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BOROUGH OF BROOKLYN.

LOCAL BOARD—FLATBUSH DISTRICT.

Thursday, May 8, 1902.

Meeting in Borough Hall at 3 p. m.

The roll was called, and the following members answered to their names, J. Edward Swanstrom, President of the Borough, presiding; Sixty-first Aldermanic District, Alderman Wentz; Sixty-second Aldermanic District, Alderman Wirth; Sixty-third Aldermanic District, Alderman McInnes.

The President submitted the following:

No. 36.

Petition from the President of the Board of Health of the Department of Health of The City of New York to initiate proceedings to have streets and avenues in the vicinity of Kingston Avenue Hospital regulated, graded, paved, etc.

Following communication from the Commissioner of Public Works:

(Copy.)

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Borough Hall, March 27, 1902.

Dr. JOS. H. RAYMOND, Assistant Sanitary Superintendent, Department of Health, Brooklyn, N. Y.:

Dear Sir—In response to your letter requesting an investigation of the conditions concerning Kingston Avenue Hospital, I beg leave to inclose report of the Chief Engineer of Sewers to the Superintendent of Sewers, dated 10th inst., and report of the Principal Assistant Engineer of Highways to me, dated 25th inst., together with blue print showing the profiles of streets in the vicinity of the hospital, and also a plan thereof, and a statement of the assessed valuation of the adjoining property. I am inclined to concur with the suggestion of the Engineer of Highways that the grading of Fennimore street is not necessary, but in other respects the two reports concur.

This seems to be a case where the City's interest is so great that it should assume three-fourths of the cost of the improvement, for the property is as yet so isolated from other improvements and property that it would be almost confiscated to tax adjoining property owners, to whom, for the moment, the improvement will be of no especial interest or value.

I presume you will now care to bring the matter before the Flatbush Local Board by a regular petition, for their consideration, of which petition the inclosures may form a part. I have retained copies of the documents and drawings herein, and shall be glad to serve you further in the matter if it is possible.

Yours very truly,

(Signed) WILLIAM C. REDFIELD,
Commissioner of Public Works.

Following report from the Chief Engineer of Sewers:

(Copy.)

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Sewers, Superintendent's Office,
Municipal Building, March 10, 1902.

Mr. JOHN THATCHER, Superintendent of Sewers:

Dear Sir—In response to your request and that of the Commissioner of Public Works, as set forth in a communication to you, dated March 3, and by you referred to me, I beg to report upon the recent flooding of the Kingston Avenue Hospital and to suggest certain recommendations which, if carried out, I believe will prevent future trouble.

The grounds and one of the buildings of the Kingston Avenue Hospital were flooded on the early morning of February 25. In accordance with your directions I proceeded to the hospital on the afternoon of February 26, and found that their entire grounds were practically covered with surface water to a depth of about three feet, and that the cellar of the brick building, used as a storehouse and disinfecting plant, contained at least seven feet of water. In this cellar the boilers supplying heat to all the buildings of the institution are located. Immediate action was necessary, therefore, to relieve the conditions existing, in order that heat could be furnished to some 157 inmates of the institution. The forces of the Sewer Department, under the direction of Mr. George Hammond, Assistant Engineer, did all that they could in relieving the conditions existing, but complete relief was not obtained until three engines of the Department of Fire were dispatched to the grounds. Said engines removed the water by pumping the sewage to the nearest existing sewer, in Clarkson street, near Kingston avenue. This was finally accomplished on the morning of the 27th inst. An examination was then made to see if the boilers of the institution had been injured, after which fires were made and normal conditions established.

Before setting forth recommendations which, if carried out, will prevent the recurrence of flooding, it will be pertinent to describe the location of this institution. It seems that the site was illy chosen for an institution of this kind, excepting, perhaps, one reason, that is, that a contagious hospital should be out of sight of the public. The grounds are situated in a hollow, which receives the drainage of the territory adjacent thereto upon all sides, of at least two hundred acres. Fortunately, most of the rainfall which is precipitated over this acreage generally is absorbed before reaching the hospital grounds, but on the date in question, the ground being frozen, the water readily found its way to this low basin, and such will be the case hereafter under the same conditions. I recommend, to prevent a recurrence of the flooding of these grounds and buildings, that Tulip street, Fennimore street and Hawthorne street, between Kingston avenue and Albany avenue, be filled in and adjusted to the legal established grades of said streets; that Kingston avenue and Albany avenue, between Tulip street and Hawthorne street, shall meet with the same attention; that all of said streets be curbed and guttered. When this is done the surface water will find its way to the intersection of Albany avenue and Fennimore street, and to the intersection of Kingston avenue and Tulip street. Upon the four corners of these intersections receiving basins should be built, and the water collected in the same conducted to the low ground by 12-inch pipes, as shown on the sketch herewith appended. If such is done all surface waters would be conducted around and away from the hospital grounds, said water being gradually absorbed on the low ground shown on the sketch, without detriment to any one. Of course the hospital authorities should bring the grade of their property to agree with the new elevations of graded streets at as early a date as possible thereafter. During the time elapsing between the grading of the streets and the filling in of the property, an amount of water collected upon said property would be immaterial, and would result in no damage. I estimate the cost of this improvement, in excavating and filling and curbing and guttering and placing receiving basins, etc., at \$25,500, and respectfully suggest that as such work would be under the jurisdiction of the Bureau of Highways, that the matter be referred to them for their execution and such further recommendations as they should see fit.

In regard to the legal opening of the streets necessary for this improvement, I beg to state that Commissioners of Opening took their oath of office on February 8, 1901, in the matter of opening Hawthorne street, between Nostrand and

Albany avenues; that a resolution of the Board of Estimate and Apportionment under section 990 of the Greater New York Charter, to vest title of said street (as such vestment was not contained in the resolution of the Board of Public Improvements on March 14, 1901), would permit the City to begin improving this street immediately thereafter.

I find no record of the legal opening of Fennimore street, but as that portion between Kingston and Albany avenues is already City property, grading and paving could be performed.

In Rutland road (formerly Tulip street) the Board of Public Improvements on October 23, 1901, passed a resolution recommending the appointment of commissioners for opening said street between Canarsie avenue and Remsen avenue. The appointment of said commissioners and the vestment of title in the City of said street would permit improvements thereon.

Albany avenue, between Clarkson street and Malbone street, is legally open. Kingston avenue, between Winthrop street and Malbone street, is not legally open, therefore proceedings should be immediately instituted for same and title vested.

In conclusion, I believe that Albany avenue should be paved from Malbone street to Clarkson street, and that Kingston avenue should be paved from Malbone street to Winthrop street, thus assuring a good road to and from this hospital as well as to and from the county buildings situate nearby.

There are no buildings within the limits of any of the above mentioned streets, therefore resolutions of vestment of title to the City for same would permit in improving these streets immediately thereafter.

The present sewage facilities of the hospital, which consist of a force-main leading to the Clarkson avenue sewer, are sufficient for some time to come providing the above recommendations are approved and carried out.

Yours respectfully,

(Signed) HENRY R. ASSERSON,
Chief Engineer of Sewers, Borough of Brooklyn.

Following report from the Chief Engineer of the Bureau of Highways:

(Copy.)

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, March 25, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I return herewith the communication of Mr. Henry R. Asserson, Chief Engineer of Sewers, to Mr. John Thatcher, Superintendent of Sewers, in regard to the grounds of the Kingston Avenue Hospital that were flooded during the recent rains of February last, together with a blue print showing the grounds and profiles of streets adjacent, with a recommendation that these streets be graded, curbed and guttered, in order to prevent any further recurrence of the flooding.

I have been over this matter very carefully, and while it is true that this expedient proposed is what might be considered a temporary one, still I am satisfied that it is the best that can be done under the circumstances. The only true remedy, of course, is the construction of sewers, which means a large expenditure of money and considerable time, even if the funds were available.

In making these improvements, however, I do not deem it necessary to touch Fennimore street, between Kingston and Albany avenues. This street is in the grounds of the Contagious Disease Hospital. What in effect will be done in carrying out this improvement, is to construct an earthen dyke all around these grounds, and the grading of Fennimore street would not add any to the protection that would be derived. Water, as I am told, comes, in time of flooding, from the three directions as indicated on the accompanying blue print prepared in this office. After the improvement is carried out, the water from the west will run down Fennimore street as now, and be held by the Kingston avenue embankment, which at that place will be about five feet high, and held on the north by the small ridge which is at the intersection of Tulip street, or Rutland road, and Kingston avenue. The water from the northwest and north will flow down to the northerly side of Rutland road, and be held by the embankment there, which will be about five feet high. It will be necessary for the hospital authorities to fill up their property to the grade of the streets as graded.

Mr. Asserson has made preparations for taking care of the water that falls upon the streets themselves by catch basins constructed at Kingston avenue and Tulip street, and at Albany avenue and Fennimore street, and draining them into the low ground north of Tulip street. This, of course, is another makeshift, and is permissible only in such an important case as this, because it drains water upon private property, which, of course, the City has no right to do, and should any damage arise, would be liable for it. At the same time I think it is proper to do this, as the ground north of Tulip street is entirely unimproved, and of comparatively small value, and I think that the City could afford to stand any damage suit rather than take the risk of having any such flooding as occurred in February.

The blueprint submitted herewith shows the estimated cost of the entire improvement, as well as the assessed valuation of the property, which would be naturally charged with the improvement as a whole, and also in detail, block by block. It also shows it with and without the Fennimore street improvement.

It will be seen that, although the total cost is considerably less than one-half the assessed valuation, in some cases it is considerably more than one-half, and in the case of Block H, it is about 25 per cent. in excess of the entire valuation. As this improvement, however, is made entirely for the purpose of keeping water from the hospital property, and not for the sake of a local improvement, I deem it highly proper that the City should assume a large portion of the cost of this improvement, and so relieve this property of its excessive assessment. The estimated cost given on the sheet is for grading, curbing, guttering, etc., only. For the catch basins and connecting pipe, there would be an additional cost of about \$800.

Should these recommendations be carried out, Kingston avenue would require opening from Rutland road to Winthrop street, and Rutland road or Tulip street, from Canarsie avenue to Remsen avenue. Proceedings for opening this part were initiated October 23, 1901. I am not positive that they were carried far enough to be operative at the present time, as rule maps were not asked for Hawthorne street. Opening proceedings, from Nostrand avenue to Albany avenue, are now under way, the draught damage map having been furnished the Commissioner on April 9, 1901. I would recommend that nothing be done with Fennimore street.

Respectfully,

(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, hereby determines to initiate proceedings to fill in and grade Tulip street, between Kingston and Albany avenues; Hawthorne street, between Kingston and Albany avenues; Kingston avenue, between Tulip and Hawthorne streets; Albany avenue, between Tulip and Hawthorne streets, in the Borough of Brooklyn, and to set or reset curb and pave gutters of said streets, as shown on the accompanying plan, and furthermore recommend that three-fourths of the cost of the improvement be borne by The City of New York.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President, and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn

after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to construct sewer basins at the intersection of the following streets, in the Borough of Brooklyn:

Albany avenue and Fenimore street;
Kingston avenue and Tulip street, as shown on the accompanying sketch, and furthermore recommends that three-fourths of the cost of the improvement be borne by The City of New York.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President, and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to open Kingston avenue, between Winthrop street and Malbone street, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President, and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby requests the Board of Estimate and Apportionment, in pursuance of the provisions of section 990 of the Greater New York Charter, to vest title to Hawthorne street from Nostrand avenue to Albany avenue, in the Borough of Brooklyn.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby requests the Board of Estimate and Apportionment, in pursuance of the provisions of section 990 of the Greater New York Charter, to vest title to Rutland road, from Canarsie avenue to Remsen avenue, in the Borough of Brooklyn.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 37.

Communication from Dr. Raymond, of the Department of Health, and communication from Commissioner Teale, of the Department of Charities, asking for the improvement of Clarkson street and Albany avenue, in the vicinity of the County buildings.

Following reports from the Chief Engineer of the Bureau of Highways:

(Copy.)

Estimate for Grading and Paving No.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In accordance with your instructions, to treat the letters of Commissioner Teale of the Department of Charities and Dr. Raymond of the Department of Health as petitions for the improvement of Clarkson street and Albany avenue, said letters having been returned to your office at your request, I beg to submit the following estimate of the amount of work and the cost of grading and macadamizing Clarkson street, between New York avenue and Troy avenue:

14,400 cubic yards of grading.
4,340 linear feet of curbing.
8,000 square yards of macadam.
600 square yards of gutter pavement.
20,800 square feet of cement sidewalk.
Total estimate cost, \$20,500.

The approximate assessed value of the land within one-half block on each side of the street is \$64,600, exclusive of the blocks owned by the City and occupied by County buildings.

Proceedings are now under way to widen this street and draught damage maps have been furnished the Commissioners of Estimate and Assessment.

Respectfully,
(Signed) N. P. LEWIS, Chief Engineer.

(Copy.)

Estimate for Grading and Paving No. 19.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, March 17, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—Regarding the grading and macadamizing of Albany avenue, from Lincoln road to Clarkson street, I would say that the estimated cost is \$20,300. A detailed estimate showing the condition of the road is hereto attached.

Respectfully,
(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

Statement in relation to grading and macadamizing Albany avenue, from Lincoln road to Clarkson street.

Length of improvement, 2,396 feet.
Width of street, 80 feet, and of roadway, 44 feet.
Suggested district of assessment, one-half block each side.
Approximate assessed value of land, \$20,900.

Quantities:
6,800 cubic yards of grading.
4,502 linear feet of cement curb.
1,020 square yards of Belgian gutters.
17,700 square yards of macadam pavement.
20,800 square feet of cement sidewalk.
Total cost, \$20,300.

Legal status of street—Legally opened October 14, 1876.

Sewers built or authorized—Private sewer south of Fenimore street; sewers designed entire length.

Sewer basins built or authorized—None.

Other provisions for drainage required—Sewers and sewer basins not yet built as above stated.

Water mains laid or authorized—Yes.

Gas mains laid—South of Rutland road only.

Changes of grade suggested—None.

Change of width in roadway suggested—None.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, hereby determines to initiate proceedings to grade and pave Clarkson street with macadam pavement between New York avenue and Troy avenue, in the Borough of Brooklyn, and to set or reset curb, pave gutters and pave sidewalks of said street with cement where not already done.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, hereby determines to initiate proceedings to grade and pave Albany avenue with macadam pavement between Lincoln road and Clarkson street, in the Borough of Brooklyn, and to set or reset cement

curb, pave gutters with Belgian and pave sidewalks of said street with cement where not already done.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 38.

Petition for laying out as a public park the property described in the following resolution, which was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to alter the map or plan of The City of New York by laying out as a public park the property in the vicinity of the triangular plot, beginning at the northeasterly corner of Lewis avenue and Fulton street, running easterly on Fulton street, seven hundred and sixty-eight feet ten inches, thence northerly on Stuyvesant avenue one hundred and ninety-nine feet two inches, thence westerly on Chauncey street seven hundred and fifty feet, thence southerly on Lewis avenue thirty feet four inches, and beginning at northwesterly corner of Lewis avenue and Fulton street, running northerly on Lewis avenue fourteen feet seven inches, westerly on Chauncey street sixty-four feet nine inches, easterly on Fulton street sixty-six feet four inches, in the Borough of Brooklyn, also by closing all public streets and avenues within the proposed park as described, and including such public streets and avenues in said park.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Wentz, Wirth and McInnes, the President not voting.

No. 9.

Petition for laying out as a public park the property bounded by Thatford avenue, Spofford avenue, Chester street and Vienna avenue.

Laid over.

No. 12.

Petition to alter the map of the City of New York by changing the lines of Church avenue, between the easterly side of Brooklyn avenue and the westerly side of East Fifty-seventh street, by striking from the Commissioner's map said Church avenue, and substituting therefore East Broadway, as shown on the old Town Survey Map.

Laid over and referred to the Engineer.

No. 39.

Petition to alter the map of The City of New York by striking and eliminating therefrom that portion of Avenue C lying between the southerly side of Ditmas avenue and the westerly side of Remsen avenue.

Following report from the Chief Engineer of the Bureau of Highways:

(Copy.)

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, April 5, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works, Borough of Brooklyn:

Dear Sir—I return you, herewith, petition of Stephen W. Collins, and others, asking that Avenue C, between Ditmas and Remsen avenues be stricken from the map, with a recommendation that the prayer of the petitioners be granted.

By referring to the map of the City it will be seen that Avenue C, as now laid down extends from Ditmas avenue to Remsen avenue, the portion asked to be stricken from the map, diagonally across the street system as laid out. There is no farther direct communication to the east from Remsen avenue by Avenue C. When Avenue C is fully opened to Ditmas avenue, if property owners wish to go to Remsen avenue, north of the present Avenue C they will have a direct cut through Ditmas avenue. If on the contrary they want to go south they can do so by way of East Eighty-third street, and Avenues E or D, which will be a very little longer route than at present. There is also at the present time a connection to the south by way of Canarsie road, although this road will probably be closed some time in the future. While admitting that it is desirable to have as direct communication from one part of the city to another, when it is understood that this avenue cuts these blocks between Ditmas and Remsen avenues at such an angle as it does, not only taking the property that is required for the street, but makes disadvantageous a large amount of other property on account of its angle, I do not think that it is necessary that this street should be opened and therefore, think that the argument of the petitioners is good and that the petition should be granted.

Respectfully,
(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to alter the map or plan of The City of New York by striking and eliminating therefrom that portion of Avenue C lying between the southerly side of Ditmas avenue and the westerly side of Remsen avenue, in the Borough of Brooklyn, as shown on the accompanying plan.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 40.

Petition for rescinding proceedings for opening East Seventh street, between Church avenue and Caton place, and initiating new proceedings for the opening of East Seventh street from Church avenue to Henry street.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, this 8th day of May, 1902, hereby rescinds the following resolution, adopted March 26, 1902:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 26th day of March, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to open East 7th street, between Church avenue and Caton place, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

The matter of opening East Seventh street, between Church avenue and Henry street was

Laid over.

No. 41.

Petition for repaving Bergen street, between New York and Brooklyn avenues, with asphalt pavement, one-half the cost of said improvement less that portion required by law to be paid for by the railroad company, to be assessed upon the property benefited.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to repave Bergen street with asphalt between New York avenue and Brooklyn avenue, in the Borough of Brooklyn, one-half the cost of said improvement, less that portion required by law to be paid for by the railroad company, to be assessed upon the property benefited, and the remainder to be borne by The City of New York.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President, and Aldermen Wentz, Wirth and McInnes.

No. 42.

Petition for repaving Bergen street, between Brooklyn avenue and Kingston avenue, with asphalt pavement, one-half the cost of said improvement, less that portion required by law to be paid for by the railroad company, to be assessed upon the property benefited.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to repave Bergen street with asphalt pavement between Brooklyn avenue and Kingston avenue, in the Borough of Brooklyn, one-half the cost of said improvement to be paid for by the railroad company, and the remainder to be borne by The City of New York.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President, and Aldermen Wentz, Wirth and McInnes.

No. 43.

Petition for repaving Bergen street, between Nostrand avenue and Bedford avenue, with asphalt pavement, one-half the cost of said improvement, less that portion required by law to be paid for by the railroad company, to be assessed upon the property benefited.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to repave Bergen street with asphalt, between Nostrand avenue and Bedford avenue, in the Borough of Brooklyn, one-half the cost of said improvement, less that portion required by law to be paid for by the railroad company, to be assessed upon the property benefited, and the remainder to be borne by the City of New York.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 44.

Petition for repaving Bergen street, between Bedford avenue and Franklin avenue, with asphalt pavement, one-half the cost of said improvement, less that portion required by law to be paid for by the railroad company, to be assessed upon the property benefited.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to repave Bergen street with asphalt, between Bedford avenue and Franklin avenue, in the Borough of Brooklyn, one-half the cost of said improvement, less that portion required by law to be paid for by the railroad company, and the remainder to be borne by The City of New York.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 45.

Petition for repaving Bergen street, between Nostrand avenue and New York avenue, with asphalt pavement, one-half the cost of said improvement, less that portion required by law to be paid for by the railroad company, to be assessed upon the property benefited.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to repave Bergen street with asphalt pavement, between Nostrand avenue and New York avenue, in the Borough of Brooklyn, one-half the cost of said improvement, less that portion required by law to be paid for by the railroad company, and the remainder to be borne by The City of New York.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 46.

Petition for repaving Nostrand avenue, between Macon street and Prospect place, with asphalt pavement, one-half the cost of said improvement, less that portion required by law to be paid for by the railroad company, to be assessed upon the property benefited.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to repave Nostrand avenue with asphalt, between Macon street and Prospect place, in the Borough of Brooklyn, one-half the cost of said improvement, less that portion required by law to be paid for by the railroad company, to be assessed upon the property benefited, and the remainder to be borne by The City of New York.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 47.

Petition for opening Brooklyn avenue, from Clarkson street to Church avenue.

Laid over.

No. 48.

Petition for the construction of sewer in Brooklyn avenue, between Avenue C and Canarsie lane.

Following report from the Superintendent of Sewers:

(Copy.)

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Sewers, Superintendent's Office,
Municipal Building, April 2, 1902.

Hon. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I herewith return a communication, which you referred to me on March 31, the same being from the Secretary of the President of the Borough, addressed to the Bureau of Sewers, requesting information in relation to the construction of a sewer in Brooklyn avenue, between Avenue C and Canarsie lane.

The Chief Engineer of Sewers, Borough of Brooklyn, reports to me as follows: "I beg to state that the estimated cost for above improvement is \$1,100, and the assessed valuation of the real estate within the probable area of assessment is \$6,650.

"In regard to outlet sewers, information of which is requested in the above-mentioned communication, I beg to state that all outlet sewers necessary have been constructed.

"In regard to the legal opening of Brooklyn avenue within the above limits, information of which is also requested, I beg to state that no record of the legal opening of above avenue, within the limits in question, can be found."

I also herewith return the original petition in this matter.

Yours respectfully,

(Signed) JOHN THATCHER,
Superintendent of Sewers, Borough of Brooklyn.

Following report from the Chief Engineer of the Bureau of Highways:

(Copy.)

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, April 8, 1902.

Mr. HENRY R. ASSERSON, Chief Engineer, Department of Sewers:

Dear Sir—In response to yours of April 1, regarding Brooklyn avenue, between Avenue C and Canarsie lane, I will say that, from Canarsie lane to Avenue C the street has been flagged, and has water mains laid, but no regular proceedings have been taken for opening it. Should such proceedings be taken they should extend from Canarsie lane to Paerdegat basin.

Yours truly,

(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to open Brooklyn avenue, between Canarsie lane and Paerdegat basin, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to construct sewer in Brooklyn avenue, between Avenue C and Canarsie lane, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 49.

Petition for the construction of a sewer in East Fourteenth street, from Beverly road to Avenue C.

Laid over.

No. 50.

Petitions for the construction of sewer basins as described in the following report of the Superintendent of Sewers:

(Copy.)

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Sewers, Superintendent's Office,
Municipal Building, April 10, 1902.

Hon. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I herewith return three communications, which you forwarded to me, the same being from the Secretary of the President of the Borough, under date of April 7, 1902, in relation to the construction of the following receiving basins:

- (1) Southwest corner of Beverly road and East Eleventh street.
- (2) Southwest corner of Beverly road and East Thirteenth street.
- (3) Southwest corner of Beverly road and East Fourteenth street.

The Chief Engineer of Sewers, Borough of Brooklyn, reports to me as follows: "I beg to state that I give information for all three basins in one communication, as it will expedite entering into contract for all three at one time, they being in close proximity to each other, thus saving labor and expense, which would ensue in entering into three contracts.

"The estimated cost for the three above mentioned basins is \$450, and the assessed valuation of the real estate within the probable area of assessment is \$49,850."

Yours respectfully,

(Signed) JOHN THATCHER,
Superintendent of Sewers, Borough of Brooklyn.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to construct sewer basins at the following points:

Southwest corner of Beverly road and East Eleventh street; southwest corner of Beverly road and East Thirteenth street; southwest corner of Beverly road and East Fourteenth street, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 51.

Petition for grading and paving Rutland road, between Rogers avenue and Nostrand avenue, with asphalt pavement.

Following report from the Engineer of the Bureau of Highways:

(Copy.)

Estimate for Grading and Paving No. 36.
City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, March 31, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I return herewith the petition for regulating, grading and paving with asphalt Rutland road, between Rogers and Nostrand avenues. The items are:

- 3,500 cubic yards of grading.
- 1,480 linear feet of curb.
- 2,630 square yards pavement.
- 5,000 square feet of cement sidewalk.

Total estimated cost for grading and curbing, \$3,200. For grading, curbing and paving, \$6,000. The assessed valuation is \$34,000.

Respectfully,

(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, hereby determines to initiate proceedings to regulate and grade Rutland road, between Rogers avenue and Nostrand avenue, in the Borough of Brooklyn, and to set or reset curb, and pave sidewalks of said street with cement where not already done.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, hereby determines to initiate proceedings to pave Rutland road with asphalt pavement, between Rogers avenue and Nostrand avenue, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President, and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to alter the map or plan of The City of New York by changing the grade of Rutland road, between Rogers avenue and Nostrand avenue, in the Borough of Brooklyn, to conform to the change in grade as provided for in profile submitted for change of grades of Rogers avenue and Nostrand avenue.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 52.

Petition for grading and paving East Nineteenth street, between Tennis court and Beverly road, with asphalt pavement.

Following communication from the Commissioner of Public Works:

(Copy.)

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Borough Hall, March 24, 1902.

Hon. J. EDWARD SWANSTROM, Borough President, Brooklyn, N. Y.:

Dear Sir—Respectfully inclosing report of the Principal Assistant Engineer of Highways, dated 24th, on grading and paving East Nineteenth street, from Tennis court to Beverly road, I beg to add that this street has, to my personal knowledge, been open for over five years to constant use as a highway. From a point 20 feet south of Tennis court, mentioned in the Engineer's report, it is paved with concrete paving to the line of Tennis court. The street is wholly built up on both the two blocks mentioned, with good detached houses, save at the point of 200 feet south of Albemarle road, mentioned in the report, where on one side only there are no houses.

Yours very truly,

(Signed) WILLIAM C. REDFIELD,
Commissioner of Public Works.

Following reports from the Engineer of the Bureau of Highways:

(Copy.)

Estimate for Grading and Paving No. 78.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, May 20, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I send you herewith estimated cost of regulating, grading, curbing and sidewalking East Nineteenth street, from Beverly road to a point twenty feet south of Tennis court. The items are:

2,300 cubic yards of grading.
2,644 linear feet of cement curb.
12,000 square feet of cement sidewalk.

The estimated cost is \$4,900. The assessed valuation is \$73,000.

Respectfully,

(Signed) GEO. W. TILLSON, Chief Engineer.

Note—There is no record of the street having been opened, although it was declared open by resolution of the Common Council of the city of Brooklyn November 8, 1897, from Avenue B to 20 feet south of the south line of Tennis court. There is a private sewer running from 200 feet south of Albemarle road to Beverly road. Also sewer from Albemarle road to Tennis court. No sewer between Albemarle road and 200 feet south. Water and gas mains are laid.

(Copy.)

Estimate for Grading and Paving No. 77.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, May 20, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I send you herewith the estimated cost of paving East Nineteenth street, between Beverly road and a point within twenty feet of Tennis court, with asphalt pavement. The items are:

5,310 square yards of asphalt.

The estimated cost is \$14,000. The assessed valuation is \$73,000.

Respectfully,

(Signed) GEO. W. TILLSON, Chief Engineer.

Note—There is no record of the street having been legally opened, although it was declared open by resolution of the Common Council of the city of Brooklyn, November 8, 1897, from Avenue B to 20 feet south of the south line of Tennis court. There is a private sewer running from 200 feet south of Albemarle road to Beverly road. Also sewer from Albemarle road to Tennis court. No sewer between Albemarle road and 200 feet south. Water and gas mains are laid.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, hereby determines to initiate proceedings to regulate and grade East Nineteenth street from Beverly road to a point 20 feet south of the southerly line of Tennis court, in the Borough of Brooklyn, and to set or reset curb, and pave sidewalks of said street with cement, where not already done.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, hereby determines to initiate proceedings to pave East Nineteenth street with asphalt pavement from Beverly road to a point 20 feet south of the southerly line of Tennis court, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 53.

Petition for grading and paving Sterling place, between Albany avenue and Kingston avenue, with asphalt pavement.

Following reports from the Engineer of the Bureau of Highways:

(Copy.)

Estimate for Grading and Paving No. 73.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, May 20, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I send you herewith the estimated cost of regulating, grading, paving

and sidewalking Sterling place, between Albany avenue and Kingston avenue. The items are:

4,000 cubic yards of grading.

1,444 linear feet of curb.

7,220 square feet of cement walk.

The estimated cost is \$4,000. The assessed valuation is \$45,700.

Respectfully,

(Signed) GEO. W. TILLSON, Chief Engineer.

Note—The street is legally opened; the water mains and gas mains have not been laid in the street. Sewers have been built and the necessary basins also.

(Copy.)

Estimate for Grading and Paving No. 72.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, May 20, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I send you herewith the estimated cost of paving Sterling place, between Albany avenue and Kingston avenue, with asphalt pavement. The items are:

2,730 cubic yards of asphalt pavement.

The estimated cost is \$7,100. The assessed valuation is \$45,700.

Respectfully,

(Signed) GEO. W. TILLSON, Chief Engineer.

Note—The street is legally opened; the water mains and gas mains have not been laid in the street. Sewers have been built, and the necessary basins also.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, hereby determines to initiate proceedings to regulate and grade Sterling place, between Albany avenue and Kingston avenue, in the Borough of Brooklyn, and to set or reset curb, and pave sidewalks of said street with cement, where not already done.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, hereby determines to initiate proceedings to pave Sterling place with asphalt pavement between Albany avenue and Kingston avenue, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 54.

Petition for grading and paving Buffalo avenue, between St. Mark's avenue and Eastern parkway, with asphalt pavement.

Following reports from the Engineer of the Bureau of Highways:

(Copy.)

Estimate for Grading and Paving No. 79.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, May 20, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I send you herewith estimate for regulating, grading, curbing and sidewalking Buffalo avenue, from St. Mark's avenue to Eastern parkway. The items are:

1,500 cubic yards of grading.

3,568 feet of curb.

16,000 square feet of cement sidewalk.

The estimated cost is \$6,500. The assessed valuation is \$74,400.

Respectfully,

(Signed) GEO. W. TILLSON, Chief Engineer.

Note—The street is legally opened, proceedings having been confirmed on November 1, 1869.

Sewers and sewer basins have been constructed, and gas mains have been laid.

(Copy.)

Estimate for Grading and Paving No. 76.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, May 20, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I send you herewith estimated cost of paving Buffalo avenue, between St. Mark's avenue and Eastern parkway, with asphalt. The items are:

3,900 square yards asphalt pavement.

The estimated cost, \$11,000. The assessed valuation, \$74,400.

Respectfully,

(Signed) GEO. W. TILLSON, Chief Engineer.

Note—The street is legally opened, proceedings having been confirmed on November 1, 1869.

Sewers and sewer basins have been constructed, and gas mains have been laid.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, hereby determines to initiate proceedings to regulate and grade Buffalo avenue, between St. Mark's avenue and Eastern parkway, in the Borough of Brooklyn, and to set or reset curb, and pave sidewalks of said street with cement, where not already done.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, hereby determines to initiate proceedings to pave Buffalo avenue with asphalt pavement, between St. Mark's avenue and Eastern parkway, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 55.

Petition for grading and paving Rogers avenue, between Malbone street and Flatbush avenue, with granite block pavement.

Following report from the Engineer of the Bureau of Highways:

(Copy.)

Estimate for Grading and Paving No. 38.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, March 31, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I return herewith the petition for regulating, grading and paving with granite Rogers avenue, from Malbone street to Flatbush avenue. The items are:

- 16,000 cubic yards of grading.
- 20,000 linear feet of curb.
- 33,800 square yards of pavement.
- 80,000 square feet of cement walk.
- Total estimated cost, \$109,600; and the assessed valuation is \$591,300.

The street is legally open from Malbone street to the dividing line between Flatbush and Flatlands. There is no record of the street having been opened in the old Town of Flatlands. The sewers are built from Malbone street to Vernon avenue only. Sewers and sewer basins will be required on that portion of sewer; that is, the part south of Vernon avenue. Water mains and gas mains have been laid. Change of grade is suggested in accordance with the accompanying blue-print.

Respectfully,

(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to open Rogers avenue from dividing line between Flatbush and Flatlands to Flatbush avenue, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to alter the map or plan of The City of New York by changing the grade of Rogers avenue, between Malbone street and Flatbush avenue, in the Borough of Brooklyn, in accordance with the accompanying blue print.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, hereby determines to initiate proceedings to regulate and grade and pave Rogers avenue with granite block pavement, between Malbone street and Flatbush avenue, in the Borough of Brooklyn, and to set or reset curb, and pave sidewalks of said street with cement where not already done.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 56.

Petition for grading and paving Nostrand avenue, between Malbone street and Flatbush avenue, with granite block pavement.

The following report from the Engineer of the Bureau of Highways:

(Copy.)

Estimate for Grading and Paving No. 37.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, March 31, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I return herewith the petition for regulating, grading and paving Nostrand avenue, from Malbone street to Flatbush avenue, with granite. The items are:

- 16,000 cubic yards of grading.
- 22,480 linear feet of curb.
- 37,900 square yards of granite pavement.
- 96,000 square feet of cement sidewalk.
- Total estimated cost, \$123,300; assessed valuation, \$461,500.

The street is legally opened from Malbone street to East New York avenue, confirmed June 17, 1878. From East New York to Vernon avenues, confirmed May 14, 1891, and from Vernon avenue to line between Flatbush and Flatlands, confirmed July 14, 1895. No record of the street having been opened south of this line, or within the old Town of Flatlands. Sewer built from Malbone street to Avenue C, except between Midwood street and Rutland road. Sewers and sewer basins will be required on the portions of the street not sewered at present, as given above. Water and gas mains have been laid. Change of grade is recommended in accordance with the attached blue print.

Respectfully,

(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to open Nostrand avenue, from dividing line between Flatbush and Flatlands to Flatbush avenue, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to alter the map or plan of The City of New York by changing the grade of Nostrand avenue, between Malbone street and Flatbush avenue, in the Borough of Brooklyn, in accordance with the accompanying blue prints.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, hereby determines to initiate proceedings to grade and pave Nostrand avenue with granite block pavement, between Malbone street and Flatbush avenue, in the Borough of Brooklyn, and to set or reset curb, and pave sidewalks of said street with cement where not already done.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 57.

Petition for grading and paving Somers street, from Eastern parkway extension to Broadway, and Sackman street, from Somers street for about 80 feet south of where now paved with granite block pavement.

Laid over and referred to Alderman Wentz.

No. 58.

Petition for grading and paving Flatbush avenue, from boundary line of the Twenty-ninth and Thirty-second Wards to Avenue N.

Following report from the Engineer of the Bureau of Highways:

Estimate for Grading and Paving No. 82.

(Copy.)

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, May 22, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I report herewith upon the cost of regulating and grading Flatbush avenue, from the boundary lines of the Twenty-ninth and Thirty-second Wards to Avenue N. The items are:

- 30,000 cubic yards of grading.
- 17,900 linear feet of cement curb.
- 6 square feet of cement sidewalk.
- The estimated cost, \$45,600. The assessed valuation, \$240,000.

Respectfully,

(Signed) GEO. W. TILLSON, Chief Engineer.

Note—The street is legally open.

Sewers are provided on the west side; on the east side they are now being considered by the Local Board, between Avenue G West and Avenue G East. There are none, however, on the remainder of the east side, and they should be provided where not already constructed.

Water mains have not been laid, and gas mains only south of Avenue K on the east side.

The accompanying blue print shows the change of grade which I would recommend should the improvement be ordered by the Local Board.

(Copy.)

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, May 22, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I hereby report on the cost of paving Flatbush avenue, between the boundary lines of the Twenty-ninth and Thirty-second Wards, to Avenue N, with asphalt pavement. The items are:

- 52,800 square yards of pavement.
- The estimated cost, \$134,000. The assessed valuation, \$240,000.

It will be noticed that this estimated cost is more than one-half the assessed valuation of the property. It is probable, however, that after the bids are received for asphalt pavement it will be possible to revise this estimated cost down to less than one-half the assessed valuation.

Respectfully,

(Signed) GEO. W. TILLSON, Chief Engineer.

Note—The street is legally open.

Sewers are provided on the west side; on the east side they are now being considered by the Local Board, between Avenue G West and Avenue G East. There are none, however, on the remainder of the east side, and they should be provided where not already constructed.

Water mains have not been laid, and gas mains only south of Avenue K on the east side.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to alter the map or plan of The City of New York by changing the grade of Flatbush avenue, between East Twenty-sixth street and Nostrand avenue, in the Borough of Brooklyn, in accordance with the accompanying blue print.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, hereby determines to initiate proceedings to regulate and grade Flatbush avenue, from the boundary line of Twenty-ninth and Thirty-second Wards to Avenue N, in the Borough of Brooklyn, and to set or reset cement and pave sidewalks of said street with cement where not already done.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, hereby determines to initiate proceedings to pave Flatbush avenue with asphalt pavement between the boundary lines of Twenty-ninth and Thirty-second Wards and Avenue N, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 59.

Petition for grading and paving Woodruff avenue, between Flatbush avenue and Parade place, with asphalt pavement.

Following reports from the Engineer of the Bureau of Highways:

(Copy.)

Estimate for Grading and Paving No. 80.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, May 22, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In accordance with the request of Mr. McCarthy, Secretary to the Borough President, I send you herewith a report on the regulating and grading of Woodruff avenue, between Flatbush avenue and Parade place, separating the cost of the pavement from the other work. The items are:

- 1,800 cubic yards of grading.
- 3,528 linear feet of curb.
- 15,500 square feet of cement sidewalk.
- The estimated cost, \$6,700. The assessed valuation, \$113,800.

Respectfully,

(Signed) GEO. W. TILLSON, Chief Engineer.

Note—Although there seems to be no record of the street having been opened, Sewer and sewer basins have been constructed and water and gas mains laid in the street.

It has been in use for a great many years, and under the last ruling of the Corporation Counsel there is no question but what the street can be legally paved.

(Copy.)

Estimate for Grading and Paving No. 81.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, May 22, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I send you herewith a report on the paving of Woodruff avenue, between Flatbush avenue and Parade place, with asphalt pavement. The items are: 6,400 square yards of asphalt pavement.

The estimated cost, \$16,000. The assessed valuation, \$113,800.

Respectfully,

(Signed) GEO. W. TILLSON, Chief Engineer.

Note—Although there seems to be no record of the street having been opened, it has been in use for a great many years, and under the last ruling of the Corporation Counsel there is no question but what the street can be legally paved.

Affidavits were presented by two property owners, showing that the street is legally open through public usage.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, hereby determines to initiate proceedings to regulate and grade Woodruff avenue, between Flatbush avenue and Parade place, in the Borough of Brooklyn, and to set or reset cement curb, and pave sidewalks of said street with cement, where not already done, and furthermore recommends that the width of the roadway of said street be changed from thirty-two feet to thirty feet.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, hereby determines to initiate proceedings to pave Woodruff avenue with asphalt pavement, between Flatbush avenue and Parade place, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 60.

Petition for flagging sidewalks, as described in the following report of the Engineer of the Bureau of Highways:

(Copy.)

Report No. 85.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, March 26, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In connection with the accompanying petition from the office of the President of the Borough I have had an inspection made, and find that the lot lying on the north side of Halsey street, between Howard avenue and Saratoga avenue, known as Lot No. 116, Block 73, Twenty-fifth Ward Map, is devoid of flagging. I would therefore recommend that said sidewalk be flagged with a single course of bluestone flagging, five feet in width.

Estimated cost of flagging, \$69. Assessed valuation, \$2,500.

Respectfully,

(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lot lying on the north side of Halsey street, between Howard avenue and Saratoga avenue, known as Lot No. 116, Block 73, Twenty-fifth Ward Map, be flagged with a single course of bluestone flagging, five (5) feet in width, at the expense of the owner or owners of the said lot.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 61.

Petition for flagging sidewalks on the north side of Prospect place, between Franklin avenue and Bedford avenue, in front of Lots Nos. 1 and 2, Block 20, Twenty-fourth Ward Map.

Laid over.

No. 62.

Petition for fencing vacant lots on the north side of Prospect place, between Franklin avenue and Bedford avenue, and on the east side of Franklin avenue, between Prospect place and St. Mark's avenue, known as Lots Nos. 1 and 2, Block 20, Twenty-fourth Ward Map.

Laid over.

No. 63.

Following report from the Engineer of the Bureau of Highways:

(Copy.)

Report No. 142.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, April 7, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In connection with a complaint made by a Mr. R. S. Miller, in reference to bad condition of sidewalk on the north side of Gates avenue, between Reid and Patchen avenues, I have had an inspection made of the sidewalk and find that at present there is a Schrimshaw walk, which is broken, sunken and uneven. I would therefore recommend that said walk be removed and replaced with a single course of bluestone flagging five (5) feet in width.

Description of property:

On the north side of Gates avenue, between Reid and Patchen avenues, known as Lots Nos. 72 and 73, Block 5, Twenty-fifth Ward Map.

Estimated cost of flagging, \$63. Assessed valuation, \$4,400.

Respectfully,

(Signed) GEO. W. TILLSON, Chief Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lots lying on the north side of Gates avenue, between Reid avenue and Patchen avenue, known as Lots Nos. 72 and 73, Block 5, Twenty-fifth Ward Map, be flagged with a single course of bluestone flagging, five (5) feet in width, at the expense of the owner or owners of the said lots.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 64.

Following report from the Engineer of the Bureau of Highways:

Report No. 141.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, April 17, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In connection with a complaint made by the Principal of Public School 83, in reference to unflagged sidewalks on the north side of Bergen street, between Schenectady avenue and Troy avenue, I have had an inspection made of the sidewalks in front of lots referred to and would recommend that they be flagged with a single course of bluestone flagging, five (5) feet in width.

The property may be described as follows:

On the north side of Bergen street, between Schenectady avenue and Troy avenue, known as Lots Nos. 55, 56, 57 and 86, Block 155, Twenty-fourth Ward Map.

Estimated cost of flagging, \$151. Assessed valuation, \$7,600.

Respectfully,

(Signed) GEO. W. TILLSON, Chief Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the sidewalks opposite the lots lying on the north side of Bergen street, between Schenectady avenue and Troy avenue, known as Lots Nos. 55, 56, 57 and 86, Block 155, Twenty-fourth Ward Map, be flagged with a single course of bluestone flagging, five (5) feet in width, at the expense of the owner or owners of the said lots.

Which was decided in the affirmative by the following vote:

Affirmative—The President, Aldermen Wentz, Wirth and McInnes.

No. 65.

Following report from the Engineer of the Bureau of Highways:

Report No. 133.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, April 16, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In connection with a complaint made personally by you I have had an inspection made of the sidewalk referred to and find that the flagging is in parts sunken and broken, and in parts there being no walk at all. I would therefore recommend that said sidewalk in front of the lot lying on the west side of Elmore place, between Farragut road and Avenue G, known as Lot No. 69, Block 5242, Thirty-second Ward Map, be improved by laying a cement walk, five (5) feet in width.

Estimated cost of cement walk, \$34. Assessed valuation, \$400.

Respectfully,

(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lot lying on the west side of Elmore place, between Farragut road and Avenue G, known as Lot No. 69, Block 5242, Thirty-second Ward Map, be improved by laying a cement walk, five (5) feet in width, at the expense of the owner or owners of said lot.

Which was decided in the affirmative by the following vote:

Affirmative—The President, Aldermen Wentz, Wirth and McInnes.

No. 66.

Following report from the Engineer of the Bureau of Highways:

(Copy.)

Report No. 112.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, April 3, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In connection with the attached complaint from the office of the Supervisor of Complaints, I have had an inspection made and find that the sidewalks on the south side of Somers street, between Rockaway avenue and Stone avenue, are in a dangerous condition. The complainant is a Mr. T. Butler, of No. 84 Somers street. I would therefore recommend that the sidewalks in front of Lots Nos. 37, 38, 39 and 40, Block 124, Twenty-fifth Ward Map, be flagged with a single course of bluestone flagging, five (5) feet in width.

Estimated cost of flagging, \$125. Assessed valuation, \$2,260.

Respectfully,

(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lots lying on the south side of Somers street, between Rockaway avenue and Stone avenue, known as Lots Nos. 37, 38, 39 and 40, Block 124, Twenty-fifth Ward Map, be flagged with a single course of bluestone flagging, five (5) feet in width, at the expense of the owner or owners of the said lots.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 67.

Following report from the Engineer of the Bureau of Highways:

(Copy.)

Report No. 92.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, March 29, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In accordance with complaint of Frank Miller, of No. 284 McDougal street, I have had an inspection made and find that the sidewalks on the south side of McDougal street, between Rockaway and Stone avenues, known as Lot No. 154, Block 122, Twenty-fifth Ward Map, are devoid of flagging, and would therefore recommend that said sidewalks be flagged with a single course of bluestone flagging, five (5) feet in width.

Estimated cost of flagging, \$35. Assessed valuation, \$2,560.

Respectfully,

(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lot lying on the south side of McDougal street, between Rockaway and Stone avenues, known as Lot No. 154, Block

122, Twenty-fifth Ward Map, be flagged with a single course of bluestone flagging, five (5) feet in width, at the expense of the owner or owners of the said lot.

Which was decided in the affirmative by the following vote:
Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 68.

Petition for flagging sidewalks on the south side of St. Mark's avenue, between Rochester avenue and Utica avenue, known as Lots Nos. 22, 27, 31, 32 and 85, Block 177, Twenty-fourth Ward Map.
Laid over.

No. 69.

Following report from the Engineer of the Bureau of Highways:

Report No. 90.

(Copy.)

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, March 29, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In connection with a complaint received from a Mr. James T. Monahan, of No. 740 Macon street, I have had an inspection made and find that the sidewalk referred to on the northwest corner of Macon street and Howard avenue is devoid of flagging, and would therefore recommend that said walk be flagged with a single course of bluestone flagging, five (5) feet in width. The lot is known as Lot No. 85, Block 56, Twenty-fifth Ward Map.

Estimated cost of flagging, \$193. Assessed valuation of lot, \$2,000.

Respectfully,

(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lot lying on the northwest corner of Macon street and Howard avenue, known as Lot No. 85, Block 56, Twenty-fifth Ward Map, be flagged with a single course of bluestone flagging, five (5) feet in width, at the expense of the owner or owners of the said lot.

Which was decided in the affirmative by the following vote:
Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 70.

Following report from the Engineer of the Bureau of Highways:

(Copy.)

Report No. 88.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, March 27, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In connection with a complaint of G. Bungatz, of No. 20 Ocean avenue, in reference to unflagged sidewalks on the east side of Ocean avenue, between Lincoln road and Flatbush avenue, I have had an inspection made and find the condition to be such as stated.

The sidewalk lying on the east side of Ocean avenue, between Lincoln road and Flatbush avenue, known as Lots Nos. 7 and 8, Block 178, Twenty-ninth Ward Map.

They are devoid of flagging, and I would, in consequence, recommend that said sidewalk be flagged with a single course of bluestone flagging five (5) feet in width. Estimated cost of flagging, \$50. Assessed valuation, \$1,200.

Respectfully,

(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lots lying on the east side of Ocean avenue, between Lincoln road and Flatbush avenue, known as Lots Nos. 7 and 8, Block 178, Twenty-ninth Ward Map, be flagged with a single course of bluestone flagging, five (5) feet in width, at the expense of the owner or owners of the said lots.

Which was decided in the affirmative by the following vote:
Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 71.

Communication from the Engineer of the Bureau of Highways, recommending the flagging of sidewalks on the easterly side of Marey avenue, between Quincy street and Lexington avenue, known as Lot No. 42, Block 39, Twenty-third Ward Map.

Laid over and referred to Alderman Wirth.

No. 72.

Petition for flagging sidewalks on the south side of Avenue C, between East Eighteenth street and Coney Island avenue.

Following report from the Engineer of the Bureau of Highways:

(Copy.)

Report No. 87.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, March 27, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In connection with the accompanying petition from the office of the President of the Borough for the improvement of sidewalks on Avenue C, between East Eighteenth street and Coney Island avenue, I have had an inspection made and would recommend that the sidewalks be improved by laying a cement walk five feet in width as follows:

1. South side of Avenue C, between East Fifteenth and East Sixteenth streets, Lots Nos. 1, 5 and 6, Block 258, Twenty-ninth Ward Map.

Estimated cost, \$109. Assessed valuation, \$600.

2. South side of Avenue C, between East Sixteenth and East Seventeenth streets, Lots Nos. 5, 63 and 64, Block 259, Twenty-ninth Ward Map.

Estimated cost of cement sidewalk, \$135. Assessed valuation, \$2,400.

3. South side of Avenue C, between East Seventeenth and East Eighteenth streets, Lots No. 65, Block 241, Twenty-ninth Ward Map.

Estimated cost, \$120. Assessed valuation, \$900.

Respectfully,

(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lots lying on the south side of Avenue C, between East Sixteenth street and East Seventeenth street, known as Lots Nos. 5, 63 and 64, Block 259, Twenty-ninth Ward Map, be improved by laying a cement sidewalk, five (5) feet in width, at the expense of the owner or owners of the said lots.

Which was decided in the affirmative by the following vote:
Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lots lying on the south side of Avenue C, between East Fifteenth street and East Sixteenth street, known as Lots Nos. 1, 5 and 6, Block 258, Twenty-ninth Ward Map, be improved by laying a cement sidewalk, five (5) feet in width, at the expense of the owner or owners of the said lots.

Which was decided in the affirmative by the following vote:

Affirmative—The President, and Aldermen Wentz, Wirth and McInnes.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lot lying on the south side of Avenue C, between East Seventeenth street and East Eighteenth street, known as Lot No. 65, Block 241, Twenty-ninth Ward Map, be improved by laying a cement sidewalk five (5) feet in width, at the expense of the owner or owners of the said lot.

Which was decided in the affirmative by the following vote:

Affirmative—The President, and Aldermen Wentz, Wirth and McInnes.

No. 73.

Petition for flagging sidewalks as described in the following report of the Engineer of the Bureau of Highways:

(Copy.)

Report No. 76.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, March 26, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In accordance with the accompanying petition from the office of the President of the Borough, asking for the flagging of sidewalks on the south side of Pacific street, between Albany and Troy avenues, I have had an inspection made and find that Lot No. 16, Block 129, Twenty-fourth Ward Map, is entirely devoid of flagging. I would therefore recommend that said sidewalk be flagged with a single course of bluestone flagging five (5) feet in width.

Estimated cost, \$63. Assessed valuation, \$2,500.

Respectfully,

(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lot lying on the south side of Pacific street, between Albany avenue and Troy avenue, known as Lot No. 16, Block 129, Twenty-fourth Ward Map, be flagged with a single course of bluestone flagging five (5) feet in width, at the expense of the owner or owners of the said lot.

Which was decided in the affirmative by the following vote:

Affirmative—The President, and Aldermen Wentz, Wirth and McInnes.

No. 74.

Petition for flagging sidewalks, as described in the following report of the Engineer of the Bureau of Highways:

(Copy.)

Report No. 64.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, March 24, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In connection with the accompanying complaint from the Office of the President of the Borough, I have had an investigation made and find that the sidewalk on the east side of Stone avenue, between McDougal and Hull streets, is devoid of flagging. I would therefore recommend that the lots known as Lots Nos. 3, 72 and 73, Block 131, Twenty-fifth Ward Map, be flagged with a single course of bluestone flagging five (5) feet in width.

Estimated cost of flagging, \$142. Assessed value of lots, \$4,800.

Respectfully,

(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lots lying on the east side of Stone avenue, between McDougal street and Hull street, known as Lots Nos. 3, 72 and 73, Block 131, Twenty-fifth Ward Map, be flagged with a single course of bluestone flagging, five (5) feet in width, at the expense of the owner or owners of the said lots.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 75.

Petition for fencing vacant lots on the east side of Stone avenue, between Hull and McDougal streets, and on the south side of McDougal street, between Stone avenue and Broadway, known as Lots Nos. 3, 72 and 73, Block 131, Twenty-fifth Ward Map.

Laid over and referred to the Aldermen of the District.

No. 76.

Petition for flagging sidewalks on the east side of Stone avenue between Hull and Somers streets, and on the south side of Hull street between Stone avenue and Broadway, known as Lots Nos. 128, 93, 94, 112 and 130, Block 132, Twenty-fifth Ward.

Laid over.

No. 77.

Petition for fencing vacant lots on the east side of Stone avenue between Hull and Somers streets, and on the south side of Hull street, between Stone avenue and Broadway, known as Lots Nos. 128, 93, 112 and 130, Block 132, Twenty-fifth Ward.

Laid over.

No. 78.

Petition for flagging sidewalks on the southeast corner of Beverly road and East Eighteenth street, known as Lot No. 1, Block 242, Twenty-ninth Ward Map.

Laid over.

No. 79.

Petition for fencing vacant lots as described in the following report of the Engineer of the Bureau of Highways:

(Copy.)

Report No. 79.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, March 26, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In connection with the accompanying petition from the office of the Borough President in reference to fencing vacant lots on Hancock street, between

Howard and Saratoga avenues, I have had an inspection made and find that the lots are unfenced and in their present condition are a menace to the health of the adjoining residents. I would therefore recommend that the vacant lots on the south side of Hancock street, between Howard and Saratoga avenues, and on the west side of Saratoga avenue, between Hancock and Halsey streets, also on the north side of Halsey street, between Howard and Saratoga avenues, known as Lots Nos. 103, 104, 105, 115, 116, and 130, Block 73, Twenty-fifth Ward Map, be inclosed with a close board fence six feet in height to abate the existing nuisances.

Estimated cost, \$211. Assessed valuation, \$7,300.

Respectfully,

(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the lots lying on the south side of Hancock street, between Howard avenue and Saratoga avenue, and on the west side of Saratoga avenue, between Hancock and Halsey streets, and on the north side of Halsey street, between Howard avenue and Saratoga avenue, known as Lots Nos. 103, 104, 105, 115, 116 and 130, Block 73, Twenty-fifth Ward Map, be inclosed with a close board fence, six (6) feet high, at the expense of the owner or owners of the said lots.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 80.

Petition for fencing vacant lots as described in the following report of the Engineer of the Bureau of Highways:

(Copy.)

Report No. 78.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, March 26, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In connection with the accompanying petition from the office of the President of the Borough, asking for the fencing of vacant lot on the southeast corner of Hancock street and Saratoga avenue, I have had an inspection made and find the conditions to be such that garbage and house refuse is being dumped on said vacant lot. I would therefore recommend that the vacant lot, known as Lot No. 26, Block 89, Twenty-fifth Ward Map, be inclosed with a close board fence, six (6) feet in height, to abate the existing nuisances.

Estimated cost of fencing, \$100. Assessed valuation, \$3,600.

Respectfully,

(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the lot lying on the southeast corner of Hancock street and Saratoga avenue, known as Lot No. 26, Block 89, Twenty-fifth Ward Map, be inclosed with a close board fence six (6) feet high, at the expense of the owner or owners of the said lot.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 81.

Communication from the Engineer of the Bureau of Highways, recommending the fencing of a vacant lot on the north side of McDougal street, between Rockaway avenue and Stone avenue, known as Lot No. 104, Block 121, Twenty-fifth Ward Map.

Laid over.

No. 82.

Petition for fencing vacant lots on the south side of Macon street, between Nostrand avenue and Arlington place.

Laid over and referred to Alderman Wirth.

No. 83.

Petition for grading lots on the south side of Macon street, between Nostrand avenue and Arlington place.

Laid over and referred to Alderman Wirth.

No. 84.

Petition for fencing vacant lots as described in the following report of the Engineer of the Bureau of Highways:

(Copy.)

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, April 10, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In connection with the accompanying petition from the office of the President of the Borough, I have had an inspection made of the lots referred to and find that in their present condition they are a nuisance, being that unruly boys gather there and break windows in the immediate vicinity.

These lots, however, were fenced in December, 1894, by public letting, and I am reluctant on that account to recommend that they be fenced again. The lots lie on the south side of Madison street, between Throop and Sumner avenues, and are known as Lots Nos. 72 and 77, Block 8, Twenty-third Ward Map. In view of the existing circumstances, I would recommend that the fencing of said lots be referred to the Local Board having jurisdiction.

Estimated cost, \$54. Assessed valuation, \$7,250.

Respectfully,

(Signed) GEO. W. TILLSON,
Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the lot lying on the south side of Madison street, between Throop avenue and Sumner avenue, known as Lots Nos. 72 and 77, Block 8, Twenty-third Ward Map, be inclosed with a close board fence, six (6) feet high, at the expense of the owner or owners of the said lots.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 85.

Following report from the Engineer of the Bureau of Highways:

(Copy.)

Report No. 110.

City of New York, Borough of Manhattan,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, April 3, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In connection with complaint received through the Supervisor of Complaints, I have had an investigation made and find that the complaint made by

a Mr. J. A. Canfield, of No. 469 Marion street is justified. I would therefore recommend that the vacant lots on the north side of Chauncey street, between Rockaway avenue and Broadway, and on the east side of Rockaway avenue, between Chauncey street and Broadway, be inclosed with a close board fence, six (6) feet in height, to abate the dumping of ashes and house refuse thereon.

Description of property:

On the north side of Chauncey street, between Rockaway avenue and Broadway, also on the east side of Rockaway avenue, between Chauncey street and Broadway, known as Lot No. 4, Block 118, Twenty-fifth Ward Map.

Estimated cost of fencing, \$240. Assessed valuation, \$15,000.

Respectfully,

(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the lot lying on the north side of Chauncey street, between Rockaway avenue and Broadway, also east side Rockaway avenue, between Chauncey street and Broadway, known as Lot No. 4, Block 118, Twenty-fifth Ward Map, be inclosed with a close board fence, six (6) feet high, at the expense of the owner or owners of the said lot.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 86.

Following report from the Engineer of the Bureau of Highways:

(Copy.)

Report No. 111.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, April 3, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In connection with the complaint from the office of the Supervisor of Complaints, which complaint was made by a Mr. T. Butler of No. 84 Somers street, I have had an investigation made and find that the lot is in dire need of being graded to the level of adjacent property.

I would therefore recommend that said lot on the north side of Chauncey street, between Rockaway avenue and Broadway, known as Lot No. 4, Block 118, Twenty-fifth Ward Map, be filled to grade of adjoining property.

The estimated amount of filling would cost \$932. Assessed valuation of property, \$15,000.

Respectfully,

(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the lot lying on the north side of Chauncey street, between Rockaway avenue and Broadway, known as Lot No. 4, Block 118, Twenty-fifth Ward Map, be graded to the level of the adjoining street, at the expense of the owner or owners of the said lot.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 87.

Communication from the Engineer of the Bureau of Highways, recommending that the vacant lots on the south side of St. Mark's avenue, between Rochester avenue and Utica avenue, and on the west side of Rochester avenue, between St. Mark's avenue and Prospect place, and on the north side of Prospect place, between Rochester avenue and Utica avenue, known as Lots Nos. 31, 32, 85, 53, 54 and 55, Block 177, Twenty-fourth Ward Map, be fenced.

Laid over.

No. 88.

Following report from the Engineer of the Bureau of Highways:

(Copy.)

Report No. 96.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, April 2, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In connection with complaint referred to this office from the Supervisor of Complaints, I have had an inspection made and find that the lots referred to are unfenced on the east side of Rockaway avenue, between Sumpter and McDougal streets, also on the south side of Sumpter street, between Rockaway avenue and Stone avenue, known as Lots Nos. 79, 73, 75 and 108, Block 121, Twenty-fifth Ward Map.

I would therefore recommend that said vacant lots be fenced with a close board fence, six (6) feet in height, to abate the dumping of garbage and house ashes thereon.

Estimated cost of fencing, \$133. Assessed valuation, \$4,400.

Respectfully,

(Signed) GEO. W. TILLSON, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the lots lying on the east side of Rockaway avenue, between Sumpter street and McDougal street, and on the south side of Sumpter street, between Rockaway avenue and Stone avenue, known as Lots Nos. 79, 75, 73 and 108, Block 121, Twenty-fifth Ward Map, be inclosed with a close board fence, six (6) feet high, at the expense of the owner or owners of the said lots.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

No. 89.

Petition for grading lots on the south side of Putnam avenue, between Howard avenue and Broadway, known as Lots Nos. 55, 56, 57 and 82, Block 71, Twenty-fifth Ward.

Laid over.

No. 28.

Petition for grading lots as described in the following report of the Engineer of the Bureau of Highways:

(Copy.)

Flagging and Fencing Report No. 32.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, February 13, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In accordance with the accompanying petition an inspection has been made of the vacant lots on the south side of Greene avenue, between Marcy and Tompkins avenues, and it is found that they are about 7 feet below the level of the curb. Of course, if there were a probability of these lots being improved a great amount of excavating would be saved by their present condition, and I am somewhat reluctant to advise their being filled up; but their present condition is such

that it is certain they are unpleasant for the adjacent owners, and they claim that it is the cause of dampness in the cellars, especially during wet weather.

I therefore somewhat reluctantly recommend that the said vacant lots on the south side of Greene avenue, between Marcy and Tompkins avenues, known as Lots Nos. 37 to 43, inclusive, Block 38, Twenty-third Ward Map, be filled up to the level of the adjacent street.

Estimated cost of filling, \$800. Assessed value of lots, \$12,250.

Respectfully, (Signed) N. P. LEWIS, Chief Engineer, Bureau of Highways.

The above matter having been referred to Alderman Wirth for investigation, at the meeting of the Local Board held on March 26, 1902, and he having reported in favor of the improvement,

The following resolution was offered:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 8th day of May, 1902, deeming it for the public interest so to do, hereby directs that the lots lying on the south side of Greene avenue, between Marcy avenue and Tompkins avenue, known as Lots Nos. 37 to 43, inclusive, Block 38, Twenty-third Ward Map, be filled in to the level of the adjoining street at the expense of the owner or owners of the said lots.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Wentz, Wirth and McInnes.

Adjournment.

JUSTIN McCARTHY, Jr., Secretary.

LAW DEPARTMENT.

The following schedules form a brief extract of the transactions of the office of the Corporation Counsel for the week ending July 19, 1902, 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 are defendants unless otherwise mentioned.

SCHEDULE "A."

SUITS AND SPECIAL PROCEEDINGS INSTITUTED.

Table with columns: Court, Register and Folio, When Commenced, Title, Nature of Action. Contains legal case entries for Supreme, Kings Co., Supreme, Queens Co., and Supreme, Rich'd Co.

Table with columns: Court, Register and Folio, When Commenced, Title, Nature of Action. Contains legal case entries for Supreme, Kings Co., Supreme, Kings Co., and Municipal, Manhattan.

SCHEDULE "B."

JUDGMENTS, ORDERS AND DECREES ENTERED.

People ex rel. Richmond Hook and Ladder Company 4 vs. Edward M. Groat, etc.—Order entered granting peremptory writ of mandamus. People ex rel. John Sheridan vs. Adams.—Entered order denying motion for writ of mandamus. Matter of Riverside Park Extension.—Order entered taxing costs of proceeding from October 1, 1901, to May 22, 1902, at \$6,911.86. George Snyder.—Appellate Division order entered affirming judgment with cost; judgment of affirmance entered in favor of plaintiff. Barber Asphalt Paving Company.—Entered order discontinuing action without costs. Matter of Riverside Park Extension.—Order entered granting to the Commissioners of Estimate additional compensation of \$5,000 each. People ex rel. Albert P. Mayhew vs. Tax Commissioners.—Order entered vacating assessment. People ex rel. James Nugent vs. Deuel et al.—Entered order discontinuing the proceeding without costs. People ex rel. Joseph M. Huber vs. T. L. Feitner et al.—Order entered reducing assessment to \$595.21. Tompkins McIlvaine vs. George L. Steinson et al.—Decree entered directing that judgment entered April 1, 1901, be vacated and that the judgment be distributed among certain assignees. People ex rel. Joseph L. Bien vs. Sturgis, etc.—Order entered denying motion to resettle order of June 24 and dissolving stay of proceedings. People ex rel. George W. McAdam, Jr., vs. Livingston, etc.—Entered order denying motion for mandamus. People ex rel. Dennis J. Carrll vs. Charles C. Burlingham, etc.—Entered order denying motion for mandamus with \$10 costs. People ex rel. James W. Lamb vs. Jacob A. Cantor, etc.—Order entered denying motion for mandamus. Thomas McNamara et al., vs. William R. Willcox, et al.; Peter Rigas vs. Livingston.—Entered orders denying motions for stay of proceedings. Charles A. Martin and another.—Entered order vacating temporary injunction and discontinuing the action without costs. People ex rel. Marriott T. Donden vs. Edward Swanstrom, etc.—Order entered granting alternative writ of mandamus. Nassau Electric Railroad Company; Brooklyn, Queens County and Suburban Railroad Company.—Orders entered denying motions for injunctions. People ex rel. Thomas D. Lawler vs. Charles C. Burlingham, etc.—Order entered granting peremptory writ of mandamus.

Lillie Poey—Order entered consolidating actions Nos. 1, 2 and 3.
Edwin Lohr—Entered order discontinuing the action without costs.

Judgments were Entered in Favor of the Plaintiffs in the Following Actions:

| Date. | Name. | Register and Folio. | Amount |
|----------|-------------------|---------------------|----------|
| 1902. | | | |
| July 12. | Joseph Stern | 28 521 | \$209 35 |
| July 12. | Henry H. Guttman | 28 521 | 210 88 |
| July 14. | Augusta Pientka | 26 475 | 244 17 |
| July 14. | James E. McMannus | 33 486 | 280 48 |
| July 15. | George Snyder | 1 461 | 134 92 |
| July 16. | Edward Jentz | 29 228 | 175 00 |
| July 16. | Mary A. Mulvey | 29 270 | 50 00 |
| July 16. | Annie H. Smith | B. | 200 00 |
| July 17. | John Schneider | B. | 250 00 |

SCHEDULE "C."

SUITS AND SPECIAL PROCEEDINGS TRIED AND ARGUED.

James E. Nicholls et al.—Motion to open default argued before Giegerich, J.; motion denied, but with leave to renew; C. Mellen for the City.
Barnet Friedmann vs. Cohen—Motion for a reference argued before Giegerich, J.; motion granted; J. A. Stover for the City.
People ex rel. John Quigg vs. Smith—Motion for mandamus argued before Giegerich, J.; decision reserved; W. B. Crowell for the City.
Matter of John street school site (Queens)—Motion to confirm report of Commissioners argued before Chester, J.; motion granted; J. T. Malone for the City.
People ex rel. Charles E. Rhinelanders vs. Ronner—Motion for mandamus argued before Giegerich, J.; no opposition; J. F. O'Brien for the City.
Thomas J. Healy vs. Dougherty, etc.—Motion to open default argued before Giegerich, J.; decision reserved; C. Mellen for the City.
William B. Pettit—Motion to dismiss complaint for lack of prosecution made before Giegerich, J.; motion granted; J. A. Stover for the City.
Matter of Pier, old 15, East river, dock site—Motion to extend time to complete proceedings argued before Giegerich, J.; motion granted; C. D. Olendorf for the City.
People ex rel. Anna Meyer vs. Gould—Motion for mandamus argued before Giegerich, J.; decision reserved; C. A. O'Neil for the City.
The City of New York vs. William E. Dean et al.—Motion to set aside verdict and for new trial argued before Giegerich, J.; decision reserved; C. Mellen for the City.
Peter Rigas vs. Livingston—Motion for injunction pendente lite submitted to Giegerich, J.; decision reserved; G. Landon for the City.
Matter of Pier, old 16, East river, dock site—Motion to tax costs of Commissioners argued before Giegerich, J.; decision reserved; C. D. Olendorf for the City.
Matter of East River Bridge No. 4 (Manhattan Approach)—Motion to tax costs of A. M. Downes argued before Giegerich, J.; decision reserved; C. N. Harris for the City.
People ex rel. Thomas Cassidy vs. James Martin; People ex rel. Osial R. Southworth vs. George C. Clausen, etc.—Motion to dismiss proceedings submitted to Giegerich, J.; motions granted; J. A. Stover for the City.
Walter V. Cranford vs. Edward Swanstrom, etc.—Motion to continue injunction argued before Chester, J.; decision reserved; J. McKeen for the City.
Vincent C. Carrier—Demurrer argued before Walsh, J., in Municipal Court; demurrer sustained with leave to plaintiff to plead over; D. Joyce for the City.
People ex rel. William H. Guschard vs. Sturgis, etc.; People ex rel. Michael Dollard vs. John N. Partridge, etc.—Motions for peremptory writs of mandamus argued before Chester, J.; decision reserved; W. S. Brewster for the City.
East River Gas Company—Reference proceeded and adjourned; two hearings held; G. E. Blackwell for the City.
Susie Link—Motion to extend time to serve proposed case argued before Chester, J.; motion granted; G. E. Blackwell for the City.

Hearings Before Commissioners of Estimate in Condemnation Proceedings.

Manhattan approach to New East River Bridge No. 4, two hearings; Brooklyn approach to New East River Bridge No. 2, two hearings; C. N. Harris for the City.

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. |
|----------------------|--------------------------------|---|-------------------------------------|
| Education | 112 | .. | 4 |
| Charities | 2 | .. | 1 |
| Correction | 2 | .. | .. |
| Parks | .. | 2 | .. |
| Street Cleaning | 3 | .. | .. |
| Fire | 1 | 3 | .. |
| Public Works | 6 | .. | 1 |
| Borough Presidents | 2 | .. | 1 |
| Health | 1 | .. | .. |
| Armory Commissioners | .. | 1 | .. |
| Bridges | 1 | .. | 1 |
| Board of Elections | 1 | .. | .. |
| Total | 132 | 6 | 8 |

Releases Approved as to Form.

Finance

Leases Approved as to Form.

Street Cleaning

SCHEDULE "E."

OPINIONS RENDERED TO THE VARIOUS DEPARTMENTS.

| Department. | Number of Opinions. | Department. | Number of Opinions. |
|--------------------|---------------------|-----------------------------------|---------------------|
| Finance | 20 | Civil Service Commission | 1 |
| Police | 6 | Estimate and Apportionment | 2 |
| Fire | 3 | Water Supply, Gas and Electricity | 1 |
| Docks | 5 | Armory Commissioners | 1 |
| Parks | 1 | Commissioner of Jurors | 2 |
| Bridges | 1 | Register | 1 |
| Health | 2 | | |
| Borough Presidents | 4 | Total | 51 |
| District Attorney | 1 | | |

G. L. RIVES, Corporation Counsel.

BOROUGH OF MANHATTAN.

BUREAU OF BUILDINGS.

August 11, 1902.

Operations for the Week Ending August 9, 1902.

| | |
|---|----------------|
| Plans filed for new buildings | 18 |
| Estimated cost | \$3,600,900 00 |
| Plans filed for alterations | 39 |
| Estimated cost | 116,250 00 |
| Buildings reported as unsafe | 56 |
| Buildings reported for additional means of escape | 35 |
| Other violations of law reported | 118 |
| Unsafe building notices issued | 119 |
| Fire escape notices issued | 40 |
| Violation notices issued | 199 |
| Unsafe building cases forwarded for prosecution | 2 |
| Fire escape cases forwarded for prosecution | 0 |
| Violation cases forwarded for prosecution | 2 |
| Iron and steel inspections made | 4,478 |
| Complaints lodged with the Bureau | 40 |

PEREZ M. STEWART,

Superintendent of Buildings, Borough of Manhattan.

WM. H. CLASS, Chief Clerk.

BOROUGH OF RICHMOND.

BUREAU OF BUILDINGS.

New York City, August 12, 1902.

I herewith submit a report of the operations of the Bureau of Buildings, Borough of Richmond, for the week ending August 9, 1902:

| | |
|---|-------------|
| Plans filed for new buildings | 7 |
| Estimated cost | \$14,525 00 |
| Plans filed for alterations | 14 |
| Estimated cost | 2,057 00 |
| Plans filed for plumbing | 5 |
| Estimated cost | 1,193 00 |
| Fire escape notices issued | 3 |
| Buildings reported as unsafe | 1 |
| Unsafe building notices issued | 1 |
| Other violations of the law reported | 2 |
| Violation notices issued | 5 |
| Complaints lodged with the Bureau | 1 |
| Number of iron and steel inspections made | 261 |

JOHN SEATON, Superintendent.

JAMES NOLAN, Chief Clerk.

BOROUGH OF THE BRONX.

BUREAU OF BUILDINGS.

I herewith submit a report of the operations of the Bureau of Buildings, Borough of The Bronx, for the week ending July 26, 1902:

| | |
|--|-------------|
| Plans filed for new buildings | 10 |
| Estimated cost | \$65,225 00 |
| Plans filed for alterations | 15 |
| Estimated cost | \$10,450 00 |
| Unsafe cases filed | 3 |
| Violation cases filed | 17 |
| Fire escape cases filed | 12 |
| Unsafe notices issued | 1 |
| Violation notices issued | 14 |
| Fire-escape notices issued | 10 |
| Violation cases forwarded for prosecution | 20 |
| Fire-escape cases forwarded for prosecution | 15 |
| Complaints lodged with the Bureau | 3 |
| Number of pieces of iron and steel inspected | 235 |

MICHAEL J. GARVIN,

Superintendent of Buildings, Borough of The Bronx.

JOHN H. HANAN, Chief Clerk.

BOROUGH OF THE BRONX.

BUREAU OF BUILDINGS.

I herewith submit a report of the operations of the Bureau of Buildings, Borough of The Bronx, for the week ending August 9, 1902:

| | |
|--|-------------|
| Plans filed for new buildings | 10 |
| Estimated cost | \$78,800 00 |
| Plans filed for alterations | 16 |
| Estimated cost | 13,725 00 |
| Unsafe cases filed | 3 |
| Violation cases filed | 10 |
| Fire escape cases filed | 1 |
| Unsafe notices issued | 8 |
| Violation notices issued | 18 |
| Fire escape notices issued | 1 |
| Violation cases forwarded for prosecution | 25 |
| Fire escape cases forwarded for prosecution | 2 |
| Number of pieces of iron and steel inspected | 314 |

MICHAEL J. GARVIN,

Superintendent of Buildings, Borough of The Bronx.

JOHN H. HANAN, Chief Clerk.

