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We, The Undersigned Commissioners appointed in and by and under the authority of Chapter 233 of the Laws of 1890, of the State of New York, entitled "An Act to incorporate the New York and New Jersey Bridge Company for the purpose of constructing and maintaining a permanent bridge for passenger and other traffic over the waters between New York City and the State of New Jersey, together with all necessary connections, appurtenances and approaches thereto and stations", a majority of the commissioners being present and acting, do, pursuant to the powers vested in us, hereby change the location of the said bridge, its connections, appurtenances, approaches thereto and stations, and we, the said commissioners, pursuant to the powers vested in us by said act, a majority of the commissioners being present and acting, and a majority of the Commissioners concurring therein and consenting thereto, do change the location of the said bridge, its connections, appurtenances, approaches thereto and stations, heretofore made by us, and do locate the said bridge, its connections, appurtenances, approaches thereto and stations as follows; that is to say:—

Said location shall consist of a strip of land varying in width and hereinafter expressed, one-half on each side of a centre line, except when otherwise noted, described as follows:—

Said centre line shall begin at a point in New Jersey on the west side of the Hudson River at a point where a line drawn midway between the north line of West Sixty-eighth Street in the City of New York produced; and the south line of West Sixty-ninth Street in the City of New York produced, intersects the bulkhead line as approved by the Secretary of War, April 25th, 1890, and shown on the map of the

(2)

War Department, dated April 15th, 1890; thence running easterly along said line drawn parallel to and midway between the north line of West Sixty-eighth Street produced, and the south line of West Sixty-ninth Street produced to a point seven hundred and seventy-two and $08/100$ ($77208/100$) feet westerly from the westerly line of Eleventh Avenue in New York City; thence curving southerly on a curve on a radius of six hundred and twenty-two and $08/100$ ($622\ 08/100$) feet extending to a point at which such curve intersects the northerly side line of West Sixty-sixth Street in said City, which point is one hundred and fifty (150) feet west of the westerly side line of West End Avenue or Eleventh Avenue, New York City; thence Southerly in a straight line parallel with the Westerly sideline of Eleventh or West End Avenue and distant therefrom one hundred and fifty (150) feet to a point distant twenty-two and $50/100$ ($22\ 50/100$) feet south of the southerly line of West Forty-sixth Street in New York City; thence curving easterly on a radius of six hundred and fifty (650) feet north of the northerly side line of West Forty-third Street and distant four hundred (400) feet easterly from the easterly line of Eleventh Avenue; thence easterly along a line parallel with the said northerly side line of West Forty-third Street and fifty (50) feet distant in a northerly direction therefrom to the westerly side line of Seventh Avenue in New York City.

Said strip of land is hereby located as a strip one hundred (100) feet in width or fifty (50) feet on each side of said centre line, and at the following points, the following described land, including said strip and the additional land mentioned is hereby located as enlarged for the purposes of a station, and turn-outs and access thereto, that is to say:—

(3)

For the purposes of a terminal and union station and access thereto the following land, namely:—

Beginning at a point where the westerly line of Seventh Avenue intersects the northerly line of West Forty-second Street; thence running Westerly along the northerly line of West Forty-second Street to a point distant one hundred and seventy (170) feet west of the westerly line of Eighth Avenue; thence northerly parallel with the westerly line of Eighth Avenue one hundred and 42/100 (100 42/100) feet; thence Westerly parallel with the northerly line of West Forty-second Street two hundred and thirty (230) feet; thence northerly and parallel with the westerly line of Eighth Avenue to the Southerly side line of West Forty-fourth Street; thence Easterly along said southerly line of West Forty-fourth Street to the point where it intersects the westerly line of Seventh Avenue; thence southerly along the westerly line of Seventh Avenue to the point or place of beginning.

Dated, June 4th, 1895.

Andrew H. Green

Frank K. Hain

Chas. M. Vail

Evan Thomas

Isidor Straus

Commissioners.

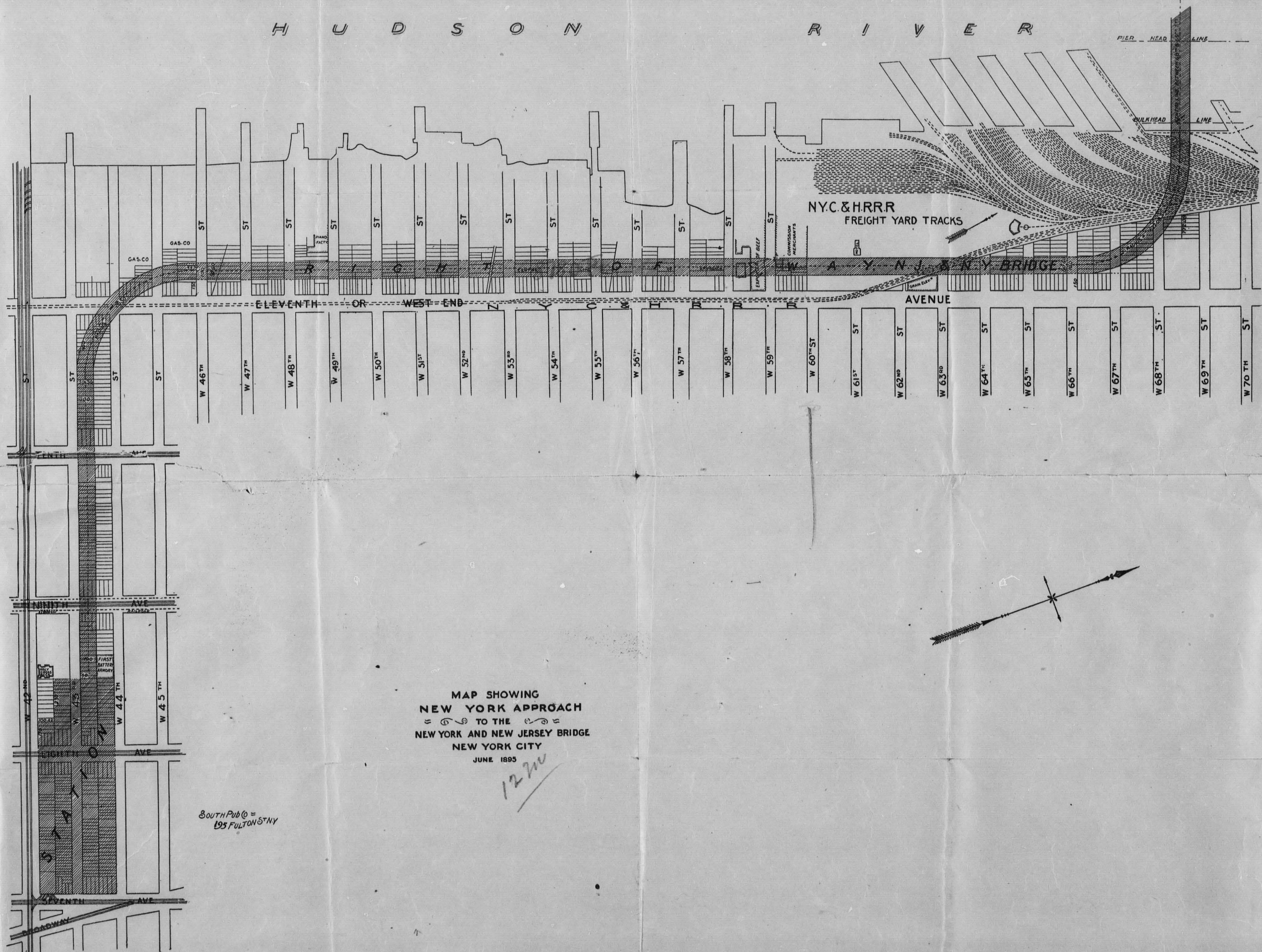
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line intersects the northerly line of West Forty-second Street; thence

beginning at a point where the westerly line of Seventh Avenue
there to the following land, to-wit:—

for the purposes of a terminal and union station and access

(3)



MAP SHOWING
NEW YORK APPROACH
TO THE
NEW YORK AND NEW JERSEY BRIDGE
NEW YORK CITY
JUNE 1895

SOUTH PUB CO =
195 FULTON ST NY

1220

W. E. D. STOKES
OFFICES
No. 262 WEST 72d STREET,
146 BROADWAY.

NEW YORK, Oct. 22d 1895 189

Hon. Mayor Strong,
Chairman of Sinking Fund Commission.

Dear Sir:--

At the time your meeting was held on 9th of October inst. to consider the location of the approaches of the New York & N.J. Bridge, I was laid up by an accident and an injury to my knee.

I hoped at that time soon to be able to see you personally, and to attend a meeting of the Commissioners, but as I am not able to leave my room, and may not be for some weeks to come, I had my remarks printed and sent to you, and now send some additional copies.

I hope they may receive your consideration.

Yours very truly,

BEFORE THE
COMMISSIONERS OF THE SINKING FUND
OF THE
CITY OF NEW YORK.

*Mayor STRONG, Comptroller FITCH, Recorder GOFF,
Chamberlain MCCOOK and Alderman OLCOTT.*

9th OCTOBER, 1895.

Upon the subject of the location of the approaches of the proposed New York and New Jersey Bridge, I was unable as the representative of the West End Association of property owners to appear before you in opposition to the application of the Bridge Company, and ask to submit my views in writing.

As this bridge will never be built, but will be a menace only to our property, we wish it located as far off as practicable. We wish that the movements and speculations of these gentlemen should not be allowed to thrust injury upon us, and this it is in your power to-day to avert.

The limits of location, by the Act of Congress, are on the Hudson River shore, between Fifty-ninth and Sixty-ninth streets. Sixty-ninth street is the border of the most valuable residence property in the city, and of a very costly city improvement—Riverside Park.

Fifty-ninth street is now a railroad and business place, occupied with railroads and warehouses. Why do they wish to bring into our section a railroad bridge, with railroad approaches, and all the

nuisances they create? The reasons are wholly insufficient, the reasons of men who say they have never considered the questions we present. Fifty-ninth street is the place for them.

Your approval and that of the Secretary of War are each needed by this company.

A few weeks ago we argued this question before the Harbor Line Board, who investigated it, by direction of Hon. D. S. Lamont, Secretary of War, and I invite your attention to the argument I presented to them, now printed and laid before you.

In support of my point that these gentlemen have no financial strength and backing, I ask them this question: Has not the Union Bridge Company withdrawn from their proposals or contract to build the bridge: I am informed that they have done so.

They have paraded this contract repeatedly "in order to perfect a sound financial basis for the enterprise," as these two bridge companies said in their letter of 12th November, 1894, to the Secretary of War (Ex. Doc. 12, 1894, p. 12); but this they can do no longer.

As this enterprise is one that brings peril only, we wish it ended, and it will be by your action.

The Act of Congress requires (Ch. 101 of 1894, Sec. 7) that within one year after location, &c., the construction shall be commenced, and that, within the first year after construction has commenced, the actual expenditure of not less than \$250,000 in money shall be made, otherwise the act shall be null and void.

The faster these steps are taken the sooner this paper scheme will be at the bottom of the river.

It is true they have gone through performances, like hiring the widow Mulligan's back yard in Sixty-ninth street, and laying a piece of paving stone, in the rain, for a bridge foundation, and something similar in New Jersey;

but that will not count for a piece of construction, for the year in which that was done has expired, and the \$250,000 to be expended the first year, in money, will be slow in coming. What financial backing have they?

So your action will operate like a sentence for two years, at the end of which execution will be passed upon them without any benefit from good behavior.

Their charter will be forfeited and their attacks against property and this city will cease forever.

Respectfully submitted,

W. E. D. STOKES.

BEFORE THE
NEW YORK HARBOR LINE BOARD

Col. H. M. ROBERT, Lt. Col. GILLESPIE,
Major C. W. RAYMOND,

ON THE
LOCATION OF THE NEW YORK AND NEW JERSEY BRIDGE.

SEPTEMBER 3, 1895.

Mr. W. E. D. Stokes, in opposition, representing the West End Association of Property Owners, said :

I.—This hearing is to determine “ the location and grades “ of approach of the bridge ” which the New York and New Jersey Bridge Company propose to build across the Hudson River at Sixty-ninth street, New York City, under the first section of the Act of Congress, Chapter 101 of 1894, directing that “ the *location* of said bridge shall be subject to “ approval by the Secretary of War, upon such examinations, hearings and reports, as he shall hereafter prescribe.”

This section limits the location to the space between Fifty-ninth and Sixty-ninth streets, on the pier-head lines of the Hudson River.

II.—The matter comes up on the united application of the two Bridge Companies.

The Company of New York, under Chapter 233 of Laws of 1890.

The Company of New Jersey, under Chapter DXX. of the Laws of 1868.

The restriction of the latter act (Sec. 5) is, that the terminus in New Jersey shall be north of the southerly line of Union Township. It allows piers in the river.

In the New York Act (Sec. 24), a single span is required

between piers on the shore side of the pier-head line in either State.

III.—The jurisdiction over piers in the river belongs to the United States, and it has been decided by the Secretary of War, Hon. D. S. Lamont, under Section 3 of the Act of Congress, Chapter 101 of 1894, that the bridge shall have a single span between the "pier lines of the harbor of New York." Letter of December, 1894, in Senate Ex. Doc. 12, 53d Congress.

At the Fifty-ninth street crossing, the distance between the pier line is 3,130 feet, and at Sixty-ninth street, 3,100 feet.

IV.—Independently of the decision of the Secretary of War on this question, "the location of all approaches of said bridge, in the City of New York, shall be approved by the Commissioners of the Sinking Fund" of that city. Sec. 2.

Thus the location of the bridge—that is—the piers and anchorages, and the grades of the approaches, are here to be considered.

"Approaches" are limited by Sec. 2 to the road bed and superstructure necessary to reach the high grade of the bridge from the grade of the street.

So far as "lines" are involved in the "grades" of the approaches, this Board and the Commissioners of the Sinking Fund must agree, or the decision by this Board will be without any result.

V.—In prosecuting this great work, the public advantages of which we concede, why do they make such mistakes in detail, and go out of their way to injure valuable private property?

We insist upon their accepting a location at Fifty-ninth street, so as to keep them as far away as possible from our property, and keep them as near as possible on a direct line in crossing the river. The southerly line of Union Township is opposite Fifty-eighth street.

There is but one place on the water border of the city not wholly given up to commerce, and that is, Riverside Park; the only place where their location will cause great damage.

This is the finest park in the world, lying along the slope of a high bank towards the river, made elegant by artistic park treatment and surrounded by residences of the highest cost.

No one opposes the commercial interests of the city, bringing the ships and the railroad close together, and side by side, if practicable. Railroad bridges, vessels and warehouses in close contiguity are the cause of great prosperity. But why, for this project, do they strike at the only point on the whole city margin where they are not welcome, where most of the property is restricted to private houses, and where their structures will be destructive to property of high permanent value, already exceeding in cost ten times the highest estimate for their bridge.

VI.—Where is the natural and commercial position for a bridge. Certainly it is at or below Forty-second street, to connect railroads on the Jersey shore with the railroads and business of the city; and why have they not adopted such a location? Their plan carries them three miles north of the railroad centre at Jersey City, and then two miles down on the New York side to the most northerly site, Forty-second street, they have spoken of as a terminus, and now fix on their map. Why have they never protested against this detour and asked for a direct crossing?

VII.—It is because of the arbitrary clause in their New Jersey charter, fixing them above the southerly line of Union Township, opposite Fifty-eighth street, in this city, and inserted for no sound reason. All railroads and business interests were against it. The bridge project was regarded as dangerous and prejudicial, to be repelled from the improved portions of Jersey City and put off into the wilderness at all hazards. This was the opinion of them in

New Jersey in 1868, and nothing they have done for twenty-seven years has changed that opinion.

It is this arbitrary law in New Jersey, founded on no sensible ground, that forces them, in crossing the river, to strike what has become the finest residence section of this great city.

Why does not New Jersey withdraw that unjust limitation, which dominates every question about this bridge, and give them a direct crossing at the narrow part of the river at Forty-second street?

This limitation is not supported by any regard for business interests, except to exclude this bridge from them; not by any regard for topographical or engineering or economic questions, for these would point to a direct crossing; not by any regard for the City of New York, its business or its property interests, nor the private interests of its citizens. It is wholly because of this unjust and arbitrary act that we are forced here to fight for the location that within the prescribed lines will be least destructive of our property.

This gives force to our contention that the bridge must be kept as far south, as near to the direct crossing as possible.

Another reason is their rapid transit scheme, to which I will refer, and still another, their real estate speculation at Guttenberg, N. J., and the property their crowd have bought along the Jersey shore of the Hudson River, where they propose to move over the tax-paying citizens of New York, to the great detriment of this city.

VIII.—The whole city shore of the Hudson River downtown, for a quarter of a mile back, is occupied in a mode, neither damaged in value or impaired in use, by the presence of a bridge or its approaches. Warehouses, yards, foundries, factories and the homes for workmen, known as tenement houses, give it an exclusive business character. The bridge would enhance its property values; but north of Sixty-seventh street it changes, owing to Riverside Park, which begins at Seventy-second street and runs north, a narrow park, 300 to 400 feet wide, for three miles.

The transition is immediate, because of the Park and the high elevation of the ground, to the finest restricted residence section the city can contain, already extending for two miles above Seventy-second street and which cannot be replaced.

Seventy-second street is a Park drive, connecting Central Park with the southern and principal entrance to Riverside. It is almost wholly built up with residences not surpassed by any in the city. As the city grows and the next generation come to build their palaces, it will advance beyond the Fifth avenue in costliness, and make a section of the city which in site and magnificence can never be exceeded.

So strongly has this character become fixed, that one Syndicate has recently purchased nearly ten millions worth of land for improvement.

This high character, due to Riverside Park, extends below as well as abreast of the Park, with some few exceptions, as far down as Sixty-seventh street. The value of the vacant land is too high for advantageous improvement by tenement houses or other long-shore occupation.

This present value and future improvement will be diminished and checked by the construction, and even by the shadow of this bridge. A loss of fifty per cent. on the value of the residence property within the Riverside region, if the pier is located at Sixty-ninth street, would exceed threefold the highest estimated cost of the bridge (\$35,000,000) stated in the letter of the Secretary of War.

Although the line of the approaches is defined by the Company, on their map, as turning sharply to the south, the cables must continue in the line on which they cross the river, some 1,200 or 1,500 feet further eastward to their anchorage. This might carry them across West End avenue, and would be a direct continuation of the substantial structure of the bridge. The high tower on the pier line, shown on plates 3, 5 and 7, or Ex. Doc. 12, over 600 feet in the air above the water level, with its extending cables and braces, and its ceaseless noisy trains of cars, and smoke, coal dust and cinders in high winds, would cause much greater damage to property within 2,000 feet, and annoy.

ance to persons, than if the same structure and annoyances were on the surface of the ground.

"The heavens would be hung with black."

IX.—We do not believe this project of a bridge will ever be carried out, or any actual bridge ever stare us in the face. Like the other schemes of this bridge charter monger, it will fall to pieces before it is built. With them we look always for a hidden object, under the mask of a public improvement. Either to float bonds, to grasp railroad franchises, or by some scheme to force money out of honest enterprises.

The simple location by this Board, anywhere above Fifty-ninth street, will of itself do the damage. It cannot be taken off. It will be a blight on property, a destruction of value, a check on improvement and a menace to investors, which will outlive any of us.

X.—The character of the property at Fifty-ninth street and below is wholly different from the Riverside region, and would not be injured by the bridge, for it lives on railroad and transportation business. This locality sends no one here to oppose a location there.

The value of property in a section laid out and to a great extent restricted for private residences only, is maintained principally by security against all nuisances, and against all interference with light and air, or offense to the senses, as ashes, smoke and noise. These annoyances render life intolerable to those who can afford to choose their homes. If such nuisances are permitted, the section is at once deserted; it falls at once into a lower occupation and the value is diminished, not by gradation, but by cessation. A little poison is as fatal as a large quantity.

XI.—If the character and value of any distinct section of the city is impaired, the immediate effect is seen by loss of the city revenue. The tax valuations would be reduced. The prosperity of the city uptown has been advanced because of the many municipal improvements, parks, &c.,

which have increased tax valuations and the revenue. To reverse this policy and impair this prosperity, and to admit projects which will destroy value into regions where they do not belong, will be generally disastrous.

XII.—The question that if the distance between the New York pier and the Forty-second street terminus be shortened the grades must be steeper, is met by having the terminal station elevated.

In this day of elevators, it should be put up 100 feet high, and the building used for post office and other purposes. They do this in Philadelphia and other modern cities.

XIII.—The abuse of "approaches" into gaining control of rapid transit in this city, is not cut off by the last clause of Section 2. This was the original purpose of this bridge scheme in 1890, and it remains, although this last clause apparently to prevent it was added in 1894. There may be ten approaches from distant and opposite points, as well as one. They are not bound here to specify all their proposed approaches, and a general railroad approach, extending across or lengthwise of the city, would confer on them an exclusive right in the streets which would subject to their demands all other railroad enterprises. This would give them a rapid transit franchise fathered by the United States Government, not amenable to our City authorities and contrary to our State laws.

XIV.—A location by this Board which crosses streets and avenues, over which they are authorized to construct and maintain railroad tracks for the use of all railroads, gives them extensive and almost exclusive power. It may mean an unlimited right to the bed of the street and to structures thereon, beyond anything heretofore exercised, and which may be found very prejudicial to the interests of the city. Is it not better to cross only a few streets than to place a bridge at Sixty-ninth street and cross a greater number of streets?

XV.—No evidence has yet been presented that these companies have any financial strength adequate to such an enterprise. It has many times been questioned, and yet they have reached their present stage of progress, with assumption instead of proof of financial backing. About the worst thing to do is to give such a company great and lasting power to do irremediable injury when they can show no substantial power to do any good. The fact that they submitted to this arbitrary limitation in their New Jersey charter, and under its stress now seek to do this great wrong to the property owners and to the City of New York, is a powerful argument to restrict their power to do damage and in the present application fix them a location at Fifty-ninth street.

XVI.—The grounds for preferring the location at Sixty-ninth street, stated by the Companies' Engineer, were

A.—That a tower on the pier-head line at Fifty-ninth street would interfere with an existing wharf and warehouse at that street.

This is one property interest against another, and our interests are vastly larger. They affect not one block only, but the whole of the most valuable section of the city, miles in extent, and of immeasurable value.

B.—The depth at which rock foundation can be reached.

This, by Brush's map, No. 4, of Ex. Doc. 12, is 122 feet 5 inches on the line on Fifty-ninth street, and 146 feet at the line at Seventieth street. The difference is in favor of Fifty-ninth street. Why did they never make borings below Fifty-ninth street.

C.—The anchorage near West End avenue.

While in the opinion of the engineers, Sixty-ninth street may furnish a better site than Fifty-ninth street, the difference in elevation above the river is not great, and the difference of expense is trifling compared with the property interests at Sixty-ninth street. Map 1, Ex. Doc. 12, shows that Fifty-ninth street would be practicable. Rock is reached 20 feet below the surface.

D.—The ease of grade in descending from the floor of the bridge to the terminal station.

The distance from the terminal station at Forty-second street to the tower at Sixty-ninth street would be about $2\frac{1}{10}$ th miles, and to the tower at Fifty-ninth street about one-half mile shorter.

They wish a grade of 35 feet to the mile and not in any case to exceed 46 feet. To descend from the floors of the bridge at Fifty-ninth street, 145 feet high, at the rate of 35 feet to the mile, $1\frac{3}{8}$ th miles, would require an elevation at the terminal station at Forty-second street of about 89 feet; at 46 feet grade the elevation would be about 72 feet. This would be practicable.

XVII.—Mr. Green asked you why the City is not represented here to oppose a location at Sixty-ninth street, and from their absence he argues that they are in favor of it. The reason is that they have not been invited. So the Mayor told me eight days ago; nor is he likely to be invited unless this Board see fit to do it. For by this Act of Congress the Sinking Fund Commission, of which he is a member, have co-ordinate power over the approaches, and it is difficult to treat the location and approaches separately. After a decision here these Companies will have

to take the result to them. They can wait, and they will protect the interests of property owners, tax payers and the City.

XVIII.—Mr. Green also says that the property owners should be well compensated; but I ask him by whom and on what grounds?

Will Mr. Charles H. Swan pay us? Will Mr. Andrew H. Green? What satisfaction would we get in suing them? Some parties are now ready to sue Mr. Green.

They propose to ruin us under a charter from the United States Government, and would refer us to that Government who cannot be sued. I see this causes laughter among the Bridge men. Their counsel says that this should not be discussed here, but left for the Courts to decide, and that is where we would get left, so we prefer to make our claim now.

In the Elevated Railroad cases, where the grounds for receiving damages from the invading company have been carried to the extreme, the recovery is on the theory of a violation of property rights in a street. There is no legal parallel between this and the damages caused by this Bridge Company. It is better to push them out of the way now.

XIX.—Mr. Green says he does not own two and a half or three millions worth of property on the West Side; in fact, owns nothing along Riverside Park. This accounts for his position, for if he did own any, he would oppose more vigorously than we do.

XX.—In answer to my question, he admits, too, that his Commission, in favoring Sixty-ninth street, considered simply the financial question. Taking the borings, foundations, anchorages, which is the cheapest way of building the bridge? This shows that he never considered the damage to property. His bridge will cost \$30,000,000 and damage three hundred millions of property, and he never

gives a thought to saving this by going half a mile further away.

All these various considerations and facts are to be weighed and balanced by your Board in fixing this location. We urge Fifty-ninth street.

1st. As nearer a direct line.

2d. To save our valuable property from the damage threatened against it.

Respectfully submitted,

W. E. D. STOKES,
262 W. Seventy-second Street,
New York City.

19.

Commissioners

ANDREW H. GREEN.
FRANK K. HAIN.
CHARLES M. VAIL.
EVAN THOMAS.
ISADOR STRAUS.

OFFICE OF THE COMMISSIONERS

NEW YORK AND NEW JERSEY BRIDGE,

214 BROADWAY,

ANDREW H. GREEN, Chairman.
CHARLES M. VAIL, Treasurer.
EVAN THOMAS, Secretary.
CHARLES H. SWAN, Asst. Secretary.
THOMAS C. CLARKE, Chief Engineer.
CHARLES B. BRUSH, Asst. Engineer.

TELEPHONE 1000 CORTLANDT.

New York, Oct. 25th, 1895.

Hon. William L. Strong,
Mayor

Dear Sir:-

Will you have the kindness to fix a time when it will be convenient for you and members of the Sinking Fund to meet Mr. Andrew H. Green Chairman of the New York and New Jersey Bridge Commission to talk over the matter of the approaches to the Hudson River Bridge.

Trusting that you will excuse this intrusion on your valuable time

I am very truly yours

Charles H. Swan
Secretary.

COMMISSIONERS OF THE NEW YORK AND NEW JERSEY BRIDGE.

(Meeting of December 3rd, 1895.)

-BRIDGE LOCATION-

The following certificate was submitted to the Commissioners by the Engineer and was read by the Secretary, and unanimously adopted.

"We, THE UNDERSIGNED COMMISSIONERS appointed in and by and under the authority of Chapter 233 of the Laws of 1890, of the State of New York, entitled "An Act to incorporate the New York and New Jersey Bridge Company for the purpose of constructing and maintaining a permanent bridge for passenger and other traffic over the waters between New York City and the State of New Jersey, together with all necessary connections, appurtenances and approaches thereto and stations", a majority of the commissioners being present and acting, and pursuant to the powers vested in us, a majority of the commissioners being present and acting and a majority of the commissioners concurring therein and consenting thereto, do change the location of the said bridge heretofore made by us, and do locate the said bridge its anchorages and abutments as follows, that is to say:--

Said location shall be on a centre line beginning at a point in New Jersey on the west side of the Hudson River at a point where a line drawn midway between the southerly line of

COMMISSIONERS OF THE NEW YORK AND NEW JERSEY BRIDGE

(2)

West Fifty-ninth Street in the City of New York produced and the northerly line of West Sixtieth Street in the City of New York produced, intersects the westerly line of the anchorage of said bridge in the State of New Jersey: thence running easterly along said line drawn parallel to and midway between the southerly line of West Fifty-ninth Street produced, and the northerly line of West Sixtieth Street produced to a point one hundred feet west of Eleventh Avenue or West End Avenue where it intersects the easterly line of the anchorage of said bridge in the City of New York.

Dated, December 3rd - 1895.

Andrew H. Green

Evan Thomas.

Commissioners.

Isidor Straus.

I hereby certify that the above is a true copy of the original

Evan Thomas

Secretary.

Commissioners

ANDREW H. GREEN.
FRANK K. HAIN.
CHARLES M. VAIL.
EVAN THOMAS.
ISADOR STRAUS.

OFFICE OF THE COMMISSIONERS

NEW YORK AND NEW JERSEY BRIDGE,

214 BROADWAY,

ANDREW H. GREEN, Chairman.
CHARLES M. VAIL, Treasurer.
EVAN THOMAS, Secretary.
CHARLES H. SWAN, Asst. Secretary.
THOMAS C. CLARKE, Chief Engineer.
CHARLES B. BRUSH, Asst. Engineer.

New York, Dec. 4th, 1895.

TELEPHONE 1000 CORTLANDT.

To the Honorable

The Sinking Fund Commissioners

of the City of New York.

Gentlemen;

I have the honor to submit herewith a certified copy of the location of the New York and New Jersey Bridge as fixed and determined by the New York State Commission, pursuant to Chapter 233 of the Laws of the State of New York of 1890, and in accordance with the recommendation of the Sinking Fund Commissioners of the City of New York, at a meeting held November 20th, 1895.

Very respectfully,

Evan Thomas

Secretary.

TELEPHONE 1000 CORTLANDT.

New York and New Jersey Bridge Company.
Office of the Treasurer.

214 Broadway.

New York. Dec. 16th, 1895.

Hon. William L. Strong,
Mayor.

Dear Sir:-

I herewith send you a correct description of Route No. 2. of the location for the approach to the New York and New Jersey Bridge, in order that you may become more familiar with the same.

I also send you a copy of Preamble and Resolution for inspection and adoption should the location be selected.

Very respectfully,

Charles Francis
Secretary

WHEREAS, the commission appointed by and pursuant to Chapter 233 of the Laws of 1890, entitled "An Act to incorporate the New York and New Jersey Bridge Company, for the purpose of constructing and maintaining a permanent bridge for passenger and other traffic over the waters between New York City and the State of New Jersey, together with all necessary connections, appurtenances, approaches thereto and stations" has located said bridge, appurtenances and approaches thereto and stations as hereinafter described; and

WHEREAS, by an Act of Congress approved June 7th, 1894, entitled "An Act to authorize the New York and New Jersey Bridge Companies to construct and maintain a bridge across the Hudson River between New York City and the State of New Jersey", authority is given "to locate, construct and maintain over such bridge and the approaches thereto railroad tracks for the use of the railroads" upon certain conditions, one of said conditions being prescribed in Section 2 of said Act, as follows, to wit:--

Provided, That the location of all approaches of said bridge in the City of New York shall be approved by the Commissioners of the Sinking Fund of the City of New York;

AND PROVIDED FURTHER, That no railroad or railroads shall be operated on the approaches of said bridge companies in the City of New York, except on such approaches as shall have been approved by the Sinking Fund Commission-

ers of the City of New York;" and

WHEREAS, This Board after due consideration find, that the location of said bridge, appurtenances, and approaches thereto and stations as fixed, determined and certified by said Commissioners appointed by and under said Chapter 233 of the Laws of 1890, is wise and proper and best calculated to serve and promote the public interests.

NOW, THEREFORE, RESOLVED:

That said New York and New Jersey Bridge Company shall have the right and privilege of erecting the piers for said bridge and occupying the ground from the southerly side of Fifty-ninth Street to the northerly side of Sixtieth Street and that the location of said bridge, appurtenances and approaches thereto and stations as fixed, determined and certified by said Commissioners appointed by and under said Chapter 233 of the Laws of 1890, and as expressed in the two certificates of said Commissioners hereinafter set forth, certified copies of which said certificates are annexed hereto and made part hereof, be and the same is in all respects approved, ratified and confirmed, and this Board consents to the same.

WE, THE UNDERSIGNED COMMISSIONERS appointed in and by and under the authority of Chapter 233 of the Laws of 1890, of the State of New York, entitled "An Act to incorporate the New York and New Jersey Bridge Company for the purpose of constructing and maintaining a permanent bridge for passenger and other traffic over the waters between New York City and the State of New Jersey, together with all necessary connections, appurtenances and approaches thereto and stations," a majority of the Commissioners being present and acting, and pursuant to the powers vested in us, and a majority of the Commissioners concurring therein and consenting thereto, do change the location of the appurtenances to the bridge authorized by Chapter 233 of the Laws of 1890, the approaches thereto and stations, by locating the same by centre line as follows:

Beginning at a point in the southerly side of West 59th Street in the City, County and State of New York where a curve with a radius of seven hundred and eighty feet two and one-half inches, starting from a point on the centre line of said bridge heretofore located and distant nine hundred and thirty feet two and one-half inches westerly from the westerly line of Eleventh Avenue intersects the said southerly line of Fifty-ninth Street; thence curving southerly on a curve on a radius of seven hundred and eighty feet and two and one-half inches to a point sixty feet south of the southerly line of West Fifty-seventh Street in said city, which point is one hundred and fifty

feet westerly from the westerly line of West End Avenue, or Eleventh Avenue, New York City, thence southerly in a straight line parallel with the westerly line of Eleventh or West End Avenue and distant one hundred and fifty feet westerly therefrom to a point one hundred and fifty feet south of the southerly line of West Fifty-fourth Street; thence curving southeasterly with a radius of seven hundred and eighty feet and two and one-half inches to a point two hundred and seventy feet westerly from the westerly line of Tenth Avenue, and fifty feet north of the northerly line of West Fiftieth Street; thence easterly and parallel to West Fiftieth Street and fifty feet distant northerly therefrom to a point on the easterly line of Ninth Avenue.

The above is the description of the centre line of said approach and the premises intended to be occupied for such approach is a strip of land one hundred feet in width or fifty feet equi-distant on each side of said centre line, as the same is shown on certain maps hereto annexed and marked Route Number 2, December 1895, together with so much and such portion of the space between the south side of Fifty-ninth Street and the north side of Sixtieth Street heretofore set apart and approved as the location for the said bridge and its anchorage as may be necessary to connect said approach with the said bridge at the pier head line in the City of New York. And said Commissioners, a majority thereof being present and acting, do, by, and with the consent of a majority of said Commissioners hereby change the location of the station here-

tofore made by us and hereby locate a station so that it shall be on the following described premises:

Beginning at a point where the westerly line of Broadway intersects the northerly line of West Forty-ninth Street, thence running westerly along the northerly line of West Forty-ninth Street, to the easterly line of Ninth Avenue; thence northerly along the easterly line of Ninth Avenue to the southerly line of West Fifty-first Street; thence easterly along the southerly line of West Fifty-first Street to the westerly line of Broadway; thence southerly along the westerly line of Broadway to the northerly line of West Forty-ninth Street at the point or place of beginning.

Dated _____ 1895.

Commissioners.

New York and New Jersey Bridge Company.

TELEPHONE; 1000 CORTLANDT.

Office of the Secretary.

214 Broadway.

New York, Dec. 23rd, 1895.

Hon. William L. Strong,

Mayor.

Dear Sir:-

I have the honor to send herewith a brief relative to the matter of approach to the New York and New Jersey Bridge Company now before the Sinking Fund Commissioners.

A copy has been sent to each member of the Sinking Fund Commission.

Very respectfully,

Charles Finck

Secretary.

New York and New Jersey Bridge Company.

TELEPHONE; 1000 CORTLANDT.

Office of the Secretary.

214 Broadway.

New York, Jan. 31st, 1896.

Hon. William L. Strong,

Chairman Sinking Fund Commissioners,

City of New York.

Dear Sir:-

This company respectfully requests that the Sinking Fund Commissioners confirm their action upon location and plans of the approach Number 2 as adopted by the Commissioners representing the state and submitted to your Honorable Board January 20th, 1896.

I had a conference to-day with Colonel Roberts, Chairman of the Harbor Line Board, and he informed me that the only time they would have in the month of February to consider the action of the Sinking Fund Commissioners and the State Commissioners would be from the 10th, to 14th, of February, remainder of the month being pledged for other matters. I therefore earnestly request, as our time is consumed by delays, that your board give its approval to approach Number 2, at the earliest day possible; and certainly before the 10th, of February.

Very respectfully,

Charles Swan
Secretary.

Mr. J. B. B. B.
Fund Commissioners and the State Commissioners would be from the 10th,
have in the month of February to consider the action of the Sinking
Harbor Line Board, and he informed me that the only time they would
I had a conference to-day with Colonel Roberts, Chairman of the
state and submitted to Your Honorable Board January 30th, 1886.

Envelope
approach Number 2 as adopted by the Commissioners representing the
Fund Commissioners confirm their action upon location and plans of the

This company respectfully requests that the Sinking

Dear Sir:-

New York and New Jersey Bridge Company.
Office of the Secretary.

214 Broadway.

New York, December 16th, 1897

Hon. William L. Strong.

Chairman Sinking Fund Commissioners.

of the City of New York.

Dear Sir;

I send herewith a copy of an address made by Hon. Andrew H. Green, Chairman, to the Commissioners of the New York and New Jersey Bridge, relative to what is known as the freight approach to the bridge, which was filed with you a few days ago.

Please have the matter placed before the Sinking Fund Commissioners together with the map and description of the location made.

Very respectfully,

Charles F. Mann
Secretary.

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DEAR SIR:

OF THE CITY OF NEW YORK.

CAPTAIN SINKING VNM COMMISSIONERS.

HON. WILLIAM T. SPENCER.

DECEMBER 1897.