BOX
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FOLDER

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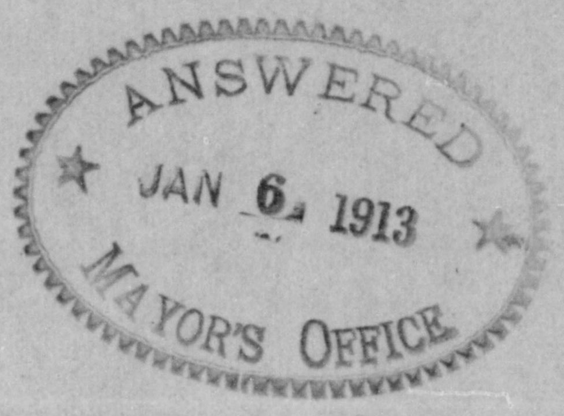
Estimate &
Apportionments, Board of
Chief Engineer

1913,Jan.-
Sept.

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

January 3, 1913.



Hon. William J. Gaynor,

Mayor of The City of New York.

Sir:-

I beg to acknowledge the receipt of your letter of January 2, appointing me, together with Messrs. Lawrence Godkin and Eugene H. Outerbridge, a member of a commission to inquire into the value of the different private water companies supplying water in various sections of the City.

Although I have made several reports upon this subject, and have expressed my views as to some of the considerations which must be taken into account in making such a report, I will endeavor to approach this matter with an open mind and consider myself not so much a representative of The City of New York as one of a commission whose aim it shall be to do simple justice to all parties.

Respectfully,

Nelson P. Lewis

Chief Engineer.

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

January 22, 1913.

Mr. James Matthews,

Executive Secretary, Office of the Mayor.

Dear Mr. Matthews:-

Replying to yours of January 15, with enclosure from Mr. Robert C. Boeder, I can only say that the situation along White Plains Road is typical of a numberof cases which have arisen where the lines of an old traveled highway fall slightly outside the new official street lines. The adjustment of title in these cases is a problem with which the Board of Estimate and Apportionment and the Corporation Counsel have been wrestling for some years. In most of these cases the owner of the property in applying for a loan has been told by the title company that he cannot safely occupy the strip which was in the old dedicated road, but which falls outside the lines of the present mapped and legally opened street. An examination of the records of the opening proceedings in White Plains Avenue brings out the information that the Bureau of Street Openings has been trying for eight years to find out who owns this strip, and that the title company in its search cannot help them. I may also say that there have been a number of inquiries as to this same strip at the Bureau of Street Openings.

The fee, which was once in the abutting owner, appears to have been lost somewhere in transferring the abutting property, and no one seems to know where it is. The City can scarcely acquire this fee for the abutting owner, as it can only take property for a public purpose. In several cases the City has gone so far as to change the street lines so as to in-

clude these old dedicated strips, and this has resulted in considerable mutilation of the City map, giving streets a very irregular width.

I regret that I can give you no more definite information about this case, and return herewith the communication from Mr. Boeder.

Respectfully,

Nelson P. Lewis
Chief Engineer.

encl

#46

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

ANSWERED
FEB 3 1913
MAYOR'S OFFICE

January 31, 1913.

Hon. William J. Gaynor, Mayor,

Chairman of the Board of Estimate and Apportionment.

Dear Mayor Gaynor:-

At the preliminary meeting of the Commission which you appointed to inquire into the value of the different private water companies in New York, the Commission in reading the resolution of the Board of Estimate and Apportionment under which we assume that we were appointed by you do not find any provision for the expenses of the Commission. If we are to make an investigation as to the value of the plants of the companies, as seems to be provided in the resolution of the Board, it will, we suppose, require the services of experts to aid us in determining the value of the properties of these companies, and there will also be other expenses connected with the Commission. Has any provision been made to cover such expenses and the compensation for the Commission, and if not, what would you suggest as the best course to pursue to have this matter covered? The expenses of the experts and the other machinery necessary for a proper appraisal and determination of the questions submitted will probably be not less than $10,000. The Commission will only expend so much of any appropriation that may be made as it finds to be absolutely necessary to accomplish the purpose for which it was created.

Respectfully,

Clarence Godkin.

Chairman of Commission.

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

ANSWERED
FEB 13 1913
MAYOR'S OFFICE

February 11, 1913.

Hon. William J. Gaynor,

Mayor of The City of New York.

Sir:-

I have had several interviews lately with General Wingate, Secretary Johnson of the Recreation Commission, and Mr. Alexander S. Drescher, concerning the acquisition of a playground in the Brownsville section of the Borough of Brooklyn.

The people in this neighborhood seem perfectly willing that the cost of acquiring the playrgound should be assessed upon the district, and I am informed that the Recreation Commission is about to submit a report to the Board of Estimate and Apportionment recommending the acquisition of a site agreed upon under an assessment proceeding.

There appears to be one difficulty in carrying out this plan. Section 970 and the subsequent sections of the Charter appear to contain the only provisions for acquiring property where an assessment is involved, and Section 970 specifically limits the application of this and the subsequent sections to property which has been laid out upon the map of the City.

Sections 438 and 439 of the Charter, in defining the map of the City, make no mention of playgrounds, and no playgrounds which have been acquired up to the present time have been made a part of the City plan.

A very simple remedy would appear to be slight amendments to these three sections, in Section 438 the definition of map or plan to be so amended as to read:

> "showing the parks, playgrounds, streets, bridges and tunnels, and approaches to bridges and tunnels, as heretofore laid out, adopted and established pursuant to law, etc."

In the last part of the first sentence of Section 439 a similar change should be made, so that it will read:

> "locating and laying out all parks, playgrounds, streets, bridges, tunnels, and approaches to bridges and tunnels, and indicating the width and grades of all such streets so located and laid out."

The first sentence of Section 970 should be similarly amended to read:

> "The City of New York is authorized to acquire title either in fee or to an easement, as may be determined by the board of estimate and apportionment, for the use of the public to all or any of the lands required for streets, parks, playgrounds, approaches to bridges and tunnels, sites or lands above or under water for bridges and tunnels, etc."

If you approve of these proposed amendments, would it not be possible to have the Corporation Counsel prepare bills and have them introduced in the Legislature as soon as possible, in order that the way may be clear for the acquisition of the Brownsville playground as an assessment proceeding?

Respectfully,

Nelson P. Lewis

Chief Engineer.

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

February 14, 1913

Mr. Robert Adamson,

Secretary to the Mayor.

Dear Sir:-

I have your letter of Feb 7 advising me that the Mayor has appointed me a delegate to represent the City of New York at the Fourth Annual Meeting of the Association for Standardizing Paving Specifications.

I appreciate this action of His Honor, and am planning to attend the Convention.

Yours very truly,

Nelson P. Lewis

Chief Engineer

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

February 15, 1913.

Hon. William J. Gaynor,

Mayor of The City of New York.

Sir:-

On November 19, 1912, after I handed you the official invitation of the Secretary of the International Road Congress to be held in London next June, you asked me to remind you later about the appointment of representatives of the City at this Congress, and stated that you had advised Mr. W. Rees-Jeffreys, the Secretary, that you would name such representatives in due time.

ANSWERED
FEB 15 1913
MAYOR'S OFFICE

The Congress is to assemble on June 23 next in the City of London, and I beg to hand you herewith a program of the questions to be considered. The papers on each of these questions are limited to one author from each country, and it may not be improper for me to say that the American author of the paper on Question No. 4, relating to Wood Paving, is Mr. George W. Tillson, Consulting Engineer of the Borough of Brooklyn, while I was designated as the American author of the paper on Question No. 1, relating to the planning of new streets and roads. These papers have been prepared and forwarded for publication in the three official languages of the Congress,-English, French and German.

In my annual report for the year 1911 I called attention to the fact that 63 cities in other countries had become members of the Permanent Association of International Road Congresses, and suggested that it might be wise and proper for the

City of New York to show its interest in a world movement of this kind by becoming a member of the Permanent Association by the annual payment of 100 Francs, or $20. No City in the United States has yet become a member. The amount involved is so small that I venture to again bring the matter to your attention.

If the City of New York is to be represented by official delegates, it would probably be well to appoint them in the near future.

Respectfully,

Nelson P. Lewis

Chief Engineer.

THE THIRD INTERNATIONAL ROAD CONGRESS.

LONDON, 23rd to 27th JUNE, 1913.

Programme of Questions.

First Section—CONSTRUCTION AND MAINTENANCE.

Sub-section A .... Construction and Maintenance of Roads outside Towns.

Sub-section B .... Construction and Maintenance of Roads in Towns.

Sub-sections A and B sitting together .... Questions common to both.

Second Section—TRAFFIC AND ADMINISTRATION.

Sub-section C .... Traffic and Vehicles.

Sub-section D .... Administration, Finance and Statistics.

Sub-sections C and D sitting together .... Questions common to both.

1st SECTION.

CONSTRUCTION AND MAINTENANCE.

Questions common to Sub-sections A. and B.

1st Question—PLANNING OF NEW STREETS AND ROADS.

(*a*) Old Towns: 1, in Central Districts; 2, in the Suburbs.
(*b*) In New Towns.
(*c*) In the Rural Areas.

Importance of directness of route—Alignment—Longitudinal and cross sections—Curves—Analysis of practical and economic value of width under various circumstances—Steps necessary to ensure the security of and regularity of the various currents of circulation—Whether local or through traffic—Reconciliation of requirements of each of the former—Bye pass roads avoiding towns and villages—Treatment of crossings and corners—Arrangement of metalled carriageways, footpaths, special tracks, taking into account the presence or absence of tramways, of bicyclists, and of the various methods of circulation generally in use.

2nd Question—TYPES OF SURFACING TO BE ADOPTED ON BRIDGES, VIADUCTS, etc.
(fixed or movable bridges, suspension bridges, railway bridges).

Cost—Wear—Durability of various surfacings—Methods of maintenance and repair, of re-making.

Communications common to Sub-sections A and B.

Communication 1—**IMPROVEMENTS ADOPTED SINCE THE SECOND CONGRESS IN MACHINERY USED IN THE CONSTRUCTION AND MAINTENANCE OF MACADAMISED ROADS.**

Sweepers—Watercarts—Machine rammers—Light rollers—Mixers—Stone driers and heaters—Transport wagons.

Communication 2—**TESTS OF MATERIALS USED IN THE CONSTRUCTION OF MACADAMISED ROADS.**

Laboratory and practical tests—Testing machines and appliances—Comparative value of various tests—Statistics of results obtained.

SUB-SECTION A.

3rd Question—CONSTRUCTION OF MACADAMISED ROADS BOUND WITH TARRY, BITUMINOUS, OR ASPHALTIC MATERIALS.

Which are the best methods and materials for the construction in open country of macadamised roads bound with tarry, bituminous or asphaltic materials?

NOTE.—Reports sent in under this heading must include all or some of the following heads, and furnish as much as possible, data obtained from practical experience and more especially on the results obtained in the various trials that have taken place since the Second Congress.

1. Foundations and drainage.
2. Sizes and shapes of broken stone for bituminous bound surface crust.
3. Use of partially-worn materials in bituminous bound surface crust.
4. Thickness and composition of the strength crust and of the super or wearing crust under different conditions.
5. Life of surface crust under different conditions of traffic, weather, subsoil, &c.
6. Relative importance of patching, repairs, and periodical renewals of surface crust.
7. Extent of wear permissible before renewal of surface coating.
8. Measurement of wear and appliances used for this purpose.

SUB-SECTION A—*continued.*

9. Various methods of bituminous treatment.
   (*a*) Mixing methods—(1) in factories; (2) on the spot.
   (*b*) Grouting methods.
   (*c*) Carpeting methods.
   (*d*) Other methods
10. Relative advantages and use of tar, tarry compounds, asphalte, bitumen, and other materials.
11. Tests and chemical analysis of tarry, bituminous, and asphaltic compounds.
12. Climatic effects causing slipperiness of the roadway—Remedies.
13. Effect on public health, fish life, or vegetation.
14. Specification of the methods of construction.
15. Cost data.
16. Cleansing and watering.

Communication 3—**CONSTRUCTION OF WATERBOUND MACADAMISED ROADS.**

Which are the best methods of construction and maintenance for water-bound macadamised roads, used in country or suburban districts since the Second Congress?

NOTE.—Reports sent in under this heading must include all or some of the following heads, and furnish as far as possible, data obtained from practical experience.

1. Foundations and drainage.
2. Choice of materials.
3. Sizes and shapes of broken stone and of chippings.
4. Use of partially worn materials in the formation of the surface crust.
5. Thickness and composition of the strength crust under different conditions.
6. Life of the surface crust under different conditions of traffic, weather, subsoil, etc.
7. Relative importance of patching repairs and periodical renewals.—Methods of re-surfacing.
8. Specifications of the methods of construction.
9. Cost data.
10. Cleansing and watering.

Communication 4—**TECHNICAL AND ECONOMIC STUDY OF THE COMPARATIVE ADVANTAGES OF DIFFERENT TYPES OF ROADS.**

Under what circumstances and conditions of traffic are the following types of road preferable from the point of view of the traffic and from that of economy?

1. Stone setts.
2. Metalled roads, bound with tar, pitch, asphalte or bitumen by
   (*a*) Mixing or grouting methods.
   (*b*) Carpeting methods.
   (*c*) Other methods.
3. Metalled roads—Waterbound.

SUB-SECTION B.

4th Question—WOOD PAVING.

Choice of wood—Methods in use—Resistance to wear—Methods of maintenance—Cost—Cleansing and watering.

Communication 5—**VARIOUS TYPES OF STONE PAVING IN USE.**

Advantages of unification.

2ND SECTION.

TRAFFIC AND ADMINISTRATION.

Questions in Common to Sub-sections C and D.

5th Question—METHODS OF LIGHTING

(*a*) The Public Highway.
(*b*) Vehicles.

SUB-SECTION C.

6th Question—OBSERVATIONS NOTED SINCE 1908 AS TO THE VARIOUS CAUSES OF WEAR AND OF DETERIORATION OF ROADWAYS.

1. In Towns.
2. In Suburban districts.
3. In open country.

Effects produced by sun, frost, snow, or any variations of temperature—Effects due to the circulation of self-propelled and horse drawn vehicles—Mixture of fast and slow traffic, aggregate volume and density in busy hours—Effect of speed, weight, construction, position of the exhaust, width and diameter of wheels, various kinds of tyres, shoeing of horses.

7th Question—REGULATIONS FOR FAST AND SLOW TRAFFIC ON ROADS.

Conditions to be observed with a view to the safety of the public—Precautions to be taken during progress of repairs—Regulations for the use of the roads during frost and thaw—Positions of lamp posts and other obstructions.

Communication 6—DIRECTION AND DISTANCE SIGN POSTS.

Communication 7—DEVELOPMENT SINCE THE SECOND CONGRESS OF SELF-PROPELLED PUBLIC SERVICE VEHICLES.

Dimensions—Weight—Capacity—Cost of upkeep—Mileage worked.

SUB-SECTION D.

8th Question—AUTHORITIES IN CHARGE OF THE CONSTRUCTION AND MAINTENANCE OF ROADS, FUNCTIONS OF CENTRAL AUTHORITIES AND LOCAL AUTHORITIES.

Advantages and disadvantages of centralisation and decentralisation. Area and organisation for construction, maintenance, repairs. Staff employed, its composition, and whence drawn. Systems of inspection.

9th Question—FINANCE OF THE CONSTRUCTION AND UPKEEP OF ROADS. PROVISION OF REVENUES.

Special taxes—on what classes of persons, vehicles or objects would the taxes weigh, bases on which the incidence of taxation should be founded? Borrowing for road construction and renewals. Methods of repayment.

Communication 8—QUALIFICATIONS OF ENGINEERS AND SURVEYORS IN CHARGE OF THE CONSTRUCTION AND MAINTENANCE OF ROADS. WAGES AND CONDITIONS OF SERVICE OF FOREMEN AND ROADMEN.

Communication 9—STATISTICS OF COST OF CONSTRUCTION AND MAINTENANCE.

Methods of keeping accounts. Repartition among the various authorities, boards, &c., interested. Comparative statistics per unit of population, mileage, traffic, &c.

Communication 10—TERMINOLOGY ADOPTED OR TO BE ADOPTED IN EACH COUNTRY RELATING TO ROAD CONSTRUCTION AND MAINTENANCE.

Queen Anne's Chambers, Westminster, London, S.W.

APRIL, 1912. (*Final.*)

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

February 18, 1913.

Hon. William J. Gaynor, Mayor,

Chairman of the Board of Estimate and Apportionment.

Sir:-

I hand you herewith Financial Statement No. C-62, and copies of reports which have been prepared for the meeting of the Board to be held Thursday next, February 20th, 1913.

Respectfully,

Nelson P. Lewis
Chief Engineer.

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

March 12, 1913.

Hon. William J. Gaynor, Mayor,

Chairman of the Board of Estimate and Apportionment.

Sir:-

I beg to hand you herewith copies of reports which have been prepared for the meeting of the Board to be held on Thursday next, March 13, 1913.

Respectfully,

Nelson P. Lewis

Chief Engineer.

RACK—F.7.

Report No. 12202.

March 5, 1913.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—On February 20, the President of the Borough of Manhattan submitted a resolution directing the New York Railways Company to relocate its railroad tracks in Central Park West, between 59th and 110th streets, in order that by setting back the curb along Central Park a traffic roadway would be provided on both sides of the tracks. This is to be accomplished by moving the present northbound track from its present position to a position on the westerly side of the present southbound track. The work is to be done at the expense of the New York Railways Company.

The traffic conditions in Central Park West have always been unsatisfactory, and have become much more so as the ~~value~~ volume of traffic has increased. The present tracks are immediately alongside the easterly curb, so that both north and south bound vehicular traffic is confined to the space between the railroad tracks and the westerly curb. Consequently those entering or alighting from the surface cars are obliged to cross two lines of traffic moving in opposite directions, the danger of which is obvious. Several solutions have been proposed to remedy this condition. The one which can be most readily and quickly applied appears to be that which is now suggested. The present southbound track would remain undisturbed, but would become the northbound track, the new southbound track being placed west of it at the standard distance between surface railroad tracks. There would still remain sufficient space for two lines of vehicular traffic between the new southbound track and the westerly curb, while by setting back the curb along Central Park some seven feet, there would also be space for two lines of northbound traffic between the new curb and the northbound track.

The Park Commissioner for the Boroughs of Manhattan and Richmond has requested the advice of the Corporation Counsel as to whether the railroad company can be required to make this change in its tracks at its own expense, whether the expense would have to be borne by the City, or whether it should be shared by the City and the railroad company. Under date of February 3, 1913, the Corporation Counsel has rendered an opinion to the Park Commissioner, in which he has reviewed at length the grants made to the surface railroad company and the obligations imposed upon it, and concludes that:

> "If the Board of Estimate and Apportionment decides that Central Park West should be widened as a public improvement and necessity, as it has the right to do, and if the relocation of these railroad tracks is a necessary incident to such public improvement and necessity, I am of the opinion that, on being so directed by the Board, the Railroad Company would be legally obliged to so relocate its tracks at its own expense."

The several other ways in which the present conditions could be relieved have been carefully considered by the Park Department and its Landscape Architect and by the Borough officials, and by a process of elimination the plan now proposed appears to be the one which would most economically, promptly and effectively bring about the desired results.

The resolution which has been presented directs the New York Railways Company "to relocate its tracks on Central Park West between 59th and 110th streets so as to employ the present southbound track as the future northbound track, and to provide a track on the westerly side of the present southbound track at a standard distance therefrom, to be used in the future as a new southbound track, removing from the said street the present northbound track."

The resolution further provides that the work shall be done within three months from the date of the adoption of the resolution.

I can see no reason why the resolution proposed by the Borough President should not be adopted, and would recommend such action. Respectfully,

NELSON P. LEWIS, Chief Engineer.

RACK—F.

March 4, 1913.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Under date of February 4, 1913, the New York Central & Hudson River Railroad Company, through its general attorney, transmitted to the Chief Engineer of the Board a certified statement of expense in connection with the construction of the viaducts across the Grand Central yard.

The certificate, which provides for a payment to the company of $37,500, is in the form prescribed by chapter 425 of the Laws of 1903 and the several agreements between The City of New York and the company, which have been executed pursuant to that act and its amendments. It indicates the cost of work performed on the viaducts from 46th to 52d streets, inclusive, in addition to that covered by the last certificates, which were ordered paid at the meeting of the Board held on October 3, 1912, as follows:

46th Street Viaduct	$23,274 02
47th Street Viaduct	25,026 05
48th Street Viaduct	1,476 50
49th Street Viaduct	4,332 43
50th Street Viaduct	2,442 41
51st Street Viaduct	3,189 58
52d Street Viaduct	2,919 38
	$62,660 37

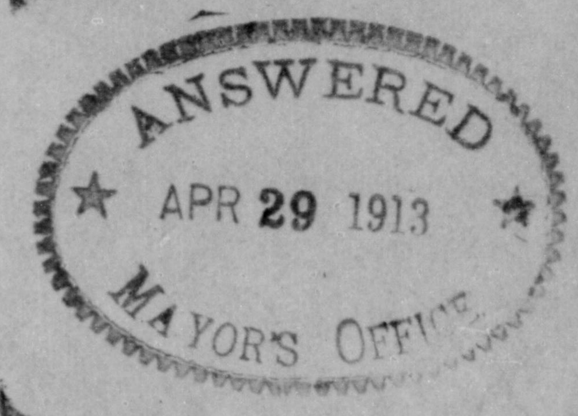
The agreements provide for payments in multiples of $50,000 only, and the last certificates covering work on these viaducts contained an excess of $14,001.10, which, added to the above amount, would make $76,661.47 as the amount earned and not covered by previous vouchers. Of this amount $26.661.47 will, under the agreements, be carried over as an excess over multiples of $50,000, and after retaining 25 per cent. thereof, there would be due the company the amount of $37,500, the sum covered by this certificate.

I would recommend that the Comptroller be authorized to pay this sum to the railroad company, corporate stock to pay the City's share of this improvement having already been authorized. Respectfully, NELSON P. LEWIS, Chief Engineer.

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

April 28, 1913.



Honorable William J. Gaynor,

Mayor of The City of New York.

Sir:-

In accordance with the resolution adopted by the Board of Estimate and Apportionment on March 27, 1913, authorizing membership for the City of New York in the Permanent International Association of Road Congresses, the sum of 100 francs has been forwarded to the General Secretary, and in acknowledging receipt of the same he says:

> "This subvention will permit the City of New York to designate one official delegate to the Third Congress, and I will be obliged if you will advise me of the name of that delegate."

You have already designated Mr. George W. Tillson, Consulting Engineer of the Borough of Brooklyn, and myself as representatives of The City of New York in response to the general invitation from Mr. W. Rees-Jeffreys, Secretary of the London Congress. The City's membership in the Permanent Association entitles it to name an official delegate who may represent the City in the Permanent Association. If my other duties permit, I hope to be able to attend this Congress, and if you are disposed to designate me as the City's representative in the Permanent Association of Road Congresses, I would greatly appreciate the honor. Such designation should be addressed to M. Mahieu, Secretary General, Permanent Association of International Road Congresses, 1 Avenue d' Iena, Paris.

Respectfully,

encl

Nelson P. Lewis
Chief Engineer.

April 29, 1913

M. Mahieu,

Secretary General, Permanent Association of
International Road Congresses,

1 Avenue d 'Iena, Paris.

Sir:-

The City of New York has become a member of the Permanent Association of International Road Congresses. In your letter of April 14, 1913 to the Chief Engineer of the Board of Estimate and Apportionment, you have asked for the designation of an official delegate of the City to the Third International Congress. In accordance with this request, I designate Mr. Nelson P. Lewis, Chief Engineer of the Board of Estimate and Apportionment, as such official delegateof the City of New York.

Yours very truly,

Mayor

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

April 30, 1913.

Mr. Robert Adamson,

Secretary to the Mayor, City Hall.

My dear Mr. Adamson:

I have your note of April 28, advising me that the Mayor has named me as the official delegate of the City to the Third International Road Congress, in view of the City's membership in the Permanent Association.

I wish to thank you for this action, and to say that I shall be glad to serve in that capacity.

Yours very truly,

Nelson P. Lewis

Chief Engineer.

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

May 9, 1913.

Mr. Robert Adamson,

Secretary to the Mayor.

Dear Sir:-

Under date of May 7 you sent to this office communication received by His Honor, the Mayor, from Mrs. Edward C. Perkins, No. 70 West 11th Street, asking for information relative to the route of the Seventh Avenue extension, and you requested that I advise Mrs. Perkins relative to this matter.

I enclose copy of letter I am today sending to her, from which it will be seen that the portion of Grove Street in which she is interested will not be affected by the extension of this street.

Respectfully,

Nelson P. Lewis

Chief Engineer.

May 9, 1913.

Mrs. Edward C. Perkins,

No. 70 West 11th Street, New York City.

My dear Madam:

Your communication of May 6th, addressed to the Mayor, asking for information as to the proposed route of the extension of Seventh Avenue in the vicinity of Grove Street, has been referred to me for reply.

You ask whether the lines of this new street have been decided upon, and in reply I beg to advise you that these lines have been established, the map of the City has been changed to include the street, and proceedings have been authorized for the acquisition of title. I enclose a sketch showing the street in the vicinity of Grove Street, from which you will see that the crossing of Grove Street by this extension of 7th Avenue occurs east of Bleecker Street, the westerly line of the proposed extension crossing the northerly side of Grove Street at a point about 214.77 feet east of the easterly side of Bleecker Street and the southerly side of Grove Street at a point 161.85 feet east of the easterly side of Bleecker Street.

You will see, therefore, that the house you have under consideration west of Bleecker Street would not be affected, the portion of Grove Street to be crossed being to the east of Bleecker Street.

Trusting this will give you the desired information, I am,

Yours respectfully,

enel

Chief Engineer.

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

May 20, 1913.

Mr. James Matthews,

Executive Secretary,

Office of the Mayor, City Hall, New York.

Dear Sir:-

I have your note of the 17th, with enclosed letter from Mr. Ferdinand Gundermann, Pleasant Point, N. Y., and beg to reply as follows:

Mr. Gundermann gives no information as to the street in which he is interested except that he lives in Pleasant Point. At the meeting of the Board of Estimate and Apportionment held on May 15 there was a plan presented laying out on the map of the City Elderts Lane, from Flynn Avenue to a point about 200 feet north of Egan Avenue; Egan Avenue, from Elderts Lane to Forbell Avenue; and Forbell Avenue, from Egan Avenue to Flynn Avenue. This section is sometimes referred to as Pleasant Point, and is located in the Fourth Ward of the Borough of Queens. The Board fixed June 12 next as the date for a public hearing upon this plan. The Local Board has submitted a resolution providing for acquiring title to a portion of these streets, but these opening proceedings cannot be advanced until after the streets shall have been laid out upon the map of the City. If Mr. Gundermann will advise as to which street he is particularly interested in,

more definite information could be given him, but at any rate opening proceedings will have to await the placing of the street upon the map of the City, and, as above stated, June 12 has been fixed as the date for a hearing on a plan which will, if adopted, carry this into effect.

Respectfully,

Nelson P. Lewis

Chief Engineer.

P.S. The letter of Mr. Gundermann is returned herewith.

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

June 11, 1913.

Mr. Robert Adamson,

Secretary to the Mayor,

City Hall, New York City.

My dear Mr. Adamson:-

The Board of Estimate and Apportionment has designated me as a representative of the City of New York to attend the International Congress of Cities to be held at Ghent beginning July 27th. You may remember that the Comptroller was designated as such representative, but subsequently stated to the Board that he would be unable to reach there in time for the Congress, and I was named in his place. I would be very glad to have a letter from the Mayor, as Chairman of the Board of Estimate and Apportionment, advising me of this appointment, in order that I may present it when I attend the Congress. Will you not be good enough to get such a letter for me and mail it to me in care of The American Express Company, No. 6 Haymarket, London. If you would be good enough to have the seal of the City put on the letter as you did on the letter advising me of my appointment to the London Road Congress, I would appreciate it, as a gold seal goes a long way on the other side.

I should have attended to this before, but as I am sailing tomorrow, I shall have to ask you to send the letter to me by mail.

Hoping that it will not cause you too much trouble, and that His Honor, the Mayor, will feel that he can properly give me such a letter, I am,

Yours very truly,

Nelson P. Lewis

Chief Engineer.

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

June 11, 1913.

Honorable William J. Gaynor,

Mayor of The City of New York.

Sir:-

Inasmuch as several inquiries have been made and more are likely to follow as to the progress being made by the Commission appointed by you to report upon the advisability of acquiring the private water companies now doing business in The City of New York, I believe it would be well for me to give you a statement as to the progress thus far made by the Commission, which consists of Messrs. Lawrence Godkin, Chester B. Lawrence and myself.

The Commission was directed, in submitting its report, to present an estimate of the probable cost of the acquisition of the plants, property rights and franchises of the different companies. This will necessarily involve the collection of a great deal of information as to the plants, the age and present condition of all the structures, and the value of the land upon which they are located. The Commission, having no funds at its disposal, was obliged to request the Commissioner of Water Supply to assign a member of his staff to assist us. Commissioner Thompson designated Mr. Edward Wegmann for this purpose, and while he has not been able to devote his time exclusively to this work, he has given us the greater part of it, and the information is practically complete with respect to several of the companies. We have also had prepared diagrams showing all of the land owned by the Companies, of which there are a great many parcels, and these have been sent to

the Comptroller, with a request for his appraisal of their value as real estate. Owing to the pressure of other work in the Comptroller's Bureau of Real Estate, the Commission has not yet received any of these appraisals.

The Commission has thought it inadvisable to give any hearings either to representatives of the water companies or to the citizens served by the several companies until it has before it in convenient form all the data which will be needed to determine the present condition of the plants and their actual value. It will be at least another month before this information is complete, and inasmuch as I interpret your instructions to me as expressing your desire to avoid any unnecessary expense, it has seemed better to defer any meetings of the Commission until this preliminary work shall have been completed. I think the Commission will be able to submit a report to you early in the fall.

As I expect to leave the City tomorrow to attend the International Road Congress in London, I am presenting this statement to you in order that you may know just what the Commission has been doing and the manner in which it has endeavored to perform the work assigned to it.

In the hope that it will meet with your approval, I am,

Respectfully,

Nelson P. Lewis

Chief Engineer,
Secretary of the Commission.

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

August 26, 1913.

Hon. William J. Gaynor, Mayor,

Chairman of the Board of Estimate & Apportionment.

S i r:-

Herewith are transmitted copies of Financial Statement C-73 and of reports which have been prepared for the meeting of the Board to be held on Thursday, August 28,1913.

Respectfully,

Nelson P. Lewis

Chief Engineer.

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

September 3, 1913.

Mr. Robert Adamson,

Secretary to the Mayor,

City Hall, New York City.

Dear Mr. Adamson:-

I want to thank you for sending me a copy of the Municipal Year Book of The City of New York and at the same time to congratulate you upon the fact that for the first time, so far as I know, the valuable information which this book contains has been made available for distribution among those to whom this information will be of special value. The excellent manner in which the facts have been presented and the convenient index make the book especially valuable.

Yours very truly,

Nelson P. Lewis

Chief Engineer.

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

September 10, 1913.

Mr. Robert Adamson,

Secretaryto the Mayor.

Dear Mr. Adamson:-

This letter of Mayor Marx, of Detroit, which you have sent me, refers to the same Congress as did the letter from Mr. L. W. Page which you previously sent me and upon which I wrote you fully yesterday, when I left the letter at your office personally. I do not think there is anything which I can add to the statements in that letter.

Yoursvery truly,

Nelson P. Lewis

Chief Engineer

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