

Department of Public Works.

Commissioner's Office.

No. 31 Chambers Street

New York August 5, 1895.

Copy.

Mrs Weaver,

223 Centre Street.

Dear Madam:

The ~~xxxxx~~ Mayor has forwarded to me your letter to him in relation to a storm-door adjoining your premises, S. W. corner of Centre and Grand Streets.

In reply, I beg to say I find that in May last you complained to this Department against the erection of the storm-door referred to. The owner was then notified to remove the storm-door and did so. The storm-door has since been replaced and set out about 1 foot 6 inches. The owner has been notified that he must set it back to its original position, so that it shall not constitute a violation of law.

Very respectfully,

(Signed) CHARLES H. T. COLLIS,

, Deputy Commissioner of Public Works.

(11)

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, August 5, 1895

THE HONORABLE WILLIAM L STRONG,

M a y o r.

Dear Sir:

I beg leave to enclose herewith a copy of my reply to the letter received through your office from Mrs Weaver, of 223 Centre Street, regarding a storm-door adjoining her premises.

Very respectfully,

Charles A. D. Collins
deputy Commissioner of Public Works.

Enclosure.

Department of Public Works,

Commissioner's Office,

No. 31 Chambers Street,

New York, August 10, 1895.

Copy.

Jacob Druckerman, Esq.,
50 Canal Street.

Dear Sir:

The Mayor has referred to me for attention your letter to him of 5th inst., requesting the removal of a stand from the corner of Orchard and Canal Street.

The Superintendent of Incumbrances reports that the owner of the stand complained of has made application to the Board of Aldermen for permission to maintain it in its present location. Pending a decision by that body action by this Department is deferred.

Very respectfully,

Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, August 10, 1895

The Honorable William L. Strong,
M a y o r.

Dear Sir:

I enclose herewith a copy of my reply to
the letter addressed to you by Jacob Druckerman, 50
Canal Street, regarding a stand at Orchard and Canal
Streets.

Very respectfully,

Charles A. D. Collins

DEPUTY Commissioner of Public Works.

Enclosure.

New York. Aug. 11/95

To Hon. Wm L. Strong.

Mayor. New York.

Sir

I take the liberty of writing to you to enter a complaint against the bathing pavilion at the foot of 162 St and Hudson River called the Washington Heights Bathing Pavilion. Yesterday I went there to go bathing with some friends and before going to our rooms we left some money with the owner to take care of before giving it to him I made my friend count it to make sure I was right in my count.

over.

My friend then gave money in at the window asking at the same time if they had anything to put it in and they said no but it would be all right this friend of mine then gave them the money telling the amount which they put in a hole the number being nine and he receiving the check. After we ~~finel~~ finished bathing we turned in our check received our money less one dollar. We entered a complaint to the owner but received no satisfaction. Its not so much about the dollar I care but I do not care about

robbed of it & as I call it nothing else but robbery. I hope you will give this your kind attention as you will be doing the public a very great favor.

Yours Truly..
James. S. FitzGerald
204 East 70 St
City.

Ans
8/12/97.

CITY OF NEW YORK.
OFFICE OF THE MAYOR.

Mr. Graham

August 12th, 1895.

Hon. William Brookfield,

Com. Public Works:

Dear Sir:-

Please note the enclosed letter which the Mayor has received to-day, and directed me to refer to you in the belief that the bathing pavilion referred to might be one under your jurisdiction. If that be not the case kindly return letter to this office, and very much oblige,

Yours truly,

Sam. J. Sumner

Secretary.

*This is a private
establishment
not under our
jurisdiction*

C.

Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,
New York; August 12, 1895

The Honorable William L. Strong,

M a y o r.

Dear Sir:

The enclosed letter addressed to you by
Mr James F. Fitzgerald, 204 East 70th Street, is
returned, the bathing pavilion referred to being a
private establishment, over which this Department has
no jurisdiction.

Very respectfully,

Charles H. T. Collins
Copy Commissioner of Public Works.

Enclosure.

✓
*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, August 19, 1895

The Honorable William L. Strong,
M a y o r.

Dear Sir:

I beg to inform you that to the letter addressed to you by James O'Brien, 6th Avenue and 38th Street, I have replied that an order to repair the defective sidewalk on the north side of 65th Street, east of Columbus Avenue, has been served upon the owner of the property fronting on said sidewalk.

Very respectfully,

Charles V. D. Collins
Deputy Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, August 20, 1895

The Honorable William L. Strong,
M a y o r.

Dear Sir:

Referring to the letter addressed to you by
"Mrs Foley and many other mothers," "East 71st Street,"
complaining of a quantity of dirt at the foot of said
Street, I beg to say that the East River Gas Company
have been notified to remove said material which was left
there by them when they completed the construction of a
tunnel across the East River.

Very respectfully,

Wm. Broodfield

Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, August 27, 1895

The Honorable William L. Strong,
M a y o r.

Dear Sir:

I beg to acknowledge the receipt of a letter, dated the 21st inst., from your Secretary, with a petition for an asphalt pavement on 101st Street, between Columbus and Amsterdam Avenues.

I have answered the petitioners that that part of 101st Street cannot be paved with asphalt this year for want of funds, but that the present pavement will be repaired as early as possible.

Very respectfully,

Wm. Crooksfield

Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, August 29, 1895

The Honorable William L. Strong,
M a y o r .

Dear Sir:

Referring to the letter addressed to you by Mr Eugene Frayer of Good Government Club "B", regarding defective sidewalks in front of vacant lots on the south side of 103rd Street, between Columbus and Amsterdam Avenues, I beg to inform you that the owners of the property abutting on said sidewalks have been notified to make such repairs as may be necessary, and that if they fail to do so, steps will be taken by this Department to have the work done at their expense. I have informed Mr Frayer of this action.

Very respectfully,

Wm. W. Field

Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, August 31, 1895

The Honorable William L. Strong,
M a y o r .

Dear Sir:

On the accompanying resolution of the Board of Aldermen, No 742, to fence vacant lots on 81st Street, between Avenues A and B, I have the honor to report that as these lots are used for the dumping of rubbish, thus creating a nuisance, the resolution is necessary, and it is respectfully recommended that it be approved.

Very respectfully,

Charles A. T. Collins

Deputy Commissioner of Public Works.

Enclosure.

*Department of Public Works,
Commissioner's Office,
No. 34 Chambers Street,*

New York, August 31, 1895

The Honorable William L. Strong,

M a y o r.

Dear Sir:

I beg to acknowledge the receipt of a letter, dated the 30th inst., from your confidential clerk, with a communication addressed to you by Mr William J. Harvey, No 4 King Street, concerning defective sewerage at that place. The matter has been referred to the proper bureau in this Department for immediate attention and report, as to which you will be advised in due time.

Very respectfully,

Charles H. T. Hollis

Deputy Commissioner of Public Works.

1
*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, September 6, *1895*

The Honorable William L. Strong,
M a y o r.

Dear Sir:

Referring to the letter of 17th ultimo from your Secretary, with a communication addressed to you by Mr A. Zadig, 109 East 116th Street, regarding the bad condition of that street, between Lexington and Park Avenues, I beg to say I have answered Mr Zadig that the cause of complaint has been removed.

Very respectfully,

Wm. Woodhull

Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office.*

No. 31 Chambers Street,

New York, September 7, 1895

The Honorable William L. Strong,
M a y o r .

Dear Sir:

Referring to a letter of 3rd inst.
from your Secretary, with a communication
addressed to you by Moses Schatzman, 158 East
102nd Street, concerning delay in lighting the
public lamps on his block, I beg to say I
have replied to Mr Schatzman that an inspector
visited his block on the night of the 5th
inst. and found that the lamps had been lighted
18 minutes within the time limit prescribed
by the time table, viz: 6:75 P. M.

Very respectfully,

Charles H. D. Collins

dechy Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, September 7, 189*6*

The Honorable William L. Strong,
M a y o r.

Dear Sir:

Acknowledging the receipt of a letter, dated the 28th ultimo, from your Secretary, with a communication addressed to you by Mr J. Brown, 16 East 114th Street, I beg to say I have replied to Mr Brown that the owners of the abutting property have been notified to repair the defective sidewalk on the south side of 113th Street, between Lexington and Park Avenues.

Very respectfully,

Charles A. T. Callis
Deputy Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No 34 Chambers Street,*

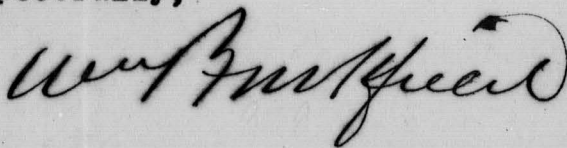
New York, September 11, 1895

The Honorable William L. Strong,
M a y o r .

Dear Sir:

Referring to the letter of 29th ultimo from your Secretary, with a communication addressed to you by T. J. Burton, 111 West 38th Street, I beg to say I have answered Mr Burton that hereafter Lexington Avenue, between 50th and 59th Streets, will be sprinkled only twice instead of three times daily, and that less water will be used than formerly.

Very respectfully,



Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 34 Chambers Street,*

New York, Sept. 11, 1895. 189

Dear Col. Strong;

In the 30th District, and the upper part of the 29th, where I have resided for a number of years and know the people, I made the square issue of for or against Mayor Strong's administration. I issued a circular signed by representative men, appealing to the voters to stand by you and your policy, and a large number of them came to the polling places with the circular in their hands. The result is that in the 30th District we carried 41 out of 43 Election Districts, and in the upper part of the 29th, my son carried 14 out of 21.

If this plan had been followed all over town the result would have been very different.

I am,

Very sincerely yours,

Charles H. T. Collis

Hon. Wm. L. Strong,

*Department of Public Works,
Commissioner's Office,
No 31 Chambers Street,*

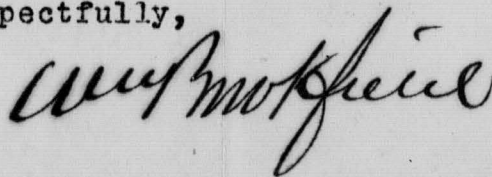
New York, September 12, 1876

The Honorable William L. Strong,
M a y o r.

Dear Sir:

Referring to the letter addressed to
you under date of 4th inst. by Mr A. T.
Shepard 168 Chambers Street, and transmitted to
this office for attention, I beg to say I have
answered Mr Shepard that the hydrant at West
Broadway and Murray Street has been repaired.

Very respectfully,



Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, September 16, 1895

The Honorable William L. Strong,
M a y o r.

Dear Sir:

I beg leave to inform you that I
have transmitted to the Department of Street
Cleaning the letter addressed to you by Mr
W. E. D. Stokes, regarding a stable to be
built for that Department.

Very respectfully,

Wm. H. Woodhull

Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, September 17, 1896

The Honorable William L. Strong,
M a y o r.

Dear Sir:

Referring to the letter addressed to you by Mr Albert Burnton, 49 Sixth Avenue, and referred to this Department for attention, I beg to say I have replied to Mr Burnton that 6th Avenue, between 12th and Bleecker Streets, cannot be lighted with electric lights until an electric light subway is constructed under the Board of Electrical, and a contract made with an electric light company to furnish the necessary lights.

Very respectfully,

Wm. M. Wood

Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, September 18, 1875

The Honorable William L. Strong,

M a y o r.

Dear Sir:

Referring to the two letters addressed to you by Mr William H. Marston regarding the necessity of an asphalt pavement on 44th Street, between 6th and 7th Avenues, I beg to say I have answered Mr Marston that this improvement cannot be made until authorized by a resolution of the Common Council, or of the Board of Estimate and Apportionment.

Very respectfully,

Wm. Mott

Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No 31 Chambers Street,*

New York, September 18, *1895*

The Honorable William L. Strong,
M a y o r.

Dear Sir:

I beg leave to return herewith the
letter addressed to you by "A. M. L.," 134
Washington Avenue, the subject thereof
being under the jurisdiction of the Commission-
er of Street Improvements, 23rd and 24th
Wards.

Very respectfully,

Wm. M. Field

Commissioner of Public Works.

Enclosure.

Department of Public Works,

Commissioner's Office.

No. 31 Chambers Street,

New York, September 18, 1895.

The Honorable William L. Strong,

M a y o r.

Dear Sir:

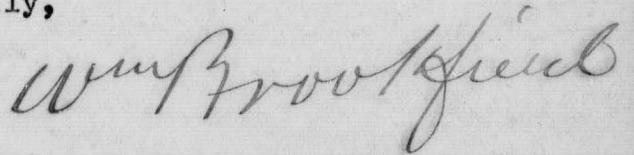
Permit me to call your attention to the subject of reports which you desire from the Commissioner of Public Works on resolutions passed by the Board of Aldermen, and placed before you for action, and the very brief time allowed for their examination and consideration. Resolutions passed at meetings on Tuesdays are received from your office not earlier than Thursday afternoon, and frequently not till Friday or Saturday. They are then referred to the respective bureaus for examination and reports, and it is upon these reports, and my own judgment, that I must make my report to you. It is my endeavor to have my reports before you on the day preceding the meeting which succeeds the one at which the resolutions were adopted, but you will readily perceive that, under existing circumstances, the time allowed me for examination and deliberation is very brief.

It has been suggested to me that the resolutions could be transmitted to this office by the afternoon of the first, or the forenoon of the second, day after the meeting, and thus add at least one day to the time for examination and reports.

It has also been suggested that the letter from your office should give the subject as well as the number of each resolution, so that it can be properly identified and traced.

I respectfully submit this matter for your consideration, with the request that you instruct your Secretary to do all he can to expedite the transmission of resolutions of the Board of Aldermen to this Department, and thus insure their return to you in time for approval or veto before the succeeding meeting of the Board.

Very respectfully,

A handwritten signature in cursive script, appearing to read "Wm. B. Groves".

Commissioner of Public Works.

Department of Public Works

Commissioner's Office

No. 34 Chambers Street

Copy.

New York, September 19, 1895.

Messrs Kurzman and Frankenheimer,
15 Wall Street.

Dear Sirs:

I have received through the Mayor's office your letter of 13th inst., stating that you will hold the City liable for such damage as has already been done, and for any damage that may hereafter be done to the property of your client, Mr S. W. B. Smith, by overflow of sewage from the sewer in Central Park West, between 89th and 90th Streets.

The Engineer in Charge of Sewers denies that any damage to Mr Smith's property can be directly traced to the condition of the sewer in question. Mr Smith has excavated for the foundation of a building to the depth of about 35 feet below the grade of the curb, which is at least 20 feet below the sewer. The site of this building was originally a deep ravine and has been filled in. The water he has been obliged to pump out does not appear to be sewage but sub-soil water, which has never been sufficient in quantity to justify a claim for damage. Repairs have recently been made to neighboring sewers, and others are contemplated and will soon be made. The City has done its full duty in the matter, and cannot be justly charged with any damages.

Very respectfully,

(Signed) WILLIAM BROOKFIELD,

Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No 31 Chambers Street,*

New York, September 19, 1895

The Honorable William L. Strong,

M a y o r.

Dear Sir:

I beg leave to enclose herewith a copy of my reply to the letter addressed to you by Messrs Kurzman and Frankenhimer, 15 Wall Street, regarding damage alleged to have been caused to the property of Mr S. W. B. Smith by overflow of sewage from the sewer in Central Park West, between 89th and 90th Streets.

Very respectfully,

Wm. M. Mott

Commissioner of Public Works.

Enclosure.

*Department of Public Works,
Commissioner's Office,
No 31 Chambers Street,*

New York, September 20, 1896

The Honorable William L. Strong,
M a y o r, and
Chairman, Board of Street Openings, etc.

Dear Sir:

I beg to acknowledge the receipt of
a letter dated the 6th inst., from the Secretary
of the Board of Street Openings, referring to
me and to the President of the Board of Alder-
men a petition relating to the assessment for
the opening of 181st Street, from 11th Avenue
to Boulevard Lafayette.

Very respectfully,

and Motzfeld

Commissioner of Public Works.

Department of Public Works,

Commissioner's Office,

No. 34 Chambers Street,

New York, September 24, 1895.

The Honorable William L. Strong,

M a y o r.

Dear Sir:

Referring to previous report made by me on resolution No 751, passed by the Board of Aldermen, to permit the Union Ferry Company to erect a stairway and platform in front of the Ferry House at the foot of Whitehall Street, I have the honor to state that, from further examination, it appears that the structure to be erected is not to be a bridge over a public street, but merely a stairway, to which the objection heretofore made by this Department does not apply.

Very respectfully,

Charles T. Hollis

Deputy Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, September 25, 1895

The Honorable William L. Strong,
M a y o r.

Dear Sir:

Referring to the letter of Mr Ludwig Klees to you, regarding defective sidewalks in West 36th Street, I beg to say I have answered Mr Klees that the owners of the abutting property have been notified to repair the sidewalks in question.

Very respectfully,

Charles D. Collins

Deputy Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No 31 Chambers Street*

New York, September 25, 1895

The Honorable William L. Strong,

M a y o r.

Dear Sir:

Referring to the letter of 12th inst., addressed to you by Mr James Evans, 138 West 10th Street, I beg to say I have answered Mr Evans that the sidewalk in front of No 143 West 4th Street is in good condition, and that the owner of No 141 has been notified to make the necessary repairs to the sidewalk in front of his property.

Very respectfully,

Charles M. T. Collins

Deputy Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, Sept. 26th 1895. 189

My dear Mr. Mayor;

I am very much afraid the item published in the Tribune about the accidental death of a young man named Herbert Brookfield, in the Adirondacks, will prove to be Mr. Brookfield's son. I have telegraphed him for information.

Yours very sincerely,

Charles A. D. Collis

Hon. William L. Strong,

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, October 2, 1895

The Honorable William L. Strong,
M a y o r.

Dear Sir:

Replying to a letter, dated 27th ultimo, from your Secretary, with a communication addressed to you by Mr Philip Braender, 263 West 118th Street, regarding the necessity of paving 102nd Street, from Central Park West to Manhattan Avenue, I beg to say I have answered Mr Braender that the work of paving that part of 102nd Street was begun yesterday.

Very respectfully,

Charles H. Collins

Deputy Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 34 Chambers Street,*

New York, October 3, 1895

The Honorable William D. Strong,
M a y o r.

Dear Sir:

I beg to acknowledge receipt of a letter, dated 2nd inst., from your Secretary, with reports from the Health Department regarding streets and sewerage in the districts recently annexed to this City.

I have transmitted the report to the Commissioner of Street Improvements, 23rd and 24th Wards, to whose Department the matters referred to belong.

Very respectfully,

Charles D. Collis

Deputy Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, October 3, 1895.

The Honorable William L. Strong,
M a y o r.

Dear Sir:

I beg to inform you that I have replied substantially as follows to three letters addressed to you, and received with letter of 17th ultimo from your office:

August Jacob, 260 East 76th Street: That a contract has been made for paving Columbus Avenue, between 126th and 127th Streets, and the contractor will be ordered to begin work in a few days.

Jacob F. Friedmann, 380 Bowery: That a resolution is before the Board of Aldermen to authorize this Department to improve the sidewalk in front of the alley at No 380 Bowery, and that nothing can be done in the matter until the resolution is passed and approved.

T. H. Johnston, 188 East 93rd Street: That the pavement has been replaced over the trench opposite No 188 East 93rd Street, and in said street between 2nd and 3rd Avenues.

Very respectfully,

Charles S. D. Collis

Deputy Commissioner of Public Works.

Department of Public Works.

Commissioner's Office.

No 34 Chambers Street.

Copy.

New York. October 10, 1895.

Isaac M. Daggett, Esq.,

1296 Madison Avenue.

Dear Sir:

Referring to my letter of 1st inst., in reply to yours of the 28th ultimo, received through the Mayor's office, I beg to say the Engineer of the Aqueduct reports that the house No 1296 Madison Avenue is supplied with high service water, and is on quite high ground; that there is a fair supply on the second floor; that the tank on the third floor is not used, and that if it were allowed to fill at night it would furnish a sufficient supply to the upper floors during the day. No additional pressure of water can be furnished at present.

Very respectfully,

(Signed) CHARLES H. T. COLLIS,

Deputy Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, October 10, 1895

The Honorable William L. Strong,
M a y o r.

Dear Sir:

I beg leave to enclose herewith a
copy of my reply to the letter addressed to you
by Mr Isaac M. Daggett, 1296 Madison Avenue,
and received from your office for attention.

Very respectfully,

Charles M. Collins

Deputy Commissioner of Public Works.

Enclosure.

*Department of Public Works,
Water Purveyors Office,
31 Chambers St. Room 1,*

New York, Aug. 20, 1895

Gen. C. H. T. Collis,

Deputy Commissioner of Public Works.

Sir:-

Referring to the case of Inspector Robert N. McDonald, of whom I have spoken to you, I beg leave to report that I found him permitting inferior work on pavement over a sewer trench in Fifth Avenue, north of 19th Street, and suspended him, as I had found him derelict in his duties on Amsterdam Avenue, between 160th and 170th Streets some time before, and had warned him that he must not fail again. This morning I examined pavement that was relaid over a sewer trench in Fifth Avenue, north of 20th Street, and found that he had allowed the contractor to replace it without properly taring the joints. As this amounts to three clear cases of negligence, if not something worse, I beg leave to recommend that Mr. McDonald be discharged and the Civil Service Board notified of your action.

Respectfully,

*Dismissed the service -
Notify C. S. Board*

*Remd C.S.D.C.
July 20 File 1111*

Edward M. Smith

WATER PURVEYOR.

Oct 14
W.

No. 3736

From Water Purveyor
Aug 20th

Date of Letter 1895

Rec'd Com's Office, 189

Rec'd by Chief Clerk, J/23 1895

Ref'd to Bureau, 189

Rep't'd by Bureau, 189

Ref'd to Cor. Clerk, 189

Answered, 189

Filed, J/23 1895

..... 189

Recommending discharge
of Inspector Robt W. McDonald,

Discharged - File.

30

Robert M. McDonald
Inspector of Prisons

Removed Aug 31/95
for neglect of duty

see Mr North for
particulars.

C.M.

Mr North -

Please give me
particulars

C.H.J.C

*Department of Public Works,
Water Purveyors Office,
31 Chambers St. Room 1,*

New York Oct. 8, 1895

Gen. C. H. T. Collis,

Deputy Commissioner of Public Works.

Sir:-

Referring to the letter of October 4th from the Knights of Labor, I beg to say that Mr. Robert N. McDonald was employed on Amsterdam Avenue overseeing the restoration of pavement over a sewer ditch. I was dissatisfied with his work, but he explained that his work was at various points and he was not aware that the concrete was only three inches thick. After some further employment, where he was associated with other inspectors, he was given charge of the repaving over sewers on 5th Avenue. I found him standing by when concrete was being mixed which I thought did not have 10 per cent. of cement in it. He assured me that he had seen it mixed and that it was according to the specifications, -- two parts of sand to one part of cement. When I showed him that that was impossible, he told me that he had a bowel difficulty and was absent from his work when the concrete was mixed.

I have no confidence at all in the rectitude of Mr. McDonald and I wish to particularly request that he be not again restored to his position as Inspector of Street Pavements.

Respectfully,

Edward M. Smith

Water Purveyor.

Department of Public Works.

Commissioner's Office.

No. 31 Chambers Street.

New York, October 14, 1895.

My dear Mr Mayor:

Owing to Mr North's absence I have been unable earlier to give you the desired information in regard to the case of Robert McDonald, the inspector who was discharged from his employment in this Department, concerning whose case you recently spoke to me.

I enclose you the papers on file, from which you will see that McDonald's neglect of duty was discovered by Mr North himself personally, and he has requested that he shall not be restored to his position as he has no confidence in him.

I am

Very truly yours,

Charles W. D. Collis

Deputy Commissioner of Public Works.

The Honorable William L. Strong,)
M a y o r.)

Enclosures.

Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,

New York, October 16, 1895

The Honorable William L. Strong,
M a y o r.

Dear Sir:

I beg to acknowledge receipt of the letter of 5th inst. from your Secretary, with a communication addressed to you by Mr Leonard K. Smith, complaining of a sign at No 144 East 55th Street.

I have answered Mr Smith that the sign has been removed to the Corporation Yard.

Very respectfully,

Charles D. Collins

Deputy Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street*

Copy.

New York, October 31, 1895.

Walter Reid, Esq.,
210 West 116th Street.

Dear Sir:

Referring to your letter of 18th inst., received through the Mayor's office, I beg leave to say the General Inspector reports that the opening in the pavement opposite No 208 West 116th Street has been repaired by the East River Gas Company, and that the delay in restoring the pavement over two sewer openings at Nos 210 and 212 West 116th Street was caused by building material being in the way. The building material has been removed, and the pavement was restored on the 28th inst. The street is now in good condition.

Very respectfully,

(Signed) WILLIAM BROOKFIELD,
Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, October 31, 1895

The Honorable William L. Strong,

M a y o r.

Dear Sir:

I beg leave to enclose herewith
a copy of my reply to the letter addressed to
you by Mr Walter Reid, 210 West 116th Street,
and received from your office for attention.

Very respectfully,

William Brookfield

Commissioner of Public Works.

WCB

Department of Public Works,

Commissioner's Office,

No. 31 Chambers Street,

New York, Nov. 12th 1895.

Dear Sir;

This Department is in receipt of a communication from the Board of Education, enclosing a resolution passed by that body, in the following words:-

"RESOLVED, that this Board respectfully ask the attention of his Honor, Mayor Strong, to the importance of having asphalt pavement laid in all streets in the vicinity of the Public Schools in this City, including the twenty-third and twenty-fourth wards, where such pavement has not already been laid, and of securing the funds needed for that purpose by appropriate legislation or otherwise".

It is, of course, much to be desired that the highways bounding the public schools should be paved with noiseless pavements, and we are doing all we can in this direction, consistently with our rule that the needs of the tenement house districts shall first be cared for, as a sanitary measure.

The hospitals, perhaps, are more entitled to consideration than the schools, and they are getting it to the extent of our ability.

I trust that at the assembling of the next legislature, its attention may be called to these demands, through the Governor of the State, upon some intimation from you, or in any other manner that you may suggest; and nothing will gratify this Department more than to be furnished with the necessary means to make these much

2.

desired and necessary improvements.

I am, respectfully,

Your obedient servant,

Charles H. D. Collis
deputy town clerk

Hon. William L Strong,

Mayor, etc.,

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, November 12, 1895

Alexander Inglis, Esq.,

2652 Decatur Avenue.

Dear Sir:

Referring to your letter of 7th inst., I beg leave to inform you that all the money appropriated for laying water-mains this year has already been expended, and that no more water-mains can be laid before next year. Water-mains will then be laid in Decatur Avenue as soon as the weather shall be suitable for such work.

Very respectfully,



Commissioner of Public Works.

Fordham N.Y. Nov. 14th 1895

To His Honor The Mayor.

Dear Sir. — The writer called at your Office Yesterday in the hope of having a short interview, regarding water-mains in Decatur Ave. Alderman Randall has had a Resolution passed to that effect, and advised us to hurry up Com. Brookfield, so we stated the facts to him, that we were suffering very much for want of water, more so since the Webster Ave. Sewer drained our wells, we have to carry water a distance of 300 feet, and there is no water from Cole to Isaac St. Should a fire take place, what would become of us. Your Honor will please find here enclosed an answer to the above mentioned. It is a very serious matter for us, the winter coming on and no water, both health & houses are endangered. We hope and trust Your Honor will give the matter Your Careful consideration

over

And see if anything can be done
for us.

We know, If you knew
our hardships, you would have
something done at once, so
we beg you, to have them
attend to the matter.

Yours Most Respectfully

Alexander Inglis

2652 Decatur Ave

Department of Public Works.

Copy.

Commissioner's Office,

No. 31 Chambers Street,

New York, November 15, 1895.

A. Mackintosh, Esq.,
Hanover Bank Building,
Corner of Pine and Nassau Streets.

Dear Sir:

Referring to your letter of 9th inst. (received through the Mayor's office), regarding cellar or vault covers which project above the sidewalks throughout the City, I beg to say that the Superintendent of Incumbrances reports that time alone can eradicate obstructions of this character, and that the remedy therefor rests solely with the legislature. Any attempt to remove such obstructions under the present laws and mode of procedure would undoubtedly prove futile. This and other evils of a similar character seem to have originated from vague and ambiguous laws and ordinances, particularly the latter, many of which authorize improper and unjust privileges to individuals, and fail to provide adequate penalties for violations of the ordinances.

Very respectfully,

Wm. Woodhull

Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, November 15, 1895

The Honorable William L. Strong,
M a y o r.

Dear Sir:

Referring to the letter of 11th inst.
from your Secretary, I beg to enclose herewith
a copy of my reply to the letter addressed to
you by Mr A. Mackintosh, Hanover Bank Build-
ing, Pine and Nassau Streets.

Very respectfully,

Wm Brookfield

Commissioner of Public Works.

Enclosure.

Department of Public Works
Commissioner's Office,
No. 31 Chambers Street.

New York, November 16, 1895.

Copy.

Francesco Starite, Esq.,
922 Ninth Avenue.

Dear Sir:

Referring to your letter of 2nd inst. (received through the Mayor's Office) complaining of a stand at No 910 9th Avenue, I beg to say that the Superintendent of Incumbrances reports that the stand in question is maintained under a resolution of the Common Council, and cannot be removed by the Bureau of Incumbrances while said resolution is in force.

Very respectfully,

Amos Brookfield

Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, November 16, 1895

The Honorable William L. Strong,

M a y o r.

Dear Sir:

Referring to the letter of 4th inst.
from your Secretary, I beg leave to enclose
herewith a copy of my reply to the letter
addressed to you by Mr Frangesco Starite.

Very respectfully,

Carl M. McKee

Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street.*

Copy.

New York, November 20, 1895.

E. J. Tinsdale, Esq.,
132 Nassau Street.

Dear Sir:

I beg to acknowledge receipt of your letter, notifying me of the appointment of a Committee of the Cyclists' Federation to urge and secure an appropriation "for a continued asphalt pavement for cyclists from 14th Street and 8th Avenue to the Battery."

I have submitted this matter to the Water Purveyor for consideration, and he reports that there are two practicable routes for such a bicycle course--one comprising 8th Avenue, from 14th to Hudson Street; Hudson Street, from 8th Avenue to Chambers Street and West Broadway to Dey Street; Greenwich Street, from Dey Street to Battery Place, and State Street, from Battery Place to Whitehall Street, the approximate cost of which is \$292,740. The other route is by way of 13th Street and Cansevoort Street, from 8th to 9th Avenue, and Greenwich Street, from Cansevoort Street to Battery Place, and State Street, from Battery Place to Whitehall Street, the approximate cost being \$231,347.

I am satisfied that great benefit would result to the community from paving one of these routes with asphalt, and I am disposed to recommend to the Board of

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Estimate and Apportionment that this improvement be made from the legislative appropriation of \$1,000,000 which will be available next year.

Very respectfully,

(Signed) Charles H. T. Collis,

Deputy Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No. 31 Chambers Street,*

New York, November 20, 1895

The Honorable William L. Strong,

M a y o r.

Dear Sir:

For your information, I enclose herewith a copy of a letter I have addressed to the Chairman of the Cyclists' Federation of the City of New York, which has appointed a committee to wait upon you, the members of the Board of Estimate and Apportionment, the Board of Aldermen and myself to urge that an appropriation be made for a continuous asphalt pavement from 14th Street and 8th Avenue to the Battery.

Very respectfully,

Charles M. Smith

Commissioner of Public Works.

Enclosure.

Department of Public Works.
Commissioner's Office,
No. 31 Chambers Street.

Copy.

New York, November 26, 1895.

B. M. T. Amsdell, Esq.,
55 West 42nd Street.

Dear Sir:

Referring to your letter of 21st inst., (received through the Mayor's office) calling attention to insufficient light at 42nd Street and 6th Avenue, I beg to say that the Superintendent of Lamps and Gas reports that he has made a personal examination of the locality, and found an electric light suspended under the elevated column on the westerly line of 6th Avenue, also an electric lamp on the northerly side of 42nd Street about 100 feet west of 6th Avenue, and that this part of the street is well lighted. On the east side of the avenue, however, it is somewhat dark owing to the obstruction of the light from the electric lamp on 42nd Street, east of 6th Avenue, by the stairs of the elevated railroad. There are two gas lamps on the N. E. and S. E. corners of 42nd Street and 6th Avenue which were extinguished when the electric light was introduced. The Gas Company will be directed to have these two lamps relighted, and a reinspection will be made to ascertain if the improvement in the lighting is sufficient.

Very respectfully,
(Signed) WILLIAM BROOKFIELD,

Commissioner of Public Works.

*Department of Public Works,
Commissioner's Office,
No 31 Chambers Street,*

New York, November 26, *1895*

The Honorable William L. Strong,
M a y o r.

Dear Sir:

As requested, I enclose herewith a
copy of my reply to the letter addressed to you
by Mr B. M. T. Amsdell, 55 West 42nd Street.

Very respectfully,

Amos McKim

Commissioner of Public Works.

Enclosure.

Copy

Department of Public Works,

Commissioner's Office.

No. 31 Chambers Street.

New York, December 2nd 1895

Under and by virtue of the power and authority conferred upon the Commissioner of Public Works, in and by the Consolidation Act of 1882.

I do hereby appoint Adelbert H. Steele to the office of Deputy Commissioner of Public Works to take effect this date.

Charles H. T. Collis
Commissioner of Public Works.

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Department of Public Works.

Commissioner's Office,

No. 31 Chambers Street.

New York,

December 5, 1895.

The Honorable William L. Strong,
Mayor, and
Chairman, Commissioners of the Sinking Fund.

Dear Sir:

Since the occupancy of the Criminal Court Building by the various courts and municipal departments and offices requisitions have from time to time been made upon this Department for articles of office furniture and supplies, and in some cases for alterations and improvements in the interior arrangements of the building. Hitherto these requisitions have been forwarded to the Commissioners of the Sinking Fund for consideration and action under the law, the expenditures involved being for the erection of the building and for such furnishings as were and are required to place it in proper condition for occupancy by the courts, departments and offices, and all expenditures from that fund are subject, of course, to the action and authorization of the said Commissioners of the Sinking Fund.

I have now before me three requisitions, viz: from the Clerk of the Courts of General Sessions and Oyer and Terminer for eighteen (18) drop lights on desks and tables; from the Honorable H. C. Kudlich, City Magistrate, for two (2) Yale locks and thirty (30) keys; and from the District Attorney for an iron safe or compartment for the safe keeping of important papers.

The repeated receipt of such requisitions is evidence that the officers who make them are under the impression

that, in respect to furniture, supplies, alterations and repairs, their respective offices are now on the same status as other municipal offices and buildings, which are provided for in two appropriations under control of this Department, viz: "Supplies for and Cleaning Public Offices," and "Public Buildings, Construction and Repairs"

In the departmental estimate for 1896, however, which was presented to the Board of Estimate and Apportionment last September, no provision was made in either of these appropriations for alterations and improvements, nor for furniture or supplies which may be classed as office furniture. It was considered that the complete furnishing of the building in every part from the fund authorized by law, and under the direction of the Commissioners of the Sinking Fund, would preclude the necessity of any expenditure for such purposes from the regular annual appropriations during the ensuing year at least.

At the present juncture it seems necessary to draw a definite line, establishing clearly the obligations and responsibility of this Department in respect to this building and the particular matters herein referred to, and to fix a definite time when the building and the care and furnishing of the court-rooms and offices located there shall come exclusively within the jurisdiction of this Department.

The Board of Estimate and Apportionment is about to take final action on the estimates for 1896, and the disposition which may be made of these matters and questions may necessitate the presentation to that Board of a supplementary estimate for 1896, to meet the exigencies of the situation.

The subject is therefore presented to the Commissioners of the Sinking Fund for their early consideration

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and decision.

Very respectfully,

Charles H. D. Collis

Commissioner of Public Works.

Department of Public Works,

Commissioner's Office.

No. 31 Chambers Street,

New York, December 6, 1895

The Honorable William L. Strong,
M a y o r.

Dear Sir:

Referring to the complaint by Mr Henry J. Kopf, (received through your office) regarding the bad condition of Allen Street, between Delancy and Houston Streets, I beg to inform you that I have answered Mr Kopf to the effect that the street has been repaired and is now in good condition.

I have informed Mrs Elizabeth Gray, of Park Avenue and 101st Street (whose complaint regarding the bad condition of Park Avenue, between 97th and 103rd Streets, was also received through your office) that I will ask the Board of Aldermen to pass a resolution authorizing the paving of the west side of that avenue between the streets mentioned.

Very respectfully,



Deputy Commissioner of Public Works.

Department of Public Works,

Commissioner's Office.

No. 31 Chambers Street,

New York, December 10, 1895

The Honorable William L. Strong,
Mayor, and
Chairman, Board of Electrical Control.

Dear Sir:

Mr D. M. Koehler, 38 East 75th Street,
has written to this Department a second time,
requesting that unused telegraph poles be
removed from 75th Street, between Madison and
4th Avenues.

I have informed Mr Koehler that this De-
partment cannot remove those poles until ordered
to do so by the Board of Electrical Control,
to whom the matter is respectfully referred.

Very respectfully,

W. L. Strong

Deputy Commissioner of Public Works.

Department of Public Works,

Commissioner's Office,

No. 31 Chambers Street,

New York, December 12, 1895

The Honorable William L. Strong,

M a y o r.

Dear Sir:

I beg to acknowledge receipt of the letter of 10th inst. from your Secretary, and to say that an order has been given to the Consolidated Gas Company to relight at once two lamps in front of the Roman Catholic Church in 16th Street.

Very respectfully,



Deputy Commissioner of Public Works.

Department of Public Works.

Commissioner's Office,

No. 31 Chambers Street.

New York, December 13, 1895.

The Honorable William L. Strong,

M a y o r.

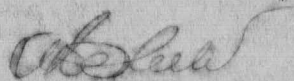
Dear Sir:

I beg to acknowledge receipt of the letter of 6th inst. from your Secretary, transmitting to this Department for attention communications addressed to you by Messrs Baker and Young, 108 Front Street, and Mr Henry Evans, of the Continental Insurance Company.

I have replied to Messrs Baker and Young that the pavement over the opening made in Front Street by an electric light company has been only temporarily replaced, and will be permanently and properly restored as soon as the filling has had time to settle.

I have answered Mr Evans that the restoration of the asphalt pavement in front of the Continental Building in Cedar Street was delayed in the hope that the Germania Insurance Company could be induced to have the pavement replaced, and that a requisition has now been drawn to have the pavement restored at the expense of the City as soon as possible.

Very respectfully,



Deputy Commissioner of Public Works.

City of New York.
Department of Public Works,

31 Chambers Street,

Commissioner's Office.

December 24, 1895

The Honorable William L. Strong,

M a y o r.

Dear Sir:

I have the honor to acknowledge receipt of the letter of 17th inst. from your Secretary, with a communication addressed to you by Messrs Brown and Company, 14 Coenties Slip, regarding paving stones in Coenties Slip.

I have replied to Messrs Brown and Company that the contractor who owns the paving stones referred to has been notified to remove them, and that the Water Purveyor has been instructed to see that they are removed at once.

Very respectfully,

Atlee

Dy

Commissioner of Public Works.

Copy.

Department of Public Works,
December 24th, 1895.

Hon. Wm. L. Strong,
Mayor, etc.

My dear Sir:

In response to your circular letter of the 3rd inst., I have the honor to submit the following statement:-

The first serious problem that confronted the incumbent of this Department, who took office upon the 13th day of February, 1895, was the deplorable condition of the asphalt pavement on Eighth Avenue. This pavement had been laid in the years 1889 and 1890, under a contract in which the contractor covenanted to keep the same in repair for a term of fifteen years. When the work was completed he was paid 70% of the contract price, and 30% was retained to guarantee the fulfilment of his contract as to maintenance. In a brief period the pavement began to break up, and as the contractor failed to repair it, the 30% retained was used for this purpose. When this was exhausted no serious effort seems to have been made to enforce the provisions of the contract against the sureties. Upon investigation it was discovered by Mr Brookfield and myself that the sureties were irresponsible, and that the contracting company (the Matt Taylor Paving Company) had passed out of existence. After conference with the Corporation Counsel and the Comptroller, it was determined to advertise for proposals to keep the street in repair during the remaining period of the fifteen year guarantee, at an annual price, and the contract was awarded to the Barber Asphalt Paving Company, who immediately put the street in good condition from 13th to 59th Street, much to the satisfaction of the

8th Avenue

citizens residing and doing business on that thoroughfare, and also to the community at large who have occasion to use that street.

It is not likely that there can be a recurrence of the City's inability to enforce the performance of such contracts in the future, as great scrutiny is exercised over the sureties submitted.

New pavements

During the year 1895 there have been laid by this Department:

134,000 square yards of granite pavement on concrete and Macadam foundations; 31,000 sq. yards of granite on sand, which was paid for by abutting property owners; 20,000 square yards of asphalt, which was also paid for by abutting property holders, and 137,000 sq. yards of asphalt, paid for out of the fund raised by the issue of Revenue Bonds by authority of the Legislature. Adding to this about 4,000 yards of paving done by permission of this Department, at the expense of private parties, makes a total of about 327,000 sq. yards of new pavement laid during the year.

Asphalt
pavement
petitions

The large number of petitions on file in this Department from citizens who desire the laying of asphalt pavements, indicates that that is the character of pavement which has received popular approval, and, this being the case, I am happy to say that by an entire change in the specifications active competition has been secured, which has reduced the cost of this character of pavement 15%, notwithstanding the fact that improved processes and rigid inspection are producing better work than heretofore.

Reduction in
price.

Openings by
Gas Companies

The bane of our system is the unrestricted power possessed by the several gas companies, of which there

The Reduction in price of
Asphalt Pavement has
been 15% out of our fund
Year

are five, to tear up the pavements of the City for the purpose of laying mains, providing services, or repairing leaks.

While it is true that the same authority which conferred upon them this extraordinary power, requires that they should restore the pavement to its original condition, it is also true that this is almost a physical impossibility, for a well-laid pavement once disturbed cannot be so restored, and moreover this obligation has been utterly disregarded in the past.

I am happy to say that I am now securing the co-operation of these corporations to some extent, and that these conditions are improving. Nevertheless, in a young and growing City like ours, provision should be now made that in all new territory gas and water-mains and other conduits should be so laid that the carriage-way would never be disturbed.

New pavements.

As soon as the weather will permit, one of the avenues on the East Side, either First or Second Avenue, should be repaved with asphalt, and the continuous route now extending from the extreme north-west of the City down Eighth Avenue, should be continued along Hudson Street, or some other available thoroughfare, to the Battery. This would afford a smooth and comparatively noiseless carriageway from the ferries to the hotels and residence portion of the City, would be a great boon to heavy traffic, and afford an opportunity to those who desire to travel between their homes and places of business on the bicycle to do so.

In addition to this, an asphalt pavement on the East Side would greatly relieve Fifth Avenue of the heavy traffic which now obstructs the use of that avenue

College Place

for other purposes.

The delay in the work of paving College Place, as widened, has been caused by the tardiness of the property owners who have necessarily encumbered the highway with building materials during the period required for constructing new buildings. I am happy to say, however, that before the close of the year, this street will be thoroughly repaved from curb to curb with probably the best and most lasting pavement which has ever been laid in this country, if it can be protected against the incursions of the private corporations heretofore referred to.

Wood pavements

An experiment has been made with the new wood pavement, now in use in some European cities, which I am watching with much anxiety. If it should prove to be more noiseless and less slippery than the asphalt pavement, doubtless some material equal to the imported Australian wood would be discovered in this country, enabling us to avail ourselves of this kind of pavement at a moderate instead of the very high price involved by importation of foreign wood.

Asphalt System.

The asphalt paving during the past year has been done with a regard to the interests, first, of the overcrowded tenement districts, as a sanitary measure to facilitate the operations of the Street Cleaning Department; second, of the hospitals, public and private and the ambulance routes thereto; third, of the public schools; and fourth, the extension of existing systems to accomplish uniformity.

In addition to the work done under the superintendence of the Water Purveyor, the following has been done

by the Superintendent of Streets and Roads, who has charge of the Macadamized and dirt roads in the City and suburbs:

| | |
|---|------------------|
| Macadam roadway repaired, | 47,782 sq. yards |
| Gravel roadway repaired, | 110,801 " " |
| Roadway and parkway regulated and graded, | 39,864 " " |
| Roadways cleaned, | 866 miles |
| Gutters cleaned, | 2,857 " |
| Roadway covered with screenings, | 14,305 sq. yards |
| Roadway covered with gravel, | 62,351 " " |

Besides a large amount of reflagging and resetting of curb, to accomplish which there have been used:

| | |
|-----------------------|-------------------|
| Of earth, | 2,737 truck loads |
| Of gravel, | 1,790 " " |
| Of gravel screenings, | 1,561 " " |
| Of stone screenings, | 2,483 " " |
| Of sand screenings, | 673 " " |

As many of these avenues do not conform to any established grade, and have no subterranean drainage, they are subject to impairment by heavy storms, rendering their maintenance exceedingly costly. Where it is possible to do so, sewers are being constructed to carry off this surface water, but these roads will continue to be a source of extraordinary expenditure until the public necessities require that they should be thoroughly drained and permanently paved.

I am glad to be able to state that during the past year the Department has several times been in receipt of communications from the citizens residing in this territory, commendatory of the marked improvement in the conditions.

While large expenditures for the public good are being made from taxation and from Revenue Bonds to bring our repairs up to the highest standard, I have felt that in some instances private citizens were not contributing their share in fulfilling the obligations imposed upon them by law. While in the built up portions

Footwalks

of the City new building improvements produce better sidewalks, yet in the outlying districts, and even in many of the business and residential portions of the City, the foot-ways were in an unsightly and dangerous condition, although these very people are clamorous for new and expensive pavements. I am, therefore, enforcing the ordinance requiring the reflagging of all sidewalks which are in bad condition, and I am glad to be able to report that a very large amount of this work has been done in the past year, and that the movement has been generally acquiesced in. In fact I find that where laws and ordinances are uniformly enforced without discrimination or favoritism, general acquiescence is the invariable result.

Regulating &
Grading

For regulating and grading new streets there has been expended during the year, \$256,660.17, all of which has been charged to the property abutting upon the several streets improved.

Water Supply

The fresh water supply to two millions of people, upon an island entirely surrounded by salt water, is a problem which will always command and receive serious and constant attention. At present the entire supply is drawn from the Croton watershed by two aqueducts, one of which was built in the year 1838, and the other in the year 1891.

The daily consumption of the City of New York is a little less than two hundred millions of gallons and the increase may be stated as being within five million gallons annually.

On the first of May we had in storage twenty-four thousand millions of gallons, upon which supply we have

been drawing since May 18th, the drought during the current year having been greater than any experienced since 1866. (The rainfall up to this date is one and one-half inches below the lowest amount ever before experienced, yet I am happy to say that at no time was there cause for such serious alarm as would render it necessary to appeal to the citizens to economize in the use of this essential element of health and cleanliness.)

The storage supply will be augmented in the coming year by the completion of Reservoir A, on the Muscoot River, and the tunnel and the channel for connecting the Byron with the Bronx, so that there need be no anxiety as to supply between the present date and the completion of the dams and storage reservoirs now in course of construction by the Aqueduct Commission.

The question of distribution, however, is a serious one. The new high service works now being constructed between Highbridge and Washington Bridge have so far progressed that the engines and boilers are now being erected, so that in the early spring this Department will be able to increase the much-needed supply in the high service district.

All the ^{large} water-mains have been opened, and the pressure at present in the lower portion of the City is eighteen pounds during the day time and twenty-seven pounds during the night. In order to increase this pressure the Chief Engineer is of opinion that it will be necessary that several large mains be laid from the reservoir in Central Park, in order to distribute all the water that can be carried through the two aqueducts. He, therefore, recommends that two forty-eight inch mains be laid on Fifth Avenue from 81st Street, and one on Eighth Avenue from the reservoir in Central Park to the lower portion of the City, and he estimates the cost therefor

Water
distribution

at \$1,250,000, which includes the displacement and relaying of gas pipes, subways, steam pipes, etc. As the law of 1875 limited the annual appropriation for laying water-mains to \$250,000, all of which is required for supplying water to new built up territory, it will be necessary that some special legislation be obtained upon this subject.

Water rents.

There have been collected for water rents during the eleven months ending November 30th, 1895, \$3,349,966.81 as against \$3,232,320.51 during the same period in 1894, being an increase of \$117,646.30. This I attribute almost entirely to the better business system introduced into the Water Register's Department, at a greatly decreased cost of administering the office.

The Water Register, on this subject, states as follows:

"On March 1st I found the books in this office, both in the meter department and the regular rates, in a most deplorable condition, the meter department being in much the worse. In fact, it seemed to be stamped all over with incompetency, neglect of duty, and carelessness, if not something worse. I would estimate roughly that one-quarter of the meter accounts had not been entered in the ledgers and bills sent out for the same since 1892, and probably a fourth more of the accounts had not been entered and sent out since 1893, so that fully one-half of the work of this Bureau was at least two years behind hand, and to add to this, what had been done had been so carelessly done that it has required the estimated labor of three clerks to correct the errors and mistakes that have been made."

Mr Brookfield found twenty-three water-meter inspectors on duty when he took charge of the Department.

An investigation developed that these men were reading on an average sixteen to twenty-three meters per day, which consumed less than three hours of their daily time, and that this systematized combination of neglect of duty had been existing for some years. The services of all these men were dispensed with in August last, since which time eight inspectors have been doing all the work done by their predecessors; in other words, the men have been reading from thirty-five to sixty-eight meters per day. Since their discharge, it has been discovered in many instances that they reported the conditions of meters which did not exist, demonstrating what had before been suspected, that it was a habit to make returns from guess-work and approximation, instead of by actual observation.

Notwithstanding the fact that the law requiring all places of business in the City to be metered, there are only 32,289 meters now in use, and in many cases they have been so tampered with that while honest consumers paid their just taxes, dishonest ones were permitted to escape. All this is being remedied, and, within the coming year, I believe the system will be so perfect that while the proper use of water will in no instance be curtailed, the criminal waste of it will be measurably checked.

Inadequate
accommodations

This Department, which comes in contact with every householder, is greatly inconvenienced and impeded for lack of sufficient room to conduct the business of the office. In fact, this statement applies to the entire Public Works Department, which is now occupying a building overcrowded and dangerous to health, and of so combustible a character that, in case of fire, there would be

no possibility of saving the valuable maps and records now stored upon its shelves.

The system now in vogue of permitting consumers to repair the water-meters when out of order affords an opportunity to dishonest persons to so tamper with them as to render proper surveillance by this Department impossible. I am, therefore, considering the propriety, if I have the authority, of having these repairs done by mechanics in the employ of the City, at the expense of the consumer.

I am satisfied that the reforms now being inaugurated in this Department ought to bring the annual receipts up to four millions of dollars, which would be about equal to the amount required for the administration of the entire Department of Public Works, including the one million dollars annually appropriated by the Legislature for repaving.

Sewer
System

The proper drainage of a great and growing metropolis cannot receive too much thought and attention. Though located between two great rivers, having a tide rise and fall of over five feet, the sewerage system is not without its perplexities. For instance, take the elevation at the intersection of Broadway with Canal Street. At this point the line of the curb has only an elevation of ten feet above high water-mark. This involved the necessity of laying a main sewer on Broadway, the crown of which is within three feet of the surface, rendering it unavailable for the basements, cellars and other excavations below that point, and as many of the newly constructed buildings extend to a depth of sixty or seventy feet below the surface, and will continue to be so constructed in future years, the question of pumping the sewage up to the line of the sewer confronts

us now. This is already resorted to by private individuals, but it will soon become a public necessity that the municipal authorities should take the matter into their own hands.

The sewer system at present is 468 miles in length, of which approximately 350 miles are of brick, and 118 of pipe, and there are 5,569 receiving-basins connected therewith for surface drainage. To complete the system up to existing requirements, there are 59 miles yet to build. That is to say there are 59 miles of streets including those that are not regulated and graded, where there are no public sewers; yet the work of sewer building has only progressed at the rate of about six miles per annum, for the last ten years, and twelve and one-half miles of streets have been paved since 1889, either with asphalt or granite blocks, in which no sewers of any kind are laid.

One result of this pernicious system is that when new buildings are constructed on these streets, the private sewers are condemned by the Health and Building Departments, and the new pavements are torn up to provide a better system. I propose hereafter to vigorously oppose the paving of any street with a new and improved pavement until the necessary sewers and water-mains have been laid thereunder, without regard to whether such conduits have any connections with other sewers or water-mains. This will save the pavements, and the connections can be made in the future, if required.

Between the years 1868-72, many miles of public sewer of poor material were laid, and laid without concrete base. To-day this portion of our system is in such poor condition as to require constant repairing

for stoppage, leakage and breakage. The Chief Engineer is of opinion that thirty-five miles of this pipe will have to be replaced by modern brick construction.

The entire sewer system of Manhattan Island is kept clean and in repair by a force of about 100 men, at an expense for the past three years of \$100,000 per annum. About \$85,000 of this amount is consumed by the payroll of mechanics and laborers; leaving only \$15,000 for all other purposes. For several years past an increase has been asked for for this appropriation, but without avail. In my opinion this sum is entirely inadequate to properly repair and keep the sewer system in sanitary condition. While large sums are freely given to remove the visible dirt from the surface of the streets, too little attention is given to the accumulation of invisible dirt, and therefore lying concealed under ground. Such accumulations are more dangerous to the public health than those which are always under the public eye.

During the current year there have been constructed:

| | |
|------------------------------|--------------|
| New sewers, | 7-1/4 miles, |
| Sewers altered and improved, | 7,317 feet, |

at a total cost of \$405,593.48. The total length of the sewerage system, exclusive of the 23rd and 24th Wards, is 468 miles, of which there is constructed of brick 349 miles, and of pipe 119 miles. There are now under contract 4.62 miles, the cost of which is estimated to be \$215,706. Sewers contemplated for which plans and surveys are now under way: 4 miles; estimated cost, \$195,000. Of course the cost of this construction is assessed upon the abutting property holders, and does not come out of general taxation.

Vaults

For many years it has been the custom to grant

permits to property holders to construct vaults not only under the sidewalks, but extending far beneath the carriageway. An investigation shows that of these there are already existing 105 vaults of this character, constructed since 1879.

In view of what I have heretofore stated in regard to the necessity for additional water-mains and a vast improvement in our drainage system, it would be apparent that this disposition of the use of public property for private purposes should be changed, otherwise it would soon come to be looked upon as a common right belonging to the owner of every property who desired this use.

Upon the first application for such privilege this Department took the high ground that neither the Board of Aldermen nor any other municipal body or Department was clothed with power to surrender the use of any portion of a public highway for private purposes, and this position has been maintained without exception, and I trust will not only be generally acquiesced in but conformed to by the Common Council.

There are some streets in the commercial part of the City which would be available for the new water-mains proposed by the Chief Engineer but for the fact that they are entirely occupied from curb to curb below the surface by private individuals.

Obstructions

Considerable progress has been made in reconciling the people to enforcing the ordinances against the erection of obstructions on the sidewalk. Long habit has accustomed our citizens, especially those small traders who purchase privileges for stands from property holders (who are the real violators of the law) to believe that this is a natural right, which ought not to be interfered

with, but a gradual enforcement of the law is working great improvement in this direction, and these people in time will become reconciled to the fact that they will have to make other arrangements for the prosecution of their trades.

The custom of storing building materials, taken from old buildings, on the public highway until such material should be required in the construction of the new building, has been entirely stopped. Heretofore, it has been the custom of builders to occupy one-third of the street for the storage of bricks, even eight or ten feet high, and covering the front of two or three buildings.

Since the 1st day of June last this nuisance has been entirely discontinued, and builders and contractors have so framed their contracts as to adapt themselves to this new order of things. In the coming season builders will be required to construct a platform limited to the space authorized to be used by them for new building materials, and they will be limited in their use of the highway to the exact dimensions of such platform. This will protect the surface of the pavement and give free flow to the gutters.

The public buildings which are cared for by the Department of Public Works were found to be in a deplorable condition when the new administration took hold of this Department. No one of them was fit for the occupancy of the tenants assigned to them. A great deal of time, labor and money have been expended during the year 1895, to bring them at all up to the standard required.

The new Court Building on 53rd Street, between 8th and 9th Avenues, to be occupied by the 7th District Police Court and the Eleventh Judicial Court, will be finished and ready for use upon the 1st of May next, and the

Public
Buildings

Public Building in Crotona Park, for the use of the Commissioner of the 23rd and 24th Wards, will be completed about the same time.

Reduced cost of Repairs & Supplies

Although the Commissioner of Public Works is authorized to order repairs and supplies without competition when the amount to be expended does not exceed \$1,000, the custom has been inaugurated, and will be continued, of inviting bids in all cases where they can be obtained, without regard to the amount involved. This has produced a much lower standard of prices, and I think it is safe to say that repairs and supplies are now costing 25% less than under previous administrations.

Lighting by Gas and Electricity

This Department is charged with the entire lighting of the City with gas and electricity. During the past year there have been erected 981 new gas lamps; 122 new electric lamps, and 200 new naphtha lamps. At the close of this year there will be in use 25,379 gas lamps; 2,751 electric lamps and 233 naphtha lamps; total, 28,363 lamps.

Owing to the acquisition of new territory in Westchester County, this number will be increased as follows:

In the Village of Wakefield, 124^{naphtha} lamps; in the Village of Williamsbridge, 252 naphtha lamps; total, 376. In the Village of Williamsbridge, 68 incandescent electric lamps and two arc electric lamps; in the Town of Westchester, 497 arc electric lamps, making a total of 942.

This will bring up the aggregate of all kinds of lamps next year to 29,306. To the illuminated portion of the City there have been added in the present year 11-1/2 miles of territory, making the total aggregate of length of streets lighted 570-3/4 miles. During the year 1895 the several gas companies have laid 61-3/4 miles of mains

involving a corresponding repair of pavements, done, of course, at their expense.

The total miles of gas-mains in the streets at this date is 1,473 $\frac{4}{5}$.

Respectfully submitted,

(Signed) CHARLES H. T. COLLIS,

Commissioner of Public Works.

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Resumé

Common Pub Works

1895

37

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Resumé

Comm. Pub. Works

1895

37

The following is a comparative statement of the work done and charged to the appropriation of Boulevards, Roads, and Storms maintenance of during the first and second quarters of the years 1892, 1893, 1894, 1895.

| Nature of Work | 1892 | | 1895 | |
|--|---------------------|---------------------|---------------------|---------------------|
| | 1st and 2nd Quarter | 1st and 2nd Quarter | 1st and 2nd Quarter | 1st and 2nd Quarter |
| Roadway repaired and resurfaced | 36291 sq yds | 16384 sq yds | | |
| Macadam roadway regulated and graded | 319 " | | | |
| Gravel roadway repaired | 324 " | | | |
| Gravel roadway resurfaced | 6795 " | | | |
| Stone drain built | 60 feet | | | |
| Gutters cleaned | 37 Miles | | 1134 Miles | |
| Gravel spread | 1945 loads | | 1230 loads | |
| Stone hauled and broken | 255 loads | | | |
| Roadway covered with gravel & screenings | 124922 sq yds | | 142200 sq yds | |
| Gutters repaired | 222 sq yds | | | |
| Gutters repaired | 10 sq yds | | | |
| Selfed laid | 45 sq yds | | | |
| Parkway of Western Boulevard graded, mowed and bone dust spread & resurfaced | 11885 sq yds | | | |
| Crust reset | 90 feet | | 21 feet | |
| Roadway cleaned | 8 1/2 Miles | | 437 Miles | |
| Roadway and gutters cleaned | 8 Miles | | | |
| Sidewalks cleaned of snow | | | 2 Miles | |
| Snow spread over roadway & trees & burned | | | 3 Miles | |
| Askes hauled | | | 14244 | |
| Flagging laid | | | 12 loads | |
| Stone broken | | | 2074 feet | |
| Sand hauled | | | 141 loads | |
| Bridge stone laid | | | 112 do | |
| Screenings hauled | | | 440 sq feet | |
| Earth hauled | | | 1860 loads | |
| Gravel hauled | | | 1048 loads | |
| Gravel hauled | | | 260 loads | |
| Gravel stone hauled | | | 296 loads | |
| Boulevard Parkway regulating & grading | | | 500 sq yds | |
| Snow ploughed in roadways & sidewalks repaired | | | 2 Miles | |
| Extra piece of Bonds cleaned | | | 100 sq feet | |
| do do do regulated & graded | | | 4 Miles | |
| Stone drain built | | | 179 loads | |
| do drain built | | | 72 feet | |
| Ditching done | | | 297 feet | |
| Roadway regulated & graded | | | 10500 sq yds | |
| Force Employed | | | | |
| Mechanics | 32 | | 51 | |
| Laborers | 121 | | 148 | |
| Carpenters | 27 | | 24 | |
| Paints | 9 | | 12 | |

| Nature of Work | 1893 | 1895 |
|--|---------------------|--------------------|
| Roadway repaired and resurfaced | 101 Aug 2nd Quarter | 18 Aug 2nd Quarter |
| Macadam roadway regulated & graded | 23309 yds | 16384 yds |
| Gravel roadway repaired | 10666 " | |
| Roadway regulated and graded | 7356 " | |
| Gutters cleaned | 1 Mile | 10500 yds |
| Gravel spread | 2073 Miles | 1134 Miles |
| Stone hauled & broken | 100 Loads | |
| Roadway covered with gravel & screenings | 1161 Loads | 1230 Loads |
| Gutters repaired | 221300 yds | 142,000 yds |
| Chafford Road | 1167 yds | |
| Curb reset | 19 yds | |
| Roadway cleaned | 660 feet | 212 feet |
| Roadway and gutters cleaned | 405 Miles | 437 Miles |
| Sidewalks cleaned of snow | 16 Miles | |
| Snow spread over roadway of | 18 Miles | 2 Miles |
| Crosswalks laid | 32 Miles | 3 Miles |
| Trees trimmed | 180 feet | |
| Shingles hauled | 975 | 1424 |
| Flagging relaid | 3 Loads | 12 Loads |
| Broken stone piled | 614 yds | 202 1/2 feet |
| Stone screenings piled | 143 Loads | |
| Gravel piled | 179 Loads | |
| Stone broken | 23 Loads | |
| Gravel hauled | 18 Loads | 141 Loads |
| Bridge stone relaid | 38 Loads | 112 Loads |
| Screenings hauled | | 440 1/2 feet |
| Earth hauled | | 1860 Loads |
| Gravel hauled | | 1048 Loads |
| Grasses stone hauled | | 260 Loads |
| Boulevard parkway regulating & grading | | 296 Loads |
| Snow ploughed in roadway of | | 500 yds |
| Sidewalks repaired | | 2 Miles |
| Extra price of Boulevard cleaned | | 10 yds |
| do do do regulated & graded | | 4 Miles |
| Stone drain built | | 1060 yds |
| Box drain built | | 79 Loads |
| Ditching done | | 72 Loads |
| | | 297 Loads |

Force Employed

| | | |
|-----------|-----|-----|
| Mechanics | 35 | 51 |
| Laborers | 112 | 148 |
| Cleaners | 28 | 211 |
| Carts | 5 | 12 |

| Nature of Work | 1894 | 1895 |
|--|-------------|-------------|
| Roadway repaired and reinforced | 1st Quarter | 1st Quarter |
| Gravel roadway repaired | 25096 | 16384 |
| Gravel roadway resurfaced | 5380 | |
| Roadway regulated & graded | 9533 | |
| Ditches cleaned | 58666 | 10500 |
| Gravel spread | 1698 Miles | 1134 Miles |
| Stones hauled & broken | 1339 Loads | |
| Roadway covered with gravel & screenings | 1280 Loads | 1330 Loads |
| Ditches repaired | | 142200 |
| Quads reset | 73 | |
| Roadway cleaned | 60 | 21 |
| Side walks cleaned & repaved | 456 Miles | 437 Miles |
| Snow spread over roadway of | 16 Miles | 2 Miles |
| Trees pruned | 4 Miles | 3 Miles |
| Stumps hauled | 1200 | 1424 |
| Tagging relaid | | 13 |
| Broken stone piled | 2682 | 204 |
| Gravel piled | 84 | |
| Stone broken | 185 | |
| Gravel hauled | 27 | 141 |
| Bridge stones relaid | 21 | 112 |
| Screenings hauled | 200 | 440 |
| Earth hauled | 440 Loads | 1860 Loads |
| Gravel hauled | 503 Loads | 1048 Loads |
| Gravel screenings spread | 44 Loads | |
| Gravel stones hauled | 40 | 260 |
| Gravel screenings spread | 2000 | |
| Gravel stones hauled | 106 | 796 |
| Gravel screenings spread | 3 | |
| Gravel screenings spread | | 500 |
| Gravel screenings spread | | 2 |
| Gravel screenings spread | | 100 |
| Gravel screenings spread | | 4 |
| Gravel screenings spread | | 1060 |
| Gravel screenings spread | | 79 |
| Gravel screenings spread | | 72 |
| Gravel screenings spread | | 297 |

Forced Employed

| | | |
|-----------|-----|-----|
| Mechanics | 45 | 51 |
| Laborers | 169 | 148 |
| Carts | 35 | 24 |
| Carts | 14 | 12 |