

Condensed statement for use in
Mayor's message.

*Commissioner of Street Improve-
ments of the 23rd & 24th Wards.*

Street Improvement is advancing rapidly in the Twenty-third and Twenty-fourth Wards. The street lines and grades have been at last established and building operations have been stimulated largely in consequence. The law required that the maps of the territory added to the City and County of New York January 1st. 1874, should be filed on or before January 1st. 1896. This requirement was complied with by the Commissioner of Street Improvements of the 23rd and 24th Wards, the Board of Street Opening and Improvement lending its co-operation to the extent necessary. The fact that the property owners in these wards have no longer to speculate with the perplexing question of street lines and grades is a subject of general congratulation and is one of the greatest importance to the locality in question.

About 275 proceedings are pending for the legal opening ~~the~~ of streets in the 23rd and 24th Wards, while 40.74 miles of avenues and streets were legally opened during 1896. Actual street construction follows the legal opening ~~if~~ in every case as rapidly as circumstances will permit. During the last year $15 \frac{175}{1000}$ miles of sewers were constructed in the 23rd and 24th Wards. There are now $90 \frac{489}{1000}$ miles of sewers in this locality, $43 \frac{11}{100}$ miles of granite and trap block pavement, $95 \frac{08}{100}$ miles of macadamized roads, and $181 \frac{81}{100}$ miles of earth roads. ~~There were~~ Brick has been introduced for pavement on one of the leading avenues and asphalt has been also introduced.

The topographical survey is progressing in the locality annexed to the city in 1895. This survey will be completed in about two years hence and then the work of street lay out of that section will follow.

In the new section about \$50,000.00 was spent during 1896 for road repair. Sewer construction is under way at Williamsbridge and

it is safe to say that no new part of any city has received more attention within such a short time after annexation in the way of street improvement as that part of the city east of the Bronx River. It is a noteworthy fact that the population of the Twenty-third and Twenty-fourth Wards has more than doubled inside of six years. The population of the two wards is now about 200,000.

The assessed valuation of the Twenty-third and Twenty-fourth Wards exclusive of park lands in 1890 was \$44,448.914.00

The assessed valuation now exclusive of park lands is \$69,546.809.00

This does not include the new section, which according to the Tax Department figures is \$15,033.200.00, thus making a total valuation of \$ 84,580,009.00

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City of New York
Commissioner of Street Improvements,
23rd and 24th Wards.
No. 2622 Third Ave. Cor. 44th Str.

COMMISSIONER'S OFFICE.

January 4th, 1896.

Hon. Wm. L. Strong,
Mayor.

Dear Sir:

I transmit herewith a statement showing the general scope of the operations of this Department, as well as giving some data of the work done during the past year, with other facts of interest in connection with the Department for use in your Honor's annual message to the Board of Aldermen.

Respectfully,

Louis F. Haft

Commissioner.

Page 2

New York January 4th.1896.

Hon. Wm. L. Strong,

Mayor:

Dear Sir:

The street system of the City of New York north and east of the Harlem River and between the Sound and the Hudson, is under the jurisdiction of the Department of Street Improvements, which Department was created by the provisions of Chapter 545 of the Laws of 1890 and which went into operation January 1st, 1891, succeeding to the powers, the Department of Public parks had over the ~~that~~ territory at that time, as far as street lay out, Maintenance and construction, &c. were concerned. Previous to the recent annexation of a part of Westchester County, under the provisions of Chapter 934 of the Laws of 1895, the area of the 23d and 24th Wards consisted of 12,317 acres or 19 1/2 square miles, being about 200 acres less than Manhattan Island. The new territory has been added to the 24th Ward and is more than double the area that previously constituted the two wards of the city north and east of Manhattan Island.

The jurisdiction of the Department of Street Improvements was confined hitherto to the land lying ~~east~~ *West* of the Bronx River. The new acquisition embraces about 14,000 acres of which about 2000 acres are park lands. The park lands are Bronx Park, Bronx and Pelham Parkways and Pelham Bay Park.

Pelham Bay Park, the easterly half of Bronx Park and Bronx and Pelham parkways are within the limits of the towns of Westchester, Eastchester and Pelham.

The task originally entrusted to the department of Street Improvements provided for the conversion of about

50 village lay outs and a vast area of unimproved and undeveloped land into a modern city system.

The immense amount of technical labor involved in the preparation of the final maps of the street system of the 23rd and 24th Wards made it impossible to complete the final maps under the provisions of Chapter 545 of the Laws of 1890, namely:

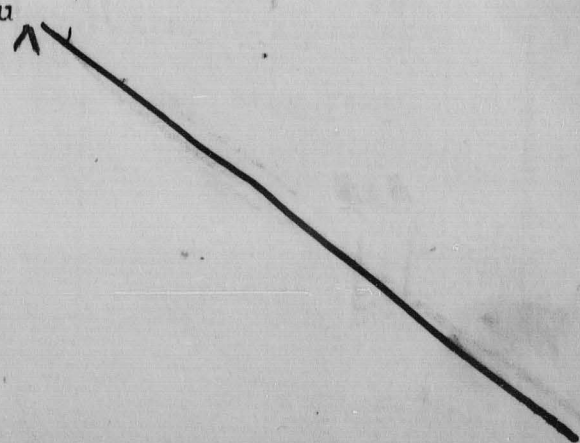
"within two years and six months from the first day of January, eighteen hundred and ninety-one,"

The time for the completion of the maps was extended by Chapter 443 of the Laws of 1893 to: "on or before the first day of July, eighteen hundred and ninety-five," and the time for the filing of the final maps was extended by the same act to "on or before the first

"day of January, eighteen hundred and ninety-six." All the maps of the 23rd and 24th Wards as the territory comprising these two wards existed previous to the recent annexation, have been filed. It is perhaps well to mention that the Board of Street Opening and Improvement under the law possesses a certain veto power on the maps prepared by the Commissioner of Street Improvements. It has happened however, generally speaking, that the maps presented by that official have met with the prompt concurrence and approval of the Board of Street Opening and Improvement of which Board the Commissioner of Street Improvements is a member, having co-equal authority in the Board in all matters appertaining to the street system of the 23d and 24th Wards.

The same work exactly as to street lay out will have to be repeated in the territory added to the city and county of New York by Chapter 934 of the Laws of 1895. A topographical survey must be made of the entire district showing the position and extent of all roads, streets, avenues and lanes, all division lines and boundaries of land and all buildings, creeks, brooks and visible rock surfaces, &c. It will take about three years to complete this work and it will cost about \$150,000. After it is completed the street lay out of the new section can be perfected. The Board of Estimate and Apportionment has appropriated \$40,000 for the present year for this purpose.

The most notable street improvement of the 23rd and 24th Wards is the proposed Grand Boulevard and Concourse. The Commissioner of Street Improvements was authorized by Chapter 130 of the Laws of 1895 to lay out and establish a Grand Boulevard and Concourse, together with not more than 15 roads running transversely under said Boulevard as follows: commencing at a point on East One Hundred and Sixty-first Street, in said city, at the intersection of said street and Mott Avenue, running thence in a northerly direction and embracing Mott Avenue to East One Hundred and Sixty Fifth street, thence curving to the right and in a northerly direction intersecting East One Hundred and Seventy-fourth street (formerly Walnut Street), at Belmont avenue (formerly Fourth avenue) continuing thence to a point intersecting East One hundred and Seventy-seventh street, at Morris avenue (formerly Monroe avenue) thence northerly to the intersection of East One Hundred and Eighty- second street with Ryer avenue; thence northerly and embracing Ryer avenue to Highbridge Road; thence northerly and embracing Anthony Avenue to Potter Place; thence Northerly on a straight line to Mosholu



Parkway, intersecting its south side about two hundred and fifty feet east of Jerome Avenue. Commissioners to acquire the necessary land were appointed a short time after the passage of the act and are making satisfactory progress. The maps of the 23rd and 24th Wards as filed under the provisions of Chapter 545 of the Laws of 1890 and Chapter 443 of the Laws of 1893 show a street system of 317 1/2 miles. Plans for the drainage of the sewerage districts in the different water-sheds are well under way and will be finished probably during the **current** year. Title to 132 avenues and streets was vested in the city during 1895 under Chapter 660 of the Laws of 1893 and 15 avenues and streets or portions thereof were legally opened during 1895 by proceedings commenced prior to the operation of Chapter 660 of the Laws of 1893.

In the Bureau of Construction of the Department of Street Improvements for the year 1895, 111,900 Sq.Yds. of Granite Block Pavement and 3,500 Sq.Yds. of Trap Block Pavement were laid, while 24, 000 Sq.Yds. of Block Pavement were relaid and Willis Avenue was asphalted between 134th Street and Third Avenue. It was the first asphalt laid in the city and county of New York north of Manhattan Island. There are now altogether 130 miles of legally opened streets in the 23rd and 24th Wards. During the year 13,001.71 Lin.feet of Brick Sewer and 16,432.05 Lin.Ft. of Pipe Sewer were laid.

The proposed sewer and highway through the Bronx Valley is of special interest to the people of the new part of the 24th Ward as when completed a part of the sewage system of that district will connect with the proposed trunk sewer. An investigation of the desirability of this improvement was authorized by Chapter 1021 of the Laws of 1895. The Commission appointed proposes that the sewer in question shall run from Kensico Dam south to the north line of Bronx Park, thence easterly to the channel of the Long Island Sound at or near High Island.

The cost of the assessable improvements made during the five (5) years ending December 31st 1895, under the Commissioner of Street Improvements amounted to \$5,235.887.16; averaging \$1,047.177.43 per annum.

The assessed valuation of the 23rd and 24th Wards, in the year 1890 was \$44,448,914, and in the year 1895 \$65,885,155, an increase in five (5) years of \$21,436,241 being an annual average increase of \$4,287,248, which shows plainly that the increase in real estate valuations has kept pace easily with the improvements made.

Whatever disadvantages or minor complications may have accrued from what may be termed the precipitancy of annexation east of the Bronx River they are probably more than counterbalanced by the practical step taken towards a Greater New York.

page 2

The experience obtained in perfecting the street system in the territory which formerly constituted the 23d and 24th Wards, will be of marked advantage to the officials having charge of public improvements in the recently added territory, and as a logical sequence will be of great advantage to the residents of that section also. The people of the new section unlike the people of the old section find a department in existence expecially designed to cope with all the perplexities of a new street lay-out, construction, etc., and in that sense are much better off than were the people who were affected by the Annexation Act of 1873.

Respectfully,

LOUIS F. HAFFEN,

Commissioner.

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

COMMISSIONER'S OFFICE.

January 6th, 1896.

Hon. Wm. L. Strong,
Mayor.

Dear Sir:

In reply to your Honor's letter transmitting for report Resolution No. 176 of the Board of Aldermen, to regulate, grade, curb, flag, etc., HALL PLACE, from East 165th Street to Intervale Avenue, I beg to say that HALL PLACE, from East 165th Street to Intervale Avenue was legally opened October 7th, 1895. This street runs through a thickly populated district and should be improved.

I recommend approval of the resolution.

Respectfully,

Louis F. Haffner

Commissioner.

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.

January 6th.1896.

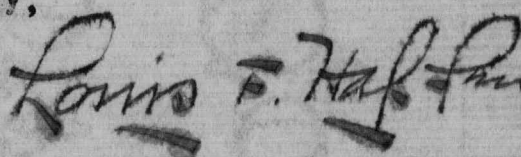
Hon. Wm. L. Strong,
M a y o r.

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 177 of the Board of Aldermen, to regulate and pave with granite block pavement, etc., East 150th Street from Railroad avenue East to Morris avenue, I beg to say that East 150th Street between Railroad Avenue East and Morris avenue has been sewered, regulated and graded, and is paved east of Morris avenue to Third Avenue. By paving this block it will complete the pavement for the whole length of the street.

I recommend approval of the resolution.

Respectfully,



Commissioner.

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.

January 6th.1896.

Hon. Wm. L. Strong,

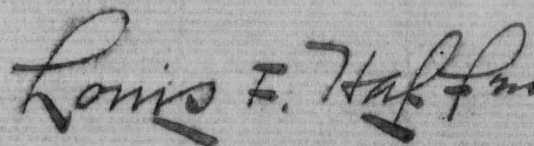
M a y o r :-

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 197 of the Board of Aldermen, to regulate, pave, etc., with granite block pavement, Webster avenue from East 184th Street to Pelham Avenue, I beg to say that this avenue is now under contract for paving south of East 184th Street and the work should be ~~continued~~ continued to Pelham Avenue so as to make a direct connection with the Kingsbridge Road at Pelham Avenue.

I recommend approval of the resolution.

Respectfully,



Commissioner

City of New York.
Commissioner of Street Improvements,
23rd and 24th Wards.
No. 2022 Third Ave., Cor. 14th Str.

COMMISSIONER'S OFFICE.

January 6th, 1896.

Hon. Wm. L. Strong,
Mayor.

Dear Sir:

In reply to your Honor's letter transmitting for report Resolution No. 201 of the Board of Aldermen, to regulate, grade, etc., UNION AVENUE, from EAST 156th STREET to BOSTON ROAD, I beg to say that UNION AVENUE, from East 156th Street to Boston Road was legally opened July 15th, 1895. This avenue is well built up and runs through a populous section of the east side. It is regulated and graded and improved south of East 156th Street, and by continuing the work northerly it will form an important connection between the Southern Boulevard and Boston Road.

I recommend approval of the resolution.

Respectfully,

Lorrio F. Haf. Jr.

Commissioner.

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.

January 6th.1896.

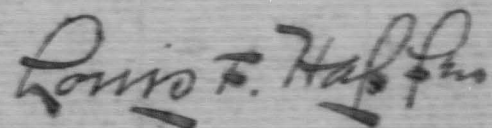
Hon. Wm. L. Strong,
M a y o r.

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 203 of the Board of Aldermen to regulate, grade, pave etc., East 136th Street from Third Avenue to Rider avenue, I beg to say that East 136th Street from Third Avenue to Rider avenue was legally opened August 6th. 1895. This street is all built up and runs through a popular district. A sewer has lately been constructed therein, and the grading and paving should follow.

I recommend approval of the resolution.

Respectfully,



Commissioner.

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.

January 6th.1896.


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

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 204 of the Board of Aldermen, to regulate, grade, curb, flag, etc., East 167th Street from Franklin Avenue to Boston Road, I beg to say that this street is well built up and a sewer was constructed in it lately.

I recommend approval of the resolution.

Respectfully,



Commissioner.

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.

January 6th.1896.

Hon. Wm. L. Strong,
Mayor:

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No.205 of the Board of Aldermen, to regulate and pave with granite block pavement East 170th Street from the New York and Harlem Railroad to Webster avenue, I beg to say that this street is paved east of the New York and Harlem Railroad and by continuing the pavement westerly to Webster avenue, it will complete the pavement of the said thoroughfare.

I recommend approval of the resolution.

Respectfully,

Louis T. Haffner

Commissioner.

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.

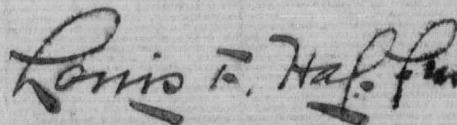
January 6th.1896.

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

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 209 of the Board of Aldermen to regulate, grade, etc., 165th Street from Jerome avenue to Sheridan avenue, I beg to say that a resolution providing for this work has already been passed by the Board of Aldermen and approved by your Honor on September 5th.1894; therefore, it will not be necessary to approve this resolution.

Respectfully,



Commissioner.

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.

January 6th.1896.

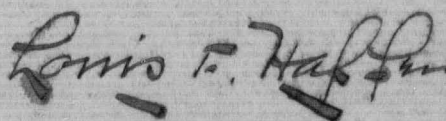
Hon. Wm. L. Strong,
Mayor.

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 210 of the Board of Aldermen, to regulate, grade, curb, flag, etc., Westchester avenue from the Southern Boulevard to the Bronx River, I beg to say that Westchester avenue from the Southern Boulevard to the Bronx River was legally opened November 16, 1880. West of the Southern Boulevard this avenue has been regulated and graded, and the New York, New Haven and Hartford Railroad Company is about to erect a bridge over its tracks at Westchester avenue near the Bronx River necessitating the grading of that portion of Westchester avenue east of the Southern Boulevard, as an approach to said bridge.

I recommend approval of the resolution.

Respectfully,



Commissioner.

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.

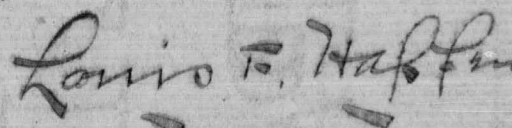
January 6th.1896.

Hon. Wm. L. Strong,
Mayor:

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No.214 of the Board of Aldermen, to erect two additional lamp posts at #225 East 79th Street, I beg to say that East 79th Street being in the 19th Ward, the resolution should have been forwarded to the Commissioner of Public Works.

Respectfully,



Commissioner.

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.

January 6th.1896.

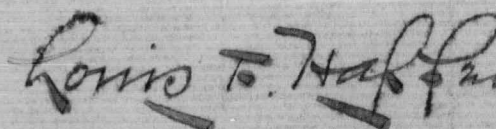
Hon. Wm. L. Strong,
M a y o r :

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 218 of the Board of Aldermen, to regulate, grade, curb, flag, etc., Nelson Avenue from Kemp Place to Boscobel avenue, I beg to say that the grading of this avenue has been asked for by the property owners along the line. It would form an important connection through the Highbridge District.

I recommend approval of the resolution.

Respectfully,



Commissioner.

J.J.B.
D.O'T.

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Beck

OFFICE OF THE ATTORNEY TO THE DEPARTMENT OF
STREET IMPROVEMENTS OF THE TWENTY-THIRD AND TWENTY-
FOURTH WARDS OF THE CITY OF NEW YORK.

New York, January 10th, 1896.

Hon. Francis M. Scott,
Counsel to the Corporation.

Dear Sir:-

I respectfully submit the following report of
the Attorney to the Department of Street Improvements of
the Twenty-third and Twenty-fourth Wards for the quarter
ending December 31st, 1895:

Written opinions were requested and prepared or
communications in writing made in the following matters:

In the Matter of the Construction of Sewer in 184th
Street across Vanderbilt Avenue, West.

In the Matter of the Contract for sewer in Gerard
Avenue, from Jerome Avenue to 167th Street, and
in 158th Street, from Morris Avenue to Railroad
Avenue, West.

In the Matter of Contract for Sewer in 167th Street
and Jerome to Gerard Avenue.

In the Matter of Contract for sewer in 136th Street
from Brook to St. Anne's Avenue.

In the Matter of Contract for sewers in Rider Avenue
from Jerome Avenue to 167th Street.

In the Matter of Contract for Sewer in 195th Street,
from Webster to Decatur Avenue; and in Tremont
Avenue, from Webster to Anthony Avenue.

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In the Matter of Contract for regulating Robbins Avenue, from Kelly Street to Port Morris Railroad.

In the Matter of Contracts for paving Forrest Avenue and for sewer in Tinton Avenue and sewer in 194th Street.

In the Matter of Contract for repaving intersection of Melrose Avenue and 149th Street.

In the Matter of Contract for sewers in 195th Street from Webster to Decatur Avenue, and in Tremont Avenue, from Webster to Anthony Avenue.

In the Matter of Contract for paving Melrose Avenue, from 149th to 163d Streets.

In the Matter of Contracts for sewers in River Avenue and 136th Street, and grading Robbins Avenue.

In the Matter of a temporary pavement for Tremont Avenue.

In the Matter of Sewers in Boston Road.

In the Matter of the legal status of Orchard Street, Kingsbridge Road, Concord Avenue, Highbridge Street, East 177th Street and East 169th Street.

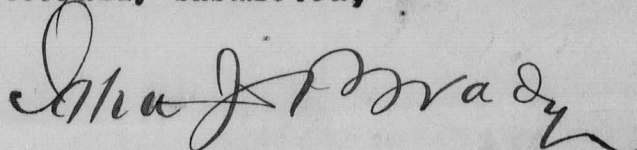
In the Matter of the Contract for paving 141st Street.

In the Matter of the Contract for sewer in 184th Street.

In the Matter of contract for sewer in Bremer Avenue.

In the Matter of Sewer in 166th Street.

Respectfully submitted,



Attorney.

more to follow

X.6.

To:

Hon. Francis M. Scott,
Counsel to the Corporation.

REPORT OF THE ATTORNEY TO
THE DEPARTMENT OF STREET
IMPROVEMENTS OF THE 23d AND
24th WARDS.

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Jan. 10

In the Matter :
of Opening One hundred and :
Eighty-first Street. :

To

The Mayor,
Comptroller,
Commissioner of Public Works,
President of the Department of Public Parks
President of the Board of Aldermen,
Commissioners of 23rd & 24th Wards,

constituting the Board of Street Opening
and Improvement:-

Gentlemen:-

The undersigned, representing certain of the property owners along the line of the above named improvement, begs leave to offer the following suggestions in support of the application now pending before your Board.

The propriety of the application by these property owners that the City shall bear a part of the expense of the improvement has been repeatedly questioned at the various sessions of your Board at which the matter has been discussed.

It is respectfully insisted that this criticism is without just foundation.

Private property, under proceedings instituted for that end is being acquired by the City for public purposes. The Commissioners of Estimate and Assessment, acting under the authority of the Supreme Court have estimated

the value of the property taken, and assessed the burden upon the property benefited. They have had all the advantages of evidence, inspection, counsel and deliberation, and no objection was made by any property owner to the proportions in which the burden of assessment was adjusted in the Commissioner's preliminary report.

The law places upon those Commissioners the responsibility and power of adjusting the burden of assessment according to benefits. It however withholds from their consideration a single question, namely "Should a part of the burden, and if so, what part, be placed upon the City at large?"

The legislature has recognized the fact that the opening of certain streets may result, not only in benefits to the neighborhood, but also, in large measure, to the immediate advantage of the City at large; and that in such cases justice requires that a due proportion of the expense shall be borne by the City at large. To meet such a case the law puts in Street Opening Proceedings the responsibility upon your Board, of passing upon the single question which is withheld from the Commissioners.

The law therefore provides for this application made by the property owners, and your Board, after reports by two independent committees and by its unanimous vote, has already determined that the case is one in which its authority to place a part of the burden on the City at large should be exercised.

It is most respectfully insisted that all difficulty before your Board upon this question, has arisen through a discussion of matters within the scope of the duties of the Commissioners of Estimate and Assessment, and outside of this Board's authority.

The law does not place upon this Board any responsibility for the acts or omissions of the Commissioners of Estimate and Assessment; nor does it give it any power to review the conclusions of the Commissioners.

Indeed, no reason has been shown why this Board should exercise any such authority, even if it had the power so to do; for no question of the integrity, competency or discretion of the Commissioners has been raised.

It is therefore, with great respect, urged that such proceedings be taken at your next session as shall suffice to remodel your action so as to provide for the simple question of the City's proportion of the expense of opening One hundred and eighty first Street, without directing or advising the Commissioners of Estimate and Assessment as to the details of their Report, the responsibility for which the law puts upon them.

N.Y. January 23. 1896

*George A. Miller
Attorney for John Haven,
James C. Carter, State
John A. Haven others*

Office of the
Commissioners of Accounts,

ROOMS 114 AND 115,

Stewart Building,
200 Broadway.

New York, January 31, 1896.

Hon. William L. Strong,

Mayor.

Sir:-

On June 15, 1894, a contract was executed between the City of New York and Charles W. Collins and Thomas J. Gillis, for regulating, grading and improving One hundred and sixty-eighth Street from Webster to Franklin Avenues, under the direction of the Department of Street Improvements of the Twenty-third and Twenty-fourth Wards.

The preliminary estimate made by the Department's engineer, for the purpose of obtaining bids, showed that six thousand (6000) cubic yards of rock excavation would be necessary. As the work progressed, estimates were made from time to time by the Department, showing the amount of labor performed and materials furnished by the contractors. Bills for such work and materials were audited by the Comptroller, and payments of seventy (70) per centum of the amounts thereof were made to the contractors.

The following table shows the dates of such estimates and the number of cubic yards of rock estimated to have been excavated prior to such dates, viz:

Estimate No. 3,	October 29, 1894,	8,000 cubic yards
" "	4, November 20, 1894,	11,260 " "
" "	5, December 20, 1894,	13,060 " "
" "	6, March 30, 1895,	13,660 " "
" "	7, May 28, 1895,	15,060 " "

The total amount of rock excavation, therefore, as certified by the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards, is nine thousand and sixty (9,060) cubic yards in excess of the amount shown by the preliminary estimate. Bills including charges for such excessive amount have been approved by the Comptroller and seventy (70) per centum thereof paid in accordance

with the terms of the contract.

An investigation made by an engineer in our employ shows that the total amount of rock excavated was seventy-five hundred (7,500) cubic yards. Since our investigation was commenced the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards has had made an estimate which agrees substantially with that made by our engineer.

It would appear from the above facts that the final estimate, as certified by the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards, contains an excess of seventy-five hundred and sixty (7,560) cubic yards of rock excavation. In our opinion, a deduction should be made from the final payment under this contract, which payment is now being withheld by the Comptroller subject to this examination.

An account is kept by the said Department of Street Improvements of the force employed daily under all contracts. Such account shows that for the period ending August 16, 1894, 865 1/2 days of labor by men and 175 days of work by teams had been performed under this contract. The said Department's engineer estimated that during such period the work performed was of the value of \$3,515.00. The account for the period ending September 20, 1894, indicates that there were 964 days of labor by men and 153 days of work by teams. The engineer estimated that during that period the work amounted in value to \$2,300.00, or \$1,215.00 less than the previous estimate, although the amount of labor was about the same.

By comparing the estimate and force account for the period ending October 20, 1894, with that for the period ending November 20, 1894, it appears that 867 1/2 days of labor by men and 150 days of work by teams during the former period performed work of the value of only \$3,455.00, whereas during the latter period 401 3/4 days of labor by men and 62 days work by teams performed work of the value of \$3,543.50, which is \$88.50 more than the value

of the work performed by double the number of teams and men during the former period.

From the estimate for the period ending September 20, 1894, it appears that 24 days of labor of masons, with 36 days of labor of helpers, built 350 cubic yards of masonry, while the estimate for the period ending October 20, 1894, shows that 38 days of labor of masons, with 48 days of labor of helpers, built only 150 cubic yards of the same class of work.

The estimate for the period ending December 20, 1894, shows that three hundred cubic yards of dry rubble masonry were built, while it appears from the force account that not a single mason or helper was employed during that period.

It would therefore appear that the system of inspection in the Department of Street Improvements of the Twenty-third and Twenty-fourth Wards is of very little value and that steps should be taken to secure a proper system.

Respectfully submitted,

Seth Sprague Terry,
Robt. A. Dennis
Commissioners.

I N T H E M A T T E R

- 0 f -

OPENING OF 181st STREET.

The Hon. William L. Strong, the Hon. Ashbel P. Fitch,
the Hon. Charles H. T. Collis, the Hon. S. Van Rensselaer
Cruger, the Hon. John Jeroloman, forming the

Gentlemen:-

As I understand the law regulating opening of streets in this city, this Board acts respecting a street opening such as 181st Street in a capacity supplementary to that of the Commissioners of Estimate and Assessment.

Those commissioners are required (Chap. 406, Laws of 1888), "to make a just and equitable estimate and assessment of loss and damage and of the benefit and advantage if any" to owners

of land and other persons interested within a certain area, the discretion of the Commissioners being restricted as to area (Do., Chap. 410, Laws of 1882, § 976), and as to proportion of each assessment to assessed value of the land (Chap. 410, Laws of 1882, §981).

In other words, having ascertained the probable cost and expense, the Commissioners, subject to the restrictions stated, apportion such cost and expense.

But there is a party who may be benefitted by the opening and who is not within the jurisdiction of the Commissioners.

This party is the City.

In its corporate capacity the City may be benefitted by use of the street for water drains, for sewers and for other purposes, as well as by increased taxable value of adjacent property. As a community, the City may be benefitted by convenience of use, of the proposed street. I am sure all of the petitioners hope that no member of this Board will fail to enjoy a share of this benefit from the opening of 181st Street.

To prevent (as I understand the purpose of the law) a failure of justice and in order that the City shall not incur the humiliation of seeking to reap where it has not sown and to partake of benefits to the cost of securing which it has not contributed, the law places on the Board of Street Opening and Improvement the duty of determining "what proportion of the cost and expense" already established by the Commissioners shall be assessed on the property which the Commissioners, in the exercise of the restricted discretion conferred upon them, have determined will be benefitted.

And the remainder of this cost and expense is to be de-

frayed by the City corporation. Therefore the first question for this Board is whether in the benefit of the opening the City will partake, and, if the answer be affirmative, then what portion of the cost and expense of obtaining that benefit, justice and a due sense of municipal self-respect requires that the City bear and pay.

Two Committees of this Board have reported affirmatively respecting benefit accruing to the City. The conclusions of these Committees will not, I presume, be disputed by any person conversant with the facts. The recommendation that so much as 70 per cent. of the cost and expense be assessed on private property, is submitted to be quite conservative of the interests of the public treasury.

These facts being not disputed, we are here met by the suggestions of Mr. Comptroller on which he bases the conclusion that owners of property on the proposed street ought to relinquish in shame their pending petition.

The value of our property will be greatly enhanced, we are told, by 181st Street, and we are reproached with the fact that some years since certain owners of property east of the Kingsbridge Road opened a section of this street east of that Road at their own expense.

Respecting the latter fact the observation appears not inappropriate that liberality of owners on the east in other years ought not to be made a scourge with which to lash owners on the west now.

~~And~~ apart from any such consideration, the facts prompting the action of the east side owners and the different grade of the lands on the east from that of the lands on the west of the

Kingsbridge Road, show clearly that the cases are not analogous.

But on the suggestion of resulting benefit to property owners Mr. Comptroller seems to rely more especially.

Owners of property west of the Kingsbridge Road, the patient objects of municipal neglect, who have so long consoled themselves with the phantoms of hope for the reality of heavy taxation, will not wish to conclude that this suggestion may itself be the result of a mere delusion of Mr. Comptroller's fancy.

But the suggestion, if not quite irrelevant, is directly opposed to the conclusion sought to be drawn from it.

If the proposed opening be an improvement so important as to greatly enhance in value the property facing on the street to be opened, this result will follow because the street will be of great public utility, a benefit to the whole community.

If, for instance, a certain corner lot mentioned by the Comptroller shall become very valuable, the cause will be the importance to the public and for the public of the streets forming the corner. Unless the street were advantageous to the community, the opening would bring slight increase of value to this corner. And in whatever increase there shall be of that value, the City corporation will share in increased taxes.

But, except from a socialistic point of view, I am unable to perceive why the circumstance that the public advantages will not accrue without private owners being also benefited, is any reason why the City should refuse to share in the costs of obtaining such public advantages.

That through the Board of Street Opening and Improvement to which the matter is by law entrusted, the City corporation will

thus refuse, I do not yet believe.

The petitioners do not seem to me to come before the Board as "valiant beggars" or as persons seeking "to lout" the City treasury, but as persons asking that justice be done, the justice which consists in the City paying (at least in part) for value which the City is to receive.

Why from the standpoint of any upholder of the right of private property, they ought to be rebuked, I cannot understand.

But if, notwithstanding the power vested by law in this Board, and despite the reports of its own Committees and the conceded public benefits, the entire cost of opening this very important and urgently needed public thoroughfare be imposed on private owners, will not shame and reproach rest forever on the City which will, in that event, partake of advantages in the cost of obtaining which it will have refused to share?

I am, Gentlemen,

February 1st, 1896.

*111 Broadway,
City of New York.*

Yours very respectfully,

Chas. W. Sloane.

Board of Street

Opening

owners, will not shame and reproach rest forever on the City which can and urgently needed public thoroughfare be imposed on private ceded public benefits, the entire cost of opening this very important Board, and despite the reports of its own Committees and the con-

But notwithstanding the power vested by law in this Feb. 5. property, they ought to be rebuked, I cannot understand.

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City of New York
Commissioner of Street Improvements,
23rd and 24th Wards.
No. 2622 Third Ave. Cor 44th Str.

W.F.O.

COMMISSIONER'S OFFICE.

February 3rd, 1896.

Hon. William L. Strong,
Mayor.

Dear Sir:

In reply to your Honor's letter transmitting for report resolution No. 288 of the Board of Aldermen, I beg to say that the title to BURNSIDE AVENUE was vested in the city, February 1st, 1888, and that no regular proceeding for acquiring title to SEDGWICK AVENUE was ever taken.

The Commissioners of Highways of the Town of West Farms accepted the said SEDGWICK AVENUE, on March 24, 1873, from the adjoining property owners, and did declare the same to be a public highway to be known as SEDGWICK AVENUE.

The assessment for improvements could be levied.

I recommend approval of the resolution.

Respectfully,

Louis F. Haffner

Commissioner.

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

W.F.O.

COMMISSIONER'S OFFICE.

February 3rd, 1896.

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

Dear Sir:

In reply to your Honor's letter transmitting for report resolution No. 290 of the Board of Aldermen to regulate, grade, etc., DECATUR AVENUE, from Kingsbridge Road to Brookline Street, I beg to say that DECATUR AVENUE, from Kingsbridge Road to Brookline Street was legally opened September 30th, 1895. That portion of Decatur Avenue north of Brookline Street was regulated graded, curbed and flagged, and to complete the avenue to Kingsbridge Road it is necessary to grade that portion mentioned in the above named resolution.

I recommend approval of the resolution.

Respectfully,

Louis F. Haffner

Commissioner.

Extract from the Minutes of a
Special meeting of the Board of
Trustees of Common Schools for the
Twentieth Ward, held Feb. 19, 1896.
Mr. Bauerdorf offered the
following resolution,

Whereas, some doubt was
expressed at the last meeting of the
Board of Street Opening and Im-
provement of the City of New York,
whether the block bounded by 27th
and 28th Streets, and 9th and 10th Avenues,
retaining the public school thereon, was
such an entire city block as is called
for by the Small Parks Act, known as
Chapter 911 of the Laws of 1895; and

Whereas, a suggestion was made
to secure additional legislation, all
of which would tend to jeopardize and
retard this most desirable improvement,
demanded alike by sanitary and moral
considerations involving the welfare of
about two thousand school children under
our charge at that place;

Be it therefore

Resolved, that we respectfully ask
the said Board to ascertain from the
Law Department, with the least possible
delay, what (if any) further

legislation is needful to give effect to what is practically (outside of selfishly interested individuals) the unanimous desire of the people in this section of the city.

This resolution was unanimously adopted and ordered to be transmitted to the Board of Street Opening and Improvement of the City of New York.

Correct transcript.

New York Feb. 19. 1896.

George Spurgeon
Secretary

City of New York.
Commissioner of Street Improvements,

23rd and 24th Wards.

No. 2622 Third Ave., Cor. 141st Str.

J.A.P.

COMMISSIONER'S OFFICE.

February 20th. 1896.

BOARD OF STREET OPENING AND IMPROVEMENT,

Gentlemen:-

In reply to the recent petition of Henry Mehles for the closing of Worth avenue and part of old Fitch street, I beg to say that this is a case which appears to come within the operation of Chapter 1006 of the Laws of 1895, and as I understand there were no proceedings taken before under this act, I respectfully suggest that this matter be referred to the Council to the Corporation.

Respectfully,

Lewis F. Haff

Commissioner.

Before the Board of Street Openings

-----x
In the matter of the selection of a :
site for a new Park under the Act pas- :
sed by the Legislature of the State of :
New York in 1895, known as chapter 911 :
of the Laws of 1895, entitled "An Act :
to Provide for the Laying Out of a :
Public Park in the City of New York" :
-----x

The Act provides briefly that this Board is authorized in its discretion to select, locate and lay out a public park in the city of New York between Twentieth and Thirtieth streets West of Ninth avenue, which park is to be of not less than one block in area and is to be so laid out, under the provisions of chapter 320 of the Laws of 1887, which last mentioned Act is commonly known as "The Small Parks Act".

It seems almost unnecessary to state that the establishment of the small parks in the City of New York is the result of the desire on the part of its inhabitants to secure and properly maintain breathing places for the crowded districts of the city, and it therefore seems proper for a consideration to be had of the present condition of the whole of the West Side of the city. There are practically no small parks from the Battery to the Central Park on the west side of the town. The triangular breathing spaces at the junction of Christopher and Grove streets and the new St. John's Park, right near it and both in the same locality are not duplicated until the junction of Columbus Avenue and the Boulevard at Sixty-fifth and Sixty-sixth streets is reached. It hardly needs discussion to prove the fact that most of this great district is occupied largely by tenement houses, and that it is as densely populated as any upon

the West Side of the City of New York. The whole idea of the establishment of these small parks is predicated upon the fact that their creation shall be from time to time increased so that no particular area shall long continue without proper breathing spaces. The Act passed by the Legislature of 1885 provided for the establishment of a park between Twentieth and Thirtieth Street and West of the Ninth Avenue. The Act as originally introduced was for the establishment of such a park between Twenty-third and Thirtieth Street west of the Ninth Avenue, and the Legislature, after deliberation and while the bill was pending before it, amended the Act so as to include the three blocks to the south. The Act referred to chapter 320 of the laws of 1887, which provided that the Board of Street Openings should expend, for the purpose of providing these small parks, not more than One million dollars a year, the design quite evidently being that these parks should be from time to time established so as to do the greatest good to the greatest number of the citizens of New York City, and that areas only so large should be acquired as to keep the cost of each within one million dollars, thus preventing several years appropriation to pay for one large park and insuring a great number well distributed through the thickly settled portions of the city.

The census returns of 1895 show that the particular area covered by the Act was the residence of Twenty-nine thousand three hundred and forty-six persons. The area bounded by Twentieth Street on the south, Thirtieth Street on the north, Ninth Avenue on the west and Seventh Avenue on the east contained under the same census Twenty-four thousand seven hundred and ninety-three persons. The area bounded by Thirtieth Street on the south, Fortyeth Street on the north, Twelfth Avenue on the

west and Seventh Avenue on the east, contained by the same census Twenty-nine thousand two hundred and eighty-two persons while the smaller area bounded by Twentieth Street on the north Gansevoort, Heratie, Jane and Twelfth Streets on the south, Seventh Avenue on the east and the exterior avenue on the west contained, by the same census, Twenty-three thousand one hundred and forty-eight persons. These figures show conclusively that it would be impossible to place a park on any one of the blocks which are contained in the area ascribed in the Act, without being of very great benefit to the neighboring inhabitants, as the density of the population throughout all of the territory mentioned is great.

The General Theological Seminary of the Protestant Episcopal Church in the United States begs to shew through its undersigned counsel that the best property that can be taken for the purpose are the two blocks of land bounded as follows: on the south by Twentieth Street; on the north by Twenty-first Street; on the east by Tenth Avenue and on the west by an exterior street, known at that point as Thirteenth Avenue, and begs leave to give as its reasons for so believing the following:

First: Following out the plan already acted upon by the Board of Street Openings other parks will undoubtedly be established in the territory between Christopher and Sixtieth Streets. It would therefore be very unwise to establish a park at this juncture and under the authority granted in this particular legislative enactment in the central part of this large district. The northern part of the boundary of the area in which this particular park must be located is about midway between Christ-

tephers Street and Sixtieth Street, and it would be very unfortunate to erect this present park at such a point unless very great reasons for its being established could be shown, because, when another park is located in this large district on the west side of the city, it must necessarily, give undue advantage in either the southern or the northern half of this great district. The action of this Board today is to have its effect upon the residents of the west side of the city as long as the city lasts, and it must not be that this park should be established as if it were the only one that would ever be located in this vicinity. It seems, therefore, that it is eminently fitting for this Board to take into consideration the fact that it would be better for the interests of the inhabitants to locate the park as far south as it is possible, so that when another park can be located, it may be so placed about half way between Twentieth and Sixtieth Streets.

Second: There is no entire block in the whole of the district mentioned in the Act that can be obtained for as small an amount of money as the block and portion of a block, that your petitioners desire to have taken. These two blocks can undoubtedly be acquired by the city for an amount well within One million dollars (which is the amount which can be expended in any one year). The block which has been mentioned by other individuals, in speaking to this Board, is the block between Twenty-seventh and Twenty-eighth Street and Ninth and Tenth Avenues. This is the block which is commonly known as "The School Site Block." To say nothing of the fact that it would be necessary to amend the present Act of the Legislature, in order that this Board might take this block, it is a very patent fact that

it would be impossible to acquire that portion of the block which is not occupied by the school for as small an amount of money. The only other block which has been seriously mentioned as being a proper one to take is that bounded by Twenty-third and Twenty-fourth Streets and Ninth and Tenth Avenues. That block could not be taken and acquired by the city for less than One million five hundred thousand dollars, and its advantages are not as great as those of the blocks between Twentieth and Twenty-first Streets.

Third: Another very great advantage that the premises between Twentieth and Twenty-first Street has, is the fact that that block and its adjunct to the west, would combine the two very great advantages of a park created from an inside block, and a river front park, the small block to the west securing the river front. If the Dock Department succeeded in procuring the right to all of the land bounded by the proposed marginal street, a portion of this small block to the west will be taken by it, and there will then be left a most attractive small block directly on the marginal street, which will, if taken under this Act make a park directly on the river front. Nothing is so advantageous to the attractiveness of these small parks as to have more or less open space surrounding them, and the fact that the Seminary has its own buildings and ground on the block between Twentieth and Twenty-first Streets and Ninth and Tenth Avenues, adds greatly to the advantages of taking the premises immediately to the west of the Seminary grounds, because in so far as the air is concerned, the city will have the advantages of such very considerable open space in private hands.

Fourth: It is respectfully submitted that there is no

spot that can be chosen for this park under this Act that will benefit more people. Some of the arguments before this Board have spoken as if the erection of this park was designed solely to benefit the inhabitants of the small area mentioned in the Act, but this is manifestly a mistake. This Act is meant to benefit the whole City, but particularly the persons in the immediate vicinity, as well those south of Twentieth Street as north of Thirtieth Street. As stated above the population to the south is as great in proportion to its area as that to the north, or immediately in the area covered by the Act itself. Speaking of schools the attention of the Board should be called to the fact that the public school of the north side of Eighteenth Street east of the Ninth Avenue and even that on the south side of Seventeenth Street just west of the Ninth Avenue, and also that, to a certain degree, on the south side of Twenty-eighth Street west of the Ninth Avenue, will be greatly benefited by the park between Twentieth and Twenty-first Streets west of the Tenth Avenue. Something was said at the time of the public hearings, in regard to the fact that there were a number of private houses on Twentieth Street between Ninth and Tenth Avenues and that the persons who resided in these houses and the persons interested in the property of the Seminary could afford to send their children to distant parks, and yet the same objector to the argument made on behalf of the General Theological Seminary stated that the natural approach to the park through Twentieth Street was such that people could not safely send their children to the park. It is perfectly true that there are a large number of private residences on Twentieth Street, and we have no doubt that many of the residents of these

houses could send their children to parks at a distance, but the mere fact of the presence of these private houses and of the Institution known as The General Theological Seminary situated on the two sides of the principal approach to the Park, would, we are convinced, be considered greatly advantageous to the people whose children came to this Park from the crowded tenement districts in the immediate vicinity.

To sum up: For cheapness, for position, for convenience, for the large amount of territory acquired and for beneficial results to the greatest number of persons, we respectfully submit that the premises bounded by Twentieth and Twenty-first Streets west of the Tenth Avenue are the most desirable for the city to acquire under the provisions of chapter 911 of the laws of 1895.

Dated New York March 4, 1896

Olcott & Olcott

Dayton, Murphy & Swift

Of counsel for the General Theological Seminary

City and County of New York, ss.

*being duly sworn, deposes and says that he is the
in this action, that he has read the foregoing and
knows the contents thereof; and that the same is true of own knowledge, except as to the
matters therein stated to be alleged on information and belief, and that as to those matters he
believes it to be true.*

*Sworn to before me this day }
of 189 }*

Notary Public,

New York County.

Attorney for

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

COMMISSIONER'S OFFICE.

March 11th, 1896.

Hon. Wm. L. Strong,
Mayor:

Dear Sir:

In reply to your Honor's letter transmitting for report resolution No. 371 of the Board of Aldermen to regulate, grade, etc., **CAMMAN STREET**, from the Harlem River Terrace to Fordham Road, I beg to say that **CAMMAN STREET**, from the Harlem River Terrace to Fordham Road was legally opened January 29th, 1895. The regulating and grading of this street has been asked for by the property owners along the line who desire to build a number of houses and otherwise develop their property, and to afford easy access to the station of the **NEW YORK & HUDSON RIVER RAILROAD** and the station of the **NEW YORK & PUTNAM RAILROAD** at Fordham Landing Road.

I recommend approval of the resolution.

Respectfully,

Louis F. Haffner

Commissioner.

Board of Street Opening and Improvement.

The Board of Street Opening and Improvement met at the Mayor's office on Friday, March 13th 1896, at 11 o'clock A. M., pursuant to notice.

The roll was called, and the following members were present, and answered to their names:

The Mayor, the Comptroller, the Commissioner of Public Works, ~~the President of the Department of Public Parks, the President of the Board of Aldermen,~~ and the Commissioner of Street Improvements of the 23d and 24th Wards. 4

Absent, ~~the President of the Department of Public Parks, and the President of the~~
The reading of — The minutes of the meeting of March 11th 1896, were ~~read and approved.~~ dispensed with.

A request having been made for the widening of East 130th street, between Lexington Avenue and Park (or 4th) Avenue, on motion, the matter was referred to the Commissioner of Public Parks for his report thereon.

The following report from the Commissioner of Street Improvements of the 23^d and 24th Wards, relating to a petition to close certain streets, under the provisions of Chapter 1006 of the Laws of 1895 was presented and read; and on motion, the report together with the petition referred to, was referred to the Counsel to the Corporation for his opinion and report thereon.

Board of Aldermen. 2

Minutes Board Street Opening -
Meeting March 13 /96 -

The matter of locating a Public Park on the East Side of the City was then taken up.

The Comptroller, on behalf of the Committee appointed by the Board, reported that two sites had been suggested by ^{the} Citizens' Committee, one on Houston street suggested by D^r Kimber, and one bounded by Stanton, Rivington, Norfolk and Clinton streets.

Mr Moses, on behalf of several property owners, objected to both the sites suggested, and advocated a site bounded by Essex, Ludlow, Rivington and Stanton streets.

After some further discussion of the matter, on motion of the Mayor, the Secretary was directed to communicate with ~~the Board of Health~~, and obtain from the Board of Health an opinion as to the most suitable and healthy location for a Public Park and play ground, on the East Side of the city, and within the district east of the Bowery and Catherine street, and south of 4th street.

Owing to the absence of two members of the Board, all further business was laid over to the next meeting of the Board.

On motion, the Board then adjourned.

F. B. Livingston.

Secretary.

Send proof Monday before 3 P.M. }

City of New York.
Commissioner of Street Improvements,
23rd and 24th Wards.
No. 2622 Third Ave. Cor. 44th Str.

COMMISSIONER'S OFFICE.

March 23rd, 1896.

189

Hon. Wm. L. Strong,
Mayor.

Dear Sir:-

In view of our recent conversation relative to the increase of my salary and that of my Deputy, I take the liberty of asking you to be kind enough to indicate to the Counsel to the Corporation your approval of the bill introduced for this purpose, week before last by Senator GUY.

The bill proposes that the salary of Commissioner of Street Improvements of the 23d. and 24th. Wards shall be increased from \$5000, to \$8000, and the salary of the Deputy Commissioner from \$3500, to \$5000. Many reasons justify this increase. The one reason that will be apparent to every fair minded man is the fact that the jurisdiction of this Department has been more than doubled territorially. The salary of the Commissioner as it is, eliminating all consideration of the increased labor and responsibility added by the new territory is one thousand dollars less than the salary paid to the Deputy Commissioner of Public Works.

The increased salary would not add a penny to the burden of the taxpayers, when you consider that the Westchester officials who formerly existed for road and other similar purposes in the new part of the 24th Ward exist no longer, and consequently the compensation that they received is no longer paid.

Hoping that you will give this reasonable request your earliest attention, I remain

Respectfully,

Louis F. Haffner

Commissioner.



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

LOUIS F. HAFFEN,
COMMISSIONER.

April 6th, 1896.

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

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 412 of the Board of Aldermen, to regulate and pave with vitrified brick-pavement on concrete foundation, and lay crosswalks, etc., on WEBSTER AVENUE, from Kingsbridge road to Southern Boulevard, I beg to say that the avenue has been sewered, regulated and graded and is a main thoroughfare.

I recommend approval of the resolution.

Respectfully,

Louis F. Haffen

Commissioner.



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

LOUIS F. HAFFEN,
COMMISSIONER.

April 6th. 1896.

HON. WILLIAM L. STRONG,
Mayor.

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 430 of the Board of Aldermen, permitting Jacob Stahl Jr., & Co., to erect, place and keep an iron hitching post in front of their premises #3489 Third avenue, I beg to say I have no objection to the granting of this permission provided that the work of erecting this hitching post be done under the supervision of the Superintendent of Maintenance of this Department.

Respectfully,

Louis F. Haffen
Commissioner.



J.A.P.

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

LOUIS F. HOFFEN,
COMMISSIONER.

April 9th. 1896.

HON. WILLIAM L. STRONG,
Mayor:

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 429 of the Board of Aldermen, permitting Patrick J. Owens to set curb and lay cement sidewalk in front of his premises on the south-side of 163rd street, 100 feet west of Trinity avenue and running west 50 feet, I beg to say that the resolution is defective for the reason that it states that the work should be done under the direction of the Commissioner of Public Works instead of the Commissioner of Street Improvements of the 23rd and 24th Wards.

Respectfully,

Louis F. Hoffen
Commissioner.

CITY OF NEW YORK.

COMMISSIONER OF STREET IMPROVEMENTS,

23d AND 24th WARDS.

No. 2622 THIRD AVENUE, Corner 141st Street.

COMMISSIONER'S OFFICE.

April 15th, 1896.

Hon. WM. L. STRONG,
Mayor:

Dear Sir:

In reply to your Honor's letter transmitting for report resolution No. 152 of the Board of Aldermen to regulate and pave with granite-block pavement the carriageway of Webster Avenue from the N. Y. & H. R. R. Bridge at 165th street to the north side of 184th street, I beg to say that WEBSTER AVENUE from 165th street to 184th street was legally opened November 24th, 1882.

The street has been regulated, graded and sewerred. It is a most important thoroughfare connecting the lower part of the 23rd Ward with Tremont and Fordham.

I recommend approval of the resolution.

Resolution returned herewith.

Respectfully,

Louis F. Haffner
Commissioner.

City of New York
Commissioner of Street Improvements
23rd and 24th Wards.
No. 2622 Third Ave. Cor. 14th Str.

COMMISSIONER'S OFFICE.

April 16th., 1896.

J.A.P.

HON. WILLIAM L. STRONG,

M a y o r.

Dear Sir:-

I respectfully ask the privilege of being heard through the medium of this letter, or otherwise, if you prefer it, before you take final action relative to the bill upon which you gave a hearing yesterday, affecting the grade of Montgomery avenue, between 176th and 177th street. I have no hesitation in saying that the opposition to this measure was not made in good faith. It was made by a gentleman, who, as far as this particular measure is concerned, represented nobody; and, who is neither a resident nor a property owner in this section. His objection was ostensibly based on the ground that a veto power of the Board of Street Opening and Improvement should have been included in the bill. This argument was a purely spurious one. In the first place, the design of the bill as explained to your Honor, was simply to correct a draughtsman's mistake. The Board of Street Opening and Improvement as a matter of fact, had passed upon this very measure, and the purpose of this bill was to effect an actual and technical compliance with the resolution as intended by the Board of Street Opening and Improvement. The error committed could only be rectified by an act of the Legislature, as the Board of Street Opening and Improvement under the law, had no further power in this matter. Under the circumstances and in such a simple matter, is it to be contended seriously, in contemplation of the many other and important duties of members of the Board of Street Opening and Improvement, including your Honor, that their time is to be taken up in stated session to re-authorize something that they have

already authorized and which would be now in effect, but for what might be called a purely clerical error -- the location of the figures (not a change of figures) in the wrong place upon the map. I do not for a moment oppose the general proposition that the Board of Street Opening and Improvement should have the power of approval of maps which it was invested with, some years before the creation of this Department, and on general principles I am opposed to making any change in the maps unless good and sufficient reason can be shown therefor and unless such a change is demanded by the property owners immediately affected, and is in the interest also of the general public. As I have indicated, no change is contemplated under this bill, its purpose being simply to carry out the will of the Board of Street Opening and Improvement as duly and regularly expressed..

Hence, I respectfully ask you to approve this measure.

Yours truly,

Louis F. Haffner

Commissioner.



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

LOUIS F. HAFFEN,
COMMISSIONER.

April 20th. 1896.

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

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 456 of the Board of Aldermen, permitting H.A. Brunke to regulate etc., the west half of River avenue from East 161st Street to 100 feet south, I beg to say that River avenue has lately been sewered, and the regulating and grading of the same would be a decided improvement.

I recommend approval of the resolution.

Respectfully,

Louis F. Haffen

Commissioner.



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

LOUIS F. HAFEN,
COMMISSIONER.

April 20th. 1896.

Hon. William L. Strong,
Mayor.

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 475 of the Board of Aldermen, to regulate, grade, etc., Webster avenue from the southerly side of Mosholu Parkway to the City line, I beg to say that the regulating and grading of this avenue is of the utmost importance, as it will afford direct communication between Williamsbridge and Woodlawn, which does not exist now. Webster avenue is being improved south of the Mosholu Parkway and by continuing the improvement northerly, will make the most central and direct thoroughfare throughout the north side.

I recommend approval of the resolution.

Respectfully,

Louis F. Haf. Fms

Commissioner.

City of New York
Commissioner of Street Improvements,
23rd and 24th Wards.
No. 2622 Third Ave. Cor. 14th Str.

COMMISSIONER'S OFFICE.

April 28th, 1896.

Hon. Wm. L. Strong,
Mayor.

Dear Sir:

Relative to the public hearing before you this day upon the bill to provide for the furnishing and equipment of the new public building in Crotona park for the use of this department I beg to say that it will be necessary of course to furnish and equip the building properly and as no provision has been made for this purpose I would respectfully urge that you give your approval to this measure. Unless this act shall become a law, the department will be seriously crippled when it takes possession.

Confident that you will see this matter in the same light that I do, I remain

Respectfully,

Louis E. Haffner

Commissioner.



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

LOUIS F. HAFFEN,
COMMISSIONER.

May 12th. 1896.

HON. WILLIAM L. STRONG,
Mayor:

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 515 of the Board of Aldermen, providing for an improved iron drinking fountain at the corner of Unionport avenue and Westchester avenue (new annexed territory), I beg to say that I do not know of any objection to the approval of resolution.

Respectfully,

Louis F. Haffen
Commissioner.



City of New York
Commissioner of Street Improvements,
23rd and 24th Wards.
No. 2622 Third Ave., Cor. 44th Str.

LOUIS F. HAFFEN,
COMMISSIONER.

May 12th. 1896.

HON. WILLIAM L. STRONG,

Mayor:

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 531 of the Board of Aldermen, to regulate, grade, etc., and build a bridge over the Mott Haven Canal at East 138th street from a point 493.22' west of the west line of Alexander avenue to the Harlem River, I beg to suggest that this resolution be amended so as to provide for the regulating, grading, etc., of said street from the point indicated west of Alexander avenue to the easterly side of the Mott Haven Canal, and from the westerly side of the said Canal to the Harlem River.

The construction of the bridge is a distinct matter and should be left for subsequent consideration.

Respectfully,

Louis F. Haffen
Commissioner.



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

LOUIS F. HOFFEN,
COMMISSIONER.

May 26th. 1896.

HON. WILLIAM L. STRONG,
Mayor:

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 550 of the Board of Aldermen, to regulate, grade, curb, flag, etc., East 138th street from a point 493.22 feet west of Alexander avenue to the east side of the Mott Haven Canal and from the west side of the Mott Haven Canal to the Harlem River, I beg to say that this street is one of the most important thoroughfares in the lower part of the 23rd Ward, running east and west from Port Morris and Long Island Sound to the New York Central and Hudson River Railroad and the New York and Harlem Railroad stations and the Madison avenue bridge.

This street should be widened to its full limits, regulated, graded and improved as rapidly as possible.

I recommend approval of the resolution.

Respectfully,

Louis F. Hoffen
Commissioner.



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

LOUIS F. HAFFEN,
COMMISSIONER.

May 26th. 1896.

HON. WILLIAM L. STRONG,
Mayor:

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 562 of the Board of Aldermen, granting permission to William H. Schott to lay concrete sidewalk in front of Nos. 731 and 733 Tremont avenue, I beg to say that I know of no objection to the approval of the resolution.

Respectfully,

Louis F. Haffen
Commissioner.



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

LOUIS F. HAFFEN,
COMMISSIONER.

May 26th. 1896.

HON. WILLIAM L. STRONG,
Mayor:

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 577 of the Board of Aldermen, to regulate, grade etc., Brookline street from Webster avenue to Bainbridge avenue, I beg to say a sewer was recently constructed in said street, and the regulating and grading of the same has been asked for by the owners of property along the line.

I recommend approval of the resolution.

Respectfully,

Louis F. Haffen
Commissioner.



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

LOUIS F. HAFFEN,
COMMISSIONER.

May 26th 1896.

HON. WILLIAM L. STRONG,
Mayor:

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 578 of the Board of Aldermen to regulate, grade etc., East 179th street from the New York and Harlem Railroad to Valentine avenue, I beg to say that this street has been sewered between the limits mentioned and a contract is now in progress for regulating and grading said street east of the New York and Harlem Railroad. East 179th street runs through a populous district and is an important thoroughfare.

I recommend approval of the resolution.

Respectfully,

Louis F. Haffen

Commissioner.

Happen

A. 4, May 23/96
Mayor Strong

If possible,
please send some one
that knows something
up to see what a botch
they are making of setting
the curb on Tremont
ave, near 3 ave. The street
would naturally be straight,
but it is being made
~~more~~ crooked than a
country cow path, it
will later on have to be
straightened

Very Truly
Isaac Leigh

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

COMMISSIONER'S OFFICE.

May 27th, 1896.

Hon. Wm. L. Strong,

M a y o r .

Dear Sir:

I have received your Secretary's letter enclosing a communication from ISAAC LEIGH, referring to Tremont avenue curb. I have been honored with a similar communication from the same gentleman in which he says:

"It is too crooked (the street) for a cow path, as they would go straight if you give them a chance."

It is quite likely that this portion of the avenue was originally a cow path, and it is quite possible also that the cows did not get a chance to go straight for if they had, according to Mr. Leigh the cow path would have been straight. The map I transmit herewith shows in red, the part of the avenue referred to.

The lines of Tremont avenue were originally laid out under the authority of the department of Public Parks and title was acquired to the avenue in accordance with those lines. Objections should have been presented before they were adopted originally, when an opportunity was given in accordance with the law.

Respectfully,

Louis F. Hoff

Commissioner.

City of New York
Commissioner of Street Improvements,
23rd and 24th Wards.
No. 2622 Third Ave. Cor. 144th Str. J.A.P.

COMMISSIONER'S OFFICE.

January 6th. 1896.

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

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 196 of the Board of Aldermen, establishing the width of the sidewalks of Tremont Avenue from Third Avenue to Boston Road to 15 feet, I beg to say that Tremont Avenue was legally opened July 19, 1893, and is now under contract for regulating, grading, curbing, flagging, etc., from the N.Y. & H.R.R. to Boston Road in accordance with a resolution of the Board of Aldermen, approved October 25th. 1894, which provided for sidewalks at a width of 18 1/2 feet in pursuance of the ordinance regulating the width of sidewalks. This contract provided for sub-grade excavation in rock of 2 feet in the roadway and 1 foot on the sidewalks. To reduce the width of the sidewalks to 15 feet as provided for in this resolution, would necessitate an additional excavation in rock sections of 1 foot in width depth for a width of 3 1/2 feet on both sides.

The setting back of the curb would require an additional contract or a modification of the present contract, or it can be done at the time of paving, in paving contract.

Respectfully,

Louis F. Haffner

Commissioner.



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

LOUIS F. HAFFEN,
COMMISSIONER.

June 8th, 1896.

Hon. William L. Strong,
Mayer.

Dear Sir:

In reply to your Honor's letter, transmitting for report resolution No. 603 of the Board of Aldermen, permitting Dr. J. P. Fox to keep a post with horse shoe attached in front of No. 749 Tremont avenue, I beg to say that I will have no objection to the resolution provided that the work is to be done under the direction of the Commissioner of Street Improvements. The resolution appears to make this omission.

Respectfully,

Louis F. Haffen

Commissioner.

New York, 9th day of June 1896.

570
This honor the Mayor
of New York City
Supt. of Maintenance
234



Dear Sir!— We have not al-
ways been, but now we are
ditch and water bond in the
street in front of our place so
that we can not get coal wood
and other heavy things in of our
own gates but must have it drop-
ped in a side street, and wheele
it over other peoples property, through
briers, brush and shrubbery a
long distance before it reach our
back door. The Department of
street improvements in the 23rd
24th wards, have done this injusti-
ce to us, for the sake of please
other citizens who do not live in
these (said) street at all, without

considering how it might affect
us who live there. How much
longer are we to ask for re-
lief and not be heard?

Please Sir to send me a
answer, if this letter have
reached your honor, and if
you will take an interest in
our misery.

* Most respectfully
Morten J. Christensen
a despised Citizen
274 Katonah Ave
Woodlawn Heights
New York City.



City of New York
Commissioner of Street Improvements

23rd and 24th Wards
No. 2622 Third Ave. Cor. 141st Str.

June 15th, 1896.

LOUIS F. HOFFEN,
COMMISSIONER.

Mr. M. J. Christensen,
274 Katonah avenue,
Woodlawn Heights, City.

Dear Sir:

In reply to your letter of June 9th last, addressed to his Honor the Mayor and forwarded to this office, Commissioner Haffen directs me to transmit to you the substantial part of a report made by Foreman Schaufelberger as follows:

"The house of the said complainant is situated in the middle of a swamp surrounded by bushes and weeds about 8 feet high, and fronts on KATONAH avenue. On both sides of it, there is a running streamer brook about 3 feet wide. Across this stream a foot bridge (now removed) was put there by the owners, but no coal cart could ever have crossed it.

"In trying to clean up the street in front of these premises early this spring the complainant told the men to go away as they did not want them there. Two years ago when brush and weeds were cut down I was on the street in front of the said property and complainant tied up the brush and weeds so that they would stand in the position that they were cut down. The only relief I see would be for the complainant to build a bridge across said ditch or brook so that a wagon could pull up to the house which stands back about 20 feet."

Commissioner Haffen directs me further to say that your house is alongside of an old watercourse running from Yonkers south, and that he has no authority to stop or interfere in any way with it. As soon, however, as title to Opdyke street and Katonah avenue is vested in the city, this district will be drained. Preparations to that end are well advanced.

Respectfully,

(Signed) Joseph P. Hennessey.

Secretary.

Copy



June 15th, 1896.

Hon. Wm. L. Strong,
Mayor.

Dear Sir:

In reply to your Honor's
letter transmitting for report, complaint
of M. J. Christensen, dated June 9th, last,
Commissioner Haffen directs me to
enclose herewith copy of a reply thereto
made this day.

Respectfully,

Joseph P. Kennedy

Secretary.



City of New York.
Commissioner of Street Improvements,
23rd and 24th Wards.
Third Avenue and 171st Street,

LOUIS F. HAFFEN,
COMMISSIONER.

June 15th. 1896.

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

Dear Sir:-

In reply to your Honor's letter transmitting for report resolution No. 707 of the Board of Aldermen, to regulate, grade, etc., PLIMPTON AVENUE from Orchard street to Boscobel avenue, I beg to say that said avenue has been sewered, and when regulated and graded, will form an important connection with Boscobel avenue near the Washington Bridge.

I recommend approval of the resolution.

Respectfully,

Louis F. Haffen
Commissioner.