

**BOX**  
**001**  
**FOLDER**  
**006**

**Aldermen, Board of**

**1913, Sept.-Nov.**

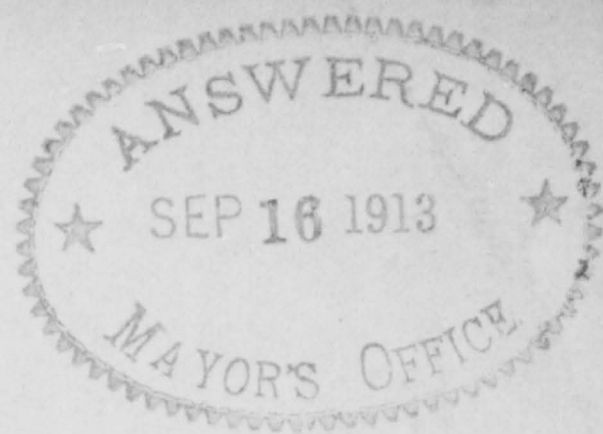




JOHN DIEMER  
ALDERMAN 47TH DISTRICT  
43 ELLERY ST. BROOKLYN

CITY OF NEW YORK

Board of Aldermen  
CITY HALL



*Recd - Sep 14/13.*

Hon. A. L. Kline  
My Dear Col.

Kindly have if possible  
the name of the Hon John D McCall 21 Park Row  
my placed on the list of the Citizens Committee  
to attend the funeral of our late Mayor Wm J Gaynor.  
Thanking you in advance I remain

Yours Sincerely

John Diemer





CITY OF NEW YORK  
Board of Aldermen  
CITY HALL



ROBERT H. BOSSE  
ALDERMAN 57TH DISTRICT  
719 EAST 10TH ST., BROOKLYN, N.Y.

Sept. 24<sup>th</sup> 1913

Hon. A. L. Merie  
Mayor, City Hall

My Dear General:

I had Mr. Colligan in to see me about his case in the Water Dept. and I take the liberty of writing to you in his behalf, hoping that you might take the matter up again with the Commissioner, and probably with better success.

If you would like to see him again and get all the particulars and I can get him to come any time you say.

Hoping for a favorable answer I remain

Yours truly

Robert H. Bosse





The City of New York,  
Office of the  
*President of the Board of Aldermen,*  
51 Chambers Street

*New York,* Sept. 26th, 1913.

~~Adelphi XXXXX~~

~~John Purroy Mitchel~~

*President.*

Robert Adamson, Esq.,  
Secretary to the Mayor,  
City Hall, New York.

Dear Sir:-

I beg to acknowledge the receipt of yours  
of the 24th, transmitting letter of Max D. Steuer,  
42 Broadway, complaining against M. Jafee, 1787  
Lexington Avenue, and to state in reply that Mr.  
Jafee is not a licensed auctioneer, and, therefore,  
this office can take no action in the matter of this  
complaint.

Herewith find enclosed copy of communica-  
tion addressed to Mr. Steuer in regard to this mat-  
ter.

Respectfully,

*John Purroy Mitchel*

Secretary.

Enc.



Sept. 26th, 3.

Max D. Steuer, Esq.,  
42 Broadway,  
New York City.

Dear Sir:-

I beg to acknowledge the receipt of your letter of August 27th, addressed to his Honor, the Mayor, which was forwarded to this office yesterday.

Under Section 34 of the Charter the President of the Board of Aldermen entertains complaints against auctioneers, but the party referred to in your communication, Mr. M. Jafee, 1787 Lexington Avenue, is not a licensed auctioneer, and for this reason no complaint could be entertained against him at this office.

Respectfully,

Secretary.



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# P E T I T I O N

T O   T H E

Board of Estimate and Apportionment

B Y   T H E

TELEGRAPH OPERATORS OF THE  
FIRE DEPARTMENT

1 9 1 2





CITY OF NEW YORK  
Board of Aldermen  
CITY HALL

EDWARD EICHHORN  
ALDERMAN 63<sup>RD</sup> DISTRICT  
1219 DECATUR ST. BROOKLYN

Brooklyn. 10<sup>th</sup> 15<sup>th</sup> 1913.

Hon. Adolph L. Klein.

My Dear Mayor This will serve to introduce to you a few friends of mine who are a committee of the Fire Alarm Telegraph Bureau who are asking for an increase of three hundred dollars of which they would like to speak to you about - these men are all experienced in this work they now receive 1200. hundred dollars and want to get 1500 hundred I have told them that I would be in favor of it - when it comes to our committee.

Respectfully.

Edward Eichhorn

Alderman 63<sup>rd</sup> Dist.



October 16th. 1913.

J. E. S.

NOTE: The following points stand out boldly in favor of the \$300.00 increase asked for before the Budget Committee (Borough President Miller, sitting) Oct 10th. 1914. for the Fire Alarm Telegraph Opr's

48 years with prevailing conditions, with absolutely no opportunity for advancement.

TWO-THIRDS of the duty, is NIGHT duty, which is extremely hard on the health, necessitating sleep during the day time.

Work 400 hours each year in excess to other Civil Employees.

NO half holiday Saturday's. Work Sunday's and Holiday's.

The Fire Alarm Telegraph Operator's now in the service are practically, Electrical Engineer's without the title, and are in entire CHARGE and CONTROL of directing and distributing the fire fighting force.

Present salary far below that paid in other cities for same class of work. (to quote just a few cases)

Chicago \$1700.00---\$2000.00

Boston \$1600.00

San-Fran \$1500.00

N.Y.C. \$1200.00---\$1500.00

N.Y.C. \$2100.00 paid to Police Telegraph Operator's.

The very strong appeals in our behalf for this increase in the 1914 budget made to President Miller Oct 10th, by Commr Johnson Chief of Department John Kenlon, and Chief Day of this bureau are a genuine guarantee of a most deserving case, and it should not be longer delayed.

There are 34 Telegraph Operator's, all borough's.

12 at \$1500.00

22 at \$1200.00

All of the Telegraph Operator's are men with families, and as the high cost of living is only too well known, it is needless to say that it is pretty hard going for the Operator's family.

The Standardization Committee have made a thorough investigation of our position, and can furnish the Budget Committee any data they should call for.



FIRE DEPARTMENT OF THE CITY OF NEW YORK.

Office of The Commissioner.

April 4, 1912.

THE HONORABLE BOARD OF ESTIMATE AND APPOR-  
TIONMENT, CITY OF NEW YORK.

Sirs:—The attached petition to the Board of Estimate and Apportionment by the Telegraph Operators of the Fire Department has met with my consent and approval.

I think the men are underpaid, and certainly the work they do in the Fire Department is of the very first importance.

Just and favorable action on this matter has been long delayed, and I believe it should be pressed in connection with the present movement to re adjust salaries of City employees.

Very respectfully,

(Signed) JOS. JOHNSON,

Fire Commissioner.

March 19, 1912.

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Hon. Joseph Johnson,

Fire Commissioner.

Sir:—Forwarded herewith is a petition for an increase of salaries for Fire Alarm Telegraph Operators, signed by their Committee, with a recommendation by the Chief of Department and the State Fire Marshal, which I recommend to your favorable consideration. Since I have been in charge of the Fire Alarm Telegraph Bureau I have at every opportunity urged an increase in the salary of the Fire Alarm Telegraph Operators. The increase recommended for the Budget of 1912, while not as large as herein proposed, was made with the hope of obtaining some additional compensation, and not as representing what I thought deserving.

For a considerable period I have carefully observed the work of the Fire Alarm Telegraph Operators, and have no hesitation in saying that they are an intelligent, faithful, competent and efficient body of men, who, by long training, have acquired such an intimate knowledge of the plant and their duties that their services are essential and are not properly remunerated. Their salaries should at least, be the equal of that of the Captains and Lieutenants of the uniformed force with which they serve, as on many occasions the Operator in Charge of the Central Office has responsibilities and duties second only to that of the Chief of Department, and in such times of stress the Operator must know intuitively what to do and act instantly. The presence of mind and rapidity of action displayed by these Operators can only be acquired by training such as they have had.

Yours respectfully,

(Signed) J. C. RENNARD,

Electrical Engineer.

March 15, 1912.

**"Telegraph Operator Fire Dep't works 400 hours in excess  
each year to other Civil Employees"**



March 15, 1912.

Hon. Joseph Johnson,

Fire Commissioner.

Sir:—The telegraph operators of this Department are presenting to you an application for an increase of salary. Mr. Lamberson called on me and presented a draft of the application to be submitted. It is clear from the memorandum attached that the operators should have an increase of pay. I believe that the operators in charge of platform on different watches should be paid the same rate as a captain in the uniformed force, namely, \$2,500 per annum. All other operators should be paid at the rate of a lieutenant in the uniformed force, namely, \$2,100.

Very respectfully,

(Signed) JOHN KENLON,

Chief of Department.

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STATE OF NEW YORK,  
DEPARTMENT OF FIRE MARSHAL,  
Albany.

THOMAS J. AHEARN,  
Fire Marshal.

February 14, 1912.

Hon. Joseph Johnson,

Fire Commissioner.

Sir:—Through my many years of service in the New York Fire Department, there was nothing with which I was more impressed than the workings of the fire alarm telegraph, and the duties and responsibilities of its operators. So numerous and important are these that were the operators to relax or fail for only the shortest space of time there is little telling what the consequences might be. An efficient operator insures a prompt response of the fire apparatus and consequently a minimum life and property loss.

The operators of the New York Fire Department are not receiving a salary commensurate with the services they render and I respectfully ask that you give their requests the considerations they deserve, that the position, from a monetary point of view, may be raised from a level of mediocrity to one of an order of higher things.

Respectfully,

(Signed) THOMAS J. AHEARN,

State Fire Marshal.



THE CROKER NATIONAL FIRE PREVENTION  
ENGINEERING COMPANY.

Executive Office.  
N. W. Cor. 5th Ave., & 46th St.  
New York City.

EDWARD F. CROKER,  
Ex-Chief N. Y. Fire Dept.,  
President & Treasurer.

April 3, 1912.

Hon. Joseph Johnson,  
Fire Commissioner.

Sir:—Deeply conscious of the fact that the services of the telegraph operators during my incumbency as Chief of Department were of inestimable value to me, I take this opportunity of expressing my appreciation of their efforts and efficiency. So important a part of the department are they, that a failure in any of the many qualities the position demands, would be detrimental to efficiency of the uniformed force and consequently to the interest of the community. There is no set of men in the department upon whom more responsibility rests; upon whose efficiency the Chief of Department depends more; and to whom the public is more indebted.

I am sorry to say that my efforts in their behalf were of no avail, but I trust you will give their demands the consideration they deserve to the end that these men may receive a proper reward for their services.

Respectfully,

(Signed) EDWARD F. CROKER,

President.

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157 EAST 67TH STREET,  
New York,

March 30, 1912.

To The Honorable,

The Board of Estimate & Apportionment.

Gentlemen:

The fire alarm telegraph operators of the Fire Department beg to submit to your honorable board an application for increased compensation. The reasons are:

1. That the rate of pay established for the position in 1865 is still being paid to a majority, and a slightly higher rate established in 1889 is being paid to a minority of the present incumbents, as shown in the following table:

Number of Incumbents	Salary	Rate Established	Average Years of Service
12	\$1500.00	1889	20
19	1200.00	1865	9



2. That telegraph operators of the New York Police Department who have been appointed from civil service lists from which fire alarm operators have been selected are ranked as lieutenants of the uniformed force and compensated at the rate of \$2250.00 per annum.

3. That an investigation of salaries paid in Fire Departments of other cities proves that the New York operators are underpaid. Such an investigation shows also that Captains of the fire force and fire alarm operators are compensated nearly equally, save in the single instance of New York City, a city wherein when the positions were established in 1865, both were paid equally, at \$1200.00 per annum.

City	Salaries	
	Captain	Operator
Chicago .....	\$1815.00	\$1700.00 -- \$2000.00
Boston .....	1600.00	1600.00
San Francisco .....	1860.00	1500.00
New Orleans .....	1200.00	1500.00
Newark .....	1600.00	1300.00
New York .....	2500.00	1200.00-1500.00
St. Louis .....	1260.00	1200.00
Baltimore .....	1100.00	1100.00

4. That a consideration of the duties and responsibility of the fire alarm operators makes apparent the reason for this equality of compensation of the captain and operator. The operator in the natural exercise of his function is charged with the care and operation of subways, cables, aerial lines, batteries, motor generators, electrical testing instruments and the intricate mechanism of a central office equipment. He controls the means of communicating to the fire force the knowledge of the existence of fires. By his hands apparatus is concentrated at danger points and should he be wanting in any of the qualities of fidelity, sobriety, intelligence, accuracy and speed, the fire force might labor in confusion or stand still.

5. That authorities can be quoted to substantiate the claims of the importance of the position and the efficiency of the present incumbents as is evidenced by the endorsements of eminent men which accompany this application and by the following extracts:

"If, however, for any reason whatsoever any apparatus or any person, with a specific duty prescribed in the Assignment Book, is prevented from meeting the obligations thus prescribed, the operator must exercise his judgment. The correctness of his judgment is based upon a knowledge of the location of all apparatus, and of all detailed individuals and upon their preparedness to respond to immediate call. His judgment may result in sending special calls for apparatus or individuals that are not occupied at the time, or it may result in no action whatsoever. **In either case it must be exercised.**

\* \* \* No system of automatic devices could successfully perform the functions of this operator." (Dr. Sheldon, Professor of Electrical Engineering, in the Brooklyn Polytechnic Institute, in his report on Proposed New Fire Alarm System, City Record, March 19, 1908, page 3181).

"the alarms received at headquarters would be generally inaccurate and impossible of interpretation were it not for the great expertness of the operators." (Hon. John Purroy Mitchell in his report, page 49, of June 26, 1908.)

"The present operators at headquarters, being accustomed to the peculiarities of the present system, have attained an extraordinary degree of skill, to which, in our opinion, the present



degree of operativeness of the system is largely attributable.”  
 (Report, National Board of Fire Underwriters, on Condition  
 of Fire Alarm Service, April, 1908, page 7).

6. That increases provided for operators (but not allowed)  
 in the budgets prepared by Commissioner Waldo in 1910 and  
 Commissioner Johnson in 1911; and the efforts of Commissioner  
 Waldo, with the Charter Commission to have the operators made  
 members of the uniformed force with the rank and pay of captains  
 and lieutenants, are proofs of the merit of our claims.

In view of the foregoing we humbly petition your honorable  
 board to the consideration of our requests, with the hope that in  
 your wisdom you may see fit to accede to them, if not in whole  
 at least in part. Our requests are to amend the budget schedule as  
 follows:

		Increase of
Borough of Manhattan:		
6 Telegraph Operators @ \$2,500.00..	\$15,000.00	\$6,000.00
9 Telegraph Operators @ \$2,100.00..	18,900.00	8,100.00
Borough of The Bronx:		
3 Telegraph Operators @ \$2,500.00..	7,500.00	3,000.00
4 Telegraph Operators @ \$2,100.00..	8,400.00	3,600.00
Borough of Richmond:		
2 Telegraph Operators @ \$2,500.00..	5,000.00	2,000.00
4 Telegraph Operators @ \$2,100.00..	8,400.00	3,600.00
Borough of Brooklyn:		
1 Telegraph Operator @ \$2,500.00..	2,500.00	1,000.00
2 Telegraph Operators @ \$2,100.00..	4,200.00	1,800.00
	<hr/>	
	\$69,900.00	\$29,100.00

Very respectfully,

~~WILLIAM A. MARTIN, CHAIRMAN.~~

WILLIAM A. MARTIN, CHAIRMAN.

JOHN J. WALSH,

ALBERT B. LAMBERSON, Committee.



1517



CITY OF NEW YORK  
Board of Aldermen  
CITY HALL

JOHN DIEMER  
ALDERMAN 47TH DISTRICT  
43 ELLERY ST. BROOKLYN

Bkly - Oct 17/13.

Hon A L Klein

My Dear Mayor Klein

I have Mr Joseph. Handin  
808 Myrtle Ave Bkly. N.Y. is a personal friend  
of mine - He wishes to receive a letter of introduction  
from you to Mr George A. Spencer Chief of Police Bureau  
RR Co. - He will explain more fully to you. As I  
have known him personally as an honest sober and  
industrious man, anything you can do will be greatly  
appreciated by

Yours Very Sincerely

John Diemer  
Alderman  
Bkly - N.Y.







CITY OF NEW YORK  
**Board of Aldermen**  
CITY HALL

THE COMMITTEE ON FINANCE  
HENRY H. CURRAN, CHAIRMAN

October 30th, 1913.

Hon. Ardolph L. Kline,  
Mayor of The City of New York,  
City Hall.

My dear Mr. Mayor:

My friend, Mr. Alexander Wolf, an attorney with offices at 154 Nassau Street, tells me he is a candidate for appointment by you to fill the vacancy on the Municipal Court bench in the Second District. May I take this opportunity to add my own good word to the host of others I know will be said to you in his behalf? I have known him for many years and have the highest regard for his ability and integrity.

Very respectfully,

*Henry H. Curran*

HHC/HGA.





CITY OF NEW YORK  
**Board of Aldermen**  
CITY HALL

JOHN H. BOSCHEN  
ALDERMAN 23<sup>RD</sup> DISTRICT  
416 WEST 154<sup>TH</sup> STREET, N.Y.

October 31, 1913.

Hon. Ardolph L. Kline,  
Mayor, New York City.

Dear Sir:-

I am enclosing herewith a communication dated October 30th, 1913, relating to an ordinance adopted on Tuesday last, (Int. No. 3850) and which is now before you for consideration. The intended effect of said ordinance, so far as I understand it, is to classify a number of Inspectors, with various titles, under one general title as "Inspectors of Public Works".

It is claimed by the petitioners in the above communication that this ordinance was adopted under a misapprehension as to its provisions, and requesting that the ordinance be vetoed. A careful reading of the ordinance does not permit me to make such request. I therefor submit the petition for your consideration with the knowledge that any statement of facts contained therein can be compared with other information in your office. I feel confident that this ordinance will not receive your approval unless you are convinced that the Inspectors who are now employed under various titles will be protected under its provisions.

(1 ENC)

Very truly yours,

*John H. Boschén*



New York City, N.Y.,

October 30, 1913.

*Hon John H. Boschen.*  
Dear Sir;

Upon Tuesday October 28, 1913 an ordinance was passed by your honorable board which specified that "The Borough President shall appoint on all contract work of regulating, grading and paving and sewer connections a competent inspector with the title of Inspector of Public Works". We are convinced that this ordinance was approved by many Aldermen under a distinct misapprehension as to its effects and we urge your serious consideration of the following:

(1) By limiting to "Inspectors of Public Works" employment upon such work, this ordinance would throw out of their positions (honestly contested for and won under the civil service system) some 20 Engineer Inspectors in the Borough of Brooklyn and some 5 Engineer Inspectors in the Borough of Queens.

(2) Whatever have been the views of some about Engineer Inspectors, it is unquestioned that those in a position to judge best (i.e. the Presidents of the aforesaid Boroughs and their respective Chief Engineers) are heartily in favor of continuing the services of these men. They are in almost every instance not only of the best technical training; they have in addition wide experience in inspection on important public works.

(3) We are credibly informed that those very men who are intended to be benefitted and gratified by the passage of this ordinance (the inspectors of regulating, grading and paving) are in fact at the present largely engaged in actively opposing the signing of the bill, feeling themselves to be in a better position for advancement under existing circumstances.

In consideration of the foregoing we do earnestly petition you to communicate to his Honor the Mayor the fact that you have voted for the said ordinance under a misapprehension; and that, in the light of what has since been revealed to you, you are not in favor of it; that you therefore request that this ordinance be vetoed.

As the ordinance is now before the Mayor, we would further petition that you take this action at your earliest convenience, at the latest by the end of this week.

Respectfully yours,

*Henry G. Hamilton,*  
332 Avenue A, N.Y.C.

*George S. Nobles,*  
83 St. Nicholas Pl.

*James Whitcomb*

705 W - 170 St  
*Edward B. Whittlesey*  
219 Audubon Ave.





CITY OF NEW YORK  
**Board of Aldermen**  
CITY HALL

FRANK T. DIXSON  
ALDERMAN 55TH DISTRICT  
310 WYTHE AVE., BROOKLYN

Brooklyn, N. Y., Nov. 3, 1913.

Hon. Ardolph L. Kline,

Mayor of the City of New York.

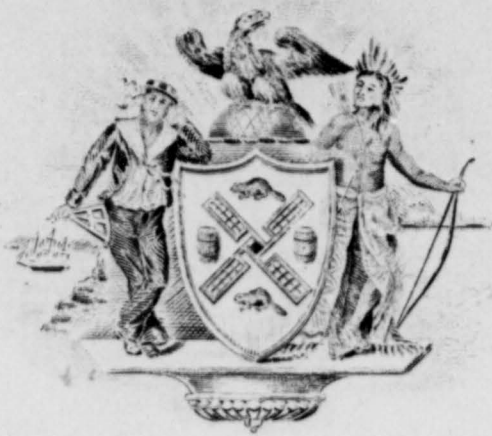
Honorable Sir:-

I desire to call to your attention again a matter which I had spoken to you sometime ago relative to Mr. Joseph P. Reilly a fireman attached to Engine Co. #287, Fire Department of the City of New York. Mr. Reilly while in the performance of his duty at a fire on October 17, 1912 was struck by a falling wall and severely injured sustaining a fracture of one leg in two places and the other leg badly bruised, he was taken to St. Catherine's Hospital, Bushwick Ave., Brooklyn, where he was confined for several weeks. Sometime ago he again reported for duty and was assigned to regular work. On account of his injuries I think he should be shown consideration to the extent of assigning him to a place where he would have lighter work.

I believe his case is worthy of consideration and your earnest endeavors in his behalf will be greatly appreciated, by,

Yours very truly,





CITY OF NEW YORK  
**Board of Aldermen**  
CITY HALL

JOHN H. BOSCHEN  
ALDERMAN 23<sup>RD</sup> DISTRICT  
416 WEST 154<sup>TH</sup> STREET, N.Y.

November 10, 1913.

Hon. Ardolph L. Kline,  
Mayor, New York City.

Dear Sir:-

One of the most essential requirements in the matter of improving conditions in the Department of Police is the recognition of merit and fitness in making promotions and assignments to special service. In line with this proposition, I desire to present for your consideration the following case:

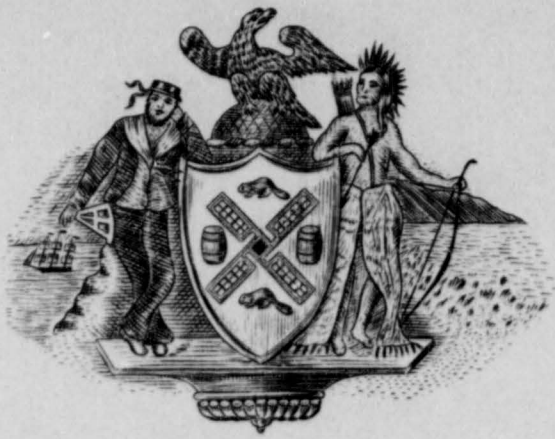
Officer John Giba, residing at No. 4511 Matilda Avenue, Bronx, now attached to the 42nd Precinct as Patrolman, was formerly in the Detective Bureau. He would like to be assigned to that Bureau and has already made application some time ago but without success. He was appointed to the Detective Bureau by Fourth Deputy Commissioner Arthur Woods, first for three 30 day periods and then permanently. He desires promotion only on his record. I have had several interviews with him and believe him to be well qualified for the service.

I would appreciate it very much if you could have me informed as to the proper course to take in the matter, whether he should make another application to Commissioner Rhinelandter Waldo or whether you would prefer to interview him personally.

Very truly yours,

*John H. Boschén*





CITY OF NEW YORK  
**Board of Aldermen**  
CITY HALL

JOHN A. BOLLES  
ALDERMAN 24<sup>TH</sup> DISTRICT  
154 NASSAU STREET, N.Y.

New York, Nov. 12th 1913.

Hon. Ardolph L. Kline,

Mayor,

City Hall, N.Y. City.

My dear Mayor:-

In accordance with your suggestion at our conversation this afternoon, I am writing to ask you to use your good offices in securing my appointment as Assistant District Attorney under Mr. Whitman.

I was educated at Union College and Columbia College and can secure satisfactory endorsements on my professional experience and ability.

There is no position in the city service that I desire so much as this and anything that you may do to aid my efforts in this direction, will render me everlastingly in your debt.

Very truly yours,

*John A. Bolles*



5-218  
N.Y. A. 100-100-100



CITY OF NEW YORK  
Board of Aldermen  
CITY HALL

JOHN DIEMER  
ALDERMAN 47<sup>TH</sup> DISTRICT  
43 ELLERY ST. BROOKLYN

July - Mon. 27/13.

Hon A L. Kline

My Dear Mayor.

I spoke to you yesterday at the City Hall in regards to Mr. Frank G. Gego. who is now a patrolman on the aqueduct police force. I am informed that there is going to be 15 aqueduct patrolman transferred on Dec 1/13 to the New York City Police Department; and on or about Dec 15/13, - thirty (30) more men will be transferred to the New York Department. - Mr Gego is a warm personal friend of mine, and also knows Commissioner McKay personally very well. I am told that only men with good records will be transferred. - If this rule applies then Mr Gego should surely be transferred as his record is of the very best as he has never had



# In the Board of Aldermen

ORDINANCE authorizing the Mayor to designate a senior officer of a Department as Acting Commissioner in the absence or sickness of the Commissioner.

Be it Ordained by the Board of Aldermen of The City of New York as follows:

Section 1. The Mayor is hereby authorized to designate some senior officer in any Department, to act as Commissioner where the Commissioner of the said Department is absent from the city, or sick, for more than ten consecutive days, provided the said Commissioner is not authorized by law, or, if so authorized, has failed to designate any subordinate to act in his place. The Mayor may, in his discretion, authorize the said senior officer to make appointments or removals during the term of his designation.

Sec. 2. Such designation by the Mayor to act in place of said Commissioner shall not exceed thirty days.

Sec. 3. Where a bond is required by law from the Commissioner a similar bond shall be given by such Acting Commissioner.

Sec. 4. Such designation may be revoked at any time by the Mayor in his discretion.

Sec. 5. This ordinance shall take effect immediately.

*Adopted by the Board of Aldermen*

*November 18* 1913

*a majority of all the members elected voting in favor thereof.*

*Approved by the Mayor*

*November 19* 1913

*P. J. Scully*  
Clerk.



# In the Board of Aldermen

Resolved, That in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and it is hereby requested to authorize the Comptroller to issue special revenue bonds to the amount of three hundred and fifty dollars (\$350), the proceeds whereof to be used by the Board of Aldermen and City Clerk for the purpose of replenishing account No. R. B. L. 1 J. to meet expenses incurred by the Board of Aldermen in connection with memorial observances in honor of the late Mayor William J. Gaynor.

*That*

For Dept. of Mayor

NO FEE

NOV 23 1913

James

CASHIER

*Adopted by the Board of Aldermen*

NOV 11 1913

191

*~~three~~ <sup>4/5</sup>fourths of all the members elected voting in favor thereof, having*

Received from his Honor the Mayor

NOV 25 1913

without his approval or disapproval thereof; therefore, as provided in section 40 of The Greater New York Charter, the same took effect as if he had approved it.

2315-11 (B) 5000

*Clerk*



# In the Board of Aldermen

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and it is hereby requested to authorize the Comptroller to issue special revenue bonds to the amount of two thousand five hundred dollars (\$2,500), the proceeds whereof to be used by the Board of Education, for the purpose of erecting and making suitable for use the portable school buildings under the jurisdiction of the Board of Education at Forest Hills, Borough of Queens.

All obligations contracted for hereunder to be incurred on or before December 31, 1913.

*That*

For Dept. of Mayor  
NO FEE  
NOV 23 1913  
Jones CASHIER

*Adopted by the Board of Aldermen* ..... NOV 18 1913 ..... 191  
*a majority of all the members elected voting in favor thereof.*

*Approved by the Mayor* ..... NOV 25 1913 ..... 191

*Clerk.*



Continuation of statement of Second Assistant  
Postmaster-General Stewart.

Statements of C. A. Benjamin, James J. Cassidy,  
Henry Raleigh and Magistrate McAdoo.

Surf



CHAIRMAN:

What do you consider to be the relative rights of United States mail wagons and pedestrians at street crossings?

MR. STEWART:

If the police give the wagons the right of way I think it all depends upon the regulations. A United States mail wagon has no right to run down a pedestrian where he is observing his rights. If the pedestrian has the right of way <sup>at</sup> crossing <sub>^</sub> a crossing in the absence of any police regulation which would allow the wagon to pass, he cannot be interfered with. But now, under our present condition of service, when the traffic is moving east and west and the mail wagon appears the policeman changes the line of traffic and allows the wagon to go through. There ~~everybody's~~ everybody's rights are observed. Nobody's rights are interfered with. It simply gives preference to United States mail wagons.

I notice in the daily papers a vast line of misconception of the conditions. They speak of mail wagons violating traffic regulations at the crossings. They never cross the street unless the police give them the right-of-way.



way

CHAIRMAN:

It has been suggested, Mr. Stewart, that the contractors are subject to heavy penalties for failure to arrive on schedule time, and knowing that these penalties would have to be paid, it is an incentive to speed. Are there such penalties?

MR. STEWART:

The contractor is subject to a penalty for every failure to arrive on schedule time, unless he has a good excuse, but I don't think the point is well taken. I know of no such condition in the service as that. I know that has been stated. I think that is a misconception of the facts.

CHAIRMAN:

I don't know anything about the facts, but it is charged that in the last year nearly \$100,000. was paid in the way of penalties; and it is also charged that the penalty claims were causing rapid driving. They were trying to save penalties, of course, and for that reason drive at a rapid rate of speed.



MR. STEWART:

It may be possible sometimes to try to make up time if the driver believes that he is going to arrive late. Of course, the primary object is to make connections, and he may leave a station behind time and may try to make up that time before he reaches the final destination. I don't think that is the case, but I say it is possible.

ALDERMAN

:

Have you any data, which you could give us, General, in relation to the number of penalties imposed since the 1st day of September for failure to arrive at the destination on time?

MR. STEWART:

I could give you that data, but not at the present time, because we haven't had an opportunity to pass upon the excuses of the contractors. Many of these penalties may be remitted if the contractor presents a reasonable excuse. It is only those delays which are unexcused and are the fault of the contractor where we would not remit the fine. Immediately when there is a prima facie case we set the fine against them. It is their privilege to submit the proper excuse or explanation, so the present



condition wouldn't be a fair criterion at the present time.

ALDERMAN

:

Could you tell us what were the penalties from the 1st of June, 1913, with reference to the schedules, I mean?

MR. STEWART:

Yes.

CHAIRMAN:

Chicago has a similar street car provision, only it is 10 feet instead of 8 feet. Do they exempt the mail wagons in Chicago, do you know?

MR. STEWART:

I don't know. Distances are very short there. Conditions are so different there. All our service there is handled by horse-drawn vehicles. Distances are too short and the question of making schedule time for long distances doesn't exist in Chicago.

CHAIRMAN:

We all appreciate your coming here, Mr. Stewart, and we don't want to be unjust to the United States Government and we don't want to be unjust to ourselves, but we want all the information we can get on this subject, because



there is a general demand that something be done, and we appreciate your cooperation.

MR. STEWART:

I want to say, gentlemen, that I am very grateful to you and appreciate heartily the courtesy granted to me, and I realize the feeling there is upon the subject. I only hope to have fair treatment for the Department. I am not here to claim anything that I think the Department is not entitled to.

CHAIRMAN:

Just one more question, Mr. Stewart, has the United States Government any control over the reckless operating of the cars by their contractors?

MR. STEWART:

Yes, sir; and I say to you gentlemen now that I will issue strict instructions; I will put them in writing, and if there are violations I will see that penalties are imposed, and if they warrant it I shall see that the chauffeurs are discharged.

CHAIRMAN:

Have you that power under a provision of the contract?

MR. STEWART:

Yes, sir.



CHAIRMAN:

That is part of the written contract, that they are under your personal control as to those matters? A Yes, and I assure you, gentlemen, I shall exercise my power fully.

CHAIRMAN:

Do you regard the street car provision---that was the principal objection, wasn't it?

MR. STEWART:

Yes, that is a very serious objection we have.

CHAIRMAN:

Do you regard that as not essential to the protection of life and limb?

MR. STEWART:

I can readily understand how a person might be killed under those circumstances if the driver were reckless. It is all a question of recklessness under such conditions. I don't believe there is a single case where there has been an injury passing a street car. We can't conduct a great service like the mail service unless we have some little considerations.



MR. C. A. BENJAMIN, GENERAL SALES MANAGER OF  
THE AMERICAN LOCOMOTIVE COMPANY, AUTOMOBILE DEPARTMENT, NO.  
1886 Broadway, New York City.

MR. BENJAMIN:

I really don't know the character of the information you want me to give you. I didn't hear Mr. Morgan.

CHAIRMAN:

The Post Master General said you could tell us how these motor vehicles can be controlled.

MR. BENJAMIN:

All of those trucks are equipped with an automatic governor, which is attached to the motor, and which regulates the number of revolutions made by the motor. They are set at different speeds as the character of the service may demand. These trucks were governed at a speed of 14 to 16 miles an hour, with a view to setting them at 15 miles an hour. This governor closes a throttle and cuts off the gas, and it is hard to drive faster than the speed at which it is set. The only possible way it could be done is by tampering with the govern-



or. These governors are all sealed with a lead seal like is used on freight cars, and it is impossible to tamper with the governor unless that seal is taken off. Those trucks might start at 15-1/2 miles an hour before they drop to 15 miles, at which they are set. Before those trucks were put in commission we sent an expert up to the factory, who went over every one of them and tested every one of these governors on the street, and he reported to me that they were as near to 15 miles an hour as we could possibly get them, and unless those seals were removed they would go at about 15 miles an hour.

CHAIRMAN:

What is the weight of the average motor trucks?

MR. BENJAMIN:

There are 2 sizes. I believe one is 6,000 pounds and one is 5,500 pounds.

CHAIRMAN:

What do the parcel post wagons weigh?

MR. BENJAMIN:

I don't know anything about that. I had nothing to do with them.



CHAIRMAN:

At the rate of 15 miles an hour, in how many feet can you brake one of those cars?

MR. BENJAMIN:

I think 10 or 15 feet. The brakes are very powerful and every one we have tested worked right.



JAMES J. CASSIDY, HOTEL WENTWORTH.

In relation to the examination of all these trucks, we have an Inspection Department. Upon the arrival of these trucks at the 3 principal stations, known as G.P.O. General Post Office, Pennsylvania Terminal and the Hudson River Railroad at Grand Central, if they are reported by the chauffeurs in connection with anything wrong with the steering apparatus or control, or the gas lamps, or anything of this nature being out of order we are summoned immediately. We have at those various points what is known as emergency wagons. If there is anything the matter they are immediately taken out of service.

As for the governors, as Mr. Benajmin said, they are sealed. One of the strict rules of the company is that these seals shall never be touched or tampered with, and we have yet to find a case whereby it was ever found anybody tampered with one of those seals. The seal is open for inspection on the street and may be examined.

I know personally, and I am riding on those trucks every day, that it is physically impossible to exceed the speed which it is claimed they can do.

Now I would like to say a few words, gentlemen, in relation to the unfortunate accidents this company has



suffered. Appropos of the statement of Mr. Stewart in regard to your 8-foot law, personally I have been within 2 or 3 minutes of the time, on the scene of 2 of these accidents, but I can say they were unfortunate accidents. We will take a case of an accident on the uptown service. There was a child 8 years old at 7:45 at night stealing a ride on a south-bound car. It is reported to me, and I am informed by witnesses who were there, and also those on the car, that the conductor came out and warned this child away. We had a truck going up on the north-bound track, but the witnesses all say that this child jumped, and the child was not struck by the truck, but stumbled, on Second Avenue and hit an elevated pillar and fractured its skull.

We had an unfortunate accident over here on Chambers Street and Park Row of a man carrying a bundle of wood; our chauffeurs are sent through by the traffic policeman; this man is struggling with his bundle of wood on his shoulders; the truck scrapes on the side of his bundle of wood. After the truck passes him he falls across the curb; the pile of wood falls on his head and crushes his skull. That might happen to any of us.

I can say, gentlemen, to you, and to the public, we want your cooperation, and if there is anything that any of these men are violating we would like you or anybody to report the facts to us, and the only thing we



ask you is to give us the number of that truck and I will guarantee to you gentlemen that those chauffeurs shall never be employed by the company again, or anything that we have anything to do with.

I have been accused of going around this town with a mail sign on. I never carried one in my life and I don't need to carry one.

There are 5 contractors in this great City, and we have to carry the mails of the entire country and of the world.

You ask for a statement as to the running time between the stations and picking up. We give 1 hour and 9 minutes schedule time going up on the west side from General Post Office to the Penn, this 1 hour and 9 minutes including stops, to make 3.67 miles. That is the actual time consumed going up there.

As to making up time on a station where a man is late. If he arrives late going from the General Post Office, at a station, he is checked in at that time. If he is supposed to arrive at 11:10 and he arrives at 11:12, his leaving time is 11:22, his assistants will be on the jump to make up what he is late, because his closed mails and closed pouches have got to be taken and he couldn't save that time. If he does, he is reported and the Post Office Department reports him to us, so it is a physical impossibility.



Reckless driving may be at 2 miles an hour. I may go out in a machine here, and drive recklessly and go on the sidewalk and injure several people, and only be driving 2 miles an hour, but that isn't the point as far as this is concerned, but as to the speed and as to the time being made up, he is checked in at the Post Office Department and we get a report why he is late.

CHAIRMAN:

What instructions do you give your men as to right-of-way?

MR. CASSIDY:

I will be very glad to send you a copy of the rules.

CHAIRMAN:

Does the right of way extend over all portions of the highway?

MR. CASSIDY:

No, we don't give them any instructions like that.

CHAIRMAN:

Merely keep to the right at all times?



MR. CASSIDY:

Keep to the right, yes. I will be very glad to send you a copy of the rules.

ALDERMAN BECKER:

It has been reported from several sources that these chauffeurs driving these trucks are rewarded in case of being on time for a certain period, and if they were never late; is that so?

MR. CASSIDY:

No, that is not so. I will explain that. We offer prizes for efficiency, and efficiency consists of complying with the regulations in regard to the reporting to the garage at the time to take out their runs, because it is just like an engineer to take out his engine, and for the least complaint from the public and from the Post Office he is marked accordingly. That is all part of the printed rules, of which I will furnish you a copy.

ALDERMAN BECKER:

That will all be embodied in the set of rules you are going to send us?

MR. CASSIDY:

Yes.

CHAIRMAN:

How many complaints have you had as to reckless



driving since September 1st, from any source?

MR. CASSIDY:

To my knowledge there have been about 3 that were brought to my personal attention, or the attention of the company, outside of what may be brought through the newspapers and things of that sort.



HENRY RALEIGH, Flatbush Avenue, Brooklyn.

President of the company holding contract for distributing and transporting mails.

MR. RALEIGH:

Every report of accidents or complaints from any part of the City has been carefully observed and investigated by me, but when the newspapers began to call particular attention to the recklessness of the drivers, it did not seem to me that the information I was getting was sufficient, so I undertook to follow these cars myself. I drive an "Alco" car, which can go 60 to 70 miles an hour. In the City there are no conveniences for that speed. I have followed these cars on 42nd Street and 45th Street, where the station is, to the General Post Office, calling at the station at 42nd Street, and have seen the class of men that are driving them and how they are driven, and only once during the time in my entire experience of following 100 cars, have I ever seen a driver exceed what I thought was 15 miles an hour; it seemed to be going very fast. I also noticed that in turning corners there was a disposition to run fast, but it is only in appearance, but when I observed my own speedometer, I never found it to exceed 16 miles an hour. Those are the facts that I myself observed as being the responsible head of that company.



It might be said that the reward which was offered to our chauffeurs did appear to add an incentive to speed. That is not so. It is not offered for speed, but for carefulness. Before we had inaugurated this system we had complaints from about 75 percent of the men. Inside of 2 weeks we had 58 men participating in this prize money, and in 2 weeks more we had 15 per cent. of the men. This participation, you see, benefits the public.

I also went to see Commissioner Waldo and laid the facts before him, such as we ascertained, and he wasn't able to specifically give us any case of a violation of the speed limit, and he said he would investigate the matter and he promised to make a report as to what he found.

I merely want to give you my opinion from my observations in watching these men in the operation of these trucks.

I will leave you this prize list.



CHAIRMAN:

I would like to hear now from those who favor the proposition, with particular reference to their reason for favoring it.

CHIEF MAGISTRATE McADOO:

There are 2 great interests to be considered. First the public safety, and especially of the pedestrian on the street, and next the great business interests, not alone of the United States, but in fact the whole world that is concerned in the speedy and accurate delivery of the mail. There is no exaggeration upon the part of those who oppose the ordinance in dwelling on the fact that this Metropolitan District, and especially Manhattan Island is the center and the heart of the arterial system of the mails of the United States, and it is no exaggeration to say that the loss of 5 minutes in the missing of a train at the Grand Central Station might lead to a delay of probably 10 days in the delivery of mails in the Far East. What the Committee, I take it, and what your Honorable Body are endeavoring to do is to preserve a line of justice between these 2 great interests and the physical conditions of Manhattan Island. The congestion is every day becoming greater. The number of visitors from all parts of the United States and of the world coming on this island



day and night to visit it, and the number of vehicles is increasing. The horse is disappearing and the motor vehicle is taking its place. We have on the streets of this island a highly congested population, and a tremendous number of people on the highways and avenues. We have this great array of powerful engines, confined to no tracks, capable of going, some of them, 100 miles an hour.

This matter of the mails, I think that that part of the argument, as it goes to the maximum speed and minimum speed of the ordinance does not present much difficulty. It is a matter of preference. No matter what ordinance you have, you have to depend upon the intelligence of the policemen. The traffic squad of the police is the most expert adjunct of the City government. But, the police are not like an army, wherein one is a unit. Each policeman must exercise his individual judgment. One policeman may let a vehicle go by, which in his opinion is not violating the ordinance, and in the next block the other policeman arrives at a different conclusion and acts accordingly.

Without regard to the 15 mile limit, I think you will find in the cases in our Court, speaking for the Magistrate's Court, there is scarcely any complaint made by a policeman unless he charges a rate of 22 miles, and I think I am safe in saying that 95 per cent. at least of all



the cases coming before us, the only complaintant being the policeman, the charge of 22 miles is made. That gives the mail wagons 20 miles, as far as speed is concerned. Now, if these gentlemen, and I don't doubt their word, as far as their information is concerned, are correct, they do not exceed 20 miles an hour. On the other hand we have a great outcry from the pedestrian public that their rights are in danger, and that a number of people have been injured and some killed by the mail wagons, out of proportion, so they say, to instances of all other motor vehicles.

Now, the salient features of the present ordinance, leaving aside the speed of 15 miles and 20 miles, are those which inhibit vehicles from passing a standing surface car which is letting off or taking on passengers, and I consider that one of the greatest advances made in City Government and the Board of Aldermen in the matter of assuring some degree of safety to the pedestrians of this Borough.

The danger to human life and limb in this Borough is great. There is no man who leaves his family in the morning, and no woman who goes out of her house, but has reasonable apprehension that he or she may be killed or wounded .

We don't get the case until they bring it to



us, and they don't bring it to us until they swear solemnly that the vehicle was going 20 miles an hour, but they don't attempt to enforce that part of the ordinance with reference to the passing of standing vehicles, with regard to the mail wagons, and they don't enforce that part of the ordinance with reference to motor vehicles passing in front of public schools, and they don't apply that part of the ordinance with regard to mail wagons, with reference to approaching bridges.

I beg to call your attention to the fact that in the regulation of street traffic---vehicular traffic, the policeman has 2 laws to carry out. First the City Ordinance which you have inaugurated; secondly the Police Traffic Regulations, made by the Police Department, which have the force of the ordinance, according to the contention of the Courts.

Now, the greatest complaint that I have had from the public is that on the busy corner of 42nd Street and 5th Avenue, where 2 of the most efficient policemen are stationed, when they arrest the north and south vehicular traffic that don't apply to the mail wagons going across, and of, course, no matter what term we use that is a great danger, because the great stream of people, men, women and children who are crossing at that corner are looking for the policeman individually to give them the signal when it is



safe for them to go over. When he holds up his hand he arrests the vehicular traffic, but not the mail wagons, because he doesn't undertake to do that, because the police have understood that the United States have a right-of-way over all vehicular traffic, and having no advice to the contrary the individual policeman will take it that he will have no right to stop the mail wagon on its way to the Grand Central station at that point.

It is a matter of law, in my judgment and good sense, which I hope is law, that the pedestrian has the right of way the same as the sailing ship on the ocean against the steamer, and all these laws and regulations were made to save human life, which is paramount even to the delivery of mails. I do not think it would be reasonable to pass an Ordinance which would <sup>be so</sup> unfair, all things considered, as to interfere seriously with the delivery of the United States mail, but there is some danger so great to the public, such as the passing of a standing car, the invasion of school districts at the times the children are either going to school or coming from school, the the most dangerously congested localities like the Brooklyn Bridge, as to warrant some restriction. If there should be some restriction placed upon the mail wagons, this restriction should be had with every consideration for the great business involved, as well as the public safety.



SECRET

It has been said here by Mr. Stewart that the present contractors of the United States Government made their contracts, and the terms of the same were drawn up, having in view the ordinance as it now exists. He is heavily penalized when he fails to make these deliveries. There is a question for the United States Government itself, as to the contract and the terms of it, and as to the increase in deliveries

CHAIRMAN:

The provisions against reckless driving, as far as it applies to mail wagons, it has been difficult to get any results from that, hasn't it?

MAGISTRATE McADOO:

Well, there are 2 clauses that have reference to the regulation of speed. The Callan Law was proposed with the idea that it was better, instead of naming a maximum speed, to have the question in each individual case turn upon whether or not the public safety was endangered by the individual action. And as you know, Mr. Chairman, I was a member of your Honorable Committee when this ordinance was before your body, and there were a great number of people who believed rather than put any figure as to miles in the ordinance, that the man should be charged



before me as a Magistrate, with endangering the public safety, the time, place and circumstances being given. I was not in favor of that personally, from my experience as a policeman, and having had something to do, I beg to say, in putting in force the present traffic regulation. In the first place you have 10,000 policemen, and that makes each one of them a judge at the initial stage of the proceedings, as to whether or not you are endangering the public safety. The policeman on this street where you are driving concludes that you are not violating the law, and after you turn the corner into Park Row, not having altered your speed that policeman may apprehend you. There are 20 efficient Magistrates, and a diversity of opinion exists among them; each one, on a hypothetical set of facts may reach a different conclusion. When you go to arrest or summon a man for reckless driving you leave him a large and difficult question to determine, which would require considerable evidence; all the circumstances would have to be taken into consideration, and I think, speaking for myself that the present Ordinance is better.

CHAIRMAN:

Will you tell us whether there have been any convictions of mail wagon drivers under the present ordinance?



CHIEF MAGISTRATE McADOO:

In practice now, as far as I can learn, it is not the custom of the policemen to summon the drivers of these mail wagons. The police assume that they have the right-of-way, and that they are not amenable to the ordinary speed regulation, and I am inclined to believe from what I have heard here of the operation of the mail service, that it is not so much the high speed---the police giving the average of 20 and generally 22 miles an hour---but it is not passing a standing vehicle, and being held up and subjected to the police regulations with reference to crossings.



CITY OF NEW YORK  
OFFICE OF  
THE PRESIDENT OF THE BOARD OF ALDERMEN

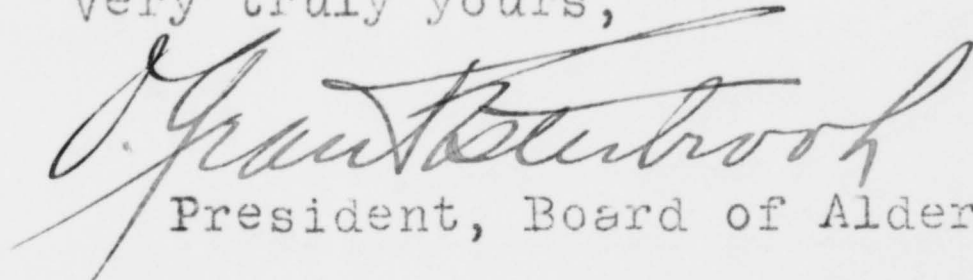
December 10th, 1913.

Hon. Ardolph L. Kline,  
Mayor,  
City Hall, New York.

My dear Mayor:-

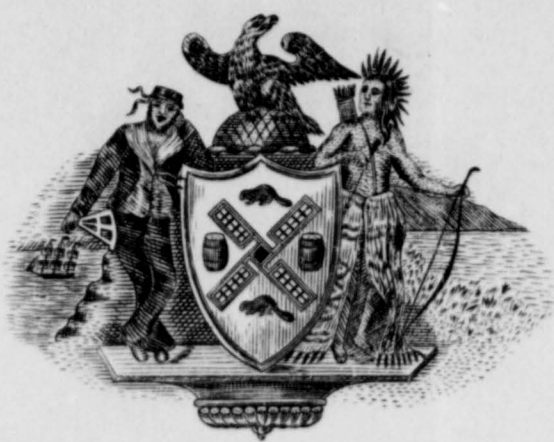
I beg to return to you letter of November 28, 1913, addressed to you by Dr. William McAndrew, principal of the Washington Irving High School, relating to the opening exercises at the art gallery yesterday afternoon, and to report that, in compliance with your request, I attended the function mentioned, and in your name performed the desired opening ceremony.

Very truly yours,

  
President, Board of Aldermen.

Enclosure.





CITY OF NEW YORK  
**Board of Aldermen**  
CITY HALL

THE COMMITTEE ON FINANCE  
HENRY H. CURRAN, CHAIRMAN

December 23rd, 1913.

Hon. Ardolph L. Kline,  
238a Carlton Avenue,  
Brooklyn, New York.

Dear Ardolph:

We had a little swearing in party this afternoon, and I thought you would not take it amiss if I reminded you that you must take your oath of office and file it with the City Clerk in the City Hall within five days after the receipt of your certificate of election. If you should care to drop in here, I should be very glad to arrange an appointment with one of the Judges, to serve your convenience, and then file the oath for you. My telephone number, which is not in the book, is 3235 Cortlandt, for this office, Room 12 in the City Hall. If you have some arrangement of your own in mind, just forget this letter, and allow me to wish you a very Merry Christmas.

Very sincerely yours,

*Henry H. Curran*

HHC/HGA.





John Purroy Mitchel,  
President.

The City of New York,  
Office of the  
*President of the Board of Aldermen,*  
51 Chambers Street

New York, Dec. 26, 1913.

Dear Mr. Adamson:-

Enclosed please find rough draft  
of suggestions for reorganization of Mayor's  
office, concerning which we talked the other day.

Very truly yours,

*Burdett G. Lewis*

Examiner, Executive Staff.  
President, B'd of Aldermen.

(a.e.d.)

Robert Adamson, Esq.,  
Secretary to the Mayor,  
City Hall, New York.

Enclosure.



CITY OF NEW YORK  
OFFICE OF  
THE PRESIDENT OF THE BOARD OF ALDERMEN

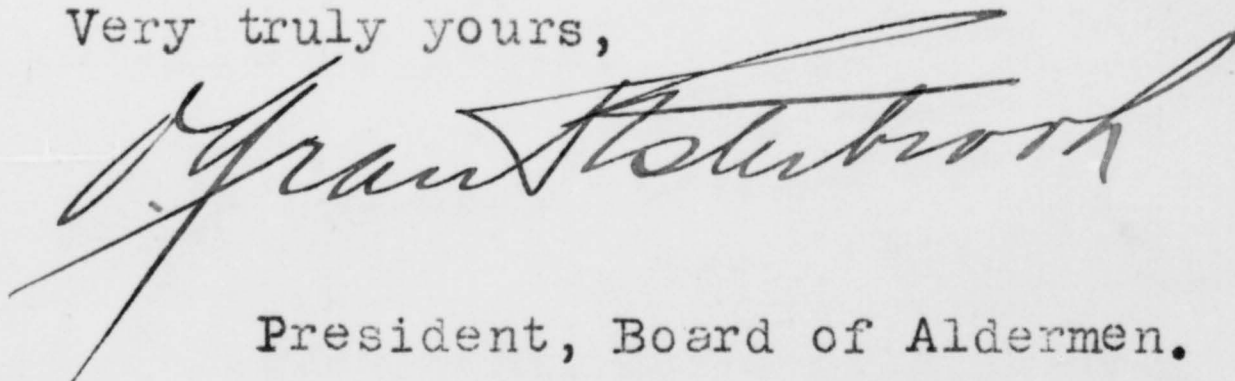
November 28th, 1913.

Hon. Ardolph L. Kline,  
M a y o r,  
City Hall, New York.

My dear Mayor:-

Complying with a request received from  
your office over the telephone last Wednesday, I  
suggest the names of Alderman Frederick H. Stevenson  
and Alderman Louis Wendel, Jr., for appointment to  
the committee to arrange for a suitable exhibit by  
the City of New York at the Lyons International  
Urban Exhibition, to be held at Lyons, France, in  
1914.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Grant Stetson", written in dark ink. The signature is fluid and somewhat stylized, with a long horizontal stroke at the end.

President, Board of Aldermen.