity for the year 1917, as follows:

2197W Water Revenue Force—	
Foreman, at \$4 per day (200 days).....	\$800 00
Assistant Foreman, at \$3.50 per day (100 days).....	350 00
Carpenter, at \$5 per day (10 days).....	50 00
Bricklayer, at \$6 per day (53 days).....	318 00
Mason's Helper, at \$3 per day (287 days).....	861 00
Well Driver, at \$3 per day (112 days).....	336 00
Laborer, at \$2.50 per day (340 days).....	850 00
Laborer, at \$2.50 per day (3,448 days).....	8,620 00
Balance unassigned.....	50
Special Force—	
Laborer, 9 at \$2.50 per day (181 days each).....	4,072 50
 Schedule Total	
Water Revenue Allowance.....	\$16,258 00

The appropriation for the item of "Laborer, at \$2.50 per day (3,448 days, \$8,620.00)" is to be expended for work to be performed only during the period to July 1, 1917, unless otherwise authorized by the Board of Estimate and Apportionment.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx, and the Acting President of the Borough of Richmond—12.

Furman Avenue, East 239th Street, Baychester Avenue, Bissel Avenue, Byron Avenue, Barnes Avenue, Edson Avenue, Grace Avenue and Ely Avenue, Borough of The Bronx—Amendment of Building Zone Resolution (Cal. No. 161).

The Secretary presented the following report of the Committee on the City Plan:

March 13, 1917.

Board of Estimate and Apportionment:

Gentlemen—On July 27, 1916, the Board adopted a map showing a change of lines and grades within the territory bounded by White Plains Road, Baychester Avenue, Nereid Avenue, Barnes Avenue and East 239th Street, Borough of The Bronx. This change was made at the request of the Public Service Commission and the Interborough Rapid Transit Company with a view to the location of rapid transit yards and shops. This map change was approved by the Mayor on August 9, 1916. As a condition precedent to the making of this map change the Interborough Rapid Transit Company agreed to cede to the City of New York for street purposes certain land lying within streets shown upon a map dated June 22, 1916, and also agreed to construct and maintain a suitable screen around the yard boundary.

The Use District map for this section was prepared by the Commission on Building Districts and Restrictions and adopted by the Board of Estimate and Apportionment prior to the adoption of this change of street lines on July 27, 1916. In preparing the Use District map it was, however, recognized that the rapid transit yards and shops would be located in this general section and the property fronting on Furman Avenue, Byron Avenue, Barnes Avenue, East 240th Street and Bissel Avenue, between East 239th Street and Baychester Avenue, was included in the unrestricted district. A number of these streets have been taken off the map and the course of Bissel Avenue has been changed so as to bound the proposed yard on the east and south. There would be a small area within the limits of the proposed yard along Bissel Avenue as now laid out, that is now in a residence district. This should be changed to an unrestricted district. The southerly side of Bissel Avenue south and west from a point 100 feet west of Baychester Avenue should also be made an unrestricted district, and Edson Avenue, Grace Avenue and Ely Avenue from Nereid Avenue to within 100 feet of Bissel Avenue should be included in a business district. These are very short blocks and business use is already permitted 100 feet north from Nereid Avenue and if the southerly side of Bissel Avenue across from the proposed yard is placed in an unrestricted district there would be but a small area in the center of the block where business would not be permitted.

Your Committee recommends that the Board fix a day for a public hearing on a proposed amendment to Use District Map, section No. 2, so as to include in an unrestricted district all the area not so included within the area bounded as follows: Beginning at a point on the easterly side of Furman Avenue 100 feet northerly from the northeasterly corner of Furman Avenue and East 239th Street; thence northerly on the easterly side of Furman Avenue to Baychester Avenue; thence easterly on the southerly side of Baychester Avenue to Bissel Avenue; thence southerly and westerly along the westerly and northerly sides of Bissel Avenue, as now shown upon the map of the City to the westerly side of Byron Avenue; thence southerly along the westerly side of Byron Avenue to its intersection with a line parallel to East 239th Street and 100 feet northerly therefrom, measured at right angles to said street; thence westerly along said parallel line to the place of beginning, and so as to include in an unrestricted district the area on the south side of Bissel Avenue from 100 feet west of Baychester Avenue to within 100 feet of Barnes Avenue; also to change from a residence district to a business district the frontages on both sides of Edson Avenue and Grace Avenue, and the frontage on the easterly side of Ely Avenue and that portion of the frontage on the westerly side of Ely Avenue now in a residence district from 100 feet north of Nereid Avenue to within 100 feet of Bissel Avenue, as now shown on the map of the City, Borough of The Bronx.

Respectfully submitted, JOHN PURROY MITCHEL, Mayor, Chairman; MARCUS M. MARKS, President, Borough of Manhattan; LEWIS H. POUNDS, President, Borough of Brooklyn; DOUGLAS MATHEWSON, President, Borough of The Bronx; RICHARD S. NEWCOMBE, Acting President, Borough of Queens; HENRY P. MORRISON, Acting President, Borough of Richmond; Committee on the City Plan.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby fixes Friday, April 13, 1917, at 10:30 o'clock a. m., and Room 16, City Hall, Borough of Manhattan, City of New York, as the time and place for a public hearing on a proposed amendment to Use District Map, Section No. 2, so as to include within an unrestricted district all that area not now so included within the area bounded as follows:

Beginning at the southeast corner of Baychester Avenue and Furman Avenue; thence easterly along the southerly side of Baychester Avenue to Bissel Avenue; thence southerly and westerly along the westerly and northerly side of Bissel Avenue as now shown on the map of the City to the westerly side of Byron Avenue; thence southerly along the westerly side of Byron Avenue to a line parallel with East 239th Street and 100 feet northerly therefrom measured at right angles to said street; thence westerly along said parallel line to the easterly side of Furman Avenue; thence northerly along the easterly side of Furman Avenue to the place of beginning; and so as to include within an unrestricted district all that area not now so included on the southerly side of Bissel Avenue within 100 feet thereof between a line parallel to Baychester Avenue and 100 feet westerly therefrom measured at right angles to said avenue and the easterly side of Byron Avenue; and so as to include within a business district the area bounded as follows: Beginning on a line parallel to Bruner Avenue and 100 feet easterly therefrom measured at right angles to said avenue at its intersection with a line parallel to Nereid Avenue and 100 feet northerly therefrom, measured at right angles to Nereid Avenue; thence northerly along said line parallel to Bruner Avenue to its intersection with a line parallel with Bissell Avenue and 100 feet southerly therefrom measured at right angles to said line; thence easterly along said line parallel to Bissell Avenue and 100 feet westerly therefrom measured at right angles to Baychester Avenue; thence southerly along said line parallel to Baychester Avenue to the line formerly mentioned parallel and 100 feet north of Nereid Avenue; thence westerly along said line parallel to Nereid Avenue to the place of beginning, Borough of The Bronx.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Pulaski Street, Between Griffith Avenue and Hinman Street, and Hinman Street, Between Pulaski Street and Metropolitan Avenue, and Morton Avenue, Between Metropolitan Avenue and Graeme Avenue, Borough of Queens—Amendment of Building Zone Resolution (Cal. No. 162).

(On October 20, 1916 (Cal. No. 38), the petition in this matter was referred to the Committee on the City Plan.)

(On February 23, 1917 (Cal. No. 77), five resolutions adopted February 1, 1917, by the Local Board of the Newtown District in this matter were referred to the Committee on the City Plan.)

The Secretary presented the following report of the Committee on the City Plan:

February 27, 1917.

Board of Estimate and Apportionment:

Gentlemen—On October 20, 1916, the Board received and referred to the Committee on the City Plan a petition of property owners in the block bounded by Speer Street, Pulaski Street, Griffith Avenue and Memorial Street, Borough of Queens, asking that the same be changed from a residence district to a business district. On February 23, 1917, the Board also received and referred to the Committee on the City Plan, resolutions adopted by the Local Board of the Newtown District recommending that Use District Map, Section No. 13, be amended as follows: Pulaski Street, between Griffith Avenue and Hinman Street to be changed from a residence district to a business district; Hinman Street, from Pulaski Street to Metropolitan Avenue to be changed from a residence district to a business district; Morton Avenue, from Central Avenue to Metropolitan Avenue, to be changed from a residence to a business district.

Petitions for the above changes were presented to the Local Board and at the public hearing held thereon, no one appeared in opposition to the proposed changes.

Your Committee recommends that the Board fix a day for a public hearing on proposed amendments to Use District Section No. 13, so as to change from a resi-

dence district to a business district the frontages 100 feet back on both sides of Pulaski Street from a point 100 feet west of Griffith Avenue to a point 100 feet west of Hinman Street, and the frontages 100 feet back on both sides of Hinman Street, from a point 100 feet north of Pulaski Street to within 100 feet of Metropolitan Avenue, and Morton Avenue, from a point 100 feet south of Metropolitan Avenue to within 100 feet of Graeme Avenue, Borough of Queens. Respectfully submitted,

JOHN PURROY MITCHEL, Mayor, Chairman; MARCUS M. MARKS, President, Borough of Manhattan; LEWIS H. POUNDS, President, Borough of Brooklyn; DOUGLAS MATHEWSON, President, Borough of The Bronx; MAURICE E. CONNOLLY, President, Borough of Queens; HENRY P. MORRISON, Acting President, Borough of Richmond; Committee on the City Plan.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby fixes Friday, April 13, 1917, at 10:30 o'clock a. m. and Room 16, City Hall, Borough of Manhattan, City of New York, as the time and place for a public hearing on a proposed amendment to Use District Map, Section No. 13, so as to include in a business district the areas on both sides of Pulaski Street within 100 feet thereof between a line parallel to Griffith Avenue and 100 feet westerly therefrom measured at right angles to said avenue and a line parallel to Hinman Street and 100 feet westerly therefrom measured at right angles to said street, and so as to include in a business district the areas on both sides of Hinman Street within 100 feet thereof between a line parallel to Pulaski Street and 100 feet northerly therefrom measured at right angles to said street and a line parallel to Metropolitan Avenue and 100 feet southerly therefrom measured at right angles to said avenue; also so as to include in a business district the areas on both sides of Morton Avenue within 100 feet thereof between a line parallel to Metropolitan Avenue and 100 feet southerly therefrom measured at right angles to said avenue and a line parallel to Graeme Avenue and 100 feet northerly therefrom measured at right angles to said avenue, Borough of Queens.

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

Board of Estimate and Apportionment (Bureau of Contract Supervision)—Authority to Execute Contract (Cal. No. 163).

(On March 2, 1917 (Cal. No. 104), the Board adopted a resolution, authorizing the expenditure of \$3,500, chargeable to the Contingent Account of the Board, for erecting partitions in Rooms 1306 and 1328, Municipal Building, assigned to this Bureau.)

The Comptroller offered the following resolution:

Resolved, That the Board of Estimate and Apportionment hereby authorizes the Secretary to execute, on its behalf, the contract for the erection of removable partitions in Rooms 1306 and 1328 of the Municipal Building assigned to the Bureau of Contract Supervision of the Board, at a cost not to exceed three thousand five hundred dollars (\$3,500).

Which was adopted by the following vote:

Affirmative—The Deputy and Acting Comptroller, the President of the Board of Aldermen, the Acting President of the Borough of Manhattan, the Presidents of the Boroughs of Brooklyn and The Bronx and the Acting President of the Borough of Richmond—12.

New York Central Railroad Company—Alteration and Improvement of Tracks and Structures on the West Side of the City (Cal. No. 164).

The Secretary presented a communication, dated March 12, 1917, from M. S. & I. S. Isaacs, Attorneys, for Committee of Property Owners adjacent to Riverside Drive, relative to the proposed agreement between The City of New York and the New York Central Railroad Company with respect to the West Side Improvement, and requesting that at the time of the construction of the railroad yard the entire yard be decked over, that the covering receive park treatment and that the surface be established as a portion of the City's park system.

Which was referred to the Committee on Port and Terminal Facilities.

New York Central Railroad Company—Alteration and Improvement of Tracks and Structures on the West Side of the City (Cal. No. 165).

The Secretary presented a communication, dated March 5, 1917, from the Brooklyn Woman's Club, protesting against the proposed treatment of Riverside Park in connection with the proposed West Side Improvement.

Which was referred to the Committee on Port and Terminal Facilities.

New York Central Railroad Company—Alteration and Improvement of Tracks and Structures on the West Side of the City (Cal. No. 166).

The Secretary presented a resolution adopted March 13, 1917, by the Association of Practical Inventors of America, urging that the City retain possession and control of the strip of land now being filled in on the North River, from 81st to 127th street, extending from the tracks of the New York Central Railroad Company to the pierhead line, for use as a military and naval training station, in any agreement between The City of New York and the New York Central Railroad Company.

Which was referred to the Committee on Port and Terminal Facilities.

Lawrence Boulevard, from Bell Avenue to Within 100 Feet of First Street, Bayside, Borough of Queens—Amendment of Building Zone Resolution (Cal. No. 167).

The Secretary presented a communication, dated March 6, 1917, from Henry Estherfield of 30 Pine street, New York, in opposition to any amendment of the Building Zone resolution affecting property on First street and Lawrence Boulevard, Bayside, Borough of Queens.

(On February 2, 1917 (Cal. No. 134), a resolution of the Local Board of the Jamaica District, approving of petition of property owners for amendment of Building Zone resolution by changing from a residential to a business district the property on Lawrence Boulevard, from Bell avenue to within 100 feet of First street, Bayside, was referred to the Committee on the City Plan.)

The communication was referred to the Committee on the City Plan.

Department of Water Supply, Gas and Electricity—Report Relative to Citizens Water Supply Company of Newtown, Borough of Queens (Cal. No. 168).

The Secretary presented a petition of property owners in the territory served by the Citizens Water Supply Company of Queens, urging prompt consideration of the report of the Commissioner of Water Supply, Gas and Electricity with regard to said company and the extension of the City's water mains in the Second Ward of the Borough of Queens.

(On February 9, 1917 (Cal. No. 87), this matter was referred to the Committee on Corporate Stock Budget.)

The petition was referred to the Committee on Corporate Stock Budget.

Department of Education—Erection of High School for Brownsville and East New York Section of Brooklyn (Cal. No. 169).

The Secretary presented a communication, dated March 8, 1917, from the Humanitarian Aid Society, urging the need of a high school in the Brownsville section of the Borough of Brooklyn.

Which was referred to the Committee on Corporate Stock Budget and the Committee on Education.

New York Public Library—Increase in Salary, Staff of Circulation Department (Cal. No. 170).

The Secretary presented a communication, dated March 15, 1917, from the First Vice-President of the Trustees of the New York Public Library, Astor, Lenox and Tilden Foundations, in support of petition of the Staff of the Circulation Department of the Library for a 15 per cent. increase in salary.

(The petition referred to and resolution adopted by the Trustees March 14, 1917, urging favorable consideration by the Board of Estimate and Apportionment, are submitted with the above mentioned communication.)

The matter was referred to the Committee on Salaries and Grades and to the Committee on Education.

Various City Departments—Wages of Wheelwrights (Cal. No. 171).

The Secretary presented a communication, dated March 12, 1917, from the Cartage, Wagon and Automobile Workers' International Union, Local 49, requesting that Wheelwrights employed in City departments be paid at the rate of \$5 per diem. Which was referred to the Committee on Salaries and Grades.

9th and New Utrecht Avenues, Between 37th and 39th Streets, Borough of Brooklyn—Changing Grades (Cal. No. 172).

The Secretary presented a communication, dated March 14, 1917, from the Public Service Commission for the First District, requesting approval of changes in the street grades in 9th and New Utrecht avenues, between 37th and 39th streets, Brooklyn, which are necessary for the purpose of constructing section 1 of route 39 of the Broadway-Fourth Avenue Line, Rapid Transit Railroad.

Which was referred to the Chief Engineer.

Public Service Commission for the First District—Determination as to Manner in Which East 189th Street, from Webster to 3rd Avenue, Borough of The Bronx, Shall Cross the Tracks of the New York and Harlem Railroad Company (Cal. No. 173).

The Secretary presented a resolution adopted March 14, 1917, by the Public Service Commission for the First District, determining the manner in which East 189th street, from Webster to 3d avenues, shall cross the tracks of the New York & Harlem Railroad Company (leased to the New York Central Railroad Company), Borough of The Bronx.

Which was ordered filed and the Secretary directed to notify the President of Borough of The Bronx and the Chief Engineer of the Board.

President, Borough of Brooklyn—Authority to Destroy Certain Records and Papers (Cal. No. 174).

The Secretary presented a communication, dated March 7, 1917, from the President of Borough of Brooklyn, requesting authority, pursuant to section 1545A of the Charter, to destroy certain records in his office, and enclosing certificate of the Corporation Counsel as required by said section of the Charter.

Which were referred to the Comptroller.

On motion, the Board adjourned to meet on Friday, March 23, 1917, at 10:30 o'clock a. m.

JOSEPH HAAG, Secretary.

DEPARTMENT OF FINANCE.

WARRANTS MADE READY FOR PAYMENT IN DEPARTMENT OF FINANCE THURSDAY, MARCH 29, 1917.

Below is a statement of warrants made ready for payment on the above date, showing therein the Department of Finance voucher number, the dates of the invoices or the registered number of the contract, the date the voucher was filed in the Department of Finance, the name of the payee and the amount of the warrant.

Where two or more bills are embraced in the warrant, the dates of the earliest and latest are given, excepting that, when such payments are made under a contract, the registered number of the contract is shown in the place of the second invoice date.

Where the word "final" is shown after the name of the payee, payment will not be made until thirty days after the completion and acceptance of the work, but all of the other warrants mentioned will be forwarded through the mail unless some reason exists why payment is to be made in person, in which event written notice will be promptly given to the claimant.

In making a written or verbal inquiry at this office for any of the above mentioned warrants, it is requested that reference be made by the Department of Finance voucher number.

WILLIAM A. PRENDERGAST, Comptroller.

Finance Voucher No.	Invoice Dates or Contract Number.	Received in Department of Finance.	Name of Payee.	Amount.
Armory Board.				
49622	1-31-17. 2-13-17	3-21-17	Charles F. Hubbs & Co.....	\$25 00
49619	2- 6-17	3-21-17	William C. Ferrer	29 98
49635	3- 2-17	3-21-17	J. M. Saulpaugh's Sons	95 50
49623	2-21-17	3-21-17	Charles F. Hubbs & Co.....	12 15
47969	5-20-16	3-16-17	The Frank, Richard & Gardner Co....	120 00
Commissioner of Accounts.				
50216	1-31-17	3-23-17	Fulton Blue Print Company.....	1 20
50215	2-25-17	3-23-17	A. A. Benedict	9 00
50213	3-15-17	3-23-17	Fred P. Dohren	5 75
50212	3- 7-17	3-23-17	Brooklyn Daily Eagle	1 50
50210	1-22-17	3-23-17	Brooklyn Daily Eagle.....	5 00
Board of Assessors.				
49920	1- 3-17. 2-28-17	3-22-17	Fowler Manufacturing Co., Limited..	6 00
Department of Plant and Structures.				
50647	9- 1-16	3-23-17	Firestone Tire & Rubber Co., Inc.....	15 00
50694	3-12-17	3-23-17	The Long Island Hardware Company.	17 16
50702	3-12-17	3-23-17	The Long Island Hardware Company.	14 65
50723	1- 3-17. 2-26-17	3-23-17	John W. Masury & Son.....	16 19
50644	2-27-17	3-23-17	Oriental Rubber & Supply Company, Inc.....	4 43
50639	2-10-17	3-23-17	William Long	13 80
50638	2- 2-17	3-23-17	The Guillain Company	4 00
50635	1-16-17	3-23-17	James C. Nichols, Inc.....	13 00
50633	2- 8-17	3-23-17	Stanley & Patterson, Inc.....	3 69
50632	1-26-17	3-23-17	W. H. Shoemaker & Son	7 84
Bellevue and Allied Hospitals.				
49184	8-24-16. 2- 3-17	3-20-17	The Republic Rubber Tire & Shoe Co., Inc.....	6 65
49724	1-31-17	3-21-17	Hull, Grippen & Co.....	13 70
49725	2-20-17	3-21-17	Bramhall, Deane Co.....	25 65
49169	1-31-17	3-20-17	Westchester Fish Co.....	11 94
County Court, Queens County.				
40539	2-19-17	2-27-17	John J. Sullivan	42 85
49857	3-19-17	3-22-17	A. Pearson's Sons	27 50
48954	3-12-16. 1- 2-17	3-20-17	The Banks Law Publishing Company.	66 50
49493	3-12-17	3-21-17	James E. Lynch	25 00
Supreme Court.				
44008	2-20-17	3- 8-17	John H. Ruehmling	34 00
46787		3-15-17	Bartholomew Moynahan	176 20
46786		3-15-17	Bartholomew Moynahan	176 20
Board of City Record.				
47993	2- 5-17. 3- 1-17	3-16-17	Clarence S. Nathan, Inc.....	460 00
47992	1-26-17. 3- 2-17	3-16-17	M. B. Brown Printing & Binding Co..	434 61
47991	2-26-17	3-16-17	Tiebel Bros.	3,125 40
47985	2-26-17. 3- 6-17	3-16-17	M. B. Brown Printing & Binding Co..	674 14
47588	1-23-17. 2-24-17	3-16-17	M. B. Brown Printing & Binding Co..	2,343

Finance Voucher No.	Invoice Dates or Contract Number.	Received in Department of Finance.	Name of Payee.	Amount.	Finance Voucher No.	Invoice Dates or Contract Number.	Received in Department of Finance.	Name of Payee.	Amount.
50221	3-17-17	3-23-17	The Tabulating Machine Company....	10 70	51377	3-27-17	The Van Nest Land & Improvement Co.		263 88
50220	11-30-16	3-23-17	The Tabulating Machine Co....	58 00	51375	3-27-17	The Van Nest Land & Improvement Co.		268 95
50225	2-20-17	3-23-17	Standard Auto Supply Co....	5 40					7,740 00
50224	3- 5-17	3-23-17	Wilson Stamp Co....	1 72	51379	3-27-17	Sophia Casement		
50834	46580	3-24-17	John Bellmann	12 60	50914	3-26-17	Anna Morris as General Guardian of Frederick Baxter, an infant....		49 02
50232	1-31-17	3-23-17	G. Haussler & Bro....	1 50	50923	3-26-17	Martha J. Clark		441 25
46464	2-15-17	3-14-17	Pfister & Vogel Leather Co....	902 38	50924	3-26-17	Ella E. Mercer		441 25
42568	2-15-17	3- 3-17	D. W. Hock	125 00	50920	3-26-17	Susan E. Mercer		441 25
			District Attorney, Queens County.		50921	3-26-17	Mahala Fulton		441 25
50933		3-26-17	John J. Gavin	\$19 74	50918	3-26-17	William De Rick		220 63
50931		2-26-17	James H. Nix	20 49	50916	3-26-17	Frederick M. De Rick....		220 63
			District Attorney, Bronx County.		50919	3-26-17	William De Rick		441 25
47826	3-10-17	3-16-17	Colonial Inn	\$204 00	50922	3-26-17	Chamberlain of The City of New York to the credit of Minerva T. Newman, an incompetent person		147 08
47827	3- 9-17	3-16-17	Griffin B. Disbrow	208 00					147 08
			District Attorney, New York County.						49 03
47733	3- 8-17	3-16-17	Peter P. McLoughlin	\$129 00	50917	3-26-17	Anna Morris		147 08
49081	2-13-17	3-20-17	Benj. H. Tyrrel	24 90	50915	3-26-17	Mabel Russell		49 03
46281		3-13-17	Bartholomew Moynahan	275 80	50913	3-26-17	Anna Morris as General Guardian of Louis H. Baxter, an infant....		49 03
47730		3-16-17	Leon Brummer	600 00					1,103 90
			Department of Docks and Ferries.						1,058 21
49961	2-28-17	3-22-17	Barclay Naval Stores Co....	\$60 00	50912	3-26-17	Collector of Assessments and Arrears		1,262 00
46340	2-10-17	3-14-17	Sterling Motor Truck Co....	66 48	51415	3-27-17	Brooklyn Children's Aid Society....		
			Board of Elections.		51414	3-27-17	Brooklyn Children's Aid Society....		
49483	3- 6-17	3-21-17	Weissberger Moving & Storage Co., Inc....	\$16 25	51405	3-27-17	Good Counsel Training School for Young Girls		1,378 41
			Department of Education.		51406	3-27-17	Hope Farm		1,999 18
49837	44708	3-22-17	New York Telephone Co....	\$69 17	51407	3-27-17	Lebanon Hospital Association		1,659 35
50736	44708	3-24-17	New York Telephone Co....	72 90	51408	3-27-17	Missionary Sisters, Third Order of St. Francis		7,525 64
49836	44708	3-22-17	New York Telephone Co....	82 97	51409	3-27-17	St. Agatha Home for Children....		6,038 13
50756	1-29-17	3-24-17	Fred A. Buser	5 36	51410	3-27-17	St. Joseph's Asylum		2,056 38
50757	10-28-16	3-24-17	Joseph A. Graf	31 15	51411	3-27-17	The Children's Home at Mineola, N. Y.		150 00
50758	12- 5-16	3-24-17	National Regulator Co....	17 01	51412	3-27-17	The Mount Sinai Hospital of the City of New York		4,022 65
50752	1-26-17	3-24-17	Reid, King & Co., Inc....	43 62		3-27-17	The Jewish Protectory and Aid Society		6,142 24
50754	10-23-16	3-24-17	Wm. Truswell & Son....	24 30	51413		Colored Orphan Asylum and Association for the Benefit of Colored Children in the City of New York....		2,579 58
50735	44766	3-24-17	New York Telephone Co....	47 48	51404				
49855	44766	3-22-17	New York Telephone Co....	54 30					
50734	44766	3-24-17	New York Telephone Co....	78 59					
50759	1-14-17.	1-24-17	Wm. H. Strang	79 00					
50749	10-16-16	3-24-17	The Oliver Typewriter Co....	3 98	49983	3-14-17	National Guard and Naval Militia.		\$1 50
50748	10- 2-16	3-24-17	Hammacher, Schlemmer & Co....	12 44	49993	3-10-17	3-22-17 A. R. Barker		9 45
50750	12-30-16.	1- 8-17	Montgomery & Co....	47 08	49996	3- 3-17	3-22-17 L. K. Palen		10 00
47546	12-15-16	3-24-17	Nicholas J. Schery	470 00	49994	3-10-17	3-22-17 The Westchester Street Railroad Co....		34 26
48104	45683	3-16-17	Paul Baron	174 82	49995	2-24-17. 3- 3-17	3-22-17 C. J. Picard		21 00
48103	45683	3-16-17	Paul Baron	802 48	49979	3-17-17	3-22-17 L. K. Palen		4 15
48110	46200	3-16-17	American Writing Paper Co., Assignee of W. D. Harper, Inc....	19,150 39	50011	3-17-17	3-22-17 W. F. Wessells		23 99
47538	46526	3-16-17	M. J. Tobin	6,185 85	49982	3-12-17	3-22-17 Cornell Lumber Co....		15 00
47539	44087	3-16-17	M. J. Tobin	1,373 20	50014	3-15-17	3-22-17 John I. Thorn & Son....		16 15
48101	44503	3-16-17	Hinds, Noble & Eldredge	109 92	50005	3-19-17	3-22-17 W. H. Ladje's Sons....		7 56
48091	44060	3-16-17	Jas. S. Barron & Co....	148 40	50008	3-19-17	3-22-17 L. B. Merselis		6 50
48108	44766	3-16-17	New York Telephone Co....	422 16	50007	3-17-17	3-22-17 B. H. Lounsbury		10 00
48109	44708	3-16-17	New York Telephone Co....	255 29	49984	3-17-17	3-22-17 Fred L. Bohlig		2 00
48100	41848	3-16-17	Allyn & Bacon	645 76	49986	3- 7-17	3-22-17 John Smith, Jr....		6 00
47544	45094	3-16-17	Marquard-Fay Co., Inc....	356 00	50010		3-22-17 West Side Taxicab Co....		24 00
48092	45167	3-16-17	Remington Typewriter Co....	141 50	50012	3- 2-17	3-22-17 Chas. A. Dyckman		2 00
48102	44564	3-16-17	Paul Baron	119 31	50013	3-17-17	3-22-17 Frost, the Baker, Inc....		13 56
			Department of Finance.		49992	2-19-17	3-22-17 Frank M. Williams		7 50
51218		3-26-17	Elbert C. Murray, Clerk....	\$10 75	49991	3-10-17	3-22-17 Yonkers Railroad Co....		8 00
47958	3- 7-17	3-16-17	Floyd S. Corbin	250 00	50018	3-17-17	3-22-17 Stanton Curry, M. D....		5 00
			Fire Department.		49985		3-22-17 E. L. Post		35 00
50076	3- 6-17	3-22-17	E. J. Stanley	\$5 00	49990		3-22-17 C. W. Yeomans		43 40
50077	3- 5-17	3-22-17	U. S. Tire Co....	3 00			3-22-17 The Adjutant General of the State of New York		450 28
50073	1-30-17	3-22-17	Theo. Moss & Co....	1 50					
50070	3- 5-17	3-22-17	H. W. Johns-Manville Co....	1 31	49345	3-10-17	Public Administrator, Bronx County.		7 50
50072	1- 8-17.	2-19-17	Magneto Sales Company....	56 28			3-21-17 Elizabeth M. McDonnell....		
50078	3- 1-17	3-22-17	Campbell & Gardiner....	70 00	49123	8-15-16. 12- 7-16	Bronx Parkway Commission.		53 88
50069	2-20-17	3-22-17	General Speedometer Repair Co....	3 00	49132	12-15-16. 2-15-17	3-20-17 A. P. Dienst Co., Inc....		19 83
50068	2- 5-17	3-22-17	Gimbel Bros.	4 50	43302	1- 6-17	3- 6-17 Kolesch & Co....		314 72
47724	46641	3-16-17	Standard Oil Co. of New York....	336 28			Department of Parks.		
47719	45481	3-16-17	S. Tuttle's Son & Co....	584 80	48033	3-16-17	3-16-17 Morton W. Smith Co., Inc....		3,350 00
47718	45476	3-16-17	The John H. Ferril Comp., Inc....	391 95	48012	1- 3-17	3-16-17 John B. Rose Co....		600 00
47723	45844	3-16-17	Francis M. A. Leach	464 62	50031	3- 2-17	3-22-17 The Gwilliam Company....		12 20
47717	45845	3-16-17	Olin J. Stephens, Inc....	142 57	50028	3-10-17	3-22-17 Yawman & Erbe Mfg. Co....		1 50
47722	45470	3-16-17	William Farrell & Son....	3,239 42	50027	3-15-17	3-22-17 Stumpf & Walter Co....		22 50
47715	46								

Finance Voucher No.	Invoice Dates or Contract Number.	Received in Department of Finance.	Name of Payee.	Amount.	Finance Voucher No.	Invoice Dates or Contract Number.	Received in Department of Finance.	Name of Payee.	Amount.		
50655	3-13-17	3-23-17	Samuel H. Moss.....	13 40	47917	40316	3-16-17	United States Realty and Improvement Co.	18,665 19		
50658	3-10-17	3-23-17	Brooklyn Automobile Company.....	20 00	47885	40316	3-16-17	United States Realty and Improvement Co.	6,480 00		
50657	3-10-17	3-23-17	Thomas Smith & Son Corporation.....	67 70					3,919 72		
50666	3-13-17	3-23-17	Gowanus Kindling Wood Works.....	5 00	47930	37288	3-16-17	E. E. Smith Contracting Co.	44,251 85		
50662	2-23-17	3-23-17	C. W. Keenan	16 50	47896	40322	3-16-17	Flinn-O'Rourke Co., Inc., Assignee of Booth & Flinn, Ltd.	1,593 59		
50676	3- 2-17	3-23-17	C. W. Keenan	48 50	47899	43842	3-16-17	Newman & Carey Subway Construction Co., Inc., Assignee of Newman & Carey	2,456 55		
50659	2-23-17	3-23-17	Department of Correction	73 35					1,682 71		
50671	3- 1-17	3-23-17	Wm. Buchanan	3 70	47905	31628	3-16-17	McMullen, Snare & Triest, Inc., Assignee of Bradley Contracting Co.	2,120 04		
50672	3-15-17	3-23-17	Bern. H. Janssen	1 50					6,111 93		
50685	3- 3-17	3-23-17	Stewart Products Service Station Co.	3 50	47905	47900	3-16-17	Rapid Transit Subway Construction Co.	8,841 37		
President of the Borough of Queens.											
49230	10- 4-16	3-20-17	Maxwell Motor Sales Corporation.....	\$15 35	47933	45680	3-16-17	A. W. King & Co., Inc., Assignee of	26,969 51		
49643	12-30-16	3-21-17	Mrs. E. O'Brien	7 56	47934	45679	3-16-17	Coast & Lakes Contracting Corporation	9,246 47		
49639	12- 1-16	3-21-17	Empire State Window Cleaning & Towel Supply Co.	28 15					33,775 60		
49640	1- 2-17	3-21-17	Empire State Window Cleaning & Towel Supply Co.	21 41	47935	44765	3-16-17	Booth & Flinn, Ltd., Assignee of Litchfield Construction Co.	9,000 00		
49643	9-30-16	3-21-17	Jacob Pfeffer	9 36	47937	42706	3-16-17	Oscar Daniels Co.	3,000 00		
49644	11-30-16	3-21-17	Jacob Pfeffer	6 24					3,000 00		
50561	2-28-17	3-23-17	Strang Auto Garage Co., Inc.	20 00	47888	42974	3-16-17	Richard Carvel Co., Inc., Assignee of Lyttleton Fox, as Trustee in Bankruptcy of John F. Stevens Construction Co.	15,430 44		
49682	2-26-17	3-21-17	The Fairbanks Co.	10 20	47921	40315	3-16-17	The Rail Joint Co.	2,933 56		
49679	3- 7-17	3-21-17	Cross, Austin & Ireland Lumber Co.	5 10	47920	40315	3-16-17	Oliver Iron & Steel Co.	3,499 97		
49670	2-27-17	3-21-17	The Long Island Hardware Co.	16 50	47907	34744	3-16-17	Herbert W. Lockwood	2,700 00		
49672	3-12-17	3-21-17	Rutherford Rubber Co.	43 74				3-16-17	Frederick L. Cranford, Inc.	15,692 09	
49667	2- 8-17	3-21-17	Munson Supply Co.	9 45					3-22-17	Knickerbocker Ice Co.	49 02
49670	3- 2-17	3-21-17	The Banks Law Publishing Co.	7 50					3-15-17	James A. Hamilton & Son.	29 20
49671	3- 2-17	3-21-17	The Banks Law Publishing Co.	7 50							
49664	3- 2-17	3-21-17	E. B. Brinker Hardware Co., Inc.	1 00	47922	43353	3-16-17	Department of Public Charities.			
50547	3- 1-17	3-23-17	Fiske Brothers Refining Co.	32 34	47927	43642	3-16-17	Standard Oil Co. of New York.	\$143 56		
50551	2-16-17	3-23-17	Van Zile Ventilating Corporation	23 00	47932	43680	3-16-17	Henry Spruck & Son.	878 08		
50550	3-12-17	3-23-17	The Banks Law Publishing Co.	3 50	47918	40886	3-16-17	John A. Brakmann	6 00		
50554	1-25-17	3-23-17	The Good Roads Machinery Co., Inc.	3 85	49893	12-31-16	3-21-17	The Borden's Farm Products Division.	77 05		
50560	2-28-17	3-23-17	Strang Auto Garage Co., Inc.	20 00	47346	2- 1-17	3-19-17	The Hospital Supply Co.	99 00		
50562	2- 1-17	3-23-17	Crescent Garage	20 00			3-19-17	Joseph D. Duffy, Inc.	8 71		
50563	3- 1-17	3-23-17	Crescent Garage	20 00			3-16-17	John F. Schmadeke, Inc.	702 46		
49659	3- 2-17	3-21-17	A. B. Dick Co.	1 00	47798	46641	3-16-17	3-16-17	1,175 37		
50546	3- 1-17	3-23-17	Madison Avenue Garage and Stables, James H. Connell, Proprietor	9 99	47906	3- 2-17	3-16-17	Standard Oxygen Co.	259 50		
49665	3- 2-17	3-21-17	E. B. Brinker Hardware Co., Inc.	21 58	47849	2-28-17	3-16-17	Albert T. Zorn	131 40		
49663	2-20-17	3-21-17	G. R. Lawrence	18 20	47861	11-29-16	3-16-17	James M. Shaw & Co.	121 78		
49668	2-28-17	3-21-17	The Speed Key Selling Agency	3 50	47861	12-30-16	3-16-17	Premier Paper Co.	188 75		
49669	12- 9-16	3-21-17	Soapitor Co.	5 00	47868	1- 6-17	3-16-17	Schieffelin & Co.	407 60		
49675	2-28-17	3-21-17	The Long Island Hardware Co.	6 00	47869	1- 6-17	3-16-17	Powers-Weightman-Rosengarten Co.	280 15		
50558	3- 1-17	3-23-17	Luke Kilgallon	4 00	47883	1-31-17	3-16-17	Parke, Davis & Co.	192 05		
49661	2-28-17	3-21-17	Mrs. E. O'Brien	7 92	47849	2-27-17	3-16-17	George Murphy, Inc.	642 00		
49650	1- 2-17	3-21-17	Crescent Garage	26 30	47848	1-19-17	3-26-17	Sharp & Dohme	150 00		
49653	3-31-16	3-21-17	Elmhurst Bridge Garage	20 00	47838	1-10-17	2-26-17	Agent and Warden of Auburn Prison.	200 00		
49642	3-21-17	W. Scarborough	9 00	47879	1-18-17	1-31-17	3-16-17	Samuel E. Hunter	5,515 01		
47608	9-23-16	3-16-17	Agent and Warden, Sing Sing Prison.	750 00	47877	1-29-17	3-16-17	3-16-17	662 86		
47604	45185	3-13-16	Edw. E. Buhler Co.	1,601 40	47875	1-16-17	1-26-17	3-16-17	414 38		
	45185	3-13-16	Edward E. Buhler Co.	1,601 40	47880	1-16-17		3-16-17	3-16-17		
					47845	1-25-17		3-16-17	Westchester Fish Co.	382 78	
President of the Borough of Richmond.											
50092	2-28-17	3-22-17	Frank Weber	\$2 87	47796	46750	3-16-17	Sheriff, Richmond County.	\$314 68		
50091	2-28-17	3-22-17	Frank Weber	13 55	47795	46534	3-21-17	3-16-17	3-16-17		
50090	3- 1-17	3-22-17	Staten Island Supply Co.	8 96	47794	46459	3-16-17	Taylor's Garage & Auto Repairs.	\$84 47		
50086	2- 6-17	3-22-17	Gregg Brothers	24 75	47866	1-26-17	2- 6-17	3-16-17	Lockwood & Colton.	65 05	
50094	3- 1-17	3-22-17	Agent and Warden, Auburn Prison.	45 00							
3846		3-20-17	Wm. Wheeler News Co., Inc.	5 40	48414	3- 1-17					
50542	40456	3-23-17	John L. Halloran	50 00	48412	3- 1-17					
50541	40348	3-23-17	Joseph Bailey	51 15							
50093	2- 1-17	3-22-17	Union Typewriter Co., Inc.	27 50	47984	2- 1-17					
50088	2- 6-17	3-22-17	Central Hardware Company.....	24 75							
50085	1-12-17	3-22-17	Gregg Brothers	9 30	49860	3- 8-17					
51080		3-26-17	Robert Bailey, Superintendent of Highways	14 00	49861	3- 8-17					
51083		3-26-17	Wm. J. McDermott, Superintendent of Buildings	51201							
51084		3-26-17	Wm. J. McDermott, Superintendent of Buildings	52021							
51088		3-26-17	John Timlin, Jr., Superintendent of Public Buildings and Offices.....	14 40	48998	1-29-17					
51085		3-26-17	Wm. B. Kenney, Chief Clerk.....	10 35	50254	2-27-17					
51082		3-20-17	John J. Collins, Superintendent of Street Cleaning	4 80	51292						
51086		3-26-17	Theodor S. Oxholm, Engineer in Charge .....</td								

VOUCHERS RECEIVED IN DEPARTMENT OF FINANCE, THURSDAY, MARCH 29, 1917.

A statement is herewith submitted of all vouchers filed in the Department of Finance on this date, in which is shown the Department of Finance voucher number, the date of the invoices or the registered number of the contract, the name of the payee and the amount of the claim. Where two or more bills are embraced in one voucher the date of the earliest is given, excepting that when such vouchers are submitted under a contract the registered number of the contract is shown instead.

WILLIAM A. PRENDERGAST, Comptroller.

Invoice
Finance Date
Vouch- or Con-
er No. tract
Number.

ARMORY BOARD.

52585 C. D. Rhinehart \$15 00
52586 Suzanna Heber 28 75

BELLEVUE AND ALLIED HOSPITALS.

52480 46460 Henneberger & Herold \$4,213 16
52481 46585 C. H. F. Jurgens 26 25
52482 46727 Jas. Butler, Inc. 2,456 72
52483 46588 Chas. F. Mattlage & Sons. 144 39
52484 46582 Lewis De Groot & Sons. 326 12
52485 46586 Francis G. Leggett & Co. 40 39
52486 46590 Jos. Seeman 1,971 51
52487 46587 Loose Wiles Biscuit Co. 81 02
52488 46468 J. D. Stout & Co. 105 52
52489 46800 Conron Bros. Co. 4,524 12
52490 45393 Pattison & Bowns 420 37
52491 46641 Standard Oil Co. of N. Y. 44 68

MUNICIPAL CIVIL SERVICE COMMISSION.

52477 44346 New York Tel. Co. \$551 67
52717 3-16-17 Kalmazon Loose Leaf Binder Co. 49 50
52718 3-16-17 Underwood Typewriter Co. 7 00
52719 3-19-17 Metropolitan Hardware Co. 6 36
52720 Wm. B. Hitz 12 65
52721 3-28-17 The Canton Metal Co. 10 08

CORONERS, BOROUGH OF MANHATTAN.

52420 1-31-17 N. Y. & Brooklyn Towel Sup. Co. \$6 25
52421 3-14-17 Fulton Stationery Co. 1 75
52422 3-15-17 Theo. Moss & Co. 4 11
52423 3-1-17 Theo. Moss & Co. 15 00

SURROGATE'S COURT, KINGS COUNTY.

52328 2-19-17 Underwood Typewriter Co. \$8 50
52329 2-26-17 Remington Typewriter Co. 75
52330 2-28-17 New York Tel. Co. 20 90
52321 3-1-17 Park Dougherty 4 00
52322 2-14-17 Underwood Typewriter Co. 137 25
52323 2-28-17 Clifton Water Co. 3 00
52324 3-1-17 Crescent Towel Supply Co. 3 00
52325 2-28-17 John Mullins & Sons. 12 75
52326 3-2-17 Banks Law Pub. Co. 28 00
52327 3-12-17 Van Brunt Tandy. 1 85

MUNICIPAL COURT, CITY OF NEW YORK.

52274 James P. Sninott \$26 70
52275 Thomas Campbell 1 00
52276 Jos. E. Roach 1 00
52264 3-10-17 Acme Law Reporting Co. 20 00
52265 3-14-17 Thomas E. Cremins 5 00
52266 Clifford C. Reeve 5 25
52267 3-20-17 Wm. R. Fagan 10 00
52268 2-1-17 Thomas O'Connell 25 00
52269 Michael Skelly 5 00
52270 Stephen Collins 3 00
52271 Harry C. Perry 15 00
52272 William Wagner 15 00
52273 John J. Dietz 5 00

CITY MAGISTRATES' COURTS.

52498 Frank Oliver \$10 42
52499 The Western Union Tel. Co. 5 04
52722 1-2-17 Peerless Towel Sup. Co. 3 40
52723 2-1-17 The Peerless Towel Sup. Co. 8 09
52724 3-1-17 The Peerless Towel Sup. Co. 2 40
52725 2-1-17 Paul Pillola 1 20
52726 3-1-17 N. Y. Bottling Co. 10 80
52727 3-1-17 Burns Bros. 22 00
52728 3-1-17 The Journal of the American Institute of Criminal Law and Criminology 3 00
52729 3-1-17 The Journal of the American Institute of Criminal Law and Criminology 3 00
52730 2-8-17 Chas. E. Miller 2 64
52731 3-10-17 Great Bear Spring Co. 1 50
52745 3-17-17 Popular Motor Car Distributors 31 05
52746 3-14-17 Hillard Mfg. Co. 3 75
52732 3-10-17 N. Y. Bottling Co. 2 10
52733 3-10-17 Millmekrodt Chemical Wks. 27 85
52734 3-14-17 The H. W. Wilson. 1 25
52735 3-14-17 Pittsburgh Plate Glass Co. 2 50
52736 3-14-17 N. Y. Bottling Co. 6 00
52737 3-10-17 The Charity Organization Society 12 50
52738 3-1-17 Bloomingdale Bros. 105 50
52739 3-1-17 A. Pearson's Sons. 18 00
52740 3-1-17 Brown & Phillips 20 00
52741 3-8-17 Pittsburgh Plate Glass Co. 6 00
52742 3-14-17 M. Polsky 7 00
52743 3-1-17 Schoder & Lombard Stamp & Die Co. 69 87
52744 3-8-17 Popular Motor Car Distributors 52316 4490 American Book Co. 1,395 00
52317 44022 O. M. Dawson 50 06
19 80 52318 44493 The A. S. Barnes Co. 1,834 47
18 00 52319 41658 The A. S. Barnes Co. 380 72
026 95 52320 41630 The A. S. Barnes Co. 40 00
11 80 52321 41630 Isaac Pitman & Sons. 30 00
52322 41700 Lyons & Carahan 6 80
52323 41700 John Pirkl Const. Co. 580 98
52324 40815 John Pirkl Const. Co. 1,395 00
52325 41639 Ginn & Co. 52 80
52326 44523 Houghton, Mifflin Co. 39 20
52327 46138 Jos. A. Graf 225 00
52328 46006 Jos. A. Graf 2,218 50
52329 45941 J. M. Knopp 990 00
52330 46002 Benjes & Stiefel 78 00
52331 46152 Jos. A. Graf 95 00
52332 46006 Jos. A. Graf 490 00
52333 45941 J. M. Knopp 92 00
52334 46006 Jos. A. Graf 70 00
52335 45571 Jos. A. Graf 36 00
52336 46007 Jos. A. Graf 2,321 52
52337 46015 Otto Metz 580 98
52338 46015 Otto Metz 1,395 00
52339 46015 Otto Metz 52 341 41640 Scott Foresman & Co. 22 70
52340 46015 Otto Metz 52341 41640 Scott Foresman & Co. 22 70
52342 46015 Otto Metz 52343 41640 Scott Foresman & Co. 22 70
52344 46015 Otto Metz 52345 41640 Scott Foresman & Co. 22 70
52346 46015 Otto Metz 52347 41640 Scott Foresman & Co. 22 70
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52381 44273 Frank & Marburger 66
52382 44065 Franks Dept. Store 1 73
52383 44156 J. E. Linde Paper Co. 6 50
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Invoice Finance Date Vouch- or Con- er No. tract Number.	Name of Payee. Amount.	Invoice Finance Date Vouch- or Con- er No. tract Number.	Name of Payee. Amount.	Invoice Finance Date Vouch- or Con- er No. tract Number.	Name of Payee. Amount.
52415 3- 3-17	M. J. Rabbitt 1 76	52681	Howard M. Scott 50 00	52604 7-10-16	Saml. Lewis 9 60
52416 3- 7-17	M. B. Brown P. & B. Co. 18 48	52682	Thos. Martin as Receiver of Wm. Necker, Town of Union, N. J. 50 00	52605 8-13-16	Nathan Lyons 14 00
52483 3- 6-17	Knickerbocker Supply Co. 26 40	52683	Asns. of the Bar of The City of N. Y. 320 87	52606 9-20-16	The J. W. Pratt Co. 82 60
52384 2-19-17	W. B. McVicker Co. 270 00	52684	John C. Taylor, Inc. 50 00	52607 12-27-16	Remington Typewriter Co. 21 00
52385 3- 3-17	The Linde Air Products Co. 1 75	52685	Curran & Krumm 50 00	52608 6-10-16	Underwood Typewriter Co. 78 98
52386 3-10-17	M. B. Brown P. & B. Co. 4 30	52686	Alfred E. Smith as Sheriff of N. Y. 27 10	52609 8-17-16	John Wanamaker 103 00
52387 2-26-17	N. Y. Blue Print Co. 3 90	52687	Sarah V. Smith 3 94	52610 8-17-16	Scofield & Co. 5 50
52388 3-13-17	G. B. Van Buren 328 50	52688	Albert G. Caron 50 00	52611 4- 3-16	The Globe-Wernicke Co. 22 80
52389	M. B. Brown P. & B. Co. 11 33	52689	Thos. Martin as Receiver of Wm. Necker, Town of Union, N. J. 50 00	President of the Borough of The Bronx.	
52390 1-24-17	Gould's Mfg. Co. 11 86	52675	National Surety Co. 74 25	52597 4-5834	Gasparrini & De Blasio. \$3,449 70
52391 3- 8-17	Kopi, Mfg. Co. 65 00	52676	National Surety Co. 40 00	President of the Borough of Queens.	
52392 2-21-17	Edward E. Buhler Co. 13 50	52677	American Surety Co. of N. Y. 146 03	52440 3- 6-17	Walldorf, Hafner & Schultz \$36 18
52393 2- 2-17	Garland Automobile Co. 13 20	52678	Fidelity & Deposit Co. of Maryland 64 50	52441 9- 1-16	A. Rudolph 39 75
52394 1-20-17	Herschell Spillman Co. 70 20	52679	Hartford Accident & Indemnity Co. 17 50	52428 3-14-17	Munson Supply Co. 6 52
52395 2-20-17	Saverno Products Co. 282 20			52429 2-28-17	Knickerbocker Ice Co. 52 23
52396 3- 5-17	Stewart Warner Speedometer Corp. 8 00			52430 3- 1-17	Jamaica Ice Co. 11 31
52397 2-21-17	Baer Bros. 20 50			52431 2- 8-17	Strang Auto Garage Co. 6 80
52398 2-24-17	Columbia Graphophone Co. 60			52432 2-13-17	The Robert Bishop Mig. Co. 264 00
52399 2-16-17	Theo Moss & Co. 2 00			52433 3-16-17	The Long Island Hardware Co. 6 50
52400 2-10-17	Magneto Sales Co. 5 80			52434 3-12-17	Long Island Hdwe. Co. 75
52401 3- 6-17	Monahan Bros. 22 00			52435 3-12-17	The Long Island Hdwe. Co. 17 50
Department of Health.					
52546 2-28-17	Atlantic Blaugs Co. \$65 00	52473 3-28-17	Arthur Woods \$2,070 51	52436 2-28-17	Strang Auto Garage Co. 90
52547 2-28-17	Burns Bros. 660 03	52474 3-17-17	National Equipment Co. 52437 2-28-17	N. Y. Multi-Color Copying Co. 7 05	
52548 3-17-17	William Farrell & Son 4,575 78	52475 3- 8-17	Orchard Iron & Steel Corp. 52439 2-28-17	American Can Co. 33 00	
52526 2- 1-17	S. R. Smith Infirmary 136 25	52476 2-27-17	Standard Oil Co. of N. Y. 52591 10-11-16	52 63	
52527 2-27-17	Bausch & Lomb Optical Co. 1 20	52477 9-16-16	Welsbach Gas Lamp Co. 52592 1- 2-17	Ford Motor Co. 6 61	
52528 2- 2-17	Emil Greiner Co. 120 00	52478 3-13-17	Lord Electric Co. 52593 3-14-17	The Good Roads Machinery Co. 17 60	
52529 3- 7-17	Merk & Co. 16 13	52479 11- 6-16	Thos. F. Burke 52594 3-15-17	Edw. E. Buhler Co. 100 00	
52530 3-12-17	Armstrong Cork Co. 6 05	52480 3- 9-17	Library Bureau 52595 3-16-17	Edw. E. Buhler Co. 64 00	
52531 1- 5-17	Berkfeld Filter Co. 18 00	52481 3- 9-17	C. S. Hammond 52596 2-16-17	A. J. Picard & Co. 2 69	
52532 1-12-17	Geo. Lengenfelder & Sons. 15 00	52482 1-26-17	N. Y. Blue Print Paper Co. 52587 45910	Callahan & Kingsley Co. Inc. \$2,912 40	
52501 3- 2-17	John T. Sprague 34 75	52483 1-18-17	Ford Motor Co. 1,640 00	52663 3-13-17	Staten Island Supply Co. 190 40
52502 3- 3-17	A. T. Taffmadge 49 20	52484 3-22-17	Pennsylvania Rubber Co. 52664 2-28-17	Good Roads Machinery Co. 344 10	
52503 3- 5-17	Thomas F. McCarthy 7 45	52485 3-12-17	Colt, Stratton Co. 52665 2-28-17	The Texas Co. 60 00	
52504 3- 5-17	John H. Barry 28 12	52486 3-12-17	Colt, Stratton Co. 52666 2- 1-17	280 12	
52505 L. P. Brown	161 79	52487 3-12-17	East River Mill & Lumber Co. 52667 2-27-17	The Texas Co. 46 66	
52506 2-19-17	Wm. Farrell & Son 2,783 94	52488 3- 9-17	McCabe Hanger Mfg. Co. 52668 3-14-17	Henry G. Greb 10 00	
52507 L. P. Brown	215 40	52489 3-12-17	Sargent & Co. 52669 3-10-17	Gregg Bros. 75 33	
52508 12- 6-16	Henry Hayward 159 16	52490 3-12-17	Splitdorf Electrical Co. of N. Y. 52670 3- 9-17	The Castleton Glass & Picture Shop 6 00	
52509 3-14-17	Dr. William H. Park 29 56	52491 3-13-17	Colt, Stratton Co. 52671 3- 8-17	Hudson Motor Car Co. of N. Y. 126 82	
52510 3- 1-17	Robt. J. Wilson 12 92	52492 3-13-17	Vouight & Williams 52672 3-14-17	Staten Island Supply Co. 16 47	
52511 3-14-17	R. H. Willis 2 00	52493 3-13-17	Genereux & Co., Inc. 52673 1-23-17	Hillard Mig. Co. 54 00	
52512 3-14-17	R. H. Willis 80	52494 3-13-17	Meder, Staude Co., Inc. 52674 2- 1-17	John D. Killian Auto Co. Inc. 15 00	
52513 3- 15-17	R. H. Willis 16 30	52495 3- 2-17	Geo. J. Stier, Inc. 52781 3-20-17	C. D. Gregg Tea & Coffee Co. \$25 50	
52514 3- 6-17	S. Dana Hubbard 6 30	52496 3- 8-17	Goodwin Welding Co., Inc. 52782 2-28-17	James A. Hamilton & Son. 9 70	
52515 3- 6-17	S. Dana Hubbard 49 00	52497 3-24-17	Rapid Addressing Machine Co. 52783 1-18-17	T. H. Hogeman 8 50	
52516 3- 6-17	S. Dana Hubbard 38 30	52498 3- 2-17	Colt, Stratton Co. 52784 3- 5-17	Holden & Hawley 3 48	
52517 3- 6-17	S. Dana Hubbard 8 05	52499 3-12-17	Bolch & Oliver Co., Inc. 52785 12-28-16	C. W. Kalb Electric Co. 80 37	
52518 3- 6-17	S. Dana Hubbard 13 80	52500 3-10-17	Remington Typewriter Co. 52786 3- 1-17	Lithoprint Co. 110 81	
52519 3- 5-17	John H. Barry 2 50	52501 3-12-17	Alfred Davis & Co. 52787 2-27-17	Manhattan Electrical Supply Co. 39 04	
52520 2-16-17	R. H. Willias 2 30	52502 3- 2-17	John McNamara 52788 3- 1-17	Webster Ave. Garage 33 80	
52521 3-13-17	L. P. Brown 65 00	52503 3- 2-17	Peters & Heins 52789 3-18-17	Bloomingdale Bros. 28 80	
52522 L. P. Brown	77 40	52504 3- 2-17	Standard Oil Co. of N. Y. 52790 3-14-17	M. B. Brown P. & B. Co. 12 00	
52523 3- 1-17	Franz Benthin 3 50	52505 3-10-17	C. R. MacCauley 52791 11-25-17	Carbie Mfg. Co. 30 60	
52524 2-28-17	Brooklyn Bridge Freezing & Cold Storage Co. 6 38	52506 3-15-17	Whitney Chain Co. 52792 11-25-17	Crucible Steel Co. of Amer. 59 71	
52525 3-12-17	S. Dana Hubbard 75	52507 3-15-17	Castleton Motor Car Co. 52793 12- 1-17	Frederic Godfrey 128 29	
52533 1-19-17	Lucius P. Brown 200 00	52508 3-15-17	The New York Bureau Assn. 52794 2-14-17	Henry Bainbridge & Co. 20 35	
52534 2-28-17	S. M. Wood 24 00	52509 3-15-17	Bronx County Auto Co., Inc. 52795 2-13-17	I. Block 2 00	
52535 2-28-17	S. M. Wood 10 00	52510 3-15-17	Standard Oil Co. of N. Y. 52796 3- 7-17	Bloomingdale Bros. 10 74	
52536 7-20-16	Geo. T. Johnson Co. 92 50	52511 3-15-17	Houpert Machine Co. 52797 2-24-17	William Bratter & Co. 220 10	
52537 12-29-16	John Wanamaker 25 34	52512 3-17-17	S. Haber 52798 3- 1-17	M. B. Brown P. & B. Co. 83 65	
52538 3-20-17	R. H. Willis 34 28	52513 3-17-17	Chas. Glaser 52799 11-25-17	Carbie Mfg. Co. 30 75	
52539	Lucius P. Brown 204 82	52514 3-17-17	Tully & Brown 52800 8-31-16	Crucible Steel Co. of Amer. 59 71	
52540	Lucius P. Brown 69 80	52515 3-17-17	Frederic Godfrey 52801 2-14-17	Union Towel Supply Co. 59 71	
52541 2- 3-17	Borden's Condensed Milk Co. 374 40	52516 3-17-17	Henry F. Mins & Co. 52802 2-14-17	Henry Bainbridge & Co. 128 29	
52542 1-25-17	J. F. Gylsen 19 50	52517 3-12-17	Wm. J. Olvany 52803 2-13-17	Baron Printing Co. 20 35	
52543 2-28-17	Empire State Dairy Co. 87 85	52518 3-12-17	46682 52804 2-13-17	F. M. Conte 7 98	
52544 2-16-17	Armour & Co. 77 52	52519 3- 9-17	Standard Oil Co. of N. Y. 52805 2-13-17	I. Block 2 00	
52545 2-26-17	Charles F. Mattlage & Sons 10 00	52520 3- 9-17	160 13 52806 2-13-17	Bloomingdale Bros. 10 74	
52546 3-12-17	The Holbrook Mfg. Co. 67 70	52521 3-15-17	131 00 52807 2-13-17	William Bratter & Co. 220 10	
52550 2- 1-17					

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52657 1-19-17	Henry C. Peppers	7 13	52662 2- 1-17	The Yonkers Electric Light & Power Co.	14 58	52640 1-16-17	Mutual Towel Sup. Co.	1 00
52658 2- 2-17	Chas. Thoma	9 92	52663 10- 5-16	Powers Accounting Machine Co.	1 74	52641 2- 1-17	Castleton Motor Car Co.	4 11
52659 1-19-17	D. Berg	4 15	52664 2- 1-17	Ferd'k Burger & Son	5 30	52642 2- 1-17	E. B. Latham & Co.	12 90
52660 2-13-17	Atlantic Basin Iron Wks.	39 00	52665 2- 1-17	F. P. Fuhrmann	19 50	52643 2- 1-17	E. H. Walsh	17 40
52661 2- 1-17	Autocar Sales Co.	11 57	52666 3- 6-17	A. B. Dick Co.	9 50	52644 1-19-17	Sing Sing Prison	18 20
52666 12- 1-17	Great Bear Spring Co.	60				52645 2-15-17		

LAW DEPARTMENT.

The following schedules form a brief extract of the transactions of the office of the Corporation Counsel for the week ending March 3, 1917, as required by section 1546 of the Greater New York Charter.

Note—The City of New York or the Mayor, Aldermen and Commonalty of the City of New York is defendant, unless otherwise mentioned.

SCHEDULE "A."

Suits and Special Proceedings Instituted.

Court.	Reg.	Fo.	Commenced.	Title.	Nature of Action.
Supreme...116 261	Feb. 26, 1917		Ireland, John DeCourcey, ext'r of John B. Ireland, deceased (Matter of)	For order dispensing with lost mortgage.	
Municipal...116 262	Feb. 26, 1917		Kingsbury, John A., as Comm'r of Charities, vs. Henry Romer	For care, etc., of Anna Romer at Home of American Female Guardian Society, etc. \$570.50.	
Municipal...116 263	Feb. 26, 1917		Byrne, John A. (ads.)	For arrears of rental for property, Jamaica Bay, etc. \$43.20.	
Supreme...116 264	Feb. 26, 1917		Phelps, Carter, vs. Mary Hershfield et al.	To foreclose mortgage.	
Supreme...116 265	Feb. 26, 1917		Seifler, Max S. (Matter of)	For examination of ballots cast for member of Assembly, 10th Assembly Dist.	
Supreme...116 266	Feb. 26, 1917		Novello, Charles (Matter of)	For examination of ballots cast, 28th Assembly Dist., Man.	
Supreme...116 267	Feb. 26, 1917		Heide, F. William, vs. Joe Weiser et al.	To foreclose mortgage.	
Supreme...116 268	Feb. 26, 1917		Carrier, Sarah	Personal injuries, fall, through grafting, 323 W. 20th st. \$10,000.	
Supreme...116 269	Feb. 26, 1917		Carrier, Francis	For loss of services of wife, injured, fall, 323 W. 20th st. \$5,000.	
Sup., K. Co.116 270	Feb. 26, 1917		Matteperl, Bessie vs. Arthur B. O'Malley et al.	To foreclose tax lien.	
Sup., Q. Co.116 271	Feb. 26, 1917		Williamsburgh Savings Bank vs. Samuel Brown et al. (No. 1).	To foreclose mortgage.	
Sup., Q. Co.116 271	Feb. 26, 1917		Williamsburgh Savings Bank vs. Samuel Brown et al. (No. 2).	To foreclose mortgage.	
Sup., K. Co.116 272	Feb. 26, 1917		Brooklyn Heights Railroad Co. vs. Frank M. Brooks et al.	To foreclose mortgage.	
Municipal...116 273	Feb. 27, 1917		Silverman, Benjamin (ads., The City)	For damage to back stand post, 4 W. 51st st., struck by auto-truck. \$10.50.	
Supreme...116 274	Feb. 27, 1917		New York & South Brooklyn Ferry & Steam Transportation Co. (ads., The City)	To recover moneys paid to clear encumbrances on property sold to City, foot 39th st., Bk. \$91,482.19.	
Supreme...116 275	Feb. 27, 1917		Fleischer, Rudolph (ads., The City)	To recover judgement for personal taxes docketed June 3, 1908, \$397.28.	
City.....116 276	Feb. 27, 1917		Brown, M. B., Printing & Binding Co.	Summons only served.	
Co., K. Co.116 277	Feb. 27, 1917		Atwater, Edward S., vs. Edward W. Peacock et al.	To foreclose mortgage.	
Sup., Q. Co.116 278	Feb. 27, 1917		Switalski, William, adm'r of Mary Smithwick, deceased	Summons only served.	
Sup., K. Co.116 279	Feb. 27, 1917		Wolfe, Anna C.	Personal injuries, fall, condition of sidewalk, 373 Rockaway ave., Blk. \$2,000.	
Sup., K. Co.116 280	Feb. 27, 1917		Sullivan, Jeremiah F.	Personal injuries, run down by automobile of defendant, Pineapple and Fulton sts., Bk. \$10,000.	
Supreme...116 281	Feb. 27, 1917		Brown, Rufas H., Inc.	For loss of profits, construction of Contagious Disease Pavilion, Queensboro Hospital. \$5,145.78.	
Sup., K. Co.116 282	Feb. 27, 1917		Goldberg, Abraham, et al. (ads., The City)	To foreclose tax lien.	
Supreme...116 283	Feb. 28, 1917		Consumers' Brewing Co. of N. Y., Ltd. (Matter of)	For order dispensing with lost mortgage.	
Supreme...116 284	Feb. 28, 1917		Castaldo, Ferdinand, vs. Edward Castaldo	Summons only served.	
Supreme...116 285	Feb. 28, 1917		Brown, M. B., Printing & Binding Co.	Summons only served.	
Sup., K. Co.116 286	Feb. 28, 1917		Perlmutter, Louis, vs. John Hess et al.	To foreclose tax lien.	
Co., K. Co.116 286	Feb. 28, 1917		Friedenberger, Barbara, vs. Dzik Kohn et al.	To foreclose mortgage.	
Supreme...116 287	Feb. 28, 1917		Patterson, Anna, and auto. (rel.), vs. Henry R. M. Cook	Magistrate to transfer required for teacher to Retirement Fund.	
Sur., B. Co.116 288	Mar. 1, 1917		Collett, Edwin, Henry, deceased (Matter of Estate of)	Judicial settlement of account.	
Supreme...116 289	Mar. 1, 1917		Schimmoek, Ella O., vs. Brooklyn, Manhattan & New Jersey Realty Co.	For order permitting Comptroller to pay to Sheriff, Kings Co., an award of \$570.	
Sup., K. Co.116 290	Mar. 1, 1917		Baskin, Sarah, vs. City of N. Y. et al.	To restore maintenance of elevated structure, 86th st., Bk. and for damages, etc. \$5,000.	
Co., K. Co.116 291	Mar. 1, 1917		Loynes, Civa, vs. Ella White et al.	To foreclose mortgage.	
Supreme...116 292	Mar. 1, 1917		Dubois, Anna, vs. C. H. Hinman, Retiree, et al.	Summons only served.	
Municipal...116 293	Mar. 1, 1917		Moskowitz, George, infant, by guardian, et al.	Personal injuries, fall, condition of sidewalk, 6th st. and 2d ave. \$1,000.	
Municipal...116 294	Mar. 1, 1917		Moskowitz, Hilda,	For damage to automobile, collision with projecting clutter, 9th st., Broadway. \$350.	
Municipal...116 295	Mar. 1, 1917		Lissauer, Frank, vs. Hellmuth, Cabot & Rollin, Corporation & Co.	For damage to automobile, collision with Street Cleaning cart, 104 Fifth ave., \$300.	
Municipal...116 296	Mar. 1, 1917		Kleinfield, Belle,	To foreclose mortgage.	
Sup., Q. Co.116 297	Mar. 1, 1917		Williamsburgh Savings Bank vs. Albert J. Portung et al. (No. 1)	To foreclose mortgage.	
Sup., Q. Co.116 297	Mar. 1, 1917		Williamsburgh Savings Bank vs. Albert J. Portung et al. (No. 2)	To foreclose mortgage.	
Sup., Q. Co.116 297	Mar. 1, 1917		Williamsburgh Savings Bank vs. Albert J. Portung et al. (No. 3)	To foreclose mortgage.	
Sup., Q. Co.116 298	Mar. 1, 1917		Williamsburgh Savings Bank vs. Albert J. Portung et al. (No. 4)	To foreclose mortgage.	
Sup., Q. Co.116 298	Mar. 1, 1917		Williamsburgh Savings Bank vs. Albert J. Portung et al. (No. 5)	To foreclose mortgage.	
Sup., Q. Co.116 298	Mar. 1, 1917		Weiss, Samuel, vs. Solomon Michelson, et al.	For order directing Comptroller to pay money to Sheriff.	
Co., K. Co.116 299	Mar. 1, 1917		Dreyer, Josephine, vs. Mary C. Johnson, etc., et al.	To foreclose mortgage.	
Supreme...116 301	Mar. 1, 1917		Ruff, August, vs. Samuel Rosendorf et al.	To foreclose mortgage.	

Court.	Reg.	Fo.	Commenced.	Title.	Nature of Action.
Supreme...116 301	Mar. 2, 1917		Mount, Susan, vs. Jennie Isaacs et al.	Mount, Susan, vs. Jennie Isaacs et al.	To foreclose mortgage.
Supreme...116 302	Mar. 2, 1917		Berger's, H. A., Metal Ceiling & Fire-proofing Co., Inc.	Berger's, H. A., Metal Ceiling & Fire-proofing Co., Inc.	To foreclose mechanic's lien.
Supreme...116 303	Mar. 2, 1917		Huggins, Stella	Huggins, Stella	Personal injuries, fall, condition of sidewalk, 245 W. 46th st., \$10,000.
Supreme...116 304	Mar. 2, 1917		Huggins, Howard	Huggins, Howard	For loss of services of wife, injured, fall, 245 W. 46th st., \$5,000.
Municipal...116 305	Mar. 2, 1917		Corduke, Joseph L. (ads., The City)	Corduke, Joseph L. (ads., The City)	For damage to lampost, struck by automobile of defendant, Hillside and Jamaica ave., Queens. \$16.75.
Supreme...116 306	Mar. 3, 1917		Thien, Edith A., vs. Hill, Edward L., and City of N. Y. and ano.	Thien, Edith A., vs. Hill, Edward L., and City of N. Y. and ano.	Simmons only served. For assault, etc., Fordham elevated station, \$1,000.
Sup., Bn. Co.116 308	Mar. 3, 1917		Barter, Mary G., vs. N. Y., New Haven & Hartford Railroad Co. et al.	Barter, Mary G., vs. N. Y., New Haven & Hartford Railroad Co. et al.	To restrain maintenance of bridge approach, Baychester ave., Bx., and for damages. \$2,500.
Sup., K. Co. R. 1	Mar. 3, 1917		Davies, Walter R. (ex-rel.) vs. Lawson et al.	Davies, Walter R. (ex-rel.) vs. Lawson et al.	Certiorari to review assessment of real estate for 1917.
Supreme...116 309	Mar. 3, 1917		Purdy, et al.	Purdy, et al.	To foreclose tax lien.
Supreme...116 310	Mar. 3, 1917		Foley, Louise P. W., et al. (ads., The City) (No. 1)	Foley, Louise P. W., et al. (ads., The City) (No. 1)	To foreclose tax lien.
Supreme...116 310	Mar. 3, 1917		Foley, Louise P. W., et al. (ads., The City) (No. 2)	Foley, Louise P. W., et al. (ads., The City) (No. 2)	To foreclose tax lien.

SCHEDULE "B."

Judgments, Orders and Decrees Entered.

Peo. ex rel. P. J. Carlin Construction Co. vs. W. A. Prendergast—Order entered granting motion for peremptory writ of mandamus.
Daniel J. Skelton vs. City of N. Y. et al.—Eastern Asphalt Paving Co.; Mary Handy; Margaret V. Maginnis; Charles Badami; Salvatore Stano vs. H. Demant—Entered orders discontinuing actions without costs.
Joseph Goldberg, infant, vs. Bd. of Education; Jamie Spirl vs. W. G. O'Connor; John Maher; Flora E. Neuwitter; Delia Walsh; Nellie Golberg; Rosa F. Luciano; Lucy Spinelli—Entered orders dismissing actions for lack of prosecution with costs to defendant.
Mary Vohanka, adm'r—Entered order granting motion to dismiss action for lack of prosecution unless plaintiff restores action to calendar for trial.
Anthony J. Walsh—Entered order dismissing action for failure to serve complaint with costs to defendant.
Thomas Warshawsky—Judgment entered in favor of defendant for \$26.91 costs.
Charles Lipshitz—Judgment entered in favor of defendant for \$47.72 costs. Judgment entered on Appellate Term order of affirmance for \$27.72 costs in favor of defendant.
James C. Flood, guardian, etc.; Mildred Pollack; Charles J. Grunet—Entered orders dismissing actions for lack of prosecution.
City of N. Y. vs. Port Richmond & Bergen Point Ferry Co.—Order entered granting plaintiff's motion for leave to discontinue upon condition that deposition of witnesses for defendant be used in any subsequent action.
Henry Kelsey and ano.—Entered order discontinuing action without costs.
Amanda Stephens—Entered order dismissing action for lack of prosecution

SCHEDULE "C."
Record of Court Work.

City of N. Y. vs. Morris Tolk et al.—Tried before Erlanger, J. Decision reserved; H. N. Whitehouse for the City. "Judgment for plaintiff."

May Sullivan—Tried before Van Sielen, J. and a jury; verdict for defendant; E. S. Malone for the City.

Gertrude Hirschmann—Tried before Oppenheimer, J. in Municipal Court; Decision reserved; W. Chilvers for the City.

People vs. Franklin H. Kahlisch Co.—Motion to dismiss City's appeal, submitted at Court of Appeals; decision reserved; E. C. Kindleberger for the City. "Motion denied."

Mann L. Lopez; Domenico Galati vs. Bd of Education; Quong On vs. D. Mitchell; Jew Hung vs. Same; Ah Hong and ano. vs. W. O. Jones; Chu Chung vs. Same; Julia Danost, infant; Morris Kalish; Joshua A. Johnson vs. T. Murphy; Lena Ferbush, infant; Moses Ferbush; Motions to dismiss actions for lack of prosecution, submitted to Hotchkiss, J. and granted; D. F. Dennehy for the City.

In re Charles Lynch and ano.—Motion for order directing Register to discharge mortgage, submitted to Hotchkiss, J. Decision reserved; W. B. Caughlan for the City.

Asphalt Construction Co.—Motion for leave to serve an amended complaint, argued before Hotchkiss, J. Decision reserved; L. H. Newkirk for the City. "Motion granted on payment of \$25 costs."

In re L. M. Wallstein, Commr. of Accounts—Motion to vacate warrant of attachment for E. H. Ruhe, argued before Newburger, J. Decision reserved; G. P. Nicholson for the City. "Motion denied."

Fannie Kleimetz—Complaint dismissed by default before Platzek, J. T. G. Price for the City.

City of N. Y. vs. Alrick H. Man and ano.—Tried before Finch, J. and a jury. Verdict for defendants; J. A. Stover for the City.

Charles F. Ring and ano.—Motion to open default and vacate dismissal of complaint, submitted to Hotchkiss, J. Decision reserved; J. W. Goff, Jr. for the City. "Motion granted on payment of \$20 costs and granting defendant leave to serve supplemental answer."

Hannah Skalla—Complaint dismissed by default before Platzek, J. W. Chilvers for the City.

In re Estate of Valerias Stratigios, deceased—Motion for settlement of accounts of W. L. Hoes, Public Adm'r, submitted to Fowler, S. Decision reserved. W. B. Caughlan for the City.

Rapid Transit (foot of Montague St.)—Motion to confirm report of Commls. of Appraisal, submitted to Kelly, J. Decision reserved. L. C. White for the City. "Motion granted."

Annie Magheim; Henry Manheim—Complaint dismissed by default before Davies, J., in Municipal Court. W. Chilvers for the City.

Jennie Liebman vs. City of N. Y., et al.—Tried before Callaghan, J. Decision reserved. C. V. Nillany for the City.

Peo. ex rel. William F. Gaston and ano. vs. L. Purdy et al; Peo. ex rel. N. Y. Municipal Railway Co. vs. Same—Argued at Court of Appeals. Decision reserved. W. H. King for the City.

Peo. ex rel. Charles S. Fowler and ano. vs. H. Moskowitz et al.—Argued at Court of Appeals. Decision reserved. W. E. C. Mayer for the City.

People ex rel. Public Service Telephone Co. vs. Empire City Subway Co.—Motion for peremptory writ of mandamus, submitted to Greenbaum, J. Decision reserved; S. J. Rosensohn for the City. "Motion denied."

In re John DeConcocy, Ireland—Motion for order directing Register to discharge mortgage, submitted to Hotchkiss, J. Decision reserved; W. B. Caughlan for the City.

City of N. Y. vs. Adolph Newman—Motion to set aside service of summons and vacate judgment, argued before Hotchkiss, J. Decision reserved; J. Quittner for the City.

Barrons, Inc. vs. A. Woods et al; John W. Connors vs. Same—Motions to continue injunction, argued before Hotchkiss, J. Decision reserved; G. P. Nicholson for the City. "Motion denied."

Sarah Flashner, administratrix, vs. Board of Education—Complaint dismissed by default before Donnelly, J.; G. M. Curtis for the City.

Joseph Matrone—Tried before Erlanger, J. and a jury; juror withdrawn; J. F. Collins for the City.

Margaret Ellwitz—Tried before Van Sielen, J. and a jury; verdict for plaintiff for \$2,500; E. S. Malone for the City.

People ex rel. George A. Hazel vs. Department of Health—Motion for peremptory writ of mandamus, argued before Kelly, J. Decision reserved; E. S. Benedict for the City.

Arcangelo Beneducio vs. T. A. Sunderman—Tried before Hoyer, J. in Municipal Court; judgment for plaintiff; G. W. Byrne for the City.

New York, New Haven & Hartford R. R. Co. vs. D. Mathewson—Tried before Manton, J., in U. S. District Court; discontinued after trial; R. P. Chittenden for the City.

In re Consumers Brewing Co.—Motion for order directing Register to discharge mortgage, submitted to Hotchkiss, J. Decision reserved; W. B. Caughlan for the City.

Rachel Cohen vs. F. Lemmon; Same vs. J. Warshaw; Ida Gordon; Clara Truman, infant, vs. W. L. Bunnell—Motions to dismiss actions for lack of prosecution, submitted to Hotchkiss, J. and granted; D. F. Dennehy for the City.

Ellen Gluck; Simon Gluck—Motions to dismiss actions for lack of prosecution, submitted to Hotchkiss, J. Decision reserved; D. F. Dennehy for the City.

Abraham Lerman, infant—Complaint dismissed by default before Platzek, J.; J. W. Goff, Jr. for the City.

Frances Migdalska—Tried before Platzek, J. and a jury; verdict for defendant; T. G. Price for the City.

Max Matlas; Margaret Martin, infant—Motions to restore actions to call calendar, submitted to Platzek, J. Decision reserved; G. W. Byrne for the City.

Consolidated Gas Co.—Tried before Gavegan, J. Decision reserved; E. J. Kenney, Jr., for the City.

Zuca Tepper vs. J. H. Barrett—Tried before Wells, J., in Municipal Court; judgment for plaintiff; G. W. Byrne for the City.

Harry Pereyda, infant—Tried before Lauer, J. and a jury; verdict for plaintiff for \$500. P. N. Harrison for the City.

City of New York vs. Rudolph Fleischer—Motion to vacate judgment in favor of plaintiff, submitted to Hotchkiss, J. Decision reserved; J. Quittner for the City.

In re L. M. Wallstein, Commissioner of Accounts—Motion for stay of commitment of E. H. Ruhe, pending decision of appeal, argued before Hotchkiss, J. Decision reserved; G. P. Nicholson for the City. "Motion granted."

Society of Prevention of Municipal Waste vs. J. P. Mitchel et al.—Motion to strike action from Special Term Calendar, argued before Kelly, J. Decision reserved; J. J. Squier for the City.

Louis Kerswin—Tried before Cowan, J. in Municipal Court; complaint dismissed; S. J. Quinn for the City.

Edith Olsen; Peter Olsen—Tried before Cropsey, J. and a jury; verdict for defendant; E. A. Freshman for the City.

Norman Greenberg, infant—Complaint dismissed on consent, without costs, before Manning, J.; G. A. Green for the City.

George Hrewitak, infant, vs. Board of Education—Tried before Cropsey, J. and a jury; verdict for defendant; G. A. Green for the City.

People ex rel. Michael Meyers vs. J. M. Morrow et al.—Motion for leave to renew motion for mandamus, argued before Kelly, J. and denied; S. K. Probasco for the City.

Brody Silk Co. vs. T. A. Sunderman—Tried before Richards, J. in Municipal Court; judgment for plaintiff; S. K. Probasco for the City.

William L. Kerr; Herbert R. Kerr, infant—Motion for issuance of open Commission to examine witnesses, argued before Aspinwall, J. and granted; S. K. Probasco for the City.

Rapid Transit (Joralemon st.), 1 hearing; E. J. Kenney, Jr., for the City.

SCHEDULE "C."
Record of Court Work.SCHEDULE "D."
Contracts, Etc., Drafted, Examined and Approved as to Form.

Department.	Contracts Approved as to Form.	Contracts Examined and Returned for Revision.	Advertisements Approved as to Form.
Borough President, Richmond	17	..	1
Borough President, Brooklyn	15	..	2
Borough President, Queens	9	..	..
Street Cleaning	5	..	5
Borough President, Manhattan	5	..	3
Fire	5	..	2
Central Purchase Commission	3	..	3
Parks, Bronx	2	..	1
Board of Education	2	..	..
Parks, Brooklyn	2	2	2
Water Supply, Gas and Electricity	2	..	..
Charities	1	..	..
Correction	1	..	1
Borough President, Bronx	1	..	..
Parks	1	..	1
Docks	1	..	..
Estimate and Apportionment	1	..	..
Bellevue and Allied Hospitals .....	..	1	..
Total	73	4	21

Deeds Approved.

Finance Department	3	Finance Department	5
Estimate and Apportionment	1	Street Cleaning Department	4
Total	4	Total	9

Bonds Approved.

Borough President, Bronx	15	Finance Department	2
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SCHEDULE "E."
Opinions Rendered to the Various Municipal Departments.

Department.	Opinions.	Department.	Opinions.
Finance	33	Borough President, Manhattan	1
Water Supply, Gas and Electricity	4	Borough President, Brooklyn	1
City Clerk	4	Borough President, Richmond	1
Estimate and Apportionment	3	Borough President, Bronx	1
Charities	3	Mayor	1
Docks	2	Public Service Commission	1
Police	2	Total	58
Bellevue and Allied Hospitals	1		

LAMAR HARDY, Corporation Counsel.

Borough of Manhattan.

Report for Week Ended March 3, 1917. General Office—Orders Nos. 653 to 771, inclusive, were issued: 118 requisitions were received and acted upon; 7 requisitions, including 187 vouchers amounting to \$54,519.58, were drawn on the Comptroller.

Contracts Awarded—Receiving basins, Lenox ave. and 112th st., and 16 other points; A. Ferris; Royal Indemnity Co., surety. Receiving basins, Beckman and Gold sts., and 5 other points; A. Ferris; Royal Indemnity Co., surety. Making wash borings, 41st st. and East River; Harper Machine Co.; American Surety Co., surety.

Cashier's Office—Restoring and repaving. Special Fund (water, sewer openings, etc.), \$5,783.40. General Fund: Lost cart sign, \$1; shed permits, \$86; sewer connections, \$50; subpoena fees, \$1.50; prints, \$31.55. Sinking Fund: Vault permits, \$12,073.25.

Permits Issued—To place building material on streets, 31; to construct street vaults, 6; to construct sheds, 13; to erect fences, 6; for subways, steam mains, electrical and various connections, 170; for railway construction and repairs and to reset poles, 9; to repair sidewalks, 20; for sewer connections, 10; for water services, 42; for curbs, 8; for miscellaneous purposes, 14.

Division of Sidewalks—Obstructions removed from various streets and avenues, 16; inspections made, 521; notices served, 298; signs cleaned, repaired, removed, etc., 653.

Inspection Division, Bureau of Highways—Linear feet of curb reset, 19; linear feet of crosswalk relaid, 27; linear feet of gutters cleaned, 4,560; washouts filled, 2; square yards of pavement repaired, 7,245.

Repairs to Sewers—Linear feet of sewer built, 100; linear feet of sewer examined, 18,600; basins examined, 17; manholes built, 1; manhole heads set, 11; basin hoods put in, 1; basin covers put on, 1; basins relieved, 5; manholes examined, 3; manhole covers put on, 29; cubic feet of brickwork built, 91; linear feet of sewer relieved, 1,125; cuts opened and refilled, 31.

Laboring Force Employed—Repaving and renewal of pavements: Mechanics, 100; Laborers, 335; teams, 14; carts, 50. Division of sidewalks: Mechanics, 2; Laborers, 5; carts, 2. Sewers, maintenance and cleaning, etc.: Mechanics, 24; Laborers, 57; carts, 7. Cleaning public buildings, baths, etc.: Bath Attendants, 209; Cleaners, 288.

MARCUS M. MARKS, President.

Changes in Departments, Etc.

DEPARTMENT OF PARKS.
MANHATTAN AND RICHMOND.

Services Ceased—William J. Fanning, 246 E. 35th st., Stoker, at \$3 a day, March

Appointed—Daniel S. Melville, Sea View ave., Dongan Hills, S. I., and Frederick Muller, 425 Amsterdam ave., Manhattan. Inspectors of Sewer Construction, at \$1,200 per annum, Bureau of Sewers, March 26; Judge Jones, 109 W. 134th st., Asphalt Worker, at \$2.50 a day, Bureau of Highways, March 27.

Services Ceased—Tony Romano, 693 First ave., Manhattan, Carmello Papia, 326 E. 39th st., Manhattan, and Giuseppe Petruzzella, 322 E. 39th st., Manhattan, Asphalt Workers, at \$2.50 a day, Bureau of Highways, March 29.

Transferred—Louis P. O'Donnell, 32 Doscher st., Brooklyn, Stationary Engineer, \$4.50 a day, to Bureau of Highways, from Department of Water Supply, Gas and Electricity, March 26.

Appointed—Temporary Asphalt Workers, Bureau of Highways, \$2.50 a day: Thomas F. Hilliard, 452 W. 36th st., March 19; Welford Rowb, 80 E. 132d st., March 26; John F. Smith, 319 E. 32d st.; John J. Clark, 338 E. 32d st.; James Vino, 260 Elizabeth st.; Edward Taylor, Audubon Park; Edward Finneran, 265 W. 129th st.; John G. Mistler, 388 Willis ave.; George Keller, 221 W. 66th st.; William Campbell, 308 E. 75th st.; William L. Albern, 322 Columbus ave.; Denis Ruhan, 228 Hudson st., and Frank Coburn, 209 E. 107th st., March 23. Patrick C. Curry, Stationary Engineer (emergency), at \$4.50 a day, Bureau of Highways, March 26.

borers, from \$2.50 a day to \$600 per annum, March 26.

Retired—Benjamin Demarest, 419 W. 47th st., Laborer, \$720 per annum, Bureau of Highways, on annuity of \$419.58, effective April 1.

Transferred—Thomas J. Hurst, 50 E. 79th st., Laborer, \$2.50 a day, from Department of Parks to Bureau of Highways, March 26.

BUREAU OF BUILDINGS.
Salary Increased — Philip Lieberman, Clerk, to \$600 per annum; April 1.

LAW DEPARTMENT.

Transferred—Catherine T. Lyons, Telephone Operator, from Department of Licenses, Public Employment Bureau, at \$600 per annum, March 26.

BOROUGH OF BROOKLYN.
Appointed—Isidor Wohlstetter, 1656 Madison ave., Manhattan, Plan Examiner, at \$1,200 per annum, Bureau of Buildings, effective April 1.



OFFICIAL DIRECTORY.

Unless otherwise stated, the Public Offices of the City are open for business from 9 a. m. to 5 p. m.; Saturday, 9 a. m. to 12 noon.

CITY OFFICES.

MAYOR'S OFFICE.
City Hall, Telephone, 1000 Cortlandt.

John Purroy Mitchel, Mayor.
Theodore Rousseau, Secretary.

Samuel L. Martin, Executive Secretary.

Paul C. Wilson, Assistant Secretary.

Bureau of Weights and Measures.

Municipal Building, 3d floor, Telephone, 1498 Worth.

Joseph Hartigan, Commissioner.

COMMISSIONER OF ACCOUNTS.

Municipal Building, 12th floor, Telephone, 4315 Worth.

Leonard M. Wallstein, Commissioner of Accounts.

BOARD OF ALDERMEN.

Clerk's Office, Municipal Building, 2nd floor, Telephone, 4430 Worth.

P. J. Scully, Clerk.

President of the Board of Aldermen.

City Hall, Telephone, 622 Cortlandt.

Frank D. Dwyer, President.

BOARD OF AMBULANCE SERVICE.

Municipal Building, 10th floor, Ambulance Calls, 3100 Spring, Administration Offices, 748 Worth.

ARMORY BOARD.

Hall of Records, Telephone, 3900 Worth.

C. D. Rhinehart, Secretary.

ART COMMISSION.

City Hall, Telephone, 1197 Cortlandt.

John Quincy Adams, Assistant Secretary.

BOARD OF ASSESSORS.

Municipal Building, 8th floor, Telephone, 29 Worth.

William C. Ormond, Chairman.

St. George B. Tucker, Secretary.

BELLEVUE AND ALLIED HOSPITALS.

20th st. and 1st ave., Telephone, 4400 Madison Square.

John W. Brannan, President.

J. K. Paulding, Secretary.

CENTRAL PURCHASE COMMITTEE.

Municipal Building, 12th floor, Telephone, 4222 Worth.

BUREAU OF THE CHAMBERLAIN.

Municipal Building, 8th floor, Telephone, 4270 Worth.

Miss R. Matthis Chamberlain.

BOARD OF CHILD WELFARE.

City Hall, Telephone, 4127 Cortlandt.

Harry L. Hopkins, Secretary.

CITY CLERK AND CLERK OF THE BOARD OF ALDERMEN.

Municipal Building, 2nd floor, Telephone, 4430 Worth.

P. J. Scully, City Clerk.

BOARD OF CITY RECORD.

Supervisor's office, Municipal Building, 8th floor, Distributing Division, 96 Reade st., Telephone, 1000 Worth.

David Ferguson, Supervisor.

DEPARTMENT OF CORRECTION.

Municipal Building, 24th floor, Telephone, 1610 Worth.

Burlette G. Lewis, Commissioner.

DEPARTMENT OF DOCKS AND FERRIES.

Pier "A," North River, Telephone, 300 Rector, R. A. C. Smith, Commissioner.

DEPARTMENT OF EDUCATION.

Board of Education.

Park ave. and 59th st., Telephone, 5580 Plaza.

Stated meetings of the Board are held at 4 p. m. on the first Monday in February, the second Wednesday in August and the second and fourth Wednesdays in every month, except August.

William G. Wilcox, President.

A. Emerson Palmer, Secretary.

BOARD OF ELECTIONS.

General office and office of the Borough of Manhattan, Municipal Building, 18th floor, Telephone, 1302 Worth.

Edward Boyle, President.

Moses M. McKee, Secretary.

Other Borough Offices.

The Bronx.

368 E. 148th st., Telephone, 336 Melrose, Brooklyn.

435-445 Fulton st., Telephone, 1932 Main, Queens.

64 Jackson ave., L. I. City, Telephone, 3375 Hunters Point, Richmond.

Borough Hall, New Brighton, S. I., Telephone, 1000 Tompkinsville.

All offices open from 9 a. m. to 4 p. m. Saturdays to 12 noon.

BOARD OF ESTIMATE AND APPORTIONMENT.

Municipal Building, 13th floor, Telephone, 4560 Worth.

Joseph Haag, Secretary.

Bureau of Records and Minutes.
Municipal Building, 13th floor, Telephone, 4560 Worth, Jessie Haag, Secretary.

Office of the Chief Engineer.

Municipal Building, 13th floor, Telephone, 4560 Worth, Nelson P. Lewis, Chief Engineer.

Bureau of Public Improvements.

Municipal Building, 13th floor, Telephone, 4560 Worth, Nelson P. Lewis, Chief Engineer.

Bureau of Franchises.

Municipal Building, 13th floor, Telephone, 4563 Worth, Harry P. Nichols, Engineer.

Bureau of Contract Supervision.

Municipal Building, 13th floor, Telephone, 4560 Worth, Central Testing Laboratory, 125 Worth st., Telephone, 3088 Franklin, Tilden Adamson, Director.

Bureau of Personal Service.

Municipal Building, 13th floor, Telephone, 4560 Worth, George L. Tirrell, Director.

DEPARTMENT OF FINANCE.

Municipal Building, 5th floor, Telephone, 1200 Worth.

William A. Prendergast, Comptroller.

Deputy Comptrollers, 7th floor, Edmund D. Fisher, Albert E. Hadlock, Shepard A. Morgan, Hubert L. Smith.

Receiver of Taxes.

Manhattan—Municipal Building, 2nd floor, Telephone, 1200 Worth.

Bronx—177th st. and Arthur ave., Telephone, 47 Tremont.

Brooklyn—236 Duffield st., Telephone, 7056 Main.

Queens—5 Court Square, L. I. City, Telephone, 3386 Hunters Point.

Richmond—Borough Hall, St. George, Telephone, 100 Tompkinsville.

William C. Hecht, Receiver of Taxes.

Collector of Assessments and Arrears.

Manhattan—Municipal Building, 3d floor, Telephone, 47 Tremont.

Bronx—177th st. and Arthur ave., Telephone, 47 Tremont.

Brooklyn—503 Fulton st., Telephone, 8340 Main.

Queens—Municipal Building, Court Square, L. I. City, Telephone, 1553 Hunters Point.

Richmond—Borough Hall, St. George, Telephone, 1000 Tompkinsville.

Daniel Moynahan, Collector.

DEPARTMENT OF HEALTH.

Municipal Building, 11th floor, Telephone, 4160 Worth.

Brooklyn, 365 Jay st., Telephone, 7600 Main.

Robert Adamson, Commissioner.

DEPARTMENT OF HEALING.

Centre and Walker sts., Manhattan, Telephone, 6280 Franklin.

Health, Hospital and Contagious Disease offices

always open.

Bronx, 3731 Third ave., Brooklyn, Flatbush ave., Willoughby and Fleet sts., Queens, 372 Fulton st., Jamaica, Richmond, 514 Bay st., Stapleton.

Haven Emerson, Commissioner.

Alfred E. Shipley, Secretary.

BOARD OF INEBRIETY.

300 Mulberry st., Telephone, 7116 Spring.

Board meets first Wednesday in each month at 3 p. m.

Charles Samson, Secretary.

DEPARTMENT OF LAW.

Office of Corporation Counsel.

Main office, Municipal Building, 16th floor, Telephone, 4600 Worth.

Lauren Hardy, Corporation Counsel.

Brooklyn office, 153 Pierrepont st., Telephone, 2948 Main.

Bureau of Street Openings.

Main office, Municipal Building, 15th floor, Telephone, 1380 Worth.

Brooklyn office, 166 Montague st., Telephone, 5016 Main.

Queens office, Municipal Building, L. I. City, Telephone, 3886 Hunters Point.

Bureau for the Recovery of Penalties.

Municipal Building, 15th floor, Telephone, 4610 Worth.

Bureau for the Collection of Arrears of Personal Taxes.

Municipal Building, 17th floor, Telephone, 4585 Worth.

DEPARTMENT OF LICENSES.

Main office, 49 Lafayette st., Telephone, 4490 Franklin.

George H. Bell, Commissioner.

Brooklyn—381 Fulton st., Telephone, 1497 Main.

DEPARTMENT OF HIGHWAYS.

157 E. 67th st., Manhattan, Telephone, 200 Plaza.

436 W. 27th st., Manhattan, Telephone, 1937 Chelsea, 12 W. 11th st., Manhattan, Telephone, 8063 Chelsea, 25 Jaya st., Brooklyn, Telephone, 3274 Grandcon.

MUNICIPAL CIVIL SERVICE COMMISSION.

Municipal Building, 14th floor, Telephone, 1580 Worth.

Henry Moskowitz, President.

Robert W. Belcher, Secretary.

MUNICIPAL REFERENCE LIBRARY.

Municipal Building, 5th floor, Telephone, 1072 Worth, 9 a. m. to 5 p. m.; Saturday, to 1 p. m.

DEPARTMENT OF PARKS.

Municipal Building, 10th floor, Telephone, 4850 Worth.

Cabot Ward, Commissioner, Manhattan and Richmond

Tenth District (Night Court for Males)—151 E. 57th st.
 Eleventh District (Domestic Relations)—151 E. 57th st.
 Twelfth District—1130 St. Nicholas ave.
 Thirteenth District (Domestic Relations)—1014 E. 181st st., Bronx.
 Office of the Chief Probation Officer, 300 Mulberry st. Telephone, 8713 Spring.
Borough of Brooklyn.
 Office of Deputy Chief Clerk, Wm. F. Delaney, 44 Court st. Telephone, 7411 Main.
 First District—318 Adams st.
 Second District—Court of Common Pleas, Butler st.
 Fifth District—361 Bedford ave.
 Sixth District—495 Gates ave.
 Seventh District—31 Snider ave., Flatbush.
 Eighth District—W. 8th st., Coney Island.
 Ninth District—5th ave. and 23d st.
 Tenth District—133 New Jersey ave.
 Domestic Relations—Myrtle and Vanderbilt ayes
Borough of Queens.
 First District—St. Mary's Lyceum, L. I. City.
 Second District—Town Hall, Flushing.
 Third District—Central ave., Far Rockaway.
 Fourth District—Town Hall, Jamaica.
Borough of Richmond.
 First District—Lafayette ave., New Brighton.
 Second District—Village Hall, Stapleton.
 All courts open daily, from 9 a. m. to 4 p. m., except on Saturdays, Sundays and legal holidays, when only morning sessions are held.

COURT OF GENERAL SESSIONS.
 Criminal Court Building. Court opens at 10.30 a. m. Clerk's office open from 9 a. m. to 4 p. m., and on Saturdays until 12 noon.
 Edward R. Carroll, Clerk.

MUNICIPAL COURTS.
 The Clerk's offices are open from 9 a. m. to 4 p. m.; Saturday, to 12 noon.
 Board of Justices—John J. Murphy, Secretary, 264 Madison st., Manhattan. Telephone, 2596.

Borough of Manhattan.
 First District—146 Grand st. Telephone, 9611 Spring. Additional part is held at the southwest corner of 6th ave. and 10th st. Telephone, 2513 Chelsea.

Second District—264-266 Madison st. Telephone, 4300 Orchard.

Third District—314 W. 54th st. Telephone, 5450 Columbus.

Fourth District—207 E. 32d st. Telephone, 4358 Murray Hill.

Fifth District—2565 Broadway. Telephone, 4006 Riverside.

Sixth District—155 E. 88th st. Telephone, 4343 Lenox.

Seventh District—70 Manhattan st. Telephone, 6334 Morningside.

Eighth District—121st st. and Sylvan pl. Telephone, 3950 Harlem.

Ninth District—Madison ave. and 59th st. Telephone, 3873 Plaza.

Borough of The Bronx.

First District—Town Hall, 1400 Williamsbridge rd., Westchester. Telephone, 457 Westchester.

Second District—Washington ave. and 162d st. Telephone, 3042 Melrose.

Borough of Brooklyn.

First District—State and Court sts. Telephone, 7091 Main.

Second District—495 Gates ave. Telephone, 504 Bedford.

Third District—6 Lee ave. Telephone, 556 Williamsburg.

Fourth District—14 Howard ave. Telephone, 432 Bushwick.

Fifth District—5220 Third ave. Telephone, 390 Sunset.

Sixth District—236 Duffield st. Telephone, 6166 Main.

Seventh District—31 Pennsylvania ave. Telephone, 904 East New York.

Borough of Queens.

First District, 115 Fifth st., L. I. City. Telephone, 1420 Hunters Point.

Second District—Broadway and Court st., Elmhurst. Telephone, 87 Newtown.

Third District—1908 Myrtle ave., Glendale. Telephone, 2352 Bushwick.

Fourth District—Town Hall, Jamaica. Telephone, 86 Jamaica.

Borough of Richmond.

First District—Lafayette ave. and 2d st., New Brighton. Telephone, 503 Tompkinsville.

Second District—Village Hall, Stapleton. Telephone, 313 Tompkinsville.

COURT OF SPECIAL SESSIONS.

Court opens at 10 a. m.

Part I, Criminal Court Building, Manhattan. Telephone, 3983 Franklin.

Part II, 171 Atlantic ave., Brooklyn. Telephone, 4280 Main.

Part III, Town Hall, Jamaica. Held on Tuesday of each week. Telephone, 2620 Jamaica.

Part IV, Borough Hall, St. George. Held on Wednesday of each week. Telephone, 324 Tompkinsville.

Part V, Bergen Building, Tremont and Arthur ayes, Bronx. Held on Thursday of each week. Telephone, 6056 Tremont.

Frank W. Smith, Chief Clerk.

CHILDREN'S COURT.

Adolphus Ragan, Chief Clerk, 137 E. 22nd st. Telephone, 3611 Gramercy.

Bernard J. Fagan, Chief Probation Officer, 137 E. 22nd st. Telephone, 3611 Gramercy.

Parts I and II (Manhattan), 137 E. 22nd st. Telephone, 3611 Gramercy. Dennis A. Lambert, Clerk.

Part III (Brooklyn), 102 Court st. Telephone, 8611 Main. Wm. C. McKee, Clerk.

Part IV (Bronx), 355 E. 137th st. Court held on Monday, Thursday and Saturday of each week. Telephone, 9092 Melrose. Michael Murphy, Clerk.

Part V (Queens), 19 Flushing ave., Jamaica. Court held on Tuesday and Friday of each week. Telephone, 2624 Jamaica. Sydney Ollendorff, Clerk.

Part VI (Richmond), 14 Richmond Terrace, St. George. Court held on Wednesday of each week. Telephone, 2190 Tompkinsville. Wm. J. Byrne, Clerk.

SUPREME COURT—APPELLATE DIVISION

First Judicial Department.

Madison ave., corner 25th st. Court open from 2 p. m. until 6 p. m. Friday. Motion Day, Court opens at 10.30 a. m. Motions called at 10 a. m. Orders called at 10.30 a. m. Telephone, 3840 Madison Square.

Alfred Wagstaff, Clerk.

Second Judicial Department.

Borough Hall, Brooklyn. Court meets from 2 p. m. to 5 p. m., excepting on Fridays. Court opens at 10 a. m. Clerk's office open 9 a. m. Telephone, 1392 Main.

John R. Byrne, Clerk.

SUPREME COURT—APPELLATE TERM

503 Fulton st., Brooklyn. Court meets 10 a. m. Clerk's office opens 9 a. m. Telephone, 7452 Main.

Joseph H. De Praga, Clerk.

SUPREME COURT—CRIMINAL DIVISION

Criminal Court Building. Court opens at 10.30 a. m. Clerk's office open from 9 a. m. to 4 p. m.; Saturday, to 12 noon. Telephone, 6064 Franklin.

William J. Schneider, Clerk.

SUPREME COURT—FIRST DEPARTMENT

County Court House. Court open from 10.15 a. m. to 4 p. m. Telephone, 4580 Cortlandt.

SUPREME COURT—SECOND DEPARTMENT

Kings County.

Juralemon and Fulton sts. Clerk's office hours, 9 a. m. to 5 p. m. Seven jury trial parts.

Special Term for trials. Special Term for motions. Special Term (ex parte business). Court

opens at 10 a. m. Naturalization Bureau, Hall of Records. Telephone, 5460 Main. James F. McGee, General Clerk.

Queens County.

County Court House, L. I. City. Court opens at 10 a. m. Trial and Special Term for motions and ex parte business each month, except July, August and the first two weeks in September, in Part 1. Trial Term, Part 2, February, April, June, last two weeks in September, and November. Special Term for Trials, January, April, June and October.

Clerk's office open 9 a. m. to 5 p. m. Saturdays until 12 noon from October to June. July, August and September until 2 p. m. Telephone, 3896 Hunters Point.

Thomas B. Seaman, Special Deputy Clerk in Charge.

Richmond County.

Trial Term held at County Court House, Richmond. Special Term for trials held at Court room, Borough Hall, St. George. Special Term for motions held at Court House, Borough Hall, St. George.

C. Livingston Bostwick, County Clerk.

POLICE DEPARTMENT.

OWNERS WANTED FOR UNCLAIMED PROPERTY.

OWNERS WANTED BY THE PROPERTY CLERK OF THE POLICE DEPARTMENT OF THE CITY OF NEW YORK. Clerk of the Police Department of the City of New York, 72 Papler st., Brooklyn, for the following property, now in custody, without claimants: Automobiles, baby carriages, bags, bicycles, hats, cameras, clothing, furniture, jewelry, junk, machinery, merchandise, metals, optical goods, silverware, tools, trunks, typewriters, umbrellas, etc.; also sums of money feloniously obtained by prisoners or found abandoned by Patrolmen of this Department.

ARTHUR WOODS, Police Commissioner.

OWNERS WANTED BY THE PROPERTY CLERK OF THE POLICE DEPARTMENT OF THE CITY OF NEW YORK. Clerk of the Police Department of the City of New York, 240 Centre st., Manhattan, for the following property, now in custody, without claimants: Automobiles, baby carriages, bags, bicycles, hats, cameras, clothing, furniture, jewelry, junk, machinery, merchandise, metals, optical goods, silverware, tools, trunks, typewriters, umbrellas, etc.; also sums of money feloniously obtained by prisoners or found abandoned by Patrolmen of this Department.

ARTHUR WOODS, Police Commissioner.

BOARD MEETINGS.

Board of Aldermen.

The Board of Aldermen meets in the Aldermanic Chamber, City Hall, every Tuesday at 1.30 p. m.

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

Board of Estimate and Apportionment.

The Board of Estimate and Apportionment meets in Room 16, City Hall, Fridays at 10.30 a. m.

JOSEPH HAAG, Secretary.

Commissioners of Sinking Fund.

The Commissioners of the Sinking Fund meet in Room 16, City Hall, on Thursdays, at 11 a. m., at Call of the Mayor.

Board of Revision of Assessments.

The Board of Revision of Assessments meets in Room 16, City Hall, upon notice of the Secretary.

JOHN KORB, Jr., Secretary.

Board of Appeals.

The Board meets in Room 124, Municipal Building, every Tuesday at 2 p. m.

RUDOLPH P. MILLER, Chairman.

Board of Standards and Appeals.

The Board meets in Room 919, Municipal Building, every Thursday at 2 p. m.

RUDOLPH P. MILLER, Chairman.

Board of City Record.

The Board of City Record meets in the City Hall at call of the Mayor.

DAVID FERGUSON, Supervisor, Secretary.

DEPARTMENT OF FINANCE.

CORPORATION SALE OF REAL ESTATE.

WILLIAM P. RAE COMPANY, 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 by sealed bids on

public auction on

MONDAY, APRIL 9, 1917,

at 12 noon, at Room 368, Municipal Building,

Manhattan, the lease of premises designated on

the tax maps of the Borough of The Bronx, City

of New York, as Lot 34, Block 2904, Section 21,

for a period of five years, from April 15, 1917,

The minimum or upset rental at which said

lease shall be sold is hereby fixed at the sum of

of Eight Hundred Dollars (\$800) per annum,

payable quarterly in advance, and the said sale

will be made upon the following:

TERMS AND CONDITIONS:

The highest bidder will be required to pay twenty-five per cent. (25%) of the yearly rental

at the time and place of sale; the amount so

paid for one quarter's rent shall be forfeited if

the successful bidder does not execute the lease

when notified it is ready for execution.

No person shall be received as lessor or surety

who is delinquent on any former lease from the

corporation, and no bid shall be accepted from

any person who is in arrears to the corporation

upon debt or contract, or who is a defaulter as

surety or otherwise upon any obligation to the

corporation, as provided by law.

The lease shall be sold at the time and place

of the trial term, Part 2, February, April, June

signs; handrails on stairs; enclose and screen 3d floor watercloset. 1916 orders: Safety half dogs; ventilate watercloset; continue watercloset enclosure to ceiling; repair roof on rear; 1st floor; cease occupancy; fireproof doors at elevator openings; enclose stairs fireproof; fireproof passageway from foot of stairs to street. Floor area calls for three exits (approximately 7,000 square feet); 3-story fireproof tenant factory; erected since Oct. 1, 1913; no combustibles; no fire alarm; no sprinkler; occupancy 3d floor, 2; exits, one interior stairway constructed of fireproof material; stairs not enclosed fireproof; elevator not in accordance with 79-a-6.

Recommendation: Present interior stairway to be enclosed fireproof; building being fireproof and occupancy small, accept but one additional means of exit, making two instead of three exits; accept an exterior screened stairway, as per 79-f-10 at most remote point from interior stairway, with safe passageway to street or another interior fireproof enclosed stairway, remote; fireproof passageway from foot of present stairs to be provided to street, and if additional fireproof stairway to be installed fireproof passageway also to be provided from foot of same to street; fireproof doors to be provided at elevator openings; all other orders to be complied with as issued. Building about 85x115 feet.

Premises affected, (23) Oneonta, N. Y., 25 Reynolds st., front; appellant, Bauer Chemical Co. Stairway enclosure; additional exit. Enclose elevator fireproof; 2-story brick bldg. with wood and concrete floors; erected since Oct. 1, 1913; roof, tail and floor on planks, 8x80 feet; enclosed interior stairway, 2-inch tread, 7½-inch rise, does not go to roof; stairs constructed of wood; no sprinkler; no fire alarm signal system; non-combustible chemicals used in process of manufacture.

Recommendation: Enclosure of elevator fireproof; stairway to be enclosed fireproof to underside of roof; fireproof partition to have opening on 1st floor into enclosure, and opening from enclosure to street; wooden stairway to be accepted; stairway from skylight need not be continued, exemption from 79-a-6 means of exit the 3d window from the west wall on the southerly side of bldg. to be changed to door and equipped with fireproof self-closing door opening outwardly so as not to obstruct the balcony, which will give access to roof of boathouse extension, and from there a permanent stairway of iron 36 inches wide, pitched 45 deg., to be provided to ground; stv. to be properly railed; present roof fireproofed on outside but not in, "Barrett specifications" to be accepted.

Premises affected, (24) Oneonta, N. Y., 25 Reynolds st., rear; appellant, Bauer Chemical Co. Stairway enclosure; additional exit. Enclose elevator fireproof; 2-story brick building with wood and concrete floors; roof and floor on plank; bldg. 40x66 feet; one employed occasionally on 2d floor; exit, one 33-inch interior stairway constructed of wood; tread 9½ inches, rise 7 inches, extend to 2d floor, does not go to roof; non-combustible chemicals used in process of manufacture; no sprinkler; no fire alarm signal system; elevator not enclosed fireproof.

Recommendation: Enclosure of elevator fireproof; acceptance of present wooden stairways 33 inches wide, if enclosed with fireproof partitions to underside of roof; exemption from extending stairway to roof and exemption from providing skylight in stairway enclosure if windows do not extend beyond all openings in enclosure to be provided with self-closing fire doors opening outwardly so as not to obstruct the passageway; opening on 1st floor to lead to enclosure and opening from enclosure provided to street; as 3d means of exit the northeast window to be changed to a 36-inch self-closing firedoor opening outwardly so as not to obstruct the passageway, and from said window opening a 4x4-inch platform to be provided with a permanent 36-inch stairway at 45 deg. pitch to ground, stairway to be properly hand-railed and openings on course fireproofed; present roof of "Barrett specification" fireproofed on outside but not in, to be accepted.

Premises affected, (25) Utica, 525 Whitesboro st.; appellant, Utica Macaroni Mfg. Co. 1—Additional exit; 4-story non-fireproof building; divided lofts; sprinkler; no combustibles; fire alarm system; occupancy above 2d floor, 5; exits, one interior stairway, no egress from roof; imperfect fire escape on side leading to roof of one-story extension with straight ladder to ground; balconies connected by 60 deg. stairs with double treads.

Recommendation: Waival of order if free and unobstructed passageway be provided on all floors leading to said escape.

Premises affected, (26) Rhinebeck, East Market st.; appellant, M. C. McIndoo, 1—Proper drainage for bathroom, 2—Sanitary sink with hot and cold water, 3—Watercloset inside of bldg. Building occupied as a bakeshop, with bakers in cellar; there is no sewer connection; Bakers kept in a clean, dry and sanitary condition.

Recommendation: Waival of No. 1 as there is no sewer; accept a sink in compliance with No. 2 to be installed in bathroom with outlet into tank to be emptied daily; re No. 3, accept a chemical closet in hallway, 2d floor; toilet room to be provided with window to outer air.

Premises affected, (27) Utica, 1—Covered passageway to w.c.—Watercloset located in storehouse bldg., about 15 feet from factory proper; trucking of bottles makes covered passageway impractical; men warmly dressed in winter.

Recommendation: Waival of order. Premises affected, (28) Syracuse, 225 Pearl st.; appellant, Onondaga Indian Wigwam Co. Additional exit, 4-story non-fireproof bldg.; open lofts; sprinkler installed; no combustibles; fire alarm system installed; 35 above 2d floor; exits, one interior stairway; no egress from roof; fire escape on front with fireproof openings, 3 feet 2 inches high by 2 feet 5 inches wide; exits remote.

Recommendation: Acceptance of fire escape with present fireproof opening.

Premises affected, (29) Syracuse, 241-43 Wolf st.; appellant, Frank E. Gries, 1—Additional exit, 2—Prohibit occupancy; 3-story non-fireproof building; open lofts; sprinklers; no combustibles; fire alarm system; one man occasionally goes to 3d floor to inspect racks of filler tobacco; exists, two stairways from 2d floor, one from 3d floor at rear; at front of 3d floor is a ladder to roof, from which there is safe egress to adjoining roofs.

Recommendation: While occupancy and conditions remain unchanged, waival of order.

Premises affected, (30) Wellsville, R. R. ave.; appellant, Wellsville Upholstering Co. 2—Additional exit. Two 3-story non-fireproof factory bldgs.; sprinkler installed; combustibles carried; fire alarm installed; 4 above 2d floor; exists, exterior wooden stv. in 2-story section from grade to 2d floor; no egress from 3-story roof.

Recommendation: Accept exterior stairway as 1st means of exit and as 2d means from 3d floor, a doorway opening on to roof of two-story part and stationary iron ladder or stairway from roof to ground, while not more than four persons are employed on 3d floor.

Premises affected, (31) Watervliet, 59 19th st.; appellants, H. C. Becker, 3—Enclose elevator 6 feet except sides for loading, 3—Selfclosing gates 5 feet 6 inches high on all floors on sides used for loading. 4—Cease allowing space under elevator to be used for passageway. "L" hand-

power carriage hoist used for lifting carriages and autos from 1st to 2d floors; when not in use "L" stands at floor level and is locked; when being used, men operate pull rope on both 1st and 2d floors; elevator would have to be removed to another part of bldg. to comply with orders.

Recommendation: Enclose "L" shaft 2d floor; gate 3 feet 6 inches high provided at opening; in lieu of 1st floor enclosure accept a warning bell arranged to ring constantly while car is ascending or descending, with tell-tale chains 4 feet long, 8 inches apart, suspended from each end of "L" platform.

AND IT appearing from the facts above set forth that there are practical difficulties and unnecessary hardships in complying with the strict provisions of the law and the rules and regulations of the Industrial code on the premises noted herein, and that in granting the variation recommended in each case the spirit of the law and of the rules and regulations will be observed and public safety secured for the employees in such building, and

IT further appearing that each of the appellants has been通知 that he would be given an opportunity to appear and be heard at this time and place if he desired, and in default of appearance decision rendered would be confirmed by the Commission and such of the appellants who appeared having been heard by the Commission.

IT is resolved, That the Commission grant the variations set forth above with the understanding that said variations be effective during the time that the conditions remain as of this date.

STATE OF NEW YORK, OFFICE OF THE STATE INDUSTRIAL COMMISSIONER.

CHARLES D. O'CONNELL, Acting Secretary of the State Industrial Commission of the State of New York, DO HEREBY CERTIFY,

That I have compared the foregoing copy of a resolution with the original thereof, duly adopted by the State Industrial Commission on the 21st day of March, 1917, and duly filed in the office of said Commission, and that the same is a true and correct copy and transcript of said resolution and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the State Industrial Commission this 28th day of March, 1917.

C. D. O'CONNELL, Acting Secretary.

(Seal)

DEPARTMENT OF DOCKS AND FERRIES.

Municipal Ferry Privileges.

THE COMMISSIONER OF DOCKS WILL offer for sale at public auction to the highest bidder on

MONDAY, APRIL 2, 1917, commencing at 12 noon, at Pier "A," foot of Battery pl., North River, Manhattan, until 12 noon on

TUESDAY, APRIL 3, 1917, CONTRACT NO. 1567.

FOR FURNISHING AND DELIVERING MUNITZ METAL PLATES.

The time for the completion of the work and the full performance of the contract is on or before the expiration of ninety (90) consecutive calendar days.

The amount of the security for the performance of the contract shall be thirty (30) percent on the total amount for which the contract is awarded.

The deposit to accompany bid shall be in an amount not less than one and one-half (1½) per cent. of the total amount of the bid.

The bidder shall state on the schedule a price per piece at which he is prepared to furnish and deliver the plates called for, and shall extend such total as may be required on the schedule.

In case of discrepancy between the unit and total price the unit price will be considered as the bid.

Award, if made, will be to the lowest formal bidder.

Delivery will be required to be made at the time and in the manner directed.

Blank forms and further information may be obtained at the office of the said Department.

R. A. C. SMITH, Commissioner of Docks.

Dated, March 16, 1917.

m24,a2

annual compensation bid for the privilege, as security for carrying into effect the terms of the sale, which 25 per cent. in the event of acceptance of the bid by the Commissioner of Docks, will be applied to the payment of the quarterly installment of such compensation first accruing under the agreement when executed, or will be forfeited to the City as liquidated damages if the successful bidder neglects or refuses to execute the agreement with good and sufficient bond or obligation of a surety company, authorized by law to act as surety, in the sum of the annual fee or compensation bid for the privilege.

In the event of the rejection by the Commissioner of Docks of the bid on any lot, the deposit submitted by such bidder and the fee paid to the said bidder will be returned.

5. The Commissioner of Docks reserves the right to resell the privilege where the successful bidder fails, refuses or neglects to comply with the terms and conditions herein contained, the bidder so failing, refusing or neglecting to comply with the terms and conditions of the sale will be liable to the City of New York for any deficiency resulting from or occasioned by such resale.

6. The successful bidder on each lot shall arrange with the Department of Water Supply, Gas and Electricity for any water required in connection with the privilege and shall pay to said Department the regular water charges for such water. The regular gas and electrical installation desired by a successful bidder on any lot will be paid by the bidder, subject to the rules and regulations of the Department of Water Supply, Gas and Electricity, and all gas and electricity used shall be paid for by the successful bidder.

7. No free transportation on the ferries will be allowed except to boatblacks in uniform while actually engaged in the discharge of their duties as boatblacks under the privilege covered by Lot 1.

R. A. C. SMITH, Commissioner of Docks.

Dated, March 16, 1917.

m24,a2

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Commissioner of Docks at his office, Pier "A," foot of Battery pl., North River, Manhattan, until 12 noon on

TUESDAY, APRIL 5, 1917, CONTRACT NO. 1567.

FOR FURNISHING AND DELIVERING MUNITZ METAL PLATES.

The time for the completion of the work and the full performance of the contract is on or before the expiration of ninety (90) consecutive calendar days.

The amount of the security for the performance of the contract shall be thirty (30) percent on the total amount for which the contract is awarded.

The deposit to accompany bid shall be in an amount not less than one and one-half (1½) per cent. of the total amount of the bid.

The bidder shall state on the schedule a price per piece at which he is prepared to furnish and deliver the plates called for, and shall extend such total as may be required on the schedule.

In case of discrepancy between the unit and total price the unit price will be considered as the bid.

Award, if made, will be to the lowest formal bidder.

Delivery will be required to be made at the time and in the manner directed.

Blank forms and further information may be obtained at the office of the said Department.

R. A. C. SMITH, Commissioner of Docks.

Dated, March 23, 1917.

m24,a5

g7See General Instructions to Bidders on last page, last column, of the "City Record."

BOARD OF WATER SUPPLY.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Board of Water Supply at its offices, 22d floor, Municipal Building, Park Row, Centre and Chambers sts., New York City, until 11 a. m. on

TUESDAY, APRIL 24, 1917, for

CONTRACT 168.

FOR FURNISHING AND DELIVERING, INSTALLING AND TESTING, COMPLETE ELECTRICAL LIGHTING APPARATUS AT VARIOUS STRUCTURES AT RESERVOIRS AND ALONG THE CATSKILL AQUEDUCT; ALSO FOR FURNISHING AND INSTALLING A MOTOR AND GEARING AND AN ELECTRICALLY DRIVEN PUMP, THE WORK IS LOCATED BETWEEN THE ASHOKAN RESERVOIR, NEAR ASHOKAN, ULSTER COUNTY, AND SILVER LAKE RESERVOIR, STONY ISLAND, NEW YORK.

A statement of the work required and further information are given in the Information for Bidders, fourth part of the contract, at the above place and time the bids will be publicly opened and read.

The award of the contract, if made, will be made by the Board as soon thereafter as practicable. The Board reserves the right to reject any and all bids.

Two or more bonds, the aggregate amount of which shall be Forty Thousand Dollars (\$40,000), will be required for the faithful performance of the contract.

No bid will be received and deposited unless accompanied by a certified check upon a National or State Bank, drawn to the order of the Comptroller of the City of New York, for the amount of Fifteen Hundred Dollars (\$1,500).

The time for the completion of the work is eighteen consecutive months from the date of notice by the Board to begin work.

Pamphlets containing information for bidders, forms of bid and contract, specifications, contract drawings, etc., can be obtained at the above address, at the office of the Secretary, upon application in person or by mail, by depositing the sum of Ten Dollars (\$10) in cash or its equivalent for each pamphlet. This deposit will be refunded upon the return of the pamphlets in acceptable condition within thirty days from the date on which bids are to be opened.

For further particulars apply to the office of the Principal Assistant Engineer, at the above address.

CHARLES STRAUSS, President; CHARLES N. CHADWICK, JOHN F. GALVIN, Commissioners, Board of Water Supply.

GEORGE FEATHERSTONE, Secretary.

m22,a10

NOTE—See general instructions to bidders on last page, last column, of the "City Record," so far as applicable hereto and not otherwise provided for.

DEPARTMENTS OF HEALTH, CORRECTION, PUBLIC CHARITIES, AND PARKS, MANHATTAN AND RICHMOND.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Departments of Health, Correction, Public Charities and the Park Board, at the office of the Central Purchase Committee, Room 1220, Municipal Building, Manhattan, until 2:30 p. m. on

TUESDAY, APRIL 5, 1917, for

FOR FURNISHING AND DELIVERING OILS, GREASES AND LUBRICANTS.

The time for the performance of the contract is on or before June 30, 1917.

The amount of security required is thirty (30) per cent. of the contract amount awarded.

No bid will be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half (1½) per cent. of the total amount of the bid.

The bidder will state the price per unit, as called for, in the schedule of quantities and prices, 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, if made, made to the lowest bidder on each item or class, as stated in the schedules.

Bids must be submitted in duplicate, each copy in a separate envelope. No bid will be accepted unless this provision is complied with.

Blank forms and further information may be obtained at the office of the Central Purchase Committee, 12th floor, Municipal Building, Manhattan.

DEPARTMENT OF HEALTH, HAVEN EMERSON, M. D., Commissioner.

WEDNESDAY, APRIL 4, 1917,
NO. 1. FOR THE CONSTRUCTION OF A SEWER AND APPURTENANCES IN HULL AVE., FROM MAURICE AVE. TO WILLOW AVE.; WILLOW AVE., FROM JAY AVE. TO GRAND ST.; HULL AVE. FROM WILLOW AVE. TO HAMILTON PL.; HAMILTON PL., FROM HULL AVE. TO GRAND ST.; GRAND ST. FROM HAMILTON PL. TO MONTEVERDE AVE., SECOND WARD OF THE BOROUGH OF QUEENS.

The Engineer's estimate of the quantities is as follows:

Type "A," or Sewer Department Standard.
974 linear feet 6' 0" reinforced concrete sewer.
525 linear feet 5' 6" reinforced concrete sewer.
686 linear feet 5' 0" reinforced concrete sewer.
245 linear feet 3' 9" plain concrete sewer.
265 linear feet 3' 6" plain concrete sewer.
380 linear feet 3' 3" plain concrete sewer.
1,250 linear feet 3' 0" plain concrete sewer.
1,050 linear feet 2' 9" plain concrete sewer.
49 linear feet 24" vitrified pipe sewer.
295 linear feet 22" vitrified pipe sewer.
380 linear feet 18" vitrified pipe sewer.
57 linear feet 12" vitrified pipe sewer.
39 manholes complete.
1 cleaning shaft, complete.
23 basin manholes (New Type), complete.
35 inlets (New Type), complete.
575 linear feet 12" vitrified pipe for basin connections.
510 linear feet 10" vitrified pipe for basin connections.
272 six-inch spurs, 24" long, on concrete sewers.
13 six-inch spurs on 22" vitrified pipe sewers.
24 six-inch spurs on 18" vitrified pipe sewers.
36 linear feet risers.
2,674 linear feet 6" vitrified pipe for house connection drains.

1,000 linear feet piles.
3,000 feet B. M. foundation timber.
2,000 pounds structural steel, including bolts, nuts and washers.
2,000 feet B. M. timber for sheeting and bracing.

25 cubic yards Class "A" concrete, not shown on plan.
1,000 pounds reinforcing steel, not shown on plan.

6,000 cubic yards fill for sewer embankment.
1,500 linear feet wooden fence.

1 junction chamber at Willow ave. and Hull ave. (South).

1 junction chamber at Willow ave. and Hull ave. (North).

1 junction chamber at Willow ave. and Jay ave.

1 junction chamber at Willow ave. and Maspeth ave.

1 drop chamber at Hull ave. and Remsen pl.

1 junction chamber at Hull ave. and Hamilton pl.

1 junction chamber at Hamilton pl. and Grand st.

1 junction chamber at Grand st. near Willow ave.

60 linear feet 24" corrugated culvert pipe.

Type "B,"

974 linear feet 6' 0" reinforced concrete pipe sewer (Precast Type B).
525 linear feet 5' 6" reinforced concrete pipe sewer (Precast Type B).

686 linear feet 5' 0" reinforced concrete pipe sewer (Precast Type B).

245 linear feet 3' 9" reinforced concrete pipe sewer (Precast Type B).

265 linear feet 3' 6" reinforced concrete pipe sewer (Precast Type B).

380 linear feet 3' 3" reinforced concrete pipe sewer (Precast Type B).

1,250 linear feet 3' 0" reinforced concrete pipe sewer (Precast Type B).

1,050 linear feet 2' 9" reinforced concrete pipe sewer (Precast Type B).

49 linear feet 24" reinforced concrete pipe sewer (Precast Type B).

295 linear feet 22" reinforced concrete pipe sewer (Precast Type B).

380 linear feet 18" reinforced concrete pipe sewer (Precast Type B).

57 linear feet 12" reinforced concrete pipe sewer (Precast Type B).

39 manholes complete.

1 cleaning shaft, complete.

23 basin manholes (New Type), complete.

575 linear feet 12" vitrified pipe for basin connections.

510 linear feet 10" vitrified pipe for basin connections.

272 six-inch spurs, 24 inches long, on reinforced concrete pipe sewer.

13 six-inch spurs on 22" vitrified pipe sewer.

24 six-inch spurs on 18" vitrified pipe sewer.

36 linear feet risers.

2,674 linear feet 6" vitrified pipe for house connection drains.

Notice to Bidders.

Note—Bidders are invited to tender bids on monolithic plain and reinforced concrete sewers from 30 inches upward, these sewers being the standards of the Sewer Department and hereafter designated as Type A, or on reinforced concrete pipe sewers from 24 inches upward (Precast), which will be designated as Type B, or on both types if they so desire; but it is to be distinctly understood that no bids will be accepted on combinations of Types A and B. All bidders may secure specifications for reinforced concrete pipe sewers, Type B, on request.

The time allowed for completing the above work will be two hundred and fifty (250) working days.

The amount of security required will be Fifty-six Thousand (\$56,000) Dollars.

NO. 3. FOR THE CONSTRUCTION OF A SEWER AND APPURTENANCES IN 46TH (NATIONAL) AVE., FROM POLK AVE. TO HAYES AVE., 37TH ST. (DEWITT ST.), FROM POLK AVE. TO HAYES AVE.; 44TH ST. (BENJAMIN ST.), FROM POLK AVE. TO HAYES AVE.; 43RD ST. (GRINNELL AVE.), FROM POLK AVE. TO HAYES AVE.; 42ND ST. (RANDALL AVE.), FROM POLK AVE. TO HAYES AVE.; 41ST ST. (EVERGREEN ST.), FROM POLK AVE. TO HAYES AVE.; 40TH ST. (CLINTON AVE.), FROM POLK AVE. TO HAYES AVE.; JUNCTION AVE., FROM POLK AVE. TO HAYES AVE., SECOND WARD OF THE BOROUGH OF QUEENS.

The Engineer's estimate of the quantities is as follows:

1,612 linear feet 3' 0" plain concrete sewer.

679 linear feet 24" vitrified pipe sewer.

3,830 linear feet 18" vitrified pipe sewer.

2,493 linear feet 12" vitrified pipe sewer.

62 manholes, complete.

34 inlets (New Type), complete.

775 linear feet 12" vitrified pipe for basin connections.

510 linear feet 10" vitrified pipe for basin connections.

44 six-inch spurs, 24 inches long, on concrete sewers.

46 six-inch spurs on 20" vitrified pipe sewer.

211 six-inch spurs on 18" vitrified pipe sewer.

165 six-inch spurs on 12" vitrified pipe sewer.

3,167 linear feet 6" vitrified pipe for house connection drains.

44 linear feet risers, including Y's.

1 junction chamber at 40th st. and Polk ave.

The time allowed for completing the above work will be two hundred (200) working days.

The amount of security required will be Nineteen Thousand (\$19,000) Dollars.

NO. 4. FOR THE CONSTRUCTION OF A SEWER AND APPURTENANCES IN

62 linear feet 5' 0" reinforced concrete sewer.
303 linear feet 3' 9" plain concrete sewer.
354 linear feet 3' 6" plain concrete sewer.
488 linear feet 3' 0" plain concrete sewer.
516 linear feet 3' 6" plain concrete sewer.
265 linear feet 24" vitrified pipe sewer.
375 linear feet 22-inch vitrified pipe sewer.
263 linear feet 20-inch vitrified pipe sewer.
9 linear feet 18-inch vitrified pipe sewer.
3 linear feet 15-inch vitrified pipe sewer.
222 linear feet 12-inch vitrified pipe sewer.
85 six-inch spurs, 24 inches long, on concrete sewers.

18 six-inch spurs on 24-inch vitrified pipe sewer.
33 six-inch spurs on 22-inch vitrified pipe sewer.
18 six-inch spurs on 20-inch vitrified pipe sewer.
18 six-inch spurs on 12-inch vitrified pipe sewer.
1,257 feet risers for house connections, including Y's.

39 manholes, complete.

42 basin manholes (New Type), complete.

68 inlets (New Type), complete.

3 basin manholes (New Type), complete.

3 inlets (New Type), complete.

93 linear feet 12" vitrified pipe for basin connections.

45 linear feet 10" vitrified pipe for basin connections.

24 six-inch spurs on 12" vitrified pipe sewer.

144 linear feet 12" vitrified pipe for house connection drains.

The time allowed for completing the above work will be sixty (60) working days.

The amount of security required will be One Thousand (\$1,000) Dollars.

NO. 5. FOR THE CONSTRUCTION OF A SEWER AND APPURTENANCES IN ALEXANDER PL. FROM CYPRESS AVE. TO WALTER ST., SECOND WARD OF THE BOROUGH OF QUEENS.

The Engineer's estimate of the quantities is as follows:

524 linear feet 12" vitrified pipe sewer.

4 manholes, complete.

1 basin manhole, complete.

1 inlet, complete.

25 linear feet 12" vitrified pipe basin connections.

15 linear feet 10" vitrified pipe basin connections.

33 six-inch spurs on 12" vitrified pipe sewer.

416 linear feet 6" vitrified pipe house connection drains.

The time allowed for completing the above work will be twenty (20) working days.

The amount of security required will be One Thousand (\$1,000) Dollars.

NO. 6. FOR THE CONSTRUCTION OF A TEMPORARY DRY WEATHER FLOW SEWER IN MAURICE AVE., FROM TOLEDO ST. TO CHICAGO ST., WITH TEMPORARY CONNECTION TO THE TOLEDO DRY SEWER, SECOND WARD OF THE BOROUGH OF QUEENS, FOR THE PURPOSE OF ABATING A NUISANCE AND TO PREVENT DAMAGE TO PROPERTY.

The Engineer's estimate of the quantities is as follows:

674 linear feet 24" vitrified pipe sewer.

9 linear feet 12" vitrified pipe sewer.

5 manholes, complete.

1 chamber at Fresh Pond rd. and Adriatic st.

1 chamber at Fresh Pond rd. and Winifred st.

1 chamber at Fresh Pond rd. and Metropolitan ave.

1 chamber at Fresh Pond rd. and Ralph st.

1 drop chamber at Fresh Pond rd. near Adriatic st.

5,000 feet B. M. timber for bracing and sheet piling.

5,000 feet B. M. timber for foundation.

500 pounds structural steel, exclusive of steel shown on plan.

500 pounds reinforcing steel, exclusive of steel shown on plan.

40 cubic yards Class "A" concrete, exclusive of concrete shown on plan.

7,900 cubic yards displaced material for sewer embankment.

2,350 linear feet of wooden fence.

The time allowed for completing the above work will be twenty-five (25) working days.

The amount of security required will be Nine-hundred (\$900) Dollars.

NO. 7. FOR THE CONSTRUCTION OF A SEWER AND APPURTENANCES IN MC-COMB PL (WYCKOFF AVE.), FROM CENTRAL AVE. TO MYRTLE AVE.; RIDGEWOOD PL., FROM CENTRAL AVE. TO COPELAND AVE., AND IN COPELAND AVE., FROM RIDGEWOOD PL. TO MC-COMB PL., SECOND WARD OF THE BOROUGH OF QUEENS.

The Engineer's estimate of the quantities is as follows:

640 linear feet 2' 3" plain concrete sewer.

509 linear feet 22" vitrified pipe sewer.

37 linear feet 22" vitrified pipe sewer, including concrete cradle.

606 linear feet 12" vitrified pipe for basin connections.

1,100 linear feet 10" vitrified pipe for basin connections.

1,540 linear feet 6" vitrified pipe for house connections.

2 basin manholes, complete.

2 inlets, complete.

80 linear feet 12" vitrified pipe for basin connections.

35 linear feet 10" vitrified pipe for basin connections.

38 six-inch spurs, 24" long, on concrete sewer.

35 six-inch spurs on 22" vitrified pipe sewer.

16 six-inch spurs on 18" vitrified pipe sewer.

862 linear feet 6" vitrified pipe for house connection drains.

1 junction chamber at Ridgewood pl. and Central ave.

The time allowed for completing the above work will be sixty (60) working days.

The amount of security required will be Forty-eight Hundred (\$4,800) Dollars.

NO. 8. FOR THE CONSTRUCTION OF A SEWER AND APPURTENANCES IN BEAUFORT AVE., FROM GUION AVE. TO BEAUFORT ST., PORTLAND AVE., FROM BEAUFORT AVE. TO THE AVENUE NORTH OF BEAUFORT AVE.; HERALD AVE., FROM BEAUFORT AVE. TO CHICHESTER AVE., AND IN GUION AVE., FROM BEAUFORT AVE. TO CHICHESTER AVE., FOURTH WARD OF THE BOROUGH OF QUEENS.

The Engineer's estimate of the quantities is as follows:

260 linear feet 24" vitrified pipe sewer.

1,359 linear feet 12" vitrified pipe sewer.

14 manholes, complete.

6 basin manholes (New Type), complete.

tained, and the plans or drawings may be seen at the Office of the President of the Borough of Queens.

Dated, March 24, 1917.

m24,a4 MAURICE E. CONNOLLY, President.
 #2 See General Instructions to Bidders on last page, last column, of the "City Record."

DEPARTMENTS OF PLANT AND STRUCTURES, AND STREET CLEANING.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Departments of Plant and Structures and Street Cleaning, at the office of the Central Purchase Committee, Room 1220, Municipal Building, Manhattan, until 2:30 p. m., on

THURSDAY, APRIL 5, 1917.

FOR FURNISHING AND DELIVERING LUMBER.

The time for the performance of the contract is on or before June 30, 1917.

The amount of security required is thirty (30) per cent. of the contract amount awarded.

No bid will be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half (1 1/2) per cent. of the total amount of the bid.

The bidder will state the price per unit, as called for in the schedules, quantities and prices, by which the bids will be tested. The extensions must be made and footed up, as he bids will be read from the total and awards, if made, made to the lowest bidder on each item or class, as stated in the schedules.

Bids must be submitted in duplicate, each copy in a separate envelope. No bid will be accepted unless this provision is complied with.

Blank forms and further information may be obtained at the office of the Central Purchase Committee, 12th floor, Municipal Building, Manhattan.

DEPARTMENT OF PLANT AND STRUCTURES, F. J. H. KEEGER, Commissioner.

DEPARTMENT OF STREET CLEANING, JOHN T. FERGUSON, Commissioner. m24,a5

#2 See General Instructions to Bidders on last page, last column, of the "City Record," except for the address of the office for receiving and opening bids.

MUNICIPAL CIVIL SERVICE COMMISSION.

Notices of Examinations.

PUBLIC NOTICE IS HEREBY GIVEN THAT applications will be received by the Municipal Civil Service Commission, Municipal Building, Manhattan, New York City, from

FRIDAY, MARCH 30, 1917, TO FRIDAY,

APRIL 13, 1917,

for the position of

JUNIOR DRAUGHTSMAN, GRADE B.

No applications delivered at the office of the Commission, by mail or otherwise, after 4 p. m., FRIDAY, APRIL 13, 1917, will be accepted. Application blanks will be mailed upon request provided a self-addressed stamped envelope or sufficient postage is enclosed to cover the mailing. The Commission will not guarantee the delivery of the same. Postage on applications forwarded by mail must be fully prepaid.

Applicants must be citizens of the United States and residents of the State of New York.

The subjects and weights of the examination are: Duties, 3; 70% required. Oral, 2; 70% required. Duties, 8; 70% required. Experience, 2; 70% required. A qualifying physical examination will be given.

Applications for this examination must be filed on a special blank, Form B.

Duties—Junior Draughtsmen will be required to make sketches, drawings or drawings of an elementary character. They will assist in making maps, charts or diagrams and will perform computations incident to the work of drafting.

Requirements—Candidates should have training or experience such as to fit them for the work of drafting. Special credit will be given for training at technical or trade schools.

The requirement of paragraph 12, Rule VII, that no person who has entered any examination for appointment to a competitive position and failed, or who has withdrawn from an examination, shall be admitted within nine months from the date of such examination to a new examination for the same position, is waived for this examination.

Candidates must be at least 18 years of age on or before the closing date for the receipt of applications.

The compensation rates proposed by the Board of Estimate and Apportionment for this position are, from \$800 to \$1,200 per annum. Usual initial salary \$900 per annum.

Vacancies occur from time to time in a number of City departments.

The term of the eligibility of the list resulting from this examination is fixed at not less than one year nor more than four years.

m20,a7 ROBERT W. BELCHIER, Secretary.

PUBLIC NOTICE IS HEREBY GIVEN THAT applications will be received by the Municipal Civil Service Commission, Municipal Building, Manhattan, New York City, from

THURSDAY, MARCH 29, 1917, TO THURSDAY,

APRIL 12, 1917,

for the position of

PROBATION OFFICER, CHILDREN'S COURT, MALE AND FEMALE.

No applications delivered at the office of the Commission, by mail or otherwise, after 4 p. m., THURSDAY, APRIL 12, 1917, will be accepted. Application blanks will be mailed upon request provided a self-addressed stamped envelope or sufficient postage is enclosed to cover the mailing. The Commission will not guarantee the delivery of the same. Postage on applications forwarded by mail must be fully prepaid.

Applicants must be citizens of the United States and residents of the State of New York.

The subjects and weights of the examination are: Arithmetic, 3; 70% required. General Paper (including letter), 3; 70% required. Handwriting, 3; Spelling, 1; 70% General Average required.

A qualifying physical examination will be given.

Applications for this examination must be filed on a special blank, Form D.

Duties—The duties of incumbents of this position are to investigate cases of children awaiting disposition by the courts, to report to the proper authorities upon such investigations, to exercise helpful and authoritative supervision over children on probation and to enforce orders regarding such children.

Requirements—Candidates should be familiar with the laws affecting probation and with the more approved methods in probation work. They should also be familiar with the methods and agencies concerned with the care, reformation and relief of children. Experience in probation work, teaching, settlement work, visiting for an organized or private charity or other related social work will receive special consideration. The oral examination will be severe. Candidates must show by their personality that they are able to exercise a strong benevolent influence on children.

Candidates must be at least 25 years of age

and not more than 50 years of age on or before the closing date for the receipt of applications. The compensation rates proposed by the Board of Estimate and Apportionment for this position are from \$1,200 to \$1,560 per annum. Under the terms and conditions of the budget for the year 1917, appointments will, as a rule, be made at the lowest compensation rate.

Vacancies occur from time to time in the Children's Court.

The term of the eligibility of the list resulting from this examination is fixed at not less than one year nor more than four years.

m20,a12 ROBERT W. BELCHIER, Secretary.

PUBLIC NOTICE IS HEREBY GIVEN THAT applications will be received by the Municipal Civil Service Commission, Municipal Building, Manhattan, New York City, from

TUESDAY, MARCH 27, 1917, TO TUESDAY,

APRIL 17, 1917,

for the position of

INSTITUTIONAL INSPECTOR, FEMALE.

No applications delivered at the office of the Commission, by mail or otherwise, after 4 p. m., TUESDAY, APRIL 17, 1917, will be accepted. Application blanks will be mailed upon request provided a self-addressed stamped envelope or sufficient postage is enclosed to cover the mailing. The Commission will not guarantee the delivery of the same. Postage on applications forwarded by mail must be fully prepaid.

Applicants must be citizens of the United States and residents of the State of New York.

The requirement that every application shall bear the certificates of four reputable citizens whose residences or places of business are within the City of New York is waived for applicants for this examination whose previous occupation or employment has been within or in part outside the City of New York, and the said certificates will be accepted from persons resident or engaged in business elsewhere.

The requirements of paragraph 12, Rule VII, that no person who has entered any examination for appointment to a competitive position and failed, or who has withdrawn from an examination, shall be admitted within nine months from the date of such examination to a new examination for the same position, is waived for this examination.

The subjects and weights of the examination are: Experience, 3; 70% required. Oral, 2; 70% required. Duties, 5. The duties will consist of two parts, Part I and Part II, each containing 50%. Candidates must receive at least 70% of Part I, which will consist of a report, or the papers on Part II will not be rated.

A qualifying physical examination will be given.

Applications for this examination must be filed on a special blank, Form D.

Duties—To inspect private charitable institutions receiving money from the City of New York, including child caring institutions, placing out agencies and boarding-out agencies; industrial schools. Inspections will cover every phase of institutional work—equipment, sanitation, care of inmates, instruction, etc.

Requirements—Candidates must have had experience of substantial length in inspecting or investigating institutions of the character mentioned; or experience in other positions tending to give them an intimate knowledge of institutional management. Candidates should be thoroughly familiar with 1st, current practice in the construction, equipment, sanitation and physical operation of institutions; 2nd, approved methods of child-caring institutions, reformatories or hospitals. A ready and exact command of English is also required.

Candidates must be at least 21 years of age and not more than 45 years of age on or before the closing date for the receipt of applications. The compensation rates proposed by the Board of Estimate and Apportionment for this position are from \$1,500 to \$1,920 per annum. Under the terms and conditions of the budget for the year 1917, appointments will, as a rule, be made at the lowest compensation rate.

There are several vacancies in the Department of Public Charities.

The term of the eligibility of the list resulting from this examination is fixed at not less than one year nor more than four years.

m27,a7 ROBERT W. BELCHIER, Secretary.

PUBLIC NOTICE IS HEREBY GIVEN THAT applications will be received by the Municipal Civil Service Commission, Municipal Building, Manhattan, New York City, from

TUESDAY, MARCH 20, 1917, TO TUESDAY,

APRIL 3, 1917,

for the position of

CLERK, FIRST GRADE (MALE).

No applications delivered at the office of the Commission, by mail or otherwise, after 4 p. m., TUESDAY, APRIL 3, 1917, will be accepted. Application blanks will be mailed upon request provided a self-addressed stamped envelope or sufficient postage is enclosed to cover the mailing. The Commission will not guarantee the delivery of the same. Postage on applications forwarded by mail must be fully prepaid.

Applicants must be citizens of the United States and residents of the State of New York.

The subjects and weights of the examination are: Duties, 3; 70% required. General Paper (including letter), 3; 70% required. Handwriting, 3; Spelling, 1; 70% General Average required.

A qualifying physical examination will be given.

The General Paper will consist of elementary questions on government and general office routine.

The General Paper will consist of elementary questions on government and general office routine.

Requirements—All applicants must present with their applications a copy of birth certificate as recorded in the Department of Health, or a transcript of school record.

The present salary range is from \$300 to, but not including, \$700 per annum. The salary range recommended by the Bureau of Standards is from \$300 to \$500 inclusive.

The requirement of paragraph 12, Rule VII, that no person who has entered any examination for appointment to a competitive position and failed, or who has withdrawn from an examination, shall be admitted within nine months from the date of such examination to a new examination for the same position, is waived for this examination.

Candidates must be at least 14 years of age and not more than 18 years of age on or before the closing date for the receipt of applications.

Vacancies occur constantly.

The term of the eligibility of the list resulting from this examination is fixed at not less than one year nor more than four years.

m20,a3 ROBERT W. BELCHIER, Secretary.

BOROUGH OF MANHATTAN.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the President of the Borough of Manhattan at Room 2032, Municipal Building, Manhattan, until 2 p. m., on

MONDAY, APRIL 9, 1917.

NO. 1, FOR FURNISHING AND DELIVERING FOURTEEN HUNDRED (1,400) TONS ASPHALTIC PAVING CEMENT.

The time allowed for the performance of the contract is until Dec. 31, 1917.

The points of delivery will be as called for in the contract.

The amount of security required for the per-

formance of the contract shall be thirty (30) per cent. of the total amount for which the contract is awarded. The deposit required shall be in an amount of not less than one and one-half (1 1/2) per cent. of the total amount of the bid.

NO. 2, FOR FURNISHING AND DELIVERING SEVEN THOUSAND (7,000) CUBIC YARDS PAVING SAND.

The time allowed for the performance of the contract is until Dec. 31, 1917.

The points of delivery will be as called for in the contract.

The amount of security required for the performance of the contract shall be thirty (30) per cent. of the total amount for which the contract is awarded. The deposit required shall be in an amount of not less than one and one-half (1 1/2) per cent. of the total amount of the bid.

NO. 3, FOR FURNISHING AND DELIVERING THREE THOUSAND (3,000) CUBIC YARDS PAVING GRAVEL.

The time allowed for the performance of the contract is until Dec. 31, 1917.

The points of delivery will be as called for in the contract.

The amount of security required for the performance of the contract shall be thirty (30) per cent. of the total amount for which the contract is awarded. The deposit required shall be in an amount of not less than one and one-half (1 1/2) per cent. of the total amount of the bid.

NO. 4, FOR THE ALTERATION TO RECEIVING BASINS WITH INLETS ON BROADWAY, FROM WHITE ST. TO 14TH ST., WITH ALL WORK INCIDENTAL THERETO.

The time allowed for the performance of the contract is until Dec. 31, 1917.

The points of delivery will be as called for in the contract.

The amount of security required for the performance of the contract shall be thirty (30) per cent. of the total amount for which the contract is awarded. The deposit required shall be in an amount of not less than one and one-half (1 1/2) per cent. of the total amount of the bid.

NO. 5, FOR RECEIVING BASINS WITH INLETS ON AVENUE D, FROM 2D ST. TO 14TH ST., WITH ALL WORK INCIDENTAL THERETO (C. P. M.—37A).

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:

Item 1—4 receiving basins altered (Method "A"), complete.

Item 2—2 receiving basins altered (Method "C"), complete.

Item 3—1 receiving basin altered (as shown on plan diagram No. 1), complete.

Item 4—4 receiving basins altered (as shown on plan diagram No. 2), complete.

Item 5—1 receiving basin altered (as shown on plan diagram No. 3), complete.

Item 6—2 receiving basin head and gutter stones reset to grade, complete.

Item 7—10 inlets (Type "A"), complete.

Item 8—7 inlets (Type "B"), complete.

Item 9—12 inlets (Type "C"), complete.

Item 10—3 shallow inlets (Type "B"), complete.

Item 11—5 shallow inlets (Type "C"), complete.

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SEALED BIDS WILL BE RECEIVED BY the President of the Borough of Manhattan at Room 2032, Municipal Building, Manhattan, until 2 p. m., on

THURSDAY, APRIL 5, 1917,

NO. 1 FOR REGULATING AND REPAVING WITH SHEET ASPHALT ON A STONE BLOCK FOUNDATION FROM CURB TO RAIL, THE ROADWAY OF BROADWAY, FROM VESSEY ST. TO BLEECKER ST., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of amount of work to be done is as follows:

Item 3—150 linear feet new 5" bluestone curbstone.

Item 3b—30 linear feet new 5" bluestone corner curbstone.

Item 4—300 linear feet old curb redressed.

Item 5—100 square feet concrete sidewalk (Class "A").

Item 6—100 linear feet granite headers.

Item 6a—50 linear feet temporary headerstone.

Item 7—100 linear feet headerstone to reset.

Item 7—50 cubic yards concrete outside of railroad area.

Item 8—24,600 square yards sheet asphalt pavement outside of railroad area.

Item 10—16 sewer manhole heads and covers complete.

Item 11—8 covers for sewer manholes.

Item 11a—8 rings for sewer manholes.

Item 12—3 cubic yards brick masonry.

Item 13—10 water manhole heads and covers complete.

Item 14—10 linear feet platform flag, cut to line.

Item 15—12,300 square yards old stone blocks to be relaid.

Work in Railroad Area.

Item 7a—25 cubic yards concrete.

Item 8a—3,050 square yards sheet asphalt pavement.

Item 8b—1,500 square yards old stone blocks to be relaid.

The time allowed for the full completion of the work will be fifty (50) consecutive working days.

The amount of security required will be \$10,600 and the amount of deposit accompanying the bid will be five per cent. (5%) of the amount of security required.

Bidders must deposit with the Borough President on or before the time of making his bid, samples and affidavit, or the letter in regard to samples and affidavit, as required by the specifications.

NO. 2, FOR REGULATING AND REPAVING WITH SHEET ASPHALT ON A STONE BLOCK FOUNDATION FROM CURB TO RAIL AND WITH GRANITE BLOCK PAVEMENT IN AND BETWEEN THE TRACKS ON CONCRETE FOUNDATION THE ROADWAY OF BROADWAY FROM VESSEY ST. TO BLEECKER ST., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the amount of work to be done is as follows:

Item 3—150 linear feet new 5" bluestone curbstone.

Item 3b—30 linear feet new 5" bluestone corner curbstone.

Item 4—300 linear feet old curb redressed.

Item 5—100 square feet concrete sidewalk, Class A.

Item 6—100 linear feet granite headers.

Item 6a—50 linear feet temporary headerstone.

Item 7—100 linear feet headerstone to reset.

Item 7—50 cubic yards concrete outside of railroad area.

Item 8—24,600 square yards sheet asphalt pavement outside of railroad area.

Item 10—16 sewer manhole heads and covers complete.

Item 11—8 covers for sewer manholes.

Item 11a—8 rings for sewer manholes.

Item 12—3 cubic yards brick masonry.

Item 13—10 water manhole heads and covers complete.

Item 14—10 linear feet platform flag, cut to line.

Item 15—12,300 square yards old stone block pavement to be relaid.

Work in Railroad Area.

Item 7a—930 cubic yards concrete.

Item 8a—3,050 square yards sheet asphalt pavement.

Item 8b—8,360 square yards granite block pavement; 1,500 square yards old stone block pavement to be relaid.

The time allowed for the full completion of this work will be seventy (70) consecutive working days.

The amount of security required will be \$10,000, and the amount of deposit accompanying the bid will be five per cent. (5%) of the amount of security.

The bidder must deposit with the Borough President on or before the time of making his bid, samples and affidavit, or the letter in regard to samples and affidavit, as required by the specifications.

NO. 3, TO REGULATE AND REPAVE THE ROADWAY OF BROADWAY, FROM BLEECKER ST. TO 14TH ST., WITH SHEET ASPHALT ON A STONE BLOCK FOUNDATION, FROM CURB TO RAIL, AND DO ALL NECESSARY WORK INCIDENTAL THERETO.

The Engineer's estimate of the amount of work to be done is as follows:

Item 3—100 linear feet new 5" bluestone curbstone.

Item 4—200 linear feet old curb redressed.

Item 5—10 square feet concrete sidewalk, Class A.

Item 6—50 linear feet granite headers.

Item 6a—50 linear feet temporary headerstone.

Item 7—100 linear feet headerstone to reset.

Item 7—50,000 square yards sheet asphalt outside railroad area.

Item 10—6 sewer manhole heads and covers complete.

Item 11—2 covers for sewer manholes.

Item 11a—2 rings for sewer manholes.

Item 12—3 cubic yards brick masonry.

Item 13—4 water manhole heads and covers complete.

Item 14—10 linear feet platform flag, cut to line.

Item 15—5,300 square yards old stone block pavement to be relaid.

Work in Railroad Area.

Item 7a—23 cubic yards concrete.

Item 8a—1,550 square yards sheet asphalt pavement.

Item 8b—770 square yards old stone block pavement to be relaid.

The time allowed for the full completion of the work will be thirty-five (35) consecutive working days.

The amount of security required will be \$5,000, and the amount of deposit accompanying bid shall be five per cent. (5%) of the amount of security.

The bidder must deposit with the Borough President on or before the time of making his bid, samples and affidavit, or the letter in regard to samples and affidavit, as required by the specifications.

NO. 4, TO REGULATE AND REPAVE THE ROADWAY OF 81ST ST., FROM LENINGTON AVE. TO 4TH AVE., WITH SHEET ASPHALT ON A CONCRETE FOUNDATION,

TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the amount of work to be done is as follows:

Item 3—440 linear feet new 5" bluestone curbstone.

Item 3b—40 linear feet new 6" granite corner curbstone.

Item 4—440 linear feet old curb redressed.

Item 5—10 square feet concrete sidewalk, Class A.

Item 6a—10 linear feet temporary headerstone.

Item 7—280 cubic yards concrete.

Item 8—1,420 square yards sheet asphalt pavement in approaches.

Item 10—4 sewer manhole heads and covers, complete.

Item 11—1 cover for sewer manhole.

Item 11a—1 ring for sewer manhole.

Item 12—3 cubic yards brick masonry.

Item 13—1 water manhole head and cover, complete.

Item 14—60 linear feet platform flag, cut to line.

The time allowed for the full completion of the work will be sixteen (16) consecutive working days.

The amount of security required will be \$1,200, and the amount of deposit accompanying the bid shall be five (5%) per cent. of the amount of security.

The bidder must deposit with the Borough President, on or before the time of making his bid, samples and affidavit, or the letter in regard to samples and affidavit, as required by the specifications.

NO. 5, TO REGULATE AND REPAVE THE ROADWAY OF 123RD ST. FROM 3D AVE. TO LENINGTON AVE., WITH SHEET ASPHALT ON A CONCRETE FOUNDATION, FROM CURB TO RAIL, AND DO ALL NECESSARY WORK INCIDENTAL THERETO.

The Engineer's estimate of the amount of work to be done is as follows:

Item 3—25 cubic yards concrete.

Item 8a—3,050 square yards sheet asphalt pavement.

Item 8b—1,500 square yards old stone blocks to be relaid.

The time allowed for the full completion of the work will be fifty (50) consecutive working days.

The amount of security required will be \$10,600 and the amount of deposit accompanying the bid will be five per cent. (5%) of the amount of security.

Bidders must deposit with the Borough President, on or before the time of making his bid, samples and affidavit, or the letter in regard to samples and affidavit, as required by the specifications.

NO. 6, TO REGULATE AND REPAVE THE ROADWAY OF 128TH ST. FROM 128TH ST. TO 136TH ST. WITH SHEET ASPHALT ON A CONCRETE FOUNDATION, THE ROADWAY OF 128TH ST. FROM 5TH AVE. TO EDGEWORTH AVE., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the amount of work to be done is as follows:

Item 3—3,020 linear feet new 5" bluestone curbstone.

Item 4—1,430 linear feet old curb, redressed.

Item 5—10 square feet concrete sidewalk, Class A.

Item 6a—10 linear feet temporary headerstone.

Item 7—1,760 cubic yards concrete.

Item 8—8,920 square yards sheet asphalt pavement.

Item 9—80 square yards sheet asphalt pavement in approaches.

Item 10—11 sewer manhole heads and covers, complete.

Item 11—2 covers for sewer manholes.

Item 11a—2 rings for sewer manholes.

Item 12—3 cubic yards brick masonry.

Item 13—4 water manhole heads and covers, complete.

Item 14—1,780 linear feet platform flag, cut to line.

The time allowed for the full completion of the work will be twenty (20) consecutive working days.

The amount of security required will be \$1,500, and the amount of deposit accompanying the bid shall be five (5%) per cent. of the amount of security.

The bidder must deposit with the Borough President, on or before the time of making his bid, samples and affidavit, or the letter in regard to samples and affidavit, as required by the specifications.

NO. 7, TO REGULATE AND REPAVE THE ROADWAY OF 5TH AVE., FROM 135TH ST. TO 137TH ST., WITH GRANITE BLOCK PAVEMENT ON A CONCRETE FOUNDATION, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the amount of work to be done is as follows:

Item 3—200 linear feet new 5" bluestone curbstone.

Item 4—370 linear feet new 6" granite corner curbstone.

Item 5—100 linear feet old curb redressed.

Item 6a—100 linear feet concrete sidewalk, Class A.

Item 6b—100 linear feet temporary headerstone.

Item 7—270 square yards granite block pavement.

Item 8—10,700 square yards sheet asphalt outside railroad area.

Item 10—6 sewer manhole heads and covers, complete.

Item 11—2 covers for sewer manholes.

Item 11a—2 rings for sewer manholes.

Item 12—3 cubic yards brick masonry.

Item 13—4 water manhole heads and covers, complete.

Item 14—10 linear feet platform flag, cut to line.

Item 15—5,300 square yards old stone block pavement to be relaid.

Item 7a—23 cubic yards concrete.

Item 8a—1,550 square yards sheet asphalt pavement.

Item 8b—770 square yards old stone block pavement to be relaid.

The time allowed for the full completion of the work will be thirty-five (35) consecutive working days.

The amount of security required will be \$5,000, and the amount of deposit accompanying bid shall be five per cent. (5%) of the amount of security.

The bidder must deposit with the Borough President, on or before the time of making his bid, samples and affidavit, or the letter in regard to samples and affidavit, as required by the specifications.

NO. 8, TO REGULATE AND REPAVE THE ROADWAY OF AVENUE D, FROM HOUSTON ST. TO 5TH ST., WITH WOOD BLOCK PAVEMENT ON A CONCRETE FOUNDATION, FROM CURB TO RAIL, AND DO ALL NECESSARY WORK INCIDENTAL THERETO.

Blank forms of proposals for bids or estimates, copies of the contract in the form approved by the Corporation Counsel, and forms of bids or estimates may be obtained on application at the Main Office of the Department of Street Cleaning, Room 124, Municipal Building, Manhattan. Bids on any other forms will not be considered. J. T. PERTHORSTON, Commissioner. Dated, March 20, 1917. m23,a3
See General Instructions to Bidders on last page, last column, of the "City Record."

DEPARTMENT OF PARKS.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Park Board at the office of the Department of Parks, Municipal Building, Manhattan, until 3 p.m. on

THURSDAY, APRIL 5, 1917,
Borough of Brooklyn.

FOR FURNISHING ALL LABOR AND MATERIALS NECESSARY OR REQUIRED FOR THE IMPROVEMENT OF EASTERN PARKWAY EXTENSION BETWEEN RALPH AVE. AND BUSHWICK AVE., BOROUGH OF BROOKLYN, COMPRISING REGULATING AND GRADING, REMOVAL OF OLD SHEET ASPHALT, PAVEMENT AND CONCRETE FOUNDATION, CONSTRUCTION OF ASPHALTIC CONCRETE PAVEMENT UPON CONCRETE FOUNDATION, SETTING AND LAYING CEMENT SIDEWALKS AND THE CONSTRUCTION OF MALLS ALONG CENTER OF EXISTING PARKWAY, TOGETHER WITH ALL WORK INCIDENTAL THERETO, WITH THE AMOUNT OF SECURITY REQUIRED IS Forty Thousand Dollars (\$40,000).

The time allowed to complete the work will be one hundred (100) consecutive working days. Certified check or cash in the sum of Two Thousand Dollars (\$2,000) must accompany bid.

Blank forms and other information may be obtained at the office of the Department of Parks, Brooklyn, Litchfield Market, Prospect Park West and 5th st., Prospect Park, Brooklyn. The bid will be compared and the contract awarded at a lump or aggregate sum.

CAROT WARD, President; RAYMOND V. INGERSOLL, THOMAS W. WHITTLE, JOHN E. WEIER, Commissioners of Parks. m23,a5
See General Instructions to Bidders on last page, last column, of the "City Record."

PUBLIC SERVICE COMMISSION.

Invitation to Contractors.

For the Station Finish Work for Part of the Seventh Avenue-Lexington Avenue Rapid Transit Railroad.

SEALED BIDS OR PROPOSALS FOR THE construction of station finish for three (3) stations on the Seventh Avenue-Lexington Avenue Rapid Transit Railroad, in the Borough of Manhattan, will be received by the Public Service Commission for the First District (hereinafter called the "Commission") on behalf of the City of New York at the office of the Commission at No. 120 Broadway, Borough of Manhattan, New York City, until the 10th day of April, 1917, at eleven thirty (11:30) o'clock a.m., at which time and place, or at a later date to be fixed by the Commission, the proposals will be publicly opened.

The stations for which said station finish is to be provided are three (3) stations on that part of the Seventh Avenue-Lexington Avenue Rapid Transit Railroad beginning under Park pl. near the eastern building line of West Broadway and extending thence easterly under Park pl., the United States Post Office building and Beckman st. to a point near William st., curving thence southerly under private property into William st., and easterly under Hanover square to a point about opposite the Hanover building line of Pearl st.

The work to be done will also include other finish work along the line of the Railroad. The Contractor must complete all work within six (6) months from the delivery of the contract, except as otherwise provided in the form of contract.

A fuller description of the work and other requirements, provisions and specifications are given in the Information for Contractors and in the form of contract, contract drawings, bond and Contractor's Proposal, which are to be deemed a part of this invitation and copies of which may be inspected and purchased at said office of the Commission.

The receipt of bids will be subject to the requirements specified in said Information for Contractors.

New York, March 28, 1917.

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT, By OSCAR S. STRAUSS, Chairman.

JAMES B. WALKER, Secretary. m30,a18

DEPARTMENT OF HEALTH.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Board of Health of the Department of Health, Centre and Walker sts., Manhattan, until 10.30 a.m. on

WEDNESDAY, APRIL 11, 1917,

FOR FURNISHING ALL LABOR AND MATERIALS NECESSARY OR REQUIRED TO FURNISH AND INSTALL, TOGETHER WITH ALL NECESSARY OPERATIONS, AND OTHER WORK INCIDENTAL THERETO, IN THE KITCHEN BUILDING AT KINGSTON AVENUE HOSPITAL, KINGSTON AVE., BOROUGH OF BROOKLYN, CITY OF NEW YORK, THE FOLLOWING:

A. Kitchen Equipment and Platform Scale.

D. Electric Dumb Waiter.

The time for the completion of the work and the full performance of the contract will be ninety (90) consecutive working days.

No bond will be required with the bid, but will be required upon awarding of the contract, in an amount equal to one per cent. of the contract.

The bid, however, must be accompanied by a deposit of an amount of not less than 2½ per cent. of the amount of the bid.

Bids will be compared and the contract awarded to the lowest bidder on each item.

Plans may be seen and blank forms for the above work and further information may be obtained at the office of the Chief Clerk of the Department of Health, Centre and Walker sts., Manhattan.

HAVEN EMERSON, M. D., President; AT-

FRED E. SHIPLEY, M. D., Secretary.

Dated, March 30, 1917. m30,a11
See General Instructions to Bidders on last page, last column, of the "City Record."

MEADOWS LOCATED IN THE COLLEGE POINT SECTION WITHIN THE BOROUGH OF QUEENS, IN THE CITY OF NEW YORK. The time for the completion of the work and the full performance of the contract will be sixty (60) consecutive working days.

No bond will be required with the bid, but will be required upon awarding of the contract in an amount equal to 30 per cent. of the contract.

The bid, however, must be accompanied by a deposit of an amount of not less than 2½ per cent. of the amount of the bid.

Bids will be compared and the contract awarded to the lowest bidder on the entire contract.

Plans may be seen and blank forms for the above work and further information may be obtained at the office of the Chief Clerk of the Department of Health, Centre and Walker sts., Manhattan.

HAVEN EMERSON, M. D., President; AT-

FRED E. SHIPLEY, M. D., Secretary.

Dated, March 23, 1917. m23,a4
See General Instructions to Bidders on last page, last column, of the "City Record."

SEALED BIDS WILL BE RECEIVED BY the Board of Health of the Department of Health, Centre and Walker sts., Manhattan, until 10.30 a.m. on

WEDNESDAY, APRIL 4, 1917,

FOR FURNISHING ALL LABOR AND MATERIALS NECESSARY OR REQUIRED TO ERECT AND COMPLETE, TOGETHER WITH ALL NECESSARY OPERATIONS, AND OTHER WORK INCIDENTAL THERETO, KITCHEN FIXTURES IN THE MEDICAL STAFF HOUSE ON THE GROUNDS OF THE WILLARD PARKER HOSPITAL, AT THE FOOT OF E. 16TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

The time for the completion of the work and the full performance of the contract will be forty (40) consecutive working days.

No bond will be required with the bid, but will be required upon awarding of the contract in an amount equal to 50 per cent. of the contract.

The bid, however, must be accompanied by a deposit of an amount of not less than 2½ per cent. of the amount of the bid.

Bids will be compared and the contract awarded to the lowest bidder on the entire contract.

Plans may be seen and blank forms for the above work and further information may be obtained at the office of the Chief Clerk of the Department of Health, Centre and Walker sts., Manhattan.

HAVEN EMERSON, M. D., President; AT-

FRED E. SHIPLEY, M. D., Secretary.

Dated, March 23, 1917. m23,a4
See General Instructions to Bidders on last page, last column, of the "City Record."

SEALED BIDS WILL BE RECEIVED BY the Board of Health of the Department of Health, Centre and Walker sts., Manhattan, until 10.30 a.m. on

FRIDAY, MARCH 30, 1917,

FOR FURNISHING AND DELIVERING, AS REQUIRED, FRESH FISH AND CLAMS TO THE HOSPITALS, DAY CAMPS AND THE MUNICIPAL SANATORIUM OF THE DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK FROM APRIL 1 TO DEC. 31, 1917.

The time for the performance of the contract is to April 1 to Dec. 31, 1917.

The amount of security required is thirty (30) per cent. of the contract amount awarded.

No bid will be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half (1½) per cent. of the total amount of the bid.

The bidder will state the price per unit, as called for in the schedules of quantities and prices, 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, if made, to the lowest bidder on each class, as stated in the schedules.

Bids must be submitted in duplicate, each copy in a separate envelope. No bid will be accepted unless the condition is complied with.

Blank forms and further information may be obtained at the office of the Chief Clerk of the Department of Health, Centre and Walker sts., Manhattan.

HAVEN EMERSON, M. D., President; AT-

FRED E. SHIPLEY, M. D., Secretary.

Dated, March 19, 1917. m19,a30
See General Instructions to Bidders on last page, last column, of the "City Record."

SEALED BIDS WILL BE RECEIVED BY the Board of Health of the Department of Health, Centre and Walker sts., Manhattan, until 10.30 a.m. on

FRIDAY, MARCH 30, 1917,

FOR FURNISHING AND DELIVERING, AS REQUIRED, FRESH FISH AND CLAMS TO THE HOSPITALS, DAY CAMPS AND THE MUNICIPAL SANATORIUM OF THE DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK FROM APRIL 1 TO DEC. 31, 1917.

The time allowed to complete the work will be sixty (60) consecutive calendar days.

The security required will be Twenty-five Hundred Dollars (\$2,500) on Section I and Fifteen Hundred Dollars (\$1,500) on Section II.

Bids will be received for each section singly, or for all sections, but in comparing the bids for each section will be compared separately and the contract awarded by sections to the lowest formal bidder.

Blank forms of bid, proposals and contract, including specifications, approved as to form by the Corporation Counsel, can be obtained at Room 2351, Municipal Building, Manhattan.

WILLIAM WILLIAMS, Commissioner.

Dated, March 20, 1917. m20,a29
See General Instructions to Bidders on last page, last column, of the "City Record."

SEALED BIDS WILL BE RECEIVED BY the Board of Health of the Department of Health, Centre and Walker sts., Manhattan, until 10.30 a.m. on

WEDNESDAY, APRIL 11, 1917,

FOR FURNISHING ALL LABOR AND MATERIALS NECESSARY OR REQUIRED TO FURNISH AND INSTALL, TOGETHER WITH ALL NECESSARY OPERATIONS, AND OTHER WORK INCIDENTAL THERETO, IN THE KITCHEN BUILDING AT KINGSTON AVENUE HOSPITAL, KINGSTON AVE., BOROUGH OF BROOKLYN, CITY OF NEW YORK, THE FOLLOWING:

A. Kitchen Equipment and Platform Scale.

D. Electric Dumb Waiter.

The time for the completion of the work and the full performance of the contract will be ninety (90) consecutive working days.

No bond will be required with the bid, but will be required upon awarding of the contract, in an amount equal to one per cent. of the contract.

The bid, however, must be accompanied by a deposit of an amount of not less than 2½ per cent. of the amount of the bid.

Bids will be compared and the contract awarded to the lowest bidder on each item.

Plans may be seen and blank forms for the above work and further information may be obtained at the office of the Chief Clerk of the Department of Health, Centre and Walker sts., Manhattan.

HAVEN EMERSON, M. D., President; AT-

FRED E. SHIPLEY, M. D., Secretary.

Dated, March 30, 1917. m30,a11
See General Instructions to Bidders on last page, last column, of the "City Record."

SEALED BIDS WILL BE RECEIVED BY the Board of Health of the Department of Health, Centre and Walker sts., Manhattan, until 10.30 a.m. on

WEDNESDAY, APRIL 4, 1917,

FOR FURNISHING ALL THE LABOR, MATERIALS AND EQUIPMENT NECESSARY OR REQUIRED TO DITCH, DRAIN, FILL OR OTHERWISE IMPROVE CERTAIN AREAS IN THE SALT MARSHLANDS AND

2,230 square yards grade 1 granite pavement, with joint filler of tar, asphalt and sand.

7 square yards adjacent pavement to be relaid.

Time allowed, 30 consecutive working days.

Security required, \$3,600.

NO. 2, FOR REGULATING AND REPAVING, WITH PERMANENT ASPHALT PAVEMENT ON A 6-INCH CONCRETE FOUNDATION, THE ROADWAY OF FULTON ST. FROM HUDSON AVE. TO ASHLAND PL.

The Engineer's estimate is as follows:

200 linear feet old curbstone reset in concrete.

730 linear feet new curbstone set in concrete.

35 linear feet bluestone heading stones set in concrete.

20 linear feet granite heading stones set in concrete.

345 cubic yards concrete, outside railroad area.

1,455 square yards asphalt pavement, outside railroad area (5 years maintenance).

270 square yards asphalt pavement, within railroad area (no maintenance).

15 square yards adjacent pavement to be relaid.

1 new iron sewer basin head.

Time allowed, 30 consecutive working days.

Security required, \$1,600.

NO. 3, FOR REGULATING AND REPAVING, WITH PERMANENT ASPHALT PAVEMENT ON A 6-INCH CONCRETE FOUNDATION, THE ROADWAY OF GRENTE AVE. TO STUYVESANT AVE. TO REID AVE.

The Engineer's estimate is as follows:

70 linear feet old curbstone reset in concrete.

70 linear feet new curbstone set in concrete.

640 cubic yards concrete.

2,870 square yards asphalt pavement (5 years maintenance).

Time allowed, 30 consecutive working days.

Security required, \$2,500.

NO. 4, FOR REGULATING, GRADING, CURING AND PAVING, WITH PERMANENT 1 GRANITE PAVEMENT ON A 6-INCH CONCRETE FOUNDATION, THE ROADWAY OF RUSSELL ST. FROM NORMAN AVE. TO MESEROLE AVE. THE BLOCKS USED ON THIS CONTRACT SHALL BE NEW GRANITE BLOCKS.

The Engineer's estimate is as follows:

2,280 cubic yards excavation to subgrade.

10 cubic yards filling (not to be bid for).

1,340 linear feet new curbstone set in concrete.

70 linear feet granite heading stones set in concrete.

357 cubic yards concrete.

2,140 square

The time allowed for the performance of the contract is on or before April 27, 1917.

The amount of security required for the performance of the contract is thirty per cent. (30%) of the amount of the bid.

No bid will be considered unless it is accompanied by a deposit, which shall be in the form of money or 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 corporate stock or other certificates of indebtedness of any nature issued by The City of New York and approved by the Comptroller as of equal value with the security required. Such deposit shall be in an amount not less than one and one-half per cent. (1 1/2%) of the total amount of the bid.

The bidder will state the price, per unit, as called for in the schedule of quantities and prices, by which the bids will be tested. The extensions must be made, as the bids will be read from the total and award, if made, will be to the lowest bidder for the entire contract.

Bids must be submitted in duplicate. Blank forms and further information may be obtained at the office of the Fire Department, 11th floor, Municipal Building, Manhattan.

ROBERT ADAMSON, Fire Commissioner, m27,a7

See General Instructions to Bidders on last page, last column, of the "City Record."

SEALED BIDS WILL BE RECEIVED BY the Fire Commissioner at his office, 11th floor, Municipal Building, until 10:30 a. m. on

WEDNESDAY, APRIL 4, 1917.

FOR FURNISHING AND INSTALLING ONE (1) ROPE LIFE NET.

The time allowed for the performance of the contract is thirty (30) consecutive calendar days.

The amount of security required for the performance of the contract is thirty per cent. (30%) of the amount of the bid.

No bid will be considered unless it is accompanied by a deposit, which shall be in the form of money or 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 corporate stock or other certificates of indebtedness of any nature issued by The City of New York and approved by the Comptroller as of equal value with the security required. Such deposit shall be in an amount not less than one and one-half per cent. (1 1/2%) of the total amount of the bid.

The bidder will state the price for furnishing and installing the rope life net.

Award, if made, will be to the lowest bidder for the entire contract.

Bids must be submitted in duplicate. Blank forms and further information may be obtained at the office of the Fire Department, 11th floor, Municipal Building, Manhattan.

ROBERT ADAMSON, Fire Commissioner, m24,a4

See General Instructions to Bidders on last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Department of Public Charities, 10th floor, Municipal Building, Manhattan, until 10:30 a. m. on

WEDNESDAY, APRIL 4, 1917.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR THE INSTALLATION OF FIRE SIGNAL SYSTEMS IN VARIOUS GROUPS OF BUILDINGS UNDER THE JURISDICTION OF THE DEPARTMENT OF PUBLIC CHARITIES.

The time allowed for the completion of the work and full performance of each contract is sixty (60) consecutive working days for each group.

The security required will be fifty per cent. of the amount of the bid accepted.

Certified check or cash in the sum of no less than two and one-half per cent. of the amount bid must accompany the bid.

The bidder shall state a separate price for each group described and specified, and awards will be made to the lowest bidder for each group.

Blank forms and further information may be obtained at the office of Porter and Himmelwright, Engineers, Fifth Avenue Building, Manhattan, where plans and specifications may be seen. JOHN A. KINGSBURY, Commissioner.

Dated, March 22, 1917. m23,a4

See General Instructions to Bidders on last page, last column, of the "City Record."

SEALED BIDS WILL BE RECEIVED BY the Department of Public Charities at the office of the Central Purchase Committee, Room 1220, Municipal Building, Manhattan, until 12:30 p. m. on

FRIDAY, MARCH 30, 1917.

FOR FURNISHING AND DELIVERING HOSPITAL SUPPLIES.

The time for the performance of the contract is on or before June 30, 1917.

The amount of security required is thirty (30) per cent. of the contract amount awarded.

No bid will be considered unless it is accompanied by a deposit. Such deposit shall be in an amount of less than one and one-half (1 1/2) per cent. of the total amount of the bid.

The bidder will state the price, per unit, as called for in the schedules of quantities and prices, 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, if made, made to the lowest bidder on each item or class, as stated in the schedules.

Bids must be submitted in duplicate, each copy in separate envelope. No bid will be accepted unless this provision is complied with.

Blank forms and further information may be obtained at the office of the Central Purchase Committee, 12th floor, Municipal Building, Manhattan.

DEPARTMENT OF PUBLIC CHARITIES, JOHN A. KINGSBURY, Commissioner. m20,30

See General Instructions to Bidders on last page, last column, of the "City Record," except for the address of the office for receiving and opening bids.

BOROUGH OF RICHMOND.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the President of the Borough of Richmond at Borough Hall, St. George, New Brighton, S. I., until 12 noon on

MONDAY, APRIL 9, 1917.

Borough of Richmond.

NO. 1. FOR THE REPAVING OF AMBOY RD. NORTH FROM HUGUENOT CROSSING, BOROUGH OF RICHMOND, TOGETHER WITH ALL WORK INCIDENTAL THERETO. (SPECIFICATION A.)

The Engineer's estimate of the quantity and quality of the materials, and the nature and extent, as near as possible, of the work required, is as follows:

23,940 square yards of bituminous concrete pavement, complete.

4,615 cubic yards of concrete foundation and edging.

27,230 square yards of excavation.

5 cubic yards of reinforced concrete for culverts.

400 square feet of expanded metal No. 3-9-35, in place.

10 linear feet of culvert pipe, relaid.

The time for the completion of the work and the full performance of the contract is eighty (80) consecutive working days.

The amount of security required for the performance of the contract is Thirty Thousand Dollars (\$30,000), and the amount of deposit accompanying the bid shall be five (5) per cent. of the amount of security.

NO. 2. FOR THE REPAVING OF AMBOY RD., NORTH FROM HUGUENOT CROSSING, BOROUGH OF RICHMOND, TOGETHER WITH ALL WORK INCIDENTAL THERETO (SPECIFICATION B.)

The Engineer's estimate of the quantity and quality of the materials, and the nature and extent, as near as possible, of the work required, is as follows:

25,940 square yards of bituminous concrete pavement, complete.

4,615 cubic yards of concrete foundation and edging.

27,230 square yards of excavation.

5 cubic yards of reinforced concrete for culverts.

400 square feet of expanded metal, No. 3-9-35, in place.

10 linear feet of culvert pipe relaid.

The time for the completion of the work and the full performance of the contract is eighty (80) consecutive working days.

The amount of security required for the performance of the contract is Thirty Thousand Dollars (\$30,000), and the amount of deposit accompanying the bid shall be five (5) per cent. of the amount of security.

The bidder shall state the price of each item contained in the Engineer's estimate.

The bids will be compared and the contract awarded at a lump or aggregate sum.

Bidders are requested to make their bids or estimates upon the blank form prepared by the President, a copy of which, with the proper envelope in which to enclose the bid, can be obtained upon application thereto at the office of the Engineer, Bureau of Engineering, Borough Hall, St. George, S. I., where plans and the contract, including the specifications, in the form approved by the Corporation Counsel, may be seen and other information obtained.

CALVIN D. VAN NAME, President.

Dated, March 26, 1917. m29,a9

See General Instructions to Bidders on last page, last column, of the "City Record."

SEALED BIDS WILL BE RECEIVED BY the President of the Borough of Richmond at Borough Hall, St. George, New Brighton, S. I., until 12 noon on

WEDNESDAY, APRIL 4, 1917,

FOR FURNISHING AND DELIVERING 120,000 GALLONS OF BITUMINOUS MATERIAL FOR ROAD SURFACING.

The time for the completion of the work and the full performance of the contract is before Nov. 15, 1917.

The amount of security required is 30 per cent. of total amount for which contract is awarded.

NO. 2. FOR FURNISHING AND DELIVERING 120,000 GALLONS OF BITUMINOUS MATERIAL FOR ROAD SURFACING.

The time for the completion of the work and the full performance of the contract is before Nov. 15, 1917.

The amount of security required is 30 per cent. of total amount for which contract is awarded.

NO. 3. FOR FURNISHING AND DELIVERING 100,000 GALLONS ASPHALTIC ROAD OIL FOR ROAD SURFACING.

The time for the completion of the work and the full performance of the contract is before Nov. 15, 1917.

The amount of security required is 30 per cent. of total amount for which contract is awarded.

NO. 4. FOR FURNISHING AND DELIVERING 100,000 GALLONS OF ASPHALT ROAD OIL FOR ROAD SURFACING.

The time for the completion of the work and the full performance of the contract is before Nov. 15, 1917.

The amount of security required is 30 per cent. of total amount for which contract is awarded.

NO. 5. FOR FURNISHING AND DELIVERING 100,000 GALLONS OF LIQUID ASPHALT FOR ROAD SURFACING.

The time for the completion of the work and the full performance of the contract is before Nov. 15, 1917.

The amount of security required is 30 per cent. of total amount for which contract is awarded.

The contracts must be bid for separately, and the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Bidders are requested to make their bids or estimates upon the blank form prepared by the President, a copy of which, with the proper envelope in which to enclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application thereto at the office of the said President. The plans and drawings may be seen and other information obtained at the office of the Commissioner of Public Works of the Borough of Richmond, Borough Hall, New Brighton, Borough of Richmond.

m23,a3 CALVIN D. VAN NAME, President.

See General Instructions to Bidders on last page, last column, of the "City Record."

SEALED BIDS WILL BE RECEIVED BY the President of the Borough of Richmond at Borough Hall, St. George, New Brighton, S. I., until 12 noon on

FRIDAY, APRIL 6, 1917,

Borough of Richmond.

FOR REGULATING, GRADING AND PAVING NEW YORK AVE. FROM A POINT 280.3 FEET EAST OF THE EAST HOUSE LINE OF NEW YORK PL. TO A POINT 803.7 FEET WEST OF THE NORTHWEST CORNER OF MANOR ROAD, ETC., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantity and quality of the materials, and the nature and extent, as near as possible, of the work required is as follows:

700 square yards of bituminous macadam pavement, with one year maintenance.

120 square yards of vitrified brick pavement, including sand bed and laid with cement grout joints, with one year maintenance.

523 linear feet of cement curb, with steel guard, constructed.

1,600 cubic yards excavation.

1,625 square feet of cement sidewalk, furnished and laid.

20 cubic yards of concrete foundation.

50 linear feet of 6-inch vitrified pipe, furnished and laid.

50 linear feet of 4-inch vitrified pipe, furnished and laid.

1,648 inch Y pipe, furnished and placed.

The time for the completion of the work and the full performance of the contract is twenty (20) working days.

The amount of security required for the performance of the contract is Nine Hundred Dollars (\$900), and the amount of deposit accompanying the bid shall be five per cent. (5%) of the amount of security.

The bidder shall state the price of each item contained in the Engineer's estimate.

The bids will be compared and the contract awarded at a lump or aggregate sum.

Bidders are requested to make their bids or estimates upon the blank form prepared by the President, a copy of which, with the proper envelope in which to enclose the bid, can be obtained upon application thereto at the office of the Engineer, Bureau of Engineering, Borough Hall, St. George, S. I., where plans and the contract, including the specifications, in the form approved by the Corporation Counsel, may be seen and other information obtained.

CALVIN D. VAN NAME, President.

Dated, March 8, 1917. m28,a7

See General Instructions to Bidders on last page, last column, of the "City Record."

DEPARTMENT OF CORRECTION.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Department of Correction at the office of the Central Purchase Committee, Room 1220, Municipal Building, Manhattan, until 10:30 a. m. on

SATURDAY, APRIL 7, 1917,

FOR FURNISHING AND DELIVERING CEMENT.

The time for the completion of the contract is on or before Dec. 31, 1917.

The amount of security required is thirty (30) per cent. of the contract amount awarded.

No bid will be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half (1 1/2%) of the total amount of the bid.

The bidder will state the price of each item contained in the Engineer's estimate.

The bids will be compared and the contract awarded at a lump or aggregate sum.

Bidders are requested to make their bids or estimates upon the blank form prepared by the President, a copy of which, with the proper envelope in which to enclose the bid, can be obtained upon application thereto at the office of the Engineer, Bureau of Engineering, Borough Hall, St. George, S. I., where plans and the contract, including the specifications, in the form approved by the Corporation Counsel, may be seen and other information obtained.

CALVIN D.

pany or rented or leased from any corporation, shall not be used or employed for any other purpose than the operation of automatic baseball scoreboards, and the Company binds itself not to lay, use, lease or operate wires for illegal purposes, nor to furnish service to premises used for illegal purposes.

Sixth—Should the Company lay or construct its own wires or other electrical conductors, the same shall be placed in ducts, conduits or subways maintained by the company or corporation having the control of the electrical subway system under the provisions of law, or in ducts, conduits or subways maintained by the City, should the City hereafter construct its own subway system or succeed to the rights of any company or corporation maintaining such system.

No cables, wires or other electrical conductors shall be run by the Company above the surface of any street or highway.

Seventh—The wires or other electrical conductors hereby authorized shall be constructed, maintained and operated subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided by the Charter of the City, and in strict compliance with all laws or ordinances or departmental rules or regulations now in force or hereafter enacted or adopted affecting the construction, maintenance or operation of wires or other electrical conductors.

No construction, reconstruction or repair of said wires or other electrical conductors or equipment within the streets shall be commenced until written permits have been obtained from the proper City officials. In any permit so issued, such officials may impose such conditions as a condition of the granting of the same, as are necessary for the purpose of protecting any structures in the streets and avenues and for the proper restoration of such streets and avenues over which such officials have jurisdiction, and the Company shall comply with such directions.

Eighth—During any work of construction, reconstruction or repair of the wires or other electrical conductors or equipment hereby authorized, the Company shall also, at its own cost and expense, protect any and all existing structures belonging to the City. All such work of construction, reconstruction or repair shall be done in the manner prescribed by the proper City officials.

The right and privilege hereby granted to construct, maintain and operate wires or other electrical conductors shall not be in preference or in hindrance to the right of the City to perform or carry on any public works, and should the said wires or other electrical conductors or equipment of the Company in any way interfere with the construction or maintenance of any public works, whether the same be done by the City directly or by a contractor for the City, the Company shall, at its own cost and expense, protect or move its wires or other electrical conductors or equipment in the manner directed by the City officials having jurisdiction over such public works.

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

Tenth—It is a condition of this contract that the Company shall bear the entire expense of all work undertaken by reason of this grant.

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

If, however, at any time preceding the date upon which this contract shall terminate, the Board shall so order, by resolution, and give notice to the Company, the Company shall, upon the termination of this contract, remove from the streets any and all of its wires or other electrical conductors and equipment constructed pursuant to this contract.

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

Thirteenth—Upon the application of any person, firm or corporation whose premises are located within a distance of one mile, in any direction from any central office maintained by the Company, and who or which shall agree, in writing, to accept and pay for such service for at least one (1) month, the Company shall extend, or obtain the extension of, wires or other electrical conductors to such premises and furnish service to such applicant at rates not exceeding those herein prescribed or hereinafter fixed by the Board, as herein provided.

Fourteenth—The rates to be charged by the Company for automatic baseball scoreboard service, which shall include the cost of installing and connecting the board, rental for the use of the board, and all service of any kind necessary for or incidental to the proper operation of the board, shall not exceed the following:

To subscribers making seasonal contracts, one hundred and eighty dollars (\$180) per board per season.

To subscribers making monthly contracts, thirty-five dollars (\$35) per board per month. The seasonal service shall at least include the period beginning April 15 and ending October 15 in each year, but neither such seasonal service nor the monthly service above specified shall include service in connection with the so-called "World's Series" of baseball games, which shall be deemed to be special service. For such special service the Company may charge to seasonal or monthly subscribers not to exceed five dollars (\$5) per board per day in addition to the seasonal or monthly rate, and to subscribers for such special services only, not to exceed twenty dollars (\$20) per board per day.

The Board shall have power to regulate the maximum and minimum rates for all services and the Company agrees to abide by such rates, provided that they be reasonable and fair.

Fifteenth—Should the Company fail to carry on its operations for any period of two (2) consecutive months between April 15 and October 15, in any year, the Board may forfeit the right and privilege hereby granted.

Sixteenth—Should the Company lay or construct its own wires, or other electrical conductors, in the ducts, conduits or subways of any company or corporation, or of the City, as herein provided, it shall file with the Board, not later than February 1 of each year, a map or plan upon which the wires or other electrical conductors

laid or constructed during the year ending December 31 preceding shall be plainly indicated. The Company shall also file with the Department of Water Supply, Gas and Electricity, on or before the 10th day of each month, a map or plan plainly indicating the wires or other electrical conductors laid or constructed by it within the preceding month.

Seventeenth—The Company shall submit to the Board a report not later than February 1 of each year for the year ending December 31 next preceding, and at any other time upon request of the Board, which shall state:

1. The amount of stock issued, for cash, for property.
2. The amount paid in, as by last report.
3. The total amount of capital stock paid in.
4. The total debt as by last report.
5. The total amount of funded debt.
6. The floating debt as by last report.
7. The total amount of floating debt.
8. The total amount of funded and floating debt.
9. The average rate per annum of interest on funded debt.
10. The dividends paid during the year.
11. The total amount expended for same.
12. The names of the directors elected at the last meeting of the corporation held for such purpose.
13. The location, value and amount paid for real estate owned by the Company as by last report.
14. The location, value and amount paid for real estate now owned by the Company.
15. The dates when the operating season commenced and terminated; the number of days the service was in operation.
16. The total receipts of the Company—
 - (a) From subscribers furnished with seasonal service.
 - (b) From subscribers furnished with monthly service.
 - (c) From subscribers furnished with special service.
 - (d) From other source.
17. The total number of subscribers supplied with service—
 - (a) Under seasonal contracts.
 - (b) Under monthly contracts.
 - (c) Under contracts for special service, and the name and address of each subscriber, together with the period of time during which service was supplied and the rates charged to each. If service supplied from more than one central office of the Company, the subscribers from each central office shall be listed separately.
18. The number of wire circuits rented or leased by the Company from any corporation, the name of the corporation from whom such circuits were leased; the mileage of each circuit; the total mileage; the rental paid per mile and per circuit and the total rental paid.
19. If any wires or other electrical conductors are laid or constructed by the Company, the kind, number and length of such wires or conductors and the amount paid to the subway company as rental for the use of its ducts.
20. The amounts paid by the Company for damage to or loss of property, account of construction or operation.
21. The total expenses for operation, including salaries, and such other information in regard to the business of the Company as may be required by the Board.

With each annual report shall be submitted a copy of any lease or other agreement in effect during the year between the Company and any other company or corporation for the use of cables, wires, ducts, or conduits, and also a copy or copies (if more than one in use) of the service contract or contracts used by the Company.

Eighteenth—The Company shall at all times keep accurate books showing the amount of its gross annual receipts and, shall, on or before February 1 of each year, make a verified report to the Company for the year ending December 31 next preceding, from the security fund hereinabove provided for the collection of such liquidated damages shall be as follows:

Whenever the Board shall have knowledge of any such breach or violation on the part of the Company, the Board shall give notice to the Company, specifying the nature of such breach or violation and the amount of liquidated damages which it is proposed to collect therefor, and directing its President or other officer to appear before the Board on a certain day, not less than ten (10) days after the giving of such notice, to show cause why the Company should not be required to pay such liquidated damages as proposed for the collection of such liquidated damages shall be as follows:

The procedure for the collection of such liquidated damages shall be as follows:

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tendent, at Estimating Room, 9th floor, Hall of the Board of Education, Park ave., and 59th st., Manhattan, and also at Branch Office, Borough Hall, New Brighton, Richmond, C. B. J. SNYDER, Superintendent of School Buildings.

Dated, March 28, 1917.

^{m28.9} *See General Instructions to Bidders on last page, last column, of the "City Record."*

SEALED BIDS WILL BE RECEIVED BY the Superintendent of School Buildings at the office of the Department of Education, Park ave., and 59th st., Manhattan, until 11 a. m., on

MONDAY, APRIL 9, 1917,

Borough of Queens.

FOR FIRE PROTECTION WORK AT PUBLIC SCHOOLS, 1, 4, 24, 51, 56, 68, 82 AND PRIVATE HIGH SCHOOL, BOROUGH OF QUEENS.

The time allowed to complete the whole work on each school will be fifty-five (55) consecutive working days, as provided in the contract.

The amount of security required is as follows: P. S. 1, \$500; P. S. 4, \$800; P. S. 24, \$1,000; P. S. 51, \$100; P. S. 56, \$500; P. S. 68, \$1,000; P. S. 82, \$100; Bryant High School, \$400.

The deposit accompanying bid on each school shall be five per cent. of the amount of security. A separate bid must be submitted for each school and separate awards will be made thereon.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, 9th floor, Hall of the Board of Education, Park ave., and 59th st., Manhattan, and also at Branch office, 69 Broadway, Flushing, Queens.

C. B. J. SNYDER, Superintendent of School Buildings.

Dated, March 28, 1917.

^{m28.9} *See General Instructions to Bidders on last page, last column, of the "City Record."*

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Supplies, at the office of the Department of Education, Park ave., and 59th st., Manhattan, until 11 a. m., on

TUESDAY, APRIL 9, 1917,

FOR FURNISHING AND DELIVERING SUPPLIES DIRECT TO THE MULRAY HILL VOCATIONAL SCHOOL, 37TH AND 38TH STS., W. OF 210 AVE., BOROUGH OF MANHATTAN.

The time for the delivering of the articles, materials and supplies and the performance of the contract is by or before Dec. 31, 1917.

The amount of security required for the faithful performance of the contract is thirty per cent. (30%) of the amount of the bid or estimate.

No bid will be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half (1 1/2) per cent. of the total amount of the bid.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, dozen, gallon, yard, or other unit of measure, by which the bids will be tested. Award, if made, will be made to the lowest bidder on each item.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Bids must be submitted in duplicate, each in a separate envelope.

Blank forms and further information may be obtained at the office of the Superintendent of School supplies, Board of Education, Manhattan, Park ave., and 59th st., Manhattan.

A. L. BRASEFIELD, Deputy and Acting Superintendent of School Supplies.

Dated, March 28, 1917.

^{m22.9} *See General Instructions to Bidders on last page, last column, of the "City Record."*

SUPREME COURT—FIRST DEPARTMENT.

Filing Preliminary Abstracts.

In the Matter of the Application of The City of New York, relative to acquiring title wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of RIVERDALE AVENUE, from its junction with Spuyten Duyvil road, a point near 231st street to the northern boundary line of The City of New York, in the 24th Ward, Borough of The Bronx, City of New York, having an claim or demand on account therof, hereby required to file his claim, duly certified, describing the real property which the claimant owns or in which he is interested, and his post office address with the Clerk of the County of Bronx on or before the 6th day of April, 1917, and to the Corporation Counsel of The City of New York, at his office, Room 1557, 15th floor, Municipal Building, Borough of Manhattan, City of New York, on or before the 6th day of April, 1917, a copy of such certified claim.

D. N. NEW YORK, March 26, 1917.

LAMAR HARDY, Corporation Counsel, Municipal Building, Borough of Manhattan, City of New York.

^{m26.5}

In the Matter of the Application of The City of New York, relative to amending its application heretofore made and entitled "In the Matter of the Application of the Mayor, Aldermen and Commonalty of The City of New York, relative to acquiring title wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening CRESTON AVENUE," although not yet named by proper authority,

from Tremont avenue to Minerva place, as the same has been heretofore laid out and designated as a first class street or road in the 24th Ward of The City of New York," so as to empower the Commissioners of Estimate and Assessment heretofore appointed therein to award compensation for damages caused by the closing and discontinuance of MONROE AVENUE, MORRIS AVENUE, CAMERON PLACE (Elizabeth Street), AVENUE A, and AVENUE B, as said in New York, Borough of The Bronx, City of New York pursuant to Chapter 1006 of the Laws of 1895.

NOTICE IS HEREBY GIVEN TO ALL PERSONS interested in the above entitled proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That the undersigned, Commissioners of Estimate, have completed their estimate of damage, as to Damage Parcels Nos. 10 and 11, and that all persons interested in the proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified with their names at their office, Municipal Building, 15th floor, in the Borough of Manhattan, in The City of New York, on or before the 18th day of April, 1917, and that the said Commissioners will hear parties so objecting, and for that purpose will be in attendance at their said office on the 20th day of April, 1917, at 3 o'clock p. m.

Second—That the abstract of said estimate of damage, as to Damage Parcels Nos. 10 and 11, together with the damage maps and also all the affidavits, estimates, proofs and other documents used by the Commissioners of Estimate in making the same, has been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Municipal Building, 15th floor, in the Borough of Manhattan, in said City, there to remain until the 20th day of April, 1917.

Third—That, provided there be no objections filed to said abstract, the separate report as to awards made for Damage Parcels Nos. 10 and 11 shall stand adjourned to the date to be hereafter specified in the notice provided in such cases to be given in relation to filing the final reports, namely, on Section 1011 and 1013 of the Greater New York Charter.

Dated, New York, March 26, 1917.

EDWARD D. DOWLING, JOHN D. JONES, PHILLIP J. KEARNS, Commissioners of Estimate.

JOEL J. SQUIER, Clerk.

^{m29.14}

Notices to File Claims.

In the Matter of the Application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the real property

required for the opening and extending of LATTING STREET, from Fort Schuyler road to the bulkhead line of Westchester Creek, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN, THAT BY AN order of the Supreme Court of the State of New York, First Judicial District, dated March 21, 1917, and duly entered and filed in the office of the Clerk of the County of Bronx on March 21, 1917, the application of The City of New York, to have the compensation which should justly be made to the respective owners of the real property proposed to be taken in the above entitled proceeding ascertained and determined by the Supreme Court, without a jury, and the cost of such improvement assessed by the Court in accordance with the resolution adopted by the Board of Estimate and Apportionment on November 21, 1916, were granted.

NOTICE IS HEREBY FURTHER GIVEN, that, in pursuance of Section 1000 of the Greater New York Charter, as amended by Chapter 606 of the Laws of 1915, the map or survey of the land to be acquired in this proceeding has been duly filed in the office of the Clerk of the County of Bronx and each and every party and persons interested in the real property to be taken for the purpose of opening Latting street from Fort Schuyler road to the bulkhead line of Westchester Creek, in the 24th Ward, Borough of The Bronx, City of New York, having any claim or demand on account thereof, hereby required to file his claim, duly certified, describing the real property which the claimant owns or in which he is interested, and his post office address, with the Clerk of the County of Bronx on or before the 9th day of April, 1917, and to serve on the Corporation Counsel of The City of New York at his office, Room 1557, 15th floor, Municipal Building, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN, THAT BY AN

order of the Supreme Court of the State of New York, First Judicial District, dated March 16th, 1917, and duly entered and filed in the office of the Clerk of the County of Bronx on March 16, 1917, the application of The City of New York, to have the compensation which should justly be made to the respective owners of the real property proposed to be taken in the above entitled proceeding ascertained and determined by the Supreme Court without a jury, and the cost of such improvement assessed by the Court in accordance with the resolution adopted by the Board of Estimate and Apportionment on September 15, 1916, was granted.

NOTICE IS HEREBY FURTHER GIVEN, that, in pursuance of Section 1000 of the Greater New York Charter, as amended by Chapter 606 of the Laws of 1915, the map or survey of the land to be acquired in this proceeding has been duly filed in the office of the Clerk of the County of Bronx and each and every party and persons interested in the real property to be taken for the purpose of opening Latting street from Fort Schuyler road to the bulkhead line of Westchester Creek, in the 24th Ward, Borough of The Bronx, City of New York, having any claim or demand on account thereof, hereby required to file his claim, duly certified, describing the real property which the claimant owns or in which he is interested, and his post office address, with the Clerk of the County of Bronx on or before the 9th day of April, 1917, and to serve on the Corporation Counsel of The City of New York at his office, Room 1557, 15th floor, Municipal Building, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN, THAT BY AN

order of the Supreme Court of the State of New York, First Judicial District, dated March 21, 1917, and duly entered and filed in the office of the Clerk of the County of Bronx on March 21, 1917, the application of The City of New York, to have the compensation which should justly be made to the respective owners of the real property proposed to be taken in the above entitled proceeding ascertained and determined by the Supreme Court without a jury, and the cost of such improvement assessed by the Court in accordance with the resolution adopted by the Board of Estimate and Apportionment on November 21, 1916, was granted.

NOTICE IS HEREBY FURTHER GIVEN, that, in pursuance of Section 1000 of the Greater New York Charter, as amended by Chapter 606 of the Laws of 1915, the map or survey of the land to be acquired in this proceeding has been duly filed in the office of the Clerk of the County of Bronx and each and every party and persons interested in the real property to be taken for the purpose of opening Latting street from Fort Schuyler road to the bulkhead line of Westchester Creek, in the 24th Ward, Borough of The Bronx, City of New York, having any claim or demand on account thereof, hereby required to file his claim, duly certified, describing the real property which the claimant owns or in which he is interested, and his post office address, with the Clerk of the County of Bronx on or before the 9th day of April, 1917, and to serve on the Corporation Counsel of The City of New York at his office, Room 1557, 15th floor, Municipal Building, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN, THAT BY AN

order of the Supreme Court of the State of New York, First Judicial District, dated March 21, 1917, and duly entered and filed in the office of the Clerk of the County of Bronx on March 21, 1917, the application of The City of New York, to have the compensation which should justly be made to the respective owners of the real property proposed to be taken in the above entitled proceeding ascertained and determined by the Supreme Court without a jury, and the cost of such improvement assessed by the Court in accordance with the resolution adopted by the Board of Estimate and Apportionment on November 21, 1916, was granted.

NOTICE IS HEREBY FURTHER GIVEN, that, in pursuance of Section 1000 of the Greater New York Charter, as amended by Chapter 606 of the Laws of 1915, the map or survey of the land to be acquired in this proceeding has been duly filed in the office of the Clerk of the County of Bronx and each and every party and persons interested in the real property to be taken for the purpose of opening Latting street from Fort Schuyler road to the bulkhead line of Westchester Creek, in the 24th Ward, Borough of The Bronx, City of New York, having any claim or demand on account thereof, hereby required to file his claim, duly certified, describing the real property which the claimant owns or in which he is interested, and his post office address, with the Clerk of the County of Bronx on or before the 9th day of April, 1917, and to serve on the Corporation Counsel of The City of New York at his office, Room 1557, 15th floor, Municipal Building, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN, THAT BY AN

order of the Supreme Court of the State of New York, First Judicial District, dated March 21, 1917, and duly entered and filed in the office of the Clerk of the County of Bronx on March 21, 1917, the application of The City of New York, to have the compensation which should justly be made to the respective owners of the real property proposed to be taken in the above entitled proceeding ascertained and determined by the Supreme Court without a jury, and the cost of such improvement assessed by the Court in accordance with the resolution adopted by the Board of Estimate and Apportionment on November 21, 1916, was granted.

NOTICE IS HEREBY FURTHER GIVEN, that, in pursuance of Section 1000 of the Greater New York Charter, as amended by Chapter 606 of the Laws of 1915, the map or survey of the land to be acquired in this proceeding has been duly filed in the office of the Clerk of the County of Bronx and each and every party and persons interested in the real property to be taken for the purpose of opening Latting street from Fort Schuyler road to the bulkhead line of Westchester Creek, in the 24th Ward, Borough of The Bronx, City of New York, having any claim or demand on account thereof, hereby required to file his claim, duly certified, describing the real property which the claimant owns or in which he is interested, and his post office address, with the Clerk of the County of Bronx on or before the 9th day of April, 1917, and to serve on the Corporation Counsel of The City of New York at his office, Room 1557, 15th floor, Municipal Building, Borough of Manhattan, City of New York.

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order of the Supreme Court of the State of New York, First Judicial District, dated March 21, 1917, and duly entered and filed in the office of the Clerk of the County of Bronx on March 21, 1917, the application of The City of New York, to have the compensation which should justly be made to the respective owners of the real property proposed to be taken in the above entitled proceeding ascertained and determined by the Supreme Court without a jury, and the cost of such improvement assessed by the Court in accordance with the resolution adopted by the Board of Estimate and Apportionment on November 21, 1916, was granted.

NOTICE IS HEREBY FURTHER GIVEN, that, in pursuance of Section 1000 of the Greater New York Charter, as amended by Chapter 606 of the Laws of 1915, the map or survey of the land to be acquired in this proceeding has been duly filed in the office of the Clerk of the County of Bronx and each and every party and persons interested in the real property to be taken for the purpose of opening Latting street from Fort Schuyler road to the bulkhead line of Westchester Creek, in the 24th Ward, Borough of The Bronx, City of New York, having any claim or demand on account thereof, hereby required to file his claim, duly certified, describing the real property which the claimant owns or in which he is interested, and his post office address, with the Clerk of the County of Bronx on or before the 9th day of April, 1917, and to serve on the Corporation Counsel of The City of New York at his office, Room 1557, 15th floor, Municipal Building, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN, THAT BY AN

order of the Supreme Court of the State of New York, First Judicial District, dated March 21, 1917, and duly entered and filed in the office of the Clerk of the County of Bronx on March 21, 1917, the application of The City of New York, to have the compensation which should justly be made to the respective owners of the real property proposed to be taken in the above entitled proceeding ascertained and determined by the Supreme Court without a jury, and the cost of such improvement assessed by the Court in accordance with the resolution adopted by the Board of Estimate and Apportionment on November 21, 1916, was granted.

NOTICE IS HEREBY FURTHER GIVEN, that, in pursuance of Section 1000 of the Greater New York Charter, as amended by Chapter 606 of the Laws of 1915, the map or survey of the land to be acquired in this proceeding has been duly filed in the office of the Clerk of the County of Bronx and each and every party and persons interested in the real property to be taken for the purpose of opening Latting street from Fort Schuyler road to the bulkhead line of Westchester Creek, in the 24th Ward, Borough of The Bronx, City of New York, having any claim or demand on account thereof, hereby required to file his claim, duly certified, describing the real property which the claimant owns or in which he is interested, and his post office address, with the Clerk of the County of Bronx on or before the 9th day of April, 1917, and to serve on the Corporation Counsel of The City of New York at his office, Room 1557, 15th floor, Municipal Building, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN, THAT BY AN

order of the Supreme Court of the State of New York, First Judicial District, dated March 21, 1917, and duly entered and filed in the office of the Clerk of the County of Bronx on March 21, 1917, the application of The City of New York, to have the compensation which should justly be made to the respective owners of the real property proposed to be taken in the above entitled proceeding ascertained and determined by the Supreme Court without a jury, and the cost of such improvement assessed by the Court in accordance with the resolution adopted by the Board of Estimate and Apportionment on November 21, 1916, was granted.

NOTICE IS HEREBY FURTHER GIVEN, that, in pursuance of Section 1000 of the Greater New York Charter, as amended by Chapter 606 of the Laws of 1915, the map or survey of the land to be acquired in this proceeding has been duly filed in the office of the Clerk of the County of Bronx and each and every party and persons interested in the real property to be taken for the purpose of opening Latting street from Fort Schuyler road to the bulkhead line of Westchester Creek, in the 24th Ward, Borough of The Bronx, City of New York, having any claim or demand on account thereof, hereby required to file his claim, duly certified, describing the real property which the claimant owns or in which he is interested, and his post office address, with the Clerk of the County of Bronx on or before the 9th day of April, 1917, and to serve on the Corporation Counsel of The City of New York at his office, Room 1557, 15th floor, Municipal Building, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN, THAT BY AN

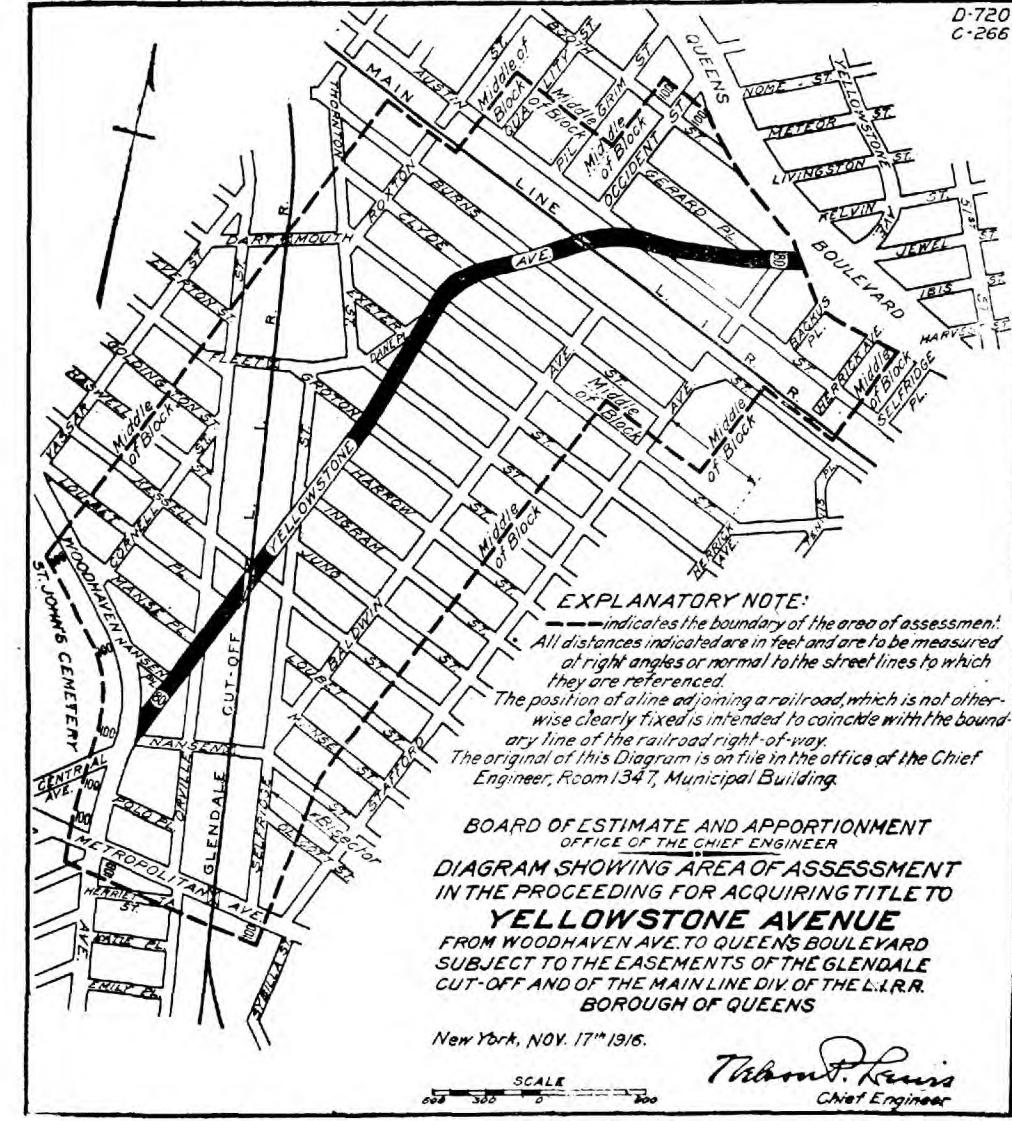
order of the Supreme Court of the State of New York, First Judicial District, dated March 21, 1917, and duly entered and filed in the office of the Clerk of the County of Bronx on March 21, 1917, the application

32' 48" for 505.32 feet along the southerly line of Yellowstone avenue; thence westerly, on the arc of a circle deflecting to the right and tangent to the preceding course, the radius of which is 732.46 feet, for 132.38 feet along the southerly line of Yellowstone avenue; thence westerly, on the arc of a circle deflecting to the left and tangent to the preceding course, the radius of which is 360.12 feet, for 235.10 feet along the southerly and easterly lines of Yellowstone avenue; thence southerly, tangent to the preceding course, for 273.57 feet along the easterly line of Yellowstone avenue to the northerly line of Burns street; thence southerly, deflecting to the right 0° 34' 0" for 74.17 feet along the easterly line of Yellowstone avenue to the southerly line of Burns street; thence southerly, deflecting to the right 3° 23' 12", for 132.38 feet along the easterly line of Yellowstone avenue; thence southerly on the arc of a circle deflecting to the left and tangent to the preceding course, the radius of which is 279.22 feet, for 221.52 feet along the easterly line of Yellowstone avenue; thence southerly, tangent to the preceding course, for 784.01 feet along the easterly line of Yellowstone avenue to the northerly line of Groton street; thence southerly, deflecting to the right 5° 38' 39" for 60.00 feet along the easterly line of Yellowstone avenue to the southerly line of Groton street; thence southerly, deflecting to the right for 2,246.78 feet along the easterly line of Yellowstone avenue to the easterly line of Woodhaven avenue—the point or place of beginning.

Yellowstone avenue, extending from Woodhaven avenue (Trotting Course Lane) to Queens Boulevard, in the 2nd Ward, Borough of Queens, City of New York, is laid down upon Section 44 of the Final Map of the Borough of Queens, approved by the Board of Estimate and Apportionment July 1, 1910, by the Mayor July 13, 1910, copies of which were filed at the office of the President of the Borough of Queens October 29, 1910, at the office of the County Clerk of Queens County at Jamaica October 29, 1910, and

at the office of the Corporation Counsel of the City of New York October 24, 1910; upon Section 43 of Final Map of the Borough of Queens, approved by the Board of Estimate and Apportionment June 17, 1910, by the Mayor June 24, 1910, copies of which were filed at the office of the President of the Borough of Queens October 29, 1910, at the office of the County Clerk of Queens County at Jamaica October 29, 1910, and at the office of the Corporation Counsel of the City of New York October 24, 1910; as the above maps are amended by Alteration Map No. 400, showing a change in the street system heretofore laid out within the territory bounded by Fleet street, Thornton street, Roxton street, Austin street, etc., etc., dated December 15, 1914, approved by the Board of Estimate and Apportionment March 27, 1914, by the Mayor April 10, 1914, copies of which were filed at the office of the President of the Borough of Queens July 27, 1914, at the office of the County Clerk of Queens County at Jamaica July 24, 1914, and at the office of the Corporation Counsel of the City of New York July 23, 1914, and by Alteration Map No. 445, showing a change in the Street System heretofore laid out within the territory bounded by Booth street, Queens Boulevard, Continental avenue, Austin street, etc., etc., Dated March 27, 1914, approved by the Board of Estimate and Apportionment May 28, 1914, by the Mayor June 13, 1914, copies of which were filed at the office of the President of the Borough of Queens October 19, 1914, at the office of the County Clerk of Queens County at Jamaica October 16th, 1914, and at the office of the Corporation Counsel of the City of New York on October 16, 1914.

The Board of Estimate and Apportionment, by a resolution adopted on the 8th day of December, 1916, determined that the whole cost and expense of this proceeding shall be assessed up to the property deemed to be benefited thereby and that the area of assessment for benefit in this proceeding be fixed and determined to be as shown in the following diagram:



Dated, New York, March 30, 1917.
LAMAR HARDY, Corporation Counsel, Mu-

nicipal Building, Borough of Manhattan, City of New York. m30,a10

Filing Final Reports.

In the Matter of the Application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands and premises required for the opening and extending of MILTON STREET, from Flushing avenue to Grand street, in the 2nd Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT THE final reports of the Commissioners of Estimate and of the Commissioner of Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, Second Judicial District, at a Special Term, or Trial Term, Part I, in the Queens County Court House, Long Island City, in the Borough of Queens, in The City of New York, on the 9th day of April, 1917, at 10 o'clock in the forenoon of that day; and that the said final reports have been deposited in the Office of the Clerk of the County of Queens, there to remain for and during the space of five days, as required by law.

Dated, New York, March 20, 1917.

EMILE F. RUTHEIMER, ALFRED C. BUCKMASTER, JOHN A. RAPELYE, Commissioners of Estimate; JOHN A. RAPELYE, Commissioner of Assessment; WALTER C. SHEPPARD, Clerk.

made and provided, the said Gaston F. Livett, Walter D. Clark and John Wagner will attend at a Special Term for the hearing of motions, held at Trial Term, Part I, of the Supreme Court of the State of New York, Second Judicial District, held in and for the County of Queens, at the County Court House in the Borough of Queens, in The City of New York, on the 10th day of April, 1917, at the opening of the Court on that day, or as soon thereafter as Counsel can be heard therein, for the purpose of being examined under oath by the Corporation Counsel of City of New York or by any other person having any interest in said proceeding, as to their qualification to act as such Commissioners.

Dated, March 29, 1917.

LAMAR HARDY, Corporation Counsel, Municipal Building, Borough of Manhattan, New York City. m29,a9

In the Matter of the Application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of DITMARS AVENUE, from 10th Street to Bowery Bay road to 43rd Street, in the First and Second Wards, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN ORDER of the Supreme Court of the State of New York, Second Judicial District, dated March 9, 1917, and duly entered and filed in the office of the Clerk of the County of Queens on March 14, 1917, Rawdon W. Kellogg was appointed Commissioner of Estimate and the Commissioner of Assessment in the above-entitled proceeding in the place and stead of Francis F. O'Neil, who is deceased.

NOTICE IS FURTHER GIVEN THAT, pursuant to the aforesaid order, the said Rawdon W. Kellogg will attend at Special Term for the hearing of motions, held at Trial Term, Part I, of the Supreme Court of the State of New York, Second Judicial District, held in and for the County of Queens, at the County Court House, in the Borough of Queens, in The City of New York, on the 2nd day of April, 1917, at the opening of the Court on that day, or as soon thereafter as Counsel can be heard therein, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any other person having any interest in the said proceeding, as to his qualifications to act as such Commissioner.

Dated, New York, March 21, 1917.

LAMAR HARDY, Corporation Counsel, Municipal Building, Borough of Manhattan, City of New York. m21,31

Hearings on Qualifications.

In the Matter of the Application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the real property required for the opening and extending of GLEANE STREET, from Baxter avenue to Kingsland avenue, and HAMPTON STREET, from Baxter avenue to Kingsland avenue, in the Second Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN ORDER of the Supreme Court of the State of New York, Second Judicial District, dated March 15, 1917, and duly entered and filed in the office of the Clerk of the County of Queens on March 23, 1917, Gaston F. Livett, Walter D. Clark and John Wagner, were appointed Commissioners of Estimate in the above-entitled proceeding, and that in and by the said order Gaston F. Livett was appointed the Commissioner of Assessment.

NOTICE IS HEREBY FURTHER GIVEN that, pursuant to the statutes in such cases

Filing Preliminary Abstracts.

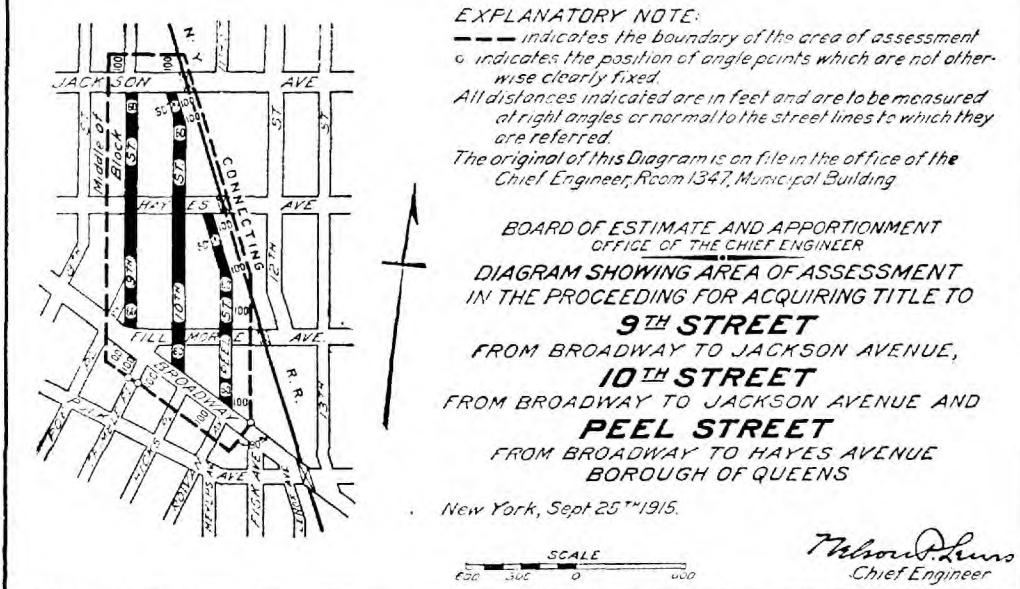
In the Matter of the Application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of NINTH STREET, from Broadway to Jackson avenue; NINTH STREET, from Broadway to Jackson avenue; and PEEL STREET, from Broadway to Hayes avenue, in the Second Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN TO ALL PERSONS interested in the above entitled proceeding, and to the owners, occupiers or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That the undersigned, Commissioners of Estimate, have completed their estimate of damage, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with him at his office in the Municipal Building, Court House Square, Long Island City, in the Borough of Queens, in The City of New York, on or before the 17th day of April, 1917, and that the said Commissioner will hear parties so objecting, and for that purpose will be in attendance at their said office on the 18th day of April, 1917, at 2 o'clock p.m.

Second—That the undersigned, Commissioner of Assessment, has completed his estimate of benefit and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with him at his office in the Municipal Building, Court House Square, Long Island City, in the Borough of Queens, in The City of New York, on or before the 17th day of April, 1917, and that the said Commissioner will hear parties so objecting, and for that purpose will be in attendance at their said office on the 19th day of April, 1917, at 2 o'clock p.m.

Third—That the Commissioner of Assessment has assessed any or all such lands, tenements and hereditaments and premises as are within the area of assessment fixed and prescribed by the Board of Estimate and Apportionment on the 22nd day of October, 1915, and that the said area of assessment includes all those lands, tenements and hereditaments and premises situated and being in the Borough of Queens, in The City of New York, which, taken together, are bounded as shown on the following diagram:



Fourth—That the abstracts of said estimate of damage and of said assessment for benefit, together with the damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by the Commissioners of Estimate and by the Commissioner of Assessment in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, in the Municipal Building, Court House Square, in the Borough of Queens, in said City, there to remain until the 19th day of April, 1917.

Fifth—That, provided there be no objections filed to either of said abstracts, the reports as to awards and as to assessments for benefit herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof for the hearing of motions, to be held in the County

Court House in the Borough of Brooklyn, in The City of New York, on the 13th day of June, 1917, at the opening of the Court on that day.

Sixth—In case, however, objections are filed to the foregoing abstracts of estimate and assessment, or to either of them, the motion to confirm the reports as to awards and as to assessments shall stand adjourned to the date to be hereafter specified in the notice provided in such cases to be given in relation to filing the final reports, pursuant to Sections 981 and 984 of the Greater New York Charter, as amended by Chapter 658 of the Laws of 1904.

Dated, New York, March 23, 1917.

JERRY H. HILBER, GEORGE W. POPEL, EMILE A. GUNTHNER, Commissioners of Estimate; GEORGE W. POPEL, Commissioner of Assessment.

WALTER C. SHEPPARD, Clerk. m28,a13

Filing Tentative Decree—Notice to File Claims.

In the Matter of Acquiring Title to NETCONG AVENUE, from Chichester avenue to Roccon street, in the Fourth Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN TO ALL PERSONS interested in the above entitled proceeding, as follows:

First—That the above named Court, after considering the testimony and proofs submitted on the trial of the above entitled proceeding, has completed its estimate of the compensation which should be made by The City of New York to the respective owners of the real property to be acquired in this proceeding, and has made an assessment of the value of the benefit and advantage of the improvement to the respective owners of the real property within the area of assessment for benefit herein, and that the tenta-

titive decree of said Court as to awards for damages and as to assessments for benefit was signed on the 16th day of March, 1917, by Hon. Joseph Callahan, Justice of the Supreme Court, presiding at the trial of the above entitled proceeding, and was filed with the Clerk of the County of Queens on the 30th day of March, 1917, for the inspection of whomsoever it may concern.

Second—That the said Court has assessed all the real property within the area of assessment fixed and prescribed as the area of assessment for benefit by the Board of Estimate and Apportionment on the 26th day of May, 1916, and that the said area of assessment includes the parcels of real property situated and being in the Borough of Queens, in The City of New York, which, taken together, are bounded and described as follows:

Bounded on the north by a line distant 108 feet northward from and parallel with the northwesterly line of Netcong street; the said distance being measured at right angles to Roccon street; on the east by a line bisecting the angle formed by the intersection of the prolongations of the easterly line of Netcong avenue and the westerly line of Liverpool street; on the south by a line distant 100 feet southerly from and parallel with the southerly line of Chichester avenue, the said distance being measured at right angles to Chichester avenue, and on the west by a line bisecting the angle formed by the intersection of the prolongations of the westerly line of Netcong avenue and the easterly line of Sanders place.

Third—That the City of New York and all other parties interested in such proceeding or in any of the real property affected thereby, having any objections thereto, shall file such objections in writing, duly verified, in the manner required by law for the verification of pleadings in an action, setting forth the real property owned by the objector, and his post office address, with the Clerk of the County of Queens on or before the 26th day of April, 1917, and parties other than the City of New York shall within the same time serve on the Corporation Counsel of The City of New York, at his office, Municipal Building, Court House Square, Long Island City, Borough of Queens, City of New York, a copy of such verified objections.

Fourth—That on the 28th day of April, 1917, at 10 o'clock in the forenoon of that day, or as soon thereafter as Counsel can be heard, the Corporation Counsel of The City of New York, at his office, Room 83, Franklin Trust Company Building, No. 166 Montague street, Borough of Brooklyn, City of New York, will apply to the Hon. Stephen Callahan, Justice of the Supreme Court who signed said tentative decree, at a Special Term of the Su-

preme Court to be held in the County Court House in the Borough of Queens, to fix a time when said Justice will hear the parties who will have filed objections to the said tentative decree.

Dated, New York, March 30, 1917.

LAMAR HARDY, Corporation Counsel, Municipal Building, Borough of Manhattan, New York City. m30,a16

In the Matter of the Application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of PARADE PLACE, from Parkside avenue to the south side of Woodruff avenue, in the 29th Ward, Borough of Brooklyn, City of New York.

NOTICE IS HEREBY GIVEN TO ALL PERSONS interested in the above entitled proceeding, as follows:

First—That the above named Court, after considering the testimony and proofs submitted on the trial of the above entitled proceeding, has completed its estimate of the compensation which should be made by The City of New York to the respective owners of the real property to be acquired in this proceeding, and has made an assessment of the value of the benefit and advantage of the improvement to the respective owners of the real property within the area fixed and prescribed as the area of assessment for benefit by the Board of Estimate and Apportionment on the 9th day of June, 1916, and that the tentative decree of said Court as to awards for damages and as to assessments for benefit was signed on the 21st day of March, 1917, by Honorable William J. Kelly, Justice of the Supreme Court, presiding at the trial of the above entitled proceeding, and was filed with the Clerk of the County of Kings on the 27th day of March, 1917, for the inspection of whomsoever it may concern.

Second—That the said Court has assessed all the real property within the area of assessment fixed and described as the area of assessment for benefit by the Board of Estimate and Apportionment on the 9th day of June, 1916, and that the said area of assessment includes the parcels of real property situated and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows:

"Beginning at the northeasterly corner of Parade place and Woodruff avenue; thence easterly along the northerly side of Woodruff avenue 200 feet; thence northerly and parallel with Parade place to the south line of Parkside avenue; thence easterly along the south side of Parkside avenue to a point 200 feet west of Parade place; thence southerly and parallel with Parade place to the north line of Woodruff avenue extended; thence easterly along the north line of Woodruff avenue extended, to the point or place of beginning."

Third—That the City of New York and all other parties interested in such proceeding or in any of the real property affected thereby, having any objections thereto, shall file such objections in writing, duly verified, in the manner required by law for the verification of pleadings in an action, setting forth the real property owned by the objector, and his post office address, with the Clerk of the County of Kings on or before the 16th day of April, 1917, and within the same time serve on the Corporation Counsel of The City of New York, at his office, Room 83, Franklin Trust Company Building, No. 166 Montague street, Borough of Brooklyn, City of New York, a copy of such verified objections.

Fourth—That on the 17th day of April, 1917,

the Peck Bushkill; on a curve to the right with a radius of 125.0 feet, 134.4 feet, N. 50° 06' E., 118.5 feet to a point in the southerly line of parcel No. 61; thence along the southerly, westerly and easterly lines of said parcel, N. 79° 16' W., 61.2 feet, N. 10° 39' E., 308.3 feet and N. 50° 57' E., 498.9 feet to the most southerly point of parcel No. 60; thence along the westerly line of said parcel and parcels Nos. 59, 58 and 57, crossing the line between the Counties of Greene and Ulster, which is also the line between the Towns of Lexington and Shandaken, and Aangle creek, N. 38° 13' W., 13,483.4 feet to the center of Milk creek, which point is the most easterly corner of parcel No. 56A; thence along the center line of said creek and the easterly line of said parcel, the following courses and distances: S. 1° 52' E., 99.4 feet and N. 85° 58' E., 945.5 feet to the northeast corner of said parcel No. 1, said point being in the center of Schoharie creek, and in the line between the Towns of Colesville and Gilboa; thence along the easterly line of said parcel, the center line of said creek and the said town line, the following courses and distances: S. 3° 32' E., 146.3 feet, S. 12° 04' E., 365.1 feet, S. 5° 19' W., 213.4 feet, S. 21° 04' W., 351.8 feet, S. 10° 39' W., 246.6 feet, S. 18° 26' W., 389.9 feet, S. 30° 09' W., 364.3 feet, S. 33° 23' W., 351.5 feet, S. 30° 28' W., 158.6 feet, S. 25° 15' W., 277.7 feet, S. 31° 33' W., 215.9 feet, S. 42° 07' W., 210.3 feet, S. 49° 00' W., 111.5 feet, S. 45° 00' W., 175.2 feet, S. 55° 59' W., 196.6 feet, S. 51° 45' W., 132.4 feet, S. 58° 57' W., 222.9 feet and S. 54° 07' W., 249.6 feet to the point or place of beginning.

The rights to be acquired by the City of New York in the above described real estate are as follows: The five in parcels Nos. 1, 2, 3, 4, 8, 9, 11, 13, 24, 30, 38, 50, 55, 61, 69 and 70, and the perpetual easement in parcels Nos. 5, 6, 7, 10, 12, 14-23, incl., 23A, 25-29, incl., 31-37, incl., 39-40, incl., 51-54, incl., 56, 56A, 57-60, incl., and 62-68, incl., made to the map, filed as reference in the offices of the county clerks of the Counties of Ulster, Greene, Delaware and Schoharie, for a more detailed description of the real estate and the right to be taken therein.

Dated, March 17, 1917.

LAMAR HARDY, Corporation Counsel, Office and P. O. address, Municipal Building, Chambers and Centre Streets, Borough of Manhattan, New York City.

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W., 317.7 feet, on a curve to the right with a radius of 548.3 feet, 365.2 feet, N. 26° 51' W., 83.8 feet and on a curve to the left with a radius of 1,553.6 feet, 92.6 feet, said point being the northwest corner of parcel No. 1; thence along the northerly line of said parcel, N. 86° 01' E., 1,418.2 feet, S. 57° 36' E., 120.2 feet, S. 1° 52' E., 99.4 feet and N. 85° 58' E., 945.5 feet to the northeast corner of said parcel No. 1, said point being in the center of Schoharie creek, and in the line between the Towns of Colesville and Gilboa; thence along the easterly line of said parcel, the center line of said creek and the said town line, the following courses and distances: S. 3° 32' E., 146.3 feet, S. 12° 04' E., 365.1 feet, S. 5° 19' W., 213.4 feet, S. 21° 04' W., 351.8 feet, S. 10° 39' W., 246.6 feet, S. 18° 26' W., 389.9 feet, S. 30° 09' W., 364.3 feet, S. 33° 23' W., 351.5 feet, S. 30° 28' W., 158.6 feet, S. 25° 15' W., 277.7 feet, S. 31° 33' W., 215.9 feet, S. 42° 07' W., 210.3 feet, S. 49° 00' W., 111.5 feet, S. 45° 00' W., 175.2 feet, S. 55° 59' W., 196.6 feet, S. 51° 45' W., 132.4 feet, S. 58° 57' W., 222.9 feet and S. 54° 07' W., 249.6 feet to the point or place of beginning.

The rights to be acquired by the City of New York in the above described real estate are as follows: The five in parcels Nos. 1, 2, 3, 4, 8, 9, 11, 13, 24, 30, 38, 50, 55, 61, 69 and 70, and the perpetual easement in parcels Nos. 5, 6, 7, 10, 12, 14-23, incl., 23A, 25-29, incl., 31-37, incl., 39-40, incl., 51-54, incl., 56, 56A, 57-60, incl., and 62-68, incl., made to the map, filed as reference in the offices of the county clerks of the Counties of Ulster, Greene, Delaware and Schoharie, for a more detailed description of the real estate and the right to be taken therein.

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NEW YORK SUPREME COURT-SCHOHARIE COUNTY.

SCHOHARIE RESERVOIR, SECTION 2.

In the Matter of the Application and Petition of the Board of Water Supply of the City of New York for the appointment of a commission under Chapter 724 of the Laws of 1905, as amended.

PUBLIC NOTICE IS HEREBY GIVEN THAT it is the intention of the Corporation Counsel of The City of New York to make application to the Supreme Court for the appointment of commissioners, under Chapter 724 of the Laws of 1905, as amended.

Such application is to be made at a Special Term of the said Court, to be held at the Court House in the City of Kingston, Ulster County, New York, on the 5th day of May, 1917, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard.

The object of this application is to obtain an order of the Court for the appointment of three commissioners of the Corporation Counsel of the County of Schoharie, as Commissioners of Appraisal to ascertain and appraise the compensation to be made to the owners and all persons interested in the real estate laid down on a certain map entitled:

"Board of Water Supply of the City of New York. Map of real estate situated in the Town of Gilboa, County of Schoharie and State of New York, as acquired by the City of New York under the provisions of chapter 24 of the Laws of 1905, as amended, for the construction of Schoharie reservoir and appurtenances in the vicinity of Gilboa."

which map was filed in the County Clerk's office, County of Schoharie, at Schoharie, N. Y., on the 19th day of March, 1917, and that said Commissioners of Appraisal shall also ascertain and determine and state separately the items of damage, if any, for such decrease in value as the owner of any real estate not taken or of any established business may be entitled by reason of Section 42, Chapter 724, of the Laws of 1905, as amended by Section 9, Chapter 314 of the Laws of 1906, an as also by Section 2, Chapter 527 of the Laws of 1916, provided that an agreement cannot be had with the Board of Water Supply, and further provided that said damages arise by reason of acts of the City of New York or its Board of Water Supply after May 12th, 1916.

And for such other and further relief as may be just and proper.

The real estate laid down on said map is situated in the Town of Gilboa, County of Schoharie and State of New York.

The following is a description of the real estate proposed to be taken or affected for the purposes indicated in Chapter 724 of the Laws of 1905, as amended, as laid down on said map:

Beginning at the point at N. 54 and 1° 75' which point is 1,000 feet northwardly from the junction of the roads from Gilboa, South Gilboa, Grand Gorge and Bloomingdale, and running from thence along the exterior taking line and the northerly and westerly lines of parcels Nos. 74, 76, 79 and 80, the following courses, distances and curves: N. 43° 23' E., 1,414.4 feet, S. 87° 02' E., 308.2 feet, N. 47° 53' E., 278.9 feet, on a curve to the left with a radius of 460.3 feet, 307.4 feet, on a curve to the right with a radius of 495.2 feet, 222.3 feet, N. 53° 42' E., 224.4 feet, on a curve to the left with a radius of 495.3 feet, 301.1 feet, on a curve to the right with a radius of 247.5 feet, 206.5 feet, on a curve to the right with a radius of 247.5 feet, 211.5 feet, on a curve to the left with a radius of 268.6 feet, 273.3 feet, on a curve to a point near the westerly line of a road to Bloomingdale, thence along the northerly line of said parcel, said point being in the exterior taking line, which is also the westerly line of parcel No. 4; thence along the westerly line of said parcel, the following courses, distances and curves: N. 11° 07' W., 182.4 feet, on a curve to the right with a radius of 2,931.0 feet, 217.5 feet, S. 61° 17' E., 185.2 feet, on a curve to the right with a radius of 1,976.0 feet, 509.5 feet, S. 60° 06' E., 542.9 feet to the northeasterly corner of said parcel No. 4; thence continuing along the exterior taking line, which is also the westerly line of parcel No. 4; thence along the westerly line of said parcel, the following courses, distances and curves: N. 39° 07' E., 326.1 feet, on a curve to the left with a radius of 1,860.0 feet, 200.4 feet, N. 33° 10' E., 672.3 feet, crossing the Schoharie-Delaware County line, which is also the line between the Towns of Gilboa and Rosbury, on a curve to the right with a radius of 878.1 feet, 258.6 feet, on a curve to the left with a radius of 663.3 feet, 330.0 feet, N. 21° 20' E., 75.2 feet, on a curve to the right with a radius of 746.5 feet, 174.6 feet, on a curve to the left with a radius of 1,096.0 feet, 334.3 feet, S. 17° 16' E., 649.4 feet, on a curve to the left with a radius of 432.1 feet, 356.8 feet, on a curve to the right with a radius of 480.6 feet, 224.0 feet, on a curve to the left with a radius of 448.3 feet, 498.8 feet, N. 65° 00' E.,

a radius of 548.3 feet, 365.2 feet, N. 26° 51' W., 83.8 feet and on a curve to the left with a radius of 1,553.6 feet, 92.6 feet, said point being the northwest corner of parcel No. 1; thence along the northerly line of said parcel, the center line of said creek and the said town line, the following courses and distances: S. 3° 32' E., 146.3 feet, S. 12° 04' E., 365.1 feet, S. 5° 19' W., 213.4 feet, S. 21° 04' W., 351.8 feet, S. 10° 39' W., 246.6 feet, S. 18° 26' W., 389.9 feet, S. 30° 09' W., 364.3 feet, S. 33° 23' W., 351.5 feet, S. 30° 28' W., 158.6 feet, S. 25° 15' W., 277.7 feet, S. 31° 33' W., 215.9 feet, S. 42° 07' W., 210.3 feet, S. 49° 00' W., 111.5 feet, S. 45° 00' W., 175.2 feet, S. 55° 59' W., 196.6 feet, S. 51° 45' W., 132.4 feet, S. 58° 57' W., 222.9 feet and S. 54° 07' W., 249.6 feet to the point or place of beginning.

The rights to be acquired by the City of New York in the above described real estate are as follows: The five in parcels Nos. 1, 2, 3, 4, 8, 9, 11, 13, 24, 30, 38, 50, 55, 61, 69 and 70, and the perpetual easement in parcels Nos. 5, 6, 7, 10, 12, 14-23, incl., 23A, 25-29, incl., 31-37, incl., 39-40, incl., 51-54, incl., 56, 56A, 57-60, incl., and 62-68, incl., made to the map, filed as reference in the offices of the county clerks of the Counties of Ulster, Greene, Delaware and Schoharie, for a more detailed description of the real estate and the right to be taken therein.

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Where party walls are found to exist between buildings purchased by different bidders, the materials of said party walls shall be understood to be equally divided between the separate purchasers.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furlings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beam holes, etc., bricked up, and the walls pointed and painted, and the entire wall made a clean exterior. The roofs and adjacent buildings shall be properly flashed and painted and made watertight where they have been disturbed by the operations of the Contractor.

No buildings, parts of buildings, fixtures or machinery sold for removal under these terms and conditions, shall in any case be relocated or re-erected within the lines of any proposed street or other public improvement, and if any such buildings, parts of buildings, fixtures or machinery, etc., shall be re-located or re-erected within the lines of any proposed street or other public improvement, title thereto shall thereupon be converted in The City of New York and a resale at public or private sale may be made in the same manner as if no prior sale thereof had been made.

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids, and be it further

Resolved, That while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

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 service, work, materials or supplies for The City of New York, or for any of its departments, bureaus or officers, 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 day and hour named in the advertisement for the sale, at which time and place the estimates received will be publicly opened by the President or Board or head of said Department and read, and the award of the contract made according to law as soon thereafter as practicable.

Each bid or estimate shall contain the name and place of residence of the person making the same, and names of all persons interested with him therein, and, if no other person be so interested, it shall distinctly state that fact; also, that it is made without any connection with any other person making an estimate for the same purpose, and in all respects fair and without collusion or combination, and that the members of the Board of Aldermen, head of a department, chief of a bureau, deputy thereof, or clerk thereto, or other officer of The City of New York, shall be or become interested, directly or indirectly, as contracting party, partner, stockholder, surety or otherwise in or 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 therein are in all respects true.

The sale will be as of the condition of the property on date of delivery thereof to the purchaser. The City of New York will not be responsible for any change or loss which may occur in the condition of the buildings, or their appurtenances between the time of the sale thereof and the time of delivering possession to the purchaser, after being properly vacated of all tenants. The sale and delivery to purchaser will be made as nearly together as the circumstances will permit.

All the material of the buildings, sheds, walls, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the exterior walls of the buildings and their foundations and the sidewalks and curb in front of said buildings, extending within the described area, shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition of the buildings, shall be allowed to remain on the premises, except as mortal or plant remains, and shall be left, but not higher at any point than two feet below the curb opposite that point. The exterior walls and their foundations shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building. Where there is no curb the elevation of the surrounding ground shall be considered curb level. All wells, cesspools, sinks, etc., existing on the property must be verified by the oath, in writing, of the party or parties making the estimate, that the several matters stated therein are in all respects true.

A 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 or corporate stock or certificates of indebtedness of any nature issued by The City of New York, which the Comptroller shall approve as of equal value with the security required in the advertisement to the amount of not less than three nor more than five per cent of the amount of the bond required, as provided in section 420 of the Great Seal New York Charter.

The amount shall be as specified in the proposals or instructions to bidders and shall not be in excess of 5 per cent.

The certified check or money should not be included in the envelope containing the bid or estimate, but should be either enclosed 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 or quality of the supplies, or 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 of 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 have 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 be seen there.

Failure to remove said buildings, appurtenances, or any part thereof, within thirty days