

New York Sept 11 1895

✓  
Hon. Wm L. Strong, Mayor of New York City  
Respected Sir!

Kindly allow me to annoy you with a few lines.  
I reside on 3<sup>d</sup> Ave bet 135<sup>th</sup> & 136<sup>th</sup> St. One Friday  
night I arrived at home at 10 o'clock with my business  
wagon, intending to leave again at 6 in the morning  
to go to Westchester to do some painting; to my surprise  
my wagon was gone. After searching for several hours  
I found it in the public yard at 129 St and 4<sup>th</sup> Ave, where  
I was informed that I would have to go to the new  
criminal Court building to get an order. My wagon  
has not been on the street for many months. The Ave  
from Harlem River to 138 St is as good as closed, business  
is stopped there last 2 years, we can neither rent nor  
sell our property, are we to be deprived to do business  
outside to earn a meagre living. Is this the reform  
we fought so hard for, or is it a grudge of Tammany  
heelers that have sneaked in to the different departments  
want to pay back to reformers. It looks very much like  
it, for in my immediate neighborhood there is trucks  
and wagons standing night after night, they are

never taken. If this is done by order of our reform  
government we stand a poor chance at next Election;  
and if these pettish annoyances are carried on by Tammany  
Reformers, the sooner they are cleared out the better.  
I have often to drive to different parts of the city, in  
following up my work, and I find in thickly populated  
narrow streets rows of Wagens standing at all hours.  
I also see <sup>in</sup> a number of Avenues and streets, that are  
occupied by Railroads, the pavements in almost  
an impassable condition, on account of the Double  
Grooved rails; which, if I am rightly informed, are  
contrary to City Ordinances for a number of years past.  
Has the property owner no more right than to pay  
taxes and assessments? Is he to be deprived of earning  
a living, unless he belongs to a rich corporation or is  
a millionaire? Is he to be annoyed and balked by  
political snakes, who, if a citizen says anything,  
give him the answer "That's the Law?"

For the sake of good government, for the sake of our  
hard fought for reform see to these things and  
not let the strings be pulled to tight.

Yours respectfully  
J. Westmeyer  
2470 3 Ave



# Whiponong Hall Association.

## DIRECTORS.

R. B. McEWAN,  
W. C. BATES,  
W. W. COOK,  
H. C. RAYNOLDS,  
J. H. POLHEMUS,  
W. H. GRIMES,  
THOMAS ELLIS.



DESIGN FOR COMPLETED STRUCTURE.

## OFFICERS.

J. H. POLHEMUS, President,  
R. B. McEWAN, Vice-President.  
W. W. COOK, Treasurer.  
H. C. RAYNOLDS, Secretary.

**OBJECT**, the establishment in Hanover township of a public building to be used for educational and social purposes, and, as funds are furnished from time to time, to locate therein a circulating and reference Library, a Reading Room, a School for instruction in the higher branches, a Hall, a Gymnasium, a Game Room, and a Bowling alley—to provide, in fact, a centre of intellectual and moral influences open to all citizens of Hanover township.

**SOURCES OF INCOME**, will be rentals of "Whiponong Hall" for general purposes—to Township Committee for offices—to Township and County for Election purposes—to Lodges or Societies of any kind—and rooms in basement for Barber Shop, Telephone or other General Offices, and receipts from Bowling Allies.

**ESTABLISHED**, at this date (September, 1895), are the Mrs. J. W. Roberts Memorial Library of 2000 volumes, and "Whiponong Hall," which will also be used for the present as the Reading room.

Whippany, N. J., *Septem. 11<sup>th</sup>* 1895.

Hon. W. L. Strong,  
New York City,  
My dear Sir;

Whippany, Morris county, New Jersey is a Paper Mill village, near Morristown about thirty miles from New York. We have been cursed with the rum traffic in our midst, and an association has been formed to counteract the evil effects thereof by providing an institution as appears by this letter heading.

On and after October 1<sup>st</sup>, ensuing, we shall open "Whiponong Hall" each day and evening for the use of the men and boys of the village, where, besides games and other amusements, a full list of current papers, magazines, and periodicals will be furnished.

A Lecture course is now in process of formation. Can you arrange to turn aside from the mighty matters of the great metropolis, and the busy world in which you move, and, at some time in the future, suitable to your own convenience, come to Whippany



and speak to us in "Whiponong Hall"?

Our movement while in a sense local, I have planned to make an object lesson to the various townships of the State, in which does not exist (in the country districts) institutions of the kind proposed. The grocery store and the Saloon is the countryman's only club room. In one he steep himself in idle gossip, and in the other in drunkenness and debauchery. The country districts need awakening to the idea of providing places for their citizens like the Libraries, Associations, Clubs, etc of our cities. I ask of you a good deal to come to this village, but did I not believe that in doing so you will speak indirectly, to other townships in our State, and thus help in organizing an effort that will be of far reaching benefit to the country people in general, I would not ask you. Local talent can not fill the bill. We must secure, if possible, the names of men of world wide reputation, and by so doing we shall fix the eyes of other townships in the state upon us.

Will you kindly consider our matter? If possible, will you please fix a date when we can secure your gracious assistance? We could not pay you what such services are worth, and will ask if you can come for the expenses involved? I am, Sir;

Respectfully Yours

H. C. Reynolds.



Office of  
Union Ferry Company

OF NEW YORK & BROOKLYN

Brooklyn, N.Y. Sept 11 1895.

To His Honor Wm L Strong  
Mayor of New York

Dear Sir

The undersigned the Union Ferry Co. of New York & Brooklyn has petitioned the Board of Aldermen for permission to build a stair case which would enable passengers to & from Hamilton & South Ferris at foot of Whitehall St N.Y. to pass to & from the street & the Manhattan Elevated R R structure, without crossing the line of vehicles coming from & going on our boats.

To accomplish this it was necessary for us to obtain permission from the N.Y. & South Brooklyn Ferry & Steam Navigation Co to use their elevated bridge which crosses to face of our Ferry House. This permission has been granted us.

The improvement contemplated has been earnestly

Office of  
Union Ferry Company

— OF NEW YORK & BROOKLYN —

Brooklyn, N.Y. \_\_\_\_\_ 189.

sought for by the travelling public for some years.  
It will add greatly to their convenience & safety.  
As there is nothing in the improvement which can  
benefit the Co. except as reflected in the convenience  
& comfort of its patrons, we earnestly hope that it  
will meet with your approbation. The line of  
posts asked for is simply to protect the foot of  
the stairway & the public from the reckless driving  
of truckmen. We write this believing the matter  
has come before you, being informed that the  
request has been favorably received & granted by  
the Board of Aldermen & also by the Department  
of Public Works. Should you desire any further  
information in reference to this contemplated improvement,  
we would be most happy to furnish such data as you  
may require

Very Resp<sup>l</sup>

Matthew Bunker Sec<sup>y</sup>





Dr. J. S. EDWARDS,

Physician and Surgeon.

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Erin, Tenn., Sept. 11<sup>th</sup> 1895

Mayor Strong  
New York City  
N.Y.

Dear Sir:-

Please give me the location and style of Court wherein the records are on file, in the case of the estate of Robert Edwards, which grew out of landed estate, leased by him or his legal representative, for a long term.

Yours Respectfully  
J. S. Edwards

Erin  
Houston Co. Tennessee

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Department of Public Works.

BUREAU OF HIGHWAYS AND SEWERS,

\*~~~~~\*

D. L. FULTON, Superintendent.

✓  
Allegheny, Pa.

To the Honorable Mayor,  
New York, N. Y.

Dear Sir:-

On September 11th, 1895, the second annual meeting of the "American Society of Municipal Improvement" will be held in the City of Cincinnati, Ohio.

This Society is for the express purpose of having the heads of our various cities, such as the Mayors, Directors of Public Works, City Engineers and Superintendents of the various Bureaus of Public Works, as well as Chairmen of Public Works Committees and Councilmen who take an interest in Public Improvements, meet and hear papers read and discussed and suggestions, all of which will be of much value to the welfare of our cities.

At the first meeting of this Society in Buffalo, N. Y. last year were present fifty-seven (57) members, representing our large cities, from Portland Me. to Omaha, Neb. and from Milwaukee, Wis. to Memphis, Tenn.

Your city will be much benefitted by sending some of your city officials, who will find out something from some of the other cities, which will aid them very much in their duties.

The City of Cincinnati has asked me to forward, as soon as possible, a list of cities, which will send representatives, and how many, as they are making preparations to give this society a warm welcome and fine entertainment.

Men of national fame are numbered among the present members, such as G. H. Bensenberg, Pres. American Water Works Ass'n; is our President M. J. Murphy, Director of the Department of Public Works, St. Louis, is first Vice President; and George S. Gatchell, Director of the Department of Public Works, Buffalo, N. Y. is second Vice President.

No Contractors are admitted to membership.

Please let me know how many of your officials will be in attendance in Cincinnati next month.

Please answer as soon as possible.

Yours Respectfully,

*D. L. Fulton*

Sec'y A. S. M. I.



# Water and Gas Review,

A PUBLICATION DEVOTED ESPECIALLY TO  
THE CONSIDERATION OF ALL MATTERS  
RELATING TO WATER AND GAS SUPPLY.

D. C. TOAL, EDITOR AND MANAGER.  
WATER AND GAS REVIEW PUBLISHING CO., PUBLISHERS.

Para Building, 35 Warren Street,

*New York,* September 12th, 189

Hon. William L. Strong,

Dear Sir:-

We take the liberty of asking your attention to the inclosed article, and respectfully request that you will give us, for publication, your views upon the wisdom and feasibility of the plan proposed by Councilman Sears of Boston. We make this request, knowing that your familiarity with municipal affairs will enable you, if you feel so disposed, to speak with authority upon the matter referred to.

Be kind enough to favor us with a reply by the 18th inst., at the latest.

Very respectfully,

Water and Gas Review,

*D. C. Toal*

Manager.



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## RATE FOR WATER.

SUGGESTION MADE BY A BOSTON COUNCIL-  
MAN TO INCLUDE IT IN THE GENERAL  
TAX LEVY—WHAT OTHER CITIES  
THINK OF THE PROPOSITION.

A radical change in the method of collect-  
ing the water rates in Boston, Mass., is pro-  
posed by Councilman Walter L. Sears of that  
city. This subject he has been considering  
carefully for a long time. He is strongly in  
favor of having it placed in the tax levy, claim-  
ing that in this way the entire city would reap  
the benefit of the water service with the least  
burden all around, the same as are benefited,  
poor and rich alike, by the fire and police  
service, the schools, street lighting and street  
department work.

Taking the tax rate of 1894-5 of \$12.80 per  
thousand, he shows that \$2.27 is for school  
purposes, \$1.16 for fire, \$1.44 for police, \$2.35  
for street department, 68 cents for public in-  
stitutions, 63 cents for lamps, and the balance  
for miscellaneous matters.

He figures that the \$2,169,758 required for  
water supply, and which was collected as  
water rates, could be included in the \$12.80  
per thousand and be less than \$2.50 on the  
thousand. There would be no water bills to  
put out; the water income division could be  
abolished, thereby saving fully \$50,000 annu-  
ally to the taxpayers, and the additional work  
in the collecting department on account of  
the separate bills would also be gotten rid of.

Councilman Sears also strongly favors the  
taxing of vacant land for water purposes, as  
well as for sewer and fire and school purposes.  
He argues that when water has been put into  
a street, the vacant land value is greatly en-  
hanced, and the assessors accordingly raise  
the figures on it. Again, he claims that the  
tax bill is a lien upon the real estate and is  
sure of being collected.

Under the present system in tenement  
houses and flats, all the occupants are made  
to suffer by the shutting off of the water from  
the building because of the neglect of one  
tenant to pay his water bill. This is an in-  
justice, he says, that should be remedied. It  
would, he claims, under this method, which  
he holds to be simple and more equitable  
than that which now obtains.

*M. D. L.* 189  
The general use of meters he recognizes  
would be better than the present method, in  
some respects, but it would cost a large  
amount of money, he is aware, to put them  
in; and where there are so many taken, as is  
the case in Boston, it would require a large  
number of meter readers; but this work could  
be done by the waste water inspectors. Then  
if the meter system were adopted, there might  
be some injustice to manufacturers and others  
by reason of the use of a great quantity of  
water in a not particularly profitable busi-  
ness.

In regard to the running of elevators by  
water, which requires a great quantity of  
water, Councilman Sears proposes that when  
the assessors make their annual visit in May  
and find that a building has been improved  
by the introduction of water and elevators,  
etc., they should raise the valuation accord-  
ingly, the same as is done when a street has  
been widened, or because of other street im-  
provements. Mr. Sears expresses the confi-  
dent belief that he voices the opinion of many  
large real estate owners in this city, when he  
puts forward his plan as the right and equitable  
one, by having the amount of money neces-  
sary for maintaining the water supply put into  
the general tax levy with the other appro-  
priations. This subject, so far as he is aware,  
is a new one, and is worthy, he states, of  
serious consideration.

There is not a town or city in this  
country, said he, that has adopted this idea,  
but I have received communications from  
many of the largest cities commending it, and  
their water officials say they believe it is  
worthy of careful consideration. That our  
system is not an equitable one is shown by  
the different rates elsewhere. Soon after I  
began the investigation of this subject I sent  
the following circular letter to the mayors of  
all the big cities in this country:

My Dear Sir—In our city we have two as-  
sessing departments; one to assess the general  
tax levy of \$9 on \$1,000 for current expenses,  
such as schools, police, fire, public institu-  
tions, care of highways, street construction,  
etc., and another to assess water rates only.  
Now, what I am after is the opinion of those  
in charge of the water departments in the  
several large municipalities as to the advisa-  
bility of putting the cost of maintaining the  
water service into the general tax levy, and  
have only one municipal tax. Enclosed please  
find a copy of our water rates. I write to  
request an answer to the following ques-  
tions:



# Water and Gas Review,

A PUBLICATION DEVOTED ESPECIALLY TO  
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*New York,*

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First—Is your water service under public or private control?

Second—Does your city own the water-works, and, if so, for how many years?

Third—By what system do you assess water rates?

Fourth—What is the cost per capita?

Fifth—Will you kindly afford me any information, or your opinion, in answer to suggestions contained in the above preface?

Hoping that you will soon reply to the above request, and thereby confer a special favor, I remain yours, most respectfully,

**WALTER L. SEARS,**  
Member of Boston City Council.

From New York came the reply that "the water service system has been owned by the city since 1838, and that the water rates are assessed or charged against each building separately, according to frontage, height and other dimensions. In addition, special rates are charged for extras, for families above one for each house, extra water closets above one for each house, and for baths and various kinds of business. There is no per capita rate."

In Brooklyn, N. Y., the water service has always been owned and controlled by the city. Water rates are assessed by the frontage plan, and extras are charged for where meters are not used. The population is rated as 1,000,000, and the receipts for water are \$1,800,000 per year.

The reply from San Francisco was to the effect that the water service there is under private control, and the works are owned by a private corporation. The city establishes the rates annually, to be charged and collected monthly by the company from the water consumer. The estimated population is 325,000; the gross receipts of the company during 1894 were \$1,678,223. The city is considering a change in the method of water taxation and have the city own the water works.

In Denver the water service is in the hands of a private company. An adjustment of rates is now in progress.

Buffalo has owned its water service since 1868. The rates are assessed according to the fixtures, families, etc., in each building. The cost per capita is \$1.19. Metering is preferred. The frontage plan is that under 25 feet frontage; for a one-story the rate is \$3.40, and for a five-story, \$8.50. The schedule runs up to over 45 up to 50 feet

frontage, when the rate is \$7.60 for a one-story and \$12.80 for a five-story building.

These are two extremes of the frontage plan. A long list of extras for various kinds of business and fixtures was given.

Cincinnati owns its water works. On meter rates they have stricken out their \$25 limit rate, deeming it an injustice, and every person having a meter should pay for just the amount of water received.

"While Boston," continued Councilman Sears, "charges dwelling houses according to the assessed value of the same, St. Louis, Pittsburgh, Cleveland, Cincinnati and New Orleans survey rates according to the number of rooms and privileges; Philadelphia charges the same price for all houses, in addition to the special charges; New York, Chicago, Brooklyn, Buffalo, Baltimore and Washington have the frontage plan. A comparative table was sent from Cincinnati, showing the charges for a 10-room house occupied by one family, having as privileges yard hydrant, kitchen sink, one stationary washstand, one bathtub (hot and cold water), two self-closing water closets, one two-tray laundry and sprinkling, say, 150 yards of lawn. The figures below are for the first charge on the house alone, and the total, the difference being for the privileges named:

Washington—\$8.67; no charges for any of the privileges.

Cleveland—\$6.50; total, \$12.50; privileges charged, \$2 for bathtub, \$4 for two water closets; no charges for the other privileges.

Buffalo—\$6.80; total \$15.30; hydrant in yard not allowed; \$1.60 for bathtub; \$4.60 for the water closets; \$2.50 for sprinkling lawn; kitchen sink and washstand included in house charge.

Cincinnati—\$7.50; total, \$16.60; no charge for hydrant in yard, or for kitchen sink; for wash stand, 90 cents; bathtub, \$2.70; water closets, \$3; laundry, \$1; sprinkling, \$1.50.

Chicago—\$11; total, \$17; for sprinkling, \$3; one water closet free; one extra \$3; yard hydrant not allowed; no charge for the other privileges.

Baltimore—\$13; total, \$18; sprinkling, \$5; no charge for the others.

Philadelphia—\$5; total, \$18.

New York—\$11; total, \$20.50; sprinkling prohibited; laundry, \$7.50; extra water closet, \$2.

St. Louis—\$8; total, \$26.10; bathtub, \$2; two water closets, \$10; sprinkling, \$3.10; charge on others.

Pittsburgh—\$13; total, \$34; sprinkling, \$2.50; one water closet free; one extra, \$2; no charge on the other privileges.

Boston—\$11, according to the value of the building; total, \$26; for two self-closing water closets, \$10; sprinkling, \$5; no charge for other privileges; meter rates per 100 feet charged to large consumers.

Buffalo, \$1.88; Washington, \$2.25; Philadelphia, \$3; Cleveland, \$4; Baltimore, \$6; Cincinnati, \$6.50; Brooklyn, \$7.50 each; Pittsburgh and St. Louis, \$7.50 each; New York, \$10; New Orleans, \$19.

Philadelphia has always owned the water works. The cost per capita in 1894 was approximately, \$2.33. The water officials write that the suggestions are worthy of serious consideration.

In Baltimore, the officials state that the water works are in the control of private parties. The department is self-sustaining. For many good reasons, the water department, they believe, should be separate from the others. This they think is the best way.

From St. Louis the following came: "St. Louis owns and controls the water service."

Councilman Sears intends to go to the Legislature next winter with this matter of the lines of his plan, and he wants to see the water used in the city's buildings and by the various departments without charge. The people, he thinks, should have the water service expense taken care of in the annual appropriation.—



GEORGE M. RYE,  
PRESIDENT.

ELCOTT PAYNE,  
R. MONROE,  
1ST. VICE-PRES. AND GEN'L MGR.

F. C. CANNON,  
SECT. AND TREAS.



**AMERICAN GAS CONTROL CO.**  
CAPITAL STOCK \$1,000,000.  
GAS SERVICE OF CONSUMERS EQUIPPED WITH THE LATEST IMPROVED  
GAS APPLIANCES AND CONTROL TAKEN.  
DOMESTIC BUILDING.  
**853 BROADWAY**  
Cor. 14th St.  
TELEPHONE  
20 TO 40 PER CENT SAVED IN GAS BILLS.

*New York,* Sept. 12th, 1895.

Hon. W. L. Strong,  
City Hall,  
N. Y. City.

Dear Sir:-

Several members of the Committee on "Speakers and Invitations" accompanied by the Police Commissioners will call at your office about 2.10 P.M. to go with you to the Rally of the Good Government Clubs at Ulmer Park. Arrangements have been made for us to take the boat at South Ferry at 2.30 and take a special car to the grounds. Mr. Pryor Sec'y of the City Club will also call at your office in time to accompany us. I hope this arrangement suits your convenience.

Most Respectfully Yours,

*Elcott Payne*  
Chairman of Committee on  
"Speakers and Invitations".

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Consulat-General  
de France  
a New York.

New York, le September 13th 1895.  
35 South William Street.

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C  
Dear Sir,

Knowing how your time is valuable, Colonel  
Varigault and his staff have not dared to encroach upon it in  
calling upon you to-day. But they requested me to be their inter-  
preter and to express you their gratitude for the kind reception  
you have extended them in allowing them to inspect in detail  
the Fire Department of the City.

They are extremely pleased with what they have seen and  
they only hope for the pleasure of returning the compliment when  
you or some of your officers call on them in Paris.

To their thanks I beg to join the thanks of the French  
Government and my own for the attention extended to my countrymen  
and I have the honor to remain, Dear Sir,

Yours very truly,

Edmond Bruwaert.

French Consul General.

Hon.

William L. Strong,  
Mayor of the City of New-York.  
City Hall.

Answered  
MS



# NOTICE

## Illegal Shipment of Seamen

### TREASURY DEPARTMENT

#### Bureau of Navigation

Washington, D. C., September 12, 1895

*The attention of those concerned is directed to the following provisions of law for the protection of seamen. Violations or evasions of these provisions should be reported to the United States Shipping Commissioner.*

*A copy of this notice will be posted in each Shipping Commissioner's Office.*

**EUGENE T. CHAMBERLAIN,**  
*Commissioner.*

If any person shall demand or receive, either directly or indirectly, from any seaman or other person seeking employment as a seaman, or from any person on his behalf, any remuneration whatever for providing him with employment, he shall, for every such offense, be liable to a penalty of not more than one hundred dollars.—[Section 4609, Revised Statutes as amended by Section 1, of the Act of June 19, 1886.]

It shall be, and is hereby, made unlawful in any case to pay any seaman wages before leaving the port at which such seaman may be engaged in advance of the time when he has actually earned the same, or to pay such advance wages to any other person, or to pay any person, \* \* \* any remuneration for the shipment of seamen. Any person paying such advance wages or such remuneration shall be deemed guilty of a misdemeanor, and, upon conviction, shall be punished by a fine not less than four times the amount of the wages so advanced or remuneration so paid, and may be also imprisoned for a period not exceeding six months, at the discretion of the court. The payment of such advance wages or remuneration shall in no case, except as herein provided, absolve the vessel, or the master or owner thereof, from full payment of wages after the same shall have been actually earned, and shall be no defense to a libel, suit, or action for the recovery of such wages: *Provided*, That this section shall not apply to whaling-vessels.—[Section 10 of the Act of June 26, 1884.]

If any master, mate, or other officer of a vessel knowingly receives, or accepts, to be entered on board of any merchant-vessel, any seaman who has been engaged or supplied contrary to the provisions of this Title, the vessel on board of which such seaman shall be found shall, for every such seaman, be liable to a penalty of not more than two hundred dollars.—[Section 4515, Revised Statutes.]

All shipments of seamen made contrary to the provisions of any act of Congress shall be void; and any seaman so shipped may leave the service at any time, and shall be entitled to recover the highest rate of wages of the port from which the seaman was shipped, or the sum agreed to be given him at his shipment.—[Section 4523, Revised Statutes.]



Treasury Department,

Bureau of Navigation,

Washington, D. C.,

September 13, 1895.

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The Honorable

The Mayor of New York.

Sir:

The attention of this Bureau has been invited to the issue of licenses, under section 1, chap.410 laws of New York, as amended by chap.330, laws of 1891, to regulate the shipping of seamen. It is understood that the object of these licenses is to prevent fraud upon sailors, through municipal regulation. This Bureau is in pursuit of the same object through federal regulation, and as one means has issued the enclosed notice, which is required to be permanently and conspicuously posted in the offices of U. S. Shipping Commissioners. It is respectfully submitted to your judgment whether the posting of the same notice by municipal regulation in offices licensed for the employment of seamen would not tend to the better protection of seamen. Should this be feasible and seem to you desirable, this Bureau is prepared to furnish 50 or 75 of the notices for the purpose.

Respectfully yours,

*Eugene T. Chamberlain*  
Commissioner.

1 enclosure.

C. L. RIKER,  
BROOK LAWN FARM,  
ESOPUS-ON-HUDSON, NEW YORK.

Sept. 13<sup>th</sup> 95

Hon. Mr. Strong

Mayor New York City

Dear Sir

Referring to your interview with representatives of the New York Fire Underwriters, as reported in the New York Herald of yesterday;

Permit me to offer a suggestion which embodies the laying of pipes (in a small experimental district) for the supply of salt water under very high pressure to these high, and other buildings, for elevator & power purposes (and for water closet service in new buildings).

The pumping plant to be near the water ~~edge~~ supply. This would ~~disperse~~ <sup>large</sup> to ~~an~~ extent during the summer, with many individual boilers, and consequent cartage of coal & cinders in the district, also reduce the draught upon the broton, yet increase the sewerage flow.

The writer thinks, that the owners of many of our high buildings could be gotten to guarantee the cost of operating such a plant, also the interest on its cost, under conservative managements; and the  
over



city would in turn be afforded an opportunity to try  
such a ~~system~~ combined power & fire system, and have  
a great safeguard against fire without expense.

The preceding is but a partial synopsis of  
the plan.

A thorough consideration of its many ramifications  
require much detail.

Should you consider this ~~matter~~ plan favorably it  
will afford me great pleasure to more fully  
present it.

Respectfully,

Carroll L. Fisher

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CITY ENGINEER'S OFFICE,  
CITY OF ROCHESTER, N. Y.

J. Y. McCLINTOCK, CITY ENGINEER.  
W. J. STEWART, FIRST ASS'T.

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ROCHESTER, N. Y., September 13th, 1895.

J. B. Hedges, Esq.,  
Secretary of the Mayor's Office,  
New York City.

Dear Sir:--

In relation to your letter of the 11th, inst., replying to my letter to the Mayor of earlier date, asking for information as to the procedure in laying out streets in the undeveloped part of New York--I had in mind the upper part of Manhattan Island, and the extension of the city in Westchester.

I dislike to trouble you so much about this, but it is of so considerable importance to us that I take the liberty of doing so.

Can it be that the dispute as to the legality of the law extending the city limits of New York, makes you doubtful as to whether the Westchester extension is New York or not?

Very respectfully yours,

*J. Y. McClintock*

City Engineer.



*John P. Faure.*

*H. H. Porter, Pres.*

*Robert J. Wright.*

*Department of*



*No. 66 Third Avenue,*

*New York, Sept. 14, 1895. 189*

GEORGE F. BRITTON,  
SECRETARY.

Hon. W. L. Strong,

Mayor of New York City.

Dear Sir:-

Many valuable school teachers in the 9th Ward are very much exercised over the rumor that Mr. Oliver B. Stout has resigned the position of School Inspector, and with the resultant fear, that that very bad and dangerous man, Mr. E. J. Tinsdale will seek the position.

A full description of the dangers to the Public Schools that would follow a renewal of this man's connections with the system, are on file with your Secretary, who has acknowledged their receipt, and I hesitate very much to weary you with a further communication on this subject; but knowing the wiles of this individual and remembering the multiplicity of names that are brought before you, I venture to again ask your attention to his name with all the reprobation and negativeness that an honest man and one who loves his City and the children of her citizens can express himself.

Assuring you that in my judgment you can do no better thing for the Public School system than by keeping Mr. Tinsdale as far away from it as possible, I am

Very respectfully yours,

A large, flowing handwritten signature in dark ink, which appears to read "George F. Britton".

157  
✓  
"The Castleton"

Ocean Avenue,

Atlantic City N.J.

Sept. 14. 1895.

To The Honourable  
William L. Strong -  
Mayor of New York: L

Dear Sir,

Your kind note rec'd  
this morning. I expect  
to be in N. Y. next week  
to see you in person,  
& will then submit my  
ode to you, & I sincerely  
trust you may approve it.  
With best wishes, I am  
Yours faithfully,

Frank E. D. Schroeder.  
Saturday A. M.



Metumpka Ala

Sept 15 1895

too the on mae of new york  
sir I see advertisement  
in regard too the property  
of Robert Edwards his  
abather of my gran pa  
they came from englan  
and Robert Edwards setel  
in the state of new york  
my gran pa stop in  
north calin then moved  
too ga and then tenala  
and did a few yers ago  
I had heard him say  
that his father leas  
his property for a number  
of yers and when that

168

leas was out for it  
to revert to his onsester  
now I see it advertise  
~~I am now~~ put in my  
name for my part  
of the propety. There is  
one of my uncel that  
lives in lums county  
ala his name is Jack Edwards  
now Please let me  
hear from you what is  
going to be done about  
it. Write away  
I live in Wetumpka Elmore  
County Ala  
your Stanley

W. J. Edwards



JOHN W. STEVENS,  
REAL ESTATE & LOANS,  
COLUMBUS AVE., S. W. COR. 93rd STREET  
93rd St. Elevated Station.

New York Sept 16<sup>th</sup> 1895

Hon. Wm L. Strong  
Mayor. City N.Y.  
Dear Sir

We are suffering from  
the indifference and neglect of  
our district Court judges who while  
drawing large pay have two return-  
ing days in the week to answer  
in disposers. cases. and etc why  
should we not have the full service  
daily in these courts a reformation  
in this direction would be a relief  
to many citizens.

Yours Truly

J. W. Stevens

256 60 23 10

HALL J. HOW.

THOMAS S. WALKER.

169

HALL J. HOW & Co.,  
Real Estate  
Brokers, Auctioneers & Appraisers,  
No. 171 BROADWAY,  
Cor. of Cortlandt St.

TELEPHONE CALL:  
1496 CORTLANDT.

New York, September 16th, 1895.

The Mayor &c.,

Gentlemen:-

We have a party that is in the market to buy a vacant lot in the neighborhood of 140th St. and Amsterdam Avenue, and we think that the lot you own on the south side of 140th St. 125 feet west of Amsterdam Avenue would suit him as to location. Will you kindly let us know if you are willing to sell this property and if so, what is the lowest price part cash and part mortgage that will buy it?

Very truly yours,

*Hall J. How & Co.*  
*perlo.*

Dictated by T.S?W.



Treasury Department,

Bureau of Navigation,

Washington, D. C.,

September 17, 1895.

The Honorable

The Mayor of New York.

Sir:

165-  
Complying with your request of the 16th instant I transmit under another  
cover seventy-five copies of the notice concerning the illegal shipment of seamen,  
to the end that they may be required to be posted in the offices of those li-  
censed under State law and municipal ordinance to employ seamen in New York State.

Respectfully yours,

*Eugene T. Chamberlain*

Commissioner.

021

*Gilbert R. Hawes,*  
*Attorney & Counselor at Law,*  
*120 Broadway, Equitable Building,*  
*New York,*

Sept. 17th, 1895.

Hon. Wm. L. Strong,

My de

My dear Mr. Mayor:

Referring to our conversation of yesterday in matter of my appointment as Counsel to the Commissioners of Account in their investigation of the Dock Department, I would like to impress upon you the necessity of prompt action. I understand that the open sessions are to commence on the 23rd inst., and if so, whoever is to be appointed Counsel should know the fact at once, in order that he may confer with the Commissioners and put himself in possession of all the facts and thoroughly prepare for the examination of witnesses, etc.

The time is limited within which this can be done, and if I am to be ~~again~~ selected for the position, I should want to go to work at once in the matter in order to be able to act intelligently as well as vigorously.

Faithfully yours,

*Gilbert R. Hawes*



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171



## Second Branch City Council.

Baltimore, Sept 18 1895

To the Honorable

The Mayor of New York

Dear Sir

We are seeking for information concerning  
Convention Halls

Would You kindly impart some  
knowledge You may have concerning  
the largest hall in Your own City

If owned by private parties or  
the City. What is the frontage and  
depth? How the lower part is occupied  
The general management. if it is  
supposed to be a profitable investment.

The first cost of the building  
How many people in ~~one~~ room  
can be seated

We would be very thankful for any  
of the above information

Very Truly Yours

Chas T. Mitchell

15th & 16 Wards

IN RE \_\_\_\_\_

Security for costs required of non-residents.  
Attorneys not allowed to become security for costs.  
By a deposit of \$20 local security can be obtained.  
Send full names of all partners and parties to suit.  
Verify all accounts by affidavit.  
Judgments may be registered at cost of \$1.00.

W. R. HOUGHTON.

WILLIAM A. COLLIER,  
LATE OF CLANTON, ALA.

*Houghton & Collier,*  
*Attorneys,*

*216 1-2 Twenty-First Street.*

*Birmingham, Ala., 12/18/95*

Hon. W. L. Strong,

Dear Sir:--We have been informed that you have been connected with litigation pending or proposed, concerning the "Edwards Estate," which is said to consist of a valuable tract of land in New York City, a long lease of which expired within the last few years. Whilst we are aware that reports of such estates are often without foundation, we have been applied to by several, who are without doubt descendants of the Edwards, three of whom--brothers--came from Wales to America in the last century, and whose family tradition is that they owned lands in New York.

We write to ask you if there is litigation pending concerning such lands, and for such further information as you can consistently give.

We will be in condition to represent a number of descendants of these Edwards brothers, if there is anything to be gained, and will gladly give you any information we have.

Trusting that you appreciate our position, we are,

Yours truly,

*Houghton & Collier*

F.B.P.

Referred to

SEP 21 1895  
for examination and report.

W. L. Strong,  
MAYOR.

*Have no litigation  
and do not know  
any* *WLS*



172

No. 249 Madison Ave., N. Y.,

Sept. 18th., 1895

Hon. Wm. L. Strong,

Mayor, N. Y. City.

Dear Sir:-

I mail you, this day, a copy of the medical directory of the City of New York, issued by the County Medical Society.

You may not be aware that, under the law, you are an honorary member of this organization, and as such, you are entitled to a copy of the Directory, which we shall be honored by your receiving.

Yours respectfully,

Daniel Lewis

Editor

SUBSCRIPTION DEPARTMENT

FOUNDED 1844

# The Churchman

THE REPRESENTATIVE WEEKLY  
OF THE  
PROTESTANT EPISCOPAL CHURCH.

CHURCHMAN BUILDING.  
47 LAFAYETTE PLACE.  
NEW YORK.

September 19, 1895.

175  
Hon. Job Hedges,  
Mayor's Office,  
New York City.

Dear Sir:-

Will you be kind enough to advise me whether the last Legislature did not pass a bill authorizing the Board of Estimate and Apportionment to appropriate Fifty Thousand Dollars a year for the relief of the dependent blind in New York?

I inclose a stamped envelope, and remain,

Very truly yours,

*W. T. Hopper*

(Dictated by W.T.H.)



STATE OF NEW YORK.  
ASSEMBLY CHAMBER.



176

Lenox, Mass,

~~ADIRONDACK~~

Sept. 20 1895

Dr Sir:

I write to congratulate you on your refusal to be a party to the increase of the tax rate for the purpose of furnishing water to high buildings.

You are quoted as saying that the owners of the 20 story buildings should pump up their water.

I own 12 buildings and as trustee, I own as many more.

Not one exceeds

75 feet in height, and  
as a taxpayer, I firmly  
protest against an in-  
creased water supply for  
the <sup>very</sup> high buildings.

Yours faithfully

Alfred R. Conkling

Hon. W. L. Strong

Mayor

Referred to

SEP 21 1895  
for examination and report.

W. L. Strong,  
MAYOR.



N. L. Scherck,

56 Warren Street,

New York Sept 13<sup>th</sup> 1895

Hon Job Hedges

Present

Dear Sir

After having three times written Hon H. the Mayor without once receiving a reply I have made up my mind to address a few lines to your goodness & to ask you how it is, that a gentleman & a republican of my standing is treated in so unkind a manner. - And in taking this liberty I am encouraged by the remarks of a gentleman - Mr Wilbur F. Wakeman - who happens to know me & who some time ago took occasion to speak to me about you in a very flattering manner. - I never asked a personal favor on account of my politics, I never asked or ran for an office & I have always done as much for my party & in proportion even more than did a good many others, who are profiting by allegiance to it. I am one of the few really disinterested republicans & white people, standing high in the councils of the party have appreciated me & my efforts, Mr Strong is the first man, who has not treated me, as any gentleman would.

Ex-Mayors Gilroy & Grant, perfect strangers to me, politically

and otherwise, have always, politely & personally, replied to me, when I addressed them in reference to people, temporarily in trouble - but Mayor Strong, who did & does belong to same organizations, which I was & still am a member of, did not consider it necessary to show that much courtesy to me, when I wrote him in behalf of a poor lady, Mrs Kelly, who had been ill-treated by some pawnbroker enjoying the friendship of the Mayor's Marshal & about whom I am-  
plained. - "La politesse, c'est la vertu des rois" & dignities in this country not being perpetual, I hope & expect to soon be able to in some manner square accounts with all those, whom I am under obligations to. -

I am, dear sir, yours faithfully

N. L. Scherck

N. L. Scherck,  
56 Warren Street.

New York Sep. 20<sup>th</sup> 1895

Hon. Jos. Hedges

Present

Dear Sir

Your favor of yesterday is at hand & in reply  
& by way of correction I beg to state & most emphatically  
so, that I have received no reply to my respects in  
regard to Mrs. Kelly, nor to those in regard to other  
matters. - If any reply was made concerning Mrs. Kel-  
ly's complaint & was written, as you state, by your friend-  
self - it could neither have been sent off, for it has not  
reached me yet, nor could the "subject matter" have  
been "considered", as the poor lady has to this day not  
been relieved in any shape or manner.

Yours respectfully  
N. L. Scherck



NEW YORK

DAILY DRY GOODS RECORD,

40 West Broadway.

LOCK BOX 20.

(Nearly opposite Thomas Street.)

New York, Sept 20 1895

Hon W. L. Strong  
Mayor of the City of N.Y.

Dear Sir:

In the fourteen years since the formation of the Street Cleaning Dept not a single improvement has not been incorporated by any Commissioners that was not proposed by myself through papers submitted to Mayors Grace, Hewitt and Grant, and the several Commissioners such as Coleman, Beattie, Brennan and Andrews and lastly by wearing in uniforms, street sweepers.

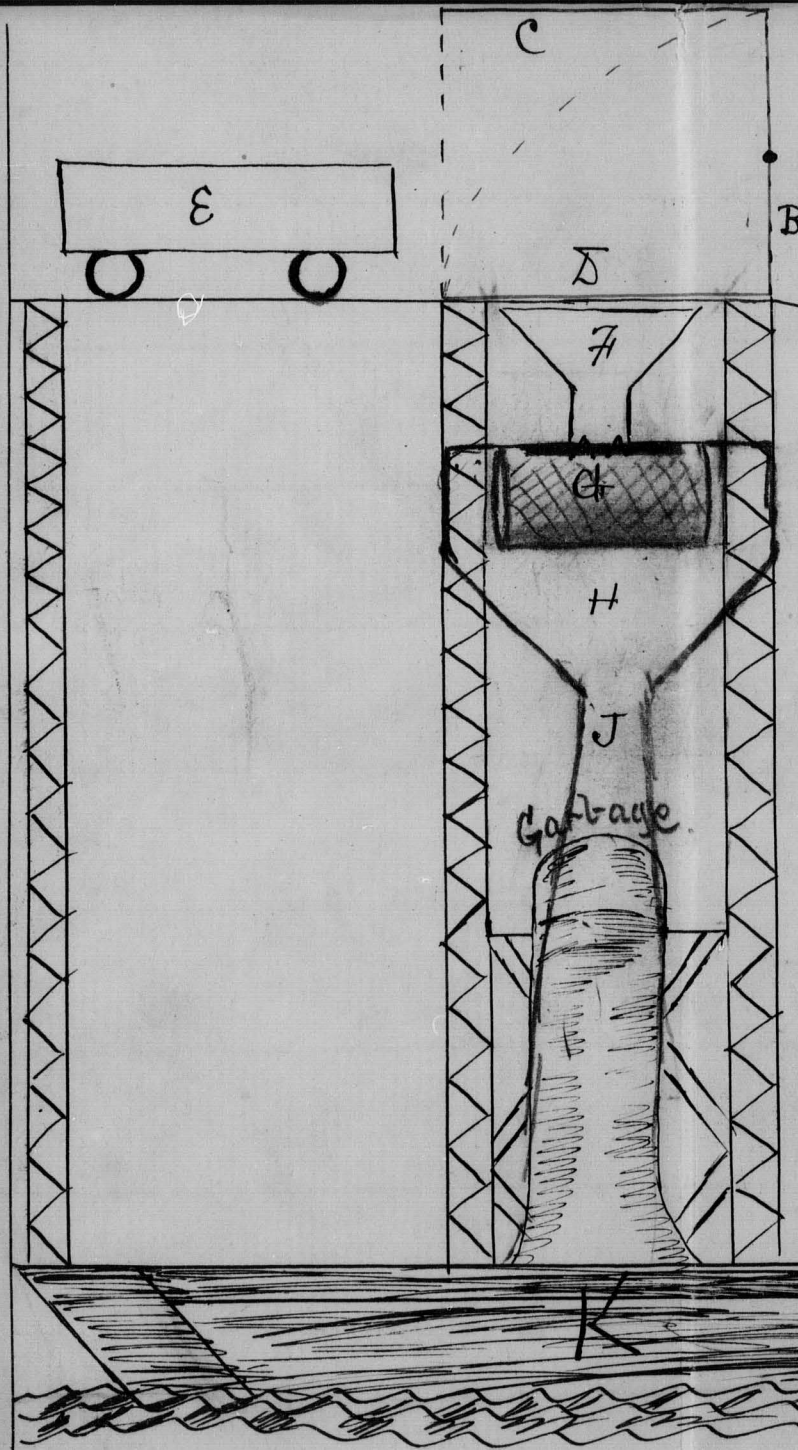
I have seen recently that the matter of disposal of Garbage, Ashes etc has caused you to give attention. It is a different problem to solve, but the one devised by myself in 1881. I submit to you in a drawing, very imperfect, but as well as one who cannot draw it is the best I can do. It is enclosed herewith with the explanation.

Yours Very truly  
Joshua Reece

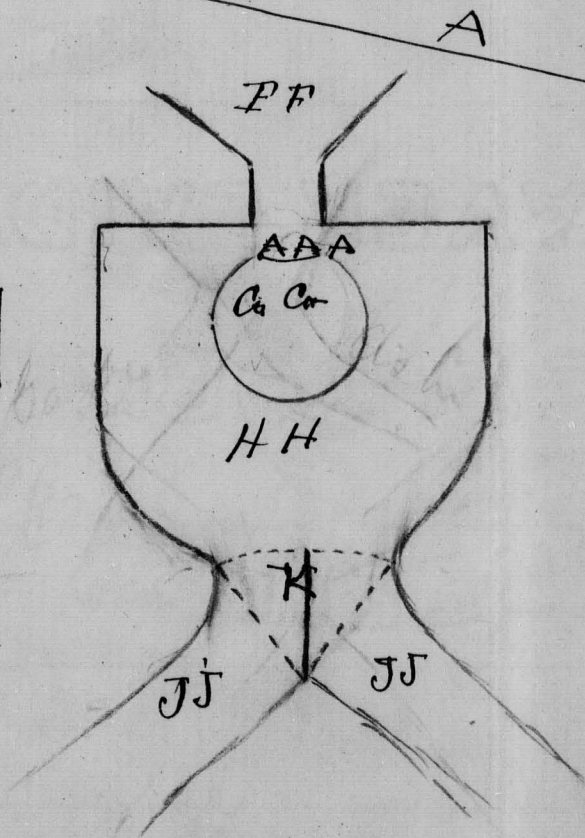
Referred to

SEP 21 1895  
for examination and report.

W. L. Strong,  
MAYOR.



*Figure 2*



Referred to

SEP 21 1895  
for examination and report.

W. L. Strong,  
MAYOR.

Patent applied for - 1895



NEW YORK  
DAILY DRY GOODS RECORD,

40 West Broadway.

LOCK BOX 20.

(Nearly opposite Thomas Street.)

New York, 189

- A - Is a Tramway  
B - A door through which a car passes  
C - Is a casing closed on the top & three sides  
D - Is a back door that raises up to the back of the casing  
E - Is a car loaded with Garbage and Ashes.  
F - Is a huge funnel or hopper  
G - Is a revolving Sifter  
H - Is a hopper to receive the Ashes or Garbage  
J - Is a chute that takes the Ashes into a Scow.  
J - Is a chute that takes the Garbage into a Scow on the opposite side  
A A - Is a slide door in the revolving Sifter for the Garbage & Ashes to pass into the Sifter.

- Figure 2 - Is an end view of the machinery  
F F - Is the funnel or hopper to pass the Garbage & Ashes into the Sifter  
G G - Is the Sifter  
H H - Is the Hopper to receive the Ashes.  
J J - Is a chute for the ashes to pass into the Scow  
J J - Is a chute for the Garbage to pass into the second Scow  
K - Is a damper that closes the Garbage chute while the ashes are sifted  
A A A - Is the door or slide in the Sifter that is opened to receive the load from the cars.

Referred to

SEP 21 1895

Can

Port.

W. L. CHONG,

MEYER.

NEW YORK  
DAILY DRY GOODS RECORD,

40 West Broadway.

LOCK BOX 20.

(Nearly opposite Thomas Street.)

Procedure

New York, \_\_\_\_\_ 189

Procedure

- 1- The car receives the contents of the Garbage cart at the bottom of the Tramway
- 2- The door B is raised & the car comes up by steam power & rests where it is on the Table &
- 3- The door B is closed & the casing is ash tight on all sides <sup>& the ash</sup> but the one next the car &
- 4- The top door D is raised back to the casing B &
- 5- The car ~~is~~ is run back to the entrance of the casing & the body being on wheels is pushed back and empties into the Sifter, the slide door A A having been opened &
- 6- The steam starting of the Engine <sup>that</sup> takes the car down sets the Sifter in motion at the rate of 40 or more revolutions a minute and the ashes pass through the Sifter into the hopper H. and through Shute J into the Scow.
- 7- The damper K in figure 2 is now turned to close Ash Shute J, and Garbage Shute J is opened & The slide door is opened & the Sifter is turned so that the Garbage will pass into Garbage Shute J and into a Scow on the opposite side of the dock & And the work is done & we have clean ashes in one scow for sale for fueling in - And Garbage in another & coal that can be accumulated & the ashes will pay the expense &
- 8- In the meantime the car has gone to the bottom of the Tramway and brought up another load of garbage

Referred to

SEP 21 1895  
for examination and report.

W. L. Strong,

MAYOR.





TELEPHONE CALL CORTLANDT 75.

# N.Y. Economical Printing Company

C. C. Hine, PRESIDENT.  
Jas. L. Swan, VICE PRESIDENT.  
Antonio Pasinnes, SECRETARY & TREASURER.  
Daniel E. Mc Mullin, MGR. MERCANTILE DEPT.

No. 88 Vgo Gold St.,  
CORNER FERRY.

New York, Sept. 20<sup>th</sup> 1895

Hon. William L. Strong  
Mayor City of New York

Dear Sir:

I wrote you  
sometime since in regard to the  
disgusting pictures displayed on the  
front of building Norths Museum  
(30<sup>th</sup> Street side). As the same are  
directly opposite the Norfolk Flats  
my tenants make grave complaints,  
and two flats now vacant I  
cannot find tenants for on that  
account. Kindly have the matter  
investigated & much oblige

Yours truly.

Antonio Pasinnes

# In Regard to a Ship Canal to the Sea.

BY

HON. HORATIO SEYMOUR,

EX-STATE ENGINEER AND SURVEYOR OF THE STATE OF NEW YORK.

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A statement in response to inquiries made by the Committee on Canal Transportation of the New York Board of Trade and Transportation.

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MARQUETTE, MICH., January 6, 1893.

HON. O. B. POTTER,

Chairman Canal Committee,

New York Board of Trade and Transportation.

*Sir:* There is no subject more interesting than how to cheapen transportation from the interior to the seaboard, nor one that has more to do with the growth and welfare of our great country. The taking off of half a cent a bushel on the cost of carrying grain means a great increase in production, and a large increase in the amount sold.

This country has wonderful advantages in its waterways, natural and artificial. No other country is so blessed, and every effort should be made to improve them and keep them in repair.

How our waterways can best be improved, and the cost of transportation made cheaper, are subjects that require much thought and study; what at the first seems easy, appears, upon further consideration, more difficult, and what, at a casual glance has the appearance of great advantage, upon more mature deliberation, might be deemed of questionable benefit.

The waterway under consideration commences at Duluth, and, for a distance of 400 miles, follows Lake Superior to its outlet;



here it encounters a fall of sixteen and one-half feet at the Falls of St. Marys, and two feet in the St. Marys River. The falls have been overcome by a lock five hundred and fifteen feet long, and eighty feet wide, with sixteen feet of water on the miter sill. This lock cost \$1,400,000.

Work has commenced on a new lock, to be 800 feet long, 100 feet wide, with 21 feet of water on the miter sill; also work is being done to deepen and straighten the St. Marys River, the whole to cost about nine millions of dollars.

The St. Marys River has a navigable channel 400 feet wide in its narrowest point, and 16 feet deep, and is about 60 miles long; vessels have to proceed with caution through it, the passage occupying about eight hours.

After leaving the St. Marys River the distance through Lake Huron is 260 miles. The passage between Lake Huron and Lake Erie consists of the St. Clair River, Lake St. Clair and the Detroit River. The St. Clair River is the outlet to Lake St. Clair, a shallow body of water 20 miles long. Through this river and lake a channel has been dredged.

We then come to the Detroit River where the channel is ample except at a point near Lake Erie, where a ledge of rocks is encountered, called the "Lime Kiln Crossing;" here a channel has been blasted out to a width of 400 feet and a depth of 17 feet. From the outlet of the Detroit River to Buffalo the distance is 265 miles. At this point the Erie Canal commences, a navigation 52 feet wide on the bottom, 72 feet on the top and 7 feet deep—352 miles in length. The Erie Canal enters the Hudson at Troy, from which point to Coxsackie, a distance of about 30 miles, the depth of water is limited in places to 10 feet and a width of 140 feet. The channel is maintained by dredging, and is confined by dykes. From Coxsackie to the City of New York, 130 miles, the depth of water is ample for large vessels; and from New York to Liverpool the Atlantic Ocean gives a water route of 3,000 miles, with a draft of water only limited to the bar at the entrance to New York Harbor, perhaps 30 feet.

We have, then, between Duluth and Liverpool, stretches of deep water through the Great Lakes, connected by narrow and shallow channels, an artificial canal, a portion of a shallow river,

then the deep water of the Hudson, and the 3,000 miles of ocean navigation.

Upon this water route three classes of vessels have grown up, suited to the work they are called upon to do: the lake steamer and barge, the canal boat, and the ocean steamer. Although the cost of transportation is very low upon this route, every effort is being made to cheapen it; this is being accomplished by the use of larger vessels drawing more water, and making faster time. The work has been contracted for deepening the channels between the Great Lakes from  $16\frac{1}{2}$  feet to 20 and 21 feet, which will allow vessels to draw from 18 to 19 feet of water. This will be a great boon to the country, and will greatly lessen the cost of transportation. This has been proved by the increase of the inter-lake channels from  $9\frac{1}{2}$  feet to the present depth of  $16\frac{1}{2}$  feet.

Encouraged by the benefits derived from the larger vessels and the attractive picture of seeing ocean steamers navigating the Great Lakes it is proposed to build a ship canal so as to allow a vessel to sail from Duluth to Liverpool.

There is something very fascinating in this plan, and I confess that, at first sight, I am almost carried away by it; but there are considerations which grow out of a study of it that seem to weigh against the expediency of the project, if they do not make it appear in most part unwise. Can ocean vessels be profitably carried up the Hudson and through the State of New York to the Great Lakes, and navigated upon them; or can lake vessels be navigated upon the ocean at a profit? Leaving the question of a canal for the present, let us consider this portion of the problem.

The ocean vessel is the cheapest known method of transportation, because of her great size and her rapid movement; she is in the neighborhood of 500 feet long, and from 50 to 60 feet broad, draws from 25 to 30 feet of water, and carries in the neighborhood of 7,000 tons. If she were placed on the lakes she could to-day only be loaded to one-half her depth, or fifteen feet, for although the channels between the lakes will in a few years be deepened to 21 feet, yet no provision has been made to deepen the harbors which are for the most part only  $16\frac{1}{2}$  feet deep. No increase in depth is contemplated by the United States Engineer



in charge of the lakes beyond 21 feet. Gen. O. M. Poe says that any increase beyond this will necessitate an entire change in the plans of the inter-lake channels. The work of the lock, and the deepening of the channel between Lake Superior and Lake Huron, estimated to cost nine millions of dollars, would have to be reconstructed, and the system of dykes on the St. Clair Canal would have to be abandoned, and new works with deeper foundations substituted. This would be the case in all the harbors, in order to make a navigation of even 25 feet. The ocean vessel then could not be loaded to her greatest capacity, and the cost of the additional size, beyond the limited draft, would be thrown away. She also would be of greater strength than would be necessary to stand the storms upon the Great Lakes, and all this useless weight would make her difficult to manage in the narrow channels, and would increase the cost of her maintenance and propulsion. It is evident, then, that even if it were possible to put an ocean vessel on the Great Lakes, it would not be economy to navigate her there.

The largest lake vessels are from 3,000 to 3,500 tons burden, and have proved very economical; but I do not think, even when they can draw eighteen or nineteen feet of water, that they could compete with an ocean built steamer of twice their size upon the ocean. They are not constructed so as to stand the rigor of an ocean voyage, and if they were loaded with coal sufficient to make the trip to Liverpool, their capacity for carrying grain would be still more narrow.

To return to the proposition of constructing a ship canal between the ocean and the Great Lakes—

If this was a parallel case to the Suez Canal, or that proposed from the Atlantic to the Pacific, there would be no question as to its expediency, for in those instances there is but a narrow neck of land separating long stretches of ocean navigation, and the delay and hazard of the canal passage is comparatively small. We have different problems to encounter in a ship canal through New York. The first is the cost, the second is the water supply, and the third is whether it would serve its purpose.

In order to construct a navigable channel in which vessels may move with economy, the depth of water must be at least three

feet more than the draft of the boat, and the area of the cross-section six times the cross-section of the submerged portion of the boat. The canal, therefore, should, for ocean vessels, be at least 30 feet deep and 300 feet wide, with locks 600 feet in length. No estimate has ever been made on a canal of this size, but Elnathan Sweet, Jr., and John D. Van Buren, late State Engineers of New York, estimated the cost of a canal extending from Buffalo to deep water in the Hudson, 18 feet deep, 100 feet wide at bottom, with locks 400 feet long and 60 feet wide, at from one hundred and fifty to two hundred millions of dollars. If the cost of a canal 30 feet deep and 300 feet wide be compared with this estimate by a ratio between the areas of the waterways, the amount would be over four times one hundred and fifty millions of dollars, or six hundred millions of dollars. This estimate may seem extreme, but the Erie Canal, with a prism 72 feet on top and 52 feet on the bottom, with 7 feet of water, cost thirty millions of dollars to construct. The Suez Canal, 100 miles long, 39 miles only of cutting above surface of water, with 61 miles through lakes, with no locks and a prism 72 feet on the bottom, with a depth of 26 feet, cost one hundred millions of dollars. The Panama Canal, 50 miles long, with no locks, was estimated to cost one hundred and fifty millions of dollars. The proposed ship canal would be 345 miles in length, and with 30 locks and a large number of costly aqueducts. This great sum might be expended, for the country is not to be measured in its needs, but the water supply and its control are subjects that require even more consideration than the cost.

Mr. Sweet, in his estimate for a ship canal that I have spoken of, estimates 200,000 cubic feet per minute for a canal 100 feet wide at the bottom and 18 feet deep; the canal to float ocean vessels would require much more water than this. The present water supply of the Erie Canal can furnish 65,000 cubic feet per minute, leaving a deficiency even in a canal of only 18 feet in depth, of 135,000 cubic feet per minute. Where is this supply of water to come from? There is no source that I know of except Lake Erie, and, as the water is needed to carry the boats over the level between Syracuse and Utica, the canal would have to be so constructed as to permit a flow of water continuously



from one end to the other. To do this the present Erie Canal would have to be elevated above the valley at Montezuma, the Jordan level cut down, and the canal carried across the depression at Syracuse, and the bed of the Mohawk River used from Utica to the Hudson. The difficulties that would have to be encountered in carrying such a body of water through the State, with its culverts, aqueducts, bridges and locks, are very great. I do not say that it cannot be done, but I can safely say that no such work ever has been constructed.

And now we come to the third question of whether, if it were built, it would be of any service for lake or ocean vessels?

I have shown that for many years ocean vessels cannot be used upon the Great Lakes, and lake vessels could not compete with the larger boats navigating the Atlantic; but if this difficulty was removed, would it be economy to carry the vessels through a comparatively narrow channel and through 25 locks? The benefits derived from large vessels are not only owing to their great capacity, but to their rapid movement. The ocean steamer runs as high as 18 knots an hour, and the lake vessels run as high as 14 miles an hour. The passage of the Suez Canal is made at the rate of two miles an hour. The Welland Canal, 26 miles in length, occupies 24 hours in passing vessels. Through the channels between the lakes, the speed of the boats is reduced to five miles an hour. It would appear from the movement of vessels through the narrow channels and canals I have mentioned, that we could not expect that a vessel could be moved through the canal we are contemplating at a greater speed, under favorable circumstances, than three miles an hour loaded and five miles an hour light; this would occupy for the 352 miles of canal  $117\frac{1}{2}$  hours. At the locks the delay would be as great as 45 minutes, and the 25 locks would consume 18 hours and 45 minutes, making a total of 136 hours on the canal. The distance from Albany to New York is 148 miles and upon this portion of the route the lake vessels should be able to run perhaps 10 miles an hour, making  $14\frac{8}{10}$  hours. If the vessel was fortunate she might unload and clear on her return trip in 12 hours. Her return trip would take  $14\frac{8}{10}$  hours to Albany, and her run from Albany to Buffalo, at a speed of five miles an hour, would

take, on the canal,  $70\frac{3}{4}$  hours, and the detention at the locks 18 hours, making for the round trip 267 hours. One of the large lake vessels will make a trip from Chicago to Buffalo in two days, and unload in ten hours and be at Chicago again in five days, or 120 hours for the round trip, taking one-half the time to cover nearly twice the distance (905 miles). The cost of transporting grain on this canal would be equal to twice the cost of transporting a cargo from Chicago to Buffalo, since the time consumed is a measure of the cost. For the average of ten years the freight charges for transporting a bushel of grain from Chicago to Buffalo have been  $3\frac{53}{100}$  cents a bushel; twice this is seven six-tenth cents.

The boats on the Erie Canal carry grain from Buffalo to New York for 5 cents a bushel, which is at the rate of  $3\frac{34}{100}$  mills per ton per mile. If the lake vessels could take grain from Buffalo to New York for the same price that the canal boat carries it, the advantage would still be on the side of the canal boat, because of cost of construction. An iron lake vessel will carry 100,000 bushels of grain and her cost will amount to \$200,000; a canal boat to carry 8,000 bushels can be built for \$3,500. Twelve canal boats would carry as much grain as the lake vessel and would cost but \$42,000, or less than a quarter of the cost of the lake boat. The lake vessel, if she ran from Chicago to New York, would spend one-third of her time on the lakes and two-thirds of her time on the canal and Hudson River, and the money spent on her construction, to guard against storms, would be money thrown away when she was in the narrow waters and would render her difficult and dangerous to handle. The cost of transshipment of the grain would be small as against the great and unnecessary outlay for a lake vessel to navigate the canals. The result would be that no lake or ocean vessel would navigate the canal or Hudson River, no matter what the size of the channel, because it would be cheaper to employ on this part of the route barges built like canal boats, only sufficiently strong to safely transport the grain.

This may be seen by the fact that grain can be carried at a profit on barges from St. Louis to New Orleans, a distance of nearly 1,200 miles, for 4 cents a bushel.



I have reasoned on the supposition that the cost of transportation was the same for the same length of time, and that it would be no greater on the canal than on the lakes; but when we think of the danger from getting aground, or having a collision in the narrow channels, and the risk and delay of going through the locks, it would be found that the expense would be greater, and that no vessel owner would attempt it unless the return was very much larger than could be the case under any circumstances. Experience has proved this in Canadian transportation. To quote from Thomas C. Keefer, Ottawa, Canada, Past President of the American Society of Civil Engineers: "As regards the St. Lawrence River, I may state that we find it is better to keep the large vessels or propellers on the Lakes, where they can move faster and make more trips in the season of navigation. Very few descend below Kingston, and from there to Montreal barges are used. The barges are loaded at Kingston from the vessel and taken down the river, and business is done more economically in this way than could be done by taking the lake vessels down. These lake vessels are too expensive craft to go into the river navigation below Prescott, and, of course, not large enough to go through to Europe, and we cannot yet give them enough return cargo to make their descent to Montreal profitable."\* This I think would be found to be the case with any canal. The danger and delay, the risk of accident and the extent of the damage, if any did occur, would more than make up for the gain in size of cargo.

As regards a canal from Lake Ontario, I do not see any advantage in this route over the Buffalo one. A canal around Niagara would be necessary, and when the vessel arrived at Oswego, there would be in addition 183 feet of lockage against the trade to be overcome in order to reach the summit at Rome, which is 428 feet above the tide.

To make Oneida Lake the summit would be to divert the water from the Oswego River and to destroy the water power worth many millions of dollars, and in order to carry out this plan it would be necessary to make a cutting of fifty feet deep from the eastern end of Oneida Lake to Little Falls, fifty miles in length, most of the way in solid rock. Nor could the Oneida

\*Transactions American Society Civil Engineers.

Lake water-shed supply the water needed—it would still be necessary to take it from Lake Erie.

There is a great misapprehension in regard to the grain traffic, growing out of the idea of the great shipment of grain to foreign ports. The facts are that only a small portion of the grain raised in this country goes abroad; the remainder is consumed at home. During the season of 1891 the crop was very great, amounting to about 612 millions of bushels of wheat and 2,000 millions bushels of corn. Of this only about one-sixth of the wheat was exported to Europe, and a much less proportion of corn—and this was a year when the home production was very great and the foreign demand was large. The area of our country producing the food products is small and contains a comparatively small number of inhabitants; the bulk of what is raised has to feed our own people. To meet the demands for food the grain has to be distributed to all parts of the United States, and even Canada. It starts out a mighty flood and is gradually absorbed as it moves towards the sea-board where after having met the home demand, what is left goes to the foreign market; for this reason such places as Chicago and Buffalo become great distributing centers, wherefrom not only the water routes but the railroads carry the flour or grain to every town and village.

The demand for railroad facilities to dispose of the grain has induced the coal roads to come to the shores of the Great Lakes at various points, the principal one being Buffalo, where, during the past season, 2,852,330 tons of coal have been shipped on vessels as a return cargo. The coal is placed in pockets on high trestles, and can be loaded into the boats in a few hours, and although many boats do not carry coal west every trip, the fact that a return cargo is offered gives a business that helps support the lake fleet and cheapens the cost of transportation.

Whether coal could be handled with the same economy from New York is a question. In most cases the distance from the coal fields to the sea-board is greater than to the lakes, and land sufficient for the construction of shipping facilities is higher in the neighborhood of the eastern cities.

Lake transportation to-day is unequaled in its economy, growing out of the size of the vessels, and the machinery and structures to load and unload them.



A vessel can load in a few hours with wheat, make her trip from Chicago to Buffalo, unload in less than half a day, and in two or three hours take on coal or iron, making her stay in the harbor less than 18 hours for the round trip. I doubt whether an extension of the voyage through a narrow channel would be of any benefit financially to such a complete system of commerce.

Great fear is felt in the minds of the more timid that British gunboats may enter the lakes and destroy our cities. In order to meet such danger, it is claimed we must build a ship canal to the sea. It is not suggested that the United States will precipitate a war by an attack on Canada, but that Canada will, excited by jealousy on some weak reason of this sort, be induced to attack the United States.

War is an expensive luxury and nations in these days think well before they enter into it, especially when their interests are at stake. Canada and the United States will not go to war unless they are forced to do so by complications with other nations; and even if England were to be at war with the United States there is every reason for Canada to remain neutral, for a war between the United States and Canada means the destruction of a vast amount of commerce, the bankruptcy of many prosperous railroads and the suspension of others.

Canada will not of herself bring on a war with the United States for it is not for her interest to do so. Without the power to ship into and through the United States there would be a small and uncertain outlet for the greater part of Canada's wheat, barley and lumber.

In 1890 Canada sent into the United States 11,795,584 bushels of grain, of which 9,375,407 were barley. The total value of the imports from Canada in 1891 was \$39,434,535, while our exports to Canada for the same time were valued at \$37,345,515, making a business of \$77,780,050. The parties engaged in carrying on this business would make great efforts before they would see it destroyed, and especially those who reside in Canada, for although the amount of this commerce is small compared with the commerce of the whole United States, it is a much greater part of the commerce of Canada.

These people who feel particularly alarmed at the danger

which might be done by British war vessels, may be in some measure consoled by the following letter from Alexander McDougall, inventor of the whaleback system of vessels.

OFFICE OF AMERICAN STEEL BARGE CO. OF NEW YORK.

WEST SUPERIOR, WIS., Dec. 23, 1892.

HON. HORATIO SEYMOUR,  
Marquette, Mich.

*Dear Sir:* In reply to yours of the 17th, it is hard to answer your letter with exactness, as the Government requirements for the modern war vessel are so peculiar and expensive in design and construction. However, I think that this Company could build and equip three or four vessels in about one hundred days that would be able to combat with any British war vessels able to come through the Welland Canal. It is safe to say that the lake shipyards can build an iron or steel vessel of any class quicker than it can be built at any of the other yards in the United States, and probably as quick as it could be built anywhere in the world, with the exception of the guns.

Yours very truly,  
AL. McDOUGALL,  
General Manager.

The solution of the transportation problem to my mind is a twenty-one foot channel through the great lakes, and a deeper and wider canal through the State of New York, in which the grain can be transported in barges, built something on the Whaleback plan. This will lessen the cost of transportation, for a sum far less than the cost of a ship canal, and be much less difficult to bring about, and prove more satisfactory in the end.

HORATIO SEYMOUR.

## SHIP CANAL DISCUSSION

F. S. Gardner's Objections to the  
Proposed Waterway.

THE PLAN IMPRACTICABLE, HE SAYS

He Thinks the Great Cost Would In-

crease Transportation Rates—

Congressmen Would Op-

pose the Scheme.

There continues to be considerable discussion in commercial and shipping circles concerning the suggestion made by The New-York Times that the time is now ripe for the construction of a ship canal from Lake Erie to the Hudson River.

On the floors of the Mercantile and Produce Exchanges, and among the members of the Chamber of Commerce and the Board of Trade and Transportation, it is one of the most fruitful topics of conversation.

Some of the gentlemen who have discussed the canal question through the medium of the columns of The New-York Times have assumed without any authority that The New-York Times is opposed to the proposed nine-million-dollar appropriation for the improvement of the existing canals in this State. Such is not the case.

Up to the present time only one man has come out publicly in positive opposition to the scheme for a great ship canal, and that is ex-Mayor Abram S. Hewitt, whose views on the subject were printed in The New-York Times two weeks ago. Mr. Hewitt obtained an ally in the person of Frank S. Gardner, Secretary of the Board of Trade and Transportation.

Mr. Gardner is one of the few men who have paid any attention to the question who is opposed to the proposed ship canal. He takes a pessimistic view of the matter similar to that entertained by ex-Mayor Hewitt. He regards the scheme as impracticable and visionary, and advances as the principal cause of his opposition that in his judgment transportation rates on a ship canal would be higher than on the present Erie Canal.

To a reporter for The New-York Times Mr. Gardner gave his opinion of the matter as follows:

"While there is something very attractive about the idea of a great ship canal connecting Lake Erie with the Hudson River such as is suggested by The New-York Times, I cannot disabuse my mind of the belief that any ship canal scheme is merely visionary, and is on a par with the proposition to dig a canal from the Atlantic coast of Africa to the interior, in order to flood the great Sahara Desert with water.

"So this scheme of a ship canal in this State is purely visionary. Such a canal would never pay, and would not accomplish anything. Beyond all this, I am opposed to it on the ground that it would effect no saving in transportation.

"I do not see that the situation has changed respecting a ship canal since the time when Horatio Seymour, Jr., in a communication to the Canal Committee of this Board, gave reasons why such a ship canal was neither feasible nor practicable. Mr. Seymour estimated the cost of a ship canal at \$500,000,000, and asserted that grain could not be carried on the steamers using the canal at less than 7½ cents a bushel. Suppose we cut this latter figure in half and say 3½ cents a bushel, the cost of transporting grain by means of a ship canal would be about 50 per cent. greater than by the Erie Canal. Grain is being carried on the Erie Canal for less than 3 cents a bushel, and in some instances this season at 1½ cents a bushel. Two cents a bushel would, I think, be a fair average. Of what utility would a ship canal be if the cost of transportation were twice as great as on the existing canal?

"Then look at the question of expense. Mr. Elnathan Sweet's estimate for a ship canal is from \$150,000,000 to \$200,000,000. Martin Schenke's estimate is \$500,000,000. Horatio Seymour's estimate is from \$500,000,000 to \$600,000,000, and Chauncey Fulton's estimate for a ship canal by way of the St. Lawrence River and Champlain Canal is \$100,000,000. If the construction of such a canal were undertaken, it is more probable than otherwise that these estimates would be found to be too low.

"Now, where are you going to get the money with which to build this canal? It is not reasonable to suppose that the Legislature would approve of any such expenditure; and if you depend upon Congress you have a very poor stick to lean on. Congress is not partial to canals, and you have no better demonstration of that fact than its attitude toward the Hennepin Canal.

"It is safe to say that every Atlantic coast Congressman will oppose any proposition looking to Federal construction of a ship canal between Lake Erie and the Hudson. Such a canal would destroy the commerce of such ports as Portland, Me.; Boston, Philadelphia, Newport News, Baltimore, and New-Orleans. Every Congressman from every State along the Atlantic coast, with the exception of New-York, would bitterly oppose it. I do not think you would get more than seventy-five Congressmen throughout the country to support the plan. Therefore, I ask, where is the money coming from with which to construct the canal?

"Even in the remote contingency of the Federal Government constructing such a canal, it would be always under the control of Congress, and as soon as the members of Congress found everything coming this way they would cut off the appropriations and starve out the canal.

"I don't think that anybody who has looked into the question with any sincerity of purpose to find out the bottom facts of the case can after five minutes' consideration of them earnestly support the proposition of a ship canal.

"I agree very thoroughly with Mr. Hewitt's view of the matter. His argument was sound and admirable. I think that great good will come of this discussion in a fair and impartial manner, in the columns of The New-York Times, or any other large and influential paper like The Times.

"I am very heartily in favor of the proposed \$9,000,000 appropriation for the improvement of the canals in this State. I think it is a good thing to have this appropriation, because in the transportation of grain from the West to the seaboard it would save \$1,000,000 in transportation charges in one year alone. The growth and continued supremacy of New-York in population, commerce, manufactures, and wealth are dependent almost absolutely upon the maintenance of the Erie Canal in such an effective condition as will insure to us the cheapest transportation rates possible on all the raw materials that enter into our manufactures. I regard the proposed improvement as imperative.

"I would regard it as the most shortsighted policy for any section of this State to oppose the proposed improvement of the Erie Canal, because I believe that no other plan of improvement, with even a much greater outlay of money, will accomplish as much for the people of this State as this particular improvement.

"I have formed my opinion in regard to this question, not after a week's or a month's study, but after study for more than eighteen years. The improvement means much for the people of this city and vicinity. About four-fifths of all the grain that is sent to this port is used here and along the Atlantic coast, and only one-fifth is exported, so that reduction in transportation charges by the improvement of the canal will mean cheaper breadstuffs for the people.

"If the people of this State do not adopt the amendment they will make the most fatal error they ever made."



**Chambermaids.**

**CHAMBERMAID and WAITRESS.**—By a young girl to do chamberwork and waiting, or help take care of children in a private family. 213 West 18th St.

**CHAMBERMAID and WAITRESS.**—By competent Protestant chambermaid and waitress in small private family; good city reference. 956 8th Av.; ring Cassie's bell.

**CHAMBERMAID.**—By a young woman as chambermaid, and assist as lady's maid; excellent sewer; systematic in her duties; personal reference as to the above. M. B., 821 6th Av.

**CHAMBERMAID and WAITRESS.**—By young girl, willing and obliging, as chambermaid and waitress or do general housework in an American family. 324 East 39th St.

**CHAMBERMAID and WAITRESS.**—By a young girl as chambermaid and waitress in private family; city reference. 289 Lenox Av., second floor.

**CHAMBERMAID.**—By German girl in a private family; best city references. 607 East 83d St., Mrs. Neuner.

**CHAMBERMAID.**—By a young girl as chambermaid; willing to assist with growing children; best city reference. 90 Columbus Av.

**CHAMBERMAID, &c.**—By a young girl as chambermaid and to take care of grown children; good sewer. 101 East 40th St.

**CHAMBERMAID.**—By young girl as chambermaid and fine washer. 444 West 54th St., second floor.

**CHAMBERMAID.**—By young girl in small private family; willing to assist with other work; good reference. 101 Park Av.

**CHAMBERMAID and WAITRESS.**—By a young girl in a private family; best city reference. M. H., Box 321 Times, Up Town.

**CHAMBERMAID.**—By young girl as chambermaid and waitress; good city references. 433 West 50th St.

**CHAMBERMAID.**—By young woman; is a good seamstress; three years' reference from last employer. M. C., Box 360 Times, Up Town.

**CHAMBERMAID and WAITRESS.**—By young Danish girl. 242 East 34th St.

**Cooks.**

**COOK.**—First-class; by a Frenchwoman; thoroughly understands all kinds of fine family cooking; cook in good style; can get up company dinners; highest city reference. Jules, 149 West 30th St.

**COOK and LAUNDRESS.**—By a clean, active middle-aged woman; Scotch Protestant; or general work in small good family; city reference. 239 West 27th St., fourth floor.

**COOK.**—First-class; private family; English; all soups, fish, meats, poultry, game, entrées; good bread and biscuit baker; good references. P. T., Box 359 Times, Up Town.

**COOK.**—By young Swiss girl, speaking French and German, in a hotel or restaurant to assist the cook; or as chambermaid. Bertha, 109 West 32d St.

**COOK.**—By Protestant as first-class cook; can take entire charge; understands all kinds of soups, meats, creams, and tarts; best city references. Best, 144 East 3d St.

**COOK, &c.**—By respectable woman as cook, washer, and ironer, or do general housework, in small private family; good city reference. 424 3d Av.

**COOK and LAUNDRESS.**—**CHAMBERMAID** and Waitress. By two girls together; good references. 308 West 16th St., no calls unless fare paid.

**COOK.**—By English Protestant young woman, just arrived, as competent cook in private family; city or country. M. W., Box 358 Times, Up Town.

**COOK.**—By a young Englishwoman, understands French and English cooking; 18 months' in last place; wages, \$35 to \$45. D. H. P., 106 West 42d St.

**COOK.**—By a respectable Protestant woman; makes good soups; excellent baker; understands her business thoroughly; no cards; good reference. 260 West 16th St.

**COOK.**—By a competent young woman as cook and laundress; good baker; willing and obliging; best city reference. 533 8th Av., second bell.

**COOK.**—As excellent cook; all kinds of soups and desserts; creams; good baker; best of reference. East 37th St.

**COOK.**—By a respectable woman as first-class cook in a private family; daily or monthly; best reference. 241 East 42d St.

**COOK.**—By competent woman in private family; city or country; good reference. C., Box 355 Times, Up Town.

**COOK.**—By young woman as competent cook in private family; two years' excellent city references; city. 127 West 44th St.

**COOK.**—By Protestant woman in a private family; good plain cook; good bread and biscuit maker. Cook, 1,227 Broadway.

**COOK.**—By a German Protestant girl in a private family; with good city reference. 302 Elerly St., Brooklyn, E. D.

**COOK.**—By a competent girl as cook and to do coarse washing; city reference. 258 West 47th St.

**COOK.**—By a first-class cook in all branches; three years' best city references. 784 8th Av., first floor.

**COOK.**—By competent woman as cook and assist with washing; good city references. Address, by letter, 238 Franklin St., Greenpoint, L. I.

**COOK.**—By a young girl to cook and do plain washing; private family; good references. 134 West 14th St.

**COOK.**—By a respectable woman as cook; will assist with washing; very best references. 158 East 8th St., Carroll's bell.

**COOK.**—By a good cook in a private family; best city reference. 1,118 Park Av.

**COOK.**—By a Swedish woman as cook; excellent references. 530 3d Av., second bell.

**COOK.**—By a first-class cook; best city reference; private family. 40 West 10th St.

**COOK.**—By a good cook; will assist with washing; first-class city reference. 262 West 77th St.

**Day's Work.**

**DAY'S WORK.**—Washing, ironing, or housecleaning, by reliable woman, with undoubted reference. 152 East 34th St., first floor.

**DAY'S WORK.**—By young woman by day; can do any kind of housework; best city references. 158 East 38d St., first floor.

**Dressmakers.**

**DRESSMAKER.**—Perfect ladies' tailors; will make at reasonable prices; first-class work; dinner, visiting, and reception gowns; fancy silk waists a specialty; tapes, coats, riding habits, bicycle, and tailor-made suits; tailors' work; newest fashions; call and judge. 686 6th Av., between 39th and 40th Sts., first floor.

**DRESSMAKER.**—By first-class dressmaker; go out by day; first-class fitter and trimmer. 134 West 40th St.

**DRESSMAKER.**—Excellent cutter and fitter; ladies or children; by the day or week; reasonable. Patterson, 43 West 51st St.

**DRESSMAKER WISHES FEW MORE CUSTOMERS** at home; ladies' misses' dresses; forms very reasonable. Miss Bennett, 143 East 52d St.

**Governesses.**

**GOVERNESS.**—By a German governess, speaking French and English fluently; good musician; as resident governess; seven years' reference from last position. M. S., 913 Columbus Av.

**Butlers.**

**BUTLER-PARLORMAID.**—By a thoroughly experienced Swedish couple; perfectly competent; strictly temperate; several years' highest personal and written recommendations from prominent families; city or country. Industrious, Box 318 Times, Up Town.

**BUTLER, WAITER, or GENERAL INDOOR MAN.**—By a young man, 30 years' experience; strictly temperate and very industrious; most reliable personal references can be obtained; aged 36; single. Butler, 914 6th Av., third floor.

**BUTLER.**—By Irish-American; five years' reference; discharged 16th Inst.; age, 30; single-handed or other ways; neat in service; silver a specialty. C., Box 320 Times, Up Town.

**BUTLER.**—Thoroughly competent; sober and willing; entire charge of dining-room floor; good valet; best references. Gustave, 11 West 16th St., basement.

**BUTLER.**—By young man; first-class valet; a desirable servant every way; last family can be seen. C. W., Box 251 Times, Up Town.

**BUTLER.**—By young Swede as butler or assistant in a private family; best city and personal reference. C. E. Dalin, 342 East 42d St.

**BUTLER.**—By a French Swiss; thoroughly competent, sober, and honest; first-class city references. W. L., 230 East 40th St.

**BUTLER.**—English; thoroughly experienced; reliable; good valet; city reference; Washington or Boston. Howard, 454 4th Av.

**BUTLER.**—By young Englishman as butler and valet to gentleman; excellent reference. W. A. C., Box 363 Times, Up Town.

**BUTLER or SECOND MAN.**—English, 52; temperate; good valet; willing. 301 West 46th St., care Lahey.

**Coachmen.**

**COACHMAN.**—By North of Ireland Protestant; single; as coachman and useful man on gentleman's place; can milk; good reference; last employer can be seen. W. J. P., 450 West 19th St.

**COACHMAN.**—Single, 34; understands the business thoroughly; experienced city driver; sober and reliable; eight years' first-class reference. J. M., Box 252 Times, Up Town.

**COACHMAN.**—A gentleman wishes situation for thoroughly competent coachman; lived with him eight years; best personal references. Call at present employer's, 48 West 51st St.

**COACHMAN.**—By a first-class coachman; nine years' reference from last employer; can handle four-in-hand if necessary. J. B., 304 East 66th St.

**COACHMAN, &c.**—By experienced single man; competent to take charge of any gentleman's stable and place; sober, honest, and trustworthy; go any distance; best city references. Coachman, 1,276 Broadway, basement.

**COACHMAN and USEFUL MAN.**—By a single young Scotchman in country place, or as groom in city; honest, sober, and obliging; last em-

**SITUATIONS WANTED.**

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JOHN H. STALLMAN.



203 BROADWAY,

New York. Sept 20<sup>th</sup> 1895

Hon Job E. Hodge  
Secretary, Mayors Office  
New York City.

Dear Sir:

The President of this Board directs me to thank you for your courteous letter of this date, with inclosure from Hon Frank A. Blount of Cleveland Ohio.

The question of a Ship Canal does not seem to be very generally understood in this City, and those who have studied the subject carefully seem to be opposed to the proposition. For this reason this Board has not sent delegates, and our Committee on Canal Transportation have decided to oppose the movement.

I by inclose an article by Horatio Supron, and copy of an interview in today's Times with the writer, and remain very truly yours  
Frank S. Gardner  
Secretary





Tarascon le 21 Sept 1898

Monsieur le Maire de New York

183  
Ayant appris par la voie des journaux  
français que des Courses aux Taureaux  
avait lieu à New York et que l'on  
avait même dans l'une de ces Courses  
maté un Taureau - Je viendrais donc  
faire à la première ville de l'Amérique  
si réputée et estimée de tout les Français  
mes offres de Service en qualité de  
premier matador français. Je viendrais  
moi et mon quadrille composé de  
Six hommes. Notre travail consiste  
à jeux du monton placement et enlèvement  
de pied ferme tout avec puerce et sans  
puerce sur le taureau ainsi que le  
grand tout périlleux fait de pied  
ferme passant par dessus le taureau  
Je m'engage à mettre à mort un  
ou plusieurs Taureaux selon le désir  
de la Direction. Je m'engagerai  
si la direction le voulait à fournir  
les Taureaux français ceci ferait une  
grande réclame

Prière à M. le Maire de faire  
parvenir ma lettre à la direction

Voici mon adresse

Fabre Auguste 1<sup>er</sup> Matador français  
à Tarascon Bouches du Rhône

MARY LOWE DICKINSON, President,  
230 W. 59th St., New York City.  
Rev. ANNA HOWARD SHAW, Vice-Pres.,  
Somerton, Philadelphia.  
LOUISE BARNUM ROBBINS, Cor. Sec.,  
25 Broad St., Adrian, Mich.  
EMELINE BURLINGAME CHENEY, 1st Rec. Sec.,  
Lewiston, Maine.  
HELEN FINLAY BRISTOL, 2d Rec. Sec.,  
1238 Vermont Ave., Quincy, Ill.  
HANNAH J. BAILEY, Treasurer,  
Winthrop Centre, Maine.

National Council of Women  
of the United States.



OFFICE OF THE PRESIDENT,

230 W. 59th Street, New York City,

September 21st, 1895.

Hon. William F. Strong,

Mayor of New York City.

Dear Sir,-

Although my name will probably be a strange one to you, yet ladies, well known both to you and to myself, have told me that I might venture to lay before you the matter covered by the enclosed Circular letter, and express to you the desire of those most prominently associated in this Pioneer Reunion, that you should if possible be present with us at the Metropolitan Opera House on the evening of November twelfth. We should be very glad, if you would, immediately on the opening of the meeting, speak to us for a few moments, possibly a word of welcome to the strangers many of whom will be distinguished and from a distance, and allow us to have the moral support of your presence and of your approval of our effort to make the younger generation realize what we owe to the aged mothers who have been the Pioneers in all the good work that affects the life of the home and the city and the nation.

Hoping that you will hold for us a few minutes of the evening mentioned, and that you will honor the occasion by your presence, and will speak in your own behalf and in behalf of the



city your word of welcome and encouragement, I am,

Very truly yours,

*Mary L. Dickinson*

President N. C. W. of U. S.

Dictated.

Enclosed please find a partial list of the Patrons of this movement which will, I think, show you that the best elements in educational, philanthropic, and social lines, will be represented.

As the other gentlemen whom we hope may favor us, we invite by this mail, Mr. Chauncey Depew, Mr. Joseph Choate, and Bishop Potter.

Address

*Mrs J. B. Dickinson  
230 W. 39<sup>th</sup> St.*

GEORGE WILLIAM WINTERBURN, M. D.  
PRESIDENT.

FRANCIS J. WORCESTER,  
First Vice-President.

FRANK S. MILLER,  
Second Vice-President.

FREDERICK J. McCANLIS,  
Recording Secretary.

WILLIAM V. A. POE,  
Corresponding Secretary.

SAMUEL STRASBOURGER,  
Treasurer.

## Lincoln Club of Harlem.

INCORPORATED 1894.

No. 211 WEST 130th STREET,

SUMNER B. STILES,  
Chairman Executive Committee.

WAYLAND E. BENJAMIN,  
Chairman Membership Committee.

E. A. HARTSHORN,  
Chairman Library Committee.

ALFRED R. PAGE,  
Chairman Political Affairs Com.

M. M. MCKEE,  
Chairman House Committee.

*New York*

*Sept. 21, 1895*

Hon. William L. Strong,

Dear Col. Strong;

I have great pleasure in letting you know that we have induced your friend, Mr. Edwin A. Hartshorn, to stand for State Senator in this (XIX) District. Mr. Hartshorn has been at all times a hearty supporter of your administration. He is a man whom we have learned to trust, and we feel sure that if we can elect him, as we expect to do, he will be an honor to us, and to the whole State.

Respectfully,

*G. W. Winterburn*

Referred to

SEP 23 1895  
for examination and report.

W. L. Strong,  
MAYOR.



New York  
Apr. 22/95.

Encl  
No. 7 N

Hon. Mayor Strong,

As I  
have wrote to the Health  
Dept. & received no satis-  
faction in regards to an  
oilanthus tree, which  
grows in the yard of my  
next door neighbor 187  
Monroe St. and whose  
branches overhang my  
premises.

Not alone that  
but the odor in my  
sleeping apartments is  
very offensive & unbearable.  
Also the root of  
that tree is used as a  
place of nuisance.

Kindly endeavor to inter-  
cede for me by giving some-  
one the authority to sign up  
or saw down that detrimen-  
tal tree.

Trusting you  
will do the same

I Remain

Very Respectfully  
Mrs. F. Blank  
185 Monroe St.



Philadelphia 9<sup>th</sup> Sept. 21 1895.

Honorable Mayor Strong  
New York city.

Last 1 September 2 years are gone when the competition plans for the new projected City hall had been delivered to the committee.

158  
I am one of the 134 architects and have not received an answer up to this date on all my inquiries, what has become of the plans. I beg to ask you, Hon. Mayor, to let me know what has been done or what will be done about this matter.

Each Architect had 5-6 months steady work to solve the problem for the competition plans as demanded by the city New York and I think, that it is not more than right, that the different architects hear at last what has become of their drawings.

Hoping to receive very soon a reply I remain

Respectfully yours

A. Shumann

Architect

530 N 6<sup>th</sup> st.

Referred to

SEP 24 1895  
for examination and report.

W. L. Strong,

Mayor.

THE ALLEN-LANE CO.  
COMMISSION MERCHANTS,  
49 LEONARD STREET,  
NEW YORK.

NEW YORK,

Sept. 23<sup>d</sup> 1895

BOSTON, 266 DEVONSHIRE ST.

W. L. Strong Esq.  
Dear Sir:-

I would like  
to register a protest against  
taking away the "stile in-  
tervening" to Central Park  
at 103<sup>d</sup> St. And I have  
no doubt I voice the  
sentiment of a majority  
of the adjacent rate payers  
particularly those who  
like myself have children  
with nurses who without  
the stile are obliged to  
climb the high flight at  
106<sup>th</sup> or make a detour by  
way of 96<sup>th</sup> St. Entrance. The  
stile rule has just been  
taken away was a very



great convince and  
no want to anybody  
or anything that I can  
imagine. The assigna-  
tion of the Park Com<sup>m</sup>  
bring in open lands  
I address this to you  
with the request that  
you place it with  
the proper authorities.

Yours very truly  
W. H. Lane

Residing at the "Eden" as  
208 W 103<sup>d</sup> -

Referred to  
Plat Dept  
SER 24 1895  
for examination and report.

W. L. Strong,

MAYOR

OFFICE OF  
DAVID M. TORREY,  
BANKER AND BROKER,  
105 NASSAU STREET,

New York, Sept 23 1895.

Hon. Wm L. Strong  
Mayor &c,

I rented  
part of the premises adjoining my  
office to a man named R-  
Michel; the business to be  
carried on by him as a jewelry  
store.

An auctioneer by the name of  
L. Marks has placed outside  
a red flag bearing the name "L  
Marks and Co," and carries on an  
auction business there every day;  
the neighborhood is very much  
annoyed by it.

I think it would be well for



you to investigate and see what  
kind of business he is carrying  
on; as I have my doubts about  
the same.

Respectfully yours  
D. J. Dwyer

*May 21<sup>th</sup> 95*  
*Dear Sir:*

days.

### TO KEEP WEINSTEIN AWAY?

**He Says Naisel Feared He Would Swear for Policemen.**

Benjamin Weinstein, who was arrested yesterday on an indictment charging him with extorting money from Peddler Jacob Naisel to pay for police protection, was admitted to \$1,500 bail to-day by Justice Cowing. John Bund, who has a saloon at Columbia and Houston streets, was his bondsman.

Weinstein said to-day that Naisel was arrested recently by Policemen Brons and Truell, of the Delancey street station, because, as Naisel claims, he had ceased to pay protection money.

Naisel has made charges against these policemen at Headquarters, and Weinstein says that the reason he was indicted was because Naisel wanted to get him out of the way, so that he could not testify for the policemen before the Police Board.

It is thought that the District-Attorney will also try to bring the charges against the policemen before the court.

*may suggest,*  
*Sept. 18. 95*

### PUSH-CART MEN CLUBBED.

**Charges May Be Brought Against Policeman Netill.**

Charges may be brought this morning before the Police Board against Policeman John J. Netill, of the Eldridge Street Station, by Nathan Neuman and Mandel Rabinovitz, push-cart peddlers, of No. 25 Essex street and No. 54 Orchard street respectively. They say they were clubbed and badly injured by the officer, and were afterwards fined in the Essex Market Police Court.

In an affidavit Neuman says that while he was moving his stock from the push-cart to the store at No. 33 Ludlow street Netill ordered him to move on, and as he was proceeding to do so the policeman grabbed him by the throat and hit him. He then ran into a butcher store, at No. 37 Ludlow street, for protection, and the policeman followed him there, clubbing him till he fell bleeding to the floor. He was then dragged to the station.

Samuel Finkelstein, of No. 35 Ludlow street, who protested against the conduct of the policeman, was also arrested. Neuman says that in the scuffle a bottle of whiskey fell out of the policeman's pocket and broke on the pavement.

Rabinovitz, in his affidavit, tells a similar story. Both men were so badly clubbed as to require medical assistance. Fifty residents of the locality have signed a petition to the Police Board, asking that an example be made of the policeman. Netill could not be seen last night.

### THEIR LETTER SAVED THEM.

**Push-Cart Peddlers Wrote an Appeal to Magistrate Wentworth.**

Fifteen pushcart peddlers were arraigned in the Tombs Court this morning charged with obstructing Chambers and Centre streets with their carts. They were arrested at 4.30 o'clock yesterday afternoon by Policeman Breen, of the Elizabeth street station.

The peddlers handed to the Magistrate this letter, which they had drawn up during the night and which was translated from the Greek this morning by Marc Moustaki, the court interpreter:

Your Honor: We wish to state that on the 17th of this month some sixteen peddlers, out of which twelve are here present, were arrested in Chambers street without breaking any rules of our licenses, but simply because a raid was ordered by the authorities of that precinct through the complaint of a certain wealthy firm. Your Honor kindly saw the injustice done to us and discharged us.

Yesterday (the 18th) we kept as best we could out of the way of the police, who we knew perfectly well sooner or later would seek the same course, to wit, another raid. But this time they undertook to satisfy the crankiness of this wealthy firm, in fact, they took the law in their own hands and made the raid at 4.30 P. M., thus preventing us to appear before Your Honor and be adjudged guilty or not guilty, and were packed four, aye six, together in one cell, like felons, because we, provided with a lawful license, are trying to earn hard our families' daily bread.

Your Honor, we do not only respectfully demand our discharge on the ground that we are the victims of wealthy store-keepers, but for the sake of justice, which we are perfectly aware reigns in the Land of the Free. Could not Your Honor prevent such injustice in the future?

After reading the letter and giving each man a separate hearing, Magistrate Wentworth announced that he would fine those who were not provided with licenses \$1 each, and discharge the others, ten in number.

*Sept 95*  
*Sept 534*  
*August 8, 1895.*

### PUSH CART MEN HAVE SOME RIGHTS.

**Magistrate Crane Refuses to Hold a Peddler on a Trivial Charge.**

In Jefferson Market Court yesterday Philippe Markas, a Greek push cart vender of fruit, was arraigned on the charge that he had violated a corporation ordinance in keeping his cart in one place on Sixth avenue for twelve minutes, the law allowing but ten minutes. The arresting officer produced a letter received by Capt. Pickett from a dry goods firm on Sixth avenue, which contained a complaint that the peddlers were hurting the business of big merchants by standing in front of their stores.

"It seems to me," said Magistrate Crane, addressing the policeman, "that you are shaving matters mighty close when you arrest a man for standing two minutes too long in one place. If these rich merchants have any complaints to make let them come here. They seem to think a poor man has no right to make a living. These push cart men pay a license fee to the city for certain privileges, and they should be allowed to exercise those privileges. As this prisoner says he was not in one spot over ten minutes, and the margin is so small, I will discharge him. I have great sympathy for the peddlers, and can't understand how they get the money to pay the fines imposed on them. According to the strict letter of the law, if they moved but an inch or two they can technically evade arrest."

*Sully,*  
*203*

C. C. HICKOK,  
102 VESEY STREET.



MAYOR'S OFFICE

368

GRAY & GIBBONS.

Referred to

*Manager of Herald Square*

#1326 Broadway, New York.

SEP 21 1895

September 20th., 1895.

for examination and report.

W. L. Strong,

Hon. William L. Strong, *Mayor*

Mayor of the City of New York.

Honorable Dear Sir:-

I beg to respectfully call to your attention a state of affairs which now exists in Herald Square. I have been in the restaurant business at #1326 Broadway, or #590 6th. Ave., as it is sometimes known, for seven years past. About eighteen months ago a lunch wagon known as the "Owl Lunch" began business directly across the street from my store, and has been there ever since. The owners or managers, whoever they may be, claim that the wagon is ran for a charitable purpose. It charges the same price for food that I do, and, consequently, I cannot reconcile its claims to charity. If it is intended for a charitable purpose, then I would respectfully suggest that its place should be on the East Side where it might be of some benefit to the poor, as it is out of place in this neighborhood in any case. But, as previously stated it charges the same prices for food that I do, and I am under a heavy rental in my store, while it pays nothing for occupying the public street. What I wish to know is what protection, if any, I have and how I can secure it.

I would feel obliged if you will kindly place my communication in proper hands, and that some action may be taken in the matter.

Respectfully submitted,

*for Gray & Gibbons*

*Joseph L. Gibbons*

THE NEW YORK HERALD

NEW YORK

Sep 23<sup>d</sup> 1895

Hon. Wm L. Strong  
Mayor's office  
City Hall  
N.Y.

Dear Sir,

I beg to return herewith the letter addressed to you by Joseph L. Gibbons in regard to a lunch wagon in Herald Square, which was received here in a communication from your office addressed to the New York Herald requesting attention & report to you.

In reply I beg to say that the Herald has no interest in the lunch wagon referred to; either directly or indirectly. As we understood the matter the wagon has been placed there by one of the City Charity organizations by permission of the Park Dep. with the object of supplying poor cheap food without the temptations of a bar.

Referred to

SEP 24 1895  
for examination and report.

W. L. Strong,

MAYOR.

yours truly

JAMES GORDON BENNETT  
Genl. Mgr.



Referred to

New York Sept. 23<sup>rd</sup> /95

SEP 24 1895  
for examination and report.

W. L. Strong,

HONORABLE  
MAYOR.

Mayor Strong

Dear Sir,

<sup>Little</sup> I will ask you  
a favor of you for the 1<sup>st</sup> time  
in my life, being a Citizen  
of the United States, since 1867  
and being now 62 Years of Age  
Always Work Hard for my Living  
up to this day, and never Comited  
any Crime, or being Arrested  
in my Life. I am at present  
Keeping a Cigar stand at 150-  
E. 14<sup>th</sup> St. near 3<sup>rd</sup> Ave. and being  
there for over 9. Years, and again  
never ~~Had~~ any Trouble or  
Complaint about my stand  
before. I Understand in regard  
of the new Law, that all stand

must be Remove By the  
1<sup>st</sup> of next month, now Your  
Honor, I should like to Call  
Your Attention to my Case  
Now What a my to do if you  
Order my Stand to be Remove  
as you see being here for over  
40 Years in the City of N. York  
must I be Turn out in the Street  
I am not Able to do any —  
Work Know, my Business, is my  
Living, What a my to do, if  
I Lose my Business, then I  
must Go to the Poor House  
there is no other Remedies for  
me, and again you have  
Enough of them there, I hope  
You Will Look over my Case,  
and Let me Live,  
my stand is on the  
Landlord Property,  
about 3 feet inside  
the Stop Line

Yours Truly  
L. J. Rickner  
150. E. 14<sup>th</sup>



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ST NICHOLAS CLUB,  
7 WEST 44<sup>TH</sup> STREET.

Sep<sup>r</sup> 24 '95

Hon. Wm. F. Strong.

My dear Sir: -

Now we  
are back again in  
the traces, I want  
to see you outlast a  
few moments on a  
matter of importance  
now, and I think, of im-

Referred to

SEP 25 1895  
for examination and report.

W. L. Strong,  
MAYOR.

West Byron.

May I have a  
personal interview of  
not more than fifteen  
minutes on Saturday  
of this week — or of  
any week after this at  
my convenience.

With very good wishes,  
I am,

Dear Mr. Mayor.

Faithfully Yours  
Geo R Van de Water



New York

Sept 25 - 1895

Hon. W<sup>m</sup> L. Strong  
Mayor —

Dear Sir—

This is important, and from the inside, I know what I am saying, but dare not give my name.

The agreement that was entered into, between Mayor Gilroy, Martin and a few other Tammany men, and two leading Republicans a year ago, has, as far as it is still in effect. The principal feature of the combination was, that the Senate would not place Gilroy in the power of the Reformers, by giving power to the Lexow Committee to investigate the Dept of Public Works, as

the contracts given out by  
Commissioner Gilroy, and Mayor  
Gilroy (as Com. Michael T. Daly  
was only a figurehead) would  
send Gilroy to State Prison

It was well known that  
when he became Com. of  
Public Works he was not  
worth \$2000 - in the world,  
and when the Lexow Committee  
commenced its labors four  
years later, he was and is  
now estimated to be worth  
from \$800,000 to \$1,200,000, with  
a private rig, and a special  
servant for each member of his  
family; certain contractors  
were ready to come to the front  
to show that they could not get  
an honest contract from him  
as they would not enter into  
a bargain to rob the City

Mr. Gilroy gave every appoint-  
ment to the end of his term to  
the Republican party. - look at  
the records - The Republican party  
dare not unite with the Reform  
party without permission of  
Mr. Gilroy. If a union may  
be arrived at yet, then look out  
for your candidates. The  
agreement between both Tammany  
and Republicans, now is, Reform  
Party must be killed. It is  
common talk among friends  
of Reform that if the Commissioners  
of Account and Mr. Bronckfield  
cannot muster honest evidence  
against Mr. Gilroy, and have  
him indicted and forced to  
trial before election, the com-  
bination is likely to be too  
much for them. If this can be  
managed it will place Dist Attorney



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Fellows in a fix as he is to  
get a nomination for Supreme  
Court Judge from Tilley and  
Martin. And in return he  
must see that no harm comes  
to favored. Oannany men

Friend of Reform

New York Sept. 24 1895

41--43 Vesey St.

Hon. Theodore Roosevelt,

Hon. Andrew D. Parker,

Hon. Avery D. Andrews,      Commissioners of Police of the

Hon. Frederick D. Grant      City of New York

Gentlemen:-

I read with surprise and regret the orders of your Honorable Board, that the police force of this City should again be armed with the night stick, which was discarded after mature deliberation, by the then Superintendent, Hon. Thos. Byrnes, some years ago. At the time this action was taken, it met with the approval of a majority of the Press, and of every citizen who had any pride in the good name of the City of New York. The pages of the daily papers since that time, bear witness that the order in no way interfered with the enforcement of law, and the keeping of order in this City; on the contrary the pitiful and disgraceful stories of clubbing which were so often brought to the attention of the public, through the Press, and the action of the then Police Magistrates, condemning them as outrageous without question, justified the order. In my opinion and I know it is the opinion of many others, this humane order of Thomas Byrnes reflected more credit on him than any other act of his life, while on the Police force of this City. As an instance of what use will be made of that stick in the hands of some of the police force, the article in the World of to-day entitled "The Police Clubbed Him", when the prisoner was before magistrate Crane, and while the police man still had his hand on the Bible, the judge told him that he believed he struck the prisoner, though he denied it, and discharged him. Imagine a man like that armed with a club two feet long. The citizens of



New York, will I believe by a vast majority, condemn the action of the Commissioners, in restoring the use of the night stick as a relic of barbarism and brutality, and will tell the present Commissioners of Police that while they support them in enforcing obnoxious laws, while they are the laws of the State, they will not support them in governing this City by brute force, after a trial of nearly three years of other and more humane ~~methods~~ methods. The police of London and other continental Cities, have as unruly <sup>an</sup> element to deal with as our police have here; they are not allowed to use clubs. Why should they be allowed to use them here? Let it be understood that the police magistrates, and all officers whose duty it is to enforce the laws, will punish every man who resists or assaults an officer to the full extent of the law; make the punishment as severe as you please, but enforce it. In the name of humanity which has so many times been outraged by the brutal and un-necessary use of the night stick, and as a citizen who took an active part in the campaign, the result of which placed you in power, I protest against its use. If the people of this City had the least idea, that the placing of a reform administration in power, would result in the return of the use of that relic of barbarism and brutality-the night stick-, as an arm of the police force of this City, there would have been no reform administration elected. The reform administration was elected to go forward and not backward, and the citizens of New York will tell them I believe, very plainly that the return to the use of the night stick, as mean to enforce the law, is not a step forward.

Yours respectfully  
L. J. Callahan



OFFICE OF  
**CALLANAN & KEMP,**  
WHOLESALE AND RETAIL  
**Grocers and Tea Dealers,**  
41 and 43 VESEY STREET.  
If you want to taste **TEA** in Perfection, Try our  
**No. "41" BLEND.**  
Try our **C. & K. BLEND OF COFFEE.** It is the **BEST.**

TELEPHONE  
2336 CORTLANDT.

New York, Sept 25 1895

Hon W<sup>m</sup>. L. Strong

Dear Sir

Enclosed

find copy of letter sent to  
the Commissioners of Police  
to day

Yours respectfully  
L. J. Callanan



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Wakefield, N. Y.,

Sept. 25, 1895.

To  
His Honor The Mayor  
of the City of New York.  
Honorable Dear Sir:

Will you please name  
a time on Saturday Sept.  
28, when you will give  
an audience to a com-  
mittee of School Principals  
of the Newly Annexed District  
of the City New York. If it be not  
convenient for you on Sat-  
urday, will you kindly name  
a time for Friday, the 27<sup>th</sup>  
inst., or Monday, the 30<sup>th</sup> inst.

Very Respectfully,

Wm P. McCarthy

Will Sec

for the Committee.

Thank you Monday, answered  
JPS

9/26/95

University of the City of New York,

CHANCELLOR'S OFFICE.

186  
University Heights, N. Y. City.

~~Washington Square, East,~~ Sept. 25th, 1895.

Hon. Mayor Wm. L. Strong,  
City Hall, N. Y.

Dear Mr. Mayor:-

Please hold the afternoon of Saturday, October 19th, in order to come to our formal opening at University Heights. We shall have a great occasion and expect to have yourself and Governor Morton do certain formal offices in declaring the buildings open, and breaking ground for the new Library, new Dormitory, etc. A formal invitation will be sent you by the Committee of 12 of which William Allen Butler is the Chairman.

Sincerely yours,

Henry M. Markbreiter



*Indexed*

Delayed Postal Card

**Post Office, New York, N.Y.**

✓ Enclosure.

*Third Division, City Delivery Department,*

The addresses of all correspondence intended for residents of New York should include the STREET AND NUMBER, and, if for a box-holder, the NUMBER of the Box, or the words "P. O. Box" or "Box DELIVERY." Risk of delay or error in delivery will thereby be reduced.

September 26, 1895.

Messrs. Lang & Co.,

30 Moore street, New York,

N. Y.

Gentlemen:-

In reply to your favor of the 23d instant, I beg leave to say that the inconvenience caused by the delay of the enclosed postal card in reaching your hands is very much regretted, and was caused by a clerk at Branch "F" erroneously reading the address as North Moore street and sending the card to Branch "V", whence it was dispatched to Branch "P" via the General Post Office. Such action has been taken in the matter as will, it is thought, prevent similar errors.

Thanking you for bringing the matter to my attention, I am

Very respectfully,

*W. Daxton*  
Postmaster.

per *E. Morgan*

Act'g Asst. P.M

Salem Mass  
Sept 26 '4895

My dear Sir An expression  
in the declaration of purpose  
of a party in Boston to  
promote Patriotism, arrested  
my attention, and as it is  
so sufficiently broad and  
self commending to all  
good citizens, in the  
more statement without  
argument - to wit  
"Avoiding the things wherein  
we differ, and emphasizing  
those those things wherein  
we are agreed, and seeking



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by an exchange of thought  
to stimulate on the part  
of the individual citizen  
intelligence, Sincerity, honesty  
justice purity integrity and  
brotherly love — that

I think Republicans in N.Y.  
Reformers Democrats  
and all who earnestly  
desire to more fully  
secure and perpetuate  
good Municipal Government  
could unitedly stand on  
such a platform — I commend it to you  
with hearty support  
and regard. I am

Sincerely,  
Hue Townsend Smith

Mayor Strong  
New York

The "Tariff" and "Silver question"  
are matters on which men "differ"  
— but an honest clean good  
government is one, on  
which all good citizens  
can agree — There can  
not be a good Municipal  
Government is an immediate  
necessity —

24, 1895.

in the best sense in its purpose, in the words of the call, "avoiding the things wherein we differ, and emphasizing those things concerning which we are agreed, and seeking, by an exchange of thought, to stimulate upon the part of the individual citizen intelligence, sincerity, honesty, justice, purity, integrity and brotherly love." This is surely sufficiently comprehensive, and if Mr. Gordon meets a response consonant with his own enthusiasm, it may be the means of good results.





KENTUCKY AVE.  
ATLANTIC CITY,  
MRS. M. ROCHE.

Atlantic City, N.J.

Wed. Sept. 26<sup>th</sup>

Mayor Strong -

Sir - Will you advise Comm. Roosevelt to be a little more politic with the German element about the excise law - You have more diplomacy than he has, not that I don't think Pres. Roosevelt right my admiration amounts almost to worship for him - We have got to manage to keep Tammany from winning this Fall, it'll be awful if they get in, after the dreadful work of last year, it'll be Rome running rule again - The clubs for the sake of the people's talk, should take their liquor only in their rooms so as to shut the mouths of the public

up - It is all bosh! about the  
poor man's beer he gets his wages  
Sat. nights he can lay in 2 or 3  
bottles for Sunday if he drinks  
before then, let him go without  
what they want is to go into whis-  
ky saloons & drink rum all day -

I worked & got several gentlemen  
last Fall to vote, they did <sup>want</sup> not to for  
fear if they registered they'd have  
to do jury duty - Shame on Americans.

We manage to get 4 excellent gentlemen,  
Yourself, Gov. Morton, Pres. Roosevelt,  
& Judge Goff - The Vanderbills, Astors,  
Rockfellers & others like them should  
go to the legislature at Albany this  
winter & work like Trojans against  
the bad laws (it will be for their int.)  
in keeping the bad foreigners who  
are coming here & sailing against  
them - We've other good & genuine  
Americans but they are poor, and  
have not the money & the time, which  
the last is the principal thing -



See how quick foreigners register  
 & all vote - I wrote a scorching  
 letter to the Editor of the World asking  
 why he was undoing all his good  
 work of last Fall - Look what a  
 mean stunt that Loxor is, at  
 the head of reform invest. Comm. go-  
 ing to Albany, doing duty work for  
 his int. he & Platt ought be buried  
 on a dung hill they'd smell badly  
 anywhere they were buried worse  
 than So Crokers, for they were brought  
 up educated & better associations - I'm  
 down on them - It'll never do for  
 women to vote, they're deadly earnest,  
 to unforgiving & forgetting, you'd  
 never find shaking hands like Dr.  
 Depew with Croker, I'm glad Dr Depew  
 is able to be as politic as old Cro-  
 ker - What a liar that Croker is,  
 any fool could tell he was gam-  
 ing on now for his int. in Sam-  
 many - He'd put up decent men

(4)



KENTUCKY AVE.  
ATLANTIC CITY.  
MRS. M. ROCHE.

THE WESTMINSTER

like Mr. Whitney at  
the beginning, afterwards  
it would be his own  
class - That Pope makes  
me think of the one jury  
man who could agree  
if it weren't for the other

Atlantic City, N.J.

11 obstinate stubborn ones, he can  
agree if it <sup>was</sup> ~~were~~ for all these other  
stubborn religions, he wants to be  
the Lord Almighty of the whole earth

Mayor Strong you did what you  
were elected for, put in the best  
men ~~you~~ <sup>ones</sup> most capable ~~ones~~ you  
heard of - which was right - a saint  
couldn't please everybody - What I  
want is for you to urge Pres. Roosevelt  
to be a little more moderate like your-  
self, I want very much for you both  
to remain in your positions for a  
long time (I don't believe you are either  
in love with it) Americans are to blame  
for not taking more active interest in  
politics - From your well wisher  
& friend - An American Citizen -



No. Subject

191  
Geo. H. Thomson.  
Consulting Engineer.

Wagner Palace Car Offices.  
Grand Central Station.

New York Sept. 26th, 1895.

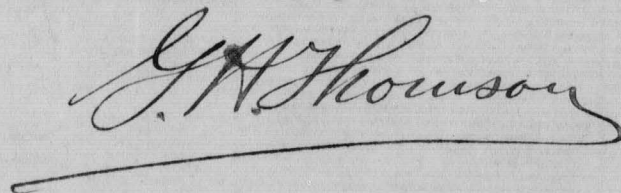
Hon. W. L. Strong,

Mayor of the City of New York.,

Dear Sir:

I have yours of the 24th, inst. and will hold myself at your command.  
Having daily engagements, a notice of a day or so beforehand will oblige me.  
Trusting something in the line of "Reform" in building matters may ultimately result.

I am Very truly Yours.,



R 5

W. B. HARDY,  
General Manager.  
HEADQUARTERS,  
63 Franklin St., Boston.

FACTORIES,  
CHELSEA, MASS.

STORES:

BUFFALO, PITTSBURGH,  
CHICAGO, MINNEAPOLIS,  
ST. LOUIS, NEW ORLEANS,  
SAN FRANCISCO.

ATLANTIC DEPT.

New York. Holyoke.  
Philadelphia. Baltimore.

HENRY C. MORSE, TREASURER.

# REVERE RUBBER Co.

MANUFACTURERS OF

A HIGH CLASS OF

**M**EC**HA**NICAL **R**UBBER **G**OODS.

WILLIAM HILLMAN, MANAGER,  
59 & 61 READE ST.

... SOLE ...

MANUFACTURERS OF

"GIANT BELTING  
SEAMLESS & STITCHED."

"GRANITE SEAMLESS  
BELTING."

"STEEL ARMOR  
PROTECTED" HOSE.

"USUDURIAN"  
PACKING.

*New York,*

Sept. 26th, 1895

Honorable Wm. L. Strong, Mayor,  
City of New York.

Dear Sir-

We are occupants of Nos. 59 & 61 Reade Street, above and including the first loft. We have some signs, one end of which are attached to the fire-escape on the 1st, 2nd and 3rd lofts; on the 2nd and 3rd lofts, we also have a sign in front of the fire escape, these are on the outside and attached to the railing and in no way interfere with the openings of the fire-escape and in no case are our signs three (3) feet from our building and as we understand it, the law permits signs to be placed in front of a building, providing they do not extend out over three (3) feet.

We have been notified that our signs must come down and we appeal to you to know if you can inform us where we can find out just what the law is that governs the case and whether or not we will be compelled by the ~~laws of the~~ Statute to remove our signs. We have been to considerable expense to have the said signs made and in having them put up, we endeavored in every way to keep within the requirements of the law, as we understood it and as it was understood by the manufacturers of the signs, who have been in the business for upwards of 25 years or more.

Any information you can give us, we assure you will be greatly appreciated, as this is a matter which not only interests us, but is a



R 5

W. B. HARDY,  
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63 Franklin St., Boston.

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# REVERE RUBBER Co.

MANUFACTURERS OF

A HIGH CLASS OF

**MECHANICAL RUBBER GOODS.**

WILLIAM HILLMAN, MANAGER,  
59 & 61 READE ST.

... SOLE ...

MANUFACTURERS OF

"GIANT BELTING  
SEAMLESS & STITCHED."

"GRANITE SEAMLESS  
BELTING."

"STEEL ARMOR  
PROTECTED" HOSE.

"USUDURIAN"  
PACKING.

#2.

*New York,*

Sept. 26- 95

matter of considerable moment to all business concerns in the city. If  
we have to pull down our signs, we may as well go out of business.

Very respectfully,

Revere Rubber Co.

Per

*Wm Hillman*

Manager.



Peter Lang.

Chas. W. Lang.

LANG & CO.

OFFICE 30 MOORE STREET.

New York, Sept. 27<sup>th</sup> 1895.

Hon. W. L. Strong. Mayor. City N.Y.

Dear Sir:-

We desire to call to your respectful attention the fact that we are constantly being put to considerable annoyance by having mail matter & under ~~being~~ delivered at North Moore St instead of Moore St & vice versa. This confusion is caused by the similarity of the names of the streets, and if you & your honorable board of Alderman could have the name of Moore St. changed to South Moore St, we think much of the trouble would be obviated.

You as a business man, can appreciate what trouble & annoyance can be caused by having mail matter delayed, and we trust something can be done to remedy the trouble. We have taken the matter up with Post Office authorities, and enclosed letter will show what they have to say about it.

Respectfully Yours.

Lang & Co.  
P. H. C.

Answered  
Oct 7/95



46 Second St - Albany N.Y.

Friday Sept <sup>29</sup>/<sub>95</sub>  
8. PM

Hon Mayor Strong  
Dear Sir

Your letter received I  
cannot find words to thank  
you for the kind interest -  
which you have taken in  
this subject - which is of so great  
an importance to me I received  
a letter from Mr Blake today  
telling me he ~~did not receive~~  
the letter I wrote him he  
is having the records searched

I sincerely hope no blame has  
been attached to him through  
my writing to you, when I  
did not receive any answer  
to the letter I had written to  
Mr Blake. Hon Mayor Wilson  
of Albany who is a personal  
friend of mine advised me  
to write to you. He told me  
if any one could help me  
it would be you. which you  
have so kindly and promptly  
done. and may God bestow  
his greatest blessings on you

and yours is the warmest  
prayer of your most  
grateful friend  
Samuel B. Brewster



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New York City  
Sept. 27<sup>th</sup> '95

Mr Burrows

I have just been told this morning that my daughter was so troublesome, that they gave her the "black bottle" a name they have for poison which they give to poor patients to hasten their death when they cause trouble. if she was so much trouble to them that they wished to get rid of her why did they not send for me and I would have taken her out. why did they not let her go out. I left her clothes with the warden personally and

asked him to let her have them  
and go out if she wished so to  
do, he told me to leave the thing  
in his office, the woman who  
calls herself head nurse in  
ward 28, told me, that my  
daughter was as well and  
able to walk when she was  
taken out of that ward as  
any one, what happened to  
her in five days that she  
lay dead = she was murdered  
her wedding ring stolen. I  
would give it a thousand times  
yes and more, had they treated  
her right and saved her life.  
My God, can such thing be  
permitted in a civilized human-  
tarian christian city that place  
is a human slaughter house,  
the city is taxed and pay big  
salaries to funds who hold  
offices in Bellevue to do nothing  
but help murder the poor

and helpless, all the care the  
poor unfortunate who go there  
for treatment is from the patients  
who are convalescent and just  
able to drag out of bed, and  
work house prisoners. is there  
no justice?

Respy Et One



New York County Visiting Committee

OF THE STATE CHARITIES AID ASSOCIATION,

FOR

BELLEVUE HOSPITAL AND OTHER PUBLIC INSTITUTIONS,

~~21 UNIVERSITY PLACE,~~

103 EAST 22nd STREET.

197

New York, September 27<sup>th</sup> 1895

To  
His Honor the Mayor  
of New York  
Dear Sir

Will you permit me to set forth, somewhat more at length than was possible this morning, my views in regard to the proposed plan for the separation of Charities & Correction. I will promise that these views are not merely mine individually, but are substantially those of my colleagues of the State Charities Aid Association.

The proposal to leave certain parts of the property of the present Department subject to the jurisdiction of both the new Departments strikes me as clearly impractical. How can it be done — if the Departments are really separated — without constant conflict of authority? Taking the different points in detail:  
(1.) The Bakery and the Gas house are now manned by workhouse men, and might be

2.

assigned to either Department and still manned by workhouse men. Why may not an arrangement be made under which the Department controlling either shall make bread or gas, respectively, for the other?

(2.) The Fire-engine house has, if I do not mistake, some connection with the Fire Department, which will remain unchanged: so far as it is controlled by the Department of Charities & Correction, why may it not be assigned to the new Department upon whose territory it will stand, with the proviso that it shall be used for all fires occurring upon the Island?

(3.) The Storehouse presents greater difficulties; I suggested to your Honor this morning some reasons why we think the present arrangement clumsy and hope ultimately to see it amended. (I will say parenthetically that we have heard from officials serious complaints of the needless labor and vexatious delays which it entails). But for the present; is it impossible to divide the Storehouse between the new Departments, (as has been done with the Central Office) and to arrange a separate staff of employees for each?

(4.) I am not acquainted with the Central Stables: but surely there can be no serious difficulty in assigning horses and vehicles to the two new



Departments, according to their respective needs.

(5.) As to the roads, I cannot understand why they should be excepted from the general territorial division. Is there anything in the act which forbids the personnel of one Department from passing over the territory of the other? It is surely necessary that one or the other Department should be responsible for keeping any particular road in order.

(6.) The same may be said of the docks: why should they not be separately assigned, and one Department permitted to use the other's landing, so long as it is necessary or desirable. Suppose, for instance, that the East 26<sup>th</sup> Street dock were assigned to the Department of Charities; might not the Department of Correction be allowed to use it, as easily as the yacht-club which (as I am informed) now has that privilege? That, in the interest of public morality and decency, the two departments should, as soon as is practicable, use different landings altogether, I am thoroughly convinced: indeed, the present conditions on the dock and in the dock-house at 26<sup>th</sup> Street may without exaggeration be called a public scandal.

(7.) As to the steamboats: the Department

of Charities & Correction owns three, and at the first glance it is hard to see why the work which all three now do in common might not be partitioned between them, one boat being assigned to the Department of Correction and two to the Department of Charities. But the fact appears to be that all the boats are old and "ramshackle" and one of them very crank, and they are seldom all three in use at once, one of them being usually laid up for repairs. But if they were assigned respectively to the separate departments and it became necessary to lay up one or another, might not a steamboat be chartered temporarily to take the place of the disabled boat? Incidentally, this might have the effect of hastening the repairs.

(8) Why should not the "Pottis Field" remain, when it now practically is, in charge of the Department of Correction? the Department of Charities being permitted to send bodies there for burial.

I do not understand that there is anything in the act to prevent such arrangements between the Departments as I have suggested; but if there is, we should be ready to further an amendment to make



5.

them practicable. Commissioner Fane has suggested two amendments as desirable, which we hope to secure without delay (1.) to permit the employment by the Department of Charities, under proper restrictions, of Penitentiary as well as Workhouse labor, and (2.) to allow workhouse labor to be employed in hospital wards - as for repairs, painting etc - when such wards are not occupied by patients. I will add that we should have accepted these amendments without hesitation, had the Commissioners of Charities & Correction proposed them while the bill was under consideration.

The difficulty with regard to self-committed men seems to me delusive. If vagrants, they may be committed by magistrates to the Workhouse: if there are any able-bodied men who are properly subjects for the Department of Charities (and the act does not forbid self-commitment to that Department) what is to hinder that Department from employing them as the Department of Charities & Correction now does? Should they refuse to work, what is to prevent that Department from lodging complaints against them and sending them to the Workhouse as vagrants? But in practice they would not refuse to work. As to the necessity of providing extra accommodation for them: if they are

6.

employed as now, why may they not be lodged as now in the quarters assigned to "unpooled helpers" in the various institutions.

A few words as to the expense, which is the great bugbear in this matter. I suppose that, properly speaking, it need not be considered in the scheme of division; since, if I rightly understand, the Commissioners of the Sinking Fund are by the act charged only to divide the property and plant etc. of the existing Department between the two new ones: but it must shortly come before your Honour in the Board of Estimate and Apportionment. I think that were your Honour to examine in detail the conditions in the Department of Charities & Correction, you would agree with us that a part of this new expense ought to be incurred in any case: that, for instance, it is intolerable that Workhouse men and women should be charged with the care of the sick or infirm or of children, by day or by night; with the supervision of paupers or prisoners; or should be in any position of responsibility over others. The act, by the way, does not forbid the employment of persons committed to the Department of Charities, even in such positions; and I should fear that too many may be found whose services



will be so used.

Except immediately about patients (there are from 170 to 200 now so employed) the act permits Workhouse labor to be employed by the Department of Charities, with the proviso that they be at all times under the oversight of a keeper. I do not understand the intent of this provision to be that the Workhouse laborers should be at all times in the immediate presence of a keeper, but that they shall go out from the Workhouse in charge of men and women who shall direct their work and their conduct. One reason for this provision is that their work may be made more effective: I could give you from our visitors' reports many instances of workhouse laborers and mechanics employed in the hospitals, idling half the time and bawling the rest, at their own sweet will. Another reason is that doctors, nurses, stewards, matrons, etc. may be relieved of police duty for which they have neither time nor fitness. This provision of the act

will undoubtedly require an increase in the number of Workhouse keepers (I understand that Superintendent Dimpsey asks for twenty more); but will not the gain in efficiency and discipline be well worth the cost? It is my impression also, tho' I cannot speak positively, that it will enable the Department of Charities to dispense with the services and salaries of a certain number of persons now employed in looking after "workhouse help".

Further, Superintendent Dimpsey asserts that he can give useful employment in the Workhouse <sup>to</sup> ~~for~~ all those whose transfer to work elsewhere will be prevented by the act. The value of their labor, though not appearing in the estimates, will of course be a set-off against the cost of the new paid labor.

May I add that, to a great city like New York, discipline, efficiency, decency, are worth something even in dollars and cents; and that it is truer economy to spend a dollar in doing a thing, than to waste



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half a dollar in half doing or not doing  
it?

Very Respectfully

Rosalie Butler

President R.S.C. Visiting Committee  
of the State Christian Aid Assn