PUBLIC NOTICES.

PUBLIC NOTICE.
CITY OF NEW YORK.

BOARD OF ESTIMATE AND APPORTIONMENT.

Public notice is hereby given that at a meeting of the Board of Estimate and Apportionment held Friday, June 2, 1905, the following petition was received:

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

The petition of the Union Railway Company of New York City respectfully shows:

First—Your petitioner is a street surface railroad corporation, duly organized and existing under the laws of the State of New York and has duly filed, pursuant to section 90 of the Railroad Law, a statement of the extensions of its road or branches thereof herein proposed.

Second—Your petitioner desires to obtain from the City of New York and hereby respectfully applies for its consent to, and a grant of the franchise or right to use certain streets, roads, avenues, highways, boulevards, driveways, bridges, public viaducts and approaches, parkways, or public grounds within or belonging to the City of New York, for the construction and operation in and upon the surface thereof, of double or single track street surface railroads (including the necessary connections, switches, sidings, turnouts, turntables, crossovers and suitable stands or other structures necessary for the accommodation and operation of said railroads, by the overhead or other system of electricity or other motive power which may lawfully be used upon the same), as extensions or branches of its existing road and for public use in the conveyance of persons and property for compensation, the said bridges, public viaducts and approaches being adjacent to or within one-half mile of the route or routes of its existing railroads and the proposed extensions to, upon, over and across said bridges, public viaducts and approaches being for the purpose of connecting with other railroad routes, or of reaching the depots, stations or terminal of other railroads which are not more than one-half mile distant from such bridges, public viaducts or approaches; the following is a description of the said certain streets, roads, avenues, highways, boulevards, driveways, parkways, or public grounds and of the said certain bridges, public viaducts and approaches, within or belonging to The City of New York, in, through, upon and along, and to, upon over and across which your petitioner desires to extend its road or construct branches thereof as aforesaid, to wit:

(1) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Willis avenue and East One Hundred and Thirty-fourth street; running thence easterly in, through, upon and along said Willis avenue to its intersection with the northerly approach to the Willis Avenue (or First Avenue) Bridge over the Harlem River, and connecting the boroughs of The Bronx and Manhattan; thence southerly in, through, upon and along the said northerly approach to said bridge and upon, over, across and along said bridge, and in, through, upon and along the easterly approach to said bridge to its intersection with said First avenue, in the Borough of Manhattan; thence southerly and diagonally in, through, upon and along said First avenue to the tracks of the Third Avenue Railroad Company at the intersection of said First avenue with East One Hundred and Twenty-third street, all in the Boroughs of The Bronx and Manhattan, in the City, County and State of New York.

The above extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: The Southern Boulevard (not at grade), East One Hundred and Thirty second street (not at grade), East One Hundred and Twenty-seventh street (not at grade), and East One Hundred and Twenty-sixth street (not at grade); all in the boroughs of The Bronx and Manhattan, in the City County and State of New York.

(2) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of East One Hundred and Thirty-eighth street and Exterior street (or Gerard avenue), running thence northerly in, through, upon and along said Exterior street (or Gerard avenue) to its intersection with Gerard avenue; thence northerly in, through, upon and along said Gerard avenue to its intersection with East One Hundred and Forty-ninth street; thence westerly in, through, upon and along said East One Hundred and Forty-ninth street to the easterly approach to the Lenox avenue (or West One Hundred and Forty-fifth street) and East One Hundred and Forty-ninth street bridge over the Harlem River, and connecting the boroughs of The Bronx and Manhattan; thence westerly in, through, upon and along said easterly approach and upon, over, across and along said bridge and in, through, upon and along said westerly approach to said bridge to the intersection of said approach with said West One Hundred and Forty-fifth street; thence westerly in, through, upon and along said West One Hundred and Forty-fifth street to the tracks of the Sixth Avenue Railroad Company at the intersection of said West One Hundred and Forty-fifth street with Lenox avenue, all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Exterior street, East One Hundred and Forty-fourth street, East One Hundred and Forty-sixth street, River avenue and Exterior street (not at grade), all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

(3) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Bosscobel avenue, Lind avenue and Aqueduct avenue; running thence westerly in, through, upon and along the easterly approach to the Washington Bridge over the Harlem river and connecting the boroughs of The Bronx and Manhattan, and upon, over, across and along said bridge, and in, through, upon and along the westerly approach to said bridge to the intersection of said westerly approach with West One Hundred and Fifty-first street, in the Borough of Manhattan; thence westerly in, through, upon and along said West One Hundred and Eighty-first street to the tracks of the Kingsbridge Railway Company, at the intersection of Broadway and West One Hundred and Eighty-first street, all in the boroughs of The Bronx and Manhattan, in the City County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Aqueduct avenue, Lind avenue, Undercliff avenue (not at grade), Sedgwick avenue (not at grade), Commerce avenue (not at grade), the tracks of the New York and Putnam Railroad Company and of the Spuyten Duyvil and Port Morris Railroad Company, of the New York Central and Hudson River Railroad system (not at grade), the Harlem River Speedway (not at grade), New avenue, Amsterdam avenue, Audubon avenue, Broadway (or Eleventh avenue) and Wadsworth avenue, all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

(4) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Fordham avenue and the Harlem River terrace; running thence southerly in, through, upon and along said Harlem River terrace to its intersection with East One Hundred and Eighty-fourth street; thence westerly in, through, upon and along said East One Hundred and Eighty-fourth street to the easterly approach to the new or Fordham Heights Bridge (to be constructed) over the Harlem river and connecting the Boroughs of The Bronx and Manhattan; thence westerly in, through, upon and along said easterly approach and upon, over, across and along said bridge and in, through, upon and along the westerly approach to said bridge to West Two Hundred and Seventy-second street in the Borough of Manhattan; thence westerly in, through, upon and along said West Two Hundred and Seventy-second street to the intersection of said West Two Hundred and Seventy-second street with Amsterdam avenue (or Tenth avenue); thence westerly in, through, upon and along said Amsterdam avenue (or Tenth avenue) to its intersection with Emerson street; thence westerly in, through, upon and along said Emerson street to the southerly approach to said bridge to the intersection of said southerly approach to said bridge with First avenue, in the Borough of Manhattan; thence in a southerly direction in, through, upon and along said bridge and in, through, upon and along the southerly approach to said bridge to the intersection of said southerly approach to said bridge with First avenue, in the Borough of Manhattan; thence in a southerly direction in, through, upon and along said First avenue to the tracks of the Third Avenue Railroad Company at the intersection of said First avenue with East One Hundred and Twenty-third street, all in the Boroughs of The Bronx and Manhattan, in the City, County and State of New York.

The above extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Southern Boulevard (not at grade), East One Hundred and Twenty-second street (not at grade), East One Hundred and Twenty-sixth street (not at grade); all in the boroughs of The Bronx and Manhattan, in the City County and State of New York.

(5) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Willis avenue and East One Hundred and Forty-ninth street; running thence southerly in, through, upon and along said Willis avenue to its intersection with the northerly approach to the Willis Avenue (or First Avenue) Bridge over the Harlem River, and connecting the boroughs of The Bronx and Manhattan; thence southerly in, through, upon and along the said northerly approach to said bridge and upon, over, across and along said bridge and in, through, upon and along said westerly approach to said bridge to the intersection of said westerly approach with said West One Hundred and Forty-fifth street; thence westerly in, through, upon and along said West One Hundred and Forty-fifth street to the easterly approach to the Lenox avenue (or West One Hundred and Forty-fifth street) and East One Hundred and Forty-ninth street bridge over the Harlem River and connecting the boroughs of The Bronx and Manhattan; thence westerly in, through, upon and along said easterly approach and upon, over, across and along said bridge and in, through, upon and along said westerly approach to said bridge to the intersection of said westerly approach with said West One Hundred and Forty-fifth street; thence westerly in, through, upon and along said West One Hundred and Forty-fifth street to the tracks of the Sixth Avenue Railroad Company at the intersection of said West One Hundred and Forty-fifth street with Lenox avenue, all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Exterior street, East One Hundred and Forty-fourth street, East One Hundred and Forty-sixth street, River avenue and Exterior street (not at grade), all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

(6) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Bosscobel avenue, Lind avenue and Aqueduct avenue; running thence westerly in, through, upon and along the easterly approach to the Washington Bridge over the Harlem river and connecting the boroughs of The Bronx and Manhattan, and upon, over, across and along said bridge, and in, through, upon and along the westerly approach to said bridge to the intersection of said westerly approach with West One Hundred and Fifty-first street, in the Borough of Manhattan; thence westerly in, through, upon and along said West One Hundred and Eighty-first street to the tracks of the Kingsbridge Railway Company, at the intersection of Broadway and West One Hundred and Eighty-first street, all in the boroughs of The Bronx and Manhattan, in the City County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Aqueduct avenue, Lind avenue, Undercliff avenue (not at grade), Sedgwick avenue (not at grade), Commerce avenue (not at grade), the tracks of the New York and Putnam Railroad Company and of the Spuyten Duyvil and Port Morris Railroad Company, of the New York Central and Hudson River Railroad system (not at grade), the Harlem River Speedway (not at grade), New avenue, Amsterdam avenue, Audubon avenue, Broadway (or Eleventh avenue) and Wadsworth avenue, all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

(7) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Broadway with East Two Hundred and Thirty-eighth street; running thence easterly in, through, upon and along said East Two Hundred and Thirty-eighth street to its intersection with the westerly approach to the bridge over the tracks of the New York and Putnam Railroad Company; thence easterly in, through, upon and along the said westerly approach to said bridge, and upon, over, across and along said bridge and in, through, upon and along the easterly approach to said bridge and the intersection of said East Two Hundred and Thirty-eighth street and the Albany road, all in the Borough of The Bronx, in the City County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Review avenue and Putnam avenue, all in the Borough of The Bronx, in the City County and State of New York.

(8) Beginning at and connecting with the tracks of the Union Railway Company of New York City at the intersection of Webster avenue and East Two Hundred and Thirty-third street (or Nineteenth street); running thence easterly and in, through, upon and along said East Two Hundred and Thirty-third street (or Nineteenth street) to its intersection with the westerly approach to the East Two Hundred and Thirty-third Street Bridge over the tracks of the New York and Harlem Railroad Company; thence easterly in, through, upon and along said approach, and upon, over, across and along said bridge, and in, through, upon and along said Exterior street to the intersection of said Exterior street with the Boston road (or Boston Post road); thence northerly in, through, upon and along said Boston road to its intersection with East One Hundred and Forty-ninth street; thence westerly in, through, upon and along said East One Hundred and Forty-ninth street to the easterly approach to the Lenox avenue (or West One Hundred and Forty-fifth street) and East One Hundred and Forty-ninth street bridge over the Harlem River and connecting the boroughs of The Bronx and Manhattan; thence westerly in, through, upon and along said easterly approach and upon, over, across and along said bridge and in, through, upon and along said westerly approach to said bridge to the intersection of said westerly approach with West One Hundred and Forty-fifth street; thence westerly in, through, upon and along said West One Hundred and Forty-fifth street to the tracks of the Sixth Avenue Railroad Company at the intersection of said West One Hundred and Forty-fifth street with Lenox avenue, all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Exterior street, East One Hundred and Forty-fourth street, East One Hundred and Forty-sixth street, River avenue and Exterior street (not at grade), all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

(9) Beginning at and connecting with the tracks of the Union Railway Company of New York City at the intersection of Third avenue and East One Hundred and Forty-eighth street; running thence westerly in, through, upon and along said East One Hundred and Forty-eighth street to its intersection with Park avenue (or Railroad avenue); thence northerly in, through, upon and along said Park avenue (or Railroad avenue) to its intersection with East One Hundred and Forty-ninth street; thence westerly in, through, upon and along said East One Hundred and Forty-ninth street to its intersection with the easterly approach to the East One Hundred and Forty-ninth Street Bridge over the tracks of the New York Central and Hudson River Railroad Company and the New York and Harlem Railroad Company; thence in, through, upon and along said easterly approach and upon, over, across and along said bridge and in, through, upon and along the westerly approach to said bridge to the intersection of said westerly approach with said East One Hundred and Forty-ninth street; thence westerly in, through, upon and along said East One Hundred and Forty-ninth street to its intersection with the easterly approach to the East One Hundred and Forty-ninth Street Bridge over the tracks of the New York Central and Hudson River Railroad system; thence southerly in, through, upon and along said easterly approach to said bridge, and upon, over, across and along said bridge and in, through, upon and along said westerly approach to said bridge; thence southerly in, through, upon and along said Gerard avenue to its intersection with East One Hundred and Forty-ninth street and connecting with the tracks to be constructed under extension (2) as already described, and proceeding in, through, upon and along the route of said extension (2) westerly from the intersection of said East One Hundred and Forty-ninth street and said Gerard avenue, over, upon, across and along the said Lenox avenue (or East One Hundred and Forty-ninth street and West One Hundred and Forty-fifth street) Bridge to the westerly terminus of said extension (2), as more particularly set forth in the description of said extension, all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: East One Hundred and Forty-ninth street, Third avenue, Melrose avenue and Willis avenue; running thence easterly in, through, upon and along said East One Hundred and Forty-ninth street and over, upon, across and along the East One Hundred and Forty-ninth Street Bridge over the tracks of the Port Morris Branch of the New York and Harlem Railroad Company, and in, through, upon and along said East One Hundred and Forty-ninth street to and connecting with the tracks of the Southern Boulevard Railroad Company, at the intersection of East One hundred and Forty-ninth street, Prospect avenue and the Southern Boulevard; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Courtlandt avenue, College avenue, Morris avenue, Spencer place, Mott avenue, Walton avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(10) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of East One Hundred and Forty-ninth street, Third avenue, Melrose avenue and Willis avenue; running thence easterly in, through, upon and along said East One Hundred and Forty-ninth street and over, upon, across and along the said Lenox avenue (or East One Hundred and Forty-ninth street and West One Hundred and Forty-fifth street) Bridge over the tracks of the Port Morris Branch of the New York and Harlem Railroad Company, and in, through, upon and along said East One Hundred and Forty-ninth street to and connecting with the tracks of the Southern Boulevard Railroad Company, at the intersection of East One hundred and Forty-ninth street, Prospect avenue and the Southern Boulevard; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Courtlandt avenue, College avenue, Morris avenue, Spencer place, Mott avenue, Walton avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(11) Beginning at and connecting with the westerly end of the existing tracks of the Union Railway Company of New York City, on the West one Hundred and Fifty-fifth Street Viaduct, crossing Eighth avenue (not at grade) in the Borough of Manhattan; running thence westerly in, through, upon and along said viaduct to its intersection with West One Hundred and Fifty-fifth street; thence westerly in, through, upon and along said West One Hundred and Fifty-fifth street to its intersection with Broadway; thence northerly in, through, upon and along said Broadway to the intersection of said Broadway with the Southern Boulevard Railroad Company, at the intersection of said Intervale avenue and the Southern Boulevard all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Eighth avenue (not at grade), Bradhurst avenue (not at grade), the Harlem River Speedway (not at grade), Edgecombe avenue, St. Nicholas place, Edgecombe road, St. Nicholas avenue, Amsterdam avenue and West One Hundred and Fifty-sixth street; all in the Borough of Manhattan, in the City, County and State of New York.

(12) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Jerome avenue and Mosholu parkway; South (or North) avenue; running thence southwesterly in, through, upon and along said Mosholu parkway, South (or North Sedgwick avenue), to its intersection with Sedgwick avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(13) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Jerome avenue and Gun Hill road; running thence easterly in, through, upon and along said Gun Hill road to and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Webster avenue and the Gun Hill road; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Williamsbridge road or Westchester turnpike, Briggs avenue, Arthur street, East Chester road, Birch street, Cedar street, Oak street, Walnut street, Webster avenue, Bathgate avenue, South Fifth avenue, Old Boston Post road, Town Dock road, and Fisher's lane, all in the Borough of The Bronx, in the City, County and State of New York.

(22) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Bailey avenue and West Two Hundred and Thirtieth street; running thence westerly in, through, upon and along said West Two Hundred and Thirtieth street to its intersection with Broadway; thence southerly in, through, upon and along said Broadway to its intersection with Riverdale avenue (or the Spuyten Duyvil road); thence southerly in, through, upon and along said Riverdale avenue to the northerly boundary line of the City of New York; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, &c.: Kingsbridge avenue, Corlear avenue, Tibbett avenue, West Two Hundred and Thirty-second street, West Two Hundred and Thirty-fourth street, Greystone avenue, West Two Hundred and Thirty-fifth street, West Two Hundred and Thirty-sixth street, Cambridge avenue, Fordham road, Aqueduct avenue, West Two Hundred and Thirty-eighth street, Spuyten Duyvil parkway, West Two Hundred and Forty-sixth street, West Two Hundred and Forty-seventh street, West Two Hundred and Forty-eighth street, West Two Hundred and Forty-ninth street, West Two Hundred and Fifty-second street, Alamo avenue, West Two Hundred and Fifty-third street, West Two Hundred and Fifty-fourth street, West Two Hundred and Fifty-fifth street, West Two Hundred and Fifty-sixth street, unnamed street, West Two Hundred and Fifty-ninth street, West Two Hundred and Sixtieth street, West Two Hundred and Sixty-first street, West Two Hundred and Sixty-second street, all in the Borough of The Bronx, in the City, County and State of New York.

(23) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Bailey avenue and the Kingsbridge road; running thence westerly in, through, upon and along said Kingsbridge road to the easterly approach to the proposed bridge over the tracks of the New York Central and Hudson River Railroad and the New York and Putnam Railroad Companies; thence westerly in, through, upon and along said easterly approach to said bridge, and upon, over, across and along said bridge, and in, through, upon and along the westerly approach to said bridge to the intersection of said westerly approach with the Kingsbridge road; thence westerly in, through, upon and along the said Kingsbridge road to its intersection with the easterly approach to the bridge over Spuyten Duyvil creek; thence westerly in, through, upon and along the said easterly approach to said bridge and over, upon, across and along said bridge, and in, through, upon and along the westerly approach to said bridge to its intersection with Muscoota street; thence westerly in, through, upon and along said Muscoota street to the tracks of the Kingsbridge Railway Company, at the intersection of Broadway and the said Muscoota street; all in the boroughs of Manhattan and The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Exterior street; all in the Borough of The Bronx, in the City, County and State of New York.

(17) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Broadway and West Two Hundred and Forty-second street (or Spuyten Duyvil parkway); running thence westerly in, through, upon and along said West Two Hundred and Forty-second street (or Spuyten Duyvil parkway) to Fieldston avenue (or Spuyten Duyvil parkway); thence westerly in, through, upon and along said Spuyten Duyvil parkway to its intersection with Riverdale avenue (or Spuyten Duyvil parkway); thence southerly in, through, upon and along said Riverdale avenue (or Spuyten Duyvil parkway), to its intersection with said Spuyten Duyvil parkway; thence southerly in, through, upon and along said Spuyten Duyvil parkway to its intersection with Netherland avenue; thence northerly in, through, upon and along said Netherland avenue to West Two Hundred and Thirty-ninth street; thence westerly in, through, upon and along said West Two Hundred and Thirty-ninth street to its intersection with Independence avenue; thence northerly in, through, upon and along said Independence avenue to its intersection with West Two Hundred and Fortieth street; thence westerly in, through, upon and along said West Two Hundred and Fortieth street to its intersection with Seward place and Palisade avenue; thence northerly in, through, upon and along said Palisade avenue to its intersection with said East Two Hundred and Thirty-third street; thence in, through, upon and along said East Two Hundred and Thirty-third Street Bridge over the Bronx river, and in, through, upon and along said Bronx River Speedway (not at grade), Bronx Park East (not at grade), East One Hundred and Forty-fourth street (not at grade), Exterior street (not at grade), Boston road (not at grade), East One Hundred and Forty-ninth street (not at grade), Third avenue (not at grade), Willis avenue (not at grade), Melrose avenue (not at grade), Lenox avenue (not at grade), Fifth avenue (not at grade), Madison avenue (not at grade), Park avenue (not at grade), Lexington avenue (not at grade), Third avenue (not at grade), Southern Boulevard (not at grade), East One Hundred and Twenty-second street (not at grade), East One Hundred and Twenty-sixth street (not at grade), Willis avenue (not at grade), Melrose avenue (not at grade), Lenox avenue (not at grade), Fifth avenue (not at grade), Madison avenue (not at grade), Park avenue (not at grade), Lexington avenue (not at grade), Third avenue (not at grade), Southern Boulevard (not at grade), East One Hundred and Twenty-second street (not at grade), East One Hundred and Twenty-sixth street (not at grade); all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

(18) Beginning at and connecting with the tracks of the Union Railway Company of New York City at the intersection of White Plains avenue and East Two Hundred and Thirty-sixth street; running thence easterly in, through, upon and along said East Two Hundred and Thirty-sixth street to its intersection with the northerly boundary line of the City of New York at its intersection with Sixth street in the City of Mount Vernon, all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Eagle avenue, Cauldwell avenue, Tiffany avenue, Jackson avenue, Longfellow avenue, Union avenue, Prospect avenue, East One Hundred and Sixty-second street, Rogers place, Dawson street, Kelly street, Beck street and Fox street; all in the Borough of The Bronx, in the City, County and State of New York.

(21) Beginning at and connecting with the tracks of the Union Railway Company of New York City at the intersection of White Plains avenue and the Boston road (or Boston turnpike); thence northeasterly in, through, upon and along said Boston road (or Boston turnpike) to the southerly approach to the Boston road (or Boston turnpike) Bridge over the Bronx River; thence northerly, easterly in, through, upon and along said southerly approach to said bridge, and upon, over, across and along said bridge, and in, through, upon and along the northerly approach to said bridge to the intersection of said approach with the said Boston road (or Boston turnpike); thence northeasterly in, through, upon and along said Boston road (or Boston turnpike) to the southerly line of New York City; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, &c.: Williamsbridge road or Westchester turnpike, Briggs avenue, Arthur street, East Chester road, Birch street, Cedar street, Oak street, Walnut street, Webster avenue, Bathgate avenue, South Fifth avenue, Old Boston Post road, Town Dock road, and Fisher's lane, all in the Borough of The Bronx, in the City, County and State of New York.

(22) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Bailey avenue and West Two Hundred and Thirtieth street; running thence westerly in, through, upon and along said West Two Hundred and Thirtieth street to its intersection with Broadway; thence southerly in, through, upon and along said Broadway to its intersection with Riverdale avenue (or the Spuyten Duyvil road); thence southerly in, through, upon and along said Riverdale avenue to the northerly boundary line of the City of New York; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, &c.: Kingsbridge avenue, Corlear avenue, Tibbett avenue, West Two Hundred and Thirty-second street, West Two Hundred and Thirty-fourth street, Greystone avenue, West Two Hundred and Thirty-fifth street, West Two Hundred and Thirty-sixth street, Cambridge avenue, Fordham road, Aqueduct avenue, West Two Hundred and Thirty-eighth street, Spuyten Duyvil parkway, West Two Hundred and Forty-sixth street, West Two Hundred and Forty-seventh street, West Two Hundred and Forty-eighth street, West Two Hundred and Forty-ninth street, West Two Hundred and Fifty-second street, Alamo avenue, West Two Hundred and Fifty-third street, West Two Hundred and Fifty-fourth street, West Two Hundred and Fifty-fifth street, West Two Hundred and Fifty-sixth street, unnamed street, West Two Hundred and Fifty-ninth street, West Two Hundred and Sixtieth street, West Two Hundred and Sixty-first street, West Two Hundred and Sixty-second street, all in the Borough of The Bronx, in the City, County and State of New York.

(23) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Bailey avenue and the Kingsbridge road; running thence westerly in, through, upon and along said Kingsbridge road to the easterly approach to the proposed bridge over the tracks of the New York Central and Hudson River Railroad and the New York and Putnam Railroad Companies; thence westerly in, through, upon and along said easterly approach to said bridge, and upon, over, across and along said bridge, and in, through, upon and along the westerly approach to said bridge to the intersection of said westerly approach with the Kingsbridge road; thence westerly in, through, upon and along the said Kingsbridge road to its intersection with the easterly approach to the bridge over Spuyten Duyvil creek; thence westerly in, through, upon and along the said easterly approach to said bridge and over, upon, across and along said bridge, and in, through, upon and along the westerly approach to said bridge to its intersection with Muscoota street; thence westerly in, through, upon and along said Muscoota street to the tracks of the Kingsbridge Railway Company, at the intersection of Broadway and the said Muscoota street; all in the boroughs of Manhattan and The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Exterior street; all in the Borough of The Bronx, in the City, County and State of New York.

(24) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Third avenue and Wendover avenue; running thence easterly in, through, upon and along said Wendover avenue to its intersection with Fulton avenue (or Crotona Park, West); thence southerly in, through, upon and along said Fulton avenue (or Crotona Park, West) to its intersection with Crotona Park, South; thence easterly in, through, upon and along said Crotona Park, South, to its intersection with Prospect avenue; thence southerly, or southeasterly in, through, upon and along said Prospect avenue to its intersection with Jennings street; thence easterly or northeasterly in, through, upon and along said Jennings street to its intersection with Wilkins place; thence southerly or southeasterly in, through, upon and along said Wilkins place to and connecting with the tracks of the Southern Boulevard Railroad Company, at the intersection of said Wilkins place and the Southern Boulevard, all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: East One Hundred and Seventy-first Street, St. Paul's place, Franklin avenue, Clinton avenue, Crotona avenue, Crotona Park East (not at grade), East One Hundred and Seventieth street, Chisholm street, Bristow street, Stebbins avenue, Intervale avenue and Freeman street; all in the Borough of The Bronx, in the City, County and State of New York.

(15) Beginning at and connecting with the tracks of the Union Railway Company of New York City at the intersection of Third avenue and Wendover avenue; running thence westerly in, through, upon and along said Wendover avenue to its intersection with Webster avenue and Clay avenue (or Claremont Park, East); thence southerly in, through, upon and along said Clay avenue (or Claremont Park, East), to its intersection with said Claremont Park, East; thence southerly in, through, upon and along said Claremont Park, East, to its intersection with East One Hundred and Seventieth street (or the transverse road); thence westerly in, through, upon and along said East One Hundred and Seventieth street (or the transverse road) to its intersection with East One Hundred and Seventieth street; thence westerly in, through, upon and along said East One Hundred and Seventieth street to and connecting with the tracks of the Union Railway Company of New York City, at the intersection of East One Hundred and Seventieth street and Boscobel avenue; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Bathgate avenue, Bathgate avenue, Park avenue (or Railroad avenue), Brook avenue, Webster avenue, Clay avenue, Teller avenue, Findlay avenue, College avenue, Morris avenue, Grant avenue, Sheridan avenue, Grand Concourse and Boulevard, Webster avenue, Walton avenue, Townsend avenue, Jerome avenue, Inwood avenue, Cromwell avenue, all in the Borough of The Bronx, in the City, County and State of New York.

(16) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Bailey avenue and the Kingsbridge road; thence westerly in, through, upon and along said Kingsbridge road to the easterly approach to the proposed bridge over the tracks of the New York Central and Hudson River Railroad and the New York and Putnam Railroad Companies; thence westerly in, through, upon and along said easterly approach to said bridge, and upon, over, across and along said bridge, and in, through, upon and along the westerly approach to said bridge to the intersection of said westerly approach with the Kingsbridge road; thence westerly in, through, upon and along the said Kingsbridge road to its intersection with the easterly approach to the bridge over Spuyten Duyvil creek; thence westerly in, through, upon and along the said easterly approach to said bridge and over, upon, across and along said bridge, and in, through, upon and along the westerly approach to said bridge to its intersection with Muscoota street; thence westerly in, through, upon and along said Muscoota street to the tracks of the Kingsbridge Railway Company, at the intersection of Broadway and the said Muscoota street; all in the boroughs of Manhattan and The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Exterior street; all in the Borough of The Bronx, in the City, County and State of New York.

(17) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Broadway and West Two Hundred and Forty-second street (or Spuyten Duyvil parkway); running thence westerly in, through, upon and along said West Two Hundred and Forty-second street (or Spuyten Duyvil parkway) to Fieldston avenue (or Spuyten Duyvil parkway); thence westerly in, through, upon and along said Spuyten Duyvil parkway to its intersection with Riverdale avenue (or Spuyten Duyvil parkway); thence southerly in, through, upon and along said Riverdale avenue (or Spuyten Duyvil parkway), to its intersection with said Spuyten Duyvil parkway; thence southerly in, through, upon and along said Spuyten Duyvil parkway to its intersection with Netherland avenue; thence northerly in, through, upon and along said Netherland avenue to West Two Hundred and Thirty-ninth street; thence westerly in, through, upon and along said West Two Hundred and Thirty-ninth street to its intersection with Independence avenue; thence northerly in, through, upon and along said Independence avenue to its intersection with West Two Hundred and Fortieth street; thence westerly in, through, upon and along said West Two Hundred and Fortieth street to its intersection with Seward place and Palisade avenue; thence northerly

PUBLIC NOTICES.

Apportionment at a meeting held the 2d day of June.

Resolved, That, in pursuance of law, this Board sets Friday, the 30th day of June, 1905, at 10:30 o'clock in the forenoon, and Room 16, in the City Hall, in the Borough of Manhattan, as the time and place when and where such petition shall be first considered and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the Secretary is directed to cause such petition and these resolutions to be published for at least fourteen (14) days in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the CITY RECORD immediately prior to such date of public hearing. The expense of such publication to be borne by the petitioner.

J. W. STEVENSON, Secretary.

June 8, 1905.

PUBLIC NOTICE.
CITY OF NEW YORK.

BOARD OF ESTIMATE AND APPORTIONMENT.

Public notice is hereby given that at a meeting of the Board of Estimate and Apportionment, held Friday, June 2, 1905, the following petition was received:

WILLIAM C. TRULL,
ATTORNEY AND COUNSELLOR AT LAW,
No. 26 LIBERTY STREET,
MUTUAL LIFE BUILDING,
NEW YORK, June 2, 1905.

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

GENTLEMEN—On behalf of the New York and Port Chester Railroad Company, I herewith submit its petition for the assent of your Honorable Body to the construction and operation of its railroad across the streets intersected by its route within the limits of The City of New York.

Respectfully yours,
WILLIAM C. TRULL.

In the Matter
of
The petition of the New York and Port Chester Railroad Company.

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

The petition of the New York and Port Chester Railroad Company respectfully shows and avers upon information and belief:

First—It is a domestic corporation duly incorporated under the laws of the State of New York for the purpose of constructing and operating a railroad of the standard gauge, to be built upon and through a private right of way to be acquired by the company, crossing all streets, avenues, highways and railroads intersected by its route above or below the grade thereof as may be determined by the Board of Railroad Commissioners or other lawful authority.

Second—The said railroad is to be operated by electricity or other motive power authorized by law, except locomotive steam power.

Third—Such railroad is to be built, maintained and operated upon and along a main route commencing at or near the intersection of East One Hundred and Thirty-second street and Willis avenue in the Borough of The Bronx in The City of New York; running thence in an easterly and northeasterly direction through the said Borough of The Bronx, as hereinafter more specifically described, and the cities, towns and villages of Mount Vernon, Pelham, New Rochelle, Larchmont, Mamaroneck, Rye and Port Chester in the County of Westchester to the boundary line between the State of New York and the State of Connecticut; also upon and along a branch route commencing at a point in the aforementioned main route at or near the intersection of the Bronx river and Westchester avenue, running thence in a southeasterly direction to Clason's Point on the East river.

Fourth—The route of said railroad crosses and the following streets and avenues in the City of New York, to wit:

Beginning at a point at or near the intersection of the easterly line of Willis avenue with the northerly line of East One Hundred and Thirty-second street in the Borough of The Bronx; thence crossing the Southern Boulevard near its intersection with Willis avenue, and thence running parallel to the Southern Boulevard "Low Plain" also crossing the Southern Boulevard at a point of beginning to the Southern Boulevard at a point between Willis avenue and Brown place; thence crossing the Southern Boulevard to join the line above described and Brown place and crossing Brown place and Brook avenue, between the Southern Boulevard and East One Hundred and Thirty-fourth street; thence crossing the Southern Boulevard, between East One Hundred and St. Ann's avenue; thence crossing St. Ann's avenue, between the Southern Boulevard and East One Hundred and Thirty-second street; thence running approximately parallel to the Southern Boulevard and to the Southern Boulevard "Low Plain" and crossing Cypress avenue, East One Hundred and Thirty-third street, East One Hundred and Thirty-fourth street, East One Hundred and Thirty-fifth street, East One Hundred and Thirty-sixth street, Willow avenue, East One Hundred and Thirty-seventh street, East One Hundred and Thirty-eighth street, East One Hundred and Thirty-ninth street, East One Hundred and Fortieth street, East One Hundred and Forty-first street, the Southern Boulevard, Whitlock avenue and East One Hundred and Forty-second street; running thence northerly approximately parallel with Whitlock avenue to its intersection with Westchester avenue, and running between Austin place and Whitlock avenue, and between the Southern Boulevard and Whitlock avenue, and between Longfellow street and Whitlock avenue, and crossing East One Hundred and Forty-third street, St. Joseph's street, East One Hundred and Forty-fourth street, Simpson place, Timpson place, Leggett avenue East One Hundred and Fifty-sixth street, Longwood avenue, Lafayette avenue, Tiffany street, Barretto street, Hunt's Point road, Hoe street,