

Street 1895

The original Shore Road Commission comprised:

John B. Woodward, President,  
Elijah R. Kennedy,  
George Ingraham,  
Simon B. Chittenden,  
William Brown,  
John Condon,  
Solomon W. Johnson.

The engineer was Edwin C. Swezy, and the Landscape Architects were Olmstead, Olmstead & Elliott. Map of Shore Road was prepared and approved January 16th, 1895.



.....  
In the matter of a Public Place :  
at 106 Street, West End Avenue : BEFORE  
and the Boulevard. : MAYOR STRONG:  
.....

.....  
In relation to the petition for a Public Place at  
One hundred and sixth Street, West End Avenue and the  
Boulevard, the following resolution was offered:

RESOLVED: That upon filing with this Board an  
agreement or stipulation signed by all the property owners,  
this Board will then consider the matter of any reduction.

Resolution adopted.

.....  
January 18th, 1895.



## CITY OF NEW YORK.

## COMMISSIONER OF STREET IMPROVEMENTS,

23d AND 24th WARDS.

J.A.P.

No. 2622 THIRD AVENUE, Corner 141st Street.

COMMISSIONER'S OFFICE.

February 5th 1895.

HON. WILLIAM H. STRONG,  
Mayor.

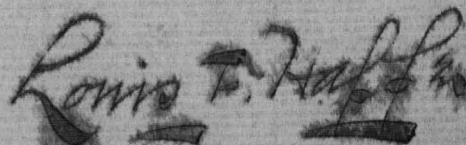
S i r:-

In reply to your Honor's letter transmitting for report resolution No. 946 of the Board of Aldermen, rescinding resolution for regulating, grading etc., JOHN STREET from St. Anns Avenue to Eagle Avenue, approved by your Honor January 23rd 1894, and substituting instead resolution No. 947 of the Board of Aldermen, to regulate, grade, set curb-stones and pave gutters in JOHN STREET, from St. Anns Avenue to Eagle Avenue, I beg to say that it has been deemed best not to flag the sidewalks on account of the steepness of the grade. I see no objection to the passage of the resolution.

John Street from St. Anns Avenue to Eagle Avenue was legally opened July 21st 1891.

I recommend the rescinding of resolution No. 946 and the approval of Resolution No. 947 of the Board of Aldermen.

Respectfully,



Commissioner.



CITY OF NEW YORK

COMMISSIONER OF STREET IMPROVEMENTS

J.A.P.

*Handwritten signatures and initials, including "Bridg" and "Albany".*

February 2nd 1891.

COMMISSIONER'S OFFICE

HON. WILLIAM H. STRONG,  
New York.

Sir:

In reply to your Honor's letter of the 27th inst. for report resolution No. 946 of the Board of Aldermen, regarding resolution for the widening of John Street from St. Anna Avenue to Wall's Avenue, approved by your Honor January 2nd 1891, and requesting instead resolution No. 947 of the Board of Aldermen, to regulate, grade, set curbs-stones and have gutters in John Street, from St. Anna Avenue to Wall's Avenue, I beg to say that it has been deemed best not to tie the sidewalks on account of the steepness of the grade. I see no objection to the passage of the resolution.

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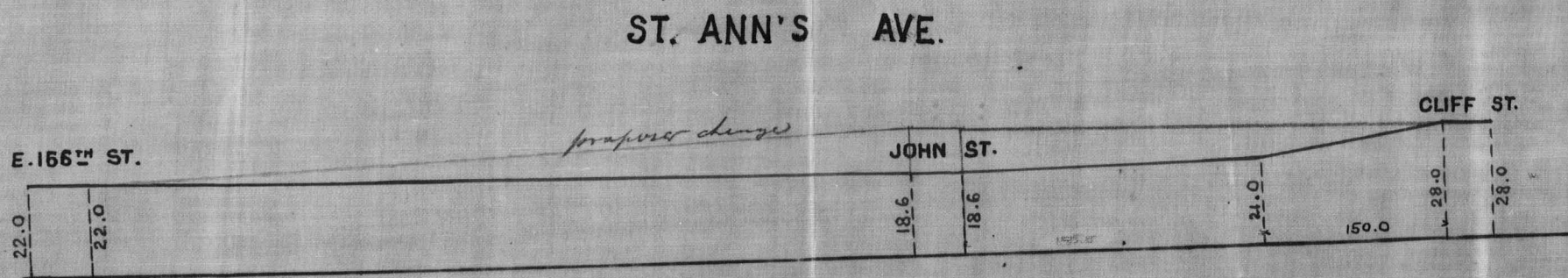
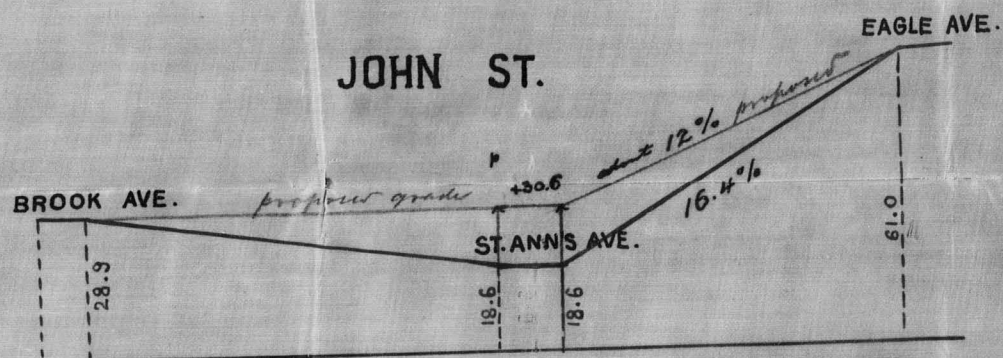
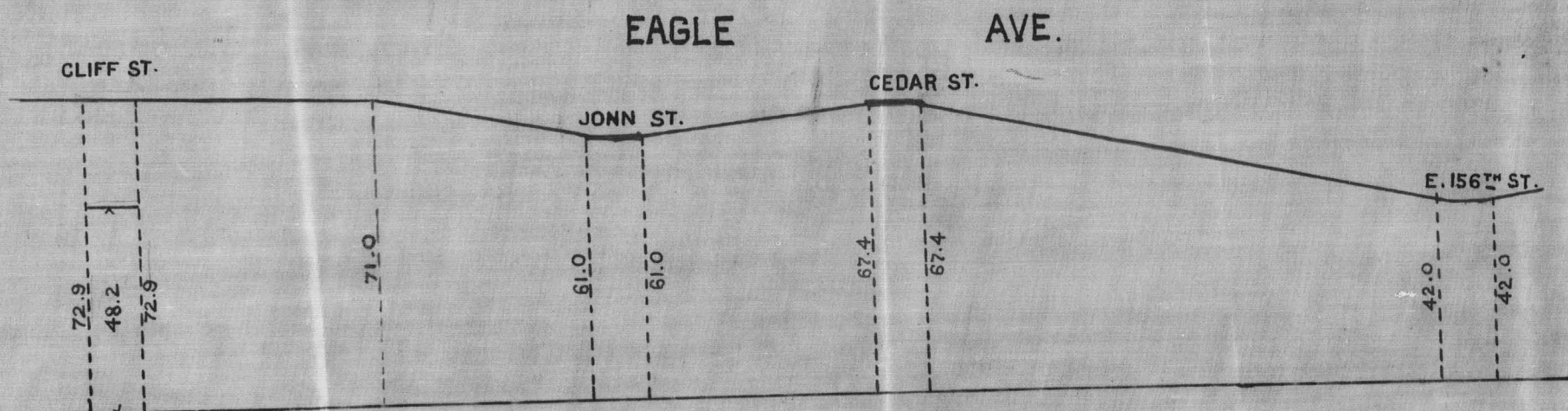
John Street from St. Anna Avenue to Wall's Avenue was legally opened July 21st 1891.  
I recommend the rescinding of resolution No. 946 and the approval of Resolution No. 947 of the Board of Aldermen.

Respectfully,

Commissioner.



Diagram "A"



Horizontal Scale 150 ft to one inch  
Vertical Scale 40 ft to one inch.

June 22, 1893  
Topographical Bureau.







GERMAN PL.

BROOK AV.

THIRD AVE.

THIRD AVE.

JOHN

Roman  
Catholic Church

STORE YARD OF HUPFELS BREWERY

ST. ANN'S AVE.

STABLES

Store Room Office

A. Hupfel Sons Lager Beer  
Brewery

ENGINE ROOM

REFRIGERATING  
HOUSE

Cooperage

ST.

CLIFTON ST.

EAGLE AVE.

100  
90  
80  
70  
60  
50  
40  
30  
20  
10  
0

200 FEET

1



ST. ANN'S AVE

*Phil. & Wm. Ebling Brewing Co.*

JOHN ST.

E. 156<sup>TH</sup> ST.

EAGLE AVE.



*City of New York*  
*Commissioner of Street Improvements*  
*23<sup>rd</sup> and 24<sup>th</sup> Wards.*  
*No. 2622 Third Ave. Cor. 141<sup>st</sup> Str.*

COMMISSIONER'S OFFICE.

February 14th, 1895.

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JOB E. HEDGES, ESQ.,

Secretary to Mayor:

Dear Sir:

In relation to the complaint about the condition of 138th STREET, from RAILROAD AVENUE EAST to THIRD AVENUE, I would state that the present status of this street is such as to prevent any work being done except of a temporary nature. Two years ago a contract was gotten out to regulate, grade, etc. said street, but on account of an injunction the department was unable to do any work on the contract. Since then proceedings have been begun to widen the street and no permanent work can be made thereon until title to the land is vested in the City.

As to the communication of JOHN KLASSET, ESQ. of No. 120 First Avenue, concerning the dangerous condition of sidewalk on easterly side of BROOK AVENUE, between 144th and 145th Streets, I would state that, the walk complained of is of patent pavement, and that in front of Nos. 414 and 418 the walk is ten (10) inches higher at the house line than at the curb line, and at the curb line it is several inches higher than the curb itself. In front of No. 416 the walk is three (3) inches lower than in front of No. 414 and 418. The sidewalk in front of these premises is smooth and the slope in excess of that allowed by Ordinance, and during the present weather somewhat dangerous.

I have notified the owners and the Captain of Police of the violations, and requested that as soon as the weather would permit that immediate attention be given to proper alterations and repairs, in accordance with the City Ordinances.



*City of New York.*  
*Commissioner of Street Improvements,*  
*23<sup>rd</sup> and 24<sup>th</sup> Wards.*  
*No. 2622 Third Ave., Cor. 141<sup>st</sup> Str.*

COMMISSIONER'S OFFICE.

JOB E. HEDGES, ESQ. # 2. Feb. 14, 1895.

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I am informed that the buildings in question were erected about six (6) years ago, previous to the creation of this Department.

Communications herewith returned.

Respectfully,

*Louis F. Haffner*

Commissioner.

N. B. 138th STREET.

138th Street will receive immediate attention as soon as the weather will permit. Permanent improvements will be made thereon immediately after the vesting of the title in the City.



CITY OF NEW YORK.

1847

COMMISSIONER OF STREET IMPROVEMENTS,

23d AND 24th WARDS.

No. 2622 THIRD AVENUE, Corner 141st Street.

COMMISSIONER'S OFFICE.

February 26th, 1895.

Mr. JOB E. HEDGES,  
Mayor's Secretary:

Dear Sir:

Please let me know when the hearing will be had before his Honor, the Mayor, upon Senator Guy's bill "To lay out and establish a grand boulevard and concourse, together with not more than fifteen roads running transversely underneath said boulevard in the city of New York."

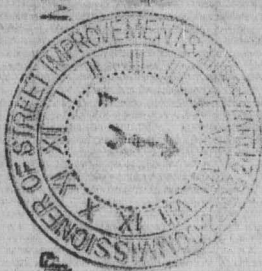
Several interested property owners have made inquiry upon the subject at this office.

Respectfully,

*Joseph P. Remondy*

Secretary.





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2230 MUNICIPAL BLDG.  
NEW YORK CITY

DEPARTMENT OF STREET IMPROVEMENTS.

The Department of Street Improvements of the 23rd. and 24th. Wards, is that branch of the city government which has charge of the making and maintenance,-the sewerage, regulating, grading and paving,-of the highways, streets, avenues and roads in the 23rd. and 24th. Wards. In other words, it is a Department of Public Works situated in and established exclusively for the 23rd. and 24th. Wards, a territory which is as extensive, practically, as Manhattan Island.

To quote from a recent official report:

"This Department, created under chapter 545 of the Laws of 1890, has jurisdiction of the laying-out and all such other work as is necessarily incidental thereto of that portion of the city of New York lying north and east of the Harlem river between the Hudson and the Sound, the Bronx river and the south line of Yonkers, comprising the 23rd. and 24th Wards, an area of 12,31 $\frac{1}{4}$  acres, or 19 $\frac{1}{4}$  square miles, being about 200 acres less than the area of Manhattan Island.

"The general scope of this work is the conversion of about fifty village lay-outs and a vast area of unimproved and undeveloped land into a modern city system. It may be defined as the preparation of the exact working plans according to which a great city should be constructed. The lay-out, or street plan, must be comprehensive and systematic; it must provide direct thoroughfares between objective points. It must provide that the grades of streets shall never be excessive, and that the easiest shall be on main thoroughfares. It must provide that there shall be sufficient inclination to the streets to give speedy drainage. It must provide streets that will best conform to the topographical features of the drainage area or water-shed through which the main lines of sewers can with the greatest facility be conducted with the least amount of difficulty as to excavation and fill, and consequent labor and expense; it must take into consideration the present and future appearances of the streets, and that there shall be ample opportunity of placing large and important



buildings where architectural effects shall be enhanced and light and air secured; it must provide broad thoroughfares to the new system of parks, and at the most eligible points. It should provide for business and manufacturing sections as well as for suburban districts for residences. It must provide for readiest access to railroad stations and the water-front. It must arrange for safety at all railroad crossings. All these considerations have to be regarded, in addition to innumerable special problems that constantly arise."

The creation of the Department of Street Improvements has been one of historical interest in the development of local municipal government. The jurisdiction of New York City before January 1, 1874, was confined to Manhattan Island, and the islands lying in the East river, then as now used for public institutions. A quarter of a century ago, the question of annexation to Manhattan Island was very earnestly discussed by the people of the towns of West Farms, Morrisania and Kingsbridge, in the county of Westchester.

The town of West Farms was incorporated under the provisions of chapter 279 of the Laws of 1846. The town of Morrisania, with an area of 2,729 acres, was taken from West Farms and incorporated as a special town under chapter 210 of the Laws of 1856. The town of Kingsbridge was not incorporated until 1873.

The Legislature, by chapter 826 of the Laws of 1869, authorized the Commissioners of the Central Park to cause surveys to be made of that part of Westchester County west of the New York & Harlem Railroad and south of the village of Yonkers, and to lay out streets within the area described. This work was going on, when chapter 137 and chapter 383 of the Laws of 1870, which re-organized the



New York city government,<sup>8</sup> incidentally created the Department of Public Parks, and transferred to this Department the authority invested in the Central Park Commissioners. Chapter 534 of the Laws of 1871 gave the Park Department additional power to survey that part of Westchester County from the Harlem river easterly to Hutchinson Creek and to lay out streets. It is an interesting fact that the territory, although nominally known as West Farms, Morrisania and Kingsbridge, constituted some fifty specially laid-out districts, each one representing a center of population in itself. They had the following designations:-

1. Mott Haven	18 West Morrisania,	35 Belmont,
2. North New York	19 Highbridgeville,	36 Adamsville,
3. Wilton,	20 Claremont,	37 Prospect Hill,
4. Port Morris,	21 Inwood,	38 Fordham,
5. Springhurst,	22 Morris Dock,	39 Wardsville,
6. East Morrisania,	23 Fordham Heights,	40 Monterey,
7. Bensonia,	24 Mount Eden,	41 Union Hill,
8. Carr Hill,	25 Mount Hope,	42 Cedar Hill,
9. Woodstock,	26 West Tremont,	43 Bedford Park
10. Grove Hill,	27 Central Morrisania	44 Mount Pleasant
11. Forest Grove,	28 South Fordham,	45 Williamsbridge,
12. Eltona,	29 Upper Morrisania,	46 Woodlawn,
13. East Melrose,	30 Tremont,	47 Kingsbridge
14. Melrose South,	31 Fairmount	48 Spuyten Duyvil,
15. Melrose,	32 East Tremont,	49 Riverdale,
16. North Melrose,	33 West Farms,	50 Moshulu,
17. Morrisania,	34 South Belmont,	51 Mount St. Vincent
		52 Yonkers.

The majority of the people of the territory in question were in favor of annexation. They were dissatisfied with the administration of local affairs, which was nothing more than village government, and believed that a union with New York City would be of great advantage to them. The question of annexation was warmly agitated, and in 1873 the Act of Annexation became a law. It was amended and re-enacted to a substantial



extent in 1874. The act of 1873 placed the new territory under the jurisdiction of the Department of Public Parks. The latter body, as already stated, succeeded to the powers and authority of the Central Park Commissioners, who were appointed originally for the simple purpose of laying out, beautifying, and maintaining park lands. When the Central Park Commissioners were first appointed, it was intended that they should have nothing of consequence to do with laying out of streets or building of sewers or any work of that character, but they were, however, invested with certain power over Boulevards and streets on Manhattan Island north of 59th street. The right to exercise this authority was, perhaps, the excuse for increasing the jurisdiction of the Park Board as to the territory, and at the same time adding to its function when annexation came. These were increased beyond a limit that now seems incomprehensible. Constituted as the Park Board was, it was really out of the question to think that that Department could cope with the task placed in its hands, and at the same time perform the other duties of Park Commissioners.

Under the Act of Annexation of 1873, the Park Commissioners were given exclusive power to alter the grades and lines as shown upon the map prepared by a Commission appointed under chapter 841 of the Laws of 1862 for the special purpose of surveying and laying out the town of Morrisania. It was intended that the map prepared by this Commission should be confirmed by the act of annexation, except so far as the same had been



legally changed or modified, but in the passage of the bill a provision was inserted giving the Park Commissioners the right to alter the lines so confirmed and established whenever they saw fit. At the time of annexation the population of the 23rd. and 24th. Wards was about 35,000, and a speedy development of this territory was expected. The people were justified in expecting it, but a rapid development did not come. The towns of West Farms, Morrisania and Kingsbridge were taken under the wing of New York City, (quoting from the language of the Act,)

"subject to the same laws, ordinances, regulations, obligations and liabilities, entitled to the same rights, privileges, franchises and immunities, in every respect and to the same extent as if such territory had been included within the City and County of New York at the time of the grant and adoption of the first charter and organization thereof and had so remained up to the passage of this act."

It can hardly be said that the new part of the City obtained the same rights, and privileges as Manhattan Island. As the sequel showed, it never received the consideration it was legally entitled to as a part of the metropolis from the officers in control of municipal affairs. The fact was that notwithstanding the guarantee of equal recognition vouchsafed by the act of annexation, the 23rd & 24th. Wards were looked upon as a mere suburban locality - that was more to be tolerated than recognized as a part of the city. The people of the "Annexed District", - which, by the way, is now, after 20 years, an insufferable misnomer, and one which every citizen having a pride in the development of the two wards should seek to relegate to oblivion, - fared as badly under the new regime, practically speaking, as they did



before.

Finally, after many years of an administration of the affairs of the 23rd. & 24th. Wards that was anything but satisfactory, property-owners began to discuss seriously the question of having a local bureau or department that would prove more beneficial to them as well as to the city at large. It was argued that a local board or department with exclusive jurisdiction would exactly meet the situation.

Early in 1887, the 23rd Ward Property Owners' Association, then but a short time organized, appointed a committee to draft a bill for a "Street Opening Board" for the 23rd and 24th Wards, to be located in said Wards. Meanwhile other Property Owners' Associations took the subject up and agitated it.

Early in 1889, a bill was submitted to the Honorable Hugh J. Grant, then Mayor, and received his indorsement. The bill was entitled:

"An act, creating a department, to be known as the  
"Department of Street Improvements of the Twenty-  
"third and Twenty-fourth Wards of the City of New  
"York, and transferring thereto certain powers  
"possessed by the department of public parks of said  
"city."

The bill provided that the Mayor should appoint a person residing in either the 23rd and 24th Ward as the head of said department to hold office for six years from the first day of May 1889. This bill was defeated, and at the same session of the Legislature a Senate Committee was appointed to make an investigation and present a report upon the necessity of such a department. This



Committee visited personally the 23rd & 24th Wards, and were received by a committee from the joint tax payers' associations, of which the late Louis J. Heintz was chairman. To quote from a printed reference to this incident:

"They were taken upon a tour of inspection throughout the district and were compelled to acknowledge that the demand for relief by the people was justified. The gentlemen got a very practical introduction to the celebrated mud of the district by having their carriages break down and in having been compelled to wade ankle deep in their shiny patent leathers to terra firma. The late Louis J. Heintz was the chief of the escort to the Senate Committee when this catastrophe happened, and the episode when referred to ever since has been the subject of much merriment. Louis J. Heintz was accused in a semi-facetious way, by some members of the committee with having made them the victim of a practical joke. Mr. Heintz always enjoyed the recital of this incident but whether the shock to the nerves and patent leathers of the visiting statesmen was due to accident or design, it has always been considered as having a marked effect upon the conclusions of the committee and the future of the district."

The committee also gave a public hearing and took written testimony as to the advisability or necessity of a change of the administration of affairs on the north side, and at the next session of the Legislature presented a report which made the passage of the bill creating a new department an easier matter.

This bill, unlike the former one, made the office elective instead of appointive. It passed both Houses of the Legislature with but little opposition, and was approved by the Governor on June 7, 1890. It went into operation on January 1, 1891. Louis J. Heintz was the first incumbent. He died in March 1893, after which I had the honor to be appointed temporarily, and, subse-



quently, in November, 1893, elected to fill the unexpired term of Commissioner Heintz. The latter's administration, covering a period of little more than two years, gave such general satisfaction that the people were highly pleased with the transfer of authority to the new department.

Those of our citizens who were identified with the popular movement of five years ago and who labored zealously for the enactment of the "People's Bill" need no arguments to convince them of the beneficial results of their action in securing the establishment of the Department of Street Improvements. They as well as the people generally have witnessed throughout the two wards improvements progressed of such a character and to such an extent that doubts are no longer entertained as to the practical advantages secured by the change of local government.

The following tabulated comparison will probably give a general idea of what has been and what is being done to build up the North Side.



# Work Done.

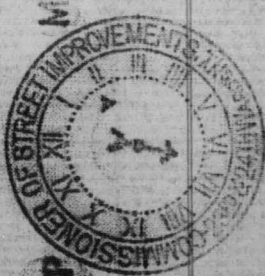
Kind of	17 Years				4 Years			
	From		Annual		From		Annual	
	January 1, 1871 to December 31, 1890		Average		January 1, 1891 to December 31, 1894		Average	
of Avenues & Streets in the 23rd & 24th Wards.	Miles	No.	Miles	No.	Miles	No.	Miles	No.
Regulated & Graded	21. <sup>00</sup>	.....	1. <sup>41</sup>	.....	32. <sup>09</sup>	.....	8. <sup>02</sup>	.....
Curb Stones Set	39. <sup>72</sup>	.....	2. <sup>34</sup>	.....	69. <sup>41</sup>	.....	17. <sup>25</sup>	.....
Flagging laid	37. <sup>06</sup>	.....	2. <sup>18</sup>	.....	19. <sup>48</sup>	.....	12. <sup>34</sup>	.....
Crosswalks laid	5. <sup>51</sup>	.....	0. <sup>33</sup>	.....	7. <sup>81</sup>	.....	1. <sup>95</sup>	.....
Sewerment laid	10. <sup>91</sup>	.....	0. <sup>64</sup>	.....	16. <sup>92</sup>	.....	4. <sup>23</sup>	.....
Repairing								
Third Avenue	.....	.....	.....	.....	2. <sup>24</sup>	.....	.....	.....
Sewers built	33. <sup>39</sup>	.....	1. <sup>96</sup>	.....	32. <sup>14</sup>	.....	8. <sup>03</sup>	.....
Sewer Man- holes constructed	.....	1603	.....	94. <sup>30</sup>	.....	1494	.....	149. <sup>25</sup>
Receiving-basins constructed.	.....	567	.....	33. <sup>35</sup>	.....	391	.....	97. <sup>35</sup>
Avenues & Streets legally opened	19. <sup>61</sup>	.....	2. <sup>92</sup>	.....	26. <sup>68</sup>	.....	6. <sup>67</sup>	.....



The cost of the assessable improvements made during the four (4) years ending December 31st, 1894 amounted to \$ 4,110.887.16; averaging \$ 1,027.721.79 per annum.

The assessed valuation of the 23rd and 24th Wards in the year 1890 was \$ 44,448.914. and in the year 1894 \$ 62,595,458.00, an increase in four (4) years of \$ 18, 146,544.00 being an annual average increase of \$ 4, 536.636.00 which ~~shows~~ shows plainly that the increase in real estate valuations has kept pace with the improvements made.

LOUIS F. HAFFEN



LOUIS F. HAFFEN



INDEXED

Louis F. Haffen,  
Commissioner of Street  
Improvement, 23rd and  
24th Wards.

Feb. 28, 1895.

nyc. Streets

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The assessed valuation of the 23rd and 24th Wards  
to \$4,110,887.12; averaging \$1,027.431.73 per annum.  
(4) Years ending December 31st, 1894 amounted  
The cost of the assessable improvements made during



## CITY OF NEW YORK.

## COMMISSIONER OF STREET IMPROVEMENTS,

23d AND 24th WARDS.

No. 2622 THIRD AVENUE, Corner 141st Street.

J.A.P.

COMMISSIONER'S OFFICE.

March 5th. 1895.

HON. WILLIAM L. STRONG,  
Mayor.

Dear Sir:-

In reply to your Honor's letter transmitting for report resolutions No. 4 and 31 of the Board of Aldermen, granting JACOB F. PAULSEN permission to lay cement sidewalk in front of his premises N.E. and S.E. corners of Tremont Avenue and Vanderbilt Avenue, I beg to say that I see no reason why such permission should not be granted.

I recommend approval of these resolutions.

Respectfully,

*Louis F. Haffner*  
Commissioner.



*City of New York.*  
*Commissioner of Street Improvements,*  
*23<sup>rd</sup> and 24<sup>th</sup> Wards. J.A.P.*  
*No. 2622 Third Ave. Cor. 141<sup>st</sup> Str.*

COMMISSIONER'S OFFICE.

March 25th. 1895.

HON. WM. L. STRONG,  
M a y o r.

Dear Sir:-

In reply to the letter of Mr. Joseph Krieger, transmitted to me by your Honor for report, relative to the sewer under construction in Bathgate Avenue, I beg to say that the delay complained of was due entirely to the contractor. He was repeatedly urged by me to proceed with proper expedition. These notices had practically no effect and I was on the point of declaring the contract abandoned, when the contractor, having I am informed, received some financial assistance, resumed work a few days ago and has now an adequate force of men at work.

Mr. Krieger's letter returned herewith.

Yours truly,

*Louis E. Haffner*

Commissioner.

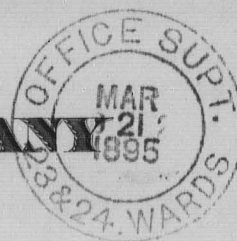


# CONTINENTAL TRUST COMPANY

OF THE CITY OF NEW YORK.

NO. 18 WALL STREET,

OTTO T. BANNARD, PRESIDENT.  
GORDON MACDONALD, 2<sup>ND</sup> VICE PRES. & SECRETARY.  
HENRY E. DABOLL, ASST. SECRETARY.



NEW YORK, March 15th, '95.

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To

1XX  
The Hon. William L. Strong,

Mayor of the City of New York.

Sir:--

I must apologize in advance for troubling you with a matter which may appear to a man of your large responsibilities, of very slight importance; I refer to the condition of the streets in what is called the Annexed District, that is, New York City part beyond the Harlem River. I presume you consider this as much a part of your bailiwick as the rest of the city, and this is my excuse for complaining of the department which has this matter in hand.

During the past few years, a great deal of work has been done opening new streets, very injudiciously done, for the streets have been opened, and that is all. They have been left a mass of mud and refuse, so that locomotion, in some cases, is absolutely impossible.

I have complained repeatedly to Mr. Haffen, the Commissioner for that district, and he has put the blame upon his Superintendent, but it seems to me that that is a poor excuse, and that a man who is capable of such poor work ought not to be in such a position.

I would direct your especial attention to the condition of Westchester Avenue, from Prospect Avenue, to the Bronx

*Feb. 21/95 -  
Repairs were started on Westchester Ave., on the 19th inst., and are now in progress; as soon as possible the Avenue from Prospect Avenue to the Bronx River, will be thoroughly & completely macadamized.  
Charles G. Thompson  
Asst. Eng. & Supt. of Streets*



# CONTINENTAL TRUST COMPANY

OF THE CITY OF NEW YORK.

NO. 18 WALL STREET,

NEW YORK,

OTTO T. BANNARD, PRESIDENT.

GORDON MACDONALD, 2ND VICE PRES. & SECRETARY.

HENRY E. DABOLL, ASST. SECRETARY.

189

River and of Holmes Street from Westchester Avenue to Boston.

These two streets are practically the only outlets that residents on the East Side have either to the Harlem Railway or the Elevated, and, in their present condition, ~~that~~ are almost impassable.

Having failed to get Mr. Haffen to appreciate the importance of doing something, I venture to trouble you in the hope that your influence may be brought to bear to afford us who have to use horses, some relief from the present disgraceful condition of affairs. To say nothing of the damage to one's traps, it is as much as a horse's life is worth to take him down Westchester Avenue now, and I am in constant fear that some day I shall have a broken legged beast to care for.

I am Sir, with great respect

Your Obedient Servant,

*Gordon Macdonald*

*This morning a loaded truck stuck in the mud of Westchester Ave. delays the whole car service and this in a City that calls itself a Metropolis!!*



*City of New York.*  
*Commissioner of Street Improvements,*  
*23<sup>rd</sup> and 24<sup>th</sup> Wards.*  
*No. 2622 Third Ave., Cor. 141<sup>st</sup> Str.*

J.A.P.

COMMISSIONER'S OFFICE.

March 15th.1895.

GORDON MACDONALD ESQ.,

Dear Sir:-

In reply to your letter of the 7th.inst., relative to the condition of Westchester Avenue, Commissioner Haffen directs me to say that he has given orders to have Westchester Avenue put in as good condition as possible, and that the work will be attended to just as soon as the weather will permit.

Respectfully,

(signed) Joseph P. Hennessy

Secretary.

C o p y.



*City of New York*  
*Commissioner of Street Improvements*  
*23<sup>rd</sup> and 24<sup>th</sup> Wards.*  
*No. 2622 Third Ave. Cor. 141<sup>st</sup> Str.*

COMMISSIONER'S OFFICE.

March 26th. 1895.

189

HON. WILLIAM L. STRONG,  
M a y o r :

Dear Sir:-

In reply to the letter of Mr. Gordon Macdonald, transmitted by you to the Commissioner of Public Works, and forwarded by Commissioner Brookfield to me, I beg to say that as far as WESTCHESTER Avenue is concerned, repairs were started on that thoroughfare on the 19th. inst., and are now in progress. Westchester Avenue from Prospect Avenue to the Bronx River, will be thoroughly macadamized. In this connection, I beg to enclose a copy of a letter I sent to Mr. Macdonald on March 15th. last.

In regard to HOME Street, I beg to say that on October 12th. 1894, a resolution was approved by the Mayor, for regulating, grading, etc., this street from Boston Road to Intervale Avenue. Plans for this work are now being prepared. A sewer is also to be built in Home Street between 169th Street and Stebbins Avenue. East of Intervale Avenue, the City has not yet acquired legal title. Now that the weather permits, this dirt road will be kept in as good repair as possible.

In reply to Mr. Macdonald's other strictures, it is only necessary for me to refer to the record of the work done by this department since it went into operation on January 1st. 1891. In the FOUR years ending December 31st. 1894, 32.09 miles of streets and avenues were regulated and graded as against 24 miles in the SEVENTEEN years previous, under the former administration. Sixty-nine and 41/100 miles of curbstones, new and old, were set as against 39.72 during the seventeen years previous. Forty-nine and 48/100 miles of old and new flagging were laid as against 37.08 during the seventeen years of the former administration. Sixteen and 92/100 miles of pavement were laid since January 1st. 1891 as against 10.91/100 during the seventeen years ending December 30, 1890, and in addition thereto 2.24 miles of re-pavement were re-laid. The record of the Department shows an abundance of other statistics of a similar character as to the amount of work performed since its inception.

I will merely add that the cost of assessable improvements for 1891 was \$663,181.93. The cost for assessable improvements in 1894 was \$1,335,476.04. These figures show that the work of construction of the Department has more than doubled since 1891, and the work of maintenance has increased correspondingly also.

Mr. Macdonald's letter returned herewith.

Respectfully,

*Louis F. Haffner*

Commissioner.



*City of New York.*  
*Commissioner of Street Improvements,*  
*23<sup>rd</sup> and 24<sup>th</sup> Wards.* J.A.P.  
*No. 2622 Third Ave. Cor. 44<sup>th</sup> Str.*

COMMISSIONER'S OFFICE.

March 28th. 1895.

HON. WILLIAM L. STRONG,  
M a y o r.

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 106 of the Board of Aldermen, giving permission to E.F. Miller to place and keep an ornamental lamp-post and lamp at the curb front of his premises No. 712 Tremont Avenue, I beg to say that Tremont Avenue was legally opened July 19th. 1893, and that the same is now under contract for regulating and grading.

I see no reason for objecting to the approval of this resolution.

Respectfully,

*Louis F. Hall*

Commissioner.



CITY OF NEW YORK.

1847

COMMISSIONER OF STREET IMPROVEMENTS,

23d AND 24th WARDS.

No. 2622 THIRD AVENUE, Corner 141st Street.

COMMISSIONER'S OFFICE.

April 15th, 1895.

Hon. WM. L. STRONG,  
M a y o r :

Dear Sir:

In reply to your Honor's letter transmitting for report resolution No. 153 of the Board of Aldermen to flag the west side of Sedgwick Avenue from Depot Place to Kingsbridge Road and place fences where necessary, I beg to say that SEDGWICK AVENUE from the 23rd Ward line to Fordham Road was legally opened September 14th, 1888, and from Fordham Road to Boston Avenue November 2nd, 1881.

I would suggest approval of the resolution, provided the adjustment of the sidewalk to the proper grade is included in the ordinance, as it has been found that the avenue and the sidewalk are not properly graded.

Resolution returned herewith.

Respectfully,

*Louis F. Haff*

Commissioner.



*City of New York*  
*Commissioner of Street Improvements*

*23<sup>rd</sup> and 24<sup>th</sup> Wards.*

J.A.P.

*No. 2622 Third Ave., Cor. 14<sup>th</sup> Str.*

COMMISSIONER'S OFFICE.

April 19th. 1895.

HON. WILLIAM L. STRONG,  
Mayor.

Sir:-

In reply to your Honor's letter transmitting communication from Joseph Krieger relative to the sewer under construction in Bathgate Avenue between 172nd and 173rd Street, I beg to say that this Department is in no way responsible for the delay in completion. The contractor has been notified frequently and emphatically to proceed with this work with proper diligence; but, it appears he is unable to pay his men or to make any arrangement to permit the work to be completed.

There remains to be constructed about 350 feet of 12" pipe sewer, 120 spurs, 4 manholes and about 110 cub. yds. of rock excavation.

Unless the contractor resumes work within a few days, I shall take action towards declaring the contract abandoned.

Mr. Krieger's letter returned herewith.

Respectfully,

*Louis F. Haffner*

Commissioner.

G 07



*City of New York*  
*Commissioner of Street Improvements,*  
*23<sup>rd</sup> and 24<sup>th</sup> Wards.* J.A.P.  
*No. 2622 Third Ave. Cor. 141<sup>st</sup> Str.*

COMMISSIONER'S OFFICE.

April 30th.1895.

*Hon. William L. Strong*  
HON. WILLIAM L. STRONG,  
M a y o r.

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No.189 of the Board of Aldermen, repealing resolution adopted November 27th.1894, and approved December 5th.1894, I beg to say that I see no reason why this ordinance should be rescinded. As soon as Third Avenue and Vanderbilt Avenue East are paved, the paving of 172nd Street should promptly follow. This street has been sewered and graded and is legally opened. It will not be necessary to do the work under this ordinance at once, but it may be necessary to do it within a year.

In order to facilitate public improvements, it has been customary to pass ordinance in advance of the immediate necessity therefor, so that there may be no delay when the construction is decided upon, and I therefore, recommend that resolution No.189 of the Board of Aldermen be not approved.

Resolution and papers returned herewith.

Respectfully,

*Louis F. Hoff*

Commissioner.





*City of New York*  
*Commissioner of Street Improvements,*  
*23<sup>rd</sup> and 24<sup>th</sup> Wards.*  
*No. 2622 Third Ave., Cor. 41<sup>st</sup> Str.*

LOUIS F. HOFFEN,  
COMMISSIONER.

May 4th, 1896.

Hon. Wm. L. Strong,  
M a y o r .

Dear Sir:

In reply to your Secretary's letter of the first instant, transmitting complaint of J.J. McKelvey, Esq., I beg to say that I have given instructions to have guard rail erected on PALISADE avenue, where necessary, from Independence avenue to Kappock street.

Mr. McKelvey sent me a letter on this subject and I have answered him to this effect.

Respectfully,

*Louis F. Hoffen*

Commissioner.



*City of New York.*  
*Commissioner of Street Improvements,*

*23<sup>rd</sup> and 24<sup>th</sup> Wards.*

J.A.P.

*No. 2622 Third Ave. Cor. 14<sup>th</sup> Str.*

COMMISSIONER'S OFFICE.

May 7th. 1895.

HON. WILLIAM L. STRONG,  
M a y o r.

Dear Sir:-

In reply to your Honor's letter of the first instant, enclosing complaint of William Hargreaves of No. 1058 Cauldwell Avenue and others, relative to incumbrances on the avenue mentioned, I transmit herewith in accordance with your direction a copy of the reply made by me to this complaint.

Complaint returned herewith.

Respectfully,

*Louis F. Haf-fen*

Commissioner.



COPY.

*City of New York*  
*Commissioner of Street Improvements,*  
*23<sup>rd</sup> and 24<sup>th</sup> Wards.*  
*No. 2622 Third Ave. Cor. 141<sup>st</sup> Str.*

J.A.P.

COMMISSIONER'S OFFICE.

May 7th. 1895. 189

MESSRS WILLIAM HARGREAVES & OTHERS,

Gentlemen:-

In reply to your recent complaint to his Honor the Mayor, and transmitted by him to me relative to the opening of Cauldwell Avenue from 165th Street to Boston Road, I beg to say that I have used, as you are doubtless aware, all the power at my disposal to have the buildings complained of removed.

On December 21st. last, I notified by letter the reputed owners to remove their buildings at once. On their failure to do so, I had notices of similar import, posted upon the premises. The owners, or a majority of them received further notice, afterward.

As I had exercised without success, all my power to remove these buildings, I requested the Superintendent of Incumbrances on April 8th. last, to take the matter in hand.

Enclosed herewith you will find a copy of that communication.

Official notice was taken promptly of this communication, and I understand summary action was deferred because of promises made that the buildings would be removed.

On April 13th. last, I again called the attention of the Superintendent of Incumbrances to the matter.

To-day, I notified again the Superintendent of Incumbrances, and at the present time, I can take no further action in the matter, the removal of obstructions of this nature and under these circumstances, being not within my jurisdiction.

Respectfully,

(signed) LOUIS F. HAFFEN,

Commissioner.



*City of New York.*  
*Commissioner of Street Improvements,*  
*23<sup>rd</sup> and 24<sup>th</sup> Wards.*  
*No. 2622 Third Ave. Cor. 141<sup>st</sup> Str.* J.A.P.

COMMISSIONER'S OFFICE.

May 14th. 1895.

HON. WILLIAM L. STRONG,  
Mayor.

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 311 of the Board of Aldermen, to regulate, pave, etc. the carriageway of Railroad Avenue West from 162nd Street to 165th Street, I beg to say that Railroad Avenue West, from 162nd Street to 165th Street was legally opened June 19th. 1891. The avenue has been sewered, regulated and graded, and is an important connection between Melrose Station of the New York and Harlem Railroad and Webster Avenue.

The work has been asked for by the property owners and I therefore recommend approval of the resolution.

Resolution returned herewith.

Respectfully,

*Louis F. Haffner*  
Commissioner.



*City of New York*  
*Commissioner of Street Improvements,*

*23<sup>rd</sup> and 24<sup>th</sup> Wards.*

*No. 2622 Third Ave., Cor. 141<sup>st</sup> Str.*

J.A.P.

COMMISSIONER'S OFFICE.

M a y 14th.1895.

HON. WILLIAM L. STRONG,  
M a y o r.

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 308 of the Board of Aldermen, to regulate, pave etc. FOREST AVENUE from 163rd Street to Home Street, I beg to say that Forest Avenue from 163rd Street to Home Street was legally opened March 9th.1883. The avenue has been sewered, regulated and graded, and below 163rd Street is already paved.

The portion to be paved, between 163rd Street and Home St., has been asked for by the property owners, and I therefore recommend approval of the resolution.

Resolution returned herewith.

Respectfully,

*Louis F. Haffner*

Commissioner.



*City of New York.*  
*Commissioner of Street Improvements,*  
*23<sup>rd</sup> and 24<sup>th</sup> Wards.*  
*No. 2622 Third Ave., Cor. 141<sup>st</sup> Str.*

J.A.P.

COMMISSIONER'S OFFICE.

M a y 14th. 1895.

HON. WILLIAM L. STRONG,  
M a y o r.

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 289 of the Board of Aldermen, limiting the sidewalk to 15 feet on Washington Avenue, from Third Avenue and 159th. Street to Pelham Avenue, I beg to say that there is no objection whatever against approving the resolution.

Resolution returned herewith.

Respectfully,

*Louis E. Haffner*  
Commissioner.



*City of New York.*  
*Commissioner of Street Improvements,*

*23<sup>rd</sup> and 24<sup>th</sup> Wards.*

*No. 2622 Third Ave. Cor. 141<sup>st</sup> Str.*

J.A.P.

COMMISSIONER'S OFFICE.

M a y 14th.1895.

HON. WILLIAM L. STRONG,  
M a y o r.

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 304 of the Board of Aldermen, to regulate, grade, curb, flag, etc., Franklin Avenue from Third Avenue to Crotona Park, I beg to say that Franklin Avenue from Third Avenue to Crotona Park was legally opened March 6th.1895. It is an important thoroughfare connecting Third Avenue with Crotona Park and should be improved, as the avenue is well built up on both sides.

I recommend approval of the resolution.

Resolution returned herewith.

Respectfully,

*Louis F. Haffner*  
Commissioner.



*City of New York.*  
*Commissioner of Street Improvements,*  
*23<sup>rd</sup> and 24<sup>th</sup> Wards.* J.A.P.  
*No. 2622 Third Ave. Cor. 141<sup>st</sup> Str.*

COMMISSIONER'S OFFICE.

May 14th. 1895.

HON. WILLIAM L. STRONG,  
Mayor.

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 305 of the Board of Aldermen, to fence in with picket fence vacant lots on the north side of 141st Street commencing at a point 156 1/2 feet west from Willis Avenue westerly 51 1/2 feet etc., I beg to say that a board fence has been built within the limits named in this resolution since the resolution was reported. I would therefore deem it inexpedient to pass the same.

Resolution returned herewith.

Respectfully,

*Louis E. Haffner*  
Commissioner.



*City of New York*  
*Commissioner of Street Improvements*  
*23<sup>rd</sup> and 24<sup>th</sup> Wards.* J.A.P.  
*No. 2622 Third Ave. Cor. 14<sup>th</sup> Str.*

COMMISSIONER'S OFFICE.

May 14th.1895.

HON. WILLIAM L. STRONG,  
Mayor.

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 309 of the Board of Aldermen, to regulate, grade, curb, flag, etc., 137TH.STREET from the Southern Boulevard to Locust Avenue, I beg to say that 137th Street from the Southern Boulevard to Locust Avenue was legally opened May 26th.1894. The sewer has just been completed in said street and the grading has been asked for by the property owners.

I recommend approval of the resolution.

Resolution returned herewith.

Respectfully,

*Lewis F. Haff*  
Commissioner.



*City of New York.*  
*Commissioner of Street Improvements,*

*23<sup>rd</sup> and 24<sup>th</sup> Wards.*

J.A.P.

*No. 2622 Third Ave. Cor. 141<sup>st</sup> Str.*

COMMISSIONER'S OFFICE.

M a y 14th.1895.

HON. WILLIAM L. STRONG,  
M a y o r.

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 330 of the Board of Aldermen, to regulate, grade, curb, flag, etc., PERRY AVENUE from the Southern Boulevard to Mosholu Parkway, I beg to say that Perry Avenue from the Southern Boulevard to Mosholu Parkway was legally opened February 26th.1895.

The improvement has been asked for by the property owners and I therefore recommend the approval of the resolution.

Resolution returned herewith.

Respectfully

*Louis F. Haffner*

Commissioner.



*City of New York.*  
*Commissioner of Street Improvements,*

*23<sup>rd</sup> and 24<sup>th</sup> Wards.*

J.A.P.

*No. 2622 Third Ave. Cor. 141<sup>st</sup> Str.*

COMMISSIONER'S OFFICE.

May 14th. 1895.

HON. WILLIAM L. STRONG,  
Mayor.

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 331 of the Board of Aldermen, establishing the width of the sidewalk of Webster Avenue to 10 feet, on the east side from Kingsbridge Road to the north of Isaac Street, I beg to say that there is no objection, since the New York and Harlem Railroad has located along the easterly side of Webster Avenue, and probably no buildings will ever be erected on that side of this avenue.

I therefore recommend approval of the resolution.

Resolution returned herewith.

Respectfully,

*Louis E. Haff*  
Commissioner.





1 Harry  
May 22nd, 1895.

JOB E. HEDGES, ESQ.,  
Mayor's Secretary:

Dear Sir:

Please advise Commissioner Haffen whether the Mayor has received from Albany for his consideration, Senate Bill No. 745 amending Chapter 714 of the Laws of 1893, in reference to regulating and grading streets in the 23rd. and 24th. Wards, title to which has not been acquired yet by the city.

Respectfully,

*Joseph P. Hennessy*  
Secretary.

33



*City of New York*  
*Commissioner of Street Improvements,*  
*23<sup>rd</sup> and 24<sup>th</sup> Wards.*  
*No. 2622 Third Ave. Cor. 141<sup>st</sup> Str.*

Chief Engineer's Office.  
~~XXXXXXXXXXXX~~

May 20th, 1895.

Hon. Louis F. Haffen,  
Commissioner of Street Improvements:

Sir:

With regard to the communication from Miss F. C. Turney.

There seems to be animosity existing between Miss T. and her neighbor, and I can see no good cause for the complaint. The stones referred to are neatly piled up in front of her premises.

The walk in front of the adjacent property is patent pavement.

The abovementioned communication is herewith returned.

Respectfully,

(Signed) Louis A. Risse,

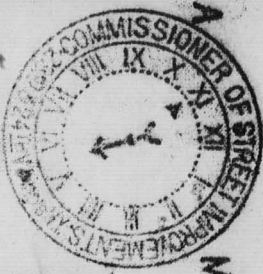
Chief Engineer.

( C O P Y ) .



MAYOR'S OFFICE  
COMPLAINT No. *236*

CHIEF ENGINEER,  
BUREAU OF REG. & GRADING  
*1895*  
*MAY 27*  
~~BUREAU OF SEWERS~~



To his Honor Mayor  
Strong, of New York City.

Sir: Why are the paving  
stones piled five feet high  
on my sidewalk, higher than  
any other walk on the block,  
while on the walk next door  
and the one opposite not  
a single stone has been  
placed.

I am sorry to trouble  
you but I want justice, I



think every walk should  
be treated the same.

Why should I have to  
take the stones belonging on  
my neighbors' side - walk.

Respectfully

J. C. Turney  
574 E. 159<sup>th</sup> St.

May 13, 1895.



( COPY ) .

*City of New York*  
*Commissioner of Street Improvements*  
*23<sup>rd</sup> and 24<sup>th</sup> Wards.*  
*No. 2622 Third Ave. Cor. 144<sup>th</sup> Str.*

COMMISSIONER'S OFFICE.

May 24th, 1895.

To

Miss F. C. Turney,  
574 East 159th St.

In reply to your letter to the Mayor, complaining of paving stones piled on the sidewalk in front of your premises, I beg to say that while the street is being paved, it is absolutely necessary to place the stones, required for use, temporarily on the sidewalk.

The contractor is entitled to reasonable convenience in this respect, and this convenience is a benefit eventually to the property owners.

If the stones were to be brought to a street being paved, load by load, for immediate use, the cost to the property owners would be far greater than it is now, not to speak of the great inconvenience of such a proceeding.

On the 7th inst., in reply to your note addressed to me, I informed you that the stones you complained of would be removed shortly. The contractor is now close to your property, and when he reaches it, the stones will be removed.

Respectfully,

( Signed ) Louis F. Haffen.

Commissioner.



*City of New York.*  
*Commissioner of Street Improvements,*  
*23<sup>rd</sup> and 24<sup>th</sup> Wards. W.P.O.*  
*No. 2622 Third Ave. Cor. 141<sup>st</sup> Str.*

COMMISSIONER'S OFFICE.

May 24th, 1895.

Hon. WILLIAM L. STRONG,  
M a y o r :

Dear Sir:

I received through the Commissioner of Public Works, complaint of Miss F. C. Turney, addressed to your Honor, in reference to paving stones piled in front of her premises, on East 159th Street.

I beg to enclose you a copy of a reply I have made thereto, this day. In addition I beg to enclose also, for your own information, a copy of a report made by the Chief Engineer of this Department, dated May 20th, 1895.

Complaint returned herewith.

Respectfully,

*Louis F. Haffner*  
Commissioner.



To the Board of Street Openings and Improvements

in the City of New York.-

Gentlemen:

The undersigned, who own, or represent owners of, property proposed to be assessed for the so-called extension and widening of Elm Street, respectfully urge upon you the propriety of reconsidering the matter, and directing that the present proceeding be discontinued, and that, if thought desirable, the proposed new street south from Great Jones Street be diverted at Spring Street so as to continue along Marion Street to Broome Street, there forming an accurate connection with Centre Street. We believe there are many reasons which would indicate the propriety of such a course upon your part.

An extension and widening of Elm Street has been pressed for consideration several times within the last twenty-five years. It has always been defeated until within the last year or two, when such a proceeding appeared to be necessary in order to accommodate the scheme of rapid transit for the East Side. The necessity of such an improvement for purposes of rapid transit may now be finally concluded to have ceased, and the only argument remaining in favor of a new street in the neighborhood is the supposed necessity of relieving the congestion upon Broadway.

A glance at the map of the City, or an actual examination of the streets in the neighborhood will, we believe, demonstrate that all the advantages sought can be acquired by opening the new street from Great Jones Street, opposite Lafayette Place, to the head of Marion Street, between Prince and Houston Streets, and thence widening Marion Street on the east side for a little more than two blocks to the North side of Broome Street where it will accurately meet Centre Street, which needs no widening or alteration of any kind, and thus give this portion



of the City the advantage of a practically straight avenue of sufficient width to accommodate any possible traffic, and having easy grades. The new north and south outlet for traffic which would be thus created would be as near Broadway as the one contemplated by the present proceeding, as far south as Spring Street, below that it would be but about one hundred feet further east, and at Reade and Chambers Streets would be exactly the same distance from Broadway; and it would be quite as straight.

The saving in expense by this change would be enormous, inasmuch as the taking of any property whatsoever below Broome Street would be entirely avoided, as would also the incidental loss which the property owners along Elm Street would necessarily suffer by reason of the fact that in very many cases where property is taken below Broome Street, irregular parcels, too small for advantageous improvements are left.

We are informed that most of the property owners who have neglected to oppose this "Elm Street widening" were actuated by the fear that the subject would continue to be agitated to the injury of their property until something was finally done; this fear will be dissipated by action such as is suggested above.

Many other considerations showing the propriety of the action we request have been, no doubt, or will hereafter be, presented to you orally, and will suggest themselves when you shall examine into this subject.

Yours respectfully,

Dated, New York, June 13, 1895.



SIGNATURES.

*V. Menger*

PROPERTY.

SIGNATURES. PROPERTY.

*J. Menger* { 129. 131. 177. 179. 191. 195  
184 Grand St. 170. 170 1/2  
180. 180 1/2 Bowery. 213  
215 Centre St

My Journal

Wm. J. Van Ault

174. 174½ Sonny  
161. 163. 183. 185. 187. 189.  
Grand St.  
221. 223 Centre St.  
149 Mulberry St.

Mary Hilton, Chambers St Broadway  
by Horace <sup>Lafayette</sup> Russell City

Chas. J. Church 5 to 9 Elm St., 11 & 15 Elm St.

by Horace Russell atty

Purest & truest Intest nothing

24 Reade St. 25 Centre, 6/12 Reade St. 47/57 Duane St.

by Grace Purcell Trust Atty

William Morris



Elm Street petition to  
the Board of Street Openings  
Signed by  
Owners of Property  
to be assessed.

42



To the Board of Street Openings and Improvements

in the City of New York.-

Gentlemen:

The undersigned, who own, or represent owners of, property proposed to be assessed for the so-called extension and widening of Elm Street, respectfully urge upon you the propriety of reconsidering the matter, and directing that the present proceeding be discontinued, and that, if thought desirable, the proposed new street south from Great Jones Street be diverted at Spring Street so as to continue along Marion Street to Broome Street, there forming an accurate connection with Centre Street. We believe there are many reasons which would indicate the propriety of such a course upon your part.

An extension and widening of Elm Street has been pressed for consideration several times within the last twenty-five years. It has always been defeated until within the last year or two, when such a proceeding appeared to be necessary in order to accommodate the scheme of rapid transit for the East Side. The necessity of such an improvement for purposes of rapid transit may now be finally concluded to have ceased, and the only argument remaining in favor of a new street in the neighborhood is the supposed necessity of relieving the congestion upon Broadway.

A glance at the map of the City, or an actual examination of the streets in the neighborhood will, we believe, demonstrate that all the advantages sought can be acquired by opening the new street from Great Jones Street, opposite Lafayette Place, to the head of Marion Street, between Prince and Houston Streets, and thence widening Marion Street on the east side for a little more than two blocks to the North side of Broome Street where it will accurately meet Centre Street, which needs no widening or alteration of any kind, and thus give this portion



of the City the advantage of a practically straight avenue of sufficient width to accommodate any possible traffic, and having easy grades. The new north and south outlet for traffic which would be thus created would be as near Broadway as the one contemplated by the present proceeding, as far south as Spring Street, below that it would be but about one hundred feet further east, and at Reade and Chambers Streets would be exactly the same distance from Broadway; and it would be quite as straight.

The saving in expense by this change would be enormous, inasmuch as the taking of any property whatsoever below Broome Street would be entirely avoided, as would also the incidental loss which the property owners along Elm Street would necessarily suffer by reason of the fact that in very many cases where property is taken below Broome Street, irregular parcels, too small for advantageous improvements are left.

We are informed that most of the property owners who have neglected to oppose this "Elm Street widening" were actuated by the fear that the subject would continue to be agitated to the injury of their property until something was finally done; this fear will be dissipated by action such as is suggested above.

Many other considerations showing the propriety of the action we request have been, no doubt, or will hereafter be, presented to you orally, and will suggest themselves when you shall examine into this subject.

Yours respectfully,

Dated, New York, June 15, 1895.



SIGNATURES.

*W. F. Chrysler*

PROPERTY.

*162 - 164 Elm St*



Elm Street Extension

Petition of property  
owners of property  
to be assessed.

42



TO THE BOARD OF STREET OPENINGS AND IMPROVEMENTS

IN THE CITY OF NEW YORK,

Gentlemen:

The undersigned, who own or represent owners of property now proposed to be taken for the so-called extension and widening of Elm Street, respectfully urge upon you the propriety of reconsidering this matter, and directing that the present proceeding be discontinued, and that, if thought desirable, the proposed new street south from Great Jones Street be diverted at Spring Street so as to continue along Marion Street to Broome Street, there forming an accurate connection with Centre Street. We believe there are many reasons which would indicate the propriety of such a course upon your part.

An extension and widening of Elm Street has been pressed for consideration several times within the last twenty-five years. It has always been defeated until within the last year or two, when such a proceeding appeared to be necessary in order to accommodate the scheme of rapid transit for the East Side. The necessity of such an improvement for purposes of rapid transit may now be finally concluded to have ceased, and the only argument remaining in favor of a new street in the neighborhood is the supposed necessity of relieving the congestion upon Broadway.

A glance at the map of the City, or an actual examination of the streets in the neighborhood, will we believe demonstrate that all the advantages sought can be acquired by opening a new street from Great Jones Street, opposite Lafayette Place, to the head of Marion Street, between Prince and Houston Streets, and thence widening Marion Street on the east side for a little more than two blocks to the north side of Broome Street where it will accurately meet Centre Street which needs no widening or alter-



ation of any kind, and thus give this portion of the City the advantage of a practically straight avenue of sufficient width to accommodate any possible traffic, and having easy grades.

The proposed new north and south outlet for traffic which would be thus created would be as near Broadway as the one contemplated by the present proceeding as far south as Spring Street, below that it would be but about one hundred feet further east, and at Reade and Chambers Streets would be exactly the same distance from Broadway; and it would be quite as straight.

The saving in expense by this change would be enormous, inasmuch as the taking of any property whatsoever below Broome Street would be entirely avoided, as would also the incidental loss which the property owners along Elm Street would necessarily suffer by reason of the fact that in almost every case where property is taken below Broome Street, irregular parcels, too small for improvement, are left.

Many other considerations showing the propriety of the action we request have been, no doubt, or will hereafter be, presented to you orally, and will suggest themselves when you shall examine into this subject.

Yours respectfully,

Dated, New York, June 15, 1895.



## SIGNATURES.

## PROPERTY.

*J. W. Morgan*

139. 141 Elm St.

*Stearns & Co.*

*by J. W. Morgan*

137 Elm

RADWAY & CO.

55 Elm St.

INCORPORATED JAN 1 1886

*John Hayes* 62. 64. 66. 70

Marion St

*William S. Smith*

att'y in fact of

*May Ruthford*

owner of North East Corner

of Elm & Weather Streets

*Edw. W. Weathered*

owner of 46 + 48 Marion St.

*John H. Gray*

249 Canal St

111 112 113 115 E. 1st St

*J. J. Brown*

167, 169 171 Elm St.

*Wm. J. Van Dusen*

143 + 145 Elm St

*Jean L. Miller*

153 Grand St. cor Elm

*Charles J. Clinch*, 41 + 43 Duane .33.35 + 37  
Centre St

by Horace Russell his atty

*State A. Wetmore* 39 + 41 Centre St

by Horace Russell his atty

*Prescott Hall Butler* 20th

owner of 45 Duane + 25 1/2 Centre St

by Horace Russell his atty



Elm Street petition to  
the Board of Street Openings

Signed by

Owners of Property

to be taxed.



TO THE BOARD OF STREET OPENINGS AND IMPROVEMENTS

IN THE CITY OF NEW YORK,

Gentlemen:

The undersigned, who own or represent owners of property now proposed to be taken for the so-called extension and widening of Elm Street, respectfully urge upon you the propriety of reconsidering this matter, and directing that the present proceeding be discontinued, and that, if thought desirable, the proposed new street south from Great Jones Street be diverted at Spring Street so as to continue along Marion Street to Broome Street, there forming an accurate connection with Centre Street. We believe there are many reasons which would indicate the propriety of such a course upon your part.

An extension and widening of Elm Street has been pressed for consideration several times within the last twenty-five years. It has always been defeated until within the last year or two, when such a proceeding appeared to be necessary in order to accommodate the scheme of rapid transit for the East Side. The necessity of such an improvement for purposes of rapid transit may now be finally concluded to have ceased, and the only argument remaining in favor of a new street in the neighborhood is the supposed necessity of relieving the congestion upon Broadway.

A glance at the map of the City, or an actual examination of the streets in the neighborhood, will we believe demonstrate that all the advantages sought can be acquired by opening a new street from Great Jones Street, opposite Lafayette Place, to the head of Marion Street, between Prince and Houston Streets, and thence widening Marion Street on the east side for a little more than two blocks to the north side of Broome Street where it will accurately meet Centre Street which needs no widening or alter-



ation of any kind, and thus give this portion of the City the advantage of a practically straight avenue of sufficient width to accommodate any possible traffic, and having easy grades. The proposed new north and south outlet for traffic which would be thus created would be as near Broadway as the one contemplated by the present proceeding as far south as Spring Street, below that it would be but about one hundred feet further east, and at Reade and Chambers Streets would be exactly the same distance from Broadway; and it would be quite as straight.

The saving in expense by this change would be enormous, inasmuch as the taking of any property whatsoever below Broome Street would be entirely avoided, as would also the incidental loss which the property owners along Elm Street would necessarily suffer by reason of the fact that in almost every case where property is taken below Broome Street, irregular parcels, too small for improvement, are left.

Many other considerations showing the propriety of the action we request have been, no doubt, or will hereafter be, presented to you orally, and will suggest themselves when you shall examine into this subject.

Yours respectfully,

Dated, New York, June 13, 1895.



## SIGNATURES.

## PROPERTY.

W. F. Christie	hd 152 - 154 - 156	Grand 157. 159	Elm
E. C. Curtis		165	Elm
Mary K. Christie		163	Elm.



Elm Street Extension

Petition of property  
owners of property  
to be taken.

1895



1.

TO THE BOARD OF STREET OPENINGS AND

IMPROVEMENTS IN THE CITY OF NEW YORK,

Gentlemen:-

THE UNDERSIGNED, who own, or represent owners of, property now proposed to be taken for the so-called extension and widening of Elm Street, respectfully urge upon you the propriety of reconsidering this matter, and directing that the present proceeding be discontinued, and that, if thought desirable, the proposed new street south from Great Jones Street be diverted at Spring Street so as to continue along Marion Street to Broome Street, there forming an accurate connection with Centre Street. We believe there are many reasons which would indicate the propriety of such a course upon your part.

An extension and widening of Elm Street has been pressed for consideration several times within the last twenty-five years. It has always been defeated until within the last year or two, when such a proceeding appeared to be necessary in order to accommodate the scheme of rapid transit for the East Side. The necessity of such an improvement for purposes of rapid transit may now be finally concluded to have ceased, and the only argument remaining in favor of a new street in the neighborhood is the supposed necessity of relieving the congestion upon Broadway.

A glance at the map of the City, or an actual examination of the streets in the neighborhood, will we believe demonstrate that all the advantages sought can be acquired by opening a new street from Great Jones Street, opposite Lafayette Place, to the head of Marion Street, between Prince and Houston Streets, and thence widening Marion Street on the east side for a little more than two blocks to the North side of Broome Street where it will accurately meet Centre Street, which needs no widening or alteration of any kind, and thus give this portion of the City the advantage of a practically straight avenue of sufficient width to accommodate any possible traffic, and having easy grades. The proposed new north and south outlet for traffic which would be thus created would be as near Broadway as the one



contemplated by the present proceeding as far south as Spring Street, below that it would be but about one hundred feet further east, and at Reade and Chambers Streets would be exactly the same distance from Broadway; and it would be quite as straight.

The saving in expense by this change would be enormous, inasmuch as the taking of any property whatsoever below Broome Street would be entirely avoided, as would also the incidental loss which the property owners along Elm Street would necessarily suffer by reason of the fact that in almost every case where property is taken below Broome Street, irregular parcels, too small for improvements, are left.

Many other considerations showing the propriety of the action we request have been no doubt, or will hereafter be, presented to you orally, and will suggest themselves when you shall examine into this subject.

DATED, NEW YORK, JUNE 13th, 1895.

Yours respectfully,

Signatures.

August Trenchard  
by Edward J. Clinch

his Attorney

Antoniette E. Wood  
by Sullivan & Cromwell  
attys

William H. Philips, & the estate  
of Samuel Philips, dead  
by Theodore S. Philips atty.

Property.

Owner of Nos 169  
and 171 Elm Street.

Owner of N. 2<sup>nd</sup> E. Houston St.

Owner of 93, 95, 197  
Elm St., 101 Walker St.



June 13

In Re Elm Street.

PETITION FOR OWNERS OF PROPERTY

TO BE TAKEN.

42

*Man & Man  
56 Wall St.  
N.Y. City.*



TO THE BOARD OF STREET OPENINGS AND

IMPROVEMENTS IN THE CITY OF NEW YORK,

Gentlemen:-

THE UNDERSIGNED, who own, or represent owners of, property proposed to be assessed for the so-called extension and widening of Elm Street, respectfully urge upon you the propriety of reconsidering the matter, and directing that the present proceeding be discontinued, and that, if thought desirable, the proposed new street south from Great Jones Street be diverted at Spring Street so as to continue along Marion Street to Broome Street, there forming an accurate connection with Centre Street. We believe there are many reasons which would indicate the propriety of such a course upon your part.

An extension and widening of Elm Street has been pressed for consideration several times within the last twenty-five years. It has always been defeated until within the last year or two, when such a proceeding appeared to be necessary in order to accommodate the scheme of rapid transit for the East Side. The necessity of such an improvement for purposes of rapid transit may now be finally concluded to have ceased, and the only argument remaining in favor of a new street in the neighborhood is the supposed necessity of relieving the congestion upon Broadway.

A glance at the map of the City, or an actual examination of the streets in the neighborhood will, we believe demonstrate that all the advantages sought can be acquired by opening the new street from Great Jones Street, opposite Lafayette Place, to the head of Marion Street, between Prince and Houston Streets, and thence widening Marion Street on the east side for a little more than two blocks to the North side of Broome Street where it will accurately meet Centre Street, which needs no widening or alteration of any kind, and thus give this portion of the City the advantage of a practically straight avenue of sufficient width to accommodate any possible traffic, and having easy grades. The new north and south outlet for traffic which would be thus created would be as near Broadway as the one contemplated by



the present proceeding, as far south as Spring Street, below that it would be but about one hundred feet further east, and at Reade and Chambers Streets would be exactly the same distance from Broadway; and it would be quite as straight.

The saving in expense by this change would be enormous, inasmuch as the taking of any property whatsoever below Broome Street would be entirely avoided, as would also the incidental loss which the property owners along Elm Street would necessarily suffer by reason of the fact that in very many cases where property is taken below Broome Street, irregular parcels, too small for advantageous improvement are left.

We are informed that most of the property owners who have neglected to oppose this "Elm Street widening" were actuated by the fear that the subject would continue to be agitated to the injury of their property until something was finally done; this fear will be dissipated by action such as is suggested above.

Many other considerations showing the propriety of the action we request have been no doubt, or will hereafter be, presented to you orally, and will suggest themselves when you shall examine into this subject.

DATED, NEW YORK, JUNE 13th, 1895.

Yours respectfully,

*Signatures*  
C. K. & H. Killings  
per H. Killings

Estate W. J. A. Fuller by  
Frederick H. Mann Esq

Edward L. Foster + E. E. E. Anderson  
Comp John Foster by P. Cham-  
ney Anderson

R. H. & Townsend by P.  
Chamney Anderson

John H. Heysham by PC Anderson

Mrs E. H. Anderson by PC Anderson

William P. Allen by PC Anderson

John Townsend by PC Anderson

Caroline A. Lane by

W. Thane

*Property*  
Cor Broome & Reade  
Streets. 2 lots

109 Bond St

21 Great Jones St

18 Bond St

44 Spring Street

East corner Broome  
& Greene Sts

6 Clinton Place

19, 21 & 23 East 15th St

107 East 12th St

117 4th Ave and

73 Seventh St

115 4th Ave

75 Seventh St

103 East 12th St

119 & 121 Fourth Ave



Signatures

Will. Mantrick

August Torkmann

by Edward S. Chick his Atty

James J. Sanction a parent

*[Signature]*

Sanction Jr

Susan L. Sanction

" "

for Peter Naylor

Sanction

W. H. Philips, & the estate of

Samuel Philips, died

by Francis S. Philips atty.

D. F. Appleton & H. A.

Robbins by H. Allen atty

Property

34 & 36 Spring St.

Nos 241-249

Centre Street No

255 Centre Street

403 & 405 Broome St.

398 Broadway

166 Pearl & 79th St

11 & 13 Elm St

168 Centre St

101, 123, 125 North St.

166, 170, 172 Centre St

No 48 Fran Rue St.

Nos 1 & 3

Bond St



In Re Elm Street.

PETITION FOR OWNERS OF PROPERTY

TO BE ASSESSED.

42

*Man & Man  
56 Wall St  
N.Y. City.*