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:

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 of its road herein proposed.

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 parks and approaches, parkways, or public places in, or belonging to the City of New York, for the construction and operation in and upon a surface thereof, of double or single track street surface railroads (including the necessary connections, switches, siding, 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 parks and approaches being adjacent to or connected with, and all one of the routes of its existing railroads and the proposed extensions to, over and across said bridges, public viaducts and approaches, being for the purpose of connecting with other railroad routes, or of reaching depots, stations or terminiof other railroads which are not more than one half mile distant from such bridges, public viaducts or approaches; giving a description of the said certain 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, 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 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 East Two Hundred and Thirty-third street; thence in, through, upon and along said East Two Hundred and Thirty-third street to its intersection with Bronx Terrace, all in the Borough of The Bronx, 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 Harlem River; thence westerly in, through, upon and along said easterly 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 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 Mott avenue, thence northerly in, through, upon and along said Mott avenue to its intersection with East One Hundred and Fiftieth street; thence westerly in, through, upon and along said East One Hundred and Fiftieth street to its intersection with Gerard avenue; thence southerly in, through, upon and along said Gerard avenue to its intersection with said 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.: 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 and Third avenue; running thence westerly in, through, upon and along said East One Hundred and Forty-ninth street to its intersection with the easterly approach to the Lenox Avenue (or West One Hundred and Forty-fifth 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 to said bridge and in, through, upon and along the westerly approach to said bridge to the intersection of said approach with said West One Hundred and Forty-fifth street, in the Borough of Manhattan, thence in, through, upon and along said West One Hundred and Forty-fifth street to the tracks of the Manhattan Railway Company in the Borough of 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, Cherver place, 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.

(11) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Third avenue and Linden avenue; running thence westerly in, through, upon and along said Linden avenue to its intersection with the easterly approach to the Washington Bridge over the Harlem river, 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 Eighty-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 Ridgewood Railway Company, at the intersection of Broadway and Audubon avenue, in said 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, Linden avenue, Undercliff avenue (not at grade), Sedgwick avenue (not at grade), Cromwell avenue (not at grade), the tracks of the Ridgewood Railway 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), 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.

(12) 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 Fifty-fourth street; thence westerly in, through, upon and along said East One Hundred and Fifty-fourth street to its intersection with 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 in, through, over, across and along said bridge and in, through, upon and along said westerly approach to said bridge to West Two Hundred and Seventh street in the Borough of Manhattan; thence westerly in, through, upon and along said West Two Hundred and Seventh street to the intersection of said West Two Hundred and Seventh street with Amsterdam avenue; thence southerly 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 tracks of the Kingsbridge Railway Company at the intersection of Broadway with said Emerson 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.: Exterior street (not at grade), the proposed continuation of the Harlem River Speedway (not at grade), Ninth avenue, Post avenue, Sherman avenue and Vermilyea avenue, all in the Boroughs of The Bronx and Manhattan, 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 Bailey 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 Fifty-fourth street; thence westerly in, through, upon and along said East One Hundred and Fifty-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 in, through, over, across and along said bridge and in, through, upon and along said westerly approach to said bridge to West Two Hundred and Seventh street in the Borough of Manhattan; thence westerly in, through, upon and along said West Two Hundred and Seventh street to the intersection of said West Two Hundred and Seventh street with Amsterdam avenue; thence southerly 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 tracks of the Kingsbridge Railway Company at the intersection of Broadway with said Emerson 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.: Exterior street (not at grade), the proposed continuation of the Harlem River Speedway (not at grade), Ninth avenue, Post avenue, Sherman avenue and Vermilyea avenue, all in the Boroughs of The Bronx and Manhattan, in the City, County and State of New York.

(14) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Bailey avenue and the Harlem River terrace; running thence southerly in, through, upon and along said Bailey 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 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 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) 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 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, in the Borough of Manhattan; thence in, through, upon and along said West One Hundred and Forty-fifth street to the tracks of the Manhattan Railway Company in the Borough of 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.: Eighth avenue (not at grade), Harlem River Speedway, Edgecombe avenue, St. Nicholas avenue, Amsterdam avenue and West One Hundred and Forty-sixth street, all in the Borough of Manhattan, 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 Vendover avenue; running thence westerly in, through, upon and along said Vendover 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 Claremont Park, East; thence southerly in, through, upon and along Claremont Park, East, to its intersection with East One Hundred and Seventieth street; thence westerly in, through, upon and along said 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 Southern Boulevard Railroad Company, at the intersection of East One Hundred and Forty-ninth street, East One Hundred and 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.: Bergen avenue, Brook avenue, St. Ann's avenue, Eagle avenue, Park street, Trinity avenue, Robbins avenue, Concord avenue, Walton avenue, Beach avenue, Union avenue and Prospect 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 East One Hundred and Forty-ninth street, Third avenue and 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 rapid transit station at the intersection of Broadway and West One Hundred and Fifty-sixth street, in the Borough of 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.: Eighth avenue (not at grade), Harlem River Speedway, 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.

(17) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Third avenue and the 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.: Dekalb avenue, Steuben avenue, Rochambeau avenue, Woodlawn road, Wayne avenue, Tryon avenue, Putnam avenue, Reservoir place, Perry avenue, Hull avenue and Norwood avenue, all in the Borough of The Bronx, 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 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, Stebbins avenue, 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.

(19) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Third avenue and Vendover avenue; running thence westerly in, through, upon and along said Vendover 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 Claremont Park, East; thence southerly in, through, upon and along Claremont Park, East, to its intersection with East One Hundred and Seventieth street; 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 Southern Boulevard Railroad Company, at the intersection of East One Hundred and Forty-ninth street, East One Hundred and 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.: Bergen avenue, Brook avenue, St. Ann's avenue, Eagle avenue, Park street, Trinity avenue, Robbins avenue, Concord avenue, Walton avenue, Beach avenue, Union avenue and Prospect avenue, all in the Borough of The Bronx, in the City, County and State of New York.

(20) 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 Sixty-third street; running thence westerly in, through, upon and along said East One Hundred and Sixty-third street to its intersection with Stebbins avenue; thence southerly in, through, upon and along said Stebbins avenue to its intersection with Westchester avenue; thence easterly in, through, upon and along said Westchester avenue to its intersection with Dongan street; thence easterly in, through, upon and along said Dongan street to its intersection with Intervale avenue; thence southerly or southeasterly in, through, upon and along said Intervale avenue to and connecting with the tracks of 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.: Eagle avenue, Cauldwell avenue, Trinity avenue, Jackson avenue, Forest avenue, Union avenue, Union avenue, Prospect avenue, East One Hundred and Sixty-fourth street, East One Hundred and Forty-ninth 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 Eastchester Creek; thence northeasterly in, through, upon and along said southerly approach to 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 northerly 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, Eastchester road, Hunt's avenue, Colfax street, Oak street, Waldron street, Chestnut street, Schieffelin's Lane, 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 Baile avenue and Tremont street; running thence westerly in, through, upon and along said West Two Hundred and Thirteenth street to its intersection with Bivouac avenue; thence northerly in, through, upon and along said Bivouac avenue to its intersection with Riverdale avenue; thence northerly 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, etc.: Kingsbridge avenue, Corlear avenue, Gilbert avenue, Bailey 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, Spuyten Duyvil parkway, West Two Hundred and Thirty-seventh street, 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 Fifteenth 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.

Provided, and it is hereby understood, that where, in the description of the routes of the aforesaid extensions and branches of the said Union Railway Company of New York City, the names of highways, avenues, streets and public places, etc., are omitted because such highways, avenues, streets and public places are, at present, unnamed or not established by the City of New York, the said highways, avenues, streets and public places shall, nevertheless, be deemed to have been properly described.

Third—Said corporation proposes to operate said extensions or branches by the overhead electric trolley system, substantially similar to that now in use on its other lines, or by power other than locomotive steam power, which may be approved by the State Board of Railroad Commissioners and consented to by the owners of property bounded upon the same, as provided by law.

Wherefore, your petitioner prays that public notice of the time and place when this application will be first considered, be given as required by the first section of section 92 of the Railroad Law, and that your Honorable Board will act a date or dates for a public hearing thereon, as provided by section 74 of the Greater New York Charter, as amended by chapter 630 of the Laws of 1905, and as may be required or provided by all other laws applicable thereto, and that the desired consent or grant be embodied in the form of a contract with all of the terms and conditions so required by and otherwise, in accordance with the provisions of the Greater New York Charter.

Dated The City of New York, May 31, 1905.

(SEAL) UNION RAILWAY COMPANY OF NEW YORK CITY.

By EDWARD A. MAHER, President.

Attest:

REUNE MARTIN, Secretary.

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

Edward A. Maher, being duly sworn, deposes and says: That he is the president of the Union Railway Company named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge except as to the matters therein stated to be alleged upon information and belief, and that as to those matters he believes it to be true; that the reason why this verification is not made by the petitioner, is that it is a corporation; that deponent is an officer of said corporation, to wit, its president, and that the grounds of his information in regard to the matters stated in the foregoing petition so far as the same are not within his personal knowledge are statements and reports made by officers or agents of the corporation to him as president thereof.

(SEAL) EDWARD A. MAHER.

Sworn to before me this 31st day of May, 1905.

CHARLES WITZEL, Notary Public, No. 93, New York County.

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

On this 31st day of May, in the year one thousand nine hundred and five, before me personally came Edward A. Maher, to me known, who, being by me duly sworn, did depose and say that he resided at No. 7 Mount Morris Park, West, in The City of New York; that he is the President of the Union Railway Company of New York City, the corporation described in and which executed the foregoing instrument; that he knew the seal of said corporation, and that the seal affixed to said instrument was such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

(SEAL) CHARLES WITZEL,

Notary Public, No. 93, New York County.

And the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the Union Railway Company of New York City, dated May 31, 1905, was presented to the Board of Estimate and 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 and the adjacent towns and villages of Mount Vernon, Pelham, New Rochelle, Larchmont, Mamaroneck, Rye and Port Chester, 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 near the intersection of the Bronx river and West Farms road; running thence in a southeasterly direction to Clason's Point on the East river.

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

(1) Beginning at or near the intersection of the southerly line of Willis avenue with the northerly line of East One Hundred and Thirty-second street in the Borough of The Bronx; running thence crossing the Southern Boulevard near its intersection with Willis avenue, and thence running parallel to the Southern Boulevard to Brown place; also running parallel to and northerly from said point of beginning to Willis avenue and Brown place; thence crossing the Southern Boulevard to join the line described in order to form a loop; thence crossing Brown place and Willis avenue, thence crossing the Southern Boulevard and East One Hundred and Thirty-fourth street; thence crossing the Southern Boulevard, between Brook avenue and St. Ann's avenue, thence crossing St. Ann's Avenue, thence crossing the Southern Boulevard and East One Hundred and Thirty-second street; thence running approximately parallel with the Southern Boulevard to its junction with Whitlock avenue, at or near East One Hundred and Forty-second street, 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, East One Hundred and Thirty-seventh street, Willow avenue, 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, East One Hundred and Forty-second 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-ninth street, Austin 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, Faile street, Bryant street, Longfellow street, Aldus street, Guttenberg street; thence crossing Westchester avenue, Spofford avenue, Freeman street, Boone street, West Farms road, and Jennings avenue, between Boone street and West Farms road; thence running northerly approximately parallel with Boone street to its intersection with East One Hundred and Seventy-sixth street, between Boone street and West Farms road, crossing East One Hundred and Seventy second street, East One Hundred and Seventy third street, East One Hundred and Seventy third street, thence crossing Boone street, West Farms road, East One Hundred and Seventy-sixth street and Rodman place; thence crossing West Farms road, near its intersection with the Boston Post road, and again crossing West Farms road, or Tremont avenue, near its intersection with the Bronx river; thence crossing East One Hundred and Seventy-ninth street, Lebanon street, East One Hundred and Eighty-first street, Paine avenue to the southeastern corner of Bronx Park, and running thence approximately parallel with Morris Park avenue to its intersection with Bear Swamp road, and crossing East One Hundred and Eighty-first street, the northerly branch of West Farms road, Unionport road, Victor street, Washington street, Louise street, Lincoln street, Jefferson street, Madison street and Bear Swamp road and Brobdale avenue; thence crossing Williamsbridge road approximately 2,400 feet southeast of Unionport road, and parkway; thence crossing Bronx and Pelham parkway approximately 2,100 feet southeast of its intersection with Williamsbridge road; running thence northerly between Williamsbridge road and Eastchester road, crossing Saw Mill lane, near its intersection with Eastchester road; thence crossing Eastchester road near Tonnelle avenue and Boston Post road and Saw Mill lane; thence crossing Boston Post road, near its easterly intersection with Schieffelin's lane, and across Schieffelin's lane, near its easterly intersection with Boston Post road; thence northerly in a straight line.

Also a branch line beginning at a point on the above described at or near the southeastern corner of Bronx Park, crossing Bronx Park East, East One Hundred and Eighteenth street, East One Hundred and Eighty-first street, Lebanon street, Morris Park avenue at or near its intersection with West Farms road, and crossing West Farms road at or near its intersection with Westchester avenue, Southern turnpike or Westchester turnpike or avenue, at or near its intersection with Clason's Point road, and crossing Clason's Point road near its intersection with the Southern turnpike or Westchester turnpike or avenue; thence running approximately parallel with the Clason's Point road to the East River.

Fifth—The Board of Railroad Commissioners of the State of New York has duly granted your petitioner a certificate that public convenience and necessity require the construction of said railroad.

Sixth—The corporation of the City of Mt. Vernon and the corporation of the City of New Rochelle have duly granted their assent to the construction of said railroad across the streets and avenues in said cities intersected by the proposed route.

Seventh—The Supreme Court of the Second Judicial Department, at a special term thereof, has duly made an order upon due notice, authorizing the construction of said railroad across the streets, avenues and highways intersected by its proposed route in the Village of Chester, Town of Hve, Village of Mamaroneck, Town of Mamaroneck, Village of Larchmont and Village of Pelham, in the County of Westchester.

Wherefore your petitioner prays that the assent of your Honorable Board of the Corporation of The City of New York be granted to it to construct, maintain and operate its railroad across said streets, avenues and highways, either above or below the grade thereof in manner and form as may be determined by the Board of Railroad Commissioners of the State of New York, or other lawful authority, and that an ordinance or resolution to that effect be adopted.

NEW YORK AND PORT CHESTER RAILROAD COMPANY,
By FRANCIS BLANCHARD, Secretary.

City and County of New York, ss.:

Francis Blanchard, being duly sworn, says that he is the Secretary of the New York and Port Chester Railroad Company, the petitioner herein. The foregoing petition is true of his own knowledge, except as to the matters therein stated to be alleged on information and belief, and as to those matters he believes it to be true.

That the reason why this verification is made by deponent and not by the petitioner, is because the petitioner is a domestic corporation of the State of New York and the deponent is Secretary of said corporation.

FRANCIS BLANCHARD.

Sworn to before me this 29th day of May, 1905.

A. L. BROUGHAM, Notary Public, Kings County.

Certificate filed in New York County.

And the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the New York and Port Chester Railroad Company, dated May 29, 1905, was presented to the Board of Estimate and Apportionment at a meeting held the second day of June;

Resolved, That, in pursuance of law, this Board sets Friday, the 30th day of June, 1905, at ten thirty 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:

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

The petition of the Southern Boulevard Railroad Company 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 or branches of its road 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, parkways and public grounds within and belonging to The City of New York, for the construction and operation in, through, upon and along the surface thereof of double or single track street surface railways (including the necessary connections, switches, sidings, turnouts, turntables, crossovers and suitable stands and other structures necessary for the accommodation and operation of said railroad, by the overhead or other system of electricity or other motive power which may lawfully be employed 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 following being a description of said certain streets, roads, avenues, highways, boulevards, driveways, parkways and public grounds within or belonging to said The City of New York, to wit:

(1) Beginning at and connecting with the tracks of the Southern Boulevard Railroad Company and the tracks of the Union Railway Company of New York City, at their intersection in the Boston road at the intersection of the Southern Boulevard and East One Hundred and Seventy-fourth street with said Boston road; running thence northerly in, through, upon and along the said Southern Boulevard to its intersection with East One Hundred and Eighty-second street; thence westerly and northwesterly in, through, upon and along said East One Hundred and Eighty-second street to its intersection with Crotona avenue; thence northeasterly and northerly in, through, upon and along said Crotona avenue to and connecting with the franchise route of the Union Railway Company of New York City, at the intersection of said Crotona avenue with Pelham 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.: Boston road, Crotona Park, East, East One Hundred and Seventy-fifth street, East One Hundred and Seventy-sixth street, Fairmount place, Elsmere place, East One Hundred and Seventy-seventh street (or Tremont avenue), East One Hundred and Seventy-eighth street, Mohegan avenue, East One Hundred and Seventy-ninth street, Marmion avenue, East One Hundred and Seventy-ninth street, East One Hundred and Eightieth street, East One Hundred and Eighty-first street, Mapes avenue, Prospect avenue, Clinton avenue, Garden street, Grote street, East One Hundred and Eighty-third street, East One Hundred and Eighty-seventh street and East One Hundred and Eighty-ninth street, 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 Thirty-third street, all in the Borough of The Bronx, in the City, County and State of New York.

(2) Beginning at and connecting with the tracks of the Southern Boulevard Railroad Company at the intersection of the Southern Boulevard and Leggett avenue, running thence easterly or southeasterly in, through, upon and along said Leggett avenue to its intersection with Garrison 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.: Whitlock avenue (or street), all in the Borough of The Bronx, in the City, County and State of New York.

(4) Beginning at and connecting with the tracks of the Southern Boulevard Railroad Company at the intersection of the Southern Boulevard and the Hunt's Point road; running thence southerly or southeasterly in, through, upon and along said Hunt's Point road to its intersection with the westerly approach to the Hunt's Point Road Bridge over the tracks of the Harlem River Division of the New York, New Haven and Hartford Railroad Company; thence easterly or southeasterly 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 to the intersection of said easterly approach with said Hunt's Point road; thence easterly or southeasterly in, through, upon and along the said Hunt's Point road to its intersection with Garrison 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.: Whitlock avenue, East One Hundred and Forty-second street, Willow avenue, 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, East One Hundred and Forty-second 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-ninth street, Austin 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, Faile street, Bryant street, Longfellow street, Aldus street, Guttenberg street; thence crossing Westchester avenue, Spofford avenue, Freeman street, Boone street, West Farms road, and Jennings avenue, between Boone street and West Farms road; thence running northerly approximately parallel with Boone street to its intersection with East One Hundred and Seventy-sixth street, between Boone street and West Farms road, crossing East One Hundred and Seventy second street, East One Hundred and Sevent