

STREET CLEANING DEPT.

PERSONS HAVING BULKHEADS TO FILL, IN the vicinity of New York Bay, can procure material for that purpose—ashes, street sweepings, etc., such as is collected by the Department of Street Cleaning—free of charge, by applying to the Commissioner of Street Cleaning, in the Criminal Court Building.

GEORGE E. WARING, Jr., Commissioner of Street Cleaning

DEPARTMENT OF PUBLIC WORKS

DEPARTMENT OF PUBLIC WORKS, COMMISSIONER'S OFFICE, No. 150 NASSAU STREET, NEW YORK, July 30, 1897.

NOTICE OF SALE AT PUBLIC AUCTION. ON THURSDAY, AUGUST 12, 1897, AT 10.30 o'clock A. M., the Department of Public Works will sell at public auction, to the highest bidder, by Louis Levy Esq., auctioneer, on the ground, about 750 or 800 old Belgian paving blocks, piled on the sidewalk and carriageway of Sixth avenue, from Twenty-third street to Forty-second street.

TERMS OF SALE: Cash payment in bankable funds at the time and place of sale, and the immediate removal of the paving-blocks from the sidewalks and carriageway by the purchaser. If the purchaser fails to complete such removal within forty-eight hours from the time of the sale, he will forfeit one-half of the purchase money, and the Department will make use of the same for the purpose of removing the paving-blocks as it may deem proper.

CHARLES H. T. COLLIS, Commissioner of Public Works.

PERMIT ISSUED BY THE DEPARTMENT OF PUBLIC WORKS OF THE CITY OF NEW YORK TO TUBULAR DISPATCH COMPANY.

DEPARTMENT OF PUBLIC WORKS, COMMISSIONER'S OFFICE, No. 150 NASSAU STREET, NEW YORK, July 8, 1897.

PERMISSION IS HEREBY GIVEN TO THE Tubular Dispatch Company, a corporation organized and existing under the Laws of the State of New York, to take up the pavements and to excavate portions of the streets, and to lay down, construct and maintain two pneumatic tubes or pipes of iron, (not exceeding nine-inch bore and twelve-inch flange) and appurtenances, under the streets, for the transmission of mail and other matter in and through said tubes or pipes, under and pursuant to the provisions of Chapter 400 of the Laws of 1874, and Chapter 977 of the Laws of 1895, from the General Post Office to the Post Office Sub-station D at Third Avenue and 8th Street; and Madison Square Post Office Sub-station F on 3rd Avenue and Madison Avenue; and Post Office Sub-station F on 3rd Avenue between 26th and 29th Streets; and Post Office Sub-station H at 44th Street and Lexington Avenue, as follows:

Beginning at the General Post Office, thence along Park Row four feet from the west curb line to Centre Street; thence along Centre Street, ten feet six inches from the east curb line, to the southeasterly corner of Grand Street; thence along Centre Street, seventeen feet from the east curb line, to Broome Street; thence across and along Broome Street, nine feet from the north curb line, to Mulberry Street; thence across and along Mulberry Street, six feet from the east curb line, to the northerly line of Bleeker Street; thence along Elm Street, when opened through the blocks between Bleeker Street and Great Jones Street, six feet from the east curb line, to Great Jones Street; thence across Great Jones Street and along Lafayette Place, six feet from the east curb line, to Astor Place; thence along Astor Place, twelve feet from the south curb line, to and across Third Avenue and 8th Street, to and into the Post Office Sub-station D at the corner of 8th Street and Third Avenue; thence across and along Third Avenue, along Astor Place, twelve feet from the south curb line, to Fourth Avenue; thence across and along Fourth Avenue, eleven feet six inches from the west curb line, to 14th Street; thence along Fourth Avenue, thirty feet from the east curb line, to 17th Street; thence along Fourth Avenue, twenty feet from the east curb line, to 23rd Street; thence across and along 23rd Street, five feet from the north curb line, to and into the Madison Square Post Office Sub-station at the corner of Madison Avenue and 23rd Street; thence along 23rd Street, five feet from the north curb line, to Fourth Avenue; thence across and along Fourth Avenue, twenty feet from the east curb line, to 28th Street; thence along 28th Street, five feet from the south curb line, to Third Avenue; thence along Third Avenue, five feet from the west curb line, and across Third Avenue, five feet from the west curb line, to and into the Post Office Sub-station F on Third Avenue between 26th and 29th Streets; thence across and along Third Avenue, five feet from the west curb line, to the southerly side of 28th Street; thence along 28th Street, five feet from the south curb line, to Fourth Avenue; thence across and along Fourth Avenue, twenty feet from the east curb line, to the northerly side of 34th Street; thence, by permission of the New York & Harlem Railroad Company, through and along the tunnel owned by said Company, to 42nd Street; thence across and along 42nd Street, five feet from the north curb line, to Depew Place; thence across and along Depew Place, two feet from the east curb line, to 44th Street; thence along 44th Street, two feet from the south curb line, to and into the Grand Central Palace Post Office Sub-station H.

This permit is granted and accepted subject to the construction and maintenance of said pneumatic tubes or pipes from the General Post Office to the Post Office Sub-station D, F, H, and Madison Square, in accordance with the plans thereof filed by said Tubular Dispatch Company upon their application for this permit with the Department of Public Works, and such modifications of said plans as have been or may be required by the Commissioner of Public Works, as indicated by the foregoing route for laying said tubes or pipes; and also subject to the following terms, conditions and provisions, besides such further provisions and restrictions as may be hereafter from time to time imposed by the Commissioner of Public Works in the public interests:

1. The construction and maintenance of said pneumatic tubes or pipes shall be subject to the terms, conditions and obligations imposed by the charter of said Company and by the Laws of the State of New York and ordinances of the City of New York heretofore or hereafter enacted or adopted.

2. The laying and construction of said pneumatic tubes or pipes and appurtenances shall be so prosecuted as to cause as little inconvenience to public travel as practicable, and as may be directed by the Commissioner of Public Works, and so as not to interfere with the water-mains or service connections, or with the sewers or house connections, or with the subways or subway connections, in any of said streets, nor with such connections hereafter to be made.

3. Wherever water-mains or sewers, or connections therewith or other impediment are encountered, the work at such points shall be stopped until proper plans and specifications are prepared and submitted to and approved by the Commissioner of Public Works for necessary changes, for protection of the same and to clear the impediment thereof in the plan for laying said pneumatic tubes or pipes before entering on the work.

4. The trench or excavation for said pneumatic tubes or pipes may be 4 feet wide and from 3 to 7 feet deep; and immediately after said tubes or pipes shall be laid, said trench or excavation shall be filled with clean earth, well and thoroughly rammed while being put in, and the pavement shall be immediately replaced in a good and workmanlike manner, and to the entire satisfaction of the Commissioner of Public Works, and in all respects in accordance with the plans and specifications thereof of the Department of Public Works, and shall be so maintained by said company for two years after such pavement shall have been relaid; and the necessary materials and the labor for all said work shall be furnished by and at the expense of said Company.

5. In case said Company shall fail or neglect to so replace the pavement, or to so maintain the same for two years, then the Commissioner of Public Works, or his successor in authority in reference thereto, after a lapse of forty-eight hours' notice served on any of the agents or employees of said Company, shall make such repairs as he finds necessary, and the said Company shall pay, on demand, to the Department of Public Works or its successor in authority in reference thereto, all cost incurred for labor and material in making such repairs.

6. The said Company shall place sufficient and proper guards for the prevention of accidents, and shall put up and keep at night suitable and sufficient lights, and they shall indemnify and save harmless the City of New York, its officers, agents and servants, against and from all damages, costs and expenses which they may suffer or to which they may be put by reason of any injury to the person or property of another, resulting from carelessness or negligence on the part of said Company.

7. The said Company shall immediately remove from the line of work all surplus materials, earth, sand, rubbish and stones as rapidly as the work progresses.

8. The work shall be carried on only in such places and for such distances in each street as the Commissioner of Public Works or his representative shall from time to time designate; but the said Company shall prosecute the work with all necessary force of labor at such times and places as said Commissioner may from time to time require.

9. All the frames and heads for manholes or other places for access to said tubes or pipes placed on the line of the work shall have noiseless covers and plates.

10. All the work, from the time the excavation shall be commenced to the time the pavement shall be laid, shall be under the supervision of inspectors, who shall be appointed by, and receive their instructions from, the Commissioner of Public Works, and whose salaries shall be paid by said Company.

11. If any contractor, foreman, mechanic or laborer shall be insolent, or negligent in carrying out any instructions given by any properly authorized representative of the Department of Public Works, he shall be forthwith discharged, and not re-employed on the public works without the consent of the Commissioner of Public Works. A notice or order given to any contractor or foreman in charge of any of the work shall be considered a notice or order of the said Company.

12. Whenever, in consequence of the weather, or any process of law, or other unexpected obstacle, the work of laying said pneumatic tubes or pipes shall be stopped for so long a time that the public travel shall be obstructed, the street shall immediately be refilled and repaved by said Company, upon notice or order from the Commissioner of Public Works, as if the work contemplated in this permit was actually completed.

13. The said Company shall give forty-eight hours' notice to the Water Purveyor of their desire to commence work at any point, and shall not disturb the pavement, commence work, or deposit material anywhere until the inspectors are on the ground to give the necessary instructions, and shall apply twenty-four hours in advance to the general inspector for separate permit for each section to be opened.

14. The said Company shall give the Health Department twenty-four hours' notice of the time and place of making excavation under each sectional permit issued from the Department of Public Works, and the said Company shall provide and use such disinfectants as and when required by the Health Department.

15. If the said Company, their contractor or agent, shall refuse or neglect to carry out any of the provisions or requirements of this permit, or of the Laws of the State of New York, or ordinances of the City of New York, in reference to said work, the Commissioner of Public Works shall have the right and power to do the same at the cost and expense of said Company, which said Company hereby agrees to pay to the Department of Public Works upon demand.

16. The Commissioner of Public Works reserves the right to revoke this permit in case of any violation of its terms and conditions, or of any Laws of the State of New York, or ordinances of the City of New York.

In consideration of the permission hereby given, the said Tubular Dispatch Company, their successors or assigns, shall keep an accurate account of their gross receipts, and shall report the same to the Comptroller of the City of New York, annually, on or before the first day of February of each year, for the preceding calendar year; and also at the time of making report of receipts, as aforesaid, shall pay into the Treasury of the City of New York, to the credit and for the benefit of the Sinking Fund thereof, one per centum of their gross receipts for the first twelve months after the commencement of the use of any portion of mail or other matter, tubes or pipes for transmission of mail or other matter, and one-half per centum of their gross receipts for the next succeeding twelve months, and two per centum of their gross receipts for each succeeding year thereafter. And the said Company, their successors or assigns, shall whenever required by the said Comptroller, execute such further assurance of their obligation for payment of the percentage of their gross receipts as aforesaid as may be required by the said Comptroller.

The Counsel to the Corporation of the City of New York may devise and advise in the interest of the City of New York.

It is made a condition of the issuance of this permit that its acceptance, in all its terms, conditions and provisions, is attested hereunder by the President and Secretary of the Tubular Dispatch Company, and certificate of such acceptance and agreement thereto, in all of its terms, conditions and provisions, by resolution of the Board of Directors of said Company, shall be filed with the Commissioner of Public Works, and that thereupon this permit shall take effect.

HOWARD PAYSON WILDS, Deputy Commissioner of Public Works.

The foregoing permit, in all of its terms, conditions and provisions, is hereby accepted by the Tubular Dispatch Company, which agrees to all the terms, conditions and provisions thereof.

In attestation whereof the Tubular Dispatch Company has hereto caused its seal to be affixed, and its acceptance to be executed by its President and Secretary, this 9th day of July, 1897.

Seal of Tubular Dispatch Company.

TUBULAR DISPATCH COMPANY, by JNO. E. MILHOLLAND, President; ROBERT J. FOX, Secretary.

Certificate of acceptance of the Permit of the Department of Public Works, dated July 8, 1897, by the Tubular Dispatch Company.

A permit having been issued by Howard Payson Wilds, Deputy Commissioner of Public Works of the City of New York, dated July 8, 1897, to the Tubular Dispatch Company to take up the pavements and to excavate portions of the streets, and to lay down, construct and maintain two pneumatic tubes or pipes of iron under the streets, for the transmission of mail or other matter, under and pursuant to the provisions of Chapter 400 of the Laws of 1874 and Chapter 977 of the Laws of 1895, along the line of certain streets therein designated, from the General Post Office to the Post Office Sub-station D at Third Avenue and 8th Street; and Madison Square Post Office Sub-station at Twenty-third Street and Madison Avenue; and Post Office Sub-station F on Third Avenue, between Twenty-eighth and twenty-ninth Streets, and Post Office Sub-station H, at Forty-fourth Street and Lexington Avenue, upon certain terms, conditions and provisions, including as follows:

"In consideration of the permission hereby given, the said Tubular Dispatch Company, their successors or assigns, shall keep an accurate account of their gross receipts, and shall report the same to the Comptroller of the City of New York in writing, under oath, of their President or Treasurer, annually, on or before the first day of February of each year for the preceding calendar year; and also, at the time of making report of receipts, as aforesaid, shall pay into the Treasury of the City of New York, to the credit and for the benefit of the Sinking Fund thereof, one per centum of their gross receipts for the first twelve months after the commencement of the use of any portion of said pneumatic tubes or pipes for transmission of mail or other matter, one and one-half per centum of their gross receipts for the next succeeding twelve months, and two per centum of their gross receipts for each succeeding year thereafter. And the said Company, their successors or assigns, shall whenever required by the said Comptroller, execute such further assurance of their obligation for payment of the percentage of their gross receipts as aforesaid as may be required by the said Comptroller.

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HOWARD PAYSON WILDS, Deputy Commissioner of Public Works.

The foregoing permit, in all of its terms, conditions and provisions, is hereby accepted by the Tubular Dispatch Company, which agrees to all the terms, conditions and provisions thereof.

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"In consideration of the permission hereby given, the said Tubular Dispatch Company, their successors or assigns, shall keep an accurate account of their gross receipts, and shall report the same to the Comptroller of the City of New York in writing, under oath, of their President or Treasurer, annually, on or before the first day of February of each year for the preceding calendar year; and also, at the time of making report of receipts, as aforesaid, shall pay into the Treasury of the City of New York, to the credit and for the benefit of the Sinking Fund thereof, one per centum of their gross receipts for the first twelve months after the commencement of the use of any portion of said pneumatic tubes or pipes for transmission of mail or other matter, one and one-half per centum of their gross receipts for the next succeeding twelve months, and two per centum of their gross receipts for each succeeding year thereafter. And the said Company, their successors or assigns, shall whenever required by the said Comptroller, execute such further assurance of their obligation for payment of the percentage of their gross receipts as aforesaid as may be required by the said Comptroller.

one-half per centum of their gross receipts for the next succeeding twelve months, and two per centum of their gross receipts for each succeeding year thereafter. And the said Company, their successors or assigns, shall, whenever required by the said Comptroller, execute such further assurance of their obligation for payment of the percentage of their gross receipts as aforesaid as the Counsel to the Corporation of the City of New York may advise, and advise in the interest of the City of New York.

It is made a condition of the issuance of this permit that its acceptance, in all its terms, conditions and provisions, is attested hereunder by the President and Secretary of the Tubular Dispatch Company, and certificate of such acceptance and agreement thereto, in all of its terms, conditions and provisions, by resolution of the Board of Directors of said Company, shall be filed with the Commissioner of Public Works; and that thereupon this permit shall take effect.

The Tubular Dispatch Company, pursuant to the resolution of its Board of Directors, hereby certifies and declares that it accepts the said permit, with all its terms, conditions and provisions, and agrees to all the terms, conditions and provisions of the said permit, and directs that this certificate be executed on behalf of the Tubular Dispatch Company, under the seal of said Company, by its President and Secretary.

Seal of Tubular Dispatch Company. TUBULAR DISPATCH COMPANY, by JNO. E. MILHOLLAND, President; JOHN F. FOX, Secretary.

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE, No. 150 NASSAU STREET, NEW YORK, July 23, 1897.

NOTICE OF SALE AT PUBLIC AUCTION OF THE CONDEMNED BUILDINGS AND PARTS OF BUILDINGS WITHIN THE LINES OF ELM STREET WIDENING AND EXTENSION.

ON MONDAY, AUGUST 9, 1897, to A. M., THE Department of Public Works will sell at public auction, on the ground, under the direction of the Engineer in Charge of Street Openings, Room No. 1728, by L. J. Phillips & Co., Auctioneers.

THE BUILDINGS AND PARTS OF BUILDINGS, ETC., ETC. On that portion of the lands acquired by the City of New York, under authority of Chapter 641, Laws of 1897, for the widening and extension of Elm street, from City Hall place, near Chambers street, to Great Jones street, opposite Lafayette place, in the Sixth, Fourteenth and Fifteenth Wards of the City of New York. The sale to be made in 120 separate parcels, as described in a printed catalogue, copies of which can be obtained at the office of the Commissioner of Public Works. The sale will begin with Parcel No. 1, at the corner of City Hall place and Centre street, and will proceed in the order given in the catalogue.

TERMS OF SALE. The sale is on the condition that the buildings, or parts of buildings, sold shall be removed by the purchaser on or before September 15, 1897.

The purchaser shall pay the amount of the purchase money in bankable funds, on the ground at the time of the sale; or the buildings, etc., not so paid for will be resold. He shall also pay to the auctioneer, at the time of sale, a fee of ten dollars (\$10) on each parcel bought by him, when the price of such parcel shall exceed the sum of ten dollars (\$10). The purchaser shall also pay over to the auctioneer, on the ground at the time of the sale, a deposit by certified check, payable to the order of the Comptroller of the City of New York, or in bankable funds, to the amount of two hundred and fifty dollars (\$250) on each parcel purchased by him, as enumerated in the catalogue, as security for the faithful performance of the work of removing the buildings; and parts of buildings as herein required.

If the purchaser fails to remove the buildings and parts of buildings within the time herein specified, he shall forfeit ownership of the same, together with all moneys paid therefor, and the moneys deposited as security for the removal of the same; and the Department of Public Works will resell the buildings or parts of buildings. If the purchaser shall faithfully perform the removal of the buildings or parts of buildings, as herein specified, the amount of deposit as security for removal shall be returned to him.

CHARLES H. T. COLLIS, Commissioner of Public Works.

COMMISSIONER'S OFFICE, No. 150 NASSAU STREET NEW YORK, July 27, 1897.

TO CONTRACTORS.

BIDS OR ESTIMATES, INCLOSED IN A sealed envelope, with the title of the work and the name of the bidder indorsed thereon, also the number of the work as in the advertisement, will be received at No. 150 Nassau street, corner of Spruce street, in the Chief Clerk's office, Room No. 1704-7, until 12 o'clock M. on Tuesday, August 10, 1897. The bids will be publicly opened by the head of the Department, on second floor, at No. 150 Nassau street, at the hour above mentioned.

FOR REGULATING AND PAVING, WITH MACADAM PAVEMENT, THE ROADWAY OF BOULEVARD LAFAYETTE, from Eleventh avenue to Kingsbridge road, extending 30 feet east of the western curb-line of said street.

No. 2. FOR FACING BANK IN FRONT OF OLD ENGINE HOUSE, HIGH BRIDGE, WITH DRY STONE PROTECTION-WALL.

Each bid or estimate shall contain and state the name and place of residence of each of the persons making the same, the names of all persons interested with him therein, and if no other person be so interested it shall distinctly state that fact; that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud, and that no member of the Common Council, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or in the work to which it relates, or in any portion of the profits thereof.

Each estimate must be verified by the oath, in writing, of the party making the same, that the several matters therein stated are true, and must be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, to the effect that if the contract is awarded to the person making the estimate, they will, upon its being so awarded, become bound as his sureties for its faithful performance, and that if he shall refuse or neglect to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled upon its completion and that which the Corporation may be obligated to pay to the person to whom the contract shall be awarded, at any subsequent letting, the amount to be calculated upon the estimated amount of the work by which the bids are tested.

The consent last above mentioned must be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householders or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety or otherwise, and that he has offered himself as surety in good faith, with the intention to execute the bond required by law.

No estimate will be considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the security required for the faithful performance of the contract, such check or money must not be inclosed in a sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined and returned, except that of the successful bidder, will be deposited to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to

execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of the deposit will be returned to him.

THE COMMISSIONER OF PUBLIC WORKS RESERVES THE RIGHT TO REJECT ALL BIDS RECEIVED FOR ANY PARTICULAR WORK IF HE DEEMS IT FOR THE BEST INTERESTS OF THE CITY.

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any further information desired, can be obtained in Bureau of Water Purveyor on second floor for No. 1, and in Room 1715 for No. 2.

CHARLES H. T. COLLIS, Commissioner of Public Works.

NOTICE TO PROPERTY-OWNERS, BUILDERS, FLAGGERS AND OTHERS.

NOTICE IS HEREBY GIVEN THAT THE practice of placing concrete or other friable curbs on the streets of this city is in contravention of chapter 5, Article XIV, section 251, Revised Ordinances of 1897, which reads: "All curb-stones * * * shall be of the best hard blue or gray granite." And this Department will find it necessary to prosecute to the full penalty imposed by law persons setting or making such curbs, whether they have broken up or removed the curb-stones provided by the City or not.

Further notice is given that this Department will in no case entertain claims or damages to concrete or other artificial sidewalks that are caused by repair or setting of hydrants, or by other work which the City does for the general good.

CHARLES H. T. COLLIS, Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS, COMMISSIONER'S OFFICE, No. 150 NASSAU STREET, NEW YORK, August 6, 1896.

NOTICE IS HEREBY GIVEN THAT THE charge for vault permits is fixed at the rate of \$2 per square foot, under and pursuant to ordinance of the Common Council relating thereto.

HOWARD PAYSON WILDS, Deputy Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE, No. 150 NASSAU STREET, NEW YORK, March 23, 1897.

NOTICE IS HEREBY GIVEN TO ALL PLUMBERS, to whom license has been or may be issued to make and connect service pipes, for conducting water to houses and tenements with the distributing pipes in this city, after said pipes have been tapped, and to make connections with sewers or drains from houses and tenements with the sewers or drains in the streets or avenues of this city, that any license will be revoked in the case of any plumber who permits another to use his license and to do the work of a master plumber without holding a certificate of competency from the Examining Board of Plumbers; or who violates any of the regulations which have been or may hereafter be established by the Department, respecting the introduction and use of the Croton water and connections made with sewers and drains.

CHARLES H. T. COLLIS, Commissioner of Public Works.

TO OWNERS, ARCHITECTS AND BUILDERS.

NOTICE IS HEREBY GIVEN THAT ALL ORDINANCES of the Common Council, approved March 30, 1897, and subsequent thereto, in relation to the use and occupancy of sidewalks, must be complied with, and that all footways must occupy only such space of the sidewalk as is authorized by special ordinance of the Common Council, passed March 30, 1886, viz: "The footways may be placed within the stoop-lines, but in no case to extend beyond five feet from the house-line, and shall be guarded by iron railings or rods to prevent accidents to passers-by."

You are further notified that all violations now existing of such ordinances must be removed, and that all conditions set forth in permits granted for vault or other purposes must be complied with within sixty days. The special ordinances permitting court-yard inclosures give no right to occupy this space otherwise.

CHARLES H. T. COLLIS, Commissioner of Public Works.

DEPARTMENT OF DOCKS.

SALE OF BUILDINGS, ETC., ON THE WEST-ERLY SIDE OF WEST STREET, BETWEEN BANK STREET AND THE CENTRE LINE OF THE BLOCK BETWEEN JANE AND HORATIO STREETS, BY WOODROW & LEWIS, AUCTIONEERS, FRIDAY, AUGUST 13, 1897, AT 11 O'CLOCK A. M., ON THE PREMISES.

DEPARTMENT OF DOCKS, PIER "A" BATTERY PLACE, NEW YORK, July 27, 1897.

THE DEPARTMENT OF DOCKS WILL SELL at public auction, on the premises, to the highest bidder, on the 13th day of Aug., 1897, at 10 o'clock A. M., by Woodrow & Lewis, Auctioneers, all the buildings and parts of buildings hereinafter described.

All the existing structures on the westerly side of West street, from the northerly side of Bank street to the centre line of the block between Jane and Horatio streets, to the level of the existing curb (AS ONE LOT), approximately as follows:

On the Block between Bank and Bethune streets.

1. Two-story brick building, at the northwest corner of Bank street and West street, about 22.2 feet by about 101.1 feet.

On the Block between West Twelfth street and Jane street.

2. Three-story brick building at the northwest corner of West Twelfth street and West street, about 30 feet by about 39.95 feet.

3. One-story brick building, about 40.7 feet by about 49.38 feet.

4. Two-story brick building, at the southwest corner of Jane street and West street, about 15.2 feet by about 30.1 feet.

On the Southerly half of the Block, between Jane street and Horatio street.

One-story brick building, about 125.06 by about 87.65 feet.

The removal of the above buildings, materials, etc., must be commenced within five days from July 29, 1897, and the work of removal must be entirely completed, in accordance with the accompanying terms of sale, within twenty days after August 13, 1897.

TERMS OF SALE.

Twenty-five per cent. of the purchase-money must be paid to the auctioneers in cash at the time and place of sale, the balance of the purchase-money to be paid to Woodrow & Lewis, at their office, No. 94 Pearl street, before 12 o'clock M., on the 14th day of August, 1897.

All the buildings and their foundations of every class and description within the hereinbefore described area are to be torn down to the level of the existing curb, and any structures which may exist within any of the buildings, such as engine beds, boiler settings, boilers, tanks, etc., shall also be torn down to the same level. All tin from roofs, and galvanized or black iron from roofs, cornices, sides of buildings or partitions, shall be removed from the premises. All brick laid in lime mortar; all floor beams, joists, studding, flooring, ceiling, roof boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken lath and trimmings of timber, chips, splinters, etc., which are of no value, shall be gathered together by the purchaser and burned. The final rubbish, such as lime mortar, brickwork in cement mortar, plaster, roofing gravel, etc., will not be removed by the purchaser, but will be left on the premises with in the building lines, and the removal of all buildings, parts of buildings, sheds, planking and all other material must be made by the purchaser, who

must commence the said removal within five days from August 13, 1897, and continue the same diligently until completed. The above buildings, materials, etc., comprised in each particular lot, must be entirely removed from said premises within twenty days from the date above-mentioned, and if the purchaser or purchasers fail to commence the said removal as specified, and to diligently prosecute the same, as above set forth, then the Department of Docks may, at its option, complete the said removal and charge the expense of the same to the said purchaser, who shall sign the present terms of sale and agree to be bound thereby.

And for the further securing of the removal of the said buildings, etc., hereinbefore mentioned, the purchaser will be required at the time of said sale and the award of said property to him, to execute a bond in such form and with such sureties as may be approved by the Commissioners of the Department of Docks of the City of New York, and in a penalty of Five Thousand (\$5,000) Dollars, that he will in all things carry out the terms of sale and comply with the conditions thereof, and remove all of said property within the time required by the said terms of sale.

The form of bond to be executed by the purchaser may be seen at the office of the Commissioners of the Dock Department, at Pier "A," Battery place, North river.

EDWARD C. O'BRIEN, EDWIN EINSTEIN, JOHN MONKS, Commissioners of the Department of Docks.

TO CONTRACTORS. (No. 602.)

PROPOSALS FOR ESTIMATES FOR DREDGING ON THE NORTH RIVER, BETWEEN THE BATTERY AND WEST THIRTY-FOURTH STREET.

ESTIMATES FOR DREDGING ON THE NORTH RIVER will be received by the Board of Commissioners at the head of the Department of Docks, at the office of said Department, on Pier "A," foot of Battery place, North river, in the City of New York, until 12 o'clock M. of

TUESDAY, AUGUST 10, 1897 at which time and place the estimates will be publicly opened by the head of said Department. The award of the contract, if awarded, will be made as soon as practicable after the opening of the bids.

Any person making an estimate for the work shall furnish the same in a sealed envelope to said Board, at said office, on or before the day and hour above named, which envelope shall be indorsed with the name or names of the person or persons presenting the same, the date of its presentation, and a statement of the work to which it relates.

The bidder to whom the award is made shall give security for the faithful performance of the contract, in the manner prescribed and required by ordinance, in the sum of Fourteen Thousand Dollars.

The Engineer's estimate of the quantities of materials necessary to be dredged is as follows:

Mud dredging, not to exceed 200,000 cubic yards.

N. B.—Bidders are required to submit their estimates upon the following express conditions, which shall apply to and become a part of every estimate received:

1st. Bidders must satisfy themselves by personal examination of the location of the proposed dredging, and by such other means as they may prefer, as to the accuracy of the foregoing Engineer's estimate, and shall not, at any time after the submission of an estimate, dispute or complain of the above statement of quantities, nor assert that there was any misunderstanding in regard to the nature or amount of the work to be done.

(2) Bidders will be required to complete the entire work to the satisfaction of the Department of Docks, and in substantial accordance with the specifications of the contract. No extra compensation, beyond the amount payable for the work before mentioned, which shall be actually performed at the price therefor, per cubic yard, to be specified by the lowest bidder, shall be due or payable for the entire work.

The work to be done under this contract is to be commenced within five days after receiving a notification from the Engineer-in-Chief of the Department of Docks that any part or portion of the dredging herein mentioned is required. The dredging to be done under this contract will be in slips or portions of slips between the Battery and the southerly side of West Thirty-fourth street, on the North river, and is to be done, from time to time, and in such quantities and at such times as may be directed by the Engineer, and all the work done under this contract is to be fully completed on or before the 1st day of February, 1898.

The damages to be paid by the contractor for each day that the contract, or any part thereof that may be ordered or directed by the Engineer, may be unfulfilled after the time fixed for the fulfillment thereof has expired, are, by a clause in the contract, determined, fixed and liquidated at Fifty Dollars per day.

Bidders will state in their estimates a price, per cubic yard, for doing such dredging, in conformity with the approved form of agreement and the specifications therein set forth, by which price the bids will be tested. This price is to cover all expenses of every kind involved in or incidental to the fulfillment of the contract, including any claim that may arise through delay from any cause in the performing of the work thereunder.

Bidders will distinctly write out, both in words and in figures, the amount of their estimate for doing this work.

The person or persons to whom the contract may be awarded will be required to attend at this office with the sureties offered by him or them, and execute the contract within five days from the date of the service of a notice to that effect; and in case of failure or neglect so to do, he or they will be considered as having abandoned it, and as in default to the Corporation, and on the contract will be readvertised and relet and so on until it be accepted and executed.

Bidders are required to state in their estimates their names and places of residence, the names of all persons interested with them therein, and if no other person be so interested, the estimate shall distinctly state the fact; also that the estimate is made without any consultation, connection or agreement with and the amount thereof has not been disclosed to any other person or persons making an estimate for the same purpose, and is not higher than the lowest regular market price for the same kind of labor or material, and is in all respects fair and without collusion or fraud; that no combination or pool exists of which the bidder is a member, or in which the bidder has knowledge, either personal or otherwise, to bid a certain price or not less than a certain price for said labor or material, or to keep others from bidding thereon, and also that no member of the Common Council, head of a Department, Chief of a Bureau, Deputy thereof, or Clerk therein, or any other officer or employee of the Corporation of the City of New York, or any of its departments, is directly or indirectly interested in the estimate, or in the supplies or work to which it relates, or in any portion of the profits thereof, and has not been given, offered or promised, either directly or indirectly, any pecuniary or other consideration by the bidder or anyone in his behalf with a view to influencing the action or judgment of such officer or employee in this or any other transaction heretofore had with this department, which estimate must be verified by the oath, in writing, of the party making the estimate that the several matters stated therein are in all respects true. Where more than one person is interested, it is requisite that the verification be made and subscribed to by all the parties interested.

In case a bid shall be submitted by or in behalf of any corporation, it must be signed in the name of such corporation by some duly authorized officer or agent thereof, who shall also subscribe his own name and office. If practicable the seal of the corporation should also be affixed.

Each estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person or persons making the estimate, they will, upon its being so awarded, become bound as his or their sureties for its faithful performance; and that if said

person or persons shall omit or refuse to execute the contract, they will pay to the Corporation of the City of New York any difference between the sum to which said person or persons would be entitled upon its completion and that which said Corporation may be obliged to pay to the person to whom the contract may be awarded at any subsequent letting; the amount in each case to be paid to be done by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract, over and above all his debts of every nature, and over and above his liabilities as *bailee, surety and otherwise*; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered will be subject to approval by the Comptroller of the City of New York after the award is made and prior to the signing of the contract.

No estimate will be received or considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of *five per centum* of the amount of security required for the faithful performance of the contract. Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same, within three days after the contract is awarded. If the successful bidder shall refuse or neglect within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid the amount of his deposit will be returned to him.

Bidders are informed that no deviation from the specifications of the Engineer-in-Chief.

No estimate will be accepted from, or contract awarded to, any person who is in arrears to the Corporation, upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

In case there are two or more bids at the same price, which price is the lowest price bid, the contract, if awarded, will be awarded by lot to one of the lowest bidders.

THE RIGHT TO DECLINE ALL THE ESTIMATES IS RESERVED IF DEEMED FOR THE INTEREST OF THE CORPORATION OF THE CITY OF NEW YORK.

Bidders are requested, in making their bids or estimates, to use the blank prepared for that purpose by the Department, a copy of which, together with the form of the agreement, including specifications, and showing the manner of payment for the work, can be obtained upon application thereto at the office of the Department.

EDWARD C. O'BRIEN, EDWIN EINSTEIN, JOHN MONKS, Commissioners of the Department of Docks.

Dated New York, July 22, 1897.

TO CONTRACTORS. (No. 601.)

PROPOSALS FOR ESTIMATES FOR DREDGING NORTH OF WEST THIRTY-FOURTH STREET, ON THE NORTH RIVER.

ESTIMATES FOR DREDGING ON THE NORTH RIVER will be received by the Board of Commissioners at the head of the Department of Docks, at the office of said Department, on Pier "A," foot of Battery place, North river, in the City of New York, until 12 o'clock M. of

FRIDAY, AUGUST 6, 1897 at which time and place the estimates will be publicly opened by the head of said Department. The award of the contract, if awarded, will be made as soon as practicable after the opening of the bids.

Any person making an estimate for the work shall furnish the same in a sealed envelope to said Board, at said office, on or before the day and hour above named, which envelope shall be indorsed with the name or names of the person or persons presenting the same, the date of its presentation and a statement of the work to which it relates.

The bidder to whom the award is made shall give security for the faithful performance of the contract in the manner prescribed and required by ordinance, in the sum of Seven Thousand Dollars.

The Engineer's estimate of the quantities of materials necessary to be dredged is as follows:

ON THE NORTH RIVER.

Mud dredging, about 100,000 cubic yards.

N. B.—Bidders are required to submit their estimates upon the following express conditions, which shall apply to and become a part of every estimate received:

(1) Bidders must satisfy themselves, by personal examination of the location of the proposed dredging, and by such other means as they may prefer, as to the accuracy of the foregoing Engineer's estimate, and shall not, at any time after submission of an estimate, dispute or complain of the above statement of quantities, nor assert that there was any misunderstanding in regard to the nature or amount of the work to be done.

2d. Bidders will be required to complete the entire work to the satisfaction of the Department of Docks and in substantial accordance with the specifications of the contract. No extra compensation beyond the amount payable for the work before mentioned, per cubic yard to be specified by the lowest bidder, shall be due or payable for the entire work.

The work to be done under this contract is to be commenced within five days after receiving a notification from the Engineer-in-Chief of the Department of Docks that any part or portion of the dredging herein mentioned is required. The dredging to be done under this contract will be in slips or portions of slips between the southerly side of West Thirty-fourth street and the southerly side of West One Hundred and Thirty-seventh street, on the North river, and is to be done, from time to time, and in such quantities and at such times as may be directed by the Engineer; and all work done under this contract is to be fully completed on or before the 1st day of January, 1898.

The damages to be paid by the contractor for each day that the contract, or any part thereof that may be ordered or directed by the Engineer, may be unfulfilled after the time fixed for the fulfillment thereof has expired, are, by a clause in the contract, determined, fixed and liquidated at Fifty Dollars per day.

Bidders will state in their estimates a price per cubic yard for doing such dredging, in conformity with the approved form of agreement and the specifications therein set forth, by which price the bids will be tested. This price is to cover all expenses of every kind involved in or incidental to the fulfillment of the contract, including any claim that may arise through delay from any cause in the performing of the work thereunder.

Bidders will distinctly write out, both in words and in figures, the amount of their estimate for doing this work.

The person or persons to whom the contract may be awarded will be required to attend at this office with the sureties offered by him or them, and execute the contract within five days from the date of the service of a notice to that effect; and in case of failure or neglect so to do, he or they will be considered as having abandoned it, and as in default to the Corporation, and on the contract will be readvertised and relet and so on until it be accepted and executed.

Bidders are required to state in their estimates their names and places of residence, the names of all persons interested with them therein, and if no other person be so interested, the estimate shall distinctly state the fact; also that the estimate is made without any consultation, connection or agreement with and the amount thereof has not been disclosed to any other person or persons making an estimate for the same purpose, and is not higher than the lowest regular market price for the same kind of labor or material, and is in all respects fair and without collusion or fraud; that no combination or pool exists of which the bidder is a member, or in which the bidder has knowledge, either personal or otherwise, to bid a certain price or not less than a certain price for said labor or material, or to keep others from bidding thereon, and also that no member of the Common Council, head of a Department, Chief of a Bureau, Deputy thereof, or Clerk therein, or any other officer or employee of the Corporation of the City of New York, or any of its departments, is directly or indirectly interested in the estimate, or in the supplies or work to which it relates, or in any portion of the profits thereof, and has not been given, offered or promised, either directly or indirectly, any pecuniary or other consideration by the bidder or anyone in his behalf with a view to influencing the action or judgment of such officer or employee in this or any other transaction heretofore had with this department, which estimate must be verified by the oath, in writing, of the party making the estimate that the several matters stated therein are in all respects true. Where more than one person is interested, it is requisite that the verification be made and subscribed to by all the parties interested.

In case a bid shall be submitted by or in behalf of any corporation, it must be signed in the name of such corporation by some duly authorized officer or agent thereof, who shall also subscribe his own name and office. If practicable the seal of the corporation should also be affixed.

Each estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person or persons making the estimate, they will, upon its being so awarded, become bound as his or their sureties for its faithful performance; and that if said

person or persons shall omit or refuse to execute the contract, they will pay to the Corporation of the City of New York any difference between the sum to which said person or persons would be entitled upon its completion and that which said Corporation may be obliged to pay to the person to whom the contract may be awarded at any subsequent letting; the amount in each case to be paid to be done by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract, over and above all his debts of every nature, and over and above his liabilities as *bailee, surety and otherwise*; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered will be subject to approval by the Comptroller of the City of New York after the award is made and prior to the signing of the contract.

No estimate will be received or considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of *five per centum* of the amount of security required for the faithful performance of the contract. Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same, within three days after the contract is awarded. If the successful bidder shall refuse or neglect within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid the amount of his deposit will be returned to him.

Bidders are informed that no deviation from the specifications of the Engineer-in-Chief.

No estimate will be accepted from, or contract awarded to, any person who is in arrears to the Corporation, upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

In case there are two or more bids at the same price, which price is the lowest price bid, the contract, if awarded, will be awarded by lot to one of the lowest bidders.

THE RIGHT TO DECLINE ALL THE ESTIMATES IS RESERVED IF DEEMED FOR THE INTEREST OF THE CORPORATION OF THE CITY OF NEW YORK.

Bidders are requested, in making their bids or estimates, to use the blank prepared for that purpose by the Department, a copy of which, together with the form of the agreement, including specifications, and showing the manner of payment for the work, can be obtained upon application thereto at the office of the Department.

EDWARD C. O'BRIEN, EDWIN EINSTEIN, JOHN MONKS, Commissioners of the Department of Docks.

Dated New York, July 22, 1897.

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*Department of Public Works,**Commissioner's Office,**No. 150 Nassau Street,**New York,* August 2, 1897


HON. WILLIAM L. STRONG,

M a y o r.

Dear Sir:

I have the honor to enclose herewith, for your information, copy of a permit issued to the Tubular Dispatch Company July 8th, 1897, to open certain streets in this City and to lay therein pneumatic tubes or pipes of iron for transmission of mail and other matter, pursuant to the provisions of Chapter 400 of the Laws of 1874, and Chapter 577 of the Laws of 1895; the terms of said permit being identical with those of the permit issued June 14th, 1897; and containing, in sub-division 16, provision that the Commissioner of Public Works may revoke the permit in case of violation of its terms and conditions, and that, as a consideration for the permit, the Tubular Dispatch Company shall pay into the City Treasury, to the credit of the Sinking Fund, one per cent of their gross receipts for the first 12 months after the commencement of the use of any portion of the pneumatic tubes; one and one-half per cent of their gross receipts for the next succeeding 12 months, and two per cent of their gross receipts for each succeeding year thereafter.

Very respectfully,


Deputy Commissioner of Public Works.Enclosure.

Department of Public Works,
Commissioner's Office. ✓

No. 150 Nassau Street,

New York, August 3, 1897

Copy.

Edward G. Cockey, Esq.,
195 Broadway.

Dear Sir:

I have received through the Mayor's office for attention your letter of July 26th, with reference to the flooding of the cellar of No 267 8th Avenue during heavy rain storms.

The Engineer in Charge of Sewers reports that the occasion of the flooding to which you particularly refer was the very heavy rain storm which occurred a week ago. The capacity of the sewer outlet at 23rd Street was then insufficient to carry off the surface water.

This Department has been considering for some time past, and is now having plans prepared for an additional outlet at West 26th Street. This will carry off half the water now discharged at 23rd Street, and will no doubt prevent flooding of cellars in the future.

Very respectfully,

(Signed) HOWARD PAYSON WILDS,

Deputy Commissioner of Public Works.

Transmitted to the Mayor
for his information, as requested.



New York., July 16th 1897

John Jerolomano Esq.
Acting Mayor.

Dear Sir:-

In compliance with your request I hereby enclose a copy of the complaint entered by District 49 Knights of Labor to Mr. Barney Water Pervapor and Mr. Collins Commissioner of Public Works and those officials having told me that the said documents were referred to Mr. Birdsall Chief Engineer of the Croton Aqueduct, I wrote to him about two weeks ago asking what had been done in the matter, he informed me today that he had put my letter in the waste paper basket, and further said that he was the only judge of whether the City work in his Department was done according to specification or not I therefore put this complaint before



(2)
You
give
this afternoon, hoping that you will
our committee a hearing when you
investigate this matter

New York.,

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I am faithfully yours

Michael. Kelly
Secretary
District Assembly #49
Knights of Labor

M. KELLY, Sec'y D. A. 49,
25-27 Third Ave., New York.

New York.



Department of Public Works.

OFFICE OF
CHIEF ENGINEER

Room 1715, No 150 Nassau St.

3rd Ave. Bridge,
2156 Lexington Ave.,

Copy.

New York, August 2nd 189

G. W. Birdsall, Esq.,
Chief Engineer, Croton Aqueduct.

Dear Sir:-

Your letter of July 26th, enclosing a letter from Michael Kelly Sec. D.A. 49 K. of L. to Acting Mayor Jeroloman is received.

I have not replied to you before as I wished to report the work completed and ready for acceptance. It was delayed by bad weather and finished to-day.

The setting of this curb on East 130th Street is in my opinion a good job, and is in conformity with the specifications. Going over it in detail with special reference to the points mentioned by Mr. Kelly it is evident that his complaint is not justified by the facts. The line of curb is true, the joints close, and the face smooth within the specified limits.

Respectfully yours,

Martin Gay
Assistant Engineer.

Approved,

G. W. Birdsall
Chief Engineer.

a/

*Department of Public Works,**Commissioner's Office,**No. 150 Nassau Street,**New York, Aug. 11th 1897*

Hon. William L. Strong,

MAYOR .

Dear Sir:-

By letter of the 19th inst., Hon. John Jeroloman, then Acting Mayor, notified me that serious charges had been made by District Assembly 49, Knights of Labor, as to the manner in which the setting and jointing of curb was being done on the 130th Street approach to the Third Avenue Bridge. A day or two later, Mr. Jeroloman handed me the written charges, which I herewith return.

I referred the papers to Chief Engineer Birdsall for investigation and report. I now have the report of the Assistant Engineer in immediate charge of the work, with Mr. Birdsall's approval thereon.

I also enclose a copy of the report, which is a complete refutation of the charges, and to which I have nothing to add.

Very respectfully,

Charles S. D. Collins

Commissioner of Public Works.

written charges, which I herewith return.

Third Avenue Bridge. A day or two later, Mr. Jerofoman handed me the

jointure of curb was being done on the 130th Street approach to the
Assembly for Knights of Labor, as to the manner in which the setting and
the Mayor, notified me that serious charges had been made by District
By letter of the 10th inst., Hon. John Jerofoman, then Act-

Dear Sir,

M A Y O R

Hon. William L. Strong,

Commissioner of Public Works.

Copy of Complaint to Messrs Barney & Collis referred
John Jerolomaw Esq to Mr Birdsell
Acting Mayor City of New York.
Dear Sir :- In 130th Street between

3rd and Lexington Aves. a regulating and
grading job is been done consisting of
setting and jointing curb and flags, we
find flagrant violation of the specification
in the jointing and setting of curb.

We respectfully call your attention to
the violation of the jointing of the following
stone; commencing sixteen feet from the
telegraph pole on the intersection of the
North side of 130th Street West of 3rd
Avenue, the joints on the following stone are
disgracefull, the 3rd, 4th, 5th, 6th, 7th are
bad 12th and 14th very bad, 21st and
22nd are bad 23 and 24th very bad
25, 28th 29th, 30th, 31st, 32nd and 36th
are bad 37th and 39th very bad on
joints.

Now we hereby prefer charges against
the Inspector on this work and
stand prepared to prove said
charges.

This work if impartially examined
will show that it is a fit sample
of the way the City's work is per-
formed, and not properly looked
after by the Officials (or at least
some of them coming from your

Avenue, the joints on the following stone are disgracefull, the 3rd, 4th, 5th, 6th, 7th are bad 12th and 14th very bad, 21st and 22nd are bad 23 and 24th very bad 25, 28th 29th, 30th, 31st, 32nd and 36th are bad 37th and 39th very bad on joints.

Now we hereby prefer charges against the Inspector on this work and stand prepared to prove said charges.

This work if impartially examined will show that it is a fit sample of the way the City's work is performed, and not properly looked after by the Officials (or at least some of them coming from your office).

Kindly let me know what action is taken is taken by your Office on this particular complaint as District 49 Knights of Labor wish to see the taxpayers properly protected by our City Officials

I am Respectfully

M. KELLY, Sec'y D. A. 49,
25 & 27 Third Ave., New York

Michael. Kelly
Secretary

D. A. 49 K of L

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*Department of Public Works,**Commissioner's Office,**No. 150 Nassau Street,**New York,* August 11, 1897

HON. WILLIAM L. STRONG,
Mayor, and
Chairman, Board of Estimate and Apportionment.

Dear Sir:

In my letter of 22nd ultimo, I called the attention of your Board to the necessity of taking immediate measures to carry out the provisions of Chapter 632, Laws of 1897, which require that the City Hall be remodeled, and, consequently, that suitable quarters for the City Court be provided in the Brown Stone Building in City Hall Park, and for the Sheriff elsewhere. I asked in that letter that your Board authorize me to employ an architect to prepare the plans, specifications and estimates for the work, and that the Comptroller be authorized to issue revenue bonds to pay for the architect's services.

I now again call attention to the urgency for speedy action, if the requirement of the Act, that all this work shall be accomplished by January 1st, 1898, is to be complied with. As a first step, I have to request that your Board at once authorize the employment of an architect, and the issue of revenue bonds to an amount not exceeding \$1,000 to pay for his services in making plans, specifications and estimates.

I also take this opportunity to urge prompt action in securing new quarters for the Sheriff.

The preliminaries prescribed by law, before any actual work can be begun, will consume considerable time, and we have

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only four and a half months in which to accomplish work which ordinarily would occupy a much longer time.

Very respectfully,

Charles S. T. Collins

Commissioner of Public Works.

WHAT IS DESIRED: --

The consent of the Board of Estimate and Apportionment to pay for Extra Work done on Temporary Quarters, City Prison, amounting to \$1,118., as the provisions of the Act require such consent. The extra work referred to, as set forth on enclosed statement, was ordered by me as I was under the impression that when cost of same would amount to less than one thousand dollars, same could be done without public letting. Had I known the conditions of the Act, I would not have ordered the work done without first obtaining the necessary permission.

The above also applies to Extra Work performed on Riker's Island.

Money is also required for a Chapel, or Church, and for Water Supply, on Riker's Island., also Steam Pump for same Is.

How the \$800,000. Appropriation is being expended:

Temporary Quarters at City Prison,	\$ 13,000.
City Prison,	460,000.
Addition to Penitentiary,	250,000.
Buildings, etc., Riker's Island,	<u>45,000.</u>
	\$768,000.
Balance,	32,000.

TEMPORARY QUARTERS, CITY PRISON.

Appropriation,		\$12,000 00
Contract, John Rennie,	\$10,226 00	
Withers & Dickson, Architects, 5%	511 30	
Mr. Post, Architect, 2 1/2%	255 65	10,992 95
Balance,		1,007 05
<u>Additional Appropriation,</u>		<u>1,000 00</u>

Money on hand after the Completion of J.A.Rennie's \$10,226. Contract,	2,007 05
--	----------

Extra Work, after Mr. Rennie was paid:

Rennie, for Cooking Range, etc.	611 00
" " Wash Basins, etc.	208 00
Brown, " Extra Plumbing,	299 00
Total amount used from the \$2,007 05,	<u>1,118 00</u>

No extra work was performed before the \$10,226. was paid.

BUILDINGS ON RIKER'S ISLAND.

Appropriation, \$45,000 00

Contract,
Price & Carl, \$39,875 00

George M. Walgrove,
Architect,
5 % 1,993 75

Mr Thomas,
Cons'g Architect,
2 1/2 % 996 88

42,865 63

Balance,

2,134 37

Extras, from above Balance,

Digging for Water, \$ 992 00

2 Row Boats 130 00

Set of Harness 65 00

Inspector 84 00

Sundries, for
Temporary Sheds, for
Horses, Provisions, &c. 373 07

1,644 07

Balance for Inspector,

490 30

Department of Public Works,
Commissioner's Office,
No. 150 Nassau Street, N.Y.

19
Sam William L. Strong

Chamman

Board of Estimate & Appointment.

Aug. 11

*Department of Public Works,**Commissioner's Office,**No. 150 Nassau Street,**New York,**August 14, 1897*Copy.

John A. Middleton, Esq.,

548 West 150th Street.

Dear Sir:

The Mayor has handed me your protest of August 9th against the assessment for asphaltting 150th Street, on the ground that there is a depression or break in the asphalt pavement in front of the house No 558, caused by the foundation falling away and allowing the asphalt to break.

In reply, I would say that on July 29th this Department ordered the Sicilian Asphalt Paving Company to restore the pavement at that place to good condition. To this time the Company has failed to comply with our order, and we have now served them with a peremptory notice to immediately put the pavement in proper condition. This notice will no doubt be complied with.

Very respectfully,

(Signed) HOWARD PAYSON WILDS,

Deputy Commissioner of Public Works.

Respectfully transmitted
to the Mayor for his information.

*Department of Public Works,**Commissioner's Office,**No. 150 Nassau Street,**New York, August 13th 1897.*

My dear Mr. Mayor;

I have the honor to acknowledge the receipt of your letter of yesterday, enclosing the complaint of Messrs Lichtenstein Millinery Company and others, as to the present condition of 5th Avenue.

I avail myself of this opportunity to state fully the causes which have led to the apparent delay in completing this work.

We are laying two large water mains from 80th Street to 4th Street. This work ought to have been done ten years ago, and would not now be in hand but for your personal exertions to secure authority from the Legislature to issue bonds therefor, in obedience to an earnest appeal to you made by the Board of Fire Underwriters, and upon my statement that the lower part of the City was in danger of a water famine unless prompt measures were taken to carry an additional fifty millions of gallons per day below 14th Street.

The authority was obtained in May 1896.

The plans were at once prepared, and after advertisement the contract was awarded by me on July 28th 1896. The sureties were approved by the Comptroller on August 20th 1896. The contract was executed August 24th 1896, and the contractor was directed to commence work at once, which he did. In the mean time I had assumed the responsibility of directing him to make advance contracts for his pipes, which saved at least forty days.

2.

When we commenced work there was no map or any data in existence showing the location of gas mains and other conduits in the street and the cross streets, nor any evidence on file anywhere advising us where we would find rock.

This culpable negligence of previous administrations has compelled us to grope in the dark, and gave us no opportunity to prepare in advance for obstacles which were met. The result is that the work has been frequently delayed until we could procure castings to conduct gas mains and other pipes above or below or around our new mains. The rock excavation has to be handled with the greatest care, lest explosions should disturb the net work of pipes which are in close proximity to the blasting.

In addition to this, I found the extraordinary condition existing that there were thirty blocks between Waverly Place and 55th Street where there were no sewers, and that in fact large hotels with a capacity of 2,000 guests were solely dependent upon twelve inch terra cotta pipes upon side streets for drainage. To have permitted my engineers to lay these water mains and to repave the street with asphalt, without first constructing an adequate system of drainage for this great avenue, would have been a crime. I am providing such a system with a full knowledge that I must accept all the odium which attaches to it; but I have done my duty. (Madison Avenue is in precisely the same deplorable condition, and with your approval I am now remedying that.) The public health demands that these things shall be done. Somebody must assume the responsibility, and I am not afraid to do it.

No work has ever been done with more care than that now in

3.

progress on Fifth Avenue. All pipes are being overhauled and recaulked, and new ones are replacing those which are of doubtful durability. The plumbing is carefully watched by myself, my engineers and inspectors, and is as good a specimen of workmanship as can be found in any private residence. I have determined that when this fine avenue is repaved with a smooth and noiseless pavement from the Washington Arch to the Harlem River, it shall not be opened within the next decade for the repair of leaks.

I know that the storekeepers on the Avenue have been put to extraordinary inconvenience, and I appreciate the patience with which some of them have endured it, but I beg to assure them, through you, that the work is being speeded as rapidly as possible, consistent with the highest order of workmanship.

Yours respectfully,

Charles M. T. Collins
Commr.

Hon. William L. Strong,
Mayor's Office,
City.

August

17th

1897.

Hon. C. H. T. Collis,

Commissioner of Public Works,

Dear Sir:-

We the undersigned doing business on Fifth Avenue most respectfully but earnestly protest against the digging up of said Avenue for the purpose of laying pipes, in September or thereafter. No time of the year could be selected at which this work would have a more injurious and lasting affect upon our business, and we sincerely hope that you may find it possible to at once begin work so as to replace our Street in a proper condition before our business season opens.

Respectfully yours,

G. L. Jacquin

G. L. Jacquin

FRUITERER,
432 FIFTH AVE., N. Y.

Frederick J. ...
432-5th



Wm. L. ...

426. - 5th Ave

Reynolds Welch & Co
424 - 5th Ave

Hamilton Diller Co
424 Fifth Ave

James Francis ...
424 Fifth Ave

Vaughan Weatherley
420 5th Ave

HAAS PHARMACY,
39TH ST. FIFTH AVE.

W. Bartholomew
428 - 5th Ave.

Parson, Charles & Wallander
439 5th Ave

FOX OPTICAL CO.,
432 FIFTH AVE.,
NEW YORK CITY.

J. C. Haab 2nd 38th

V. H. Haab

434 5th Ave

Seebeck & Son
409 - 5th Ave

EDWARD SUMMER.

405 5th Ave

THE EXOTIC PLANT AND DECORATING CO.

389 - 5th Ave

1

FOX OPTICAL CO.,
432 FIFTH AVE.,
NEW YORK CITY.

James L. Shuman

426 - 5th Ave

Reynolds Welch & Co

424 - 5th Ave

Hamilton Pierce & Co

424 Fifth Ave

Jane Frances Lepand

424 Fifth Ave

Vaughan Weatherley

420 5th Ave

HAAS PHARMACY,
39TH ST. 4th FIFTH AVE

M. Nathanson

428 - 5th Ave

Parson, Scarlett & Wallander

439 5th Ave

Bryant & Oudart

435 - 5th Ave

Baldwin Brothers Co

435 - 5th Ave

Schultz, Douling & Butler

431 - 5th Ave

Dyerson & Spriggs

429 5th Avenue

Leonard 431 Fifth Ave

C. G. Phibault

428 Fifth Ave

Alford & Sons

437 Fifth Ave

Frank Lawson 435 Fifth Ave

H. B. Johnston

435 - 5th Ave

J. P. Haab 2nd 38th

V. H. Haab Co

434 5th Ave

Seebeck & Son

409 - 5th Ave

EDWARD HUMMER

405 5th Ave

THE EXOTIC PLANT AND DECORATING CO.

#389 - 5 Ave

E. M. Healy

407 Fifth Ave

407 Fifth Ave

L. P. Mc Carthy, M.E.C.

403 Fifth Ave

W. H. Brall

381 Fifth Ave

Durand, Ruel & Sons

389 - 5th Ave

Oscar Carlsson

389 - 5 Ave

A. S. Kinn

394 Fifth Ave

Max Williams Company

390 Fifth Avenue

Mme. Reich

381 - 5th Ave

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THE CITY OF NEW YORK
DEPARTMENT OF RECORDS AND INFORMATION SERVICES
MUNICIPAL ARCHIVES

SEPARATION SHEET

INSTRUCTIONS: For each item or unified group of items separated, complete two *exactly* duplicate forms. Place one form within the collection at the exact place the separated item would occupy if it could remain in the collection. File the other form with the separated item in its new location.

DESCRIBE ORIGINAL LOCATION OF ITEM(S):

1. Record Group:

STRONG, WILLIAM L. 1895-1897

2. Subgroup:

3. Series:

SUBJECT FILES

4. Box No.

Fold No.

PUBLIC WORKS, DEPT. OF

5.

BRIEF DESCRIPTION OF ITEM(S):

U.d.

PETITION FOR THE REMOVAL ON
CHARGES OF NEGLECT OF COMM.
OF PUBLIC WORKS C. H. T. COLLIS

SEPARATED TO:

6. New Location:

OV1

7. Room:

8. Date Separated:

3/21/03

9. Separated By:

T. ADLER

1

C

DEPARTMENT OF PUBLIC WORKS.
BUREAU OF REPAIRS & SUPPLIES,
No. 150 Nassau Street,

New York, Aug. 25th/97.

Copy.

Gen. C. H. T. Collis,
Commissioner of Public Works,

Dear Sir:-

In accordance with your instructions I herewith submit a list of the Public Buildings, Offices, Repair Shops, Corporation Yards, Markets and Armories under the care and supervision of the Bureau of Repairs & Supplies, Department of Public Works:

Criminal Court Building,			
Brown Stone Building,			
City Hall	"		
County Court House,			
Harlem Court House,			
3rd Dist. Court House,			
7th	"	"	"
1st	"	Civil Court,	
2nd	"	"	"
3rd	"	"	"
4th	"	"	"
5th	"	"	"
6th	"	"	"
7th	"	"	"
8th	"	"	"
9th	"	"	"
10th	"	"	"
11th	"	"	"

12th Dist. Civil Court,

13th " " "

New 7th Dist. Magistrates & 11th Dist. Jud.
Cts. (54th St.)

1st Dist. Magistrates Court,

2nd " " "

3rd " " "

4th " " "

5th " " "

6th " " "

Hall of Records,

Crotona Park Building,

Offices of Corporation Attorney,
119 & 121 Nassau Street.

Office of Public Administrator,
119 & 121 Nassau Street.

Offices of Dept. of Public Works,
150 Nassau Street.

The fifteen Free Floating Baths,

Volunteer Firemen's Association's Headquarters,
59th Street, between 2nd and 3rd Aves.

Department of Buildings,

Stewart Building,

27 Chambers Street,

Staatz Zeitung Building,

49 Beekman Street,

8, 10 & 12 Chambers Street,

88 Park Row,

5 Duane Street,

Department of Street Improvements, 23rd & 24th
Wards.

Repair : 86th St. near 1st Ave.

Shops. : 72 Elm Street.

: 56th St. & 12th Ave.

Corpora- : Rivington St. from Goerck St. to Tompkins St.

tion : 119th Street,

Yards. : 16th St.

Cemeteries, : Greenwood (Soldiers' Monument)
 :
 : Calvary " "

Bridge over 41st St. & 4th Ave.

Markets : Catharine,
 :
 : Centre,
 :
 : Clinton,
 :
 : Essex,
 :
 : Fulton,
 : Gamsevoort,
 :
 : Jefferson,
 :
 : Union,
 :
 : Washington,
 :
 : West Washington,
 :
 : Tompkins,

Armories : 7th Regiment Armory,
 :
 : 8th " "
 :
 : 9th " "
 :
 : 12th " "
 :
 : 22nd " "
 :
 : 69th " "
 : 71st " "
 :
 : Squadron "A"
 :
 : 1st Signal Corps,
 :
 : 2nd " "
 :
 : 1st Brigade Headquarters,
 :
 : 2nd Battery Armory,
 :
 : 1st Naval Battalion,

Also the number of male and female Cleaners employed during the year previous to my incumbency, and the present year.

The buildings marked with red cross have been placed under the charge of this Bureau since my incumbency.

The number of Male Cleaners employed in the various buildings in 1894 was 57 - paid at the rate of \$2.00 per day, (6 days per week) or \$624. per year, amounting to \$35,568.

The number of Female Cleaners employed in the various buildings in 1894 was 137 - paid at the rate of \$30.00 per mo. or \$360. per year, amounting to \$49,320.

The number of Male Cleaners employed on the various buildings during the year 1897 was 49, paid at the rate of \$2.00 per day. or \$624. per year, amounting to \$30,576.

The number of Female Cleaners employed on the various buildings during 1897 was 120 - paid at the rate of \$30. 00 per month. or \$360. per year, amounting to \$43,200.

On this item alone the Bureau saves in salaries almost \$12,000. per year, notwithstanding that there are more buildings under the charge of this Bureau than were under my predecessor, and that the buildings are kept cleaner than they were heretofore.

In addition to the saving cited above in the cleaning of the buildings I might also mention the immense saving to the City on the following articles:

In 1894 the City paid for Coal consumed in the public buildings \$5.25 per gross ton, using about 5000 gross tons.

The Bureau at present uses about 5500 gross tons, and pays for the same \$4.20 per gross ton - saving on this one item over \$1500.00.

Would also mention Ice. - In 1894 the Bureau used about 500,000 lbs., paying \$.18 per cwt. In 1897 the Bureau will use about the same quantity, paying \$.14 1/2 a cwt., showing a saving on this item of over \$175.00.

The Bureau formerly paid \$1.37 per yard for Brussels Carpet - made, laid and lined; now Wilton velvet carpet, which is better and more serviceable, is purchased for

\$1.00 per yd.- made, laid and lined, and as the City uses a great quantity of carpets, annually, the immense saving can readily be seen, and thus it is with all other supplies purchased by this Bureau, a saving from 10% to 75% can be shown in almost all cases.

The same material decrease can be shown in reference to the care and maintenance of the fifteen (15) Free Floating Baths, under the charge of this Bureau, in comparison with that of my predecessors:

1894 - Storing Baths in winter quarters,	
\$1.25 per day per Bath, .	.\$4,420.00
1897 - Storing Baths in winter quarters,	
\$.50 per day per Bath, .	. 1,700.00
	<hr/>
Decrease -	\$ 2,720.00
1894 - Towing Baths to and from winter quarters,	\$ 1,290.00
1897 - " " " " " "	750.00
	<hr/>
Decrease -	\$ 540.00
1894 - Uniform Cap for Bath Attendants,	\$ 70.50
1897 - " " " " "	58.75
	<hr/>
Decrease -	\$ 11.75
1894 - Painting Baths, .	\$ 2,050.00
1895 - " " .	1,840.00
	<hr/>
Decrease -	\$ 210.00

In addition I desire to mention the immense saving in salaries shown by the Bureau at present, in comparison to that of the incumbency of my predecessor. In 1894 the Bureau employed the following help:

- 5 - 1 Clerk, . . . \$2000.00 per yr.

<u>1894.</u>							Per yr.
1	Foreman of Bureau -	\$4.00	per day -	365	days -	\$	1460.00
1	Skilled Laborer,	3.00	"	"	"	"	1095.00
1	"	2.50	"	"	313	"	782.70
1	Foreman - General	4.00	"	"	"	"	1252.00
	Repairs.						
1	" Repairs,	4.00	"	"	"	"	1252.00
1	" Painting,	4.00	"	"	"	"	1252.00
1	" Steam Heating,	5.00	"	"	365	"	1825.00
1	" Baths,	5.00	"	"	"	"	1825.00
1	Asst."	3.50	"	"	"	"	1277.50

<u>1897</u>							
1	Clerk,	\$1200.00	per yr.				\$1200.00
1	Clerk,	1200.00	"	"			1200.00
1	"	1000.00	"	"			1000.00
1	Stenographer & Type-writer,	\$15.00	per week,				780.00
1	Foreman of Cleaning Public Buildings & Baths,	\$4.00	per day, 365 days,				1460.00
1	Foreman of Repairs,	4.00	"	"	313 days,		1252.00

<u>Recapitulation.</u>			
Salaries -	1894 -	\$14,021.20	
"	1897 -	6,892.00	
Saving -		\$ 7,129.20	

The Bureau in 1897 employed less help, as shown above, to do increased work, for our books show that the work of the Bureau has increased almost twofold, and the work is done in a more efficient and workmanlike manner, showing a saving on this item of salaries of over \$7000.00. On the various items I have mentioned the Bureau shows a saving as follows:

On Salaries to Cleaners,	\$ 11,110.00
" " in Bureau,	7,129.20
" Coal,	1,500.00
" Ice,	175.00
" Carpets, average saving,	1,000.00
" Storage of Baths,	2,720.00
" Towing " "	540.00
" Painting " "	210.00
" Uniform Caps for Bath Attendants,	12.00

Total Saving - \$24,396.20

showing a saving on these few items of over \$24,000.00 per year.

Respectfully, submitted,

(Signed) JOHN C. GRAHAM,

Supt. of Repairs & Supplies.

copy for the information of the Mayor -

Department of Public Works.

Commissioner's Office.

No. 150 Nassau Street,

New York. Aug. 27th 1897.

My dear Sir;

I desire to call your attention to the second clause of the Order or Consent of the Board of Railroad Commissioners of the State of New York, dated August 18th 1897, "in the matter of the application of the 42nd St., Manhattanville and St. Nicholas Avenue Railway Company, for the approval of the Board of Railroad Commissioners of a change of motive power".

The clause referred to is in the following language:-

"Any and all changes in the location of tracks, water, sewer, or gas pipes, or other underground structures rendered necessary by the construction of the conduit, shall be by agreement with the Commissioner of Public Works, and under his direction and supervision, at the expense of the Company doing the work".

Under this clause I assume that I have such control over the location of these tracks, as justifies me in requiring that both Railway Companies seeking to use this street shall use a common set of rails; but apart from the authority which this clause seems to clothe me with, I am of opinion that I have it under my general power as Commissioner of Public Works respecting the care and protection of existing conduits in the street, and under my obligation to see that the street is kept sufficiently free from obstruction to enable the City in the future to construct beneath the surface the necessary sewers and conduits which an increasing population will

2.

require.

The Metropolitan Street Railway Company questions my right to require the Third Avenue Railway Company to use the railway tracks in common with them although the Third Avenue Railway Company consents thereto.

Will you be good enough to give me your opinion as to my power and duties in the premises?

Yours truly,

Charles H.T. Collis,

Commissioner of Public Works.

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

POSTAL CARD PHILADELPHIA

PENN.

SEP 8 2 30 PM '97

United States of America

THIS SIDE IS FOR THE ADDRESS ONLY.



Hon. William L. Strong,

Mayor,

New York City.

Department of Public Works, BUREAU OF SURVEYS,

ROOM 418, CITY HALL BROAD AND MARKET STS.

Philadelphia,

AUG 31 1897

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Dear Sir:-

I send you in this mail a copy of the annual report of the Bureau of Surveys, for the year ending December 31st, 1896.

Please acknowledge the receipt of same, or advise me if it fails to reach you within a reasonable time.

Yours truly,

GEO. S. WEBSTER,

Chief Engineer.

N. B. City Engineers please exchange.

*Department of Public Works,**Commissioner's Office.**No. 150 Nassau Street,**New York,**September 1, 1897*Copy.

Bernard Bradley, Esq.,

1,257 Park Avenue.

Dear Sir:

I have received through the Mayor's office the petition, signed by you and other residents of Park Avenue, that the lamps at either end of the bridge crossing the railroad cut at 97th Street and Park Avenue be lighted.

In reply, I would say that an order has been given to the Consolidated Gas Company to light two lamps on the east and two on the west side of the bridge referred to, at once.

Very respectfully,

(Signed) HOWARD PAYSON WILDS,

Deputy Commissioner of Public Works.

Respectfully transmitted to the Mayor for his information as requested.

Department of Public Works,

Commissioner's Office.

No. 150 Nassau Street,

New York, September 1, 1897

Copy.

William J. O'Brien, Esq.
President, Workingmen's Assembly,
885 Third Avenue.

Dear Sir:-

I note what you say in regard to the allegation that men are working nearly eleven hours per day at less than the prevailing rate of wages under the contract for building a retaining wall in rear of the pumping station north of High Bridge.

I have investigated the matter and find from a letter addressed to me by Mr. Michele Palarini, who is finishing the work under Mr. Lordi's abandoned contract, "that the men are paid the wages prevailing in the vicinity according to the work they do; that they only work the time limited by law, and that out of some thirty-five men which I (Michele Palarini) employ on the job, six or seven have requested the watchman to procure bunks for them and to attend to their necessities. And I (Michele Palarini) understand that they pay him the enormous sum of \$1. per month for such convenience. Whatever provisions he furnishes them they pay for, and he sells it to them at the same price which they would have to pay elsewhere."

Mr. Palarini adds that the complaint is unfounded, and in the absence of proof that it is founded, I must accept his statement as correct and allow the work to proceed as at present.

Very respectfully,

(Signed) CHARLES H. T. COLLIS,
Commissioner of Public Works.

COPY.
Department of Public Works,
Commissioner's Office.

No. 150 Nassau Street,

New York Sept. 2nd 1897. *189*

COPY.

My dear Sir;

The Mayor has handed me your note of August 28th, commending the work I am doing on Seventh Avenue, for which I am much obliged.

I note your suggestions about the exclusion of heavy trucking from this Avenue, and I regret very much to say that I question whether the Legislature or the Board of Aldermen has the right to exclude any kind of traffic from a public highway which belongs to the whole people of the State, who have equal right to use it in any lawful manner.

Under these circumstances I consider it the wisest plan to pursue, to put all the Avenues going north and south in first class order, so that this traffic can be distributed. You will observe that I have already done this on First Avenue and the Boulevard, and I am now at work on Park Avenue and Fifth Avenue. It is my hope that when this is accomplished much of the traffic which is now offensive to the residents of Seventh Avenue, will disappear, excepting that which must necessarily go over McComb's Dam Bridge.

I am,

Very truly yours,

Charles H.T. Collis,

Commissioner.

Andrew B. Humphrey, Esq.,
2027 Seventh Ave.,
City.

*Department of Public Works,
Commissioner's Office.*

No. 150 Nassau Street,

New York, Sept. 2nd 1897. *189*

COPY.

My dear Sir;

The Mayor has handed me your letter of August 31st, in regard to the work now being done on Park Avenue.

I am trying to make that unused thoroughfare available for traffic, something which ought to have been done when the street was laid out.

There are certain complications met with in the course of the work which necessitate delays. For instance:- The New York Central Railroad requires me to make separate applications for permission to change the location of the gas and other pipes at each intersection, and they will not act upon those applications until they have made a thorough survey and inspection of the premises. In addition to this, the blocks cannot all be treated in the same manner, as the grades vary at short intervals.

I am pushing the work with all possible speed consistent with the proper execution of it, and in view of the fact that I am the first Commissioner of Public Works who ever thought it worth his while to give the citizens of that avenue a street worth living upon, I crave the indulgence and patience of all persons using it.

Yours very truly,

Charles H.T. Collis,
Commissioner of Public Works.

B. Kaempffert, Esq.,
Vice President Arion Club,
Park Ave. & 59th St., City.

*Department of Public Works,**Commissioner's Office,**No. 150 Nassau Street,**New York,* September 3, 1897Copy.

B. F. Long, Esq.,

127 Avenue D.

Dear Sir:

I have received through the Mayor's office your letter of August 26th, complaining of the defective condition of the sidewalk at No 56 Clinton Street.

A notice has been served on the owner of the abutting property to repair the sidewalk.

There are about 800 miles of sidewalks in the City of New York, and it is my intention to forward to the Board of Aldermen drafts of resolutions and ordinances for the improvement of all sidewalks that are defective.

Very respectfully,

(Signed) CHARLES H. T. COLLIS,

Commissioner of Public Works.

Respectfully transmitted to the Mayor for his information, as requested.

*Department of Public Works,**Commissioner's Office,**No. 150 Nassau Street,**New York,* Sept. 3rd 1897. *189*

My dear Mr. Mayor;

The problem of laying four tracks on Amsterdam Avenue is a much more serious one to the City than I had at first contemplated.

Between 93rd and 113th Streets there are six 48 inch water mains. That is to say, six mains of the same size as the two I am now laying on Fifth Avenue; two subway conduits, one a twenty inch pipe, and one a twelve inch pipe; six gas mains (eight inch and ten inch); one thirty inch gas pipe; and one twenty inch gas pipe.

With the exception of the six large water mains, the pipes referred to extend the entire distance along Amsterdam Avenue.

Yours very truly,

Charles S. T. Collins
Commr.

Hon. William L. Strong,
Mayor,
City.

I am going to Lexington Va. to night, to take my boy to school at the Va. Military Institute.

*Department of Public Works**Commissioner's Office,**No. 150 Nassau Street,**New York,**September 7, 1897*

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

Dear Sir:

I received the letter addressed to you by "Hamilton" of No 80 Nassau Street, stating that about four weeks prior to August 30th he complained to the Bureau of Incumbrances respecting a sign at No 82 Nassau Street, extending out beyond the sidewalk about six feet, completely obstructing the view of his premises; and that said Bureau paid no further attention to said complaint than to send an inspector to make an examination and that he endeavored to persuade Mr Hamilton to withdraw his complaint.

By foot-note you ask me to investigate this charge and to let you know the facts.

I reply, I cannot do better than quote to you in full the report made to me by the Superintendent of Incumbrances:

"I respectfully wish to report that after a personal investigation of this matter, and in view of the apparent inconsistency of the complaint, I refused to remove the sign in question. The facts of the case are as follows: On August 7th a communication was received from Mr Hamilton, requesting the removal of two show-cases which stood on the sidewalk, and a swinging sign from in front of No 82 Nassau Street. The complaint was investigated and the show cases were found as stated. It was also found that the complainant, "Hamilton", had show-cases and signs in front of his own premises which prompted me to ignore the complaint at the time. I notified the person complained of, however, to remove his show-cases, which he did, and promptly requested that his neighbor, "Hamilton", be compelled to remove his which he also finally did upon notice from this office. The quarrel did not terminate

here, however, for "Hamilton" still persisted in his demand that the overhanging sign of his neighbor be removed; but continued to maintain, and does maintain at the present time, a large sign in front of his own store, labelled: "Hats", which he has not removed. In addition to his own sign, there are two others in front of his store which belong to his tenant, in the basement, of which he does not complain, yet they are directly in front of his own establishment and project out on the sidewalk.

"There is also a sign attached to the store south of him, and which is in closer proximity than the one he seeks to have removed, yet he makes no objection to it. From the existing facts, I am compelled to believe that the complaint is one of petty spitefulness, and one of the many quarrels among neighboring storekeepers whose appeal to this Department for relief of their grievances is not made in good faith. I am infinitely confident that the sign in question does not in any manner interfere with Mr Hamilton's interests, and as it is not any greater a violation of the City ordinances than the sign in front of his premises, I can see no good reason to remove it. While it is my ambition and desire to facilitate the speedy removal of all encumbrances and obstructions, it has always been my desire to do so impartially and consistently, and the many unreasonable demands made upon this Bureau by individuals similar to the complaint in this case have invariably been disregarded by me where, upon investigation, it was found that the complainant was malicious and unreasonable.

"Many complaints have been made by unscrupulous persons to use this Bureau to persecute some rival in business, or some neighbor who might have incurred the animosity of another, and I am confident that this is one of such cases, and which should be promptly dismissed from further consideration."

Yours respectfully,

Charles S. D. Collier

Commissioner of Public Works.

*Department of Public Works,**Commissioner's Office,**No. 450 Nassau Street,**New York, Sept. 10th 1897. 189*

Copy.

Dear Sir;

I have given your application for permission to open the pavement on Amsterdam Avenue, for the construction of an underground electric railway, the most careful consideration, and I am constrained to say that I cannot grant it. While I have the highest regard for the legal opinion of Mr. Connelly, the Acting Counsel for the Corporation the subject is so grave and I am so strongly impressed with the responsibility which devolves upon me, that I prefer not to act until a Court of competent jurisdiction has judicially passed upon the questions involved.

The care and maintenance of the conduits beneath the surface of Amsterdam Avenue and the protection of the soil from incursions which might place the municipality at a disadvantage in the future, are duties imposed upon me by law, which I am bound to respect.

My Engineers inform me that the construction of four tracks on this Avenue with underground conduits would not only imperil existing city property, but would render ready access to our many underground pipes almost impossible, but at all events risky and expensive. There are upon this street already six water mains, each four feet in diameter, (similar to those I am now laying on 5th Avenue) upon which the entire

2.

population of the city depends for the safe conduct of a sufficient water supply. In addition, there are two electric subway conduits, one twenty inch and one twelve inch water main; six gas mains eight and ten inches in diameter; one thirty inch gas main and one twenty inch gas pipe.

In fact, this Avenue is the great artery through which flows most which is vital to the health and comfort of the citizen, and it should be protected by my Department whenever threatened.

Perhaps it is not within my province as Commissioner of Public Works to express any opinion as to the menace to life and property which would result from the rapid moving of four railway trains in quick succession upon a single street, yet I think that it is such an alarming condition as would affect the judicial mind if I could show, as I am prepared to do, that a common use of a single track by separate companies offers no mechanical or electrical obstacle and is perfectly feasible.

I appreciate your offer to accept my suggestion for the use of tracks in common with the Metropolitan Street Railway Company, but if I gave you such permission, I have no power to enforce its recognition by the Metropolitan Company. Only a Court of Justice can do that.

When so much is being done to provide quicker transit for our busy people and to improve the channels of traffic by better paving, it seems like a step backward to unnecessarily incumber a great avenue in the manner suggested.

Conceding that you have the franchise, which is simply a legislative grant of a right of way, I do not think you can exercise it to the exclusion or inconvenience of the public or to the hazard of

3.

municipal functions if a method can be provided which avoids doing either

I therefore suggest that you apply for a mandamus, to which motion I will make a return embodying the views expressed in this communication.

Very truly yours,

Charles H.T. Collis,

Commissioner of Public Works.

Albert J. Elias, Esq.,

President,

42nd St., Manhattanville & St. Nicholas Ave. Railway Co.

*Department of Public Works,
Commissioners Office.*

150 Nassau Street,

New York Sept. 11th 1897. *189*

My dear Sir;

I enclose you a copy of a letter this day sent to Mr. Albert J. Elias, President of the Third Avenue Railway Company, declining to grant a permit for the construction of an additional electric railway on Amsterdam Avenue, which I am sure will meet with your approval.

I am,

Very truly yours,

Charles A. T. Collins
Commissioner

Hon. Wm. L. Strong,
Mayor,
City.

*Department of Public Works,**Commissioner's Office,**No. 150 Nassau Street,**New York,* September 11, 1897

HON. WILLIAM L. STRONG,
Mayor, and
Chairman, Board of Estimate and Apportionment.

Dear Sir:

I am in receipt of a letter from the Comptroller, referring to the contract for paving Ann Street and Theatre Alley, and calling my attention to the fact that while my certificate of the estimated cost was \$6,154.65 for 1,445 square yards of pavement, my recommendation to the Board of Estimate and Apportionment gave the area to be paved as 946 square yards, and the estimated cost as \$5,268.50, and that the resolution of said Board provided for bonds for this amount only.

The difference between the estimate given in the contract and that contained in my recommendation of June 29th to the Board of Estimate and Apportionment that Ann Street, from Broadway to Nassau Street, and Theatre Alley, from Beekman Street to Ann Street, be paved with asphalt, is accounted for chiefly by the fact that the latter estimate did not include the space within and about the rail-tracks of the Bleecker Street and Fulton Ferry Railroad Company in Ann Street, while in my certificate, which forms a part of the contract, this additional space is included. The difference between the two estimates is also partly due to the fact that the actual measurement of the area included in the contract is 55 square yards in excess of the approximate estimate, and that the

contract price is 27 cents ^{more} per square yard than the preliminary estimate of my engineers, on which the estimate given in my recommendation to the Board of Estimate and Apportionment was based.

In including in the contract the area within and about the rail-tracks in Ann Street, I acted in harmony with the view of the Comptroller on the subject, viz: that this Department should pave the space for which the railroad company is responsible and then render a bill to the company for the amount properly chargeable to them.

In view of these facts and circumstances, I respectfully ask the Board of Estimate and Apportionment to provide for additional bonds to the amount of \$2,886.15, being the difference between the sum authorized by resolution of said Board in accordance with my recommendation of June 29th, which did not include the area within and about the rail-tracks, and the amount estimated in the contract under which the work is being done, including the space between the rail-tracks and two feet outside thereof.

Very respectfully,

Charles F. Collins

Commissioner of Public Works.

*Department of Public Works,
Commissioners Office.*

150 Nassau Street,

New York. September 17th - 1897

HON. WILLIAM L. STRONG,

M a y o r.

Dear Sir:

Your friend, Mr Samuel Sachs, handed me your letter of August 27th, and I will comply with his wishes by including in my next list of streets to be recommended to the Board of Estimate and Apportionment for repaving with asphalt, 70th Street, from Central park West to the line of the land under water, west of West End Avenue.

Yours truly,

Charles A. T. Collins

Commissioner of Public Works.

Transmitted through
the Water Purveyor.

*Department of Public Works.**Commissioner's Office.**No. 150 Nassau Street,**New York.*Sept. 14th 1897 *1897*

My dear Mr. Mayor;

I have devoted myself all day to getting all the information I possibly can in regard to the work on Fifth Avenue, and I feel perfectly satisfied that the laying of the water mains and readjusting of the gas pipes from Washington Arch to 60th Street will be completed by November 1st, and that the greater portion of the Avenue will be asphalted and recurbed. This will leave me the remaining days of fine weather to complete the asphaltting, and I shall be very much disappointed if the whole job is not completed by November 15th (exclusive of some work which may be unfinished north of 60th Street).

Moreover, I am satisfied that on the first of October there will be so much asphalt laid that the public will begin to feel comfortable.

I am using all my energy to have the street cleaned of obstacles and old material, as fast as it can be dispensed with.

Yours very truly,

Charles S. Collins

Commissioner.

Hon. Wm. L. Strong,
Mayor,
City.

*Department of Public Works,
Commissioners Office.*

150 Nassau Street,

Copy.

New York, September 16, 189

Henry Ahles, Esq.,
Theriot Avenue, near Westchester Avenue.

Dear Sir:

The Mayor has referred to me for attention your letter to him of 8th inst., complaining of a defective fire-hydrant on Westchester Avenue, between Harrison and Theriot Avenues.

In reply, I beg to say that the New York and Westchester Water Company have been asked to have the hydrant repaired at once.

Very respectfully,

(Signed) HOWARD PAYSON WILDS,

Deputy Commissioner of Public Works.

Respectfully transmitted to
the Mayor for his information, as
requested.

*Department of Public Works,
Commissioners Office.*

150 Nassau Street,

Copy.

New York — September 16, 1897

J. Wetterer, Esq.,
70 West 100th Street.

Dear Sir:

In reply to your letter of 6th inst.,
received through the Mayor's office for attention, I
beg to say that the show-case complained of by you
has been removed from No 74 West 100th Street, also
a sign which was found in front of the same premises.

Very respectfully,

(Signed) HOWARD PAYSON WILDS,

Deputy Commissioner of Public Works.

Respectfully transmitted to
the Mayor for his information as
requested.

*Department of Public Works,**Commissioner's Office,**No. 150 Nassau Street,**New York,* September 17, 1897Copy.

H. G. Buckholz, Esq.,
Secretary, Building Trades' Section,
Central Labor Union,
114 East 13th Street.

Dear Sir:

The Mayor has referred to this Department for attention your letter of 9th inst., stating that the law is being violated by compelling men to work twelve hours per day on the retaining wall north of High Bridge, and to live in huts.

In reply, I beg to say that on the 1st inst. I wrote fully on this subject to the President of the Workingmen's Assembly of the Knights of Labor. Nothing has occurred since then to change the circumstances of the matter, and I therefore enclose a copy of the letter referred to, to which I have nothing to add.

Very respectfully,

(Signed) CHARLES H. T. COLLIS,

Commissioner of Public Works.

Enclosure.

Respectfully transmitted to the
Mayor for his information, as requested.

Department of Public Works,

Commissioner's Office,

No. 150 Nassau Street,

Copy.

New York, September 23, 1897

L. Wolfson, Esq.,

128 East 56th Street.

Dear Sir:

The Mayor has referred to this Department for attention your letter of September 20th, complaining of the condition of 56th Street, between Lexington and Park Avenues, and requesting that an asphalt pavement be laid on that section of said street.

In reply, I beg to say that on August 24th a contract was awarded for paving 56th Street, from Park Avenue to 3rd Avenue, with asphalt. The contract was executed on the 10th inst., and the work will be ordered on without delay.

Very respectfully,

(Signed) HOWARD PAYSON WILDS,

Deputy Commissioner of Public Works.

Respectfully transmitted to
the Mayor for his information, as
requested.

New York, September 23, 1897.

Hon. William L. Strong,

Mayor of the City of New York.

Dear Sir:

As a resident of the City of ^{greater} New York I beg to call your attention to matters of especial public interest.

Both of these matters relate to the flagrant abuse of authority by the Metropolitan Street Railway Company and actions by it in violation of both the charter of the city and express provisions of statute.

(1) Upon COLUMBUS AVENUE between 59th Street and 65th Street the Metropolitan Street Railway Company is converting its cable road into a road which shall be operated both by cable and an underground electrical system.

This will involve the substitution for the present structure of duplicate conduits, one to carry cable and one to carry the electrical system.

The Metropolitan Company or Ninth Avenue Company, of which it is the lessee, has a charter for the use of cable only.

Consequently, the substitution for its cable conduits of duplex conduits, carrying both the underground electrical system and the cable, will to the extent that the structure is adapted for the use of underground electricity, be entirely illegal.

The Company admits that it has not obtained any authority to change its motive power in this particular from the Railroad Commissioners, or authority to excavate in the streets from the Department of Public Works.

The attention of the Commissioner of Public Works was yesterday called to this matter but the work still proceeds.

The 142nd section of the Corporation Ordinances provides that the removal of the pavement of the streets without authority from the Department of Public Works is punishable with a fine of \$1,000. for each offence.

The 143rd section makes it the duty of the Commissioner of Public Works forthwith to prevent any removal of pavement made without his authority.

(2) This proposition of the Metropolitan Company to use two kinds of motive power in the operation of the same tracks also bears upon the Amsterdam Avenue situation in which I am sure your honor is interested.

Upon Amsterdam Avenue the Metropolitan Company takes the position that it is physically and practically impossible for the same tracks to be operated by two different types of motive power.

That is the very thing which it is now doing upon Columbus Avenue without any authority of law whatsoever and in contravention of the penal code and the ordinances which make it a crime and misdemeanor.

(3) Upon BROOME STREET between the Bowery and Centre Street and upon Centre Street between Broome and Grand Streets the Metropolitan Company is building two tracks for the use of underground electricity in lieu of the single tracks which for more than forty years have been used in these streets.

The Company is changing its motive power. ^{7 laying and additional track} The permission of the Railroad Commissioners gives it permission only to change its existing track, which is a single track, and the permit of the Department of Public Works gives it authority for a single track change only.

Both the Company and the Commissioner of Public Works have been notified of this illegal condition of things but the work still progresses, notwithstanding the want of power in the Company and the duty of the Commissioner of Public Works in the premises. The attention of the city authorities is now called to this matter and immediate action in the premises, it is hoped, will be taken.

Yours respectfully,

John E. White

4 Cedar Street

New York

of the railroad company, it is stated that the railroad company is not a party to the transaction.

The company is a corporation organized under the laws of the State of New York.

It is stated that the company has been organized for the purpose of operating a railroad line.

It is further stated that the company has been organized for the purpose of operating a railroad line.

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Department of Public Works,
Commissioner's Office,

No. 150 Nassau Street,

Copy.

New York, September 24, 1897

Rev. Vincent Plsek,
347 East 74th Street.

Dear Sir:

Referring to my letter to you of August 13th, which you recently handed to the Mayor with an inquiry as to why the block of 74th Street, between 1st and 2nd Avenues, was omitted from the list of streets recommended to the Board of Estimate and Apportionment by this Department for repaving with asphalt, contrary to the promise made to you in the letter referred to, I beg to say that on July 23rd this Department recommended to the Board of Estimate and Apportionment a number of streets for repaving with asphalt, including 74th Street, from 1st to Park Avenue, embracing the block between 1st and 2nd Avenues in which you are particularly interested.

Upon investigation, I find that the Board of Estimate and Apportionment has not yet authorized the repaving of 74th Street, from 1st to Park Avenue, nor of any of the other streets included in the list transmitted to them on July 23rd, therefore this Department cannot proceed to make a contract for the work. As soon as the Board approves the recommendation of this Department and grants the necessary authority to lay the pavement, steps will immediately be taken to have the work contracted for and begun so that it may be finished before winter sets in.

Yours respectfully,

(Signed) HOWARD PAYSON WILDS,

Deputy Commissioner of Public Works.

Respectfully transmitted to
the Mayor for his information.

(COPY)

Department of Public Works
Commissioner's Office

No. 150 Nassau Street,

New York, Sept. 24, 1897

Dear Sir:-

The Mayor and myself this morning went over the work you are performing under your contract for laying water mains on Fifth Avenue, and we are not at all satisfied with the progress the work is making.

On the 1st inst., you addressed a letter to the Mayor in which you said you were satisfied to put on more men whenever there was an opportunity to do so.

It appears to us that there is no reason in the world why more men should not be put to work on the west side of the Avenue from 31st to 34th Streets. The pipe is there ready to be laid and is an obstruction to traffic and a nuisance to the residents. Nor do we see any reason why you should not be at work between 35th and 42nd Streets, unless you are delayed for lack of pipe.

Unless within the next forty-eight hours a larger force of men is employed, and more progress made, I shall be compelled to take means to vigorously enforce the provisions of the contract.

Yours respectfully,

(Signed) Charles H. T. Collis,
Commissioner of Public Works.

Wm. P. Baird, Esq.,
339 East 63rd St.,
City.

Department of Public Works,

Commissioner's Office,

No. 150 Nassau Street,

New York, September 25th, 1897.

Hon. William L. Strong,

Mayor and
Chairman, Commissioners of Sinking Fund.

Dear Sir:-

I have the honor to request that the Commissioners of the Sinking Fund authorize the making of a lease with the Estate of William Beard, for the storage of the fifteen Free Floating Baths at the foot of Henry Street, South Brooklyn; the compensation to be at the rate of \$.50 per day for each Bath, and for the days only that each Bath shall remain in storage.

The Baths have been stored at this place for the past two years, and the location and all surrounding conditions are found to be most suitable. The compensation is very moderate, as in preceding years the cost of storage was never less than \$1.50 per day for each Bath.

An early action of the Sinking Fund Commissioners in this matter is desirable.

Yours respectfully,

Charles A. D. Collis

Commissioner of Public Works.

Department of Public Works.

1080

Aug. 24th 189*7*

THE CONTRACT for ~~FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT,~~ ON THE PRESENT PAVEMENT, THE CARRIAGEWAY OF.

Lewis St. from Houston to 8th St.

is awarded, in conformity with Chapter _____, Laws of _____
to _____
who _____ the lowest bidder.

MEMORANDUM OF BIDS.

Copy
Surety

Bids.

Time. *15 Days*
allowed

Deposit

2900 Ag. yds. Lawrence
2000 King St. Bids
12 Markole Roads

Total

ASPHALT CONSTRUCTION CO.

3.95 .75 13-

\$ 13 111 -

BARBER ASPHALT PAVING CO.

3.77 .65 12-

x

12 377 -

CALIFORNIA ASPHALT CO.

3.81 .65 12-

12 493 -

SICILIAN ASPHALT PAVING CO.

3.85 .65 13-

12 621 -

WARREN-SCHARF ASP. PAVING CO.

3.96 .70 14-

13 052 -

1080

Aug. 22nd 1897

ON THE PRESENT PAVEMENT, THE CARRIAGEWAY

111.th Street from 5th Ave. to Ave. A. —

is awarded, in conformity with Chapter _____, Laws of _____
to _____
who _____ the lowest bidder.

MEMORANDUM OF BIDS.

Surety

Bids.

Time. 50 Days
allowed

Deposit

Post
12420 Sq. yds. 9

3/50 Ringt. buck
1481

14 Spunboll Head

[illegible]

1080

Aug 24th 1897

THE CONTRACT

ON THE PRESENT PAVEMENT, THE CARRIAGEWAY OF.

6th Street from Avenue D. to Lewis St. and
apth " " " " " " " " " " " "

is awarded, in conformity with Chapter _____, Laws of _____
to _____
who _____ the lowest bidder. *W*

MEMORANDUM OF BIDS.

Surety

Bids.

Time. 25 Days
allowed

Deposit

125

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ASPHALT CONSTRUCTION CO.

372

.70

13-

BARBER ASPHALT PAVING CO.

3.43

65

12-



16 017-

CALIFORNIA ASPHALT CO.

 3.51

65

12-

16 361-

SICILIAN ASPHALT PAVING CO.

3.55

65

13-

16	✓39-
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WARREN-SCHARF ASP. PAVING CO.

3.61

70

14-

16	89	✓	-
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*Department of Public Works**Commissioner's Office.**No. 150 Nassau Street,**New York;* Sept. 27, 1897

Hon. William L. Strong, Mayor,

Chairman of Board of Estimate & Apportionment .

Dear Sir:-

On August 24th last bids were received and opened at public letting for repaving with asphalt on the present pavement 111th Street from Fifth Avenue to Avenue A, Lewis Street from Houston to 8th Street where not within land grants, 6th Street from Avenue D to Lewis Street, and 7th Street from Avenue C to Lewis Street.

The authority for repaving these streets was given by resolutions of the Board of Aldermen, and under their action the cost of the improvements would be chargeable to the annual appropriation for repaving streets and avenues. The forms of contracts and specifications drawn for these works require that the contractors shall maintain the pavements in good condition for fifteen years; and for that purpose 30 % of the cost is retained from the contractors, and paid to them after completion of the pavements, in yearly instalments, during the period of guarantee. In this manner the cost of fifteen years maintenance of the pavements would be charged to the tax levy of the present year. It seems to me more just and reasonable that the cost of the pavements be paid out of the bonds authorized to be issued by Chapter 87 of the Laws of 1897.

I therefore respectfully ask the authority of your Board to pay the cost of repaving these streets from the fund authorized by that Act, and to award the contracts to the lowest bidders at the letting of August 24th. The bids are very fair, as you will see from the schedules of all the bids received for these works, which I herewith enclose.

Very respectfully,

Charles H. D. Collis

Commissioner of Public Works.

(Enclosure.)

*Department of Public Works,*Copy.*Commissioner's Office,**No. 150 Nassau Street,**New York,* September 28, 189*1*

Frank D. Wilsey, Esq.,

69 West Street.

Dear Sir:

I have received through the Mayor's office for attention your letter of 17th inst., suggesting that the contractors who are erecting the new office building at Broadway, Rector Street and Trinity Place be compelled to erect a bridge over the sidewalk on Rector Street, with steps leading from Broadway, to enable pedestrians to reach the elevated railroad without walking down Rector Street and ascending the stairs there.

In reply, I quote from the report of the Superintendent of Incumbrances as follows:

"I have consulted with the contractors for this building, who state that the plan suggested by Mr Wilsey is not feasible or practicable. They have obtained special permission by resolution of the Board of Aldermen to erect a shed covering the entire carriageway and sidewalk on Rector Street, between Broadway and Trinity Place, for the specific purpose of avoiding obstruction to the street with building material. The shed has been constructed for the purpose of placing most of the material upon it which is used in the construction of the building, and the sidewalk on the north side of Rector Street, between Broadway and Trinity Place, is free and unobstructed and covered over with the aforesaid bridge. Moreover the platform and stairs which formerly connected the elevated road with the entrance into the old Arcade building has been removed, and two additional stairs substituted on the Trinity Place side by the elevated railway company. In order to supply a similar approach to the elevated railroad as heretofore existed through the Arcade building, it will be necessary to connect the end of the staging over Rector Street with the elevated road and to provide a stairway on Broadway, which the contractors do not feel willing to do. They also state that a passage way erected on top of this staging would deprive them of a very

large portion of space and as there is none which they feel able to donate for this purpose, they have provided free and unobstructed sidewalks on Rector Street, which, in my opinion, are ample and satisfactory."

I concur in this report.

Very respectfully,

(Signed) HOWARD PAYSON WILDS,

Deputy Commissioner of Public Works.

Respectfully transmitted to
the Mayor for his information.

Department of Public Works,
Commissioner's Office.

No. 150 Nassau Street,

Copy.

New York — *October 1,* — *1897*

A. L. Wolbarst, Esq.,
 President, Good Government Club X,
 211 East Broadway.

Dear Sir:

(Signed) HOWARD PAYSON WILDS

I have received through the Mayor's office for attention your letter of 24th ultimo, regarding delay in repaving East Street, from Grand to Houston Street.

I find that the delay of which you justly complain was caused by the necessity of laying a new sewer in the street at such a high elevation (in order to be above tide) as to necessitate raising the grade thereof two feet, which was not contemplated in the original paving contract. We are now preparing a supplementary contract, and the street will be repaved as early as practicable.

Very respectfully,

(Signed) HOWARD PAYSON WILDS,

Deputy Commissioner of Public Works.

Respectfully transmitted to the
 Mayor for his information.

Gen. C.H.T. Collis,
Commissioner of Public Works,
New York City.

Dear Sir:-

In accordance with your letter of instructions dated March 6th 1897, wherein is asked "a report as to the danger to pipes from electrolysis from underground currents" I have the honor to submit the following as the result of my researches in that line.

Electrolysis or the disintegrating or corroding of materials forming part of an electrical circuit due to the passage of currents therethrough, first made its presence generally felt in our cities after the introduction of the over head trolley road and a description here of the operation of that system, showing whence these currents come, will do much towards rendering plain what will later follow regarding the matter in hand.

In the single wire overhead trolley system, the trolley wire connected to the plus or positive poles of the generators in the power house, affords means of transmission for the out bound flow of electricity. Each car traveling along the line takes current therefrom by means of its trolley wheel, sufficient for its own operation; the current passing down the arms, to the motors and after doing its work, leaving by the wheels to the rails and therethrough is supposed to speed back to the power house, reaching the generators again by wire connections to their negative poles, thus completing the circuit. The terms positive and negative being merely relative, as showing the direction of the flow of ~~XX~~ electricity, as for instance, the trolley is positive to the rail for the tendency is a flow to the rail, and too, the rail is then negative to the trolley wire for it would receive the current.

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With the single wire overhead trolley system, dependence is almost entirely placed on the conductivity of the rails for the return of the current; the more readily it returns to the generators, the greater being the economy of operation of the road.

To reduce the resistance at the joints of the rail to its return passage, a system of "bonding" is used, whereby the current can pass through copper wires from one rail end to the other--these wires being held tightly by clips or solder to brass or copper bonds which in turn are riveted to or screwed in the rail web. To further increase the conductivity, a supplementary wire is sometimes used--this brings copper laid on top of the ties, between rails, with branches leading right and left and connecting with the bond wires.

If this negative current used the means planned and placed for its return to the generators, the question of preventing electrolysis would never have arisen--at least not from this cause; but on the contrary, it will take the path of least resistance back to the generators, whether by a short ^{cut} ~~pipes~~ along pipes buried in streets transverse to the line and leading to the power house or along pipes running parallel with the track construction, wherever moist earth is present to afford it the means of reaching these self usurped conductors. On parallel lines of pipes it will switch by the medium of damp earth from one line to the other or to the tracks, following always the course of least resistance. So it follows that of the pipes found generally along the line of an electric trolley road, each is carrying a portion of this return current, and on reaching a point where the pipe ends or passes near the power house, discharged its quota to the earth. It is at the points where the current leaves the

3.

pipes, where they are positive to the earth, that the deteriorating action takes place. Where they are negative, due to the reception of a current, it has been found that no corrosive effects follow, on the contrary they seem to be preserved therefrom.

The action itself is thus described by Prof. H.A. Storrs of the University of Vermont. "The earth in the streets is impregnated with a solution of alkaline salts, easily decomposed by the electric current and during this action an acid radical is produced which uniting with the iron of the pipe from which the current is flowing, forms a ferrous salt. The gradual diffusion of this through the damp soil in contact with the pipe, eventually destroys it".

Experiments undertaken in the laboratory of the University of Wisconsin and along the line of the Madison Street Railway, showed that to electrolyze the salts in the street soil only one one thousandth of a volt difference in potential is required and the action between two iron plates continued even when the difference in potential therebetween had been reduced to that point.

Further, experiments by J.C. Lee of Boston produced direct corrosion on lead and iron by a difference in potential of one one hundredth of a volt. These experiments prove that when the action is once started but a mere tendency to current flow is sufficient to produce the same result as a much greater difference in potential, though of course the action goes on more slowly.

The "volt", spoken of above, is the measure of electrical pressure, the same as pounds per sq. inch in steam or "head" in hydraulic work. The "difference in potential" measured in volts, shows the direction and

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intensity of the current flow. When this electrolytic action is confined to small areas, as at bends and termini of pipes and cables, its action is swift and destructive-- but where distributed over long stretches, its work is more slow, though equally sure and destructive.

Though the action is liable to occur at any point along the railroad line, wherever the pipes or cables are positive, it has been found that with the positive poles of the generators, in connection with the trolley wire, the area of its most destructive action is generally confined to the region surrounding the power house.

In Boston and Cambridge, Mass., Rochester and Brooklyn, N.Y., Chicago, Ill., and Newark, N.J., and other municipalities wherein its destructive effects had become apparent, maps were made showing the electrical conditions of the underground pipes and therefrom the danger districts have been determined. Resurveys throughout the City are made at intervals from one to two years and the changes in electrical conditions of the pipes noted. Within these danger districts the means usually employed to combat its destructive action has been to afford wire connections between the positive pipes and the track or conductors connected with the negative poles of the generators, thus affording the current the opportunity to leave the pipes by wire connection, instead of by the medium of damp ground.

In Newark, N.J., the experiment is being tried on a portion of the street railway system there of maintaining the pipes contiguous thereto, two or three volts negative to the rails. This increases the flow of current in the pipes but permits no current to leave them, and, reports state, is working successfully in preventing electrolytic

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action. It would seem that this increased flow of current in the pipes would prove detrimental at the joints, unless these were electrically perfect.

Regarding the field of its destruction, lead coated subway cables and lead service pipes are the most quickly and seriously affected. In the case of wrought iron service pipes, plain or galvanized the action is as pronounced but goes on more slowly and the tar coated and "rustless" pipes are similarly affected. On the iron pipes, the action takes the form of corrosion or pitting, and experiments in Boston on the amount of damage done a one inch wrought iron pipe, showed that 7.6% of its weight had been lost and so deep were the pits that when turned off in a lathe to their bottom, the decrease in weight of the pipe was 63%.

Concerning the corrosion of cast iron by electrolysis, the investigations in Brooklyn disclosed no place where its action has been detrimental. Excavations were made at points where its action, it is generally supposed, is the most pronounced but no corrosion was discovered. One main laid twenty-eight years ago, for the past two of which it has been carrying electric currents, shows no deterioration from that cause; another, a dead end, running down close to the river--showed a difference of potential of 4 volts over that of the water, 40 feet distant, and though wrought iron clamps and bolts used in its construction ~~XXX~~ were seriously injured--the cast iron remained intact. At the same time, there are cases on record where cast iron mains have been injured and destroyed by this electrolytic action. The affected mains vary in size ~~XXX~~ from a "four inch" to a "thirty inch" and very generally

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they were covered by pits and the iron rendered so soft that it could be cut with a knife, like graphite.

In Detroit, Mich., under date of June '96, it is stated that a ten inch main in the centre of the street had been replaced so often, that in two different locations it had to be abandoned and two smaller pipes substituted therefor, laid inside the curb lines.

Having thus outlined the origin of the currents causing electrolysis and its effects, some attention will be given to the underground conduit system, known as the "Love"--a half mile section of which is now in operation on Amsterdam Avenue.

Tests were made to determine what leakages were taking place between the conductors in the conduit and to what extent the gas and water pipes therearound were affected thereby.

The conduit may be generally described as being of the same pipe as is used by cable roads--consisting of a wrought iron shield--slotted at the top--and bolted to cast iron yokes which afford support for the rails. Underneath and back of the slot angles--to be clear of the drip--are the insulators and the conductors are dependent from these. These conductors are of copper, of cross section approximating the shape of the capital letter "J"--and are termed "jay bars". The insulators are blocks of moulded mica, supported about 13 1/2 feet apart, access to which is gained by hand holes with interior movable covers as a protection for the insulators from dripping of water from the street. The operation of the system is based on the use of two conductors or jay bars, one on each side of the slot, for the supply and return current, every effort being made to keep outgoing and return currents to their respective bars

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by as thorough insulation as is possible, and herein the underground system is radically different from the overhead trolley. Where the length of the line is such that "feeders" are necessary, they are tapped on to both conductors, thus affording the same facility for the return as for the supply current.

Prior to the day the tests were made the weather had been rainy and damp for a week or more and though on that day the weather was clear, the sweating of the conduit and the coating of moisture over everything which therein, gave many opportunities for leakage under dry interior conditions would not have existed.

The testing instrument was a Weston voltmeter, with graduations for reading to either 600 or 190 volts.

Connections were first made through the instrument between the positive conductor and the rail and a difference of potential of 160 volts was found; between the negative conductor and the rail, the difference of potential was 132 volts, showing a difference of potential of 28 volts which might under favorable circumstances escape to the earth, gas or water pipes in an effort to convey such current as had escaped back to the power house.

This difference of 28 volts remained constant along the line, though later in the day this had been reduced to 22 volts, 194 for the plus wire and 132 for the minus wire, due probably to the gradual drying of the insulation within the conduit; the voltage in the power house and between the two conductors in the conduit being 525 volts and remaining practically constant throughout the tests.

Across the terminals at the feed wire switches, uniform leakages of 10 volts were found, due to the moisture no doubt

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no doubt with which the slate bases were saturated. At the end most distant from the power house, tests were made for the tendency to flow from the system to the gas pipes and water hydrants along the line. No evidence of any such tendency was secured save in two instances near the power house and the tremor of the voltmeter needle was so slight as to not permit of sufficient accuracy of reading to record, being merely a trace. It is to be regretted that a more delicate instrument was not available, that a definite determination of the intensity of this flow could have been secured.

It would seem that in the underground system above described that the leakages are self-contained for there is not the same temptation to escape as in the trolley road. Housed in an iron conduit, with tracks and slot rails, of large conductivity, and all bound together by cast iron yokes, the current would be apt to remain within this system of conductors instead of wandering off into the ground in search of adjacent pipes. It may be safely assumed that the amount of current which manages to escape along the line, so minute is it in each place, under the very worst condition, is such as to afford no reasonable objections concerning the possibility of corrosion or other damage, though Mr. E.M. Rosenberg, member Amer. Inst. of Electrical Engineers, with much practical experience in this matter, is better qualified to judge concerning the danger. His report on the Lenox Avenue system as the result of tests made with a very superior instrument and at times when the road was in operation and later, when shut down for the night, is also submitted herewith.

Respectfully,

(signed) John H. Frazee.

New York, March 29th 1897.

General Charles H.T. Collis,
Commissioner,
Department of Public Works,
New York.

After a careful and conscientious investigation of the conduit electric system and its tendency to injure, by electrolysis, water mains and service pipes, I have convinced myself, that the conduit electric system, as installed and operated on Lenox Avenue, is but to a slight degree responsible for conditions tending to the electrolytic destruction of water pipes.

It is important in drawing conclusions from the data collected, to distinguish between, a tendency to cause, and the existence of, conditions.

The presence of a trolley system in 135th St. fully explains the instances in which differences of potential measured between a hydrant and the Lenox Avenue track system indicated a tendency of a current flow from the track system to the water system. The instances referred to were few in number and the stated condition was intermittent, the tendency of current flow, during the major part of the time of observation, being from the water system to the track system.

Excepting the instances stated above, all readings indicated a tendency of current flow from the track system to the water system.

A search was made for evidence of current flow through the track system of the conduit road, where not affected by currents due to the trolley road.

With one exception, no trace of such current flow was found. That exception is the fact that when a car was ascending the hill on Manhattan Ave., from 110th to 109th St., or rounding the curve at Manhattan Ave. and 109th St.,

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or ascending the hill on 109th St. from Manhattan Ave. to Columbus Ave., a D.P. existed on the track system. This D.P. did not exceed $1/50$ of a volt per 400 feet of track, as indicated by tests made along the slot-rail, on Manhattan Ave., south of 113th St. I can assert that had there been a D.P. along the rail system of $1/250$ of a volt, it would have been detected.

The above facts must convince one familiar with the track construction of the conduit system that practically the total flow of current due to leakage past insulators supporting the channel conductors, is from one channel to a slot-rail, to the yoke, past another insulator to the other channel and that the current which does flow through the track system is so small that its effect on the water system need not be considered.

In arriving at the above conclusion, I have given due weight and consideration to the resistance that would be encountered by a current flowing from the slot-rails or track-rails to the yokes or across the joints in either track-rails or slot-rails.

D.P. readings taken between hydrants on the same main, indicate a tendency of current flow that it has been impossible to fully account for from the data collected. Tests made at the Lenox Ave. Power House, to indicate the amount of current flowing through the water mains, while the cars were in operation and the positive or negative bus-bar was connected to the water system, indicated less than 7.8 amperes when the positive was grounded and less than 2.0 amperes when the negative was grounded. It is important to remember that unless a ground of as low resistance existed during the normal operation of the system, the current flow would be less than the figures given.

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Therefore, the conduit system can be considered as responsible, under very unfavorable conditions, for only a small fraction of the current flowing through the pipes.

Neither can we, in the light of a fact stated below, attribute the total remaining flow of current in the pipes, to the 135th St. trolley system. The fact referred to, is the discovery, that there is a current flow through the pipes in certain districts so located with respect to either electric railroad system of this city, that considering the direction and intensity of the flow indicated by the D.P. readings, I cannot conceive any other conclusion possible, except that there is additional cause of current flow in the pipes, not accounted for by the data thus far collected by me. I am of the opinion that certain tests made by me while the electric roads were inoperative, support the above conclusion.

Any deduction stated by me is applicable to gas pipes as well as water pipes, if in reference to their electrolytic destruction.

In addition to this report I will furnish a detailed statement of the data collected and the notes necessary to aid their interpretation.

Respectfully yours,

(signed) Ernest M. Rosenberg, M.E.,

138 West 85th St.,

N.Y. City.

New York, April 7th 1897.

General C.H.T. Collis,
Commissioner,

Department of Public Works,
New York.

I beg to submit the following statement as a summary of the data referred to in my report of March 29th 1897.

In interpreting the data, especially those referred to in the paragraphs marked 8 and 9, it is necessary to study each test in conjunction with all the other tests. A thorough knowledge of the path offered to currents by the track-system, by the soil, by the network of pipes in the ground and by water-courses, is also necessary. And then we must properly interpret the tests referred to in paragraphs marked 17 to 22 inclusive, if we wish to avoid even the slightest error in our conclusions.

The data of paragraphs 8 and 9 are shown on the map accompanying this report by arrows which indicate the direction of the current flow through the pipe, as determined by D.P. readings between hydrants. The length of an arrow indicates the D.P. recorded; thus, an arrow $1/8$ inch long, indicates $2/50$ volt, and an arrow $1/2$ inch long indicates $8/50$ volt.

The route of the conduit system is shown by a dotted line. The route of the overhead trolley system is shown by a full line and the hydrants at which tests were made, are indicated by small circles. Lamp-posts at which tests were made, are indicated by a small triangle, thus \triangle

The distance between hydrants tested was usually less than 400 feet. In a few instances, tests were made between hydrants about 550 feet apart.

1st. The D.P. between the channel conductors

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varied from 440 volts to 520 volts. The average D.P. was about 490 volts.

2. The D.P. between the negative channel and the slot-rail varied from 240 to 276 volts. The average D.P. was about 260 volts. The rail was positive to the negative channel.

3. The D.P. between the positive channel and the slot-rail varied from 190 to 284 volts. The average D.P. was about 200 volts. The rail was negative to the positive channel.

4. The D.P. Between the track-rails and the slot-rails was zero.

5. The D.P. between the positive channel and the hydrants varied from 204 to 284 volts. The average D.P. was about 280 volts. The hydrants were negative to the positive channel.

6. The D.P. between the negative channel and the hydrants varied from 120 to 208 volts. The average D.P. was about 180 volts. The hydrants were positive to the negative channel.

7. The D.P. between the slot-rail and the hydrants was in no instance greater than one volt. It varied from $2/50$ to 1.0 volt, where hydrant was negative and it varied from $2/50$ to $6/50$ volt, where hydrant was positive. All hydrants tested, were negative to the conduit track system, but it must be noted that at 136th 137th and 138th Streets and Lenox Avenue, there was an occasional reversal of potential, the hydrant becoming positive $3/50$ volt to the slot-rail at 136th and 137th Sts., and positive from $2/50$ to $6/50$ volt at 138th St.

These reversals were probably due to the operation of an overhead trolley road in 135th St. A careful study of the data with reference to the conduit system, trolley system and water system indicates that any D.P.

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between slot-rail and hydrants, exceeding $2/50$ volt, was found in territory affected by the trolley system.

In drawing conclusions from these data, we must not forget, when comparing D.P. readings taken at different hydrants, that the current flow between water pipes and track-system is also dependent on the conductivity of the path travelled by the current.

8. The D.P. between hydrants on Lenox Avenue varied from zero to $7/50$ volt. The predominating readings were, from $1/50$ to $2/50$ volt in each test. The readings indicated a current flow or a tendency of current flow in the mains on Lenox Avenue from north to south, with an occasional reversal to a D.P. of $1/200$, $1/100$ and $1/50$ volt indicating a flow from south to north. See map.

9. The D.P. between hydrants on the same street on mains running east and west, varied from $1/500$ to $10/50$ volt. These readings indicated a flow towards the east in some streets and towards the west in other streets. For details see map.

10. Tests made between 3.15 A.M. and 4.15 A.M. when no electric cars were in operation on either conduit or trolley road, resulted as follows:-

Slot-rail positive to hydrants. D.P. varied from zero to $2/50$ volt. The D.P. Between hydrants on 141st and 142nd Sts., near Lenox Ave., varied from zero to $1/100$ volt with tendency of flow southward, whereas the D.P. according to readings taken during the operation of both roads, had varied from $1/100$ to $6/50$ volt with a tendency of flow southward, the predominating D.P. having been $2/50$ volt with only one reversal recorded, of $1/100$ volt. Readings taken on Lenox Ave., between 123rd and 124th Sts., under the conditions above stated, indicated not quite $1/100$ volt D.P. between hydrants, when neither road was being

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operated, flow being northward and indicated, when both roads were being operated, $1/50$ volt D.P. with flow northward.

11. Between two points located 420 feet apart on the same channel, the D.P. varied from $1/50$ to $10/50$ volt.

12. Between two points located 420 feet apart on the same slot-rail, the D.P. was zero.

Frequent trials of the D.P. between two points located about 400 feet apart on the same slot-rail, resulted in zero readings, except for readings taken on Manhattan Ave. when cars were on the curve at 109th St., going up grade, or on the hill in 109th St. or on the hill near 110th St., on Manhattan Ave. and going up grade; then the readings varied from zero to $1/50$ volt.

13. It may be well to state here that the trolley road running from 8th Ave. eastward through 135th St. to Madison Ave., and then northward, crossing the Harlem River over the bridge at 138th St., is operated from a power house located east of the Harlem River.

14. The rail in 135th St., west of Lenox Ave., is positive to the hydrant. The D.P. varied from $3/50$ to $35/50$ volt when a single car was running west of Lenox Ave., on 135th St.

15. The D.P. between two hydrants, located about 400 feet apart in 135th St., west of Lenox Ave., varied from $1/100$ to $1/50$ volt, the flow being eastward.

16. The D.P. on the same rail, between points opposite the hydrants referred to in paragraph 15, varied from $3/50$ to $12/50$ volt, when a single car was running west of Lenox Ave., on 135th St., and was west of the point of contact nearest Lenox Ave. The flow indicated was eastward.

All data thus far given, were collected with reference to the district near the conduit road. It seemed

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desirable to get some data as to a flow of current in pipes in districts presumably not affected by any railroad system. The following is the result.

17. On Central Park West (8th Ave.) between 97th and 98th Sts., a D.P. existed between hydrants, varying from $2/50$ to $6/50$ volt, indicating a flow of current southward. A reversal to $4/50$ volt was recorded.

18. In 96th St. between West End Ave. and Riverside Drive, the D.P. existing between hydrants, was $2/50$ volt, flow westward. A D.P. of $2/50$ volt, flow also eastward, was recorded.

19. In 96th St. the D.P. from West End Ave. to near the Boulevard was from $1/100$ to $1/50$ volt, flow eastward

20. On the Boulevard from a hydrant north of 97th St., to a hydrant south of 97th St., the D.P. was $1/50$ volt, the flow indicated being towards the south.

21. On First Ave., from a hydrant bet. 92nd and 93rd Sts., to a hydrant between 94th and 95th Sts., there was a D.P. of $5/50$ volt, the flow indicated being northward.

22. In 96th St. between 1st and 2nd Ave., there was a flow of current eastward, as indicated by a D.P., varying from $8/50$ to $14/50$ volt, between two hydrants on that block, and on the same main.

23. D.P. readings taken between hydrants not on the same main have not been included in summary, but have received proper consideration. In no instance does the interpretation of such readings, affect the correct interpretation of the data given.

24. The following test was made at the Lenox Ave., Power House while the conduit road was in operation and at a time of heavy traffic.

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The positive bus-bar was connected to the water faucet. The current flowing from the bus-bar through the water faucet varied from 6.4 to 7.8 amperes. When instead of the positive, the negative bus-bar was connected to the water faucet, the current varied from 1.4 to 1.6 amperes, flowing from the water faucet to the bus-bar.

The above data have been given in detail, only to the extent necessary to confirm the validity of the conclusions based on them.

Respectfully submitted,

(signed) Ernest M. Rosenberg, M.E.

138 West 85th St.,

October 1st 1897.

General C.H.T. Collis,
Commissioner,
Department Public Works,
New York City.

Sir:-

The tests made during the past month have resulted in the collection of data similar to those referred to in my last report. Nothing has been discovered that would alter the statements therein made, except that the maximum D.P. found between hydrants was 0.4 volt and the maximum D.P. found between a hydrant and the river water was 3.5 Volts.

The series of tests made between Hydrants and the river water has been practically completed for Manhattan Island, as far north as 155th Street. In addition to the districts along the East River where hydrants are positive to the water, there is a district along the North River, where the same condition exists.

Some tests have been made during the past month to determine the extent to which the electric currents flowing through the water pipes are due to other than sources located on Manhattan Island, and I am at present endeavoring to arrange for further tests that will indicate to what extent such currents are due to sources located on Manhattan Island. This will necessitate the elimination during the period of testing of all probable sources located outside of N.Y. City, which is obviously a difficult matter to arrange for, even for very short periods of time.

Respectfully submitted,

(signed) Ernest M. Rosenberg, M.E

*Department of Public Works,
Commissioners Office.*

150 Nassau Street,

New York, October 1, 1897

HON. WILLIAM L. STRONG,

Mayor, and

Chairman, Board of Estimate & Apportionment.

Dear Sir:-

I respectfully request you to call a meeting of the Board of Estimate & Apportionment for as early a day as possible, for the purpose of approving the plans which have been prepared for remodeling the space in the City Hall lately occupied by the City Court, so as to provide Council and Assembly Chambers and offices for the Board of Public Improvements, as per Chap. 632, Laws of 1897.

Yours respectfully,

Charles H. J. Collins

Commissioner of Public Works.