...intendent of public works may cause a duplicate copy of such notice, with an affidavit of due service thereof on such owner, to be recorded in the books used for recording deeds in the office of the county clerk of any county in the state where any of the property described in such notice is situated, and the record of such notice and such proof of service shall be prima facie evidence of the due service thereof. The court of claims, or the board, if any, succeeding to its powers and duties, or by which it is or may be superseded, shall have jurisdiction to determine the amount of compensation for lands, structures and water so appropriated.

The special examiner and appraiser appointed by the governor pursuant to chapter one hundred and ninety-five of the laws of nineteen hundred and eight, either upon the application of the owner of such lands, structures and waters, or property rights pertaining thereto, or of the superintendent of public works, may fix and determine with each or any of said respective owners upon a fair valuation of any specific portion of said real property, structures, waters or property or rights connected therewith, or damage resulting to any such owner or occupant, and may agree upon a price to be paid therefor by the state and accepted by said respective owner or owners or person damnified in full compensation for such specific property or rights, or for the damage caused. Such agreements shall be reduced to writing and signed by such owner or owners or person damnified and by said special examiner and appraiser and shall be submitted by said special examiner and appraiser to the superintendent of public works who if he shall approve, shall submit said agreement to the canal board, with his recommendations for approval.

If, in the opinion of the canal board, it is possible by means of such appraisal and agreement to acquire for the state a good title to the entire interest of any specific parcel of land or other property or right required within the survey made by the state engineer and surveyor and certified by him, pursuant to this act, and that it will be for the advantage of the state to obtain such specific property or right without condemnation proceedings or resort by said owners to the court of claims or its said successor, or to pay the agreed damage, said canal board shall approve such agreement so entered into, and upon the presentation and delivery of proper conveyances, releases and satisfactions duly approved by the attorney general said canal board may certify its acceptance thereof to the comptroller for payment under the provisions of this act, to the owner, owners or person damnified severally named therein. Upon the warrant of the comptroller, after due audit by him, the treasurer shall pay to the person or persons named in the certificate the amounts specified therein. If settlement for the property taken is made by the special examiner and appraiser appointed by the governor pursuant to chapter one hundred and ninety-five of the laws of nineteen hundred and eight, the persons whose property has been taken or who have been damnified and who have agreed upon the compensation to be paid, and when title to the property is approved by the attorney-general, shall be entitled to interest upon the amount of such compensation from the time of the service of the aforesaid notice of appropriation to the date of the payment of the amount agreed upon, or the service by the comptroller of the notice as hereinafter provided, and the comptroller shall certify to the state treasurer the amount agreed upon, date of service of notice of appropriation, and the amount of interest due thereon upon the application of any person entitled thereto, their heirs or assigns. Interest as authorized by this section shall cease upon the service by the comptroller upon the person entitled thereto as hereinbefore provided of a notice that the state is ready and willing to pay the amount agreed upon upon the presentation of proper proof and vouchers. The attorney-general shall furnish to the comptroller and state treasurer all searches necessary to prove the title to the lands taken. The state treasurer shall pay to the persons with whom an agreement has been made all moneys expended by them in procuring searches against the property taken for the purposes of this act, which moneys shall be paid by the treasurer on the warrant of the comptroller after certification to the said comptroller by the county clerk that the bills presented by said persons have been incurred and paid by the person whose property has been taken.

§ 9. All the work herein authorized shall be done by contract. The canal board, upon the recommendation of the state engineer may modify, redesign or change any of the structures or terminals or relocate the same within any of the cities, villages or towns specified in this act. The state engineer, the superintendent of public works and the canal board shall proceed to perform their duties hereunder with diligence when this act takes effect. The state engineer shall divide the whole work at each terminal into such sections or portions as may be deemed for the best interests of the state in contracting for the same and shall make maps, plans and specifications for the work to be done and materials furnished for each of the terminals herein provided to be constructed, and shall ascertain with all practicable accuracy the quantity of embankment, excavation and masonry, the quantity and quality of all materials to be used and all other items of work to be placed under contract, and make a detailed estimate of the cost of the same, and a statement thereof with the said maps, plans and specifications, when adopted by the canal board, shall be filed in his office and a copy thereof shall be filed in the office of the superintendent of public works, and a copy shall be filed with the canal board, and publicly exhibited to every person proposing or desiring to make a proposal for such work. The quantities contained in such statement shall be used in determining the cost of the work according to the different proposals received, and when the contracts for any such work are awarded every such statement with the maps, plans and specifications, and all other papers relating to such work advertised and which may be necessary to identify the plan and extent of the work embraced in such contract shall be filed in the office of the state engineer with a certificate of the superintendent of public works stating the time and place of their exhibition. No alteration shall be made in any such map, plan or specification, or the plans of any work under contract during its progress, except with the consent and approval of the superintendent of public works and the state engineer, nor unless a description of such alteration and such approval be in writing and signed by the parties making the same and a copy thereof filed in the office of the state engineer. No change of plan or specification which will increase the expense of any such work or create any claim against the state for damage arising therefrom shall be made unless a written statement, setting forth the object of the change, its character, amount and the expense thereof, is submitted to the canal board, and their assent thereto at a meeting when the state engineer was present is obtained. No extra or unspecified work shall be certified for payment unless said work is done pursuant to the written order of the state engineer and payment therefor shall not be made unless approved by the canal board.

§ 10. All the work herein specified shall be done by contract executed in triplicate as required by [illegible] the superintendent of public works on the part of the state after having been advertised once a week for four consecutive weeks in two newspapers published in the city of New York, one of which shall be published in the interests of engineering and contracting and one each in the cities of Albany, Troy, Rochester, Buffalo, Syracuse, Utica and Plattsburgh, and one in each county where the particular piece of work advertised is located, and it shall be the duty of the superintendent of public works to combine in one notice of advertisement as many pieces of work as practicable. The advertisement shall be limited to a brief description of the work proposed to be let with announcement stating where the maps, plans and specifications are on exhibition and the terms and conditions under which bids will be received and the time and place where the same will be opened, and such other matters as may be necessary to carry out the provisions of this act. The proposals received pursuant to said advertisement shall be publicly opened and read at the time and place designated. Every proposal must be accompanied by a money deposit in the form of a draft or certified check upon some good banking institution in either the city of Albany or the city of New York, issued by a national or state bank or trust company in good credit within the state, and payable at sight to the superintendent of public works for five per centum of the amount of the proposal. In case the proposer to whom such contract shall be awarded shall fail or refuse to enter into such contract within the time fixed by the superintendent of public works such deposit shall be forfeited to the state, paid to the state treasurer and become a part of the fund hereby created. In case the contract be made such deposit shall be returned to the contractor. In case where the estimated cost of the materials and work does not exceed ten thousand dollars the period of advertising may be abridged and the work may be advertised by circular letters and posters when, in the judgment of the superintendent of public works, approved by the canal board, such course may be desirable or necessary. The superintendent of public works may reject all the bids and readvertise and award the contract in the manner herein provided whenever in his judgment the interests of the state will be enhanced thereby. No contract which exceeds by more than ten per centum the gross cost of the work as estimated by the state engineer or by more than twenty per centum the cost of any item therein shall be awarded unless such award shall be approved by the state engineer and canal board. The contract in a form to be approved by the attorney-general shall be made with the person, firm or corporation who shall offer to do and perform the same at the lowest price and who shall give adequate security for the faithful and complete performance of the contract, and such security shall be approved as to character and sufficiency by the superintendent of public works by and with the advice and consent of the canal board, and as to form by the attorney-general, and shall be at least ten per centum of the amount of the estimated cost of the work according to the contract price. All such contracts shall be subject to the provisions of the labor law of the state. If in the judgment of the state engineer the work upon any contract is not being performed according to the contract or for the best interests of the state he shall so certify to the canal board, and the canal board shall thereupon have power to suspend or stop the work under such contract while it is in progress and direct the superintendent of public works, and it shall thereupon become his duty to complete the same in such manner as will accord with the contract specifications and be for the best interests of the state, or the contract may be canceled and readvertised and relet in the manner above prescribed and any excess in the cost of completing the contract beyond the price for which the same was originally awarded shall be charged to and paid by the contractor failing to perform the work. If at any time in the conduct of the work under any contract it shall become apparent to the state engineer that any item in the contract will exceed in quantity his estimate by more than fifteen per centum he shall so certify to the canal board, and the canal board shall thereupon determine whether the work in excess thereof shall be completed by the contractor under the terms and at the prices specified in the contract or whether it shall be done or furnished by the superintendent of public works, or whether a special contract shall be made for such excess in the manner above prescribed. Every contract shall reserve to the superintendent of public works the right to suspend or cancel the contract as above provided and to complete the same or readvertise and relet the same as the canal board may determine, and also shall reserve to the superintendent of public works the right to enter upon and complete any item of the contract which shall exceed in quantity the engineer's estimate by more than fifteen per centum or to make a special contract for such excess, as the canal board may determine.

§ 11. The superintendent of public works may, from time to time, upon the certificate of the state engineer, pay to the contractor or contractors a sum not exceeding ninety per centum of the value of the work performed, and such certificate of the state engineer must state the amount of work performed and its total value, but in all cases not less than ten per centum of the estimate thus certified must be retained until the contract is completed and approved by the state engineer and the superintendent of public works.

§ 12. All measurements, inspections and estimates shall be made by the state engineer and the engineers and inspectors appointed by him. The superintendent of public works in the performance of the duties devolving upon him by this act may rely upon the certificates of the state engineer and his assistants as to the amount, character and quality of the work done and materials furnished.

§ 13. Upon the recommendation of the superintendent of public works and with the approval of the canal board such railroad tracks as may be deemed necessary shall be laid by the state and from time to time changed, removed or relocated upon any terminal provided for in this act and across any intersecting street which is within the exterior boundaries of such terminal in such manner as will permit connection being made therewith by the tracks of any railroad corporation in the vicinity of any such terminal and so as to permit of the convenient transfer and exchange of freight between cars and boats, and the use of such tracks shall be allowed upon such terms and conditions and subject to the rules and regulations which may be prescribed from time to time by the canal board and which are not inconsistent with the provisions of this act.

Upon the recommendation of the superintendent of public works, and with the approval of the canal board, the terminals shall be equipped with such office accommodations as are necessary and suitable for stations where freight is received and shipped.

§ 14. The terminals provided for in this act when constructed shall be and remain the property of the state, and all of said terminals, including docks, locks, dams, bridges and machinery, shall be operated by it and shall remain under its management and control forever. None of such terminals or any part of any such terminals shall be sold, [illegible] or [illegible] in any way, and they shall not for any purpose whatsoever be in any manner or degree [illegible] from the uses for which they are by this act created.

§ 15. The canal board is hereby authorized and directed to [illegible] rules and regulations for the use of the terminals provided for in this act, and said board may alter such rules and regulations in its discretion from time to time. Such rules and regulations and the provisions of this act for the management, administration and control of terminals shall be enforced by the superintendent of public works. No license, lease, privilege, franchise, easement, grant or permit shall be given or allowed, solicited or accepted, with or without consideration, or under any circumstances, or for any reason or by any pretense whatsoever, for the use or occupation of any terminal or any part of any terminal by any person, persons, firm, joint-stock association or corporation, for any period of time or for any purpose whatsoever, except for such temporary or restricted use or occupancy or temporary storage as may be necessary or incident to the transfer, receipt or shipment of freight in transit and subject at any and all times to revocation by the canal board. Any use or occupancy of the tracks of any terminal by any railroad car in excess of the time actually necessary to load, unload or immediately reload any such car, or any use or occupancy of the terminal by goods, merchandise or freight, or by vehicles bringing freight to or taking freight from any terminal, in excess of that actually necessary to the receipt, shipment or transfer thereof shall be deemed a misuse of such terminal, and any such car, goods, merchandise, freight or vehicles, may be summarily removed from the terminal by the superintendent of public works, or by any officer, agent or employee acting under him, and no claim for damages shall be enforceable against the state of New York or against said superintendent or any such officer, agent or employee because of such removal. Freight may be temporarily stored upon any terminal or in the shed or storehouse thereon, or be transferred, received or shipped [illegible] terminal, and the privilege of such temporary storage or of such transfer, receipt or shipment, shall be subject to such equitable charges for such use as the canal board shall establish and publish, and the superintendent of public works shall collect such charges and shall pay the same into the state treasury, and he may retain any such freight until such charges are paid.

§ 16. Nothing in this act shall forbid the use of the waters adjacent to any terminal or the use of a terminal for a landing place for pleasure craft, or barges carrying general merchandise whose navigation is confined to the Hudson river and the waters of New York harbor, under such rules and regulations as may be prescribed by the canal board.

§ 17. All questions which under the provisions of this act are to be determined by the canal board shall be decided by a majority vote of all members of such board, and a full and complete record of all proceedings of such board shall be preserved, and a certified copy of its determination or action upon any question arising under this act shall be transmitted to the state engineer, and to the superintendent of public works.

§ 18. The sum of one million dollars ($1,000,000) is hereby appropriated, payable out of the moneys realized from the sale of bonds as provided by section two of this act, and from the proceeds of other sales as provided in this act, to be expended to carry out the purposes of this act; said sum of one million dollars to be paid by the treasurer on the warrant of the comptroller, after due audit by him, upon the presentation of the draft of the superintendent of public works to the order of the contractor, if for construction work, or to his own order if for the completion by him of any unfinished contract, or for advertising, or for [illegible] expenses connected with the said work, or upon the presentation of the drafts of the state engineer for [illegible] said work, or upon the presentation by the comptroller of accounts for miscellaneous expenses, or on the presentation of awards by the court of claims, or its said successor, or an agreement described in section eight hereof certified as hereinbefore provided for compensation for lands appropriated as provided in section eight of this act, or for damages caused by the work of improvement hereby authorized.

§ 19. Any surplus arising from the sale of bonds over and above the cost of the work herein provided for shall be applied to the sinking fund for the payment of said bonds.

§ 20. Upon the approval of the state engineer and surveyor the superintendent of public works may sell at public or private sale any structures or other property upon the lands acquired for the purposes of this act and any materials found in deposit or otherwise during the progress of the improvement herein provided for and not necessary therefor, and the proceeds of such sale shall be applied to the cost of the work hereby directed.

§ 21. This law shall not take effect until it shall at a general election have been submitted to the people and have received a majority of all the votes cast for and against it at such election; and the same shall be submitted to the people of this state at the general election to be held in November, nineteen hundred and eleven. The ballots to be furnished for the use of voters upon the submission of this law shall be in the form prescribed by the election law and the proposition or question to be submitted shall be printed thereon in substantially the following form, namely: "Shall chapter (here insert the number of this chapter) of the laws of nineteen hundred and eleven, entitled 'An act making provision for issuing bonds to the amount of not to exceed nineteen million eight hundred thousand dollars for the purpose of furnishing proper terminals and facilities for barge canal traffic, including the acquisition and interchange of property therefor, with a view to improving and fostering the commerce of the state and providing for a submission of the same to the people to be voted upon at the general election to be held in the year nineteen hundred and eleven,' be approved?"

State of New York, Office of the Secretary of State, ss.: I have compared the preceding with the original law on file in this office, and do hereby certify that the same is a correct transcript therefrom, and the whole of said original law. Given under my hand and the seal of office of the Secretary of State, at the City of Albany, this thirty-first day of July, in the year one thousand nine hundred and eleven. [L. S.] EDWARD LAZANSKY, Secretary of State.

FORM FOR SUBMISSION OF PROPOSITION NUMBER ONE.

"Shall chapter seven hundred and forty-six of the laws of nineteen hundred and eleven, entitled 'An act making provision for issuing bonds to the amount of not to exceed nineteen million eight hundred thousand dollars for the purpose of furnishing proper terminals and facilities for barge canal traffic, including the acquisition and interchange of property therefor, with a view to improving and fostering the commerce of the state and providing for a submission of the same to the people to be voted upon at the general election to be held in the year nineteen hundred and eleven,' be approved?"

SNAPSHOTS AT CELEBRITIES

Mrs. Larz Anderson, Wife of the Minister to Belgium.

Larz Anderson of Ohio, who was recently appointed United States minister to Belgium, has had considerable experience as a diplomat in a subordinate capacity. He was second secretary of the United States embassy at London in the early nineties and from 1894 to 1897 was secretary and charge d'affaires at Rome. During the Spanish-American war he served as captain and assistant adjutant general.

It was while attached to the Roman embassy that Mr. Anderson became engaged to Miss Isabel Weld Perkins of Boston, daughter of Commodore George H. Perkins, U. S. A., and granddaughter of William Fletcher Weld. By the will of her grandfather Miss Perkins inherited a fortune of $15,000,000. Both Mr. and Mrs. Anderson are well known in Boston, where they were married in 1897.

Besides being prominent in Boston society, Mrs. Anderson is well known as an author.

Their Salaries.

President W. C. Brown of the New York Central said at a [illegible]

"Some city men take very hard [illegible] farm. They seem to think that the farm pays as poorly as apprentices used to do, and you know what the old time apprentices said about that.

"'We get,' said the apprentice, 'board and clothing the first year, clothing and board the second year, and both of them the third year.'"—Indianapolis Journal.

The Rich Mr. Green.

Colonel Edward Howland Robinson Green, who was recently reported criticising women of fashion as being mere clotheslines and money mad, is the only son of Hetty Green, commonly called the richest woman in the world. "They want to 'peacock' it about at fashionable restaurants and theaters,

EDWARD H. R. GREEN.

where they will be seen and envied by other women," the colonel is reported to have said.

Mr. Green is a bachelor, forty-one years old, and is not averse to matrimony should the right woman appear. Being of New England stock, he wants the girl who can cook, sew and keep house in the good old fashioned way.

Until a year ago Mr. Green made his home in Texas, but now he makes New York his headquarters, where he manages the vast fortune—over $100,000,000, it is estimated—that belongs to the Green family, comprising his mother, his sister and himself. He got most of his business training in Texas, where his first great success was made with the Texas Midland railroad, which he developed from bankruptcy into a valuable property.

THE TAMING OF A SHREW

A Case in Which Shakespeare's Method Failed.

"I'm afraid," said my friend Peter Bliss, "that the girl I'm going to marry is a shrew."

"You are Peter and she is Katharine. Why not try Petruchio's way?"

"Who was Petruchio?"

"A character in Shakespeare's play of the 'Taming of the Shrew.' He pretended to be fiercer than his wife Katharine, and in this way brought her under subjection."

"That's not a bad idea."

The next time I saw Peter Bliss was at the club. His wife was in the country, and he was living a bachelor's life. [illegible]

[illegible]