

before the public for many years. The present facilities are exceedingly poor. We have given to the topic a great deal of consideration and his Honor, the late Mayor, was a hearty advocate of the proposition. It would be a matter of great personal satisfaction, as I retire from sixteen years' of consecutive administration work, to see the culmination of, and full authorization for, the Additional County Court House project.

Yours respectfully,

President of the Borough.

November 24th, 1913.

Board of Estimate and Apportionment,
277 Broadway, New York City.

Gentlemen:

In past years it has been the general policy of the Board, acting in same manner as the United States Government, to successively appropriate moneys for public buildings rather than to at one time appropriate for the whole work and then issue bonds as contracts required. The same policy prevailed in granting the sum of \$250,000 for acquisition of land and on account of building for the Additional County Court House, Borough of Richmond.

As nearly as we could estimate in advance of the preparation of detailed plans, the land and structure would probably cost some \$200,000 more than the Borough Hall; the character of its occupancy making a more expensive treatment necessary. The land for the Borough Hall was practically unoccupied, only one small structure being upon it, while the land for the Court House was largely built upon.

The Court has approved the report of the Commissioners of Assessment and Appraisement, and the Comptroller has been authorized to pay the awards amounting to a trifle under \$30,000, thus leaving a balance of the original appropriation of about \$20,000, of which the architects' detailed plans and specifications will require something less than \$10,000, leaving a similar sum on account of the structure itself. We have asked authority to expend this in the contract for excavation the estimates indicating that such cost will be a little less than the sum named.

The architects' plans have been very carefully considered with all of the important city and county officials, whose offices will occupy the structure, and so far as their needs can be anticipated, hearty approval has been given to the plans as revised by all parties at interest. The plans have also been submitted to the Municipal Art Commission which gave unanimous approval.

The estimates of cost as prepared by the architects, Messrs. Carrere & Hastings, amount to a little over \$750,000 for the structure complete, ready for use, including the completion of the grounds surrounding same and all of the mechanical operating plant.

We would ask, therefore, (to provide for a small leeway) that a corporate stock issue of \$750,000 be authorized, with power to the Comptroller to issue such stock as contract needs demand.

This Additional County Court House question has been

The City of New York.
Office of the
President of the Borough of Richmond.

GEORGE CROMWELL, President of the Borough.
LOUIS L. TRIBUS, Consulting Engineer and
Commissioner of Public Works.

BOROUGH HALL, NEW BRIGHTON, NEW YORK CITY.

November 29, 1913

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

Sir:

In accordance with directions from President Cromwell, I am sending to you herewith copy of a communication addressed to the Board of Estimate and Apportionment, dated November 24, 1913, relative to an issue of \$750,000 corporate stock for purposes of an additional County Court House in this borough.

We would ask that you ^{give} to this subject your careful consideration.

Yours respectfully,

Louis L. Tribus

Acting Commissioner

President of the Borough
of Richmond,

P-M

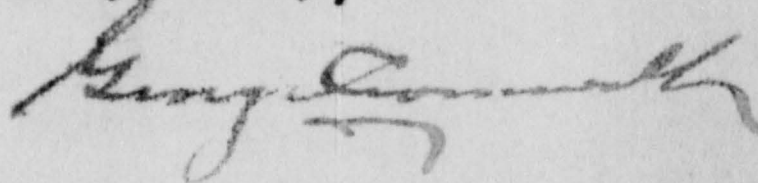
New Brighton, N.Y.,
November 14, 1913.

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

My dear Mr. Mayor:

Referring to post script to my letter of the 12th inst. sent you yesterday, regarding Mr. Lessler's candidacy to fill the vacancy soon to occur by reason of the expiration of Mr. Morrison's term in the Board of Education, I write to tell you that I have called Mr. Lessler's attention today to the fact that through practically invariable custom here, even if not by Charter, provision, he is ineligible to succeed to Mr. Morrison's place, by reason of the fact that he lives in Clifton, which is in School District No. 46, whereas the vacancy will occur in the representation of School District No. 45, in which both Mr. Morrison and Mr. Ingalls reside. All the representatives of this District since 1902, have lived within the district.

Yours very truly,

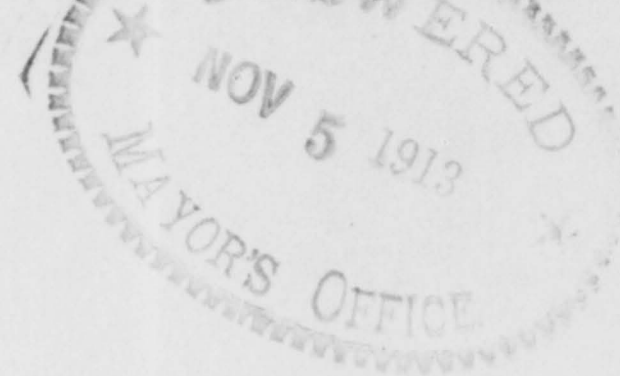


(11)
President of the Borough
of Richmond,

Po-M

New Brighton, N.Y.,
November 3rd, 1913.

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



Dear Sir:

My Secretary, Mr. Altmann, took up this morning with Mr. Beatty the matter of Mr. Rocco Ricci of 2116 Richmond Road (Midland Post Office) this Borough, in connection with his license as a plumber. While I do not know Mr. Ricci personally, still he comes vouched for by a man locally in whom I have confidence. May I ask if you will not kindly have this matter investigated as to the necessity of Ricci taking another examination? Mr. Ricci himself denies that there was any fraud in his original examination, and he states he can produce letters testifying as to his good character.

Thanking you in advance, I beg to remain

Yours very truly,

A handwritten signature in cursive script, which appears to read "George L. Smith".

67412 (BAC) 0000

The City of New York.

Office of the
President of the Borough of Richmond.

GEORGE CROMWELL, President of the Borough.

TELEPHONE: "1000 TOMPKINSVILLE."

BOROUGH HALL, NEW BRIGHTON, NEW YORK CITY.

O-M

October 28, 1913.

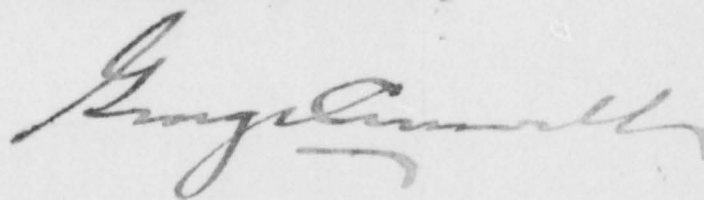
Hon. Ardolph H. Kline,
Mayor, City of New York,
City Hall, New York.

Dear Mr. Mayor:

You granted a hearing last week to the Brighton Heights Improvement Association, with reference to proper police protection at the Silver Lake section of Brighton Heights, where the Board of Water Supply is constructing a reservoir.

I write to let you know that the members of this association are reputable people, and I trust you can give favorable consideration to their requests.

Respectfully yours,



President of the Borough.

explain the use and value of the many materials in which they were interested.

The engineering department of the University of Michigan conducted during the congress a practical mechanical test to show the destructive effect of hard tires and horse hoofs on two classes of concrete pavement and one class of brick. During the six days of the test, the concrete gave the poorer results, but advocates of concrete pavements claimed that when the brick begins to yield to traffic, its complete destruction will come more rapidly than will that of the concrete surface. Such experiments naturally will have to be carried on through long periods of time in order to secure conclusive results.

The writer attended many sessions of the congress and held frequent, in fact, almost constant conference with those having to do with the questions at issue. A technical report is probably not desired, but rather the application to such work in the city of New York of the best information gathered from the congress and to be developed in the future as the result of the suggestions received.

Respectfully submitted,

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

Consulting Engineer.

different classes of traffic; the economic costs of pavements, with relationship to traffic; the problems of maintenance; the necessities for and character of legislation, and the sharing of expense between the public at large and the localities appearing to have immediate and direct benefit. Some consideration was given also to the establishment of national highways through governmental aid and endorsement.

While these broad questions were largely discussed, there was no neglect of some of the more important local features of road building with the special suitability of different kinds of pavements for different developments, ranging from large farm districts through suburban territories into villages, towns and large cities.

The development of the automobile within the past few years has completely changed the demand upon public highways, bringing into the question necessarily large costs in constructing forms of pavement that will withstand the tremendous abrading action of that class of vehicle.

Essential to any durable road is the matter of subsurface and side drainage. This feature received some attention.

Wayne County, Michigan, in the vicinity of Detroit, has been conducting very interesting experiments along its suburban and county roads, having constructed some sixty miles or so of concrete pavement. This made a very interesting exhibit for those attending the congress, and all who desired so to do were given opportunity to inspect it.

The City of Detroit has itself experimented largely in pavements of different classes, furnishing therefor within a comparatively small area a very good field for inspection and study.

While the main papers presented did not discuss largely the merits of different materials usable in pavement construction, the exhibitors representing supply houses were constantly on the alert to

The City of New York.
Office of the
President of the Borough of Richmond.

GEORGE CROMWELL, President of the Borough.
LOUIS L. TRIBUS, Consulting Engineer and
Commissioner of Public Works.



BOROUGH HALL, NEW BRIGHTON, NEW YORK CITY.

October 17, 1913

Hon. Adolph R. Kline,
Mayor, New York City.

Hon. George Cromwell,
President of the Borough of Richmond.

S i r s:

Pursuant to your designation and direction I proceeded to Detroit, Mich., to represent New York City as one of its delegates to the Third American Road Congress, the sessions being held from September 29th to October 4th inclusive. There were in attendance about two thousand registered delegates with perhaps another thousand who were not specially accredited from any community or association.

Nearly thirty organizations participated, representing owners, builders, users and others interested in highways. Forty States and Territories sent delegates, with a number also from Canada and one each from Australia and Cuba. Most of the larger cities had engineers or other officials in attendance. Manufacturing and supply corporations and firms having to deal with road building and maintenance machinery and construction materials were also present in large numbers, and they maintained a very extensive, complete, and exceedingly interesting exhibit of machinery and materials.

The congress through formal papers and informal pithy discussions considered practically all of the large questions affecting public highways;- discussing the problems from the general viewpoint of the need of roads connecting localities; the suitability of special pavements for

ST. JOHNS GUILD

THE FLOATING HOSPITAL
New York Harbor

THE SEASIDE HOSPITAL,
New Dorp, S.I.

Sept. 30, 1913.

Honorable Adolph L. Kline,
. Acting Mayor and President of the Board of Estimate and Appor't,
of the City of New York,
City Hall, New York.

Dear Sir:

The Trustees of St. Joh's Guild, operating the Floating Hospital in New York Harbor and the Sea-Side Hospital at New Dorp, Staten Island, hereby respectfully petition the City of New York for an increase in the annual allowance of \$22,500.00 now being made by the City to the Guild for the carrying on of its work.

For forty-seven years, the hospital service of St. John's Guild has been available during the summer months for the poor of the City of New York. This year the Guild will extend this service through the entire year. It has brought to completion the construction of its new hospital buildings at New Dorp, and will keep them open through the fall, winter and spring for the treatment of convalescents sent to its Sea-Side Hospital from the City hospitals. This service is intended for the poor of the City and is unrestricted. No charge for the service is made.

The enlargement of the scope of the Guild's work from a summer to an all year service, and the opening of the new hospital buildings for the treatment of convalescents among the poor of the City meets a large demand from the city hospitals, and will increase their efficiency in dealing with acute cases.

The change from a two months to a twelve months service involves a change in the budget requirements of the Guild, and in this readjustment, we ask the City to increase its allowance to the Guild because of the Guild's larger service to the City.

Respectfully yours

Sd. Seymour L. Cromwell

President St. John's Guild.

The City of New York.

Office of the
President of the Borough of Richmond.

GEORGE CROMWELL, President of the Borough.

TELEPHONE: "1000 TOMPKINSVILLE."

BOROUGH HALL, NEW BRIGHTON, NEW YORK CITY.

O-M

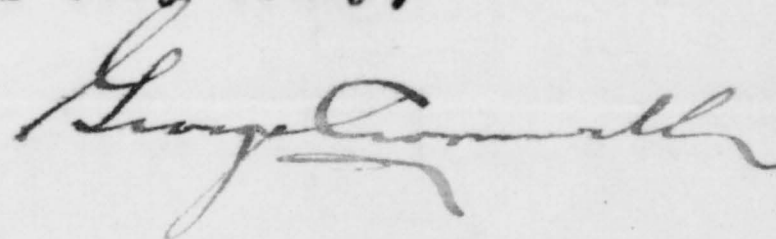
October 3, 1913.

Hon. Adolph L. Kline,
Mayor, City of New York,
City Hall, New York.

Sir:

In order to conform with the Charter provisions, I enclose to you herewith copy of communication from the President of St. John's Guild, sent to the Secretary of the Board of Estimate and Apportionment for the purpose of reference to the Budget Committee. The letter is dated the 30th ult. and relates to the allowance from the City to the Guild for the ensuing year.

Yours very truly,



President of the Borough.

Enc.

The City of New York.

Office of the
President of the Borough of Richmond.

GEORGE CROMWELL, President of the Borough.
LOUIS L. TRIBUS, Consulting Engineer and
Commissioner of Public Works.

TELEPHONE "1000 TOMPKINSVILLE"

BOROUGH HALL, NEW BRIGHTON, NEW YORK CITY.

September 26, 1913

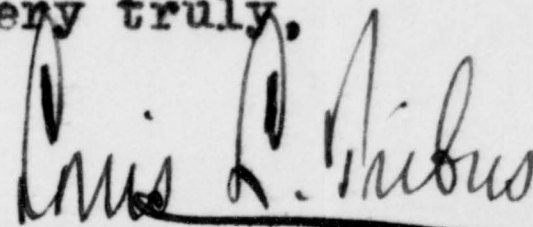
Robert Adamson, Esq.,
Secretary to the Mayor,
City Hall,
New York City.

Dear Sir:

Please present to his Honor the Mayor my compliments and acknowledgment of his courtesy in appointing me a delegate to the third American Road Congress to be held in Detroit from September 29th to October 4th.

I shall hope to go and make attendance worth while to the City of New York.

Yours very truly,



Consulting Engineer.

BOX
001
FOLDER
015

Borough President
(Richmond)

1913, Sept.-Dec.