



STATE OF NEW YORK

Department of Public Instruction

SUPERINTENDENT'S OFFICE

Albany January 22, 1897.

Stenographic Letter
Dictated by _____

Hon. William L. Strong,
Mayor,
New York city.

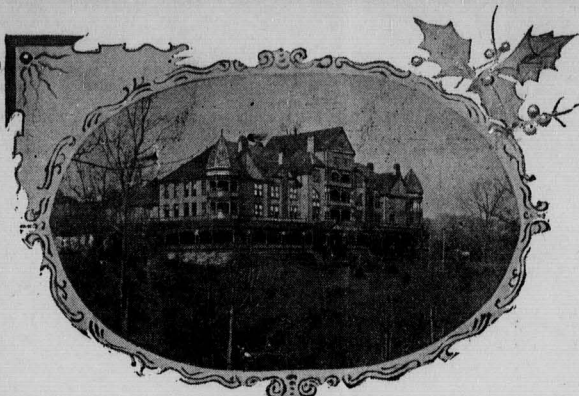
Dear Sir:

There is a newspaper paragraph going through the press to the effect that New York city spends \$7,000,000. for police and \$6,000,000. for public schools. Will you please advise me what it costs in New York city per annum for maintaining its police force and what it costs per annum to maintain the public schools?

Very truly yours,

Charles R. Kinner

State Superintendent.



TATE SPRING HOTEL

RATES OF BOARD

Including the use of the Water:

\$2.50 TO \$3.50 PER DAY.
\$12.50 TO \$25.00 PER WEEK.
\$45.00 TO \$75.00 PER MONTH.

According to Location, Size, and Number in Rooms.

PRICE OF WATER SHIPPED.

Tate Water is shipped all seasons in paraffine lined bbls., at \$5.00 each. Cases, one doz. half gal. bottles \$5.00, 12 gal. Carboys \$3.75; half bbls. \$3.50. Remit M. O., Registered Letter, or N. Y. Exchange.

Shipping every day. Address,

THOS. TOMLINSON,

Tate Spring, Grainger Co., Tenn.

ANALYSIS OF WATER

Made in March, 1872, by T. S. Antsell, M. D., Professor of Chemistry, in National Medical College, and Chemist to the United States Department of Agriculture.

The water is colorless, transparent, and without deposit of sediment. It has an acid reaction, due to the presence of carbonic acid, which enables it to hold in solution some carbonate of lime, and which is deposited after the water is exposed to the air for some hours. Specific gravity, 100.55-52. Mineral matter in one gallon (U. S.) 272.91 grains, the constitution of which is as follows:

| | |
|-------------------------------|----------------------------|
| Sulphuric Acid, .130.37 | Sulphate Lime, .160.66 |
| Lime, 81.12 | " Magnesia, . 32.91 |
| Magnesia, . . . 10.99 | " Soda, . . . 8.50 |
| Iron Peroxide, . 1.00 | " Potassa, . . 1.54 |
| Manganese Peroxide, traces, | Chloride Sodium, . 40.27 |
| " Iron, 2.99 | " Manganese,62 |
| Potash and Soda, . 5.90 | Iodide Sodium, traces, |
| Chloride, 32.63 | Phosphate Lime, . 1.14 |
| Silica Soluble, 27 | Carbonate Lime, . 21.66 |
| Phosphoric Acid, 71 | Silica, 2.70 |
| Carbonic Acid, . 9.90 | Nitric Acid,02 |
| Nitric Acid,02 | |

Total.....272.91

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Tate Spring, Tenn., Jan, 22nd, 1897

Mayor William L. Strong,
New York City, N. Y.

Dear Sir:

All the members of our little church at this place are earnestly requested to raise funds, so as to build a Parsonage, ~~and~~ remodel the church, or if we could get enough we want to build a new church out & out. Our little neighborhood is poor, and we cannot expect any thing in that direction, so we are compel to ask for assistance away from home. We are anxious to see our church prosper, but can't expect it until we get some help. Now if you see proper to give us any thing no matter how little, it will be gratefully and thankfully received, and we shall ever remember it, if you ever come to our Resort, we will try and make your stay pleasant. I don't feel I am doing my duty unless I write and ask for help, even if I don't receive any. Will you

DEPOT ONE MILE FROM HOTEL ON M. & C. G. R. R.

DEAR SIR:—This water has received the highest endorsement from all parts of the country. Below we give only a few of the thousands who, from personal experience, have great faith in its medicinal virtues, and who believe it will do what is claimed for it. In the annual illustrated pamphlet will be found many more certificates and references, and full information on all points:

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THOUSANDS OF SIMILAR TESTIMONIALS COULD BE FURNISHED.

ORDERS FOR WATER, PAMPHLETS, ETC.,

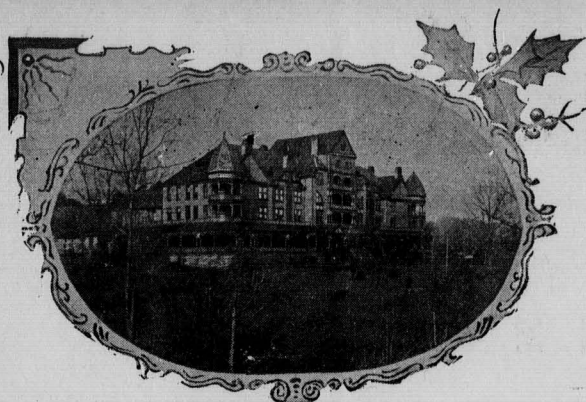
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Tate Spring, Tenn.,

189

Kindly send me a list of names of those, whom you think would donate any thing, or if you will make any suggestions about raising the money, it will be much appreciated. I hope you will consider the matter, and give us all the aid you can in this important work. Could we expect any assistance from the Board of Officers? Hoping to receive an early and favorable reply - I remain,

Very Respt.
Mrs. E. Lewis Tomlinson
Tate Spring
Grainger Co.,
Tennessee -

72

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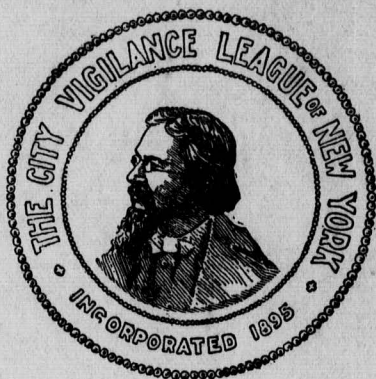
THOS. TOMLINSON,

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CALL ON YOUR DRUGGIST FOR TATE WATER.

HOTEL OPEN ALL THE YEAR.

Our sole aim is to raise the tone of citizenship. Whatever concerns the welfare of our city is made the subject of inquiry and conference.



The City Vigilance League,

UNITED CHARITIES BUILDING,
105 EAST 22D STREET,
ROOM 408.

C. H. PARKHURST, D.D., President,
133 East 35th Street.
CHARLES A. B. PRATT, Vice-President,
111 Broadway.

W. H. P. FAUNCE, D.D.,
HON. ABRAM S. HEWITT,
A. E. KITTEDGE, D.D.,
RT. REV. HENRY C. POTTER,
JAMES A. SCRYMSEY,
CHARLES STEWART SMITH,
JOSIAH STRONG, D.D.,
A. W. ABBOTT, Secretary,
WM. M. KINGSLEY, Treasurer,
41-43 Wall Street.

Honorary
Vice-
Presidents.

New York, January 22nd. 1897.

Hon. William L. Strong.

Mayor of the City of New York.

City Hall. New York City.

Hon. and Dear Sir:

Among the various Standing Committees of the City Vigilance League is the Committee on "Baths and Lavatories."

This Committee has been in existence about Three years and has concentrated most of its efforts during that time endeavoring to secure Legislation which will provide our City with Public Baths and Public Comfort Stations.

Largely through the efforts of our Committee the Legislature has provided for the erection of two of these places.

Finding that no action had been taken in this matter the League has tried to find out the cause for the delay but its efforts in that direction have been fruitless. Commissioner Collis and Deputy Commissioner Wilds have been written to on the subject but we have received no satisfaction from either of those gentlemen.

The League has also called the attention of your Committee on "Public Baths and Public Comfort Stations" on several occasions but have received no encouragement from Dr. Tolman.

Will you kindly inform the City Vigilance League what the City is intending to do with reference to this matter and greatly oblige

Yours with much respect

A. W. Abbott. Secretary.

S. T. RUSSELL, President.

B. B. VAN DEUSEN, Vice-Pres't.
WILFRID HARTLEY, " "

A. D. MORGAN, Sec'y.
A. D. RICHARDSON, Treas.

Ilion Board of Trade.

Ilion, N. Y., January 23, 1897.

To the President

of the Village of *Westchester, N. Y.*

Dear sir:-

The Board of Trade of Ilion have directed their committee on " Assessments and Taxes " to ask for information from several incorporated villages and small cities in this state, approximating in population to this place, as to the cost of administering the municipal affairs in their respective corporations, for the purpose of getting some data to aid in conducting the corporate affairs of this village in the future.

We have taken the liberty of addressing you, enclosing a list of questions. If you will kindly give us the desired information, we shall consider it a kindness on your part, and thank you for it.

Very respectfully yours,

*Geo. Wilfert
Wm Hartford
Wm Hancock
J. S. Downes
F. S. Brooke*

S. T. RUSSELL, President.

B. B. VAN DEUSEN, Vice-Pres't.

WILFRID HARTLEY, " "

A. D. MORGAN, Sec'y.

A. D. RICHARDSON, Treas.

Ilion Board of Trade.

Ilion, N. Y., 189

Population. What is the population of your corporation?

Schools. Amount of yearly appropriation for schols, or Board of Education?

Average daily attendance of students?

What is the rank of your school in the state?

Waterworks. Do you have a system of water-works? If so, is it a gravity system, or do you use power?

Sewers. Have you sewers? Cost of running per year?

What salary per annum do you pay your clerk?

Library. Have you a library? If so, how many volumes?

Cost of amaintaining per year? (not including new books.)

Street Lighting. Are your streets lighted by electricity? If they are, how many are lights do you use?

What candle power are the lights?

What do you pay per candle power per hour?

How late do you run the lights at night?

Gas. How much ~~gas~~ do you pay per 1000 feet ^{gas} in your corporation?

11.

Ilion Board of Trade.

Ilion, N. Y., 189

Fire Dep't. What is the yearly appropriation for your fire dep't?

Is it a paid or volunteer department?

Police What is the yearly salary of your police justice?

Justice.

Policemen. How many policemen have you?

What is their salary?

What is the salary of the chief of police?

Road or What salary do you pay your street commissioner.

Street

Commissioner.

Highways. How much do you appropriate yearly for highways or streets?

Treasurer. What salary do you pay your village treasurer?

Clerk. What salary do you pay your village clerk?

Board of What do you pay the members of your Board of Health?

Health.

Health Offr. What is the salary of your Health Officer?

Assessors. What salary do you pay your assessors?

Misc. How much do you appropriate for miscellaneous expenses?

Newspapers. Do you pay your village papers for publishing the proceedings of your village Board of Trustees?

If so, how much?

S. T. RUSSELL, President.

B. B. VAN DEUSEN, Vice-Pres't.
WILFRID HARTLEY, " "

A. D. MORGAN, Sec'y.
A. D. RICHARDSON, Treas.

111.

Shion Board of Trade.

Shion, N. Y., *189*

Bonds. Please state the amount of your bonded indebtedness.

Bonds for waterworks?

Bonds for sewers?

Bonds for ~~pub~~ school buildings?

Bonds for other purposes?

Collector. What salary do you pay collector of taxes?

Assessments. Do you assess property at full valuation?

If not, at what per centum ?

WHEELER & CORTIS.

EVERETT P. WHEELER.
HAROLD G. CORTIS.
JOHN S. WOODRUFF.

CHARLES S. HAIGHT.

TELEPHONE, "1641 BROAD."
CABLE ADDRESS, "MOTOR."

ALDRICH COURT, 45 BROADWAY,

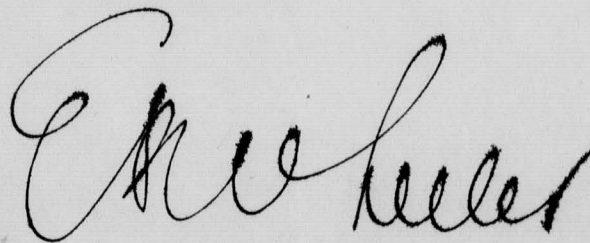
NEW YORK, Jan. 23rd 1897

Hon. William L. Strong,

My dear Mr. Mayor:

You may remember that the subject of a small park or playground on the East River, between 76th and 78th Streets, has been several times before the Board of Street Openings, but no definite action has been taken. Numerous ~~petitions~~ *petitions* for the establishment of the playground have been presented, and the progress that is making in the opening of the exterior street will soon deprive the neighbors of the playground which up to this time has been maintained by the East Side House. I should be very glad, therefore, if we might have a hearing before the Board of Street Openings at an early day, and endeavor to bring the matter to a conclusion. If you will kindly let me know when it will be convenient for the Board to give us a hearing, we shall be very much obliged.

Yours truly,



The Scripps-McRae League,

The Cincinnati Post,
CINCINNATI, O.

The St Louis Chronicle,
ST. LOUIS, MO.

The Cleveland Press,
CLEVELAND, O.

The Kentucky Post,
COVINGTON, KY.

COMBINED DAILY CIRCULATION 350,000 COPIES.

OFFICE OF
L. T. ATWOOD,
EDITORIAL MANAGER.

Cincinnati, Jan. 23, 1897.

To The Mayor,

NEW YORK CITY.

Dear Sir:-

About six weeks ago we addressed you in a letter requesting a statement of your views as to the importance of the office of mayor and the necessary qualifications of its successful incumbent, for publication in the papers of the Scripps-McRae League.

A copy of this letter was sent to the Mayors of all the leading cities of the United States and Canada. Answers have been received from many of the gentlemen addressed. As we are very desirous of publishing your views on these questions we take the liberty of again bringing the matter before you. If you will favor us with such an article of from 300 to 500 words you will greatly oblige the readers of the papers comprising the League.

As indicating the line pursued in local articles on the same subject, I enclose you a list of questions skeletonizing the points which it seems desirable to cover.

Very truly yours,

Chas. F. Mosher

Editorial Secretary,
Scripps-McRae League.

P.S. Please enclose a portrait of yourself.

THE IDEAL MAYOR---WHAT SHOULD HE BE?

---000---

1. What moral, physical and mental attributes should the man selected for mayor possess? Should he be a business man, a professional man or a politician?
2. Should he be elected because of his party affiliations, or because of his own fitness?
3. Should he be necessarily a large tax-payer?
4. Should he be a man of high character?
5. Should he be a man already recognized as a leader in public life?
6. Would he not best serve his constituents by devoting all his time to the duties of his office, temporarily sacrificing his private affairs?
7. Should not the chief executive of a municipality always strive to advance the city's general welfare and would it not be well for him, as its leader, to be on the alert and take the initiative in matters calculated to build up the town?
8. Should his appointments be made with any other view than that of securing the best possible service for the city?

-----000-----

KUHN, LOEB & CO.

27 & 29 Pine Street,

New York Jan. 23d 1897.

Hon. William L. Strong,

Mayor's Office, City Hall.

Dear Sir:-

I have learned with great pleasure from Mr. Arthur W. Milbury of your interest in the course of lectures on municipal topics which is being conducted by a Committee of which I am a member.

I am charged with the collection of the funds, amounting to about \$3,000., which are needed for the carrying on of this work, which is making such satisfactory progress. I have been collecting in an informal way amounts ranging from \$25. to \$100. from various gentlemen interested in these lectures, and it would be a particular pleasure to me if I could add your name to the list.

Believe me, dear Sir,

Yours respectfully,

James Loeb

KING & JESSUP
COUNSELLORS AT LAW
No. 30 BROAD STREET, NEW YORK CITY.

DAVID BENNETT KING.
HENRY WYNANS JESSUP.

January the 25th, 1897.

Hon. William L. Strong.

Mayor of the City of New York.

My dear Sir.

It seems likely that a bill will pass under which you will be empowered to appoint one or two new City Magistrates.

Last year the competition for these appointments was so great, and so many were the applicants who added party service to the other requisite qualifications, that I got-job to return my application before the fatal day, as my party services have been limited to the ballot alone.

My application was seconded by my lawpartner, Noah Davis, by Austin Abbott with whom I had been associated in 1891 to 93 in the Law Faculty at the New York University, and by Austin G. Fox -
Chauncey M. Depew, Joseph H. Choate, David Banks and Morris R. Jaeger -

I write now to inquire whether your new appointments are to be based upon new applications, or whether as is quite probable, there is a

KING & JESSUP
COUNSELLORS AT LAW
No. 30 BROAD STREET, NEW YORK CITY.

DAVID BENNETT KING.
HENRY WYNANS JESSUP.

waiting list, in which case I would not wish to bother you with filing, nor my friends with signing, another application -

The office is one capable of reflecting dignity and honor upon the incumbent, and I am, while diffident as to my qualifications in all respects, nevertheless confident that I could bring fidelity and energy to its duties.

Judge Holbrook, one of the Sessions Judges, attends the Church of the Puritans in which I am an Elder, and while personally unacquainted with me could doubtless inform you in regard of my character.

If for any reason it is inexpedient for me to make application please say so frankly - I presume you are overwhelmed with applications of like tenor - As to the legal qualifications it is enough to say I was admitted to the New York bar in May 1888 and have been with Noah Davis from the time he

KING & JESSUP
COUNSELLORS AT LAW
No. 30 BROAD STREET, NEW YORK CITY.

DAVID BENNETT KING.
HENRY WYNANS JESSUP.

left the bench in December 1886
until last May when I formed
my present firm connection.

The names signed to my first
application were few, but, with the
exception of Mr. Tappan, were personal
friends who knew of me, and
whose testimony was thus stronger
than that of one hundred who
might have signed, to please
mutual friends.

Yours respectfully
Henry Wynans Jessup

Brooklyn N.Y.
Jan. 25, 1897.

Hon. Wm L. Strong,
Dear Sir,

In behalf of the widow and family of the late David J. Dean, Assistant Counsel to the Corporation, and for myself personally as his elder son, I desire to thank you and assure you of our warm appreciation of the tribute which you rendered to the memory of our dear father, in ordering the flags on all public buildings placed at half mast on the day of his funeral.

Although through his death the City lost a valuable man in their Law Department, it seems to me as nothing compared to our loss.

A man can lose but one father, and then he loses his best friend -

Thanking you again for the honor conferred on his memory,

I remain,

Yours very truly

Isaac M. Dean

*439 Halsey St
Brooklyn N.Y.



TO INSURE PROMPT ATTENTION, ADDRESS ALL COMMUNICATIONS DIRECT TO THE FIRM.

Charles Broadway House,

Auction Dry Goods,

549, 551 & 553 Broadway,

New York City. Jan. 25, 1897.

PARIS.
BERLIN.
VIENNA.
CHEMNITZ.
NOTTINGHAM.
YOKOHAMA.
KOBE.
BOMBAY.
CANTON.
SONNEBERG.

Honorable Wm. L. Strong,

Mayor, New York City.

My valued Friend:-

Maj. Edward Owen, Chief Clerk to the Commissioner of Accounts is a personal friend of mine, and a man in whom I take a strong interest. He is faithful in the performance of his duties and always to be found at his post.

The fact that he has been retained in that office for so many years, proves that he is a capable and trustworthy official, and as such is worthy of proper recognition.

Now I want to see him benefited in some way, and the only way that occurs to me, is, with regard to his salary - I will take it as a personal favor if you will see that he gets an adequate and satisfactory salary in compensation for his valuable services.

With best wishes,

B.

WILLIAM BOOTH,
GENERAL.



FREDERICK & EMMA BOOTH-TUCKER,
COMMANDERS U. S. FORCES.

The Salvation Army.

National Headquarters:

120-124 West 14th Street,

New York City.

Jan. 25, 1897.

Hon. William L. Strong,

Mayor of the City and County of New York.

Honorable Sir:-

Enclosed please find circular which I feel there is no need of commenting upon, as it speaks for itself and shows exactly what we are desirous of doing to relieve the present distress that is now upon us. Will you kindly let us have your endorsement to the same and if there is anything that you might suggest, we shall consider it as a great privilege and shall be very careful to carry out anything to further your views on this line. I will take the liberty of calling for it in a day or so.

Thanking you very kindly in the name of our Commander for the kind treatment and many favors you have extended towards our Organization in our humble endeavors to reach the outcast and the helpless and the destitute,

I remain,

Yours very respectfully,

M. J. H. Lewis

Counsel for The Salvation Army.

WILLIAM BOOTH,
GENERAL.



FREDERICK & EMMA BOOTH-TUCKER,
COMMANDERS U. S. FORCES.

SOCIAL DEPARTMENT.

The Salvation Army.

National Headquarters:

120-124 West 14th Street,

New York City.

Our Motto: "We recognize neither creed nor color."

January 19th, 1897.

Dear Friend:

The distress which always exists to a greater or lesser extent amongst the poor of our great cities, and particularly during the cold winter months, has caused me to look about for some method of alleviating their suffering, without pauperizing them on the one hand, and without being an extra drain on the pockets of the philanthropic on the other. Most people are aware that in all large centres of population there is a considerable amount of waste matter which, if utilized, might be the means of providing a livelihood for many of those who are at present without it. The Salvation Army has a plan for turning to good use what I will call for want of a better term, the waste of the home. In all our houses there is an amount of refuse for which we have no use, and which in most cases accumulates in our lumber rooms and cellars or finds its way into the barrel of the ashman, but which if systematically collected, may be the means of doing much good.

My proposal is to ask the householders to kindly instruct their servants to put into a box or other receptacle such things as are enumerated hereafter, and for which they have no further use, including old bottles, rags, iron, worn out carpets, broken furniture, broken glass—or, in a word, anything which when sorted and cleaned represents a cash value. The Salvation Army will undertake the systematic and regular collection of these things by a body of men, mostly married with families, who shall wear some distinctive badge of authority, and perform their duty in as orderly and expeditious a manner as possible.

The gentlemen whose names appear below heartily approve the plan and promise it their co-operation. May I have the pleasure of counting on yours also? The enclosed circular will be called for in a day or so.

Respectfully yours for the poorest,

F. de Linton Booth-Tucker
Commander.

New York City
January 26 1897.

Hon. William L. Strong
Mayor City New York

My dear Sir:-

I would like to hand you herewith
a suggestion for the Creation of Laundry
Inspector, for the Public Institutions, for
New York City -

In making the suggestion, I also make
the Application for the position.
I have had 8 years as Expert in selecting
& setting up & operating - nearly every kind
make of machines. in Public Institutions
from Texas western States Calif., & B.C.,
I have the best of references. I am an
American. 40 years of age. Came to N.Y.
in 1876 from New Jersey. acquainted with
all kinds of Institution work. Effort for this
will you kindly make an effort for this
Dept. which I understand is needed badly
and kindly let me hear from

You. Resp. Yours
W. A. Wistborough
343 W. 14 St.

DAY-
140 WEST 26TH STREET,
NEW YORK.

DAY-STAR HOME,
140 WEST 26TH STREET,
NEW YORK.

26 July 1897.

Hon. Mayor Strong,

Dear Sir:-

I see by the Evening paper that you are making an appeal for the homeless and hungry of this city. Our Home at the present time is almost empty for want of funds. We can in a case of emergency accomodate as many as twenty women, and will place it at the disposal of any Charitable people who will help the work.

Respectfully Yours,

Sister Charlotte.

LAW OFFICES OF
KERR, CURTIS & PAGE.

THOMAS B. KERR.
LEONARD E. CURTIS.
PARKER W. PAGE.

EQUITABLE BUILDING,

120 BROADWAY, NEW YORK.

January 26, 1897.

Hon. William L. Strong, Mayor,
6 City Hall, New York City.

Dear Sir:-

We have not heard whether any emergency measures have been undertaken to alleviate the greatly increased suffering of the poor occasioned by the present severely cold weather, but we presume such measures will be taken, as the facilities of the regular organizations, according to the newspaper reports, have been far exceeded. We have, therefore, taken the liberty to enclose you herewith our check for \$50 as a contribution towards such emergency measures, and, in case no such movement is organized, we would ask you to turn it over to any person or organization engaged in relief work you see fit.

Yours very respectfully,

Kerr, Curtis & Page.

27. 2/1/97



DAVID MYERLE, M. D.
SECRETARY,
568 BEDFORD AVENUE.

BROOKLYN, January 27th. 189⁷

Hon. *Wm L. Strong - Mayor*
Greater New York Commission;

Dear Sir:

At the Annual meeting of this Society held January 19th. 1897, the following resolutions were unanimously adopted;

RESOLVED; That inasmuch as the experience of Brooklyn has shown that it is unnecessary and inadvisable to make the President of the Board of Police a member of the Board of Health, we urge that he be not included as a member of said Board, of Health.

RESOLVED; That inasmuch as special training and knowledge are essential to the proper conduct of the Department of Health, we recommend that no one be appointed on that Board who has not at least the qualifications of a physician; and furthermore we object most strenuously to the provision that no physician be placed at the head of the Department of Health.

Respectfully submitted,

David Myerle
Secretary.

GEO. P. HAMPTON, GENERAL MANAGER.

JAMES MALCOLM, MANAGING EDITOR.

NATIONAL SINGLE TAXER,

SUCCESSOR TO

—The Single Tax Courier.—

PUBLISHED WEEKLY BY THE NATIONAL SINGLE TAXER CO.,

MINNEAPOLIS, MINN.

GEORGE SUTHERLAND,

NEW YORK CORRESPONDENT,

— CARE OF —

MANHATTAN SINGLE TAX CLUB,

NEW YORK.

34 Courtlandt St

NEW YORK,

Jan. 27th 1897

Hon. W. L. Strong

Mayor of New York

Dear Sir

I enclose clipping from today's Sun of an article in which your views on taxation are adversely criticized. The passages to which your attention is invited are marked. As the matter is one which concerns the welfare of a large class of our citizens — the owners and tenants of buildings — and the views expressed in your message may not have been so fully or clearly stated as to avoid possible misinterpretation, the National Single Taxer will be pleased to print any further statement, in support or modification of your published statement, you may desire to make.

Yours Respectfully

Geo. Sutherland.

NATIONAL SINGLE TAXER,

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NEW YORK.

NEW YORK, 189

IMPROVEMENTS AND TAXATION.

Increased Values of Lands Only Should Be Assessed for Municipal Purposes.

TO THE EDITOR OF THE SUN—*Sir*: Mayor Strong, in his message to the Board of Aldermen, says: "While these extensive improvements, made necessary by the annually increasing demands upon the resources and developments of this city, are entailing large expenditures of money, and consequently increasing our public indebtedness, the people of this city have steadily shown a desire to urge these improvements forward, and a willingness to contribute to the payment of the same, recognizing that by these improvements the increase of valuations of real estate in the sections where the improvements are made must bring increased valuations to their property, and make them consequent liberal contributors to the annual fund raised by taxation for the maintenance of the city and for the payment of the public debt as it may mature."

The Mayor here endeavors to show that the increase in the municipal bonded debt is a wise investment, because the expenditure is for public improvements, which cause an increase in real estate values, and consequent increased assessable values, from which the taxes collected will pay current municipal expenses and produce a fund which ultimately will liquidate the bonds.

The facts do not justify the Mayor in such conclusion. Public improvements are desirable for public convenience; this is sufficient reason for making them. The expense, however, is not met out of an increase in taxable values due to these public improvements, but is a charge and burden on house owners and tenants.

Real estate includes land and everything fastened to, on, in, above, or under the land. These appurtenances on the land are not increased in value by public improvements. Improvements constantly decline in value by deterioration, and the cheapened cost of material and construction. The Equitable building cost, when erected, \$2.40 a cubic foot, and can to-day be

duplicated for 80 cents a cubic foot. The average modern office building costs about 25 cents a cubic foot, and tenement houses about 10 cents a cubic foot, or less than one-half the cost of fifteen years, or even ten years ago.

Public improvements, along with general progress in other directions, increases the value of land alone, and, therefore, should of right be made a charge upon the increased land value resulting from such improvements. The increased land value is now a gratuity to the land owner. The expense and burden of the municipal government, including public improvements, is laid upon house owners and tenants. Ex-Commissioner Michael Coleman, testifying before the Fassett investigating committee, when asked why he increased assessable values in a designated part of the city, replied that it was because there had been a great deal of building in that section.

That this has been, and is, the uniform practice of the municipality is shown by this comparison of the taxable values added each year and the estimated cost of new buildings filed in the Department of Buildings:

| | Annual Addition in Tax Valuations. Comptroller's Report. | Estimated Cost of New Buildings. Real Estate Record and Guide. |
|-----------|--|---|
| 1886..... | \$85,497,928 | \$58,479,658 |
| 1887..... | 50,550,784 | 66,839,980 |
| 1888..... | 48,827,030 | 47,142,478 |
| 1889..... | 28,759,412 | 68,792,081 |
| 1890..... | 66,711,716 | 74,676,378 |
| 1891..... | 65,937,813 | 56,072,624 |
| 1892..... | 40,656,783 | 59,107,618 |
| 1893..... | 57,677,790 | 55,182,953 |
| 1894..... | 60,475,342 | 51,420,577 |
| 1895..... | 32,970,920 | 84,111,033 |
| | <i>Tax Department, Building Department.</i> | |
| 1896..... | \$85,480,486 | \$73,781,945 |

The London County Council adopted a resolution taxing the increased land value for the cost of public improvements. The House of Commons favored the measure, but it was vetoed by the House of Lords, composed mainly of landowners, who deemed it better that the general body of taxpayers be burdened with the cost, rather than pay it themselves out of the added benefit such improvements secured to them.

We are not hindered by such an impediment to progress, and when the home owners and renters discover what is best for their interests, they will do what the Mayor thinks is now done, and what the London County Council desired to do; namely, make the beneficiaries pay the cost of public improvements, by assessing the benefited landowners on the increased values of their lands, and exempting all private improvements whatsoever. BENJAMIN DOBLIN,
NEW YORK, Jan. 23.



The City Vigilance League,

UNITED CHARITIES BUILDING,

105 EAST 22D STREET,

ROOM 408.

C. H. PARKHURST, D.D., President,
133 East 35th Street.
CHARLES A. B. PRATT, Vice-President,
111 Broadway.

W. H. P. FAUNCE, D.D.,
HON. ABRAM S. HEWITT,
A. E. KITTREDGE, D.D.,
RT. REV. HENRY C. POTTER,
JAMES A. SCRYMSEY,
CHARLES STEWART SMITH,
JOSIAH STRONG, D.D.,
A. W. ABBOTT, Secretary.
WM. M. KINGSLEY, Treasurer,
41-43 Wall Street.

Honorary
Vice-
Presidents.

New York, January 27th. 1897.

Hon. William L. Strong.

Mayor of the City of New York.

City Hall. New York City.

Hon. and Dear Sir:

I beg to acknowledge the receipt of your communication of even date in reply to my letter of the 22nd. inst.

I saw Dr. Tolman at his office this morning and he informed me that you had called his attention to my letter when at your office yesterday. He informed me that he could do nothing further in this matter as he had spent lots of time and energy already for the erection of the " Public Baths and Public Comfort Stations " and has secured no results.

The City Vigilance League does not hold Dr. Tolman responsible for the delay in providing these comforts for which the Legislature has given the City authority to erect. If the power to build was placed in Dr. Tolman's hands I am sure we would have no cause for this complaint.

We are of the opinion that the fault lies entirely with the Department of Public Works and the responsibility for this negligence lies with the Commissioner of that Department.

We have proof that General Collis does not intend to comply with the law which gives him the power to supply the City with these necessities and we would respectfully request of your Honor that you would demand the Commissioner of Public Works to begin work on this matter at once.

Our sole aim is to raise the tone of citizenship. Whatever concerns the welfare of our city is made the subject of inquiry and conference.



The City Vigilance League,

UNITED CHARITIES BUILDING,

105 EAST 22D STREET,

ROOM 408.

Hon. William L. Strong.

2.

C. H. PARKHURST, D.D., President,
133 East 35th Street.
CHARLES A. B. PRATT, Vice-President,
111 Broadway.

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CHARLES STEWART SMITH,
JOSIAH STRONG, D.D.,
A. W. ABBOTT, Secretary.
WM. M. KINGSLEY, Treasurer,
41-43 Wall Street.

Honorary
Vice-
Presidents.

New York,

The Commissioner of the Department of Public Works has knowingly allowed this important matter to lag, while the City has grown tired of hearing the excuses sent out by his Deputies. Public health and public decency demand that this work shall be performed and the responsibility for the delay must be made a public matter so that the people shall know to whom they owe this gross negligence.

I have the honor to remain

Yours with much respect

A. W. Abbott

General Secretary.

BRAMAN

LAW CO.

JOS. B. & E. F.

PASSPORT & CONSULAR AGENTS, NOTARIES PUBLIC.

LAWYERS AND Commissioners of Deeds for

| | | | | | | | | | | | | | | | | |
|-------|------|-------|--------|-------|------|-------|-------|------|-------|-------|---------|-------|---------|-------|--------|----------------|
| Ala. | Ark. | Conn. | Fla. | Ill. | Kan. | Me. | Mich. | Mo. | Nev. | N. M. | N. Dak. | Oreg. | S. C. | Tex. | Va. | Wisc. |
| Alas. | Cal. | Del. | Ga. | Ind. | Ky. | Md. | Minn. | Mon. | N. H. | N. Y. | N. C. | Penn. | S. Dak. | Utah. | Wash. | Wyoming. |
| Arl. | Col. | D. C. | Idaho. | Iowa. | La. | Mass. | Miss. | Neb. | N. J. | N. C. | Okla. | R. I. | Tenn. | Vt. | W. Va. | U.S. Ct. Cl's. |

Brit. Col., Manitoba, New Br'w'k, Newf'd, No. West Territories, Nova Scotia, Ontario, Pr. Edw. Isl., Quebec, India, Australia, Etc.

COMMISSIONS, SEPARATE SEALS, THE LAWS, FORMS & LEGAL BLANK DEEDS, ETC., FOR EACH.

New York City Day & Night Offices.

120 Broadway—Equitable Building

1274 B'dway—Opp. 33d St. L. Station

Will call Day or Evening at Residences,



(Day, 9-5)

"3285 Cortlandt."

(All Night)

★ "38th St., 722."

Hotels, Offices, Etc. Telephone connection.

FOR EVERY STATE AND COUNTRY!

Deeds Acknowledged.
Deeds, etc., Drawn.
Blanks On Hand.
Passports Furnished.

Claims Proved.
Collections Made.
Depositions Taken.
Customs Notaries.

Affidavits Taken.
Wills Drawn.
★ **Open** All Night.
All Law Matters.

Equitable Building, 120 Broadway, New York City, January 7, 1897.

Dear Sir:-

On recommendation of Hon. Edward Lauterbach, Mayor Strong kindly sent us a letter of recommendation to Governor Morton. As the latter's term of office has expired, will you please send us a similar letter addressed to Governor Black, including the Notarial as written in pencil on enclosed copy of the Mayor's letter.

Respectfully yours,

Joseph B. Braman.

Ella F. Braman.

To the Mayor's Clerk,

City Hall, New York City.

Hoadly, Lauterbach & Johnson,
Attorneys at Law.

GEORGE HOADLY,
EDWARD LAUTERBACH, EDGAR M. JOHNSON,
WILLIAM N. COHEN, LOUIS ADLER,
FERDINAND R. MINRATH, WILLIAM H. PAGE, JR.
JOHN VERNOU BOUVIER, JR.

Farmers' Loan & Trust Co. Building,

22 WILLIAM ST., NEW YORK CITY.

CABLE ADDRESS, RHYTHMUS, N. Y.

January 14, 1897.

Hon. W. L. Strong,

Dear Mr. Mayor:

About a year ago I wrote you a letter commending the appointment of Joseph B. Braman and Ella F. Braman as Notaries Public of this State and Commissioners of Deeds for other States, and will esteem it a favor if you ~~can~~ will ~~again~~ recommend the appointment of Messrs. Braman, to Governor Black, as requested in the enclosed letter.

Very truly yours,

Edward Lauterbach

BRAMAN

LAW CO.
JOS. B. & E. F.

PASSPORT & CONSULAR AGENTS, NOTARIES PUBLIC.

LAWYERS AND Commissioners of Deeds for

| | | | | | | | | | | | | | | | | |
|-------|------|-------|--------|-------|------|-------|-------|------|-------|-------|---------|-------|---------|-------|--------|----------------|
| Ala. | Ark. | Conn. | Fla. | Ill. | Kan. | Me. | Mich. | Mo. | Nev. | N. M. | N. Dak. | Oreg. | S. C. | Tex. | Va. | Wisc. |
| Alas. | Cal. | Del. | Ga. | Ind. | Ky. | Md. | Minn. | Mon. | N. H. | N. Y. | Ohio. | Penn. | S. Dak. | Utah. | Wash. | Wyoming. |
| Ari. | Col. | D. C. | Idaho. | Iowa. | La. | Mass. | Miss. | Neb. | N. J. | N. C. | Okla. | R. I. | Tenn. | Vt. | W. Va. | U.S. Ct. Cl's. |

Brit. Col., Manitoba, New Br'wn, Newf'd, No. West Territories, Nova Scotia, Ontario, Pr. Edw. Isl., Quebec, India, Australia, Etc.
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Blanks On Hand.

Passports Furnished.

Claims Proved.

Collections Made.

Depositions Taken.

Customs Notaries.

Affidavits Taken.

Wills Drawn.

★ Open All Night.

All Law Matters.

Equitable Building, 120 Broadway, New York City, January 14, 1897

Hon. William L. Strong,

Mayor of the City of New York.

Dear Sir:-

We respectfully ask for a letter to Governor Black of this State, recommending us as suitable persons for reappointment as Notaries Public of this State and Commissioners of Deeds for other States. A letter from Hon. Edward Lauterbach is enclosed herewith.

Respectfully yours,

Joseph B. Braman.

Ella F. Braman.

BRAMAN

LAW CO.
JOS. B. & E. F.

PASSPORT & CONSULAR AGENTS, NOTARIES PUBLIC.

LAWYERS AND Commissioners of Deeds for

| | | | | | | | | | | | | | | | | | | | |
|-------|------|-------|--------|------|-------|-----|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|--------|-------|-------|
| Ala. | Ark. | Conn. | Fla. | Ill. | Kan. | Me. | Mich. | Mo. | Nev. | N.H. | N.M. | N.Dak. | Oreg. | Penn. | S.C. | Tenn. | Tex. | Va. | Wisc. |
| Alas. | Cal. | Del. | Ga. | Ind. | Iowa. | Ky. | La. | Mass. | Minn. | Miss. | Mont. | Neb. | N.J. | N.Y. | Okla. | R.I. | S.Dak. | Utah. | Wash. |
| Ari. | Col. | D.C. | Idaho. | La. | La. | La. | La. | La. | La. | La. | La. | La. | La. | La. | La. | La. | La. | La. | La. |

Brit. Col., Manitoba, New Br'w'k, Newf'd, No. West Territories, Nova Scotia, Ontario, Pr. Edw. Isl., Quebec, India, Australia, Etc.

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Wills Drawn.

★Open All Night.

All Law Matters.

Equitable Building, 120 Broadway, New York City, January 27, 1897.

Mr. Hedges ,

Dear Sir :-

Have received your favor, informing me that the letter reccommendatory had been signed by Mayor Strong and mailed direct to Governor Black. Thank the Mayor and you very much. As we shall need perhaps to refer to this letter in our communications to Albany, will you kindly send me a copy of it, with the date it was mailed to the Governor.

Very truly yours,

Ella F. Braman.

THE NATIONAL PARK BANK
OF NEW YORK.

Jan'y 17, 1897

Honble^l L. Strong, Mayor
New York City

My dear Mayor,

I desire to enlist
your active support in favor of
widening Ann St. This project
has the earnest support of H.O.
Havemeyer, The Park Row Con-
struction Co, the National Park
Bank & I believe all the other
prominent owners of property in
the vicinity.

I will not take your time
going into details. We have
pleaded our views before the
Board of Street Opening, and

I trust you will find it
consistent with your duty
to aid us in expediting this
very much needed relief
to a greatly congested street.

With great respect, I am
Very truly yours,
Samuel B. For.
President,

THE WINE AND SPIRIT TRADERS' SOCIETY
OF THE UNITED STATES,
34 BEAVER STREET,
NEW YORK.

New York, 27th Jan., 1897.

The Hon. Wm L. Strong,
Mayor
New York City.

Sir,

I am in receipt of a notification (mailed yesterday 6.30 P.M.) requesting me to appear at your office, in re Complaint against Auctioneer W. E. Poggi, this morning at 10. - This I was unable to do having only just now (11.30 A.M.) reached my office and found the notification above (directed to 25, instead of 15 State St. - Moreover, the evidence you desire being now, I believe, in the hands of the District Attorney, may take a few hours to duplicate; and, further, having made the complaint in the name of our Society, I desire to have our Counsel, in charge of such cases, to accompany me to substantiate the charges in question. - I shall be obliged, in consequence, if you will kindly appoint another day, giving me fully twenty-four hours effectual notice.

I am, Sir, with thanks,

Yours very respectfully,

15 State St.

Special Committee W. & S. T. Society

Wm L. Strong
Chairman

THE WINE AND SPIRIT TRADERS' SOCIETY
OF THE UNITED STATES,
34 BEAVER STREET,
NEW YORK.

New York, 28th Jan., 1897.

The Hon. W^m L. Strong,
Mayor
New York City.

Sir,

I am in receipt of your
advice under date of yesterday (addressed
to my firm: Renaud & Niederstadt) inform-
ing me that the trial of W. E. Poggi, Auctioneer,
will be held by you on Monday next, 1st Feb.,
at 10 A. M.

I shall make it my duty to be
on hand, prepared to substantiate the charges
made by me, in my capacity as below.

With unfeigned thanks,
I remain, Sir,

Yours very respectfully,

Charles Renaud

Vice-President & Treasurer of
Wine & Spirit Traders' Society of the U. S.
Chairman of said Society's
Special Committee for the Prosecution of Counterfeits
15 State St.

68 Calumet St., Charles W. Felt.
Marlboro, Northborough, Mass.

January 28th, 1896.

To His Honor,

The Mayor, New York City.

My Dear Sir!—I notice in to-day's Tribune a short paragraph on the editorial page stating that if a new rail could be introduced on the street railways of New York it would save your city half a million dollars annually.

Last year I had a hearing before the Board of Aldermen of this city on the subject of an improved rail for street railways, and am further pursuing the subject at present writing. Will you kindly give me such information as you can that I may learn the peculiar features of the rail alluded to?

I am satisfied that there is great room for improvement. I am a newspaper man and may have opportunity to further your interests. I am well acquainted in New York having married in Elizabeth N. J., and in times past have had occasion to write your esteemed predecessor, Hon. Abram C. Hewitt on Rapid Transit.

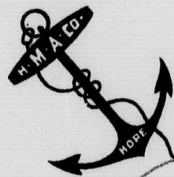
Faithfully Yours,
Charles W. Felt.

TELEPHONE 181 CORTLANDT.

MANUFACTURERS' AGENT FOR

HORSFORD'S ACID PHOSPHATE.
HORSFORD'S ANTI-CHLORINE.
HORSFORD'S CREAM TARTAR.
HORSFORD'S BREAD PREPARATION.
HORSFORD'S BAKING POWDER.
RUMFORD YEAST POWDER.
CEREALINE FLAKES, THE NEW FOOD.

H. M. ANTHONY CO.



48 WEST BROADWAY,

MANUFACTURERS' AGENT FOR

LIBBY, McNEILL & LIBBY'S CANNED MEATS.
STERLING BALL POTASH & LYE.
EUREKA & EPICURE PACKING CO'S.
COLUMBIA RIVER SALMON,
STAR, EPICURE, BEACON, PALM & DESDEMONA,
ARGONAUT, POINT ADAMS, PINE BURR & C.
STARCH & CORN FLOUR FOR EXPORT.

NEW YORK.

Jan. 28th 1897

Hon. Wm L. Strong, Mayor -
City

Dear Sir -

I am informed that
N.Y. pawnbrokers manage to
exact from 24 to 50% per
annum from borrowers.
Will you kindly inform me
what the legal rate is - also
whether there is not a
pawn establishment here
whose rates are fixed by law
at about 10%? About two
years ago I read that there
was to be such a one.

I write in the interest
of the distressed, & the information
sought may be serviceable to them.
Yours Very Respectfully,
Chas. J. Stenroos.

Dwight O. Webber, D. D. S., M. D.
116 East 27th Street,
New York City.

The Honorable Mr. L. Strong ::
Dear Sir :-

Some time ago I wrote you in regards to the heroism of Fireman Howe. In a reply you stated you had referred my letter to the proper authorities and that you would order a medal for man should they

advise it.

Having taken a great interest in this case I make bold to ask if there has been any action been taken and with what result if any.

I would not impose upon your time had I been able to find any mention of it in the papers or if I knew of any other

means of obtaining the
desired information.

Very Respectfully:
Dwight Wheldon.

January 24/
92.

E. Hope Norton.

Harry E. Tunstall.

Norton & Tunstall,

MEMBERS NEW YORK STOCK EXCHANGE.

Bankers & Brokers,

34 & 36 Wall St.

*Stock Brokers,
Bond Brokers,
Cotton Brokers,
Grain & Provision Brokers.*

*Telephone
4600 Cortlandt.
Cable Address
"Abble."*

Stocks, Bonds, Cotton, Grain & Provisions Bought & Sold for Cash or carried on margin.

Interest allowed on daily balances subject to draft. Coupons collected free of charge. Correspondence invited.

New York _____ *January 29th,* _____ *1897.*

We desire to direct your attention to the fact that as a result of changed conditions the present situation offers opportunities to the investor and speculator in securities from which inevitable profits will be derived by those who take judicious advantage of them.

In support of the foregoing contention, and as a solid foundation for the prediction that the country is on the eve of an era of great prosperity, we purpose citing first the facts bearing on the financial situation. That the latter has developed phenomenal improvement as a result of the people's decision to maintain the gold standard is amply denoted by the increase of \$63,000,000 in cash holdings, \$35,000,000 in reserve and \$111,000,000 in deposits of our city banks in less than three months. Coupled with this is the country's enormous acquisition of wealth which has come to it from abroad in exchange for products of the loom and the soil--the unprecedented foreign trade balance of \$325,000,000 in its favor, and which represents an increase in exports that within a few months has added over \$50,000,000 to the treasury gold reserve, now \$143,000,000, round figures, the largest total for several years.

Coming to the political situation, developments have been extremely gratifying. With the death of the Cameron resolutions, Cuba as a speculative factor of disquietude is disposed of, while the outcome of the Venezuelan dispute, namely, the signing of an arbitration treaty by the governments of America and England, is an event which augurs most favorably for future international relations.

Confidence is building upon the foregoing facts. Increased confidence means increased business, and we believe that from this time forward the industries will steadily revive, developing in due course a boom which the stock market will discount. Having ample facilities for the transaction of business on all the Exchanges, we shall be glad to furnish information bearing upon securities and the markets for products, and to that end beg to invite inquiries and correspondence from the public.

Will be pleased to furnish you with our weekly market letter, if desired.

Yours very truly,

Norton & Tunstall

George Edward Kent.
Counsellor at Law.

52 William St.

New York. January 29th, 1897.

Dear Sir : -

At the suggestion of Rear Admiral Henry Erben, U.S. Navy, Chairman of the Committee for the establishment of a Sailors' Rest or Club in the vicinity of the New York Navy Yard for enlisted men of the U.S. Navy, I take pleasure in informing you that you were chosen by said Committee as an incorporator of "The Trustees of the Sailors' Rest", which office I trust you will accept and beg that you will so communicate with me at your convenience.

I enclose a copy of the proposed bill and a copy of the resolution passed at a meeting held at the Chamber of Commerce January 12, 1897 under which this Committee acted.

Very truly yours,

George Edward Kent.

Attorney for the Committee.

To

Hon. William L. Strong : -

City Hall,

New York City.

Paris, Jan'y 29, 1897

Dear Sir:

I have recently read in the newspaper that the sum of \$40000 will be spent for the decoration of the facade of the new City Prison.

If not too late, allow me to protest earnestly, but respectfully against this item.

In my humble opinion prisons should be severely plain; and if as large an amount as \$40000 must be spent upon a facade let it be reserved for the future City Hall.

This sum would pay more than half the cost of the old style of grammar

school-house.

While discussing economy in the construction of public buildings, let me refer to the enormous expenditures that the city authorities must make in the near future, e.g. the Elm Street opening, the underground railway, the new school-houses, the new city college building and grounds, the hall of records — not to speak of the vast increase of taxation which will be inevitable if the draft of the charter of Greater New York, as it now stands, is adopted.

As a taxpayer whose interest in his

3

native city is more than
strong; let me take the
liberty to suggest that
the local authorities should
^{now} save every dollar that is
consistent with the public
welfare of the city of New
York.

Hoping that it is
not too late to enter a
protest.

I remain
Very respectfully yours
Alfred R. Conklin

His Honor
William L. Strong
Mayor of
New York

January 29.th 1897.

C

To the Mayor of New York City.
Dear Sir:

"Why don't they open the lakes to skaters in Central Park?" This is a question which is heard every day, and nobody can answer it. Why don't they?

I was at the small pond at 59 St Wednesday morning and saw them test. The Commissioner came down the the hill and shouted to the man who was testing it, "That will do, come on" and from that I judged they would open it that afternoon. I went on the ice and took a small stick, broke the end, stuck it into one of the test-holes and hooked the end under the ice and pulled it out

again. The ice was a good eight inches thick. I then went further over

by the dock and did the same but it was about half an inch thinner.

I wanted to go out to the middle and try it, but just then a policeman blew his whistle and beckoned me to get off the ice. Can it be that the Policemen and Park Commissioners do not want the trouble of fixing it up? or is it that they don't want the trouble of clearing off the snow?

I am sure that thousands of skaters have been dissatisfied.

Yours truly,
Gottfried H. Federlein.

Age 13 years.

37 West 60 st.

City.

New York Jan'y 29, 1895

LOYAL REPUBLICAN CLUB OF HARLEM.

172 E 128th St.

WHEREAS this Club learns from the Public Press that our honored Mayor, Col. William L. Strong, has urged a beginning of all public work without delay and aggressive prosecution thereof, in order that employment may be given to the many thousands of our unemployed poor; and

WHEREAS General C. H. T. Collis, Commissioner of Public Works, has joined in this commendable purpose and proposes to carry into effect the plan suggested therefor,

RESOLVED, That the Loyal Republican Club of Harlem commends this worthy movement, congratulates these broad-minded and public-spirited officials, and joins with the people generally in urging the beginning of the work contemplated, at the earliest period practicable.

RESOLVED, That the advantages to the unemployed which is of paramount consideration, is to be viewed in connection with the additional benefits that will be derived from the completion of as much of our public improvements as possible by the present City administration.

RESOLVED, That a copy of these resolutions be transferred to Hon. William L. Strong and to General C. H. T. Collis.

M. G. Burbank *Frank K. Bowers*
Secretary *President.*

THE LOYAL REPUBLICAN CLUB
OF HARLEM.

172 EAST 128TH STREET.

NEW YORK,

Jan 30th 1897

Hon. William L. Strong;
Mayor City of New York

Dear Sir;

The enclosed
preamble and resolution was
unanimously adopted at a regular
meeting of the above "Club" held
on Thursday, Jan. 28th.

Yours respectfully,
Frank K. Bowers.

President

M. G. Burbank
Secretary.

Our sole aim is to raise the tone of citizenship. Whatever concerns the welfare of our city is made the subject of inquiry and conference.



The City Vigilance League,

UNITED CHARITIES BUILDING,

105 EAST 22D STREET,

ROOM 408.

C. H. PARKHURST, D.D., President,
133 East 35th Street.
JOHN LANGDON ERVING, Vice-President,
37-39 Wall Street.

W. H. P. FAUNCE, D.D.,
HON. ABRAM S. HEWITT,
A. E. KITTEDGE, D.D.,
RT. REV. HENRY C. POTTER,
JAMES A. SCRYMSEY,
CHARLES STEWART SMITH,
JOSIAH STRONG, D.D.,
A. W. ABBOTT, Secretary.
WM. M. KINGSLEY, Treasurer,
41-43 Wall Street.

Honorary
Vice-
Presidents.

New York, January 30th. 1897.

Hon. William L. Strong.

Mayor of the City of New York.

City Hall. New York.

Hon. and Dear Sir:

Information has been received by the City Vigilance League that the public schools in the 32nd. School Inspection District are not receiving the attention they require on account of the negligence and possibly, disinterestedness of some of the present Board of School Inspectors of that District.

We have been informed that it has been almost a regular occurrence at the meetings of said Board for only two of the Inspectors to be present, and these two are the ladies of the Board namely: Dr. Abbie H. Mac Ivor and Mrs. Thomas J. Rush.

It has also been stated that one member of the Board has only attended two meetings of the Board since the summer and another member has stated that he thought that there was a salary attached to the office and would not have accepted it if he had known otherwise.

The City Vigilance League believes that you do not desire to appoint men to positions of trust and then for them not to properly attend to the duties pertaining to their positions.

I am informed that one of the Inspectors when asked the reason why he had taken so very little interest in the District schools stated that he did not have the time to attend to the duties and yet he still remains

Our sole aim is to raise the tone of citizenship.

Whatever concerns the welfare of our city is made the subject of inquiry and conference.



The City Vigilance League,

UNITED CHARITIES BUILDING,

105 EAST 22D STREET,

ROOM 408.

Hon. William L. Strong.

2.

C. H. PARKHURST, D.D., President,
133 East 35th Street.
JOHN LANGDON ERVING, Vice-President,
37-39 Wall Street.

W. H. P. FAUNCE, D.D.,
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A. E. KITTREDGE, D.D.,
RT. REV. HENRY C. POTTER,
JAMES A. SCRYMSEY,
CHARLES STEWART SMITH,
JOSIAH STRONG, D.D.,
A. W. ABBOTT, Secretary.
WM. M. KINGSLEY, Treasurer,
41-43 Wall Street.

Honorary
Vice-
Presidents.

New York,

in the honorable position of School Inspector just for the honor that it gives to his name.

We think that it is our duty as a League to call your Honor's attention to this matter which we deem is a very serious one and we believe that you will inquire further into the matter personally.

This letter is based upon information received and not upon our own personal knowledge, but the authority for this information is such that the truth cannot be denied.

I have the honor to remain,

Yours with much respect

A. W. Abbott.

General Secretary.

THE REPUBLICAN CLUB
OF THE CITY OF NEW YORK,
No. 450 Fifth Avenue.

TELEPHONE, 807, 38TH ST.

| | |
|------------------------|--------------------------|
| CORNELIUS N. BLISS, | President. |
| SAMUEL THOMAS, | 1st Vice-President. |
| JOHN PROCTOR CLARKE, | 2d Vice-President. |
| E. W. BLOOMINGDALE, | 3d Vice-President. |
| JARED G. BALDWIN, JR., | Recording Secretary. |
| JOHN LAIMBEER, JR., | Corresponding Secretary. |
| J. EDGAR LEAYCRAFT, | Treasurer. |

New York, January 30 1897.
Hon William L. Strong
Your Honor:

You have three seats at the Lincoln Dinner. As you are to sit at the Guest Table will you not kindly select some friend to sit at your table in the seat you would have occupied?

When you have selected said friend will you kindly send me his name for the printed list of diners?

Please address me at "107 West 47 St."

yours respectfully
J. C. Thomas
{ Chair-sub-committee
on dinner detail
of the Lincoln Dinner

5 Strykers Lane

New York Jan 31 '97

Mr. Mayor -

Honorable Sir

Accept my thanks
and also of the people
of this neighborhood
for the prompt way
that you attended to
our appeal in regards
to the street gas lamps.
all are now repaired
and lighted.

Yours Respectfully

W. M. May.

President :

ELLIS H. ROBERTS.

Vice-Presidents :

WILLIAM I. WASHBURN.
FRANCIS M. BURDICK.
MRS. MARY L. DICKINSON.

Corresponding Secretary :

N. ARCHIBALD SHAW, JR.

Recording Secretary :

REV. CHARLES B. CHAPIN, D. D.

Treasurer :

STEPHEN M. WRIGHT.



Executive Committee :

WALTER S. LOGAN.
ABRAHAM G. MILLS.
SILAS S. PACKARD.
LA SALLE A. MAYNARD.
JAMES TALCOTT.
GEORGE R. BISHOP.
MRS. CHARLES H. DENISON.
MISS MARGARET P. PASCAL.
MRS. ESTHER HERRMAN.

New York January 31st 1897
To the
Hon. Wm. L. Strong
Dear Sir;

I am about to suggest to the "Patriotic Club" and some other patriotic organizations the advisability of forming and maintaining classes of young children in civic instruction, in different parts of the city, where the population is composed of foreigners; and, as you seemed to think kindly of my work in this line, I have decided to ask you to give me your opinion of same - in writing - which endorsement may encourage these people to undertake this noble work without delay.

Believe me to be, with the best of wishes for yourself,

Yours very sincerely
(Mrs) Margaret P. Pascal,
Principal of Rhineland School
350 East 88th Street.

CENTRAL * LABOR * UNION,

CLARENDON HALL,

114-118 East Thirteenth Street,



New York,

Jan. 3rd 1897

Hon. Mr. L. Strong,

Mayor of New York.

I am directed to inform you that the Central Labor Union of New York is opposed to the granting of the site selected for the 69th Regiment Armory. The opposition manifested against such course, ^{ought} ~~be~~ in the opinion of this body warrant the disapproval of the Committee on said report, and this body further believes that the proposition submitted by the Social Reform Club, to use said site for a Hall, to be used by our Labor Organization, is a proposition that should receive the careful and considerate attention of the Municipal Authorities. The C. L. U. herewith places itself on record as being opposed to the use of said site for Armory purposes.

Respectfully Yours
J. B. [Signature]

WM. M. DEEN, President.

J. W. HINKLEY, Vice-President.

C. VINCENT SMITH, Secretary.

CASH CAPITAL, \$200,000.

DEPOSITED WITH INSURANCE DEPARTMENT, STATE OF NEW YORK, \$100,000.

The Mercantile Credit Guarantee Co. of New York.

Head Office 253 Broadway, N.Y.

New York, Jan 19 1897

Hon C. N. Bliss

City

Dear Sir

*You would do me
a great favour by giving me a
letter of introduction to the
Hon W. L. Strong, as I desire to
meet him concerning a business
proposition.*

*The courtesy, I assure you, will
be duly appreciated*

Very sincerely yours,

J. H. Houston


117 DUANE STREET.

February 1, 1897.

Dear Mr. Mayor:

The writer of enclosed letter (Hon. J. N. Huston) held the office of Treasurer of the United States in the Treasury Department at Washington, I think, during Mr. Harrison's term. He is from Indiana and has been an active politician for many years. I do not know him intimately, but saw no reason to refuse him the courtesy of a letter of introduction to you.

Yours very truly,



Hon. Wm. L. Strong,

New York.

New York, February 1st. 1897.

Hon. William L. Strong, Mayor,

Sir:

I wish to inform you that Alexander Freund, a pawnbroker doing business at 1545 Third Avenue, near 87th Street, is defrauding people who go to him for loans, by unlawful charges. At the bottom of his tickets the following is printed: " I agree to paycents for extra care."As this is done openly there is no need of presenting evidence to you.

Respectfully,

Victim.

CITY OF NEW YORK.
OFFICE OF THE MAYOR.

February 1st, 1897.

Thomas Hastings, Esq.,

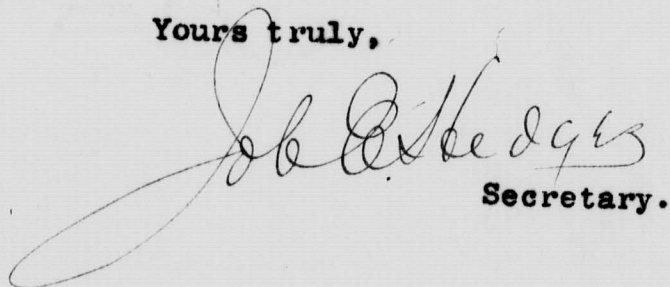
27 West 46th street,

New York City.

Dear Sir:-

The Mayor directs me to say that he is pleased to appoint you an Inspector of Common Schools for the 16th District, and to ask you to call at the City Hall at your earliest convenience to receive your formal appointment and take the necessary oath of office.

Yours truly,




Secretary.

W.A. & A.M. WHITE.

P.O. ADDRESS.

BOX 619.

N. 130 Water Street.
New York, February 1st. 1897

Hon. Wm. L. Strong, Mayor,
New York, 

Dear Sir:

If you can spare me ten minutes either before 3.30 this afternoon or any time to-morrow, I should like to talk with you concerning the water supply problem for Brooklyn as it will affect the consolidated city of the future. There is considerable evidence that private water companies are endeavoring to secure a contract from Brooklyn the burden of which will fall wholly on the future city. I believe that with a little forethought and consultation the danger can be avoided.

Very respectfully yours,

Alfred T. White

CLAUDE FAYETTE BRAGDON
ARCHITECT
104 105 CUTLER BUILDING
ROCHESTER N Y

Feb. 1 97

To the Mayor of the City of New York: -

Dear Sir,

The plans submitted
by us (Jordan, Bragdon & Orchard) in the late New
York City Hall Competition, have never been returned
to us as it was stipulated in the code of conditions
that they ^{would} should be. Will you bring the matter to
the attention of the proper authorities that it may
be attended to, as we are naturally anxious to receive
our drawings

Yours very truly

Claude F. Bragdon

for (Jordan, Bragdon & Orchard)

Wansfield. Feb 2nd 1897

Mayor Stringer.

Sir,

I wish to prepare
a paper (club paper) upon the
subject of "Rapid transit in cities"
Will you be kind enough, to send
me any thing upon the subject, in
your city, that would assist me,
Any printed matter for the year,
that would give the information I
wish, as, number of miles of street
rail way, (elevated and surfaces),
number of passengers, number of
employes, earnings and expen-
ditures, &c, &c. Any other mode of
transportation, For what

public purposes, if any, is the
bicycle used. And anything else
that would be of interest. If you
are unable to answer, would you
be kind enough to place this in
the hands of some one who could,
and by an early reply, greatly
oblige.

(Mrs) Jennie S. Farmer.
160 Park Ave West
Mansfield, Ohio.

Law Office
OF
Elbridge T. Gerry.
No. 261 Broadway

New York February 3, 1897

Hon. William L. Strong,
Mayor of the City of New York,

Dear Sir:

I beg to call your attention to the fact that on Friday of this week, before the Board of Street Opening and Improvement, my counsel Mr. William H. Harris will appear to ask that Board to assume for the City a part of the cost of opening the exterior street on the East River from 64th to 81st Streets. The facts of the case are comprehensively and concisely stated in Mr. Harris's letter to me, a copy of which I enclose, and I only ask that a full hearing may be given him, as the application is one of merit and not simply a pro forma attempt to impose upon the City a burden which it ought not in equity to bear.

I have the honor to remain,

With great respect,

Elbridge T. Gerry.

(COPY)

January 27, 1897

My dear Sir:

Under Chapter 697 of the Laws of 1887 as amended by Chapter 272 of the Laws of 1888 and Chapter 257 of the Laws of 1889, the Board of Street Opening and Improvement passed a resolution December 5, 1890, directing the Corporation Counsel to take the necessary steps for condemning the property to open an exterior street along the East River from 64th to 81st Street. The Act contemplates acquiring sufficient land so that from the bulkhead to the westerly side of the street shall be a strip of land 115 feet wide, 65 feet of which is devoted to use as a public street and the remaining 50 ft. terminating at the bulkhead is to be under the control of the Dock Department. The Dock Department has the right to lease this 50 foot strip and to authorize the lessees to erect sheds and buildings thereon or to fence it off, so that practically it provides for construction of a long line of bulkhead with water of navigable depth to be leased and used as private water front.

Proceedings were commenced and we appeared for you in July 1891. Numerous hearings have been had and I have been informed by one of the commissioners that the report of the commissioners has been signed, although it has not yet been opened to public inspection.

On behalf of several property owners, petitions were recently filed with the Board of Street Opening and Improvement, praying that the Board would place a part or all of the cost of acquiring this property on the City at large, instead of on a limited section, as provided in the Commissioners' preliminary report.

By the preliminary report it appears that the cost of acquiring the property will be about \$497,458. and it is stated in other proceedings that the estimated bill of costs will be some \$9,000 to which the Court has added an extra allowance of \$8,000 to the active commissioners. The total amount to be assessed on the property will, therefore, be in the neighborhood of \$520,000. The assessments on the blocks between the river and Avenue A from 64th Street to 79th Street and the short blocks between the river and Avenue B between 79th Street and 81st Street are very high and an exceeding great burden. The section is but meagerly improved with buildings and only a small return is at present received from most of the land within those limits, in many cases the property being entirely vacant. On property fronting on the new street, the assessments will run from 30% to as high as 50% of their assessed valuations.

Your own property at the corner of Avenue B and 81st Street is assessed on the part remaining, \$1914.25 and the lots are cut down from a depth of 148 feet to about 79 feet, the lower boundary of the lots being in both cases a little shorter.

Another instance of the burden of the assessment is afforded by some property situated at the foot of 70th Street where my client held a plot a little short of 11 lots. About two lots (51 1/2 feet on the street) of this property are taken, leaving the plot about 9 lots. Although the proposed award for the land taken is \$7475., the assessments amount to \$5875., so that for the loss of two lots my clients actually receive only \$1600.

The grounds on which relief is asked are briefly as follows:

First: The general purpose of the Act is the extension of the City water front, and part of the plan to give a marginal street around the whole City, bounded on the water side by the bulkheads and docks. If it were not for the City's desire to preserve the use of the bulkhead for commerce and provide for the lease of 50 feet for sheds &c., the street could in some parts be laid out

entirely on the land under water now owned by the City and the amount of private property necessary for such a street would be very small. This is the only case within my knowledge where the whole expense has been put upon the property in the vicinity. The down town marginal streets were built by grantees of land under water as a condition of their grants and the City is spending many millions of dollars out of the general fund for the improvement of these streets and of its water front properties. Such improvements will probably benefit property in the neighborhood quite as much as the exterior street from 84th to 81st Street. Mr. Green, the Chief Engineer of the Dock Department, testified before the Commission that the City would derive a considerable revenue from the new bulkhead.

Second: The street was not laid out at the request of the owners of property in that vicinity but was provided for by public statute. The property most heavily taxed is within one block of Avenue A running north and south, and in the case of the two blocks fronting on Avenue B, the river is not more than 148 feet east of Avenue B decreasing in distance toward the south. There is no such pressure of business now or likely to come in the future from the character of the property as renders a new street necessary. Moreover the exterior street is laid out evidently with a view to making the bulkhead available, rather than as a convenience to the property, for the plan involves the change of grade of the majority of the streets which the exterior street crosses. Much of the property lies far above the grade of the exterior street so that the street will be wholly inaccessible from the property. At your own property the street will lie about 21 1/3 feet below the grade of 81st Street and Avenue B on which your lots front. This is not an isolated instance for at 68th Street the property is 27 feet above grade, at 69th it is 18 feet, at 72nd Street it is 33 feet, &c. &c. Ever since the passage of the Act in 1887, nearly ten years, the property has been subject to condemnation, the exact amount to be taken not being definitely fixed, and the grades being of such a character that it was impossible to improve the property until the final action of the court on the Commissioners' Report. The property has thus been rendered almost unavailable during this time and now it is proposed to burden it with a very large assessment.

Third: Neither the Act for opening this street nor the resolution of the Board in terms exempts the City from some portion of the burden, but the Corporation Counsel has urged that such was the intention and the Commissioners have felt bound by that interpretation to relieve the City at large from any portion of the cost. The Consolidation Act provides that the Board may determine what part of the expense of opening streets shall be assessed upon the property deemed by the Commissioners to be benefited and that the balance of the cost shall be borne by the City at large. Both the statute and the resolution of the Board in this case provide that the amount of compensation to be paid for land or property required for the exterior street and bulkhead, shall be assessed upon the persons and property deemed by the Commissioners to be benefited. The Commissioners consider that the improvement does not rest on the basis of an ordinary street opening and would have assessed at least one half of the cost upon the City, had they not felt bound by the resolution of the Board. The Chairman of the Commission, Mr. Daniel Lord, has stated to me that he would appear before the Board himself and confirm this statement. The original resolution was passed without any hearing given to the property owners and it is urged that the resolution was intended to leave the Commissioners free to decide what part of the cost,

if any, should be borne by the City at large, and that the Board may now fairly pass on the question. In the Act, as originally passed, the proceedings could be instituted only on the petition of a majority of the property holders of two thirds in value of the lands and premises within three hundred feet westerly of the proposed exterior street, but this provision was stricken out by the amendment of 1889.

Fourth: It is seriously urged by the property holders that the Act is unconstitutional in its present form, containing, as it does, provisions for acquisition by the City of bulkhead to be used in its quasi private capacity, as well as to lay out and establish an exterior street, so that the title of the Act does not properly describe it.

It is also a serious question whether the City may acquire at the expense, not of the general fund, but of the adjacent property, dock property to be used in its quasi private capacity, that is, for the benefit of the corporation and not of the public at large.

The Board of street opening, consisting of the Mayor, Comptroller, Commissioner of Public Works, President of the Park Board, and Commissioner of Public Works for the Annexed District, will meet Friday at 11 o'clock and we shall then ask the Board to consider the petitions. The matter, I think, is of sufficient importance to justify us in urging a serious and deliberate consideration by the Board, and should you desire to be present yourself, I know that your presence will materially assist the application. I have therefore written you somewhat fully, so that you may be familiar with the case.

Very truly yours,

Hon. Elbridge T. Gerry

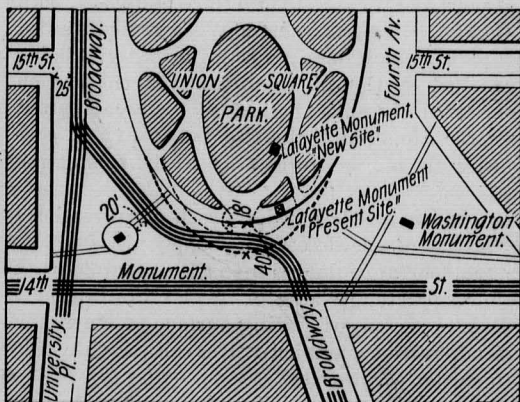
WILLIAM H. HARRIS

SUGGESTED ALTERATION OF TRACKS AT UNION SQUARE, NEW YORK CITY.

NEW YORK, December 26, 1896.

To the Editor of THE ENGINEERING RECORD.

SIR: Permit me to call your attention to the enclosed sketch of a proposed alternative to the suggested tunnel under Union Square to avoid the "Dead Men's Curve." Forty feet of the lower end of the park would be sacrificed, allowing the curve to be entirely out of the way of the cross traffic, thus securing perfect control of cars at dangerous points. The curves could be built on the same plan as that at Twenty-third Street and Broadway, where the cars move slowly and are well under control.



THE ENGINEERING RECORD.

The track at the west side of Union Square should be brought closer to the sidewalk, say 20 to 25 feet instead of 30 or more from the west sidewalk. This would allow more room next to the park; the space here is extremely limited. It is believed the expense would not be so high as the proposed tunnel and the sacrifice of the line of the park would not be so very objectionable. The replanting of the north end of the park, now a perfectly useless expanse of pavement, would retain the fast disappearing attractiveness of this once favorite park of New York.

MAURICE FORNACHON.

RESIDENCE,
RIDGEWOOD, NEW JERSEY.

Maurice Fornachon,
ARCHITECT,

NEW YORK, Feb 3^d 1897

Hon. W L Strong

City Hall

New York

Dear Sir

Your attention is respectfully invited
to the enclosed communication to the "Engineering Record"
regarding the Dead Main Curve - 114th Street & Broadway

I believe it may be of some interest to you. This scheme
in connection with a system of conduits permitting the
main cables to be run straight & nearly so under the square
or slightly deflected to the west side appears to me as
a practical solution of the problem of removing the present
objectionable features of the Curve -

I have the honor to remain

Yours very respectfully
Maurice Fornachon

New York, Feb. 3, 1897.

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

Dear Sir:-

In reference to the urgent need of additional school room in the territory west of Central park, between 96th. and 110th. Sts., I find that it is impossible to obtain an accurate statement or estimate of the number of children out of school at this time, owing to the rapid increase in population since the opening of the present session.

There are several hundred children in that territory out of school, hundreds of others who are in school but half a day, and the classes have been ^{enlarged} ~~increased in number~~, until it is impossible for the teachers to properly instruct. The average number of pupils per class in Grammer^a School #54 is above fifty and some classes contain as many as sixty-five pupils.

Professor Gaddis principal of Grammer School #54 at 104th. st and Amsterdam Ave. says that in his opinion two school buildings, one primary and one grammer, between 96th. and 110th. Sts. will be absolutely necessary, to accommodate all the school children in that territory at the opening of the next session of the public schools. As he is familiar with the situation, his statement shows that no time should be lost in acquiring

the sites that have been selected, and in building more school houses. In the territory mentioned scores of new buildings are now in progress of construction, and work on many others will begin in the early spring. The population in that neighborhood is probably increasing faster than at any other point in the City. There will be a big influx of population there during the coming summer, and unless a great deal more school room is provided against the opening of the next session, there will undoubtedly be a ^{very} great number of children, unable to obtain admission.

Very respectfully yours,

Walter L. Hawley

"Pinchurst"

Fort Washington

Feb. 3rd 1877.

To the Mayor of the City
of New York

Your Honor!

As a resident property owner on Depot Lane and Fort Washington Avenue, where I have lived since 1885 and own a place having 310 feet frontage on the Avenue by 220 feet frontage on Depot Lane, I ask permission to express to your Honor the great satisfaction which I have felt upon learning through the newspapers of the

excellent plan, which Mr. Joseph A. B. Webster Engineer of the Department of Street Improvement, has prepared for opening streets in the section bounded by Kingsbridge Road, 165th Street, 181st St and Boulevard Lafayette. These plans deserve the unqualified praise of all bona fide residents in this section and if carried out, can not fail to add to the value of property, and at the same time to serve the public interests by opening up the section of the City, lying on the highest ridge of Manhattan Island, which nature has especially favored for residence purposes. As the daily press has mentioned the names of

Mrs J. Hood Wright, and of Mrs Cyrus McCornick who are both non residents, as opponents of Mr. Webster's plans, who have presented their arguments to you, I desire as an actual resident-owner to protest against their opposition and to express the hope that the true interests of our section and of the City in general may not be sacrificed to the private motives, which have inspired the opposition.

Yours Very Respectfully
(Mrs) Mary von Horrum-Schramm

Mayor's Office,
Brooklyn.

February 3rd, 1897.

My Dear Mayor Strong:

In acknowledging the courtesy of your communication of February 2nd, inclosing a letter from Mr. H. M. Griffin of No. 418 Fulton Street, this city, permit me to say that I fail to see why you have not availed yourself of the first opportunity afforded for acting as Mayor of the Greater New York. An opportunity once lost never returns, you know, and I must confess that I am somewhat surprised that you failed to grasp this one. But inasmuch as you have declined to act on grounds of delicacy, I can only assure you that the matter referred to me will receive due attention.

Cordially yours,

F. W. Winter

Hon. William L. Strong,

M a y o r.

New York, Jan. 3, 1897.

133 East 35th St.

4.

Hon. William L. Strong:-

Dear Sir:-

I am sorry to intrude upon you, especially on the Sabbath, but the urgency of the situation must be my excuse. I have just had an interview with Mr. Dennett, Supt. of the Society for the Prevention of Crime, and his appearance, taken in connection with what he reported himself as having said to you yesterday, makes me feel that he is in a mentally disturbed condition. He was at my house yesterday afternoon and his behavior was, to put it mildly, exceedingly peculiar, so much so that I sought an interview this morning with one of the Executive Committee of the Society. To be frank, I am afraid he is temporarily out of his mind. I wonder if he said to you yesterday any one of the strange medley of things that he this morning declared that he did. The fact of the case is that he has devoted himself to the work of the Society with such concentration of purpose, to the neglect of his meals and his sleep, that he is on the edge of nervous collapse, and some measures must be taken to quiet him. Would you mind telling me in half a dozen words how he behaved in his conference with you yesterday? I trust we shall be able to devise some means of quieting him down and making him more rational in his way of working. He had a little touch of the same malady nearly a year ago when work was pressing very hard at the office and when for a week he undertook to live without eating or sleeping. Of course it is important that the public should gain no inkling of the situation.

Begging of you the great favor of a word in reply,

I am, Yours very sincerely,

C. H. Parkhurst.

Auto to
Theodore H. Meyer
Walter E. J. Jones
McCheska
McCheska
Auto Section

4

Bloomington, Ill.

White Plains

4.

Feb. 4th 1897

Hon. William Strong,
City Hall, N. Y. City

Dear Mr. Mayor;

I suppose you think like every body else in New York that I am a little off in my head mentally don't you for a moment believe. When I left your house that Saturday night after smoking that "strong cigar" I went into Raines Hotel to get an oyster stew the waiters got to me to use a "Bavary frage" and seasoned my stew with sand knock out drops, I thought the stew did not taste natural at the time but I thought my tongue had been deceived by reason of that good cigar that I smoked at your house the "seasoning" first affected my stomach and afterwards went to my head they tried to fix me up in Bellevue hospital but

but they evidently did not. diagnosis my
case correctly or since I have come here I improve
immediately; and am ready to start in at
that work that I outlined to you at your house that
Saturday night, when I leave here.

If you have ever been up to Bloomingdale I want
to say that it is the most superbly conducted institution
that I ever saw and I owe it to this place for my
speedy restoration to health.

I don't know how long I shall stay here
but I can assure you that I am in no hurry
to get back to New York among the
"Indians" they have splendid feed up here
and if you will call up and see me some
afternoon I will have a ~~hot~~ pot on steaming
for you. I see in the papers that you have come
down with both feet against some of their
vandalic concerns you are right in this
respect and I think the Public will
sustain you.

Yours very truly
F. L. Summitt
"Angel"

GEO. B. POST, Architect,
33, EAST 17TH STREET,
New York.

Dictated- N.

4th Feb. 1897.

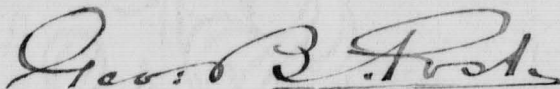
Personal.

Dear Sir :

I see by the morning papers that Mr. Austin's Bill providing for a New Hall of Records in New York has been passed, and in view of the great disappointment which I experienced in not being able to design the New City Prison, if you are in position to influence the appointment of an architect for the New Hall of Records I venture to ask that you will throw the weight of your great influence in favor of my appointment to that office.

I am,

Yours very truly,

A handwritten signature in dark ink, appearing to read "Geo. B. Post". The signature is written in a cursive style with a horizontal line underneath the name.

His Honor, Wm. L. Strong,
Mayor of New York.

Duplicate. The Rhinelander School,
(Of the CHILDREN'S AID SOCIETY,)
350 EAST 88TH STREET,
(BETWEEN 1ST AND 2D AVENUES.)

New York, Jan'y 31 1897
To the Hon. Wm L. Strong:
Dear Sir:

I am about to suggest to the "Patria Club" and some other patriotic organizations the advisability of forming - and maintaining - classes of young children in civic instruction in different parts of the city where the population is composed of foreigners; and as you seemed so pleased with the results of my work in that line, I have decided to ask you to give me your opinion of same - in writing - which endorsement may encourage those people to undertake this noble work without delay. Yours very truly
(Miss) M. P. Pascal - Prin

104.

Thos MacLennan

The Rhinelander School,

(Of the CHILDREN'S AID SOCIETY,)

350 EAST 88TH STREET,
(BETWEEN 1ST AND 2D AVENUES.)

New York, February 5th 1897

Hon. Wm. L. Strong

Dear Sir:

Enclosed please find a copy of a letter I sent you a few days ago. As I have received no acknowledgment of same, I fear that in the rush of business it has been overlooked, so send a duplicate, with the request for an early answer, if you can spare time for same, and it will please you to let me have one.

Thanking you in advance for the courtesy, I am with kindest wishes for yourself. Yours very truly
Margt. P. Pascal,
Principal.

12 E. 47 St.

Feb. 5th / 97

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My dear Mayor Strong.

During the Summer
of '93, I left my
effects, consisting
of books, fixtures,
Frie-a-Frac, Cloth-
ing &c. at 43 W.
39 St, while I went

out of town. In the
interval of my ab-
sence, the lady-
tenant, vacated
the house, leaving
all my things in
the rooms which
I had occupied—
and Mr. Ellery
Anderson, who was

executor of the estate, and also
his son, stated to me, that they
remembered seeing my things
still there, when they, together
with Marshall Levy took pos-
session of the house, having
the Marshal's assistant in charge.

and yet in spite of every possible
effort, and repeated application
to the Detection Dept. of the Police
Headquarters, at Mulberry St. I
have not been able to recover my
things, which aside from their money
value, were dear to me for their ad-

sociations and be-
cause they were hit boys.

It was absolutely
a case of official
theft, on the part
of Marshal Levy
or his assistant,
and I herewith
respectfully request
that you will kindly

have the matter thor-
oughly investigated,
as I am told the
Marshalls are under
your jurisdiction
and appointed by you.
And awaiting your
immediate kind
answer, I am

Very truly yours
Marion E. Burke

Dubuque, I. a.

Feb. 5, '97.

To the Mayor of New York, N. Y.

Sir - Have you on record
any property which belonged
to a Nicholas Becker deceased?
He is my uncle, and had
property in New York city
of which I have heard nothing
since his death, which is quite
- a number of years.

Enclosed find an addressed
envelope for which I wish
to hear from you soon. So
kindly look up the matter.
Mrs. Theo. Ruprecht.

SAMUEL B. DONNELLY
PRESIDENT

WILLIAM FERGUSON
SEC'Y-TREAS

Typographical

Union

No. 6



Office of

President and Secretary-Treasurer

240 William Street

. New York

New York, Feb 5 1897

Hon. Wm. L. Strong,
Dear Sir

I desire to call your attention to the inclosed list of Union printing offices. The offices contained in this list pay the prevailing rate of wages and comply with the factory laws of the State of New York. You would confer a favor on our organization by insisting that the printing of the Greater New York Commission be given to fair employers.

Yours respectfully
Samuel B. Donnelly



302 44th St
New York City N.Y.
Feb 6th 1897

Mayor W. L. Strong
Hon Sir:-

I write to ask you in the name of the Lord to please assist a struggling people in a worthy effort. I am laboring as pastor with a very poor Congregation - in fact my Congregation is made up of the poorest ones of my race in the 25th and 27th Assembly District. And we in our Missionary effort take care of our sick and look after the most deserving needy. Just last Sunday afternoon in the Sabbath School we had reports from four very deserving ones who had not ate a morsel since Friday morning.

These parties live at 587 7th Ave.
We of course had to look out
for them temporarily till they
can get something to do.

That is only one instance out
of several that we have had
since the winter open.

Looking out for such
taking care of the sick in
various parts of City and the
burying the poor of our parish
have left us in very narrow
straits financially. We are
now making a struggling effort
to raise ~~to raise~~ fifty dollars
by the 15th inst which we
are Compell to have in order to
^{have} maintain our place of worship,
hence I write to you to beg you
to kindly assist us assuring you
that whatever amount contributed
will be gratefully received and

beneficially disposed of.
I enclosed a circular to show
you that we have been trying
to help ourselves.

I take pleasure in referring
you to Rev Dr C. H. Eaton
who lectured for us last
Tuesday night also Mr Mr
M. J. McLean

Hoping to hear from
you favorably

I am Hen Sir.

Your Humble Servant

Rev C. H. McDonald
Pastor Johnson Rescue Mission
of the African Methodist
Connection 302 N 40th St

WILLIAM BOOTH,
GENERAL.



FREDERICK & EMMA BOOTH-TUCKER,
COMMANDERS U. S. FORCES.

The Salvation Army.

National Headquarters:

120-124 West 14th Street,

New York City.

Feb. 6, 1897.

Hon. William L. Strong,

Mayor of the City and County of New York,

City Hall, New York City.

My Dear Mr. Mayor:-

By the time this reaches you, you will already have been in possession of the pamphlets and the printed address of Commander Booth-Tucker delivered before the Charity Association, which I quoted from in my conversation with you a few days ago. I cannot but hope that a perusal of these will have served to convince you that there is a way opened for the difficulties that have so long surrounded the people of our great City, and in fact of other cities, regarding this great social problem of how to devise means that will relieve the City of the great incubus of seemingly helpless people that the tax-payers are called upon to support.

I now take the liberty of making a few suggestions to that end, for the purpose, not alone of enlisting your sympathy,--that I know is already enlisted,--to the needs of the great problem that for many years so many have tried to solve, but for the purpose of presenting a solution of the difficulty.

There is no need of my disclosing the fact to one so thoroughly

WILLIAM BOOTH,
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Feb. 6, 1897.

Hon. W. L. S.

Pg. 2.

versed in all matters pertaining to our City as yourself, that while immense sums are every year lavishly dealt out for this purpose by our City and by large-hearted philanthropists with a view to relieving this unfortunate class and at the same time relieving the City from the continually increasing weight of taxation, that nevertheless, sad to say, the numbers of these unfortunates are at the same time increasing in our midst.

In our enlightened age with so many who have made this great problem a study, it would never do to say that it is a problem that cannot be solved, and that there is not a remedy that will afford a permanent relief. Therefore the question simply comes to be, What is the best way out of this terrible dilemma? During the last few days our Organization has tested this matter very thoroughly, and there is no denying the fact that there are hundreds of men walking the streets to-day, with good education, with a splendid bringing up, with ambitious desires, and yet crippled and hampered by force of circumstances until we find them penniless and homeless in our midst. Mr. Mayor, they are not tramps, so-called; they are not worthless vagrants; but they are people of education, that would give anything to be lifted up

WILLIAM BOOTH,
GENERAL.



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Feb. 6, 1897.

Hon. W. L. S.

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to the first round of the ladder of success, and the question now is, Can it be done? and can the alarming increase of this class of out-of-works be stopped and the City be relieved from this weight and through that the tax-payer be relieved of this large item in our tax budget? We say it can, we have a plan that has been tested, tried and proved successful.

In that meeting before the United Charities to which I alluded, at which Commander Booth-Tucker spoke, there were gentlemen listening who had been engaged in solving this problem for twenty years, who admitted (sad admission) that they knew less about it to-day than they did the year they started, and who, turning to the Commander, remarked that they were glad that there was some one of young blood that was willing and daring enough to attempt to solve it, but reminding him that it was a stone wall. To this the Commander replied that he was positive that with God's help he could crack it.

To that end, may I ask the privilege of an interview at which the Commissioners of Charity and yourself be present, in order that Commander Booth-Tucker may at that meeting lay before you the plan he has formulated which has so thoroughly and satisfactorily been tested,

WILLIAM BOOTH,
• GENERAL.



FREDERICK & EMMA BOOTH-TUCKER,
COMMANDERS U. S. FORCES.

The Salvation Army.

National Headquarters :

120-124 West 14th Street,

New York City.

Feb. 6, 1897.

Hon. W. L. S.

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tried and worked in other cities, and which is to-day relieving them of the weight of looking after this class of unfortunates, and therefore of the expenses attendant thereto, and placing them in a condition where, away from the cities, in other localities they are now making themselves self-supporting.

Facts are obstinate figures and knowing that all through your official life you have plainly manifested a desire to relieve this great City of as much of the incubus of taxation that is upon it as possible we are convinced that when these facts are before you, you will be desirous of assisting us in furthering them.

I see that already some of the plans which we advocate are being grasped by the City, but unfortunately that which cripples so many hopeful philanthropic moves, which might and would result in relief, is that they become saturated with politics at the start and this crushes the life out of them, through the serious expense involved and then they are held up as a gigantic failure.

We, on the other hand, ignore politics, creed, nationality, and simply grasp the facts as they are and bring permanent relief, from the fact that the people engineering and carrying out the great plan

WILLIAM BOOTH,
GENERAL.



FREDERICK & EMMA BOOTH-TUCKER,
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Feb. 6, 1897.

Hon. W. L. S.

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are those whose hearts are in the movement and who are working simply to help others out of their distress and to accomplish the purpose for which they are engaged without any selfish desires or to further any selfish ends.

I have taken the trouble, Mr. Mayor, to intrude myself at length for I am convinced that you already realize and have, in fact, for some time that there must be a way out of this dilemma the same as in every other that this great community has faced. We claim that there is: we have tried our methods: we have found them successful and now we simply ask that you will accord us, as requested, the privilege of presenting the same plan that has so successfully worked elsewhere. and I am convinced the same result will be reached right here in our midst.

We have often been accused of giving charity promiscuously and drawing these people into larger cities, but there never was a charge that was more incorrect than this very assertion and the Commander's answer before the Charity Association was manifestly clear on that point. On the contrary, we do not give something for nothing, but our whole aim is to make people self-supporting and we throw back that very charge on to others and we do assert, with facts and statistics

WILLIAM BOOTH,
GENERAL.



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Feb. 6, 1897.

Hon. W. L. S.

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before us, that the lavish outlay of public and private funds has been instrumental in doing this very thing and keeping the City suffering from this great weight and instead of relieving it by other means has only, as I have said, increased it.

I believe, Mr. Mayor, that you will yourself admit that the present methods will never accomplish the desired end nor remove this great difficulty, nor will any philanthropic scheme that is at all engendered or fostered by politics. This work must be, and I am convinced you will readily agree with me, separate and distinct from political entanglement. Our experiment last week in the emergency that faced us has more than ever convinced us that we are in a position to solve the problem and we only ask the privilege of laying our plans before you, feeling sure that the same support that you have accorded other measures for the welfare of our City, you will accord to this.

I remain,

Yours very truly,

M. J. C. Harris

Counsel for The Salvation Army.

[COPY.]

54TH CONGRESS, {
2d Session. }

HOUSE OF REPRESENTATIVES.

{ REPORT
No. 2586

AMENDING AN ACT TO REGULATE COMMERCE.

JANUARY 20, 1897.—Referred to the House Calendar and ordered to be printed.

Mr. SHERMAN, from the Committee on Interstate and Foreign Commerce,
submitted the following

REPORT.

[To accompany H. R. 10090.]

The Committee on Interstate and Foreign Commerce, to whom was referred the bill (H. R. 10022) entitled "An act to amend an act entitled 'An act to regulate commerce,'" having considered the same, report back the accompanying bill as a substitute for said House bill 10022, and recommend its passage by the House :

This bill is limited in its operation to interstate transportation and it has no relation to transportation wholly within any one State.

The first section of the bill requires carriers subject to the act to regulate commerce to provide any agents authorized to sell tickets with a certificate setting forth his authority and it requires the posting of such certificate in a conspicuous place in the office where such business of such agent is conducted.

Section 2 makes it unlawful for any person to sell or transfer tickets or evidence of the right to transportation without the authority provided for in section 1 except a purchaser in good faith of a ticket for personal use.

Section 3 provides that a violation of any of the provisions of sections 1 and 2 shall be a misdemeanor punishable by a fine of not more than \$1,000 or imprisonment not to exceed one year, or both, in the discretion of the court.

Section 4 requires the carriers to redeem unused tickets and provides the procedure for such redemption.

Section 5 provides that the forgery, counterfeiting, altering, or knowingly selling or disposing of such interstate transportation tickets or pass so forged, counterfeited, or altered, shall be punished by fine and imprisonment in the penitentiary for a term not exceeding two years.

As this bill is in direct response to repeated recommendations of the Interstate Commerce Commission, we subjoin hereto references to various annual reports of said commission treating of the subjects provided for in the bill, together with extracts from some of the reports referred to, which, with great force and clearness, set out the necessity for the legislation contemplated in the bill.

As early as 1888, in its second annual report, the Interstate Commerce Commission invited the attention of Congress to the serious evils which

resulted from the practices of those engaged in the business of "ticket scalping." Again in 1889, at page 19, of their third annual report, the Commission commented upon the growing boldness and evils of the practices of "ticket scalpers," and referred to some State legislation which has been enacted in the effort to restrict this irregular business.

In 1890 the Commission, at page 49, of its fourth annual report, stated that—

The subject of brokerage in railroad tickets or "scalping," as it is usually termed has to some extent been referred to in previous annual reports of the Commission, and has also been commented on more at large in special reports made upon investigations. The last annual report recommended specific legislation by Congress to restrain as far as possible this illegitimate and reprehensible business, now very generally regarded as one of the worst incidental evils connected with transportation.

A bill was introduced in both Houses of Congress at an early period in the last session, embodying the essential features recommended by the Commission. It failed to pass, and, in fact, is believed not to have been reported by the committees of either House.

It is understood that strenuous opposition was made to the passage of the bill by the ticket scalpers of the country. It is believed, upon trustworthy information in possession of the Commission, that railroad managers generally are in favor of efficient legislation for the overthrow of this evil, and that a strong public sentiment exists against its toleration.

With the great increase of railroads and the competition existing among them for patronage, ticket brokerage has become a large business and very profitable to those engaged in it. It is carried on with the greatest amount of boldness and success in the larger cities of the country, where the most eager competition exists between railroads. A few illustrations will serve to show the extent to which the business has been carried.

From various reports received by the Commission it appears that in New York City there exist thirteen scalping offices, in which, including proprietors and clerks, about thirty persons are employed, at an estimated expense for office rent and clerk hire of \$20,000 to \$25,000 a year, and with an estimated annual profit from the business of \$90,000 to \$100,000; that at Chicago there are fifteen scalping offices, whose combined annual expense for rent and clerk hire amounts to about \$70,000; that at Cincinnati there are nine scalping offices, with an annual expense for rent and clerk hire of about \$20,000; and that at Kansas City, there are seven scalping offices, with an estimated annual expense for rent and clerk hire of about \$18,000. When it is considered that this business is carried on in nearly all the principal cities of the country, and that the net profits probably amount to four times the expenditure for carrying it on, it is evident that the profits from this illegitimate business exceed the sum of \$1,000,000 annually.

The ticket broker has no necessary, useful, or legitimate function. He is a self-constituted middleman between the railroad and the passenger. All railroads have accessible and convenient offices and agents for the sale of tickets. The public can be fully accommodated by the regular agencies of the roads without the intervention of superfluous and obtrusive middlemen.

As there could be no field of operation for this class of persons if the railroad companies obtained full established rates for all transportation furnished by them, the expenses of the business and the profits made by those who conduct it must necessarily in the first instance come out of the carriers, and represent simply the discount suffered by them from their established fares and the resulting diminution of revenue. But indirectly this diminution of revenue is made up by the public, for while the business continues the carriers have it in mind in making their rates, and charge higher rates than would be necessary for fairly remunerative revenue if there were no such drain upon them to support the auxiliary force of scalpers.

The business is therefore hurtful both to the roads and to the public in a financial sense, and the extent of the injury it is scarcely possible to measure. The harm done by an army of unscrupulous depredators upon a legitimate business can not be computed by any known standard. Lawless greed recognizes no limits, and weak compliance by its victims only stops at exhaustion. But the moral injury both to railroad officials and to the public is even greater. To railroad officials the business serves as an invitation and an excuse for dishonest practices. It is used as a cover, deceitful and transparent it is true, for evasions of law, and for dishonorable violations of compacts among competing roads to maintain agreed schedules of rates. The public morals are affected by the natural inference that railroad officials are deficient in sense of honor and integrity, and that if the railroad code of ethics permits one road to cheat another it is equally permissible for the public to cheat the railroads. The inevitable tendency of the practice, therefore, is to eliminate the moral element and the rule of action that element inculcates—business honor—from the practical field of transportation.

In whatever aspect ticket scalping may be viewed it is fraudulent alike in its conception and in its operation. The competition of roads affords the opportunity for the work of the scalper. Without rival roads competing for business he could have no field. The prospect of selling more transportation at a discount than at the established rate, and so diverting business dishonestly from a competitor, is the temptation to a road to let a scalper do for it secretly what it does not dare do openly. The weak excuse of every road that transgresses in this manner is that some competitor does it. Fraud therefore is the incentive to the business, and in its conduct every step is one of actual fraud. The scalper's vocation, the necessity for his occupation, is to sell transportation at less than published and established rates; in other words, below lawful charges. Every such sale is a fraud upon the law, a fraud upon competing roads, and a fraud upon the stockholders and the creditors of the road for which the sale is made.

But bad as these transactions are, they are not the worst. There are other branches of the business which we are told by railroad officials are practiced, to their actual knowledge, which are even more culpable. These are said to embrace such acts as dealing in tickets and passes that have been stolen, and tickets that have already been used but not defaced or canceled by conductors, as also in tickets fraudulently altered in respect to dates or extent of journey, and spurious tickets to which the use of some artful device gives the appearance of genuineness. In such cases an imposition is practiced either on a railroad or upon a passenger, certainly upon the latter if the fraud be detected. Whether all or only some brokers engage in these fraudulent practices, or whether the frauds by which stolen, defunct, or altered tickets are palmed off on the public and on the railroads as well, are perpetrated by brokers themselves, or by others acting in collusion with them, are not material. The acts are incidents of the business, and arguments of great potency for legislative action to eradicate the evil.

One might suppose that a practice of this character would no more be defended than larceny or forgery, but strange as it may appear, it is defended before legislative bodies and elsewhere, and the right to carry it on unmolested is demanded. It is urged by way of defense that through the ticket scalper a portion of the public get lower rates, and therefore his operations are in the interests of the public. The circumstance that lower rates so obtained are forbidden by the fundamental principle of the law, that equality of charges for equality of service shall be made, and that such rates are unjust discrimination, is wholly disregarded by this defense.

It is also said that railroad tickets are merchandise, and may be bought at wholesale at any price for which they can be procured, and may be sold at retail for any price the purchaser will pay. This, again, ignores the plain requirements of the law, that a railroad, as a public agency, must establish and publish its fares and charges and sell its transportation only at its established rates, and that it is declared a criminal offense to do otherwise. The merchandise theory is an entire perversion of the nature and objects of railroad tickets. A railroad ticket, instead of being merchandise, is in law only a receipt or voucher for the payment of the cost of a journey, and evidence of a contract on the part of the railroad to carry the passenger. It imports that the lawful price of carriage has been paid, and that the holder is entitled to the extent and kind of transportation indicated by the instrument.

If it were practicable fares might be paid on the train, but the use of tickets has been found a great convenience both to railroads and to passengers; especially to railroads in the economy of the time of train agents and as a protection against negligence or dishonesty on the part of such agents. If, in spite of the strong reasons from the railroad standpoint for the use of tickets, they are to be used clandestinely, by the consent of railroads, to violate the law and diminish earnings, it is questionable whether it is important, from the standpoint of the public, whether the scalping is done by professional scalpers or by the direct agents of the road.

Another defense of the business is put on the benevolent ground that passengers holding tickets for a considerable journey often change their minds, or are obliged by some happening to stop short of their destination, or to return without making the whole journey, and that by the charitable interposition of a broker the tickets are taken off their hands at no great loss, whereas otherwise the loss might be considerable. This overlooks the obvious fact that it is quite as convenient for a passenger to have his unused ticket redeemed at the office of a railroad upon which he is traveling as at the office of a broker, and that at a railroad office he can receive the full pro rata value of the unused part of his ticket without losing the broker's profit.

These are, in brief, the grounds upon which ticket brokerage is publicly defended, and which are urged to prevent legislation for the suppression of an acknowledged abuse of large and growing dimensions, seriously injurious in its character, bad in its influence, and owing its existence to the vices of human nature.

The foregoing argument or findings, together with additional reasons, which time and observations had developed, were repeated in the annual report of the Commission for 1895. The necessity for legislation upon this subject induced the Commission to bring the subject to the attention of the present Congress in their annual report for the year 1896, which they do in the following manner:

In our last annual report we took occasion to comment with some severity upon the unlawful practices of a considerable class of persons who engage in the unauthorized sale of interstate passenger tickets, and who are commonly referred to by the expressive name of "scalpers." What was then said is in part as follows:

"We deem it a special duty to call your attention to the persistent survival and continued increase of the illegitimate business known as ticket brokerage or 'scalping.' So far from showing any signs of diminution it appears to be steadily enlarging in scope and volume. It is impossible to give any reliable estimate of the number of persons who take advantage of this means of procuring unlawful transportation, but it is evident that a considerable percentage of railroad passenger travel is accomplished through the medium of tickets bought at reduced rates of so-called brokers. In every city and many of the smaller towns, offices are to be found whose proprietors sell railroad tickets to very many points at less than the published tariffs. The streets are placarded with alluring advertisements, incoming and outgoing travelers are openly solicited, while in hotels and other public places and not infrequently in regular railroad stations, the runners and agents of these clandestine dealers invoke participation in transportation bargains, which upon their face—to give them no harsher term—are an obvious evasion of the law."

The disregard of law to which we thus referred has apparently continued during the current year and assumed still greater and more serious proportions. This illegitimate traffic has become a positive scandal, and decisive measures should be taken to put an end to these illegal transactions. The remedy for this evil is easily found. A simple enactment would be sufficient, in our judgment, to prevent these abuses and effectually check this species of misconduct. We therefore recommend that it be made a penal offense for any person to engage in the business of selling interstate passenger tickets unless he is an authorized agent of the carrier, duly constituted such by written appointment; and that every such person be required, under appropriate penalty, to expose in his place of business a certificate of his authority.

We also call attention to the fact that extensive frauds upon the public are accomplished by the printing and sale of counterfeit tickets. It has come to our knowledge that hundreds of innocent persons have been victimized by the purchase of spurious tickets from those whose identity could not be clearly established after the fraud was discovered. The actual money loss thus resulting to unsuspecting travelers amounts to a considerable sum, while the distress and annoyance to which innocent and often needy persons have been subjected because they have been induced to purchase these sham tickets can be easier imagined than described. It is a defect in the Federal statutes that the counterfeiting of railroad tickets is not made a criminal offense, and we earnestly recommend the correction of this defect by an appropriate enactment.

As is stated in the closing sentence of that part of the Commission's report above quoted, it is a defect in the Federal statutes that counterfeiting railroad tickets is not made a criminal offense, and section 5 of the bill corrects that defect. To falsely counterfeit a railroad ticket is as serious a crime, and should be so made by statute, as to counterfeit anything else. It so happens that such counterfeited ticket is most apt to fall into the hands of an innocent purchaser and one not usually accustomed to travel. So that is not merely a question of defrauding the railroad company, for when the fraud is detected by a conductor such ticket can not be accepted by him, and the frequently innocent purchaser—one who, not unlikely, has given most of his money for the purchase thereof—must be ejected from the train. This section 5, therefore, is designed, as is the entire bill, for the protection of the traveling public. Prior to the introduction of the original measure, No. 10022, it was submitted by a member of this committee to the Interstate Commerce Commission and met their approval, and under date of January 18th the Hon. Martin A. Knapp, one of the Interstate Commerce Commissioners, wrote the following :

INTERSTATE COMMERCE COMMISSION,
Washington, January 18, 1897.

My DEAR SHERMAN: I write to make a suggestion in reference to the bill to prevent ticket scalping.

It has been the custom of your committee to refer all such bills to this Commission for a report as to their merits and the propriety of their passage. It may not be necessary to take that course in this case, inasmuch as this bill is in undoubted and full conformity with the specific recommendations of the Commission in its last two annual reports.

* * * * *

I am sure the Commission will be entirely satisfied to have your committee act at once without calling upon us for a further and formal expression of opinion.

Yours, very truly,

MARTIN A. KNAPP.

HON. JAMES S. SHERMAN,
House of Representatives, Washington, D. C.

Your committee, in view of the above, recommend the passage of the bill which is herewith presented by them as a substitute.

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The Anti-Railroad Ticket Scalping Bill.

NOW BEFORE CONGRESS.

Action of a mass meeting of the General Passenger and Ticket Agents of the transportation lines in the territory east of Chicago and St. Louis and north of the Ohio and Potomac rivers, including New England, held at Buffalo, New York, Thursday, February 4, 1897; there being also present representatives of the various Chautauqua Assemblies in the United States, the Baptist Young People's Union of America, and members of the Transportation Committee of the Grand Army of the Republic.

The following Preamble and Resolution was unanimously adopted:

Whereas, There is now pending before the Congress of the United States a bill amending "The act to regulate commerce," which bill has for its purpose the prevention of frauds upon travelers by restricting the sale of railroad tickets to the regularly authorized ticket agents of the various transportation lines of the United States; and,

Whereas, The Inter-State Commerce Commission, in its annual reports for several years past, has referred to the business of ticket scalping as "a fruitful source of crime;" and a convenient means for the violation of law and the disposal of counterfeit and stolen tickets; scalping offices being referred to by the courts as "fences" for the reception of counterfeit and stolen railroad tickets; and,

Whereas, The passenger officials of the transportation lines of the United States find the scalping offices the greatest bar to the making of reduced rates for conventions and assemblies of educational, scientific, religious, commercial and other bodies of a similar character, from the fact that by the use of acids, false stamps and other means, the destinations of tickets are frequently altered, the limits changed and the passenger traffic of the country generally demoralized in consequence of the efforts of the railroads to give the people the reductions in excursion or convention rates that the railroads would gladly give were the traffic properly protected by law; and,

Whereas, Laws of a similar character to the bill now before Congress, are and have been for many years in effect in the Dominion of Canada, in England, and in the countries of Continental Europe, affording protection alike to the traveling public and transportation companies; therefore, be it

Resolved, That in the interest of public morals, the honest conduct of the passenger traffic of the United States, and in order to enable the railroads to comply with reasonable requests for reductions in excursion or convention rates to a greater extent than is now possible, the general passenger agents of the railroads here assembled in mass meeting, unanimously pray the Congress of the United States that it pass the bill upon this subject now before it, and so amend the Act to Regulate Commerce as to prevent the sale of railroad tickets by all irresponsible and unauthorized persons.

Adopted unanimously.

C. L. HUNTER,
Secretary.

F. C. DONALD,
Chairman.

BUFFALO, February 4, 1897.

Petition for the Passage of House Bill 10090 and Senate Bill 3545.

To the HONORABLE REPRESENTATIVES FROM THE STATE OF
NEW YORK, in the Congress of the United States.

The undersigned, citizens of the United States, respectfully invite your attention to the preamble and resolution printed on the reverse side of this sheet, and beg that you will use your influence to secure the passage of the bills, on this subject, now before Congress, viz.: House Bill No. 10090, and Senate Bill No. 3545; and your petitioners will ever pray.

February, 1897.

NAME.

RESIDENCE.

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Adopted unanimously.

C. L. HUNTER,
Secretary.

F. C. DONALD,
Chairman.

BUFFALO, February 4, 1897.

125

Petition for the Passage of Senate Bill 3545 and House Bill 10090.

To the HONORABLE DAVID B. HILL and the HONORABLE EDWARD MURPHY, JR.,

United States Senators:

The undersigned, citizens of the United States, respectfully invite your attention to the preamble and resolution printed on the reverse side of this sheet, and beg that you will use your influence to secure the passage of the bills, on this subject, now before Congress, viz.: Senate Bill No. 3545, and House Bill No. 10090; and your petitioners will ever pray.

February, 1897.

NAME.

RESIDENCE.

New York Central & Hudson River Railroad Co.
Grand Central Station

George H. Daniels, Genl. Passenger Agent,
E. J. Richards, Asst. Genl. Passenger Agent,

New York Feb. 6th, 1897.

Hon. William L. Strong,

Mayor of the City of New York.

My dear Mayor:-

You are undoubtedly aware that the ticket scalpers are a great menace to the honest conduct of passenger traffic, and the Interstate Commerce Commission has had a bill introduced in Congress, as an amendment to the act to regulate commerce, which will have the effect, if it becomes a law, of preventing the sale of railroad tickets by others than the regularly authorized agents of the companies.

I enclose herewith a petition to the Senators and also to the Representatives from the State of New York, praying for the passage of the bills referred to, and if you can consistently sign these and return them to me, I would be very greatly obliged.

The report on this subject returned by the Committee on Interstate and Foreign Commerce gives the reasons why these bills should become a law; and petitions signed by prominent citizens of the State will have great weight with our Representatives in Congress. We need to have both petitions signed, for the reason that one goes to the Senators and the other to the Representatives.

Very sincerely yours,

Geo. H. Daniels, G.P.A.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD COMPANY,



GEORGE H. DANIELS,

GENERAL PASSENGER AGENT,

GRAND CENTRAL STATION,

NEW YORK CITY.

R. R. B.

PER TRAIN No......

(P. D. 10.)

No. 7 Union St. Yonkers N.Y. Feby 7 '97

To Honorable

Mayor of New York City,

Dear Sir:-

I am informed by the public issue of N.Y. Sun of your city of a proposition to Establish a Farm on Rikers Island, my purpose of this communication is to fix your attention upon my Steam plow as an implement for the best means of breaking up & of preparing seed beds and doing much other kind of heavy work on the farm, which Scientific use increases products & cheapens cost of same.

If, with your approval, and the attention of the Superintendant is given to the consideration of this improved method, and adopted, on this proposed farm, no more advanced progress will have been introduced for the cure of chronic disorder in the community than this attractive improvement in the method of ^{the} industry of Agl. by Steam power. The opportunity

is all important, it seems to me, and will be most telling
in the body politic when developed, no more substan-
tial prosperity can be inaugurated for general good
and its solution for the employment of surplus human
labor by its diversion to this base of all prosperity,
viz. Agh. industry in its varied & ever increasing
demands scientifically consummated.

Inclosed please find illustrated circulars of
my Steam plow.

Yours truly
William G. Clark
No. 7 Union St. Yonkers N.Y.

I shall be glad to join in such work as will by
cooperation or otherwise carry out the beneficent design
of the great work.
W G C.

Birdsboro

2/8-97

Dear Sir Would you be so kind
as to Write me and let me
know in What years

A. H. Nickle Was Mayor
of New York city the reason
I ask for this information
I have some Relicks that
Were his and I Would like
to know What age they are
G. B. Nickle He said Was
my uncle he Was from
New York I have some
Masonic aprons and diferent
thing of A. H. Nickles
he Was a member of the old
State Lodge of New York

and if you will be
so kind as to give me
the information I would
be ever so much obliged
to you
from your truly

R. L. Smith
Birdsboro P. O. Box 7
Berks Co
Penn



BOSTON PUBLIC SCHOOLS.

Rooms of the School Committee,

Mason St., February 8. 1897.

Dear Sir:

The papers announce the publication of the Report of your Baths Committee - which I am sure will prove most interesting and valuable. I am interested in school baths, and municipal baths. Being a member of Mayor Quincy's Advisory Committee on Baths. May I ask the favor of a copy of the report of the committee of which Dr. Tolman is Secretary? Thanking you in advance. I am with great respect.

Yours very truly -

Edward M. Hackett, M.D.
Director of Physical Training

To
His Honor Mayor Sherry.
City Hall, New York City.

George Edward Kent.
Counsellor at Law.

52 William St.

New York. February 8th, 18 97.

Job E. Hedges, Esq.,
City Hall,

My dear Sir : -

Captain F. J. Higginson, U. S. Navy desires to have an audience with His Honor, The Mayor to secure his consent to be a trustees and incorporator of "The Trustees of the Sailors' Rest" which is a Club for the enlisted men of the U. S. Navy and similar to those in existence for many years in England.

The papers concerning the Rest accompany this letter.

Will you kindly secure from the Mayor his consent to see Captain Higginson sometime to-morrow.

Very truly yours,

George Edward Kent

Fifth Avenue Hotel,
Madison Square,
New York.

Hitchcock, Darling & Co.

A. B. Darling.

Charles A. Vilas.

E. A. Darling.

Hiram Hitchcock.

Feb. 8. 1897

Mayor Strong:-

Dear Sir:-

The
"Gramercy Lyceum", former-
ly Foster & Bialk, on
23rd St. West of 6th Avenue,
is the property of the
Estate of our late
partner, A. B. Darling.

A lease has been
given to Charles G. Garrison,
a reputable party, and the
owner of Webster Hall
on 11th Street. The
place will be conducted
on a par with the

Lexington Avenue
Opera House; and will
be used for weddings,
receptions, fairs,
public entertainments,
etc; - and not as a
beer garden.

Mr Goldstein is
responsible, and the
lease fully protects
the reputation of the
property.

We earnestly hope
you may see your way
clear to grant Mr
Goldstein a license.

Very Respectfully yours

Wm. H. H. H. H.

Glendale Los Angeles Co Cal
Feb 8th 1897

To the Mayor of New York

Dear Sir

I wish now to call your attention to the possibility of your being able to have a power equal to Niagara just at your own doors by making use of the tide between New York and Brooklyn and Jersey City. I have a tide and current wheel the patent for which I have applied for which will serve the purpose of compressing air for power that cannot be equaled for a permanent and lasting power when the expense is taken as the basis of calculation. The wheel is constructed with a floating ^{Cylindrical} axle which may be made of sufficient size to float the wheel. The arms extending into the water as deep as necessary. I learned the depth of the Hudson at 57th St some years ago which was about 30 ft. This would allow a broad wheel

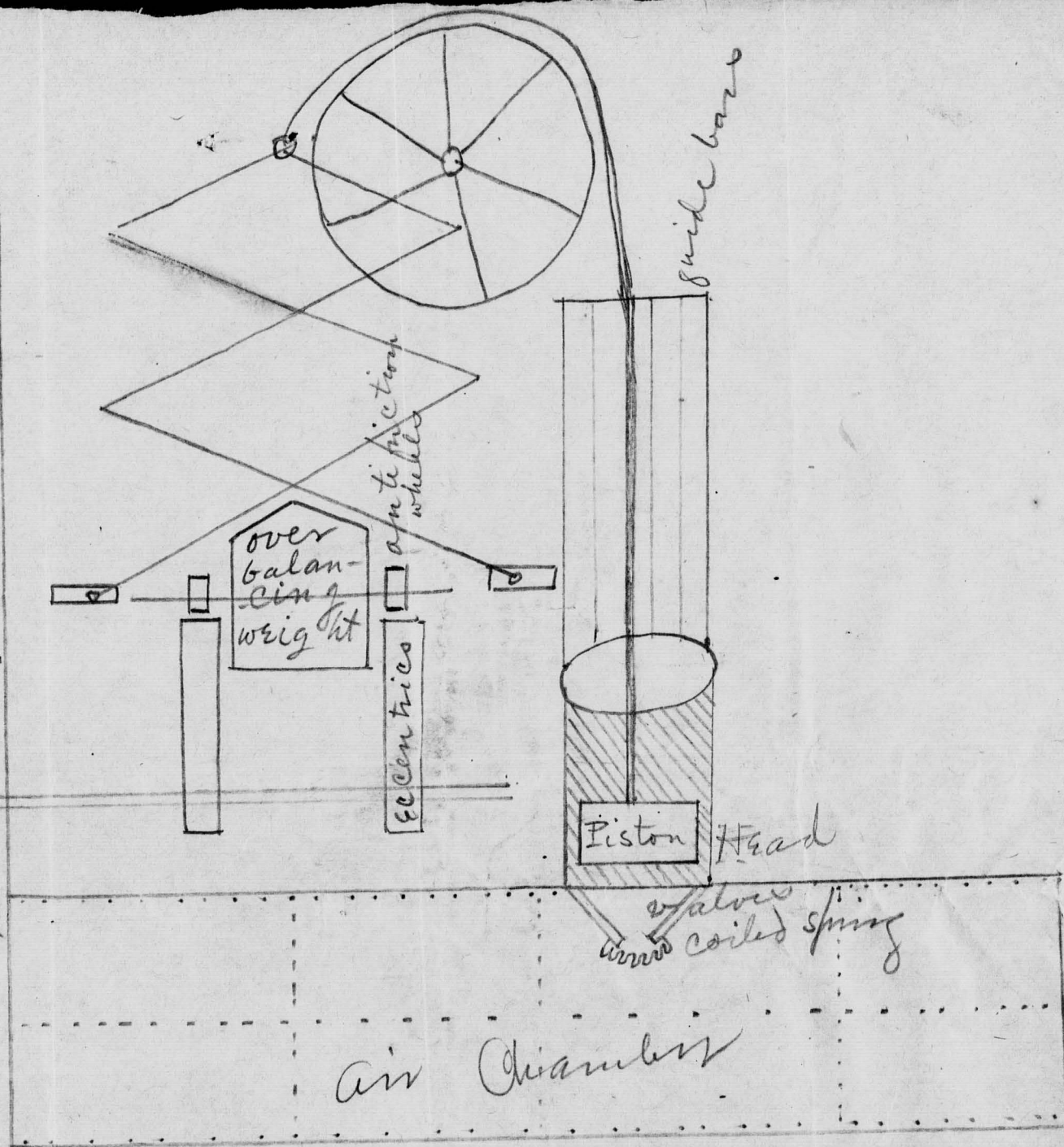
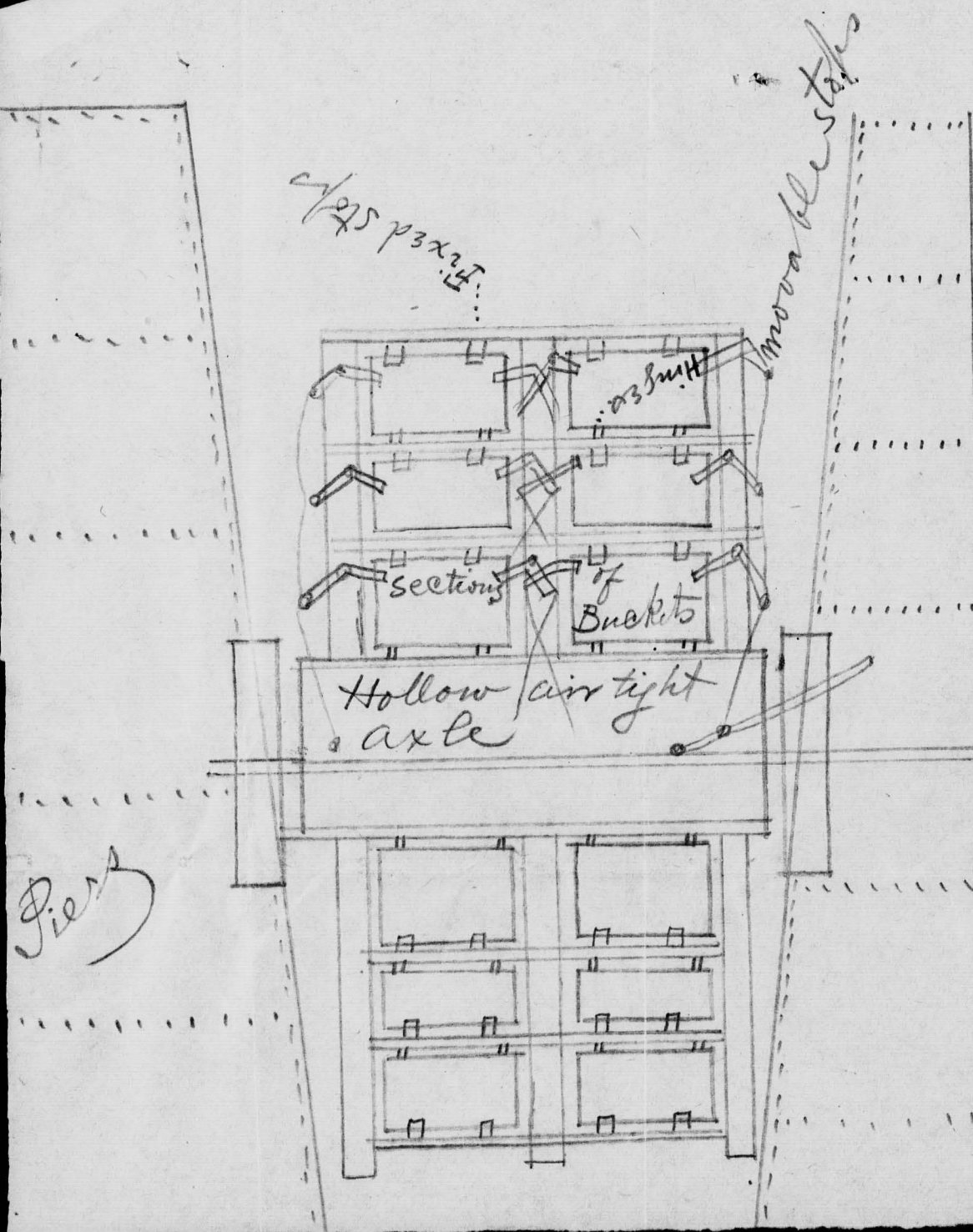
surface. The buckets are placed all the way from the axle to the periphery of the wheel and may be made in sections between the arms say 10 ft. long and from 1 to 3 feet ^{wide} hinged to a bar parallel to them. The arms between which they work are provided with stops two of which (one at each end of the section) ^{of bucket} are movable at the change of the tide so as to hold the bucket both at the incoming and outgoing tide. The other two are fixed and prevent the sections of buckets from rising too far for the purpose of allowing ^{water} to get up through them when they come flat down upon the water. They must be allowed as you will understand to let the water pass through them until the arms have been depressed sufficiently to allow the water to catch them on the upper side and close them down tightly to the movable stops when they are supposed to do their work. In this way with an

wheel 50 or 100 ft - long placed
between the piers of a bridge.
The piers serving as reservoirs
for compressed air a very
valuable power may be ob-
tained. If you have two or
three bridges across the Hudson
at 14th 22nd and 157th with many
tide wheel between ~~the~~
all the piers excepting one or
two places for the passing of
vessels you could have a power
that would run all the machin-
ery in your city furnish light
and run the elevated road.
The compressing of air may
be done by pumps the pistons of
which extend direct from the
cranks upon shafts of the
main wheels or it may be done
by another plan a rough di-
agram of which you will
find enclosed which compresses
air by a falling weighted piston
head falling into an open
cylinder through guide bars
and compressing air in the same
manner as we drive a pile
into the ground by which method
the great force of gravity

661 which costs us nothing is made
to do the work. The use of the
cross bars does away with the
loss of time which occurs when
blocks and tackle ^{in raising the tram} are used, the
upper pair which may go 100 ft
up are at the top as soon as the
first pair are up next to the
wright. I should be extremely glad
to have you give this matter
careful consideration and if
you find you cannot spare the
time to advise me in regard to
the possibility of forming a
company of the right sort of
men to insure a successful
move I will ask you to send
me the name or names of
parties with whom I can cor-
respond with the view of
carrying out the matter properly.
Put one or more names on
a postal and I will not
trouble you farther. In so
doing you will greatly oblige
me. Respectfully Yours

Alvin Ford M.D.

P.S. my elevated road which I have on file in the
patent office will not cost a quarter part of what
the New York roads cost. It does away with the noise
of metal wheels rolling over a metal rail and no climbing of
stairs to reach the station.



Koenigsberg in Prussia, February 8th 1847.
French School Place.

To the Mayor of the City of New York.

Sir,

The editor of a periodical, devoted to the political and social science, has invited me to write an essay on the organisation and municipal administration of the great cities of the civilized world, and on the manner in which the municipal elections are carried out in these cities. Therefore I apply to your kindness to obtain the laws and statutes regulating the constitution and administration of the city of New York, as well as the laws and regulatives at present in vigor on the municipal elections in this city. Also I want the last Annual Report and the documents, published up to the present time on the project of Great New York. Please to accept my best thanks for these valuable

Sandy Hill. N. Y.

February - 8th 99.

Hon. Mr. L. Stiney.

My dear Mr. Mayor

An attack of la Grippe and by advice of my doctor I am spending a few weeks out of the City. The business men of Lower Wall Street have requested that I apply to the President-elect for the position of Minister Resident at Haiti, as I have spent five years there making a study of its laws and people. So earnest are they that I should go they have signed a very strong petition to President. You can understand I don't care to be turned down by him, not only on my own account, but it is the feeling the business men of Lower Wall St. have ever asked any favors of the Government and they would feel it badly, as our business with Haiti has fallen off, largely due to our Government being represented by Colon-men who as the Diplomatic Corp. as a whole has not the influence he should, have. I should appreciate

It very much if you could help me in this
matter, by a letter to the President, ^{and} or a good word
with Mr. C. A. Bliss I have many strong friends
who will help me but from none would I feel
more grateful than your good-will, as you know
for over twelve years I have been a hard
worker for our party, I expect to return to the
City just as soon as my grippe leaves me,
when I will do myself the pleasure of calling
on you, hoping in the mean time you will
not endorse any other candidate for this position.

I am very respectfully yours
Abraham Wakeman