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TUESDAY, DEC. 31, 1901.

Routine work.

Temperature to-day at 9, 12 and 5:45 o'clock, 36, 40 and 38 degrees respectively. Weather, clear.

WEDNESDAY, JANUARY 1, 1902.

(Holiday) Walked over the work from 14th St. to 96th St. Found Section 3 the only one where work was going on; this was principally concreted but some excavated.

THURSDAY, JANUARY 2, 1902.

Went with Carr over Section 2 and into the West heading at 34th St. Discussed with Carr and Shaler the question of footing for the concrete wall. Carr had ordered a base of at least 12 inches, but it was found difficult to excavate the rock in the extreme corner of the floor in the side wall. Pointed out to Shaler that he would obviate the difficulty by putting in a section of floor so as to set the foundation out from the side wall.

Temperature to-day at 9, 12:48 and 5:45 o'clock, 22, 30 and 30 degrees respectively. Weather, cloudy, and afterwards clear.

FRIDAY, JAN. 3, 1902.

Hough notified me over the telephone that his drill staging had again been carried away. Wished to confer with me about getting aid from Washington, stating that his Counsel was prepared to go on to see the Navy Department. I told him that the best way was to go direct to Mr. Shepard.

Craven called in the afternoon and discussed various matters in connection with his Division.

Temperature to-day at 9, 12:45 and 5 o'clock, 30, 29 and 28 degrees respectively. Weather, clear.

SATURDAY, JAN. 4, 1902.

Routine work.

Worked at my house in the afternoon with St. John Clarke.

Had a talk with Charles S. Brown over the telephone in regard to the purchase of the Right-of-Way from 149th St. to Westchester Avenue. He estimated that the damage to buildings by the widening of Westchester Avenue would be at least \$40,000 to be added to the \$81,000 in his letter which was for the cost of land only.

Temperature to-day at 9:15 and 12:30 o'clock, 14 and 22 degrees respectively. Weather, clear.

SUNDAY, JAN. 5, 1902.

Walked over the work from 14th St. to 60th St. Found waterproofing going on on Carr's Division at 26th Street.

MONDAY, JAN. 6, 1902.

Routine work.

Temperature to-day at 9, 12:15 and 4:45 o'clock, 28, 38 and 36 degrees respectively. Weather, clear.

TUESDAY, JAN. 7, 1902.

Rice returned after 5 days' trip.

Mr. Sanford called with the plans for the Stone Crusher on 42d Street to be set on top of our structure. Approved the plans, but told him that I was not satisfied with the progress of their work which had fallen off last month much more than any other section. He said that two cables had been out of service during the month, which were now about to be restored to use, and that there would be a greater output from now on.

In the morning walked over the proposed Power House Site from 58th to 59th St. Examined the condition, which I found closed between those streets.

Had a talk with Bensel of the Dock Department over the telephone. He said he knew that 12th Avenue was now closed,

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but that the Commissioner was not inclined to consent to the complete closing of it, for although there was a railroad yard immediately from the north precluding for the present the extension of 12th Avenue, nevertheless this yard might be done away with. He suggested leaving a space for a narrower street to be used in case of necessity. Repeated this to Bryan and asked Bryan to provide me with reasons for closing the street.

Temperature to-day at 9, 12:36 and 5 o'clock, 36, 38 and 36 degrees respectively. Weather, clear and cloudy.

WEDNESDAY, JAN. 8, 1907.

Routine in morning.

In afternoon took Lawrence and Saunders to 181st St. Went down the shaft there and at 168th St. and at both headings at 157th St.

Temperature to-day at 9, 12:45 and 5 o'clock, 32, 30 and 34 degrees respectively. Weather, snowing.

THURSDAY, JAN. 9, 1902.

Saw Mr. Belmont in the morning. He told me that he intended to appear before the Board to ask that the extra cost of building the structure to carry the hotel should be charged to the value of the easement. He also told me that the hostility of certain interests to his operating had been overcome, and that the bill to be introduced in Albany this winter would be passed. He told me that he did not care to discuss the purchase of the Right-of-Way between 149th St. and Westchester Avenue.

Rapid Transit meeting in the afternoon. All the Board, except Jesup, present. Mr. Belmont appeared. Reported verbally to the Board that the "extras" already ordered would probably not amount to more than \$600,000, from which there would be deductions for a saving at the Post Office and Fort George.

Temperature to-day at 9, 12:30 and 5 o'clock, 36, 36 and 36 degrees respectively. Weather, clear, cloudy at noon and later.

FRIDAY, JAN. 10, 1902.

Saw Mr. Belmont in regard to the connection with the Putnam Railroad.

Saw Bensel and Dock Commissioner in regard to 12th Avenue and Lenox Avenue. Bensel said that the marginal street on the Harlem was at the pierhead line, and that there would be no objection to filling in out to that point.

Temperature to-day at 9, 12 and 5:30 o'clock, 36, 38 and 34 degrees respectively. Weather, cloudy.

SATURDAY, JAN. 11, 1902.

This morning with Dock Commissioner Hawkes and Bensel examined the ground at the foot of 59th St. with the view of discussing the Contractor's obligation to close the same.

Temperature to-day at (clerk absent and no record kept).
Weather, clear and cold.

MONDAY, JAN. 13, 1902.

This afternoon at 3 o'clock had a meeting with the Dock Commissioner with whom were Bryan, Deyo and Bensel, in regard to the closing of 12th Avenue. Bryan and Deyo maintained that they owned the property under the marginal street, and that part was not in question, and for the moment they were seeking to close 12th Avenue. The Dock Commissioner was averse to taking any stand and wished the Rapid Transit Commission to make a general recommendation. In general he was opposed to closing the street. I suggested that 12th Avenue be left open and the marginal street be closed. That proposition struck Bensel very favorably. I told Bryan and Deyo that I thought they were playing rather sharp, and that I would not take the responsibility of advising the Rapid Transit Commission and the Dock Commissioner to close the street- that I must have first from them a definite statement as to their position for both 12th Avenue and the marginal street.

Temperature to-day at 9, 12:15 and 5 o'clock, 20, 20 and 19 degrees respectively. Weather, clear.

(see Addendum next page)

In the morning called on the Comptroller and went with him to the President of the Borough in regard to widening 4th Ave. The President of the Borough said he would issue a call for a meeting and desired me to submit a map.

TUESDAY, JANUARY 14, 1902.

Mr. Alfred H. Taylor, Architect for Brown & Dering, called and gave me the following estimate for steel to be erected:

Girder 1,	135,600 lbs.
" 2,	90,000 "
" 3,	47,000 "
" 4,	8,500 "
Column 1,	17,000 "
" 5,	35,000 "
" 8,	17,000 "
" 10,	6,000 "
Bases	52,000 "
Cases	62,000 "

TOTAL,- 470,100 " or 235 tons.

He said that this steel had been offered to him at \$20,000. He agreed that it would cost at least \$5,000 more to make the excavation and put in the concrete. I told him on that basis that the offer was declined, and that I believed that by building up the concrete of the arch square better foundations for the building could be secured than by standing the foundations directly on top of the arch. Explained to him the whole history of the negotiations. Notified Harris, Corporation Counsel Assistant, of their proposition which he agreed with me was ridiculous.

Temperature to-day at 9, 12 and 5 o'clock, 20, 27 and 30 degrees respectively. Weather, clear.

In the morning walked over Carr's Division with him from Astor Place to Pearl Street.

Called on Mr. Belmont and handed him a letter that I proposed writing to Mc Donald in regard to the condition of the work. Told Belmont that the matter should be taken up and adjusted, and that after he had read the letter I would call upon him.

WEDNESDAY, JANU. 15, 1902.

Routine.

Temperature to-day at 9, 1:38 and 5:16 o'clock, 28, 36 and 38 degrees respectively. Weather, cloudy in morning, clear rest of day.

THURSDAY, JANU. 16, 1902.

Took the American Society over the work from Columbus Circle to 41st St. and Park Avenue.

Board meeting in the afternoon, at which was discussed the Brooklyn extension and the principle of $\frac{1}{2}$ -cent fare.

Temperature to-day at 9, 12:30 and 5 o'clock, 34, 40 and 38 degrees respectively. Weather, cloudy in morning, clear rest of day.

FRIDAY, JANY. 17, 1902.

Called on Rives in the morning and suggested to him the scheme of making arrangements with the Contractors that they should bid a regular amount for the construction of the Brooklyn line but to be paid a nominal amount only- the balance to be paid at the option of the City, in return for which the Contractor was to be given the right to lay out lines and extensions over any part of the City, assuring him the control of the whole system; each successive section to be bid for under the Rapid Transit Act as outlined above. Rives thought the scheme to be a good one, with the possible exception of legal difficulties in regard to the debt limits, as he thought that even an optional pay might constitute a debt due. Saw Low in the afternoon, and he told me to write him a letter.

Temperature to-day at 9, 12:30 and 5 o'clock, 16, 26 and 28 degrees respectively. Weather, clear.

SATURDAY, JANUARY 18, 1902.

Saturday morning called on Mr. Orr and submitted to him a draft of the letter which I proposed writing to Low. Mr. Orr did not approve of it all.

In the afternoon went with Rice over the work up Broadway to 155th Street and Lenox Avenue. Found Bradley mixing concrete on the pavement.

Temperature to-day at 9 and 12:30 o'clock, 30 and 32 degrees respectively. Weather, clear.

MONDAY, JANUARY 20, 1902.

Absent in Washington. Called on Chief of Engineers and asked if he would take a position as Consulting Engineer on the East River plans. Said he would.

Temperature to-day at 8, 2:30 and 5 o'clock, 32 and 29 degrees respectively. Weather, clear.

TUESDAY, JANUARY 21, 1902.

Called on Fire Commissioner in response to his letter to the Mayor, which the Mayor had laid before the Board. Told the Commissioner that no complaints had ever been received by the Rapid Transit Commission. He suggested a special inspector, which I thought was unnecessary until we had failed to

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keep Bradley in line.

Called on Mr. Orr, and after consultation decided not to write Mr. Low but to submit any suggestions that I had to a Committee of the Board.

Temperature to-day at 9, 12:50 and 5 o'clock, 40, 42 and 40 degrees respectively. Weather, cloudy, raining in evening.

WEDNESDAY, JAN. 22, 1902.

This morning walked with Craven from 100 St. to 60th St. Gave him stringent orders to force Bradley for better work, and that no concessions would be hereafter allowed.

Balance of day routine in office.

Temperature to-day at 9, 1:30 and 5 o'clock, 42, 40 and 38 degrees respectively. Weather, cloudy.

THURSDAY, JANUARY 23, 1902.

Deyo called in the morning and talked about the letter that I recently wrote Mc Donald about pushing the work. He said that Mc Donald was inclined to write to the effect that he had a contract to complete the work within a given time, and that time had not yet come to say that he was behind. I told Deyo to tell Mc Donald before writing such a letter to think how it would sound to the Directors of the Subway Construction Company in view of the fact that the interest charges involved a penalty of \$2,000 a day, and then how it would sound to the public.

In the morning also walked over Carr's work from Astor Place down.

Meeting on the Brooklyn contract in the afternoon.

Temperature to-day at 9, 12:45 and 5 o'clock, 34, 38 and 40 degrees respectively. Weather, cloudy.

FRIDAY, JANUARY 24, 1902.

Examined by the State Railroad Commission in the morning as to Harlem River Railroad collision.

Called on Mr. Belmont at his request who informed me that he had got the control of the Queens County Road and the 42d St. Tunnel franchise, and that he contemplated connecting it with the Rapid Transit at 42d Street. Suggested that he simply build it with a stub end at Park Avenue and 42d St. for the time being. Examined the work around City Hall in the after-

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noon.

Temperature to-day at 9, 12:30 and 4:30 o'clock, 32, 36 and 36 degrees respectively. Weather, clear.

SATURDAY, JANU. 25, 1901.

On work with Value. Went over the work on Lenox Avenue, including Central Park portal; the work in the Bronx, and on Broadway south from 120th St. Told him that he must get Shields to put on more concrete gangs.

Temperature to-day at 9 and 12:30 o'clock, 34 and 38 degrees respectively. Weather, cloudy, later clear.

MONDAY, JANU. 27, 1902.

At about noon informed by Craven that Shaler's Powder House had blown up at 41st St.; damage unknown. Started at once for the scene. Found that the Powder House on the west side of 41st St. had exploded breaking all the windows on Park Avenue from the Grand Central Station to 39th St., and many of the windows in the adjacent streets. It was reported that several had been killed; subsequently ascertained it was five, and a large number injured, number not ascertained. At once ordered that the loose wreckage overhanging the Metropolitan tracks should be cleared away, placing Carr in charge of

J A N Y. 27 (Contd.)

the work. Made a cursory examination of the adjoining buildings and found that no structural damage was done. Went to the 30th St. Police Station with the District Attorney to get Shaler and his foreman out, having learned that they had been arrested. Found on arrival that they had been held on orders from the Coroner; could not procure their release. Attended the Coroner's court at 4 o'clock where Shaler was admitted to \$10,000 bail. Returned to the scene of the wreckage in the evening and made a thorough examination of the Murray Hill Hotel; damage less than we supposed.

Temperature to-day at 9, 12:30 and 5 o'clock, 34, 46 and 42 degrees respectively. Weather, cloudy, later raining.

TUESDAY, JANU. 28, 1901.

Went to the scene early and found the wreck being gradually cleaned up. Reported to Mr. Orr at his office and subsequently had a conference with him and Shepard, at which it was decided to call a special meeting of the Board for to-morrow.

Temperature to-day at 9, 1:30 and 5:30 o'clock, ^{14 20} 18, 16 and 16 degrees respectively. Weather, ^{clear} ~~cloudy~~, ~~later snowing~~.

WEDNESDAY, JAN. 29, 1902.

Special meeting of the Board held.

Temperature to-day at 9, 1:30 and 5:30 o'clock, 18, 16 and 16 degrees respectively. Weather, cloudy, later snowing.

THURSDAY, JAN. 30, 1902.

Called on the Fire Commissioner and had a talk with him and with Supt. Murray of the Bureau of Combustibles. So far they had obtained no information that was reliable. Went with Murray to the District Attorney's office; found the District Attorney still investigating. He promised to have copies of all that he had heard when he had got his notes written out. Nothing definite to report at present. Had a conference with the Division Engineers and gave them instructions to make full reports as to what they would advise in the future.

Temperature to-day at 9, 12:30 and 5:30 o'clock, 20, 22 and 24 degrees respectively. Weather, snowing in morning, afternoon cloudy.

FRIDAY, JAN. 31, 1902.

Had a meeting with the Dock Commissioner and Bensel in regard to the closing of 12th Avenue. Suggested that we should permit the Contractor to build over and under 12th Avenue, a proposal which met with their approval.

Shepard called at my request and had a long discussion with him in regard to reporting on the amount of explosives on hand, and the proper course for me to pursue in regard to the delay of the work.

In the afternoon had an inspection of the lights proposed to be used at the Columbus Circle Station. Very satisfactory.

Temperature to-day at 9, 12:30 and 5:30 o'clock, 26, 28 and 26 degrees respectively. Weather, cloudy in morning, snowing in afternoon.

SATURDAY, FEBY. 1, 1902.

Routine work.

Temperature to-day at 9 and 12:30 o'clock, 26 and 28 degrees respectively. Weather, cloudy.

MONDAY, FEBY. 3, 1902.

In the morning examined Guastavino's work at the City Hall. Talked to Deyo over the telephone about it, who seemed to feel that Guastavino would not complete the arch in time and that timber should be ordered. Suggested to Deyo that we give Guastavino two days more.

Temperature to-day at 9, 12:30 and 5:30 o'clock, 20, 24 and 20 degrees respectively. Weather, clear.

TUESDAY, FEBY. 4, 1902.

Had a general conference in the City Hall Park in regard to the completing of the City Hall Station before the coming of the Prince.

Temperature to-day at 9, 12:30 and 5:30 o'clock, 15, 20 and 18 degrees respectively. Weather, clear.

WEDNESDAY, FEBY. 5, 1902.

In Albany at the request of the Mayor.

Temperature today at 9, 12:30 and 4:45 o'clock, 10, 16 and 18 degrees respectively. Weather, clear.

THURSDAY, FEBY. 6, 1902.

Routine work and Rapid Transit Board meeting.

Temperature to-day at 1, 12:30 and 4:15 o'clock, 16, 20 and 18 degrees respectively. Weather, clear.

FRIDAY, FEBY. 7, 1902.

Went to the office of the President of the Borough at 3 o'clock to attend a hearing on the widening of 4th Ave. Was notified that, inasmuch as the Council Chamber was occupied, the meeting would be adjourned to two weeks.

Inspected the work at City Hall Station. Found the same progressing slowly.

Temperature to-day at 9, 12:30 and 5:30 o'clock, 26, 36 and 28 degrees respectively. Weather, clear.

SATURDAY, FEBY. 8, 1902.

In the morning Ramsay, representing the Explosive Companies, called. Gave him a letter of introduction to all the Division Engineers to show him over the work.

In the afternoon walked over part of the Elm St. work, and went with Carr to 34th St. and went into all four headings.

Temperature to-day at 9 and 12:30 o'clock, 16 and 20 degrees respectively. Weather, clear.

MONDAY, FEBY. 10, 1902.

Routine work.

Rice and I examined progress of work at the City Hall Park.

Talked with Wickersham and cautioned him about correspondence between Mc Donald and myself relating to the progress of the work.

Temperature to-day at 9, 12:30 and 4:30 o'clock, 26, 30 and 30 degrees respectively. Weather, clear.

TUESDAY, FEBY. 11, 1902.

At Belmont's office met Cassatt and Rea and discussed general question of construction. Belmont stated that he was preparing a bill ready for presentation to Mr. Orr this week looking to the construction of roads, they to use their own capital.

Temperature to-day at 9, 12:30 and 5:30 o'clock, 16, 20 and 18 degrees respectively. Weather, clear.

WEDNESDAY, FEBY. 12, 1902.

Lincoln's Birthday.

Walked with Craven over his Division from 104th St. to 59th St.; and went with Value over his Division along Lenox Avenue and south from 160th St. discussing particularly the report made by President Cantor.

THURSDAY, FEBY. 13, 1902.

Went with Craven over the work on 42d St. and on Broadway as far as 51st St.

Rapid Transit meeting in the afternoon.

Temperature to-day at 9, 3:30 and 4:45 o'clock, 22, 28 and 26 degrees respectively. Weather, clear.

FRIDAY, FEBY. 14, 1902.

Walked with Carr south from 32d St. to Houston, going underground from 28th St. to 24th St. and discussing Cantor's report.

Went to the Mayor's office and met Cantor, who stated that the dumping privilege at Manhattan Valley was held up because Williamson stated that dumping was being done in a place afterwards to be occupied by a masonry wall. Cantor said that if I could agree with Williamson as to a proper place to dump he would support Williamson's report. Later arranged for Williamson to meet Value Monday morning.

Deyo called and discussed with him the question of Bradley's work. Deyo stated that there was plenty of plant but more men were needed- that one of the difficulties seemed to be in the matter of getting rid of material, which he said he would look into.

Examined progress of the work at City Hall Station.

Temperature to-day at 9, 12:30 and 5:25 o'clock, 26, 30 and 30 degrees respectively. Weather, clear.

SATURDAY, FEBY. 15, 1902.

In the afternoon went to the fire at Durland's Riding Academy. Our work not damaged.

Went over Bradley's work as far as 72d St.

Temperature to-day at 9 and 1 o'clock, 28 and 36 degrees respectively. Weather, clear.

MONDAY, FEBY. 17, 1902.

Very heavy snow storm. Routine in office. Work entirely suspended.

Temperature to-day at 9, 1 and 5 o'clock, 30, 32 and 32 degrees respectively. Weather, heavy snow.

TUESDAY, FEBY. 18, 1902.

Work still tied up with the effects of yesterday's storm.

Temperature to-day at 9, 1 and 5 o'clock, 32, 32 and 29 degrees respectively. Weather, clear.

WEDNESDAY, FEBY. 19, 1902.

Meeting in the morning of the Committee on Combustibles.

General Douglas called and discussed with him the question of tunnel linings. Told him I would accept boulder concrete wherever there were big recesses in the walls of the tunnel.

Had a conference at Belmont's office with Belmont and Mc Donald in regard to the backward condition of certain parts of the work. Mc Donald had made the defense that the subcontractors would finish inside of their contract time. I argued that it was not the question of contract time- that it was a question of getting the work finished at the earliest possible moment. Afterwards had a talk with Wickersham over the telephone, and he promised to see Belmont and to make the thing clear, that it was to their interest to get matters pushed.

Temperature to-day at 9, 1 and 5 o'clock, 22, 30 and 29 degrees respectively. Weather, clear, cloudy in afternoon.

THURSDAY, FEBY. 20, 1902.

Out of town (Olean- P S & N)

Temperature to-day at 9, 1 and 5 o'clock, 27, 31 and 36 degrees respectively. Weather, snowing.

FRIDAY, FEBY. 21, 1902.

Routine work.

Temperature to-day at 9, 1 and 5 o'clock, 30, 30 and 32 degrees respectively. Weather, raining.

SATURDAY, FEBY. 22, 1902.

Washington's Birthday.

Left for Peterboro, N.H.

MONDAY, FEBY. 24, 1902.

Absent in Boston.

Temperature to-day at 9, 1 and 5 o'clock, 38, 42 and 40 degrees respectively. Weather, clear.

TUESDAY, FEBY. 25, 1902.

Absent in Boston.

Temperature to-day at 9, 1 and 5 o'clock, 38, 40 and 40 degrees respectively. Weather, raining.

WEDNESDAY, FEBY. 26, 1902.

Routine work.

Meeting of Explosive Committee in afternoon.

Temperature to-day at 9, 12:30 and 5:10 o'clock, 42, 41 and 45 degrees respectively. Weather, rain in morning, cloudy after 12 and during day.

THURSDAY, FEBY. 27, 1902.

Routine work.

Bryan called and had a long talk with him about general affairs. Told me that Belmont was going to build the 42d St. cross-town tunnel, and would probably buy the Long Island City Surface Railway system. Suggested to him the possibility of dividing the Brooklyn extension into two tracks- one from Ann St. to South Ferry, and the other from Flatbush and Atlantic Aves. to Bowling Green, with a transfer station at Bowling Green; his Company to take the New York part, and the Brooklyn Rapid Transit the other.

Had a talk with La Farge in regard to reducing the expense of stations.

Temperature to-day at 9, 1 and 5 o'clock, 48, 52 and 51 degrees respectively. Weather, clear..

FRIDAY, FEBY. 28, 1902.

Arrived 34th St. at 9 o'clock. Found the heading had been blown through at 8. Carr and I walked through from 34th to 41st St.

Meeting of the Explosion Commission in the afternoon.

Temperature to-day at 9, 1 and 5 o'clock, 48, 50 and 50 degrees respectively. Weather, cloudy in morning, raining in afternoon.

SATURDAY, MARCH 1, 1902.

Routine work in morning.

Went over Craven's Division in automobile in afternoon.

Temperature to-day at 9 and 1 o'clock, 54 and 56 degrees respectively. Weather, clear.

MONDAY, MARCH 3, 1902.

Routine work in morning. Meeting of Explosive Committee in afternoon.

Temperature to-day at 9, 1 and 5 o'clock, 46, 42 and 40 degrees respectively. Weather, clear.

TUESDAY, MARCH 4, 1902.

Routine work.

Temperature to-day at 9, 1 and 5 o'clock, 34, 40 and 40 degrees respectively. Weather, clear.

WEDNESDAY, MARCH 5, 1902.

Routine in office.

Had a talk with President Cantor, who told me that the Harlem Board of Improvements were exceedingly anxious that four tracks instead of two should be built on Lenox Avenue. I explained that it was perfectly possible, the only thing being the feasibility of it.

Temperature to-day at 9, 1 and 5 o'clock, 30, 32 and 34 degrees respectively. Weather, clear.

THURSDAY, MARCH 6, 1902.

Routine in morning. Explosive Committee meeting early in afternoon.

Had a long talk with Shepard in regard to condition of affairs. He told me that he was anxious to see four tracks built in Brooklyn.

Temperature to-day at 9, 1 and 5 o'clock, 30, 34 and 32 degrees respectively. Weather, clear.

FRIDAY, MARCH 7, 1902.

Routine in morning.

Carr reported that the east heading at Park Avenue was through, and went with him north through the east tunnel and south through the west. Found the concreting work progressing rapidly; everything in a satisfactory condition.

Temperature to-day at 9, 1 and 5 o'clock, 36, 46 and 42 degrees respectively. Weather, clear.

SATURDAY, MARCH 8, 1902.

Routine ~~xxxxxxxxxx~~.

Temperature to-day at 9 and 1 o'clock, 42 and 46 degrees respectively. Weather, cloudy.

MONDAY, MARCH 10, 1902.

Routine.

Temperature to-day at 9, 1 and 5 o'clock, 42, 50 and 52 degrees respectively. Weather, clear.

TUESDAY, MARCH 11, 1902.

Routine, except Rice and I examined the City Hall Station work.

Temperature to-day at 9, 1 and 5 o'clock, 46, 52 and 48 degrees respectively. Weather, clear.

WEDNESDAY, MARCH 12, 1902.

Routine. Explosive Committee meeting in afternoon, at which Barksdale, Lewis, Ramsay and Hunt were examined.

Temperature to-day at 9, 1 and 5 o'clock, 54, 64 and 62 degrees respectively. Weather, clear.

ADDENDUM, WEDNESDAY NIGHT.

Made a night inspection of the work on 4th Avenue, 42d St. and Broadway as far as 72d St. Found excavation work in progress on Holbrook's section. Three drills out of four drills at work on 42d St. between 5th and 6th Avenue, and one drill between 6th Avenue and Broadway. North of this point no work in progress.

THURSDAY, MARCH 13, 1902.

At 12:30 met Wickersham and Belmont and discussed the general situation in regard to progress of the work. Finally got Mr. Belmont to see that there was no disagreement between Mr. Mc Donald and myself in regard to the time that the work would be completed; Mr. Mc Donald looking at it purely from the point of view of contract time, whereas I disregarded contract time entirely. I showed him that some parts of his work would be finished very much in advance of others, and that under the general contract we could insist that equal energy should be displayed by all contractors. Mr. Belmont said that

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a good deal depended as to whether the Power House could be finished and equipped. It was finally agreed that Mr. Belmont should send immediately for Degnon and Bradley and give them both instructions to proceed more rapidly; that Mr. Bryan and his staff were to start in a few days for the West to inspect the work now in progress at Westinghouse and the Allis-Chalmers works; that on their return I was to have a conference with Bryan and agree with him as to when the Power House would probably be completed. Then I was to write a letter to the Board getting the Board to order Mc Donald to proceed more rapidly with such portions of the work as, in my judgment, were behind, and this order Mr. Belmont promised that Mr. Mc Donald would transmit to his sub-contractors and carry out.

Rapid Transit meeting in the afternoon.

Temperature to-day at 9, 1 and 5 o'clock, 60, 60 and 58 degrees respectively. Weather, cloudy.

FRIDAY, MARCH 14, 1902.

Routine.

Temperature to-day at 9, 1 and 5 o'clock, 38, 54 and 50 degrees respectively. Weather, clear.

SATURDAY, MARCH 15, 1902.

Went with Craven over his Division from 42d St. to the end. Examined the pavement on 40th St. between 6th Avenue and Broadway and found the same very bad. Craven reported Bradley was improving. Met Value at 104th St. and went with him to Ft. George, where I found the heading just begun. Went into the heading at 158th St. and in general over his work on Broadway and Lenox Avenue.

Temperature to-day at 9 and 1 o'clock, 42 and 46 degrees respectively. Weather, cloudy.

MONDAY, MARCH 17, 1902.

Examined the work at the City Hall with Edward White of London County Council, and Mr. Northcroft, Surveyor.

Had a conference with La Farge in regard to the Station designs; and later with Deyo, Moore and Shaler in regard to the lining of the Park Avenue Tunnel. Pointed out to them--which they all admitted--that no more excavation had been called for by moving the sidewalls back six inches, and that therefore six inches of something had been saved to somebody; the division of this saving I thought was a matter for them and not me to settle. Later advised that they had come to an agreement on a basis that Shaler was to be paid arbitrary measurement for eighteen inches of concrete, and then for rubble masonry behind the same wherever it was necessary.

Temperature to-day at 9, 1 and 5 o'clock, 28, 28 and 26 degrees respectively. Weather, cloudy.

TUESDAY, MARCH 18, 1902.

Walked over Craven's Division along 42d St., and the Station at 59th Street.

Had a talk with Belmont in the afternoon, who was very much excited over the Pennsylvania Railroad Bill, which apparently gave the right to anybody, provided the Board of Aldermen consented to the building of a rapid transit railway in New York. Saw Shepard who said that he was opposed to the bill and had so informed Mr. Orr.

Temperature to-day at 9, 1 and 5 o'clock, 32, 36 and 29 degrees respectively. Weather, clear.

WEDNESDAY, MARCH 19, 1902.

Had a talk with Rea on the Buck matter. In conversation he asked me about the editorial in the Times of this morning criticising the Pennsylvania Railroad Bill. I told him that I thought that criticism was directed chiefly to the general conditions. He said that if the Pennsylvania people had been informed of this that they would willingly have had the bill amended.

Meeting of the Explosive Committee in the afternoon.

Morris, Business Manager of the Times, called to see me about utilizing the space above our subway on Park Row for vaults. Referred him to Degnon-McLean.

Temperature to-day at 9, 1 and 5 o'clock, 28, 28 and 26 degrees respectively. Weather, clear.

THURSDAY, MARCH 20, 1902.

Routine. Meeting of the Commission in the afternoon.

Reported by Carr that a cave-in had occurred in the tunnel on the east side of Park Avenue between 37th and 38th Sts. but not serious.

Temperature to-day at 9, 1 and 5 o'clock, 36, 44 and 40 degrees respectively. Weather, cloudy.

FRIDAY, MARCH 21, 1902.

In the morning walked to 38th St. to see the break. On arrival found that a few moments previously the sidewalk, area-way and stoop of No. 55 had gone down. The Building Department and Cody, the Shorer, both notified to underpin the house immediately. Cody arrived on the ground shortly afterwards but left at 12 o'clock, leaving everything safe. At 1:30 a further fall occurred carrying with it the fronts of Nos. 55 and 57. Notice received from Carr requesting me to come up at once; was present at the time before the Aldermanic Committee and did not arrive on the ground till 4. Immediately directed that the hole should be filled in, and arranged with Holbrook, Cabot & Daly to send earth up. Stayed on the ground until about 11 P.M. when further movement seemed to have stopped.

Temperature to-day at 9, 1 and 5 o'clock, 50, 54 and 54 degrees respectively. Weather, clear, afterwards cloudy.

SATURDAY, MARCH 22, 1902.

In morning visited Park Avenue staying there until about 10 o'clock. Subsequently met at the office Colonel Low of the Treasury Department inquiring about the foundations at the Post Office.

Returned to Park Avenue at about 6:30, then heard that No. 59 had settled at about half-past five cracking the front wall

MARCH 22 (Contd.)

as high as the parlor windows. The Building Department immediately undertook to shore 59. Returned in the evening and stayed on the ground till midnight.

Temperature to-day at 9 and 1 o'clock, 52 and 58 degrees respectively. Weather, clear.

MARCH 23, (SUNDAY)

Visited the scene of the accident several times but found no further movement taking place.

MONDAY, MARCH 24, 1902.

Spent all of Monday, from the morning until 5 o'clock, on the ground. Called together all the Division Engineers on the ground for a consultation. Shaler informed me that he had attempted to pour grout into the broken ground so as to hold it from any further movement. After consultation with the staff we decided to suggest to Shaler to build two cross trenches so as to hold the good ground north and south of the break from any further movement into the crater. On submitting this to Shaler he thought that nothing would be gained by such action. Finally, as a result of discussion, agreed on a plan to shore and underpin immediately Nos. 51 and 61, which buildings so far had not been finished, in the hope that these

MARCH 24 (Contd.)

two buildings could be saved from damage, and also to prevent any movement of the houses on the corners of 37th and 38th Sts. Directed Shaler to proceed with this plan.

Temperature to-day at 9:10, 12:50 and 5:15 o'clock, 52, 55 and 52 degrees respectively. Weather, clear.

TUESDAY, MARCH 25, 1902.

Some of the property owners requested that I should attend a meeting to be held in the afternoon at the Manhattan Hotel. Said first that I thought I had better not attend; then consented to do so provided Mr. Orr approved. Conferred with Mr. Orr by telephone; he directed me to be present. Attended at the Manhattan Hotel in the afternoon but was not present at the meeting. Met the Committee afterwards, however, and presented a letter from Mr. Orr. Told the Committee that I should be glad to cooperate in any investigation that they desired to make. Was asked by Mr. Brown to suggest names of three engineers for them to make a selection of; this I declined to do.

Temperature to-day at 9, 12:45 and 5:15 o'clock, 46, 48 and 44 degrees respectively. Weather, clear.

WEDNESDAY, MARCH 26, 1902.

Spent the forenoon at Park Avenue.

Saw Belmont and Mc Donald together about 2. Told them that I proposed to ask the Board to appoint a consulting engineer to examine and report on Park Avenue, and suggested that Mr. Belmont might likely join. He told me that he would not unless he were asked to do so, which I told him would not be. Told them both that every effort ought to be strained on Shaler's work, and it seemed to me that he was trying to work his repairs with too much regard for economy and too little for speed. Suggested to Belmont that he buy the damaged houses; he told me that he had already given orders to that effect.

Had a long conference with Orr and Shepard at the former's office. Explained to them fully what had occurred, and told them that it seemed to me that Belmont and Mc Donald were trying to unload responsibility either on Shaler or on the Commission. Also explained to Mr. Orr what was meant by the property owners' contention that the line had been changed; this was due to the separating of the two tunnels to permit a connection with the New York Central.

Temperature to-day at 9:10, 12:15 and 5:10 o'clock, respectively, 43, 50 and 54 degrees. Weather, clear.

THURSDAY, MARCH 27, 1902.

In the morning at Park Avenue.

In the afternoon walked with Fischer over Section 2 from Grand St. to Great Jones St. to discuss principally the taking of the whole of Elm Street between Spring and Prince Sts. to put in the four tracks. Told Fischer that this permission would be granted, provided, first, a proper driveway was made from the Engine House; second, that a proper sidewalk was provided for the School and buildings from the east side; third, that a double shift of men should be put on for excavation, concreting and all other work where possible. He said he would comply with the first two but could not comply with the last without conferring with Degnon who was absent. Told him about my talk with Belmont and Mc Donald and that they would have to very largely increase their force, and that I preferred them to do it voluntarily rather than under orders.

Temperature to-day at 9, 12:10 and 6 o'clock, 48, 54 and 54 degrees respectively. Weather, clear, cloudy in evening.

FRIDAY, MARCH 28, 1902.

Spent the whole of the forenoon on Park Avenue.

In the afternoon went with Fischer over Section No. 1. Had a further talk with him about the increase in force, which he said he thought would probably be granted, but could not say until he had seen Degnon.

Returned to Park Avenue in the afternoon.

Temperature to-day at 9, 12:10 and 4:10 o'clock, 50, 53 and 50 degrees respectively. Weather, cloudy and raining.

SATURDAY, MARCH 29, 1902.

Park Avenue in the morning.

Joint meeting between the Rapid Transit Commission, the Committee of the property owners on Park Avenue and John B. Mc Donald.

Temperature to-day at 9 and 5:30 o'clock, 52 and 60 degrees respectively. Weather, raining.

MONDAY, MARCH 31, 1902.

Met Rice and Craven on 42d St. and had a long talk with Sanford in regard to the progress of the Degnon-McLean work on 42d St. Explained to Sanford that I was insisting that the force should be very materially increased so that the excavation should all be completed during the present year. He said that he would take the matter up and make a study and talk the matter over with Mr. Craven and Mr. Degnon.

At 10:15 called at Mr. Lawrence's house. Met Messrs. Devoc, Lawrence and Stokes, Professor Kemp and Mr. Albert R. Webster. Informed by the Committee that the last two, together with Mr. Bogue, had been appointed a body of experts to examine the Murray Hill work; that Mr. Bogue was ill and could not report before Wednesday. The Committee then left. Explained to Kemp and Webster the organization of our staff and that of the Contractor. Took them both over both tunnels, accompanied by Carr. They examined the rock very critically

MARCH 31 (Contd.)

in both sides but expressed no opinion. Explained to them the necessity of immediate action in regard to permitting work to be resumed in the west tunnel; they promised to go in again to-night. Later reported the day's events to Mr. Orr, and suggested for his consideration, to be submitted to Mr. Hewitt, the names of Sterns, Noble and Cooper from which to appoint an expert for the Board.

Temperature to-day at 9, 12:30 and 5:30 o'clock, 56, 62 and 60 degrees respectively. Weather, cloudy.

TUESDAY, APRIL 1, 1902.

Routine work in morning.

Attended a meeting of the Local Board of Improvements in regard to the Fourth Avenue widening, in order to get the map corrected.

Webster called and asked for an alignment map, and also the records of our borings. Told him that I thought that I had better not give him the latter, as I preferred to have him arrive at his judgment with facts gathered by himself.

Report came from Robinson, of the Board of Education, that the old building at Grand and Elm Sts. was cracking. Called attention of Carr and Fisher to it and asked them to go at once on the ground.

Temperature to-day at 9, 12:10 and 5:45 o'clock, 40, 42 and 42 degrees respectively. Weather, cloudy.

WEDNESDAY, APRIL 2, 1902.

At Park Avenue in the morning.

Had luncheon with Bryan and discussed with him the results of his trip. Bryan told me that the Engine work and Generator work were both well in hand, and he thought that all the machinery would be delivered on time, and that by October 1, 1903 four engines and generators ought to be installed ready for work. We therefore agreed that, in general, that portion or part of the system could be begun on that date.

Later had a conference with Shepard to discuss the answers of the Engineer and Counsel to the property-owners' questions.

Later Deyo and Moore called and discussed Shaler's work. Deyo stated that Shaler was not proceeding as energetically or as rapidly as could be done- that he was considering the questions of economy too much; and he told me that he had ordered that temporary frames should be put up and not to wait for movable carriages. Deyo asked that the roof centres might be moved forward after four days and not wait for fourteen. Told Deyo that I thought his general view of the situation was correct, and that I would have Carr join with Moore in investigating the strength of concrete at the end of four days.

Temperature to-day at 9, 12:30 and 4:45 o'clock, 42, 46 and 48 degrees respectively. Weather, clear, cloudy later in day.

THURSDAY, APRIL 3, 1902.

Routine work in morning.

Rapid Transit meeting in afternoon. Boardman announced that an injunction suit was going to be brought by Mrs. Huntington as to the legality of our structure on Park Avenue; Boardman and Shepard seemed to be disturbed. Advised by Mr. Orr that Cooper was to be appointed Consulting Engineer; went to Cooper's office and took him to the Chamber of Commerce and presented him to Mr. Orr.

Thursday night advised Mr. Webster over the telephone that I was about writing him a letter asking to be relieved from my promise to stop blasting or that the property owners must accept the full responsibility.

Temperature to-day at 9, 12:10 and 5 o'clock, 40, 46 and 42 degrees respectively. Weather, cloudy.

FRIDAY, APRIL 4, 1902.

Walked with Craven over his Division from 71st to 60th Sts.

At 10:30 met Cooper and took him through both the tunnels at 34th St. Expected Mr. Webster and Bogue but advised later by Webster that Bogue was still sick. Cooper stated in answer to a question that he saw no reason why blasting should not be resumed in the west tunnel. Later received a letter from Deyo releasing me from my promise to restrain blasting,

APRIL 4 (Continued)

when advised Mc Donald and Shaler over the telephone.

Had a meeting with Douglas Robinson in regard to Astor Place. Also meeting of the Explosive Committee and a long conference with Shepard in regard to the Huntington law suit, in which we discussed the relation of the general and contract plans. Shepard said that, on reconsideration, he did not consider the matter so serious but one to be avoided if possible.

Temperature to-day at 9, 12:30 and 5:45 o'clock, 41, 42 and 42 degrees respectively. Weather, cloudy.

SATURDAY, APRIL 5, 1902.

Routine in the morning.

Went over all of Craven's and Value's Division as far as 158th St. Had a long talk with Bradley and Collins. Endeavored to impress upon them the necessity for increase of force. Both admitted that the present rate of progress was insufficient to complete their work within contract time. I told them that the Commission was going to insist that the whole of the excavation should be completed during the calendar year on Bradley's work. Instructed Value to have a talk with Shields and to complain to him that his work was also behind. Talked with Hunt on similar lines, as regards the open excavation work. Hunt told me that he would take the matter up at once with Pilkington. Went into the heading at 158th St. north;

APRIL 5 (Continued)

found the rock decidedly bad. Hunt was putting in temporary timbering; I cautioned him to proceed carefully.

Temperature to-day at 9 and 12:30 o'clock, 46 and 48 degrees respectively. Weather, clear.

MONDAY, APRIL 7, 1902.

Notified by Webster in the morning that he and Mr. Bogue were going to be in the tunnel at Park Avenue. Went down Fourth Avenue over Carr's work; stopped at Carr's office and instructed him to be on hand.

Temperature to-day at 9, 12 and 5 o'clock, 44, 46 and 42 degrees respectively. Weather, cloudy.

TUESDAY, APRIL 8, 1902.

Rained hard; routine all day.

In the afternoon had a conference with Shepard in regard to Park Avenue. Showed him *the diagram for the junction*. He told me that he had had a conference with Wickersham and had insisted that the Contractor's Company must assume full responsibility.

Douglas Robinson and Mr. Livingston called for a conference in regard to the Astor building at the corner of Broome and Elm Sts. They desired to get some additional vault space.

APRIL 8 (Continued)

Told them that we would prepare the plans and give them to the Contractors, the cost of carrying them out, however, being a charge against the property. This they said was satisfactory.

Carr informed me during the day that he had been through the tunnel twice with Bogue and the latter had expressed his approval of the condition of the work, especially in regard to the concreting.

Temperature to-day at 9, 12 and 5 o'clock, 46, 46 and 42 degrees respectively. Weather, raining.

WEDNESDAY, APRIL 9, 1902.

Walked over Craven's work from 53d St. to 42d St., and Carr's work from Astor Place to Canal St.

Webster and Cooper called at 2 o'clock. Had a general discussion upon the Park Avenue condition and drew up a memorandum of agreement. Sent for Hough who called and said that he would do the drilling on either a 10% basis or at a price of \$4.25 per linear ft. Ordered him to begin work tomorrow morning.

Temperature to-day at 9, 12:40 and 5 o'clock, 50, 54 and 50 degrees respectively. Weather, cloudy and rainy.

how much solid rock there is above the neat line of the tunnel. Holes to be placed about 75 feet apart, and as near as practicable following the centre line of the tunnel. The Masonry lining and arching to be kept as close as possible to the face of each excavation.

East Tunnel

No blasting to be done between Station 164 plus 50 near 37th Street, and Station 170 about 40 feet north of 39th Street, until the arching is completed up to the bench at the north end. At least one Diamond Drill hole to be driven north of 38th Street on the east side from the surface outside of the neat line of the tunnel, and in addition ten test Drill holes to be driven on each side from the top of the bench, between Stations 168 and 170, diagonally outward to the sub-grade, to determine the character of the rock. Before the work is allowed to proceed, if there are indications of bad rock, extra holes are to be put in to determine the quality of the rock. If these investigations indicate sufficient rock of suitable quality, the work of removing the same south to the centre line of 38th Street may proceed under the conditions and with the same precautions as indicated above for the west tunnel. The whole of the section of the east tunnel from which the roof has not yet been removed to be thoroughly timbered and braced during the progress of the work. Further consideration of the Section between Stations 164 plus 50 and the centre line of 38th St. shall be postponed until the investigations as to the

THURSDAY, APRIL 10, 1902.

Called on Mr. Webster at his house at 9 o'clock, and with him and Carr determined the condition of the Diamond Drill holes on Park Avenue.

At 11 o'clock, meeting of Bogue, Webster, Cooper, Rice and self, and agreed on the following amended agreement that we made yesterday, as signed, being as follows (had great difficulty to do anything with Webster who was fighting shy of accepting any responsibility whatever) :

AGREEMENT

At a meeting of Messrs. Bogue and Webster, Engineers named by the Committee of certain Park Avenue property owners, and Messrs. Cooper, Parsons and Rice, Engineers named by the Rapid Transit Commission, it was agreed, after discussion, as follows :

West Tunnel

In our opinion work can safely be resumed in the west tunnel under Park Avenue by beginning the blasting only at the north and south end of the unfinished portions of the roof lying between 37th and 40th Streets. Moderate charges to be used throughout, especially moderate at the north end for the first 50 feet, and as long as and whenever there is any indication of defective rock. The Rapid Transit Commission to make in advance of the excavation, Diamond Drill borings from the surface to within at least 6 feet of the neat line of the tunnel, provided the rock is sound, or deeper if necessary to show

APRIL 10 (Continued)

character of the rock shall be completed.

We reserve the right from time to time to make further suggestions, should the character of the work indicate such necessity. If the test borings or progress of the work at any point indicate defective rock of importance, such facts shall be reported to us.

All the work to be done under the direct supervision of a competent inspector.

(Sgd.) V. G. Bogue

(Sgd.) Theodore Cooper

" Albert L. Webster

" Wm. Barclay Parsons

" George S. Rice.

Rapid Transit meeting in the afternoon. After the meeting had a talk with Shepard and Boardman and suggested that we should lay out an East Side line, which they thought was a good thing to do. Explained to Boardman, as I explained to Shepard, that the widening on Park Avenue was done with a definite reason.

Temperature to-day at 9, 12:50 and 5 o'clock, 44, 48 and 46 degrees respectively. Weather, cloudy.

FRIDAY, APRIL 11, 1902.

Notified last night by Brown that his doors would not work on Park Avenue. Met him at his office this morning and found the doors working perfectly. His carpenter called shortly afterwards and said that this trouble was with the hinges. He and Lawrence, members of the Property Owners Committee, notified me that they would prefer us to continue with the blasting on the east side now and not wait for the summer.

Spent the forenoon with Shaler, Fraser, Carr and Clark in the Park Avenue tunnels. Recommended to Shaler to put in timbering of a permanent character, passing over the bench at 38th St., in lieu of the temporary timbering that he put up. Also urged the starting of a force at 37th St. on the west tunnel where no force is now working, and the removal of the rock from the roof at that point near 40th St. Shaler said that his orders were to concentrate his force upon the east tunnel and that he could not work any further force upon the west. Shaler arranged to begin rock excavation mid-way in the roof, *but I declined to agree to it* Deyo called and I repeated to him what I had told Shaler, which he approved.

Called on _____ and explained to him my suggestion about the separate Brooklyn line with a junction and transfer station at Bowling Green. Called on Shepard and repeated the details of this conversation.

Temperature to-day at 9:10, 12:25 and 5 o'clock, 48, 56 and 60 degrees respectively. Weather, clear.

SATURDAY, APRIL 12, 1902.

Routine work in the morning.

Bogue called for luncheon. Showed him a letter that I had written Deyo and gave him extracts from it. He approved of the general line of policy- said he would meet me on the ground to go over the work.

In the afternoon rode over Craven's work. Met Value at 104th St.; went down the Broadway shaft and into both headings. Found rock under Broadway thoroughly good but very soft at the east end. Went down Central Park shaft and into the west heading, and also to the beginning of bench work at the east end; the rock all through good. Examined the 110th St. Station work.

Temperature to-day at 9 and 12:50 o'clock, 52 and 60 degrees respectively. Weather, clear.

MONDAY, APRIL 14, 1902.

Met Craven at Manhattan Hotel. Had a long conference with Mr. Hawk, who told me that Bidlitz would superintend the work of reconstructing the hotel foundations. He wanted the work pushed along as fast as possible. Walked with Craven through 42d St.; instructed him to see that the work was pushed along faster.

Bradley and Collins called at request. Told Bradley that I would hold him to a strict accountability for his work.

APRIL 14 (Contd.)

He told me that he made arrangements with the New York Central for the hauling away of his stone by both barge and train without cost to him; had ~~not~~ been paying heretofore 60 cts. a yard for dumping; said that he thought in the future there should be no trouble in getting rid of all his material.

Temperature to-day at 9, 1:30 and 5:30 o'clock, 46, 50 and 48 degrees respectively. Weather, clear.

TUESDAY, APRIL 15, 1902.

At 10 o'clock met Deyo, Holbrook and Carr at 33d St. Holbrook asked permission to close 33d St. and 4th Ave on the west side in order to excavate for the station. Gave him permission.

At 10 o'clock Bogue, Carr and I went through both tunnels, being underground until quarter past two. As the result of our investigations wrote Deyo a letter containing the following points; to wit:

The roof in the east tunnel between the break and the south end of the bench is very bad. Good temporary timbering has been put in, but such timbers are quite insufficient to hold an extended movement of the ground. It will be at least three months before you can begin to remove this roof and replace it with the masonry lining. The temporary timbering should therefore be removed, and regularly framed bents at about five to six feet intervals erected on which this roof can be securely blocked.

South of the break and north of the arch some more props had better be set up.

The concreting north of the bench should be pushed with all possible speed to the bench, and the work of removing

APRIL 15 (Contd.)

the latter begun without delay.

In the west tunnel the sub-contractor has requested permission to begin the removal of the roof at about 38th St. where it is good. This I do not approve of. The rock at both ends of the unremoved roof is very bad and, therefore, all the Contractor's energy should be devoted to completing the arching at both ends and then to remove the weak rock. In this way the weak rock will be supported by the arch in place at one end and the solid rock at the other. At the north end of the roof there is a ledge on the east side which is insecure; some temporary props should be placed under it. x If there are any other precautions that suggest themselves to you I wish you would employ them, or if you have any better methods of conducting the work than those outlined in this and my preceding letters, I should be glad to be advised and will then confer with you.

Temperature to-day at 9, 12:40 and 5 o'clock, 46, 52 and (no record for 5 o'clock) degrees respectively. Weather, clear.

WEDNESDAY, APRIL 16, 1902.

Called at Value's office and went to the 168th St. shaft, spending two hours on the ground examining the rock at both ends. Advised Hunt and Value to proceed more rapidly with the arching. At the 116th St. south heading, where there had been a large fall of rock and where the clearance of the wall on the west side was scant, ordered as much of the rock as possible to be taken off, and then the wall to be strengthened with expanded metal and that an arch 21 inches thick be put in.

At 2 o'clock looked over the Park Row and City Hall work with Burns.

Temperature to-day at 9:10, 12 and 5 o'clock, 52, 56 and 60 degrees respectively. Weather, cloudy.

THURSDAY, APRIL 17, 1902.

Routine. ~~My down~~

Meeting of Explosives Committee at 3 o'clock.

Met Mr. Orr and Mr. Shepard on the Brooklyn contract.

Mr. Eidlitz, representing the Manhattan Hotel, called in regard to the work past their foundations.

Temperature to-day at 9:30, 12:30 and 5 o'clock, 50, 56 and 56 degrees respectively. Weather, clear.

FRIDAY, APRIL 18, 1902.

Met Mr. Carson at the Manhattan Hotel at 8:30. Took him to Columbus Circle Station; walked him down over and through the Subway, along Broadway, 42d St., ~~York~~ Park Avenue tunnel to 28th St.; rode from 38th St. to 17th St., walked from 17th to 14th Sts., took car to City Hall and then showed him the City Hall work.

Temperature to-day at 9, 12:15 and 5:30 o'clock, 52, 60 and 56 degrees respectively. Weather, clear.

SATURDAY, APRIL 19, 1902.

Farrell called at the house and transacted business, answered mail in my room. Columbia in the afternoon.

Temperature to-day at 9 and 12:30 o'clock, 50 and 58 degrees respectively. Weather, clear.

MONDAY, APRIL 21, 1902.

In the morning rode over 4th Avenue work, and walked from Astor Place to Canal St.

In the afternoon, meeting at the Chamber of Commerce between Mr. Belmont and his Attorneys, Mr. Mc Donald, Mr. Deyo, Mr. Shaler and his Attorneys; Mr. Orr, Boardman and myself. Mr. Belmont talked at great length in regard to extra cost entailed in the orders of the Engineer on Park Avenue, and the necessity for the Contractor and the Commission to work together in the matter of damages. It was very difficult to obtain anything definite from Mr. Belmont. Finally Boardman asked if any order had been given that Mr. Deyo did not approve of? Deyo replied that he would have done exactly what Mr. Parsons had done. I explained that the orders that were issued were issued in excess of what was being called for on the rest of the work or what had been called for on Park Avenue, but that in my judgment every extra precaution should be taken. After the meeting Wickersham, Deyo and Mc Donald expressed their regrets that the meeting had occurred and that Mr. Belmont had seen fit to raise the point.

Degnon and Fisher called. Discussed with them at length the condition of the work on Sections 1, 2 and 5-A. Degnon stated that the work could be completed during the current year and that he would materially increase his force.

Temperature to-day at ~~9, 12 and~~ 5:30 o'clock (no record for 9 and 12 o'clock) 56 degrees. Weather, clear.

TUESDAY, APRIL 22, 1902.

Had a talk with Carr the first thing in the morning in regard to Degaon-McLean work. Carr told me that a good many of the delays complained of were due to Degaon-McLean worrying a good deal of the Asphalt and Steel men but not being prepared for them and shifting them about. Repeated this to Fisher who told me that he would do the best on his part.

In the afternoon Rice and I examined Carr's work at 32d St. where the sidewall columns had slid forward on the waterproof course.

Temperature to-day at 9:30, 12:30 and 5 o'clock, 68, 79 and 88 degrees respectively. Weather, clear.

WEDNESDAY, APRIL 23, 1902.

WEDNESDAY, APRIL 23, 1902.

Walked from 50th St. down to 42d St.

Had luncheon with Rives and Wilcox in relation to Battery Park and the Manhattan Railway therein.

Afterwards had a consultation with Bryan in regard to the triangle at 42d St., he having told me that Mr. Belmont had called on him to report what was to be done with it. Told him that Douglas Robinson was considering the scheme for letting it to the New York Times.

At 4 o'clock went with Bogue and Carr through both the East and West tunnels at Murray Hill. Bogue was very much pleased with the progress that had been made.

Temperature to-day at 9, 12:30 and 5 o'clock, 76, 82 and 78 degrees respectively. Weather, clear.

THURSDAY, APRIL 24, 1902.

Took up Craven at 8:45 at 43d Street and took him in automobile over his Division. Found he knew nothing about how Bradley was disposing of material. Told him that I wanted definite information and wanted him to keep track of it.

Went with Value over Broadway as far as 181st St., going down 181st St. shaft. Recommended timbering to hold the inclined easterly wall of the south heading. Went with Hunt and Value to examine into the dumping at Boulevard Lafayette; seemed to me that it was better to use an engine rather than mules. Went along Lenox Avenue with Value. Rapid Transit meeting in the afternoon. Temperature to-day at 9:10, 12:30 and 5 o'clock, 56, 64 and 60 degrees respectively. Weather, clear.

FRIDAY, APRIL 26, 1902.

In the morning met Belmont who told me that the B.R.T. wanted to build the Brooklyn Extension from Brooklyn to Bowling Green, to which he was opposed. Oakman seemed to be in favor of it; told me that I might speak to him.

Had a long conference with H. H. Porter, Greatsinger, Brady and Grant in regard to the Brooklyn Extension. Porter told me that his idea was to make it a joint route, but that he did not think Belmont was willing, but he would go ahead and do it on his own account. Greatsinger told me that the movement to put the Brooklyn Bridge matters under the Rapid Transit Commission originated with them.

Temperature to-day at 9, 12:30 and 5:30 o'clock, 52, 62 and 58 degrees respectively. Weather, clear, later cloudy.

SATURDAY, APRIL 26, 1902.

General inspection, including Belmont, some of the Directors, Mc Donald, all their engineers, with Orr, Smith, Starin, Rice and myself. Went over all the work north from 17th St. Mr. Orr was very much pleased with everything except Bradley's work, about which he complained. Heard Mc Donald emphasize to Hunt the necessity for pushing. Discussed the question of a station at 104th St., whether to be at Columbus Avenue or Central Park West.

Bradley notified me that the iron man who had been discharged was back under orders from the walking delegate, or else a strike would be precipitated. Mr. Orr said he would try to adjudicate it if the walking delegate would call.

Temperature to-day at 9 and 12:30 o'clock, 62 & 78 degrees respectively. Weather, cloudy.

MONDAY, APRIL 28, 1902.

French engineers arrived. Introduced them to the Mayor.

Mr. Orr told me over the telephone that the walking delegate had called and that he was to write a letter.

Miller of the Times called in the afternoon in regard to the foundations for the Subway at 43d Street. Proposed to him my scheme for completing the whole system, which he seemed to think most excellent; promised to think it over.

Temperature to-day at 9, 2 and 5 o'clock, 68, 72 and 70 degrees respectively. Weather, clear.

TUESDAY, APRIL 29, 1902.

Met French engineers at the Holland House. Took them to Columbus Circle and down over the work as far as 16th Street. Gave them luncheon here afterwards with all the Subway engineers.

Greatsinger called and discussed the question of the connection between the two bridges. Told me that their plans contemplated a 4-track road on Centre St., then eventually a cross-town line on Canal Street to West, up West and easterly on Spring St.

In the afternoon had a conference with the delegates of the Steel Workers' Union in regard to the man who had been ordered dismissed on Bradley's work. Told them that I would not discuss the question at all unless they ordered their men

APRIL 29 (Contd.)

back, and that after the men were back at work, and then if they wanted it, they could call on Mr. Hipkins and try and settle the matter with him.

Temperature to-day at 9, 2:30 and 5 o'clock, 60, 62 and 64 degrees respectively. Weather, raining.

WEDNESDAY, APRIL 30, 1902.

Went over Carr's work as far as 25th St. Saw Mr. Langdon and explained to him about the locomotives crossing the Boulevard Lafayette. Got his permission to run the locomotives provided but one crossing was used. He told me to investigate it and see if it was not possible to get all the dumping done in the neighborhood of 150th St. on the line of the Riverside Drive extension.

Had a long talk with Shepard. Discussed with him the idea of proposing a large general scheme to the Commission covering all the work that may have to be done within the next ten years, the whole to be constructed with the private capital furnished by Belmont and the B.R.T.

Temperature to-day at 9, 2 and 5 o'clock, 68, 78 and 74 degrees respectively. Weather, clear.

THURSDAY, MAY 1, 1902.

Went with Craven over his Division, and with Value over his Division, as far as 116th St. and in the Bronx.

Temperature to-day at 9, 2 and 5 o'clock, 58, 68 and 68 degrees respectively. Weather, clear.

ADDENDUM (THURSDAY)

Board meeting in the afternoon, and subsequently a meeting of the Contract Committee.

FRIDAY, MAY 2, 1902.

Routine in the morning. Left for Glens Falls at 1 o'clock.

Temperature to-day at 9:35, 1:25 and 4:55 o'clock, 52, 58 and 56 degrees respectively. Weather, cloudy in morning, later clear.

SATURDAY, MAY 3, 1902.

Absent (Glens Falls)

Temperature to-day at 9:40 and 12 o'clock, 56 and 58 degrees respectively. Weather, cloudy.

MONDAY, MAY 5, 1902.

Walked from 34th St. to the office. Found work progressing well along 4th Avenue but slow on Elm St.

Called on Mr. Belmont and suggested to him the scheme for laying out a comprehensive plan for him to take up and build as occasion demanded. At first seemed rather opposed; later approved. Told me he would "mull" over it. Discussed the idea of letting the Brooklyn Rapid Transit take the line from Bowling Green to Flatbush; at first he seemed radically opposed, but subsequently appeared to modify it.

Deyo and Bryan called and submitted the Pennsylvania Stone specifications for rails. Told them I would accept them if they would make a formal application to the Board. In the meantime they could order their rails and the Board would certainly approve.

Discussed with Deyo the question of paint. Finally suggested that he have some steel properly cleaned and then given one good coat of red lead paint and that I would examine the same.

In the afternoon walked from 116th St. to 76th St. examining the work.

Temperature to-day at 9:30, 1 and 5 o'clock, 60, 69 and 71 degrees respectively. Weather, generally cloudy.

TUESDAY, MAY 6, 1902.

The Mayor called up and asked to have the City Hall Park finished before May 27. Went down on the ground with Fisher and he promised to take the matter up immediately and push it. Then walked with Fisher over the Elm Street work as far as Spring St. Told him I was much disappointed in the April estimate, which showed a heavy decrease from March. He showed me that one cable was being moved to-day and another one would be removed in about two weeks, but promised to take the matter up with Mr. Degnon to see what further increases could be had.

Temperature to-day at 9:15, 12:40 and 5 o'clock, 64, 68 and 60 degrees respectively. Weather, clear.

WEDNESDAY, MAY 7, 1902.

Walked over 42d St. work with Sanford.

Had a long talk with Skitt. He told me that he was very anxious to have the Elevated leased to the Subway, and that such an arrangement he thought could at once be carried through; that the two lines could be united at several points and worked to their mutual benefit.

Saw Bogue who told me that he expected to hand in his report to-morrow.

Temperature to-day at 9:10, 1:10 and 5:05 o'clock, 62, 64 and 62 degrees respectively. Weather, cloudy.

THURSDAY, MAY 8, 1902.

On work in morning.

Shepard lunched with me. Discussed the question of the plan for extensions, and he suggested to get Mr. Orr to write a letter. Rapid Transit meeting in the afternoon.

In the evening met Cooper at the Century Club. Discussed with him the question of paints and joints. He recommended that one coat of red lead be used where buried in concrete, and that cement and not a rust joint be used under the columns of the Elevated work.

Temperature to-day at 9, 12:45 and 5:15 o'clock, 66, 72 and 68 degrees respectively. Weather, clear.

FRIDAY, MAY 9, 1902.

Met Carr at 34th St. and went with him into the heading. Found concrete bad towards the broken ground. Advised, before the same was pointed or plastered, that it should be grouted and groited alternately so as to allow the grouting to set. If the grout simply came through, then to plaster it to dam it back.

Called on Mr. Orr and explained to him my ideas for extensions. Mr. Orr was much pleased and told me to prepare a letter addressed to me.

Went on the work at City Hall. Deyo called and notified me that Terry & Tench had failed.

Temperature to-day at 9, 1:15 and 5 o'clock, 66, 58 and 48 degrees respectively. Weather, clear.

SATURDAY, MAY 10, 1902.

This morning Mr. Orr sent for me and told me that Mr. Lawrence, of the Property Owners' Committee, had been to see him, and from the conversation Mr. Orr gathered that the lining of the tunnel had been condemned, and also told me that Swain, of Boston, had been called in. Called on Mr. Bogue who told me that Swain had been called in by Webster, and that he (Bogue) to-day had approved the lining unqualifiedly; read me extracts from his report. Also spoke in complimentary terms as to my conduct during the accident. Returned to see Mr. Orr but found the door locked.

Temperature to-day at 9 and 1:20 o'clock, 42 and 52 degrees respectively. Weather, clear.

SATURDAY (ADDENDUM)

In the afternoon went over the Second Division with Ridgeway, and with Value as far as 157th St. and Broadway, and the Harlem River on the east side.

MONDAY, MAY 12, 1902.

Examined Brooklyn Bridge with Clarke and pointed out to him the depression of the Elevated tracks to the North and the trolley tracks to the South, eliminating grade crossings; the trolley tracks to be continued along Nassau Street and the Subway to Liberty, and thence easterly under the River.

Degnon and Fisher called, at my request. Had quite a stormy interview in regard to the conduct of the work. Told them that the work on Section 2 must be increased.

Examined the work in City Hall Park.

Meeting of Explosives Committee.

Temperature to-day at 9, 1:10 and 5 o'clock, 58, 62 and 60 degrees respectively. Weather, clear.

TUESDAY, MAY 13, 1902.

Met Mc Donald, Shaler, Deyo and Carr at 34th St. Discussed the construction of tunnel where the break had occurred in the east tunnel. Shaler proposed to drive a drift along both the east and west walls and wanted to know what thickness of wall to construct. Deyo proposed one 4 ft., in which I concurred. Mc Donald wanted to know why put in 4 ft. if rock was good? Told him anything less than that might be broken by an intermediate pressure, and that I thought 4 ft. was the minimum, and an arch 30 inches at the crown. Deyo, Shaler, Carr and I went into the east heading as far as the break.

Meeting of the Pennsylvania Railroad Committee contract in the afternoon.

Temperature to-day at 9, 12:10 and 5 o'clock, 58, 62 and 68 degrees respectively. Weather, raining and cloudy.

WEDNESDAY, MAY 14, 1902.

Walked over Craven's work from 75th St. to 42d St., and as the result called his attention to the waste of good earth and the uncleanliness of the Columbus Circle and the delay in paving at 60th St.

Examined with Deyo the steel which had been cleaned at Read St., and agreed with him that if the steel was properly cleaned and one thorough coat of red lead was put on before the same was imbedded in concrete, satisfactory results would be obtained.

Mr. Webster called and read me extracts from his report. Corrected him in one or two minor points.

Meeting of the Committee on the Brooklyn contract, at which Mr. Belmont, with Bryan and Wickersham, was present.

Temperature to-day at 9:30, 12 and 5 o'clock, 58, 68 and 64 degrees respectively. Weather, clear.

THURSDAY, MAY 15, 1902.

Walked over Carr's Division from 30th St. to Canal. Met Fisher on the work, and he assured me that the north and south light wells at City Hall would certainly be finished by May 17, and he hoped the centre well would be too, depending upon whether certain beams were received.

Rapid Transit meeting in the afternoon.

Temperature to-day at 9, 12 and 5:30 o'clock, 60, 68 and 74 degrees respectively. Weather, clear.

MONDAY, MAY 19 (Contd.)

did not object to the exclusion of advertisements.

Greatsinger said that a count on Saturday showed 52% of their travel taking the trolley cars, which he believed was a low statement- that when open cars were running as high a proportion as 60% took the trolley cars, although he expected these figures to be reversed if they could get a proper gathering ground for the Elevated railroad trains.

Temperature to-day at 9:30, 12:10 and 5:10 o'clock, 60, 62 and 63 degrees respectively. Weather, cloudy, followed by rain.

TUESDAY, MAY 20, 1902.

Walked down over 4th Avenue and work on Elm St. Found progress on Elm St. slow.

Bryan and Gibbs called and discussed cars. Gibbs stated fairly the good points and objections to the side-door cars. Finally asked me what I would do. Told him inasmuch as the Manhattan Railway was quite as much interested as he was to get the best type of car, to suggest that they join in the expense of ~~building two or three side-door cars~~ of reconstructing some of their old cars into side-door cars and running them on the Manhattan Railway.

Bryan explained to me at great length the feeling existing between Belmont and Mc Donald.

Meeting of the Explosives Committee in the afternoon.

Temperature to-day at 9, 12:30 and 5 o'clock, 58, 64 and 60 degrees respectively. Weather, raining and cloudy.

WEDNESDAY, MAY 21, 1902.

French Engineers called and showed them over the City Hall work.

Belmont called me up on the telephone and asked that a colored drawing of the Columbus Circle Station be sent to him. He told me that he did not approve of the revised plans, but what he wanted was a wall with blank spaces for frame-work tiles, the blank spaces to be covered with advertisements.

Took Burrows over the work on 4th Avenue and on Broadway as far as 106th St. Found a large amount of concrete work being put down for asphaltting.

Temperature to-day at 9, 12 and 5:10 o'clock, 58, 64 and 66 degrees respectively. Weather, clear.

THURSDAY, MAY 22, 1902.

Deyo called and spent the morning discussing specifications for Brooklyn work.

Meeting of Explosives Committee in the afternoon.

Oakman called to advise the acceptance of the proposition for the New Jersey tunnel scheme. Told him that I already approved of it.

Temperature to-day at 9, 1:15 and 5 o'clock, 62, 66 and 68 degrees respectively. Weather, clear.

FRIDAY, MAY 23, 1902.

At 11 o'clock meeting of the Board to receive the report of the Committee on Brooklyn contract.

After the meeting had a long talk with Shepard in regard to the question of ducts. Told him that I now agreed with him that they should be considered as an extra. Had a talk with him about what Rives told me as to Boardman. Shepard asked me to take a message back to Rives, which I declined to do, but for him to write to Rives and say that he had got the information from me.

Called at City Hall and found the work in front of City Hall progressing.

Temperature to-day at 9, 12:45 and 5:10 o'clock, 72, 84 and 94 degrees respectively. Weather, clear.

SATURDAY, MAY 24, 1902.

Spent the day with Rice and St. John Clarke at 22 William St. drawing up specifications for Brooklyn. Late in the afternoon Rice and I went in the automobile over the work from 43d to 157th St. including the dump on the Boulevard Lafayette.

Temperature to-day at 9 and 12:40 o'clock, 74 and 84 degrees respectively. Weather, clear.

MONDAY, MAY 26, 1902.

Routine work.

Meeting of Explosives Committee in the afternoon.

Temperature to-day at 9, 12:10 and 5 o'clock, 72, 80 and 78 degrees respectively. Weather, clear.

TUESDAY, MAY 27, 1902.

At one o'clock, meeting of the Pennsylvania Railroad Committee.

In the afternoon had a conference with Bowers in re.

Rapid Transit.

Strike of Steel men in order to re-instate Terry & Tench.

Temperature to-day at 9, 12:30 and 5 o'clock, 72, 78 and 76 degrees respectively. Weather, for the most part raining.

WEDNESDAY, MAY 28, 1902.

Walked over work on 4th Avenue and Elm St. Progress slow on latter.

At 12 o'clock had a meeting in my office with Belmont, Jourdan, Baldwin, Bryan, Deyo and Gundry. Discussed the question of 3-cent fares and the Brooklyn route. Finally approved of the location of the stations as planned.

M A Y 28 (Contd.)

Went over both tunnels at Murray Hill with Carr, Shaler and B. B. Lawrence. In each tunnel found the grouting to be much more successful than had anticipated, all voids and even small interstices apparently filled. The grout was deposited in horizontal layers which could be easily separated, not having adhered to each other. These layers apparently represented different periods of continuous work. In the West tunnel the rock at the north end of the roof was very bad; cautioned Shaler.

Temperature to-day at 9, 12:50 and 5:30 o'clock, 48, 50 and 50 degrees respectively. Weather, cloudy.

THURSDAY, MAY 29, 1902.

Routine work.

Temperature to-day at 9, 12:20 and 5 o'clock, 52, 60 and 62 degrees respectively. Weather, clear.

FRIDAY, MAY 30, 1902.

Holiday (Decoration Day)

Joined Value at his office and walked all through the Lenox Avenue work, and Broadway work from 145th St. to 103d, and then rode over Craven's Division from 103d to 50th. Found

M A Y 30 (Contd.)

on Lenox Avenue a number of leaks on the duct side just north of 125th St. For the foundation work of the retaining wall at 125th St. directed Value to found the same on top of the rock fill after he had washed down all the dirt that he could in the fill.

SATURDAY, MAY 31, 1902.

Routine work.

Temperature to day at 9 and 12:30 o'clock, 62 and 68 degrees respectively. Weather, clear.

MONDAY, JUNE 2, 1902.

Routine work.

Bryan called and had a general discussion.

Temperature to-day at 9, 1 and 5:30 o'clock, 72, 82 and 82 degrees respectively. Weather, clear.

TUESDAY, JUNE 3, 1902.

Routine work.

Bushnell called and said that he would charge \$38 per plate to furnish the plate and print 500 copies from each plate of the Contract Drawings.

Temperature to-day at 9, 12 and 5 o'clock, 78, 84 and 92 degrees respectively. Weather, clear.

WEDNESDAY, JUNE 4, 1902.

Routine work.

Called on Mr. Orr and explained to him about the Brooklyn Bridge plans, and that I proposed to show them to Lindenthal and Low.

Temperature to-day at 9, 12:30 and 5 o'clock, 78, 82 and 80 degrees respectively. Weather, clear.

THURSDAY, JUNE 5, 1902.

Routine work.

Meeting of the Rapid Transit Contract Committee at 12; meeting with the Pennsylvania officers at 1 o'clock, and a general meeting of the Commission at 2:15 on the hearing on the Brooklyn contract.

In the afternoon walked over Division No. 2; met Morris and complained to him about the backward condition of the work. Rode over Sections 3 and 4.

Temperature to-day at 9, 12:30 and 5 o'clock, 62, 72 and 76 degrees respectively. Weather, clear.

FRIDAY, JUNE 6, 1902.

Started early. Walked from 106th St. to 41st St. going over the work in great detail, accompanied by Craven, and on Bradley's sections by Collins, and part of the time by Bradley.

Routine work.

Temperature to-day at 9, 2:15 and 5 o'clock, 68, 74 and 78 degrees respectively. Weather, clear, later cloudy.

SATURDAY, JUNE 7, 1902.

Routine work.

Had a conference with Bryan and Deyo in regard to the Brooklyn Extension plans. Told Bryan that I thought the Terminals would be laid out at South Ferry inside of our loop. He asked that a double track loop be laid out as part of the construction.

At 3 o'clock, met Orr and Shepard at Orr's house, Brooklyn. Went over the various points in the specifications. Shepard told me that we could lay out the terminals at South Ferry as suggested by Bryan.

Temperature to-day at 9 and 12 o'clock, 70 and 74 degrees respectively. Weather, cloudy and raining.

MONDAY, JUNE 9, 1902.

Routine work- on Specifications and Brooklyn Contract.

With Rice, Craven and Clarke went with Carr over both Murray Hill tunnels. Found everything progressing satisfactorily except that I ordered the concrete work for both the north and south end of the west tunnel to be begun at once, and also more timbers to be put in under the roof.

In the evening walked over the work on Section 5-A and 5-B.

Temperature to-day at 9:10, 12:30 and 5 o'clock, 58, 64 and 62 degrees respectively. Weather, clear.

TUESDAY, JUNE 10, 1902.

Went over the work from 43d St. to 146th St. Found at 79th St. some single unbraced posts carrying girders supporting the track, although Collins had promised to post up the track before this. Spoke to Bradley about it and ordered him to immediately brace the post.

Met Pilkington on the ground. Told him that I was disappointed at the outcome of the last month.

Stopped at La Farge's office and discussed Stations with him.

Temperature to-day at 9:20, 1:10 and 5:05 o'clock, 68, 74 and 73 degrees respectively. Weather, clear and cloudy.

WEDNESDAY, JUNE 11, 1902.

Degnon, Fisher and Deyo called to discuss Elm St. Told them that my patience was exhausted, and that I must see radical improvement on Elm St., both as to amount of work done and a general cleaning up of the street.

Columbia College Commencement. Routine in the afternoon.

Temperature to-day at 8:58, 1:05 and 5:15 o'clock, 70, 69 and 69 degrees respectively. Weather, cloudy to 1 P.M., raining later.

THURSDAY, JUNE 12, 1902.

Routine in the morning. Meeting of the Board on Brooklyn Contract in the afternoon. Went with Professors Munroe and Christy over the Park Avenue Tunnels in the afternoon and evening.

Temperature to-day at 9:45, 1:05 and 5:35 o'clock, 76/82 and 85 degrees respectively. Weather, generally fair.

FRIDAY, JUNE 13/ 1902.

At the request of Farrell, met him and Value, and with Rice, Munroe and Christy went over the Central Park Tunnel. Farrell wanted to line it all, or certain of the bad portions, with brick; persuaded him to accept concrete where the rock was good. Told him I would accept brick elsewhere, but thought it better to make the stairways of concrete on account of the ducts, and then if he wanted, to turn an arch with brick. He said he would do that and discussed the matter with Mr. Deyo.

Went over Value's work from 104th to 120th Sts., and over Craven's work to 60th St., being accompanied by Craven from 72d to 60th Sts. Found a decided improvement on Bradley's sections.

Routine in the morning.

Temperature to-day at 9:02, 12:10 and 5:05 o'clock, 78, 81 and 79 degrees respectively. Weather, clear.

SATURDAY, JUNE 14, 1902.

Routine.

Temperature to-day at 9:05 and 12:30 o'clock, 80 and 81 degrees respectively. Weather, cloudy.

MONDAY, JUNE 16, 1902.

Routine in the morning. Contract Committee meeting at 11:30; Board meeting at 12 on the adoption of the Pennsylvania Contract. Told Mr. Orr that we ought to have a meeting of the Board on Thursday to take up engineering matters on which no action has been taken for some time.

In the night time walked over 42d St., and in the evening worked on Specifications.

Temperature to-day at 9:15, 12 and 5:15 o'clock, 79, 82 and 83 degrees respectively. Weather, clear and later cloudy.

TUESDAY, JUNE 17, 1902.

With Rice, started with Shaler at 34th St. and went through the East tunnel. Examined the work and then examined the rock at the north end of the roof at 40th St. Told Shaler I did not like the looks of it, and he replied that it was perfectly safe, when at once some rock fell injuring him.

Notified by the Mayor over the telephone that the Committee of the Aldermen had promised to report favorably and unan-
imously the 4th Avenue Widening Ordinance.

Temperature to-day at 9:30, 12:20 and 5:20 o'clock, 65, 72 and 81 degrees respectively. Weather, clear.

WEDNESDAY, JUNE 18, 1902.

Routine work.

Notified by Mc Donald that the Dock Commissioner was going to fill in 149th St. Saw the Mayor, who said he would speak to the Dock Commissioner. The Dock Commissioner subsequently called me up and made an appointment for Friday morning at 11 o'clock.

Temperature to-day at 9:05, 1:10 and 4:42 o'clock, 65, 73 and 86 degrees respectively. Weather, clear.

THURSDAY, JUNE 19, 1902.

In the morning with Deyo, Carr, Rice and Farrell examined both tunnels in Park Avenue. Farrell agreed that the side drift ought to have some braces, and so ordered.

In the afternoon went with Powers (in Value's absence) and Hunt to Fort George. Found the ground very heavy, and although the timber frames had been doubled, the wall cap was crushing.

Temperature to-day at 9, 1:13 and 5:18 o'clock, 67, 72 and 84 degrees respectively.

FRIDAY, JUNE 20, 1902.

Met Deyo and Fisher and Degnon at Carr's office, and with them walked over Section 2. Told them all that their work must be pushed faster.

At 1 o'clock called on the Dock Commissioner in regard to the filling in of 149th St. Finally, after some difficulty, succeeded in getting him to understand the organization of the Rapid Transit Board which he considered was a private Company.

Temperature to-day at 9:05, 1:15 and 4:45 o'clock, 70, 75 and 82 degrees respectively. Weather, clear.

SATURDAY, JUNE 21, 1902.

At Locust. Telephoned the office at 11 o'clock for news.

Temperature to-day at 9:27 and 12:40 o'clock, 64 and 72 degrees respectively. Weather, raining, at 12:40 cloudy.

MONDAY, JUNE 23, 1902.

Board meeting in regard to the New York & New Jersey application.

In the afternoon went with the Mayor and Commissioner Lindenthal to spend the night with the Mayor to discuss Brooklyn Bridge. Both seemed pleased with the suggestions for putting the Brooklyn tracks underground.

Temperature to-day at 9:10, 1:10 and 4:50 o'clock, 60, 67 and 69 degrees respectively. Weather, clear.

TUESDAY, JUNE 24, 1902.

Routine.

Temperature to-day at 9:08, 1:08 and 5:05 o'clock, 60, 69 and 79 degrees respectively.

WEDNESDAY, JUNE 25, 1902.

Deyo submitted the details of the Duct estimate. Sent Guilfoyle over to check over the Contractor's books; reported the statement as correct.

Meeting of the Board at 3 o'clock.

In the morning saw Shepard and refused to sign the report that he had prepared for me to sign in regard to Park Avenue, on the ground that it was apologetic. Told him that neither I nor the Board should take an apologetic tone.

After the meeting of the Board went to Shepard's office and stayed there till 10:30 P.M. preparing the papers in the Barney case, Shepard taking my view that the Board should take a firm and not an apologetic stand.

Temperature to-day at 9:07, 1:45 and 5:01 o'clock, 63, 73 and 74 degrees respectively. Weather, clear.

THURSDAY, JUNE 26, 1902.

Walked over Sections 6-A, 5-B and 5-A, the latter with Degnon and Sanford. Told them both that I wanted 42d St. cleaned up between Broadway and 6th Avenue and the neighborhood of Madison Avenue; promised to do so.

Met George Clark who reported a landslide last night at 41st St. Examined the ground - ordered additional braces, and that no more rock should be removed on the west side of the east cut, and that concrete sidewalls and arch should be put in as rapidly as possible.

In the morning attended Court with Boardman and Shepard on the hearing of the Barney case.

Temperature to-day at 9:04, 2:28 and 5:12 o'clock, 70, 73 and 82 degrees respectively. Weather, clear.

FRIDAY, JUNE 27, 1902.

Worked late in the afternoon; stayed in town dictating the report on the Brooklyn Bridge. Left the office at about 10 P.M.

Temperature to-day at 9:05, 1:04 and 5:05 o'clock, 64, 68 and 69 degrees respectively. Weather, clear.

SATURDAY, JUNE 28, 1902.

An early start was made. Walked over Bradley's work south from 72d St. Met George Clark who told me of the landslide at 41st St., which I examined with him and ordered the stopping of all rock excavation on the west side of the east cut at the north end, the placing of extra timbering, and the getting ready to put the concrete sidewall as rapidly as possible.

Requested Asst. District Attorney Rand to have the indictment against Shaler quashed.

Temperature to-day at 9:15 and 12:45 o'clock, 68 and 75 degrees respectively. Weather, clear.

MONDAY, JUNE 30, 1902.

At work principally on the plan for the Brooklyn terminals.

Temperature to-day at 9:50, 2:16 and 5 o'clock, 66, 74 and 67 degrees respectively. Weather, clear.

TUESDAY, JULY 1, 1902.

Meeting of Rapid Transit Board in the afternoon, at which the plan for the Brooklyn terminals was submitted.

Temperature to-day at 9:12, 1:45 and 5:20 o'clock, 68, 72 and 84 degrees respectively. Weather, clear.

WEDNESDAY, JULY 2, 1902.

W. Boardman Reed called, and with him and Carr examined Elm St. in regard to the removal of the surface tracks therefrom. Reed said that his Company would do it provided they received \$60 a day to compensate them for the loss of traffic. He said that he thought probably the Company would not count Sundays, and possibly only half time for Saturdays.

Went to Shaler's funeral in the afternoon.

Temperature to-day at 9:10, 1:25 and 5:05 o'clock, 70, 78 and 88 degrees respectively. Weather, clear.

THURSDAY, JULY 3, 1902.

Met Belmont and his whole staff at 9:30 at Columbus Circle. Discussed the Station decoration and decided that Heins & La Farge's plan would be promptly carried out, and that a simple Station in white should be designed at Bleecker St. as a sample for a commercial station, and that hereafter stations would be provided for 1st, 2d and 3d Class. Then with the party went over all the work in detail from 59th St. south.

Temperature to-day at 9:07, 1:00 and 5:05 o'clock, 71, 76 and 75 degrees respectively. Weather, rainy in morning, later cloudy.

FRIDAY, JULY 4, 1902.

Holiday.

SATURDAY, JULY 5, 1902.

Extra Holiday.

MONDAY, JULY 7, 1902.

Routine work.

Dy Fais called in regard to the Hall of Records. Pointed out to him that the Hall of Records should be removed in order to complete the City Hall Park and give proper terminal arrangements for the Brooklyn Bridge. Had a talk with the Mayor and suggested to him the advisability of pushing the construction of the line between the two bridges first, leaving the extension south of the Brooklyn Bridge to be taken up later.

Professor Bayles called and discussed with him at length the construction of pipe galleries on Broadway. Told him that the stairway had been lowered sufficiently to allow an overhead gallery to be built. He then explained to me his method of testing air for gas by means of paper which became discolored.

Meeting of the Division Engineers, at their request, to ask for increased pay for the Senior Assistants, and for the Assistants, Grade C. Told them to prepare a letter asking for the increase in pay for the Senior Assistants and a graduated increase of pay for the Grade C men.

Temperature to-day at 9:10, 1:35 and 5:23 o'clock, 75, 80 and 75 degrees respectively. Weather generally clear.

TUESDAY, JULY 8, 1902.

Had luncheon with Hutchinson, who told me that he had heard general gossip that the Electrical Department of the Construction Company was not in satisfactory condition; that the work was not being handled with decision, and that they seemed afraid of it, and he asked me whether I wished to have any steps taken.

Had a talk with Cantor and asked him to hurry forward the approval of the sewer plans. Told him about my talk yesterday with Bayles.

Talked with Greatsinger over the telephone in which we agreed on the desirability of, for the moment, of pushing the proposed northerly connection between the two bridges and leaving out the extension of the trolley system to the South.

Had a long conference with Greatsinger and Breckenridge. Both expressed their approval of the underground connection between the two bridges, Breckenridge especially saying that their present equipment was powerful enough to operate on a 4-1/2% grade--in fact, he advised compensating for the curve at the foot of the grade, and so increasing the average rate. Greatsinger argued in favor of four additional loops on the Bridge and more temporary stairways to the upper platform. Said that he did not believe in building a connection to the south for trolley cars, at least for the present. He assured me that the Rapid Transit Company would not oppose the underground line, but would favor it. I told him that I would be willing to take it up with the understanding that they would support it.

Temperature to-day at 9:05, 1:20 and 5 o'clock, 74, 80 and 81 degrees respectively. Weather, generally clear.

WEDNESDAY, JULY 9, 1902.

La Farge called and discussed with him the general arrangement of stations. Instructed him to prepare plans for Bleecker Street as a type of a commercial station, and 28th St. as a type of the second-class station, immediately.

The Committee of the Board met at 3 P.M. to discuss the Lenox Avenue terminals, the 42d St. easement deed and other matters.

George Gibbs, representing the Pennsylvania Railroad, went home with me and discussed in the evening the arrangement for a joint station at 33d Street.

Temperature to-day at 9, 2:10 and 5 o'clock, 82, 88 and 87 degrees respectively. Weather, clear.

THURSDAY, JULY 10, 1902.

Belmont asked over the telephone to have a conference with Mc Donald and decide with him how long it would take to keep the streets open for a line between 42d St. and Union Square. Mr. Orr informed me confidentially that Mr. Belmont had informed him that, on account of the reduction of time from 50 to 35 years, his company would not bid for the Brooklyn Extension, but would send a letter stating that they would build this extension with their own money, provided the City would spend an equal amount of money in the building of a line from 42d

JULY 10 (Contd.)

St. to Union Square, all to be done under the same terms as the existing contract.

Had a talk with Mc Donald and agreed with him that the time required to keep the streets open for a Broadway extension would be twenty months at the outside, and might be reduced still more.

Meeting of the Rapid Transit Board, at which Lindenthal and Morison discussed, from which the discussion turned upon the movable platform.

Temperature to-day at 9, 1:20 and 5:09 o'clock, 77, 76 and 78 degrees respectively. Weather, showery, cloudy at noon, cleared later.

FRIDAY, JULY 11, 1902.

Ay Oyster Bay.

On return from Oyster Bay, walked over 4th Avenue from 14th St. to 33d St., and in the evening from 42d St. and Broadway as far as 45th St. Found work progressing at night.

Temperature to-day at 9:03, 1:15 and 5:25 o'clock, 70, 77 and 88 degrees respectively. Weather, clear.

SATURDAY, JULY 12, 1902.

Left the Locomobile place at 43d St. with Value. Ran over Craven's work and over Value's work as far as 145th St. on the west side, and 135th St. on the east side, and later returned over Craven's work with him. Instructed them both to get as much roof covered in as possible before October 1st. Craven called my attention to the fact that oil in the electric slot at cross-overs was destroying the waterproofing beneath.

Routine work.

Temperature to-day at 9:10 and 12:25 o'clock, 76 and 78 degrees respectively. Weather, clear.

MONDAY, JULY 14, 1902.

Routine.

Temperature to-day at 9:15, 1:20 and 5:10 o'clock, 78, 85 and 95 degrees respectively. Weather, clear.

TUESDAY, JULY 15, 1902.

Bryan and Skitt took luncheon with me.

Discussed with Skitt the arrangement of the City Hall Station and the bringing in of the Second Avenue line. He said that he would be willing to extend the Second Avenue

JULY 15 (Contd.)

line across Blackwell's Island Bridge, provided that the charge to the City would be on the proportion of the earnings of that particular branch - so far as the City Hall is concerned, that they have always wanted to bring the Second Avenue line to City Hall. If this was done, however, he would want a third track laid the whole length of Second Avenue.

Bryan told me that he was trying his best to bring about some arrangement between Belmont and the B.R.T. in regard to the division of the Brooklyn Extension.

Temperature to-day at 9:05, 1:20 and 5:10 o'clock, 79, 87 and 83 degrees respectively. Weather, clear.

WEDNESDAY, JULY 16, 1902.

Had a conference with Wanamaker and Delafield, the latter representing the Sailor's Snug Harbor property, in regard to the value of the easement between 8th and 9th Sts. I offered to leave the matter open to arbitration, or would accept in payment the cost of the foundations, giving Wanamaker a tunnel across 9th St. and a perpetual entrance into the station. Explained to him what had been done in regard to the Astor property and the Flat Iron property at 42d St.

Temperature to-day at 9:05, 1:05 and 5:15 o'clock, 70, 70 and 70 degrees respectively. Weather, clear.

ADDENDUM--WEDNESDAY, JULY 16, 1902.

Wednesday afternoon went with Mayor Low and Commissioner Lindenthal to the Mayor's house at Rye. Discussed during the afternoon and evening Bridge relief. Advised the Mayor against the movable platform, on the ground that it necessitated a continuance of having everybody go to the bridge terminus instead of picking them up neat their destination; second, it involved the transferrance of the congestion from New York to Brooklyn; third, it involved an extra fare.

The Mayor had a talk with me about a talk he proposed to have with the Brooklyn Rapid Transit people. I advised him strongly to treat the matter on a big, broad basis.

THURSDAY, JULY 17, 1902.

Absent in Washington.

Temperature to-day at 9:06, 1 and 4:45 o'clock, 73, 75 and 87 degrees respectively. Weather, clear.

FRIDAY, JULY 18, 1902.

With Mr. Belmont and Mr. Bryan at Mr. Belmont's office.

Temperature to-day at 9:0⁵, 1⁵ and 4:45 o'clock, 7⁵~~6~~, 7¹⁰~~8~~ and 87⁰ degrees respectively. Weather, clear.

SATURDAY, JULY 19, 1902.

Got together the statistics for an estimate for the Broadway extension.

Temperature to-day at 9:15 and 12:45 o'clock, 78 and 79 degrees respectively. Weather, cloudy and clear at noon.

MONDAY, JULY 21, 1902.

Completed the estimate for the Broadway extension. Was prepared to report to the Board that, in my judgment, a fair bid would be about nine million dollars. The Board met on open bids. Afterwards had a conference with the Mayor, who was much pleased with the situation, and discussed with him at length further connections with B.R.T. in connection with the bridges.

Had a conference with Shepard, who told me that he was disposed, at the suggestion of Mr. Orr, to suggest to the Board to postpone action on the Brooklyn contract from next Thursday; advised strongly against it. He said that my arguments had strength, and asked me to put them in writing.

Temperature to-day at 9:07, 1:08 and 5 o'clock, 70, 80 and 82 degrees respectively. Weather, cloudy, clear by noon.

TUESDAY, JULY 22, 1902.

Went over the work on Fourth Avenue from 23d St. to 42d St. Met Herrick at Madison Avenue and told him he must push the work in regard to Manhattan Hotel.

Temperature to-day at 9, 1 and 5:05 o'clock, 80, 81 and 83 degrees respectively. Weather, clear.

WEDNESDAY, JULY 23, 1902.

The Mayor informed me over the telephone yesterday that he had a talk with Mr. Harriman and asked me to meet him to-day. Met Harriman at his office; he introduced me to Winters; arranged to meet Winters to-morrow morning.

Temperature to-day at 8:55, 12:53 and 5:05 o'clock, 70, 76 and 85 degrees respectively. Weather, clear.

THURSDAY, JULY 23, 1902.

Mr. Winters called on behalf of the Brooklyn Rapid Transit. Discussed with him the question at length.

Rapid Transit Board meeting in the afternoon.

Temperature to-day at 8:52, 1 and 5:11 o'clock, 74, 77 and 70 degrees respectively. Weather, clear.

FRIDAY, JULY 25, 1902.

Went early to Value's office to look over the masonry of the Manhattan Valley Viaduct; did little on account of rain.

Mr. Edward R. Knowles, Electrical Expert, on behalf of the Comptroller called and asked the details in regard to ducts; said that the Comptroller was fearful that there was some ulterior object in having such a large number of ducts constructed. Told him the only ulterior object was to provide sufficient capacity.

Temperature to-day at 9, 1:30 and 5:30 o'clock, 68, 70 and 70 degrees respectively. Weather, raining and cloudy.

ADDENDUM, FRIDAY, JULY 25.

Had an appointment with Greatsinger at 1 o'clock to go over the Centre Street line; he did not turn up until half-past two, so it was too late to go.

SATURDAY, JULY 26, 1902.

Out of town.

Temperature to-day at 9 and 12:20 o'clock, 72 and 70 degrees respectively. Weather, clear.

MONDAY, JULY 28, 1902.

Mr. Winters called and said that the plan for connecting the two bridges was one that was approved in every particular, except so far as the 4-1/2% grade was concerned, the difficulties in operating which he was trying to ascertain; some said that it could be operated with difficulty, and some said that it was impossible of operation. Pointed out to him that the work was being done in Boston on a 5% grade ascending and 8% descending. Told him I would have Cary Hutchinson call.

Delegation of Chicago Board of Aldermen called to inspect the Subway. The Mayor called me up on the telephone and said he wanted me to go out with him on his yacht and discuss P.R.R. franchise, that it was important to have a conference before the meeting to-morrow.

In the afternoon went with the Mayor on his Yacht to Rye. Discussed with him the subject of his talk for Thursday on local transportation, and also the action to be taken at the conference on the Pennsylvania Railroad franchise to-morrow.

Winters called. He said he was not surprised that Mr. Greatsinger had failed to keep his appointment. Said that he now approved of the scheme for connecting the bridge, except so far as the 4-1/2% grade was concerned, concerning which he still reserved decision. Told him I would put him in communication with Hutchinson.

Temperature to-day at 9:05, 1:25 and 5:15 o'clock, 75, 87 and 88 degrees respectively. Weather, generally clear.

TUESDAY, JULY 29, 1902.

Went early with Value over his work as far as 145th St. Met Klapp and Rice. Found that the masonry of the Manhattan Valley was much disturbed by the fact that the stone appeared to be rusty. Instructed Value to stop the work until the stone could be examined.

In the afternoon conference in the Mayor's office on the Penna. franchise.

Temperature to-day at 9:15, 1:30 and 5 o'clock, 78, 85 and 87 degrees respectively. Weather, generally cloudy.

WEDNESDAY, JULY 30, 1902.

Special meeting of the Board at 1 o'clock to appoint a committee on the Pennsylvania franchise. In the afternoon with Lawrence and Carr went over the Murray Hill tunnel at both sides; the work seemed to be in good shape.

Temperature to-day at 9:15, 1:05 and 4:50 o'clock, 77, 78 and 77 degrees respectively. Weather, cloudy.

THURSDAY, JULY 31, 1902.

Went with Carr over his Division from 23d and 24th Sts. to Bleecker St.

Temperature to-day at 9:05, 1:35 and 5 o'clock, 78, 82 and 77 degrees respectively. Weather, generally cloudy.

FRIDAY, AUGUST 1, 1902.

Had conference with Wanamaker and Delafield, the latter representing the Sailor's Snug Harbor property. Finally got them to state a price for their easement. Wanamaker wanted to tie up the same with conditions as to tunnels beneath 9th St. and 10th St. and a connection under the station at Astor Place joining the two platforms. Declined to have anything to do with the tunnels, but said that we would deduct from the purchase price the cost of the Station tunnel, provided one was built.

Had a talk with Haffen over the telephone in regard to building sewers in the Bronx, Haffen stating they were quite unaware of what our plans were. Had Hendrick call on Haffen and submitted plans for his approval; obtained his consent thereto.

Temperature to-day at 9:05, 1:20 and 5 o'clock, 75, 82 and 87 degrees respectively.

SATURDAY, AUGUST 2, 1902.

Routine.

Temperature to-day at 9:15 and 1:15 o'clock, 79 and 83 degrees respectively. Weather, clear.

MONDAY, AUGUST 4, 1902.

Justice Robertson called with a letter of introduction from the Mayor, he stating that he was a brother of Mr. Robertson that was killed in the Park Avenue tunnel, and he was here investigating the disaster and to ascertain what could be done for the widow. Told him I would give him a letter of introduction to Henry W. Taft, which I did subsequently.

Temperature to-day at 9:20, 1 and 5:05 o'clock, 78, 83 and 88 degrees respectively. Weather, clear.

TUESDAY, AUGUST 5, 1902.

Had a conference with Deyo in regard to escalator service at the City Hall. Deyo said that he and Bryan was opposed to an escalator and so informed Mr. Belmont- that Mr. Belmont desired it regardless of cost.

In the afternoon conference between the Commission and the Committee of the Board of Aldermen. After the conference was over had a talk with Orr and Shepard in regard to recent letter of the Mayor on the labor question. Told him that I thought that the matter should be met squarely by stating that the Contractor was working the men more than eight hours, although paying on an 8-hour basis; that the same was necessary on account of the condition of the work, and the damage to property and danger to life by keeping the work opened.

Temperature to-day at 9:22, 1:25 and 4:45 o'clock, 78, 82 and 87 degrees respectively. Weather, clear.

WEDNESDAY, AUGUST 6, 1902.

Saw Shepard in the afternoon who informed me that Messrs. Everts and Masten desired to go through the Murray Hill Tunnel. Told him that I would take them through myself. Carr spent the evening with me discussing stations.

Temperature to-day at 9:30, 1:50 and 5:50 o'clock, 75, 85 and 73 degrees respectively. Weather, generally clear, but raining in evening.

Had a conference with Civil Service Secretary in regard to exams. for draftsmen.

THURSDAY, AUGUST 7, 1902.

According to agreement, met Carr and with him took Maxwell Everts, Masten and Tyson, an engineer, through the East Murray Hill tunnel from 34th St. to 42d St. Told them all that, in my judgment, it was absolutely unsafe to have the work stopped. While I did not think there was any immediate danger of the roof falling, nevertheless the roof had fallen at the time, and that I did not suppose that it would, and that no ground that was held up on timber supports, such as that ground was, should be considered as safe. Everts made the argument that his injunction applied to a small portion of the route where they were not working. I pointed out that he established a precedent that every other property owner could take advantage of.

Temperature to-day at 9:05, 1:20 and 5:45 o'clock, 67, 72 and 75 degrees respectively. Weather, clear.

FRIDAY, AUGUST 8, 1902.

Routine.

Temperature to-day at 9:20, 1:20, 5:15 o'clock, 74, 80 and 84 degrees respectively. Weather, clear.

SATURDAY, AUGUST 9, 1902.

Routine.

Temperature to-day at 9:20 and 1:10 o'clock, 72 and 77 degrees respectively. Weather, clear.

MONDAY, AUGUST 11, 1902.

Wu Ting and Woo took luncheon with me, and subsequently walked over Section 3 from Astor Place.

Temperature to-day at 9:20, 1:30 and 5 o'clock, 80, 85 and 85 degrees respectively. Weather, generally clear.

TUESDAY, AUGUST 12, 1902.

Started early with Value from 43d St. Went over Division 2, and Value's work as far as 157th St. on the west side, and from 135th to 125th on the east side. Value told me that the Central Park Tunnel had been delayed owing to the setting up of the stone-crusher, and Farrell's desire to leave the rock unexcavated until the stone crusher was set up; this had now

AUGUST 12 (Contd.)

been done, and from now on more active work would be resumed.

At 11:30 met Craven at Bradley's office with Mr. L. A. Havens, Assistant Second Deputy Commissioner of Labor. Havens told me that anonymous complaints had been received by their Department in regard to working men more than eight hours; told them that in my judgment it was necessary to do so; that this was a continuous and continuing emergency. Asked him to bring about a meeting between the Commissioner of Labor and myself in order that this whole matter might be discussed. With Havens and Craven then walked over Craven's Division as far as 65th Street. Havens stopped and interviewed two workmen who told him that the ordinary day was nine hours, and they got no extra pay unless they worked a full hour every time, but if they were late at all in the morning they lost the whole day, not being allowed to work. This seemed to contradict Bradley's previous statement that the men were paid all-time work.

Temperature to-day at 9:10, 1:30 and 5:15 o'clock, 68, 70 and 71 degrees respectively. Weather, clear.

WEDNESDAY, AUGUST 13, 1902.

Called at La Farge's office and discussed Station plans. Walked over Division No. 1 from Bond Street South.

Temperature to-day at 9:20, 1:20 and 4:50 o'clock, 69, 70 and 77 degrees respectively. Weather, clear.

THURSDAY, AUGUST 14, 1902.

Mr. Havens called and showed me the report that he had written to the Commissioner of Labor, and the Commissioner replied thereto to the effect that he should begin proceedings. He told me that he was disappointed at the action of the Commissioner and proposed to wire him asking him to grant an interview before any action was begun. Told me that he intended to inform the Commissioner that he believed the Rapid Transit Commission and the Contractors were desirous of cooperating with the Commissioner, and that no forceful measures of any kind would be necessary, and that I was holding my report to Mr. Orr until the Commissioner could be heard from. He promised that no action would be taken by the Department or by himself until I had been given ample notice. He spoke quite strongly on the question of Labor Unions, although a Union man himself, calling them the "Labor Trusts." Told me that he was aware that certain Labor Unions had purposely brought about a shortage of labor supply in the New York market. Notified Mc Donald over the telephone about Havens' visit and told him to give me an answer to my letter at once.

Temperature to-day at 9:10, 2:05 and 5 o'clock, 80, 74 and 76 degrees respectively. Weather, clear.

FRIDAY, AUGUST 15, 1902.

Routine.

Temperature to-day at 9:10, 1:35 and 5:15 o'clock, 72, 78 and 77 degrees respectively. Weather, generally clear.

SATURDAY, AUGUST 16, 1902.

Absent, in Locust.

Temperature to-day at 9:11 and 12:20 o'clock, 69 and 67 degrees respectively. Weather, clear.

MONDAY, AUGUST 18, 1902.

The Belgian engineers arrived in the morning. In the afternoon went over the First Division from City Hall north. At Murray Hill tunnel found that they were beginning to put in one rib of concrete immediately south of Mrs. Huntington's property. Fraser informed me that it had been found impossible to put in any concrete immediately north of the Barney property until the bench had been cut through so as to give access. Expected to have the bench through this week.

Had a call from Havens, Deputy Commissioner of Labor, who told me that the Commissioner of Labor had declined to take any steps except to order him to proceed with the case. He was very anxious to find out what position Mc Donald would take.

AUGUST 18 (Contd.)

Collins called, and on behalf of Bradley showed me a letter received from the Commissioner of Labor written to a Mr. Montgomery, stating "our friends understand the situation very well. You may rest assured that no harm will come of it."

Temperature to-day at 9:15, 1:15 and 5:15 o'clock, 70, 77 and 82 degrees respectively. Weather, clear.

TUESDAY, AUGUST 19, 1902.

Went over the Manhattan Power House.

Had another visit from Havens and told him of Mc.Donald's letter. He said that he would see Mc Donald and proceed at once. Promised to take no action until I had advised him that my report was in the Mayor's office.

A committee of the East Side Property Association representing property owners on the East Side on First Avenue called to urge the building of a Rapid Transit railway along First Avenue.

Temperature to-day at 9:10, 1:15 and 5:05 o'clock, 74, 83 and 79 degrees respectively. Weather, generally clear.

WEDNESDAY, AUGUST 20, 1902.

At Pencoyd with St. John Clarke.

Temperature to-day at 9:07, 1:10 and 5 o'clock, 69, 74 and 77 degrees respectively. Weather, clear.

THURSDAY, AUGUST 21, 1902.

Routine.

Temperature to-day at 9:05, 1:35 and 5:30 o'clock, 70, 75 and 74 degrees respectively. Weather, generally clear.

FRIDAY, AUGUST 22, 1902.

Deyo called and discussed Carr's letter to Paschke in which he stated that he would not give lines and grades for pipes. Subsequently had a talk with Carr and explained to him that I did not want Contractors to put an engineering force upon the work.

Sent for G. H. Clark and went over with him the Engineers' protest against the examinations. He said that he would re-write the letter in accordance with my suggestions.

Discussed with Carr and Hendrick the alteration of the 41st St. sewer to avoid the vaults of the Hotel Belmont on 41st St.

Temperature to-day at 9:20, 1:30 and 5:07 o'clock, 70, 76 and 73 degrees respectively. Weather, clear.

SATURDAY, AUGUST 25, 1902.

Absent in Locust.

Temperature to-day at 9:20 and 12:25 o'clock, 66 and 72 degrees respectively. Weather, clear.

MONDAY, AUGUST 25, 1902.

Had a conference with Winters on the subject of the Brooklyn Bridge. Mr. Winters told me that Lindenthal had been in conference with Mr. Harriman, urging the movable platform on the bridge- that from his point of view he did not like it, and would prefer, if he could, an elevated railway. Told him I did not think that was possible.

At 1 o'clock met Craven and went over the 42d St. work with him. With Craven, Carr and Kingsley of Boardman's office went through the Murray Hill tunnels. Had been notified that Barney had procured an injunction.

Had a conference with Commissioner Hynes and his architect on the subject of the Tombs Prison, at which were present Carr, Paschke and Fisher. Finally agreed that Mr. Fisher could begin to-morrow morning the erection of the temporary kitchen.

Temperature to-day at 9:20, 1:20 and 5:30 o'clock, 70, 76 and 74 degrees respectively. Weather, clear.

TUESDAY, AUGUST 26, 1902.

Walked over Craven's Division from 42d St. north. Met Bradley and told him that he ought to put on a double shift of drillers.

With Powers went over Division No. 3 from 104th St. to 129th St., and then entered the tunnel south from 155th St. where he had reported there had been a fall of rock upon the centres. A piece of rock about 15 ft. in length had settled about 6 inches. This rock was lying just above the west side wall and the haunch of the arch. Instructed him to complete the arch, building it up about four inches above the permanent timbering so as to give it a thickness of about 36 inches, and then to dry-pack above the arch around the boulder that had settled, so that in the event of any further movement of the ground the ground would naturally distribute the pressure upon the arch.

In the afternoon Lindenthal called and said that he was trying to get the B.R.T. to put a movable platform on the Brooklyn Bridge, and then suggested that the best thing for the Centre Street Subway would be then to continue it south one track under Nassau, and one track under William to Maiden Lane, and thence by tunnel beneath the river.

Temperature to-day at 9:18, 1:45 and 4:30 o'clock, 74, 82 and 79 degrees respectively. Weather, clear and later cloudy.

WEDNESDAY, AUGUST 27, 1902.

Walked over part of Carr's Division. Had a conference with Powers in regard to the appeal for Assistant Engineers in regard to examination.

In the evening walked over Carr's Division from Canal St. north to 33d St. In the evening had a conference with La Farge about the stations.

Temperature to-day at 9:18, 1:45 and 4:30 o'clock, 74, 82 and 79 degrees respectively. Weather, clear, later cloudy.

THURSDAY, AUGUST 28, 1902.

Rode down over Carr's Division as far as Astor Place.

Routine in office rest of day.

Temperature to-day at 9:15, 1:20 and 5 o'clock, 72, 78 and 74 degrees respectively. Weather, clear, later cloudy.

FRIDAY, AUGUST 29, 1902.

Had a conference with Mr. Belmont, at which were present Deyo, Bryan, Stillwell and Van Vleck, Mc Donald and Wickersham. After a long discussion it was decided to order 600 cars for delivery, to begin January 1st, on the ground that the cars could be kept for in the subway on Lenox Avenue

AUGUST 29 (Contd.)

by building an incline from the river into the subway. I said that two tracks ought to be laid on the whole of the Subway south from 145th St. on the east and west side lines by June 1st of next year. Mc Donald said track ought to be laid on all four tracks by that time, in which case operation could begin on a limited scale by October. Mr. Belmont approved of the plans for the Bleecker and 28th St. Stations.

Temperature to-day at 9:18, 1:35 and 5:35 o'clock, 70, 77 and 77 degrees respectively. Weather, clear.

SATURDAY, AUGUST 30, 1902.

Routine.

Temperature to-day at 9 and 1:30 o'clock, 70 and 78 degrees respectively. Weather, cloudy morning, clear afternoon.

MONDAY, SEPTEMBER 1, 1902.

Labor Day (Holiday)

TUESDAY, SEPTEMBER 2, 1902.

At the request of Commissioner Lederle called at his office and had a general discussion with him as to the sanitary condition of the Subway. They told me that they were particularly anxious about the condition of the Subway during the next two months. We promised to cooperate with each other, and it was agreed that they should write me a general letter covering certain points agreed on, which I was to transmit to the General Contractor; then the Health Department was to appoint an Inspector, who was to go over the work in detail with the sub-Contractors. If satisfactory results were not then obtained, the Health Board would proceed at law.

Walked over Craven's work from 55th St. to 42d St.

Temperature to-day at 9:30, 1:15 and 5:20 o'clock, 78, 82 and 82 degrees respectively. Weather, clear.

WEDNESDAY, SEPTEMBER 3, 1902.

Examined the work at City Hall Park and along Park Row and Duane St. Found the condition of Duane St. very bad; reported it to Fisher, who promised to get repaving started immediately, as well as the filling in along Park Row.

Meeting with the General Committee of the Aldermen, Rapid Transit and Pennsylvania Railroad.

Temperature to-day at 9:20, 2;10 and 5:05 o'clock, 81, 80 and 73 degrees respectively. Weather, clear and cloudy.

THURSDAY, SEPTEMBER 4, 1902.

Routine in the morning.

In the afternoon met Bryan and Gibbs at Long Island City and inspected two sample cars.

Winters called, and subsequently Greatsinger and Brackenridge. Showed them the plans for the Brooklyn Bridge and Brooklyn tunnel, Winters taking away three copies.

Temperature to-day at 9, 1:05 and 5 o'clock, 74, 77 and 73 degrees respectively. Weather, cloudy, later clear.

FRIDAY, SEPTEMBER 5, 1902.

Called on the Mayor and told him what I had been doing with Brooklyn Rapid Transit, and that I would not be ready to report for two or three weeks. He seemed satisfied with the situation.

Attended a meeting at the American Bridge Company, 100 Broadway, at which Hatfield, Major, Deyo, Douglas, St. John Clarke and Aiken were present. They promised to advance the work so that unfinished orders would be completed by November 1st.

Temperature to-day at 9:10, 12:40 and 4:50 o'clock, 60, 64 and 68 degrees respectively. Weather, clear.

ADDENDUM, FRIDAY.

In the afternoon went through both Murray Hill tunnels, meeting Deyo on the ground by chance.

SATURDAY, SEPTEMBER 6, 1902.

Went over 42d St. work and First Division from 34th to 8th St. Found the work at Madison Avenue progressing rather slowly. Notified Sanford over the telephone that by October 1st I should require the whole of Madison Avenue to be planked over, and that he should begin now to arrange his work with that in view.

Temperature to-day at 9:15 and 1:15 o'clock, 65 and 70 degrees respectively. Weather, cloudy and clear.

MONDAY, SEPTEMBER 8, 1902.

Routine.

Temperature to-day at 9:20, 1:05 and 5 o'clock, 72, 76 and 78 degrees respectively. Weather, clear.

TUESDAY, SEPTEMBER 9, 1902.

Routine.

Temperature to-day at 9:20, 12:30 and 4:40 o'clock, 74, 71 and 74 degrees respectively. Weather, mostly rainy.

WEDNESDAY, SEPTEMBER 10, 1902.

Had a conference with the Mayor in regard to the action he should take in regard to the Pennsylvania Railroad franchise. Told him that, in my judgment, six out of the eight conferees would agree, and that it would not be possible to get either Cantor or Sullivan to agree with the others- that any attempt at compromise would therefore be futile.

Also discussed the removal of the Hall of Records, which he was anxious to have taken down. Said he would try to get the Brooklyn delegation of the Aldermen to attend to its removal. Told me that he intended to make me Chairman of the Committee to consider Poulsen's plan for the Bridge Terminals.

In the afternoon with Bishop & Sons went over the Rapid

SEPTEMBER 10 (Continued)

Transit work from 42d St. north to 168th St., accompanied by Craven, Klapp and Value on their respective divisions. Craven informed me that Bradley had reduced his force to an 8-hour basis, but that he was in hopes that on Section 6-A they would try to arrange a double shift.

Temperature to-day at 9:05, 12:35 and 4:50 o'clock, 62, 66 and 68 degrees respectively. Weather, clear.

THURSDAY, SEPTEMBER 11, 1902.

Had a talk with Deyo in regard to Bradley. Told him he must arrange to have Bradley increase his force or that the whole work would be seriously delayed.

Aiken called. Showed him correspondence in regard to complaint by Pencoyd as to Inspector Davis. Arranged with Aiken as to the reply. Told him that I did not think that Davis had transgressed.

Rapid Transit Board meeting in the afternoon.

Temperature to-day at 9:10, 2 and 5:05 o'clock, 65, 73 and 74 degrees respectively. Weather, clear.

FRIDAY, SEPTEMBER 12, 1902.

Went with Rice and Ford to Jamaica to examine the concrete track laid there. Found the all-concrete track in best condition as to line and surface, but concrete next to the rail broken away; the adjustable block track in good condition except one or two spots where no adjustment had been made; ballast track in bad order.

Temperature to-day at 9, 12:50 and 4:45 o'clock, 70, 73 and 76 degrees respectively. Weather, clear.

SATURDAY, SEPTEMBER 13, 1902.

Routine.

Temperature to-day at 9 and 12:25 o'clock, 70 and 72 degrees respectively. Weather, cloudy.

MONDAY, SEPTEMBER 15, 1902.

Mr. Wheelock, of Douglas Robinson's office, called and notified me that his father's house, No. 75 Park Avenue, showed signs of cracks in the wall in the basement. Told him that I would meet him there in the afternoon; did so and in connection with Muldoon (Wheelock's builder), Carr, Fraser and Shipman, found the basement wall between the two houses cracked, so that a wire could be shoved from one to the other. Cracks

SEPTEMBER 15 (Contd.)

were also apparent in connection with the front wall of the party wall, and cracks also showed in the north wall of #77 and the south wall of #75. The concrete floors of both houses were cracked half way across, beginning at the party wall, and the sewer pipe of No. 75 apparently broken. Reported that these cracks had been discovered on last Wednesday and had increased on Saturday. Made an examination of the tunnel below; found no sign of crushing on the timbers, and the rock of roof was in place.

Temperature to-day at 9, 1:10 and 5 o'clock, 57, 64 and 67 degrees respectively. Weather, clear.

TUESDAY, SEPTEMBER 16, 1902.

Routine in the morning. Met in the afternoon in Brooklyn with Post and Brackenridge as a committee to consider Poulsen's plan for improved terminals for the Brooklyn Bridge.

Temperature to-day at 9:10, 1:15 and 5:10 o'clock, 60, 67 and 69 degrees respectively. Weather, clear.

WEDNESDAY, SEPTEMBER 17, 1902.

Brackenridge and Winter called in the morning. Winter said that he was prepared to adopt my plan for reorganization of the bridge, except so far as certain doubts were concerned as to the advisability and safety of the 4-1/2% grade. Brackenridge explained that he proposed to add two tracks to the descending grade, so that three trains could be sent together, which would provide that no trains should ever be on the same descending track at the same time. Proposed a method to Brackenridge of reorganizing a gallery floor for the bridge so as to permit the extra four loops to be put in. He and I went together to the Bridge, measured the clearance, and seemed to think that the same was feasible.

Meeting of the Conference Committee on Pennsylvania Railroad franchise in the afternoon.

Temperature to-day at 9:15, 1:15 and 5 o'clock, 62, 67 and 70 degrees respectively. Weather, clear.

THURSDAY, SEPTEMBER 18, 1902.

Routine in the morning. Board meeting in the afternoon.

Temperature to-day at 9:10, 1:30 and 5:15 o'clock, 61, 62 and 64 degrees respectively. Weather, raining.

FRIDAY, SEPTEMBER 19, 1902.

At 10 o'clock the Committee on Track, consisting of Wilgus, Pegram and Ford, met and went to Jamaica, accompanied by Bran, Deyo, Gibbs and Lindenthal, and made an examination of the track.

Temperature to-day at 9:10, 1:10 and 5:40 o'clock, 65, 70 and 68 degrees respectively. Weather, cloudy.

SATURDAY, SEPTEMBER 20, 1902.

Routine.

Temperature to-day at 9:15 and 1:20 o'clock, 72 and 72 degrees respectively. Weather, cloudy.

MONDAY, SEPTEMBER 22, 1902.

Routine.

Temperature to-day at 9:15, 1:15 and 5 o'clock, 68, 72 and 70 degrees respectively. Weather, in morning rain, later clear.

TUESDAY, SEPTEMBER 23, 1902.

Brackenridge called. Discussed details of the Brooklyn Terminal proposition.

In the afternoon had a meeting of the Committee. It was finally decided to adopt the recommendation for additional loops

Walked over 4th Avenue with Carr.

Temperature to-day at 9, 1:10 and 5 o'clock, 71, 66 and 67 degrees respectively. Weather, generally clear.

WEDNESDAY, SEPTEMBER 24, 1902.

Mr. Winter called and I told him that, in my opinion, the only thing to do for the Brooklyn Rapid Transit was to formulate a definite plan on a broad scale, and to submit the same to the Mayor. Had a conference with Gibbs, who told me that in his judgment it was perfectly safe to operate a 4-1/2% descending grade on the Bridge, especially with three tracks.

In the afternoon with Value went over Mc Bean's work and Rodger's work.

Temperature to-day at 9, 1:10 and 5 o'clock, 71, 66 and 67 degrees respectively. Weather, generally clear.

THURSDAY, SEPTEMBER 25, 1902.

Went with Craven over his Division in detail.

Had a meeting in the Mayor's office with the Mayor and Mr. Winter, the Mayor telling Mr. Winter that he would be glad to discuss the whole question with him in detail. Winter promised to submit the Brooklyn Bridge question to the Directors who were to meet on Monday.

Meeting of the Board in the afternoon.

Temperature to-day at 9, 1:15 and 5:10 o'clock, 53, 56 and 56 degrees respectively. Weather, raining.

FRIDAY, SEPTEMBER 26, 1902.

Routine.

Called on Mr. Newman and discussed with him at length the question of terminals. When I explained to him that we proposed building a line down Broadway for the west side he said that that changed his whole view of the situation, and that he would gladly consider a subway connection with their suburban trains so that the same could be run south.

Temperature to-day at 9, 1 and 5 o'clock, 65, 65 and 67 degrees respectively. Weather, raining.

SATURDAY, SEPTEMBER 27, 1902.

Went through the Murray Hill tunnel with Carr and George Morison. Everything seemed satisfactory except that the rock in front of Barney's house appeared to be very heavy.

Temperature to-day at 9:15 and 1:15 o'clock, 64 and 72 degrees respectively. Weather, generally clear.

MONDAY, SEPTEMBER 29, 1902.

Took Mr. Orr over the work from Worth St. to 145th St. on the west side, and Lenox Avenue on the east side.

Temperature to-day at 9, 1:10 and 5:40 o'clock, 62, 71 and 70 degrees respectively. Weather, clear.

SPECIAL NOTE

No diary kept after Sept. 29 to the time of Mr. Parsons' departure for Europe, November 7, Farrell being absent from Tuesday, Sept. 30 to Monday, Oct. 6, having broken down in health. During that time Mr. Parsons was busily occupied more or less in the office, clearing up matters generally preparatory to sailing, Farrell having got back to the office the day before Mr. Parsons' departure. Mr. Parsons returned from vacation November 11, from which date diary continues.

TUESDAY, NOVEMBER 11, 1902.

To-day arrived from Europe. On reaching the office received a report from Rice and Clarke as to what had been done during my absence. Apparently the principal thing behind was the stations.

In the afternoon had a talk with Belmont who told me that he received bids from Onderdonk and O'Rourke for the East River Tunnel, at a difference of a million dollars in favor of Onderdonk. Told him that, in my judgment, Onderdonk's plan was the easier of the two.

Had a conference with Deyo in regard to the 8th St. matter
Temperature to-day at 9:10, 1:10 and 5:15 o'clock, 45, 50 and 50 degrees respectively. Weather, clear.

WEDNESDAY, NOVEMBER 12, 1902.

Met at Wickersham's office Wanamaker, Delafield and Deyo. Suggested that instead of building the station according to the original plan which Wanamakwr wanted, involving going under his property, that the station be carried up directly to the south building line of his 8th St. property.

Lunched with the Mayor. Discussed with him the question of Brooklyn connection.

In the afternoon conference with Senior Assistant Engineers in regard to the matter of an examination.

Temperature to-day at 9:10, 1:10 and 5:00 o'clock, 67, 58 and 62 degrees respectively. Weather, generally cloudy.

THURSDAY, NOVEMBER 13, 1902.

Walked over Carr's Division.

Deyo called at noon and informed me that Mr. Belmont's letter to Mr. Orr in regard to the station plans had been sent by mistake. Under Mr. Belmont's authorization he withdrew the letter.

Temperature to-day at 9, 1:10 and 5:15 o'clock, 61, 54 and 54 degrees respectively. Weather, generally clear.

FRIDAY, NOVEMBER 14, 1902.

Walked with Value over his Division from 120th St. to 104th St., and with Craven from 104th St. to 42d St.

In the afternoon at Mr. Belmont's request attended a meeting of the Contract Committee. Told the Committee that I would approve of driving the East River Tunnel shields as in my judgment the best plan to follow.

Temperature today at 9:05, 1:10 and 5:15 o'clock, 50, 56 and 54 degrees respectively. Weather, clear.

SATURDAY, NOVEMBER 15, 1902.

Routine. In the afternoon went with Value over all his work.

Temperature to-day at 9:10 and 1:30 o'clock, 67 and 64 degrees respectively. Weather, generally clear.

MONDAY, NOVEMBER 17, 1902.

Walked over 42d St. and directed Sanford to clean up the street as it was shockingly dirty.

Later the Senior Assistant Engineers called. Told them that the A & B men should, in my judgment, pass examinations for promotions from one grade to another, but that I would take up myself the case of the C men. Called on Mr. Orr who said he would go with me to see Mr. Ogden.

Late in the afternoon went with Fraser and Carr over the Murray Hill Tunnel work.

Temperature to-day at 9:15, 1:15 and 5:10 o'clock, 51, 57 and 60 degrees respectively. Weather, clear.

TUESDAY, NOVEMBER 18, 1902.

Routine in the morning.

Had an appointment with the Mayor, at which were present Grout, Winters and Lewis. Discussed at length the Brooklyn Rapid Transit connection. Winters stated that he would not recommend the Subway connection between the Bridges to the Company- that the annual increase in operating expenses would amount to \$320,000, and that the best that they would pay for an Elevated would be 3-1/2% of its cost, and \$50,000 for the right to use each bridge. In reply to a request from the Mayor I said that the only other solution I could see would be to build a tunnel and take the Elevated trains off the present bridge entirely. Was told to take this matter up with Mr. Winters. Considerable heat developed at the meeting between Grout and Winters.

Went with Mr. Orr to the Civil Service Commission. Mr. Ogden told me that he coincided with my view of the case, that the men should not be required to take an examination.

Temperature to-day at 9:10, 1:15 and 5:15 o'clock, 69, 52 and 51 degrees respectively. Weather, clear.

WEDNESDAY, NOVEMBER 19, 1902.

Went over the work on 42d St. and Carr's Division as far as 18th St.

Called on Mr. Newman, who told me that the New York Central were waiting for the City to decide upon their application for additional facilities on Park Avenue, and that as soon as that question was out of the way he would take up with us the connection with the Subway, but that in any event he had decided to make the connection.

Had a long conference with Deyo in regard to the general condition of the work. Told him that on Hunt's work we had been calling for a large amount of grouting for the filling behind the arch, some of which was necessary and some unnecessary. Suggested that we should leave it to Value to decide what was necessary, and that Mc Donald should pay Hunt as an extra for all grouting ordered. He told me he would do this provided he did not ask the question at once. Also told him that, so far as finishing the arch was concerned, I thought the proper thing to do was to smooth it off as heretofore up to the line of the tops of the car windows, then chip off the rough excrescences in the roof and paint it all.

Temperature to-day at 9:05, 1:15 and 5 o'clock, 49, 53 and 52 degrees respectively. Weather, clear.

THURSDAY, NOVEMBER 20, 1902.

At the Rapid Transit meeting in the afternoon asked Mr. Shepard if I was not justified in issuing permit for the duct line connecting the subway with the sub-stations, although said duct line would take what is ordinarily known as vault space in front of the stations. He told me, Yes.

C. T. Barney's representative called up and asked that drilling might be suspended in front of Mr. Barney's house to-night, at least until midnight, that Mr. Barney was going to give a musicale. So ordered.

Temperature to-day at 9:10, 1:10 and 5 o'clock, 49, 53 and 52 degrees respectively. Weather, clear.

ADDENDUM

In the evening stopped at La Farge's house. Had a long talk with La Farge. Arranged with him, first, that Turner was to have charge of all station work, representing this office, La Farge's office and the Construction Company; that neither La Farge nor his representative was to give orders on the work. Second, that no more "Gruby" contracts were to be given out until Gruby had made some deliveries, as Gruby was going very slow. Third, that the system of ceiling construction was to be changed, as not being satisfactory either in appearance or in cost. Suggested plaster.

FRIDAY, NOVEMBER 21, 1902.

Met Value at 104th St. and went with him through the Central Park Tunnel. Found 65 ft. of bench to be removed at the south end, and 1500 ft. of bench at the middle, work not being pushed energetically. Then walked over all the work on Lenox Avenue. Inspected the 59th St. Station with the view of using plaster in the ceiling. While with Value told him verbally that he was not to grout the packing behind the arch in the Fort Washington tunnel, except when in his judgment it was necessary, and that the cost of the same should be kept counter by him, so that he could render a statement to Deyo later. Also told him to measure up the sidewalls to the full width where heavy arch had been ordered, and to smooth down the concrete on the sidewalls to the height of the car windows, then chip off the rough excrescences on the tunnel roof and paint the whole of it.

Had a talk with Deyo and told him to write, on the matter of Farrell's slowness, to Mc Donald. Explained to him what I had done with La Farge, which he said met with his entire approval, especially in regard to plaster.

Temperature to-day at 9:05, 1:10 and 5:20 o'clock, 50, 62 and 62 degrees respectively. Weather, clear.

SATURDAY, NOVEMBER 22, 1902.

Routine in the morning.

Carr informed me in the afternoon by telephone that there had been a fall in the roof of the tunnel in front of Mr. Barney's house. Stopped on my way up town and found that the face of the heading had been charged with 70 holes- that about 20 had been fired in the lower round. The whole roof fell, breaking forward in a "V" shape, the extreme point being about 22 ft. and breaking upward to a point several feet above the roof line. Later in the afternoon, about 3, the second small fall occurred injuring one man quite severely. Stayed on the ground until about half-past seven, when some temporary timber work, by means of a crib, had been well advanced. Returned again at 9. Found that a small force of men only were at work, Fraser having decided that no more were necessary. Directed him to increase his force. At 9:30 the decomposed rock forming the roof began to fall quite rapidly in small lots. Ordered the whole force of men in both tunnels, amounting to about fifty, to be concentrated. For about one hour all hands were occupied in passing up small blocking, which stopped the flow of dirt. Left the work at about 12:30 A.M. when the ground seemed secured. At 1 o'clock Carr reported to me over the telephone that the temporary blocking was completed. Geo. Hallett Clark remained on the work all night.

Temperature to-day at 9:10 and 1:40 o'clock, 62 and 63 degrees respectively. Weather, clear.

SUNDAY, NOVEMBER 23, 1902.

Visited the ground at about 9 A.M.; stayed there until 10:45. Work was well advanced and they were putting up another permanent timber set. Revisited the work at 5 P.M. staying until 7:15--the first permanent timber set in place, the second permanent timber set well advanced; the charges of unexploded dynamite were still buried in the debris.

MONDAY, NOVEMBER 24, 1902.

Notified Deyo of the accident of the night before and explained to him what had been done. Also notified Mr. Belmont.

In the afternoon revisited the work with Deyo and Rice. Everything seemed to be in good condition. Suggested a conference at Mc Donald's with Mc Donald and Farrell as to the course to pursue in the future.

Temperature to-day at 9:15, 1:25 and 5:10 o'clock, 46, 56 and 55 degrees respectively. Weather, clear.

TUESDAY, NOVEMBER 25, 1902.

Conference at Mc Donald's office: Present, Mc Donald, Farrell, Fraser, Deyo and Moore, Rice, Carr and self.

Fraser stated that the impression had got abroad that I had stated that if I had not been present on Sunday night the whole thing would have fallen down. Stated before the meeting that I had made no such remark, not had I intended to give any such impression; that Mr. Fraser had been in charge of the work and I had not interfered with his authority. Fraser explained that it had been agreed between him and Farrell to put in heavy timber cribs and then a permanent 12-inch floor on top of the concrete sidewalk; after that to resume excavating by the existing method. I proposed as being a safer method, the beginning of a centre top-heading, explaining that there was a soft seam down the centre of the tunnel and that we had better work on that and excavate the rock laterally; the reasons for this being, first, that the ground would be developed in advance of the work; second, that the minimum of roof unsupported would not be exposed any one time; third, that the drill holes in the sides would be at right angles to the rock stratification, thus limiting the blowing of holes ahead; fourth, that the concrete arching could be kept up close to the work. I stated that if the Contractor decided to continue by their present method the depth of the holes must be limited, even at the expense of making second shots, in order to get in timber bents, and that after the holes were charged, the timber bents must be erected close to the face.

Temperature to-day at 9, 12:35 and 5:65 o'clock, 50, 50 and 52 degrees respectively. Weather, raining.

WEDNESDAY, NOVEMBER 26, 1902.

Met Simpson, Moore and Craven at 66th St. in regard to the changing of the gas main of the Amsterdam Company. Mr. Simpson said it could not be done before Spring. Suggested that it be done at night, and that the Contractor would arrange to illuminate the street by electricity.

Messrs. Delafield and Graham called representing Mr. Wanamaker in re. Astor Place Station. Gave Mr. Graham a letter of introduction to Mr. Deyo. Told him that I would insist that the steel should not be delayed beyond April 1st, and must have an unequivocal promise from the American Bridge Company to that effect.

Temperature to-day at 8:55, 2:15 and 4:45 o'clock, 60, 47 and 44 degrees respectively. Weather, raining at 8:55, cloudy at other hours.

THURSDAY, NOVEMBER 27, 1902.

Thanksgiving Day (in Boston)

FRIDAY, NOVEMBER 28, 1902.

Routine.

Temperature to-day at 9, 1:15 and 5:05 o'clock, 37, 37 and 36 degrees respectively. Weather, clear.

SATURDAY, NOVEMBER 29, 1902.

Absent (Glens Falls)

Temperature to-day at 9:10 and 12:15 o'clock, 34 and 40 degrees respectively. Weather, clear.

MONDAY, DECEMBER 1, 1902.

Pointed out to Mr. Orr over the telephone the possibility of connecting the Elevated system with the Subway and the joint extension of the two systems. He suggested that I should see Mr. Belmont and get Mr. Belmont to notify him of the lease. Took luncheon with the Mayor at his invitation and proposed the same scheme to the Mayor who seemed much pleased.

Temperature to-day at 9:10, 2:10 and 5 o'clock, 32, 42 and 39 degrees respectively. Weather, clear.

TUESDAY, DECEMBER 2, 1902.

Called on Mr. Belmont and explained to him the conversation that I had with Mr. Orr and Low yesterday. He told me to take the matter up with Bryan. Saw Bryan and discussed the matter at length with him, proposing to extend the 8th Avenue Manhattan into Jerome Valley; connect the Boulevard line at 72d St., via 10th Avenue, with the 9th Avenue line at 53d St.; build the Broadway line from 42d St. to Ann St.; connect

DECEMBER 2 (Continued)

the New York Central at 42 St.; divert the Westchester line to the Suburban; make the Second Avenue line a through Express Line, with four tracks, and run over it, rather than over the Third Avenue Line, the Suburban and Westchester Avenue business; make the Subway station at 149th St. a terminal station and connect with the New York & New Haven at 172d St. - incidentally to improve the Manhattan System by lengthening the radius of the short curves by the purchase of corner property.

Temperature to-day at 9, 1:15 and 5:05 o'clock, 40, 47 and 47 degrees respectively. Weather, clear.

WEDNESDAY, DECEMBER 3, 1902.

Conference with Mr. Shepard. Told him that I thought the Board should proceed very cautiously about the changing of the station at 104th St., as there were also other stations involved. Asked him if it were possible to build an Elevated structure from Brook Avenue to Third Avenue under our present rights to build in Open Cut; did not seem to know.

Talked with Mr. Orr and asked him to meet me to-morrow at 2 o'clock before the meeting.

Temperature to-day at 9:10, 1:00 and 5:20 o'clock, 50, 50 and 50 degrees respectively. Weather, clear.

THURSDAY, DECEMBER 4, 1902.

Had a conference before the meeting with Orr, Claflin and Shepard in regard to 104th St. Station, explaining to them that other stations were involved as well as 104th St.

After the meeting was over explained to Mr. Orr about Mr. Cooper's request for bill. Told him to see Mr. Shepard as to whether the bill should be paid without a definite and full report from Mr. Cooper.

Temperature to-day at 9:10, 1:10 and 4:55 o'clock, 40, 42 and 42 degrees respectively. Weather, clear.

FRIDAY, DECEMBER 5, 1902.

Conference in the afternoon with Deyo, Simpson, Collins and Craven in regard to possibility of making changes of Gas pipes at 66th St. and Broadway. Simpson explained the great danger involved in changing gas pipes at this season of the year. Finally decided to lower the mains about 1 ft. so as to permit the roof to be completed.

Temperature to-day at 9:10, 1:00 and 5:15 o'clock, 30, 26 and 29 degrees respectively. Weather, snowing hard in morning cleared up later in day.

SATURDAY, DECEMBER 6, 1902.

Examined 66th St. Station and Duct Line at 66th St. Central Park Tunnel. In the afternoon, with Rice, walked from Pearl St. to 41st St. and Murray Hill Tunnel.

Temperature to-day at 9 and 1 o'clock, 22 and 26 degrees respectively. Weather, clear.

MONDAY, DECEMBER 8, 1902.

Routine.

Notified Devo that I would cut the estimates on Sections 1, 2 and 9-A, 25% unless immediate steps were taken by those Contractors looking to the cleaning up of the streets, as I had ordered. Later advised by Devo that the work on the arches on Lenox Avenue had been begun as I had desired.

Temperature to-day at 9:10, 1:10 and 5 o'clock, 30, 29 and 22 degrees respectively. Weather, clear.

TUESDAY, DECEMBER 9, 1902.

Called on Vreeland and got him to approve the form of consent to the Lenox Avenue extension. He asked me to do what I could towards ameliorating the condition of the intersection of 6th Avenue and 42d St. and Broadway and 42d St.

Requested Devo and Fraser to call and showed them the

piece of loaded dynamite that had been found in the powder box. Ordered the man in charge of the box discharged. Arranged that hereafter inspection should be made only in the presence of the night watchman. Had a talk with Olney who said that he was trying to get Degnon-McLean out of Elm St. Told Deyo that, under these circumstances, I would insist on the cut in the Degnon-McLean estimate, and that they must immediately get out of Elm St. Discussed with Deyo the matter of the approving of the awarding of the Broadway contract to to Degnon-McLean, and asked them to consider whether it would not be better to insist that Fisher had better have nothing to do with them.

Graham, representing Wanamaker, called and informed me that Mr. Hatfield had given an unequivocal promise that the steel would be delivered, and that Wanamaker insisted on the station being put beneath his property.

Temperature to-day at 9:15, 1:15 and 5:15 o'clock, 6, 13 and 14 degrees respectively. Weather, clear.

WEDNESDAY, DECEMBER 10, 1902.

This morning went over Section 5-A with Craven, Degnon and Sanford. Arranged to give a passageway on the east side of 6th Avenue east of the Elevated Railroad columns, and on Broadway to plank over the excavation at the northeast corner and the northwest corner; repave 7th Avenue from 44th St. south, and plank over the excavation at the southeast corner of 45th St.

Also went over Section 3.

Called on the Mayor, and, at his request, subsequently on the Comptroller and notified them both that people were ready to make complaints about the changing of the 141st St. Station and the Freeman St. Station, provided the Board reversed itself again on the 104th St. Station.

Temperature to-day at 9:20, 1:15 and 5:35 o'clock, 32, 36 and 34 degrees respectively. Weather, clear.

THURSDAY, DECEMBER 11, 1902.

Messrs. Cook and Mc Kay *representing the My Pines* called, and finally arranged with them the details of the deed for the Flatiron property.

Rapid Transit meeting in the afternoon. At the end of the meeting had a talk with Green, who offered to sell his 104th St. property at cost price.

Mc Donald called in regard to the removal of the Hall of Records and the Fire Engine house in City Hall Park. Told him to write me.

Temperature to-day at 9:10, 1:35 and 5:35 o'clock, 38, 42 and 42 degrees respectively. Weather, raining.

FRIDAY, DECEMBER 12, 1902.

Routine.

Mr. Winter called. He submitted a general statement showing that the cost of operating the Subway would be about \$300,000 more than the cost of operating the Elevated line between the two bridges. I proposed to him that if that were the case, that inasmuch as the capitalized value of that sum would be seven million dollars, he had very much better build a tunnel for his Elevated trains and place the trolley cars on the present bridge tracks; in this case he would greatly increase the carrying capacity of both his Elevated and Trolley systems.

Temperature to-day at 9:05, 1:15 and 5:15 o'clock, 26, 29 and 29 degrees respectively. Weather, cloudy.

SATURDAY, DECEMBER 13, 1902.

Routine.

In the afternoon went through the Murray Hill tunnel; found the rock very soft in both headings but apparently secure.

Temperature to-day at 9:10 and 1:10 o'clock, 30 and 30 degrees respectively. Weather, snowing.

MONDAY, DECEMBER 15, 1902.

Met Bryan at his office and for two hours discussed details of operation, including terminals at South Ferry and Bronx Park. Bryan stated that his car contracts were made, the first delivery of cars to begin in May.

Purdy, of Purdy & Henderson, called in the afternoon and made certain suggestions in the way of amendments for the deed for the Flatiron property.

Temperature to-day at 9:10, 1:05 and 5 o'clock, 21, 32 and 32 degrees respectively. Weather, clear.

ADDENDUM, DEC. 15

In the morning, Bryan informed me that he was unalterably opposed to a station at the water front in Brooklyn.

TUESDAY, DECEMBER 16, 1902.

Routine.

Temperature to-day at 9:15, 1:10 and 5:30 o'clock, 50, 52 and 48 degrees respectively. Weather, raining.

WEDNESDAY, DECEMBER 17, 1902.

Deyo called. Went with him, St. John Clarke and Turner to inspect the new form of escalator. Then took Deyo over the work from Reade St. to the Post Office, pointing out to him the general bad condition of the surface of the street, especially on Park Row and the numerous excavations that seemed to be unnecessarily opened and the small amount of force being used. I told him I would not consent to approve Deyon-McLean sub-contractors on the Brooklyn contract until this street was put in good order; promised to give it his attention.

Temperature to-day at 9:10, 1:15 and 5:15, 34, 38 and 42 degrees respectively. Weather, clear.

THURSDAY, DECEMBER 18, 1902.

Fisher called and with him went over the work on the lower part of Section 2 and all of Section 1. He assured me that the upper part of Elm Street was being cleared rapidly and that he would fix up Section 1 as I had requested of Mr. Deye.

Mr. Bryan called and talked generally about the connection with the Jersey trolley roads at 129th Street.

Temperature to-day at 9:10, 1:25 and 4:55 o'clock, 34, 40 and 40 degrees respectively. Weather, clear.

FRIDAY, DECEMBER 19, 1902.

Value called and suggested that, with respect to the Fort George Portal, the Contractor be directed to build a 27-inch ring and dry-pack above it. I concurred.

Mr. Hill, Chief Engineer of the Water Department, called and asked that Assistant Engineer Taber might be loaned to him for one week in order to prepare statistics in the Department of Water Supply. Granted.

Temperature to-day at 9, 1:05 and 5:35 o'clock, 34, 44 and 43 degrees respectively. Weather, clear.

SATURDAY, DECEMBER 20, 1902.

Routine.

In the afternoon went over Craven's Division as far as 81st St., and then with Carr and Hendrick over their joint work at 41st St., and then through both the Murray Hill tunnels. Directed Carr and Hendrick to prepare a plan for their joint work, tunnel and sewer, at 41st St.

Temperature to-day at 9:10 and 12:40 o'clock, 44 and 46 degrees respectively. Weather, clear.

MONDAY, DECEMBER 22, 1902.

Routine.

Temperature to-day at 9:10, 1:15 and 5 o'clock, 45, 49 and 48 degrees respectively. Weather, clear.

TUESDAY, DECEMBER 23, 1902.

Routine.

At the request of Boardman's office got hold of Vreeland to ask him to give his consent to the Lenox Avenue extension. He told me over the telephone that he would not do so unless the City gave its consent to certain extensions which he wanted. Asked him to write me a letter to that effect.

Went over the work on Section 1 and found a general improvement.

Temperature to-day at 9, 1:15 and 5 o'clock, 32, 30 and 28 degrees respectively. Weather, clear.

WEDNESDAY, DECEMBER 24, 1902.

Routine.

Webster called to discuss the foundations for Mr. De Voe's house, which he proposed to carry down to the line of solid rock. Suggested that he use asphalted concrete for the foundation.

Mr. Belmont asked me over the telephone if I would not approve of the Degnon-McLean contract, and told him that Degnon had not called as I requested him to do. Arranged that he should do so on Friday morning at 9 o'clock.

Sanford called at my request and discussed method of building a line on Broadway. Suggested to him two or three schemes for putting the roof in first and completing the tunnel beneath the roof.

In afternoon walked over Secs. 1, 2 and 3.

Temperature to-day at 8:50 and 1:30 o'clock, 23 and 30 degrees respectively. Weather, clear.

THURSDAY, DECEMBER 25, 1902.

Christmas--Holiday.

FRIDAY, DECEMBER 26, 1902.

Degnon called with Wickersham. Told him that Degnon informed me that he intended to appoint Sanford in charge of the lower contract. Told him I would approve of it provided I had a letter from him to that effect, and also that so long as I remained Chief Engineer that they would confer with me in regard to Mr. Sanford's successor.

Dr. Baylis called and asked if he might arrange with Mr. Clarke to have the work done outside of office hours, in relation to preparing plans for the pipe gallery on Broadway. Gave my permission.

Called on the Mayor and explained to him the necessity for prompt action in regard to obtaining the consent of the Metropolitan Street Railroad Company for its property on Lenox Avenue. He asked me to call on the Comptroller, which I did, and explain the matter to him.

Temperature to-day at 9, 1 and 5:10 o'clock, 22, 28 and 30 degrees respectively. Weather, clear.

SATURDAY, DECEMBER 27, 1902.

Routine.

Visited the Murray Hill Tunnel.

Temperature to-day at 9 and 1 o'clock, 20 and 28 degrees respectively. Weather, clear.

MONDAY, DECEMBER 29, 1902.

Routine in the morning.

Deyo reported to me that Bradley was not working his whole force, being employed on snow. Got hold of Mr. Mc Donald on the telephone and instructed him to see that this did not happen again. Mr. Mc Donald said that he was annoyed and would attend to it.

In the afternoon went with Craven over his Division from 66th St. north, and with Value over his Division, including 104th St. shaft, from 104th St. to 125th St.

Temperature to-day at 9, 1:10 and 5 o'clock, 32, 39 and 37 degrees respectively. Weather, generally clear.

TUESDAY, DECEMBER 30, 1902.

Walked over Craven's Division from 53d St. to 42d St.

Had an interview with Mr. Newman. Proposed that we should extend the Subway from under Park Avenue to 100th St. or beyond, and that a general plan would be worked up in connection with his companies for the handling of suburban traffic to the extent, if necessary, of four-tracking the Harlem Division from the leasing of the Putnam Division to the Interborough. Mr. Newman said he would be very glad to have me consider these matters and prepare a plan for submission.

Stopped at the Astor Estate office and informed the trustees of the Astor Estate that, in my judgment, the Commissioner of Buildings would probably condemn the N. E. Corner of 42d St. and Broadway as unsafe as soon as our work began.

Temperature to-day at 9, 1:15 and 5:30 o'clock, 26, 34 and 34 degrees respectively. Weather, clear.

ADDENDUM, DECEMBER 30, 1902..

Asst. Corporation Counsel Harris called and dictated a notice to the property owners to vacate 42d St.

In the afternoon called on the Mayor, at his request, and discussed with him his annual report. He asked me to take up the Engine House matter in City Hall Park and straighten it out.

WEDNESDAY, DECEMBER 31, 1903.

Skitt and Bryan called and discussed with them, at great length, the extension of the Rapid Transit system; the upshot being that we agreed to make three tracks on the 9th Avenue, three tracks on the Third Avenue, four tracks on the Second Avenue; make connections between the Subway and Elevated at 53d Street and at 149th Street; extend the subway down Broadway, the Elevated up Jerome Avenue, and connect the Bronx line with the suburban at 180th Street.

Temperature to-day at 9:10, 1:15 and 5:30 o'clock, 26, 34 and 34 degrees respectively. Weather, clear.

THURSDAY, JANUARY 1, 1903.

New Year's Holiday.

FRIDAY, JANUARY 2, 1903.

Routine.

Called on the Corporation Counsel to arrange about the Fire Engine House. He asked me to come back to-morrow and he would take it up with the Commissioner of Buildings.

Temperature to-day at 9, 1 and 5 o'clock, 36, 46 and 45 degrees respectively. Weather, clear.

SATURDAY, JANUARY 3, 1903.

Routine.

In the afternoon went with Carr through the Murray Hill tunnel.

Temperature to-day at 9:15 and 1:30 o'clock, 41 and 42 degrees respectively. Weather, cloudy.

MONDAY, JANUARY 5, 1903.

Routine.

In the afternoon went through the Columbus Circle Station.

Temperature to-day at 9:30, 1:15 and 5 o'clock, 9:30, 1:15 and 5 o'clock, 36, 40 and 42 degrees respectively. Weather, clear.

TUESDAY, JANUARY 6, 1903.

Went with Carr through the Murray Hill tunnel. Found that the last set of timbers in front of Mr. Barney's house had been set up.

Walked through the subway from 33d to 23d Sts. and into the Bleecker St. Station. Instructed Carr at the latter point to prohibit the building of fires by the workmen so as to avoid soiling the plaster in the ceiling.

Had a long conference with La Farge discussing with him station details, advising as simple treatment as possible.

Temperature to-day at 9, 1:10 and 5:40 o'clock, 35, 37 and 31 degrees respectively. Weather, snow & rain and clear.

WEDNESDAY, JANUARY 7, 1902.

Max E. Schmidt called to ask that I would recommend in my forthcoming report the installation of the moving platforms on the 42d St. spur. Declined.

Aims called, on behalf of Onderdonk, requesting that he might be allowed to make the length in the sections of the East River tunnel 22 inches.

Collins called and notified me that at to-morrow's meeting of the Rapid Transit Board a committee of the West End Property Owners' Association would appear protesting against Bradley's work.

Mc Donald and Evans called stating that the Park Commissioner had rejected his permit for the use of Bryant Park by the Degnon-McLean Company. Mc Donald admitted that Degnon was slovenly in his work, and said he would write a letter to the Park Commissioner offering to do whatever was right in the matter, with the request that the withdrawal of the permit should not be enforced. Told Mc Donald that he might refer the papers to me.

Temperature to-day at 9, 1:30 and 5:30 o'clock, 32, 39 and 34 degrees respectively. Weather, snow, rain & clear.

THURSDAY, JANUARY 8, 1903.

Routine.

Board meeting in the afternoon.

Temperature to-day at 9, 1:15 and 5:30 o'clock, 30, 30 and 26 degrees respectively. Weather, clear.

FRIDAY, JANUARY 9, 1903.

Had a conference with Bryan in regard to the general plans, and another one with Wickersham.

Conference in the morning between Engineers of First, Second and Third Divisions in regard to climatic observations and leaks in ducts.

Temperature today at 9:15, 1:30 and 5:30 o'clock, 18, 20 and 20 degrees respectively. Weather, clear.

SUNDAY, JANUARY 12, 1903.

SATURDAY, JANUARY 10, 1903.

Messrs. Belmont and Bryan called and had a long discussion in regard to the extensions on Manhattan Island. Mr. Belmont approved of all the arrangements except that he suggested, instead of building on Broadway south from 14th St., that a line be carried down University Place, Wooster and Church Streets for connection with the South Ferry Loop. I told him that on this point my mind was quite open as both routes have advantages and disadvantages.

In the afternoon took the Mayor and the Comptroller over the work on foot from 50th to 60th St. in the subway, and in a carriage from 60th St., stopping from 66th St. to 104th; by foot through the tunnels from 104th to 110th St.; by carriage over Lenox Avenue, on foot at the Harlem River, and thence by carriage to Manhattan Valley Viaduct. Both expressed their pleasure at the advanced condition of the work.

Temperature to-day at 9 and 2:30 o'clock, 19 and 22 degrees respectively. Weather, clear.

MONDAY, JANUARY 12, 1903.

Absent in Washington.

Temperature to-day at 9, 1:05 and 5 o'clock, 20, 20 and 18 degrees respectively. Weather, clear.

TUESDAY, JANUARY 13, 1903.

Long conference with Mr. Orr, the Mayor and the Comptroller in the afternoon, in regard to the Manhattan Extensions. They all expressed their approval of the plan that I submitted, but gave their preference to the University Place line. They stated, however, that nothing could be done unless a plan was proposed equally good for Brooklyn. Finally suggested that on Thursday week, instead of the Rapid Transit Commission meeting, a conference with the Brooklyn people be held.

Temperature to-day at 9, 1:15 and 5:40 o'clock, 12, 20 and 18 degrees respectively. Weather, clear.

WEDNESDAY, JANUARY 14, 1903.

Saw Hutchinson who told me that the Brooklyn people were beginning to "hedge" on their estimated cost of operating the Subway connection. Had a long conference with Winter; explained to him the situation as it developed at yesterday's conference with the Mayor, and stated that the Brooklyn people must do something or that the subway would necessarily be extended in Brooklyn.

Temperature to-day at 9, 1:10 and 5:15 o'clock, 16, 24 and 26 degrees respectively. Weather, clear.

THURSDAY, JANUARY 15, 1903.

Routine.

Rapid Transit meeting in the afternoon.

Temperature to-day at 9, 1:15 and 5:40 o'clock, 30, 34 and 34 degrees respectively. Weather, clear.

FRIDAY, JANUARY 16, 1903.

Examined the work on 42d Street. Had a conference with Craven, telling him to push the work on Bradley's and on Degnon-McLean's sections.

Conference at the Mayor's office. Present: Messrs. Sturgis, Stewart, Mc Donald, Asst. Corporation Counsel and self. Agreed that Mr. Orr should request the Building Commissioner to have the Court precept altered, and that Mr. Mc Donald was to assume all responsibility for doing the work. Subsequently agreed, on the ground by McDonald and myself, that a new location for the sewer should be made to the east of the Engine House.

Temperature to-day at 9, 1:15 and 5 o'clock, 38, 41 and 40 degrees respectively. Weather, clear.

SATURDAY, JANUARY 17, 1903.

Routine in the morning.

In the afternoon with Value and St. John Clarke went over the Brooklyn Division. Examined Flatbush route to the further end of Prospect Park, and then the proposed route for the change of the Brooklyn Rapid Transit Elevated lines.

Temperature to-day at 9:15 and 1 o'clock, 38 and 47 degrees respectively. Weather, clear.

MONDAY, JANUARY 19, 1903.

Walked down over Division No. 1.

Bryan called and explained to me what was being done in regard to Brooklyn, and suggested that his Company should consider an extension of the subway under Flatbush Avenue, indefinitely outward, with a branch under the Eastern parkway, said lines to have four tracks as far as the Prospect Park plaza, two of which could be used temporarily as terminals, and eventually have running tracks to be connected with the tunnel beneath Atlantic Avenue should be Joralemon St. tunnel become overburdened. Bryan approved.

Temperature to-day at 9, 1 and 5 o'clock, 10, 17 and 21 degrees respectively. Weather, clear.

TUESDAY, JANUARY 20, 1903.

Routine all day.

Temperature to-day at 9:00, 1:00 and 5³⁰'clock, 21, 36 and 34 degrees respectively. Weather, clear.

WEDNESDAY, JANUARY 21, 1903.

Routine in morning.

In the afternoon went with the American Socy. of Civil Engineers over the work from 60th St. to 43d St., and then with Carr, Deyo and Kimball of Boston, through the Murray Hill Tunnel.

Temperature to-day at 9:00, 1:45 and 5:15 o'clock, 49, 48 and 42 degrees respectively. Weather, clear; rain in morning.

THURSDAY, JANUARY 22, 1903.

Took Charles T. Yerkes over the work in the forenoon-104th St. tunnel, Lenox Avenue and Manhattan Valley Viaduct, and Broadway to 60th Street. He seemed very much pleased.

In the afternoon the Mayor, Comptroller Grout and Mr. Orr met Harriman, Porter, Winter, Greatsinger and Brackenridge representing the B. R. T. Finally suggested that a conference be held between Brackenridge, Lewis and self to prepare a scheme.

Temperature to-day at 9:15, 1 and 5:15 o'clock, 38, 40 and 40 degrees respectively. Weather, clear.

FRIDAY, JANUARY 23, 1903.

Routine morning.

In the afternoon took Messrs. Orr, Smith and Jesup over the work from 42d St. & Park Avenue to 104th St. tunnel and Lenox Avenue.

Temperature to-day at 9, 1:30 and 5 o'clock, 32, 37 and 33 degrees respectively. Weather, generally clear.

SATURDAY, JANUARY 24, 1903.

Had a long conference with Wilgus in the morning. He explained that all the Operating officers were now a unit that some arrangements should be made with Belmont to take up their suburban traffic.

Temperature to-day 9:15 and 2:20 o'clock, 20 and 26 degrees respectively. Weather, clear.

MONDAY, JANUARY 26, 1903.

Told Bryan as Wilgus had told me on Saturday. Bryan said that he and Belmont were to meet W. K. Vanderbilt and Newman to-morrow.

Brackenridge and Lewis spent the day here; mapped out certain extensions in Brooklyn and a subway scheme connecting the two bridges with the new tunnel so as to cut out the present Brooklyn Bridge. Referred to Brackenridge for him to take up with his people.

Temperature to-day at 9:15, 1:35 and 5:45 o'clock, 28, 30 and 30 degrees respectively. Weather, generally cloudy.

TUESDAY, JANUARY 27, 1903.

Mr. Deyo and Mr. Hedley called in regard to details of the Elevated stations.

Mr. Bryan called and told me about the meeting between himself, Belmont, Newman and W. K. Vanderbilt.

Had a talk with Mr. Belmont in regard to advertising. Said that I would be glad to urge the Commission to adopt a uniform system of advertising, provided posters were shut out.

The Mayor told me over the telephone that he objected to the Loop on the Williamsburg Bridge approach to Marion St.

Mr. Newman invited me to attend a conference with the Engineers of the Central and Interborough Company to-morrow.

Temperature to-day at 9:30, 1 and 6 o'clock, 34, 38 and 39 degrees respectively. Weather, generally cloudy.

TUESDAY, JANUARY 27, 1903.

Stopped at La Farge's office and discussed question of station stairways.

Mr. Linn and Schmitt walking with the elevator platform scheme from Grand St. to Irving Street, on the basis of a plan sent here. They are to contribute the money for building. Pointed out the responsibility of the latter, and thought that the road could be operated on a one-way fare basis.

Temperature to-day at 9, 11 and 5:30 o'clock, 34, 38 and 39 degrees respectively. Weather, generally cloudy.

WEDNESDAY, JANUARY 28, 1903.

Routine in morning.

In the afternoon met at Mr. Newman's office Mr. Newman, Mr. Wilgus, Bryan, Skitt, Deyo, Pegram. Discussed in great detail the connections between the Interborough Company and the New York Central System. Mr. Newman finally decided to abandon the idea of a station at 149th Street, but, on the other hand, to connect with the Elevated and the Subway at as many points as possible. Finally referred to Wilgus and myself.

Visited Columbus Circle with Bryan and urged on him the necessity for hurrying forward the equipment.

Temperature to-day at 9:10, 2:20 and 5 o'clock, 42, 50 and 51 degrees respectively. Weather, rain in A.M., clear by 2 o'clock.

THURSDAY, JANUARY 29, 1903.

Stopped at La Farge's office and discussed question of station stairways.

Morison and Schmidt called, with the movable platform scheme from Brooklyn to Bowling Green, on the basis of a One-cent fare, the City to contribute the Subway for nothing. Pointed out the impossibility of the latter, and doubts that the road could be operated on a One-cent-fare basis.

Temperature to-day at 9, 2:15 and 5:30 o'clock, 44, 50 and 48 degrees respectively. Weather, generally cloudy.

FRIDAY, JANUARY 30, 1903.

In morning called on Wilgus and conferred with him about the map for the Rapid Transit extensions. He said he was in favor of continuing the line under Fourth Avenue across the River, and that he would speak to Mr. Newman.

Alderman from Williamsburg called in regard to movable platform. Pointed out that it was much better to build a subway for continuing trains.

Professor Burr called and submitted to him a plan for the sump of the Harlem River. Said that he approved and would speak to Mc Bean.

Conference with all the Division Engineers and General Douglas. Carr, Value, Craven and Klapp said they preferred to clean the steel and not paint it. Where it was buried in concrete, Hendrick favored a light coat of paint, Carr a thorough painting.

In regard to leaks; the general opinion was that leaks were slowly drying up, and that few could be found by digging for them. Instructed each Division Engineer to try to find leaks where there was any likelihood of being successful, otherwise to drain off.

Reported that settlement had taken place at Barney's house, and that the Building Department had interfered and ordered shoring.

In the evening walked by Barney's house and saw the men at work putting in Spur braces. Learned from Carr, and also

JANUARY 30 (Continued)

from Inspector Duncan, that the Building Department was doing nothing- whatever was being done in the bracing line was being done by Mr. Marvin, and so notified Dr. Wheelock.

Temperature to-day at 9:15, 2:15 and 6 o'clock, 44, 40 and 32 degrees respectively. Weather, raining, clear by noon.

SATURDAY, JANUARY 31, 1903.

Had a conference with Commissioner Stewart who told me that he was doing his best to keep talk from the papers, and that the Building Department had decided to do nothing, not considering it an urgent matter. The buildings, however, would be very closely watched. Mr. Orr inquired in the afternoon, stating that Mr. Lawrence had inquired of him. In answer to inquiries, notified Stanford White that the tunnel was completed in front of Mr. Barney's house.

Temperature to-day at 9:15 and 2:30 o'clock, 29 and 34 degrees respectively. Weather, clear.

SUNDAY, FEBRUARY 1, 1903.

In the evening Dr. Wheelock called on telephone stating that Mr. Bliss' house was being shored and that his house would probably be taken next. Went down immediately. Found Stewart on the ground, and was informed that cracks had been discovered in the Bliss house and that they were going to shore it for protection. Bliss stated that he did not object to the shores since he learned that his house had been cracked. Wheelock stated that he did not want his house shored. Made an examination of the houses and pointed out to all that the crack in Bliss' house was old, and that the cracks in Wheelock's house had neither extended nor widened since September 15, as indicated by the pencilled marks as unbroken "tell tales." Stewart said that he, therefore, would not put up any braces against Wheelock's house.

MONDAY, FEBRUARY 2, 1903.

Called up Stewart on the telephone who told me that, in his judgment, "these houses were all right; you can quote me to the papers as saying so." I told him that his Inspectors were needlessly energetic, which he said was true, and asked what I thought he had better do. Told him I would leave up the braces for a few days and then take them down.

In the afternoon Wheelock told me that Bliss had said that he did not care to have the braces taken down from his house, as he did not intend to spend the Spring in New York,

and that the braces gave him good ground for suit for damages.

Meeting in the afternoon at the Comptroller's office on the subject of the 42d Street easement.

Temperature to-day at 9, 2 and 5:15 o'clock, 45, 48 and 47 degrees respectively. Weather, clear.

ADDENDUM, FEBRUARY 2, 1902.

Mrs. Reed gave me the following description of the Barney house in which she resided from about 1865 to 1872 :

On Park Avenue there were originally four windows. During the last year of her residence Mr. Barney, Sr., with her permission, built outside of the house the Park Avenue bay window, and, subsequent to her leaving, had tore out the main wall of the house from the inside and then bonded the bay window to the main house. This was about one year after the building of the bay window. In like manner, during Mrs. Reed's residence, he built on the mansard roof and afterwards tore out the old roof. He then cut a hole in the north wall and built on the extension to contain a staircase; so that he put on a new roof and cut holes in both the north and the west walls. Chas. Barney, Jr., in like manner, cut the south wall for a new doorway.

TUESDAY, FEBRUARY 3, 1903.

Had a conference with Heins & La Farge in regard to Station details. Then went on a trial trip of the cars with August Belmont and John B. McDonald, and subsequently visited the Power house with Deyo and Stillwell.

Temperature to-day at 9, 12:40 and 5:30 o'clock, 42, 46 and 46 degrees respectively. Weather, clear.

WEDNESDAY, FEBRUARY 4, 1903.

Mr. Winter called and I went over with him the details of Brooklyn connections, telling him that it was either that plan or nothing, as an Elevated railroad connection was impossible. Suggested that arrangements might be made to connect with the Second Avenue Elevated instead of building the line under Delancey St. This would permit trains coming over the Williamsburg Bridge to run down to City Hall, such connection to be temporary pending the construction of the subway. Notified the Mayor by telephone of Winter's visit.

Niles and Goulden called in the afternoon in regard to Bronx matters. Explained to Niles the idea of putting a railway in Bronx Park which he had not understood.

Temperature to-day at 9, 12:45 and 5:15 o'clock, 41, 46 and 44 degrees respectively. Weather, raining.

THURSDAY, FEBRUARY 5, 1903.

Saw Mr. Orr and the Mayor at the Chamber of Commerce, and suggested that a conference should be held between Mr. Orr and the Superintendent of Buildings and myself in regard to the Park Avenue shoring, as I did not believe that the shoring was necessary.

Newell Martin and Messrs. Kirchway, Hodge and Watson called in regard to a Bill from the Committee of One Hundred on Rapid Transit. They all expressed the same views that they did not wish to interfere with the powers of the Rapid Transit Commission, but felt sure that many bills would be introduced, and that some would have to be introduced by their Committee in response to a very general sentiment on that line. They finally decided that the least harmful bill would be one appointing a City Railroad Commission, containing a proviso that the functions of that Commission should not interfere with the Rapid Transit Commission. They also believed that no such bill as that could pass the Legislature.

Andrew Onderdonk called and explained that the Brooklyn Ware House Company was seriously interfering with his work in Joralemon Street, requiring him to keep his shafts on the sidewalks. This would necessitate a change in the tunnel line or else would require him to put his shafts in Joralemon Street near Henry. I informed him that the Rapid Transit Board guaranteed him the right-of-way, and that I would take the matter up with the Counsel.

Temperature to-day at 9, 12:45 and 6 o'clock, 29, 30 and 30 degrees respectively. Weather, clear.

FRIDAY, FEBRUARY 6, 1903.

Conference at the Mayor's Office with Stewart. Stewart stated that the work of shoring was being done by the property owners and not by him. He did not tell the Mayor, however, that he had issued unsafe notices against the buildings in question. The Mayor asked him to be very particular about putting the City in position to be sued for damages. The Mayor asked me to write a letter stating that, in my judgment, the shoring was unnecessary.

Visited the Hall of Records with Stewart. Found a lot of men at work whom Stewart called "bums," and heard him inform the Superintendent that "the matter was getting to be too much of a scandal." On leaving the building heard a man charge Stewart with the fact that somebody was outside of the gate selling labor privileges. Stewart simply made a denial but made no attempt to investigate.

Long conference with Shepard. Explained to him the general plan for Rapid Transit extensions. He dictated a form of letter for me to write to Wilgus, Shepard's idea being that the right-of-way under the Grand Central property should be acquired by lease. Explained to Shepard what Newell Martin had told me, and also the Onderdonk situation. In regard to the latter, Shepard said that the Board would certainly condemn, and asked me to get from Onderdonk a statement of exactly what he wanted.

Harris called and stated that Rives and Stewart were in disagreement in regard to the Northeast corner of 42d St., and

FEBRUARY 6 (Contd.)

that Rives wanted an affidavit to the effect that the building could be underpinned. Harris stated that, in the opinion of the Corporation Counsel's office, the Building Department was thoroughly corrupt.

In the afternoon went over the Murray Hill tunnel, with Carr, Lawrence and Fraser. Arranged with Lawrence that he should supervise the blasting in the tunnel; gave orders that no blasting should be done until Tuesday, by which time the arch would be carried, both north and south, as far as possible.

Temperature to-day at 9, 12:50 and 5 o'clock, 33, 37 and 38 degrees respectively. Weather, clear.

SATURDAY, FEBRUARY 7, 1903.

In the afternoon took the members of the Engineers' Club of Philadelphia over the subway from 42d Street and Park Avenue to 60th Street and Broadway. Subsequently walked over Bradley's work with Deyo, Ridgway and Clarke.

Temperature to-day at 9 and 1:45 o'clock, 31 and 36 degrees respectively. Weather, clear.

SUNDAY, FEBRUARY 8, 1903.

Had a conference with La Farge in regard to changes in the Station Decoration plans.

MONDAY, FEBRUARY 9, 1903.

Winter called by appointment and told me that he must have sufficient time to consider the Brooklyn proposition, and to that end he desired to have Mr. Norman B. Ream, the new Director, thoroughly advised. He asked me what alternative there would be in the event of the B. R. T. declining to adopt that plan. Told him that I thought that the Commission and the administration would endeavor to extend the Interborough lines across the River, which would eventually mean paralleling the B. R. T. System. Told me that was his view also. Promised to write me a letter stating a fixed time before which he would give positive answer.

MONDAY (Contd.)

Called on Corporation Counsel and discussed with him the matter of taking down the building at 42d Street and Broadway. Tried to get Belmont to say that he would pay half the cost but failed. Finally arranged that the contractors would take the building down at their cost and store the material so that the same could be replaced.

Temperature to-day at 9, 1 and 5:25 o'clock, 31, 36 and 35 degrees respectively. Weather, clear.

TUESDAY, FEBRUARY 10, 1903.

Called on Wilgus. He said that his Company would prefer to have us build under Lexington rather than Fourth Avenue, for fear that our excavation north of 42d Street might endanger their existing tunnel. If we built under Lexington Avenue their Company would make reasonable arrangements for right-of-way directly across their yard from 45th Street to Lexington Avenue.

At 10 o'clock began blasting the north face of the rock at 38th Street. Present, Lawrence, Carr and Shipman; a record of the holes taken by Nearing. The holes were charged with an inch and a quarter dynamite cartridges, varying in length from two to four inches, and from two to six holes fired simultaneously - the latter number only once, however; usually three holes fired, and the usual maximum amount of powder used about 12 inches. One man was stationed on the surface, sometimes Carr and sometimes Lawrence. The effect on the

FEBRUARY 10 (Contd.)

surface was not appreciable, except in two instances. Some of the holes were fired so light that they had to be recharged. Rock was successfully moved for a distance of about 6 ft.

Lewis of Board of Estimate called and proposed an arrangement for tracks on the Manhattan Bridge at the Brooklyn end so as to make another loop. He suggested that we show the plans to Brackenridge.

La Farge called with modified plans and estimates of decoration. Long conference with La Farge, Deyo and Mr. Clarke.

Temperature to-day at 9, 2 and 5:15 o'clock, 32, 44 and 44 degrees respectively. Weather, clear.

FEBRUARY 11, 1903.

Walked over Carr's Division from 34th Street to Astor Place.

Had a long conference with Heins & La Farge in their office going over the details of the estimates.

Met Belmont, with Bryan and Deyo, in Belmont's office. Belmont approved the station plans so far as decoration was concerned, except at Astor Place, 50th and 66th Sts. where he thought there was too much brick used.

Had a long conference with the Mayor and showed him a letter from Winter, and he proposed that I should make , at the

FEBRUARY 11 (Continued)

next meeting of the Board, my report on the Manhattan-Bronx lines, and report Brooklyn subsequently. Mayor agreed.

Temperature to-day at 9, 12:35 and 6 o'clock, 41, 44 and 46 degrees respectively. Weather, cloudy and light rains.

THURSDAY, FEBRUARY 12, 1903.

At home working on "Extension" report.

FRIDAY, FEBRUARY 13, 1903.

Stopped to inspect blasting under Park Avenue. Notified Mr. Orr about the "Extension" report, and he authorized me to go ahead.

Routine during day.

Temperature to-day at 9, 1:25 and 5:30 o'clock, 45, 46 and 48 degrees respectively. Weather, clear.

SATURDAY, FEBRUARY 14, 1903.

Routine.

Walked up over Division No. 1 and also Columbus Circle Station.

Temperature to-day at 9 and 1:30 o'clock, 33 and 34 degrees respectively. Weather, clear.

MONDAY, FEBRUARY 16, 1903.

Deyo called in the morning and showed me the report of the Pennsylvania engineers calling for a thicker lining for the tunnel.

Went through the east Murray Hill tunnel with Carr and Frazer, and ordered that certain blocking should be put in before blasting began the next morning.

Temperature to-day at 9, 2 and 4:50 o'clock, 35, 30 and 30 degrees respectively. Weather, in morning, rain; cloudy during day.

TUESDAY, FEBRUARY 17, 1903.

Went first thing to the Murray Hill tunnel with Lawrence to watch the blasting. After a few shots they began to blow through from north to south face, and about 12 o'clock had one-half the area to full section; blasting was then stopped. I suggested that timber should at once be put in under the western half thus opened as the rock looked bad. Frazer asked that he might lower the caps 9 inches so that the new ranges could fit over the tops of the caps;- gave this permission.

Temperature to-day at 9, 1 and 5:30 o'clock, 22, 19 and 12 degrees respectively. Weather, heavy snow, clear by 1 o'clock.

ADDENDUM, TUESDAY, 17th.

Had a conference with Wilgus, at which were present, Baldwin, Sprague, Gibbs, Waite, Katté and Arnold, in relation to a standard equipment for the suburban trains that would run over the subway and the elevated lines.

During day, routine.

Had a long conference with La Farge in his office.

WEDNESDAY, FEBRUARY 18, 1903.

Attended a meeting of the Directors of the Interborough Company, on request, and discussed the matter of the report of the Pennsylvania engineers on the thickness of the East River tunnel lining. Told them that I did not know that the matter was under investigation, that my first information was the receipt of the report. Told them I did not know that the matter was under investigation, that my first information was the receipt of the report, but that I would be glad, however, to take it up with the Rapid Transit Board. It was resolved, that the matter should be referred to Mr. Deyo and myself.

The Mayor returned me my rough proof of the report on the Brooklyn extension, with a few verbal changes, stating that the report was in admirable shape.

Temperature to-day at 9, 12:30 and 5:45 o'clock, 9, 17 and 17 degrees respectively. Weather, clear.

THURSDAY, FEBRUARY 19, 1903.

Notified at 8 o'clock that the ground had settled in front of No. 65 Park Avenue. On arriving found that, immediately after firing one shot this morning, the hard rock had broken away from the soft rock and had fallen forward about six inches. It was then caught by the crib. Steps were at once taken to shore up the ground to hold it against further movement. Had the condition of affairs reported to me at short intervals during the course of the day.

Rapid Transit meeting in the afternoon, at which the report on the Manhattan-Bronx extensions was presented.

Temperature to-day at 9, 1:30 and 5:40 o'clock, 3, 15 and 14 degrees respectively. Weather, clear.

FRIDAY, FEBRUARY 20, 1903.

Stopped at the Murray Hill Tunnel. Found seven blasts had been sufficient to remove the rock and permit another set of timbers to be put in. Main body of rock had settled two or three inches, but the ground behind had not followed. Directed Fraser to arrange to proceed with the work continuously, day and night, without regard to Sundays.

Temperature to-day at 9, 1:40 and 6 o'clock, 14, 19 and 24 degrees respectively. Weather, clear.

SATURDAY, FEBRUARY 21, 1903.

Spent the forenoon watching the blasting under Park Avenue.

Temperature to-day at 9 and 1:30 o'clock, 29 and 41 degrees respectively. Weather, cloudy.

MONDAY (Holiday) Feb. 23-

With Value, Powers, Rice and Lawrence watched some blasting and the progress of the work under Murray Hill, and later went over the whole of the East Side of Value's Division.

TUESDAY, FEBRUARY 24, 1903.

Notified Deyo over the telephone to hurry up the stations from 116th to 125th and 135th Streets on Lenox Avenue.

Winter called. Said that he wanted me to go with him to-morrow to Harriman's office and talk over the Brooklyn situation with Harriman.

It was reported that grout had run into the bottom of the shaft in front of Barney's house.

Temperature to-day at 9, 2 and 5:58 o'clock, 39, 45 and 40 degrees respectively. Weather, clear.

WEDNESDAY, FEBRUARY 25, 1903.

Called with Winter on Mr. Harriman and laid before him the Brooklyn plan. Harriman approved, and told Winter to get the Executive Committee together.

Gave testimony before Commissioners of Condemnation on 104th St. easements.

Long discussion in the afternoon with Heins & La Farge on Station details. Finally decided to strike out all marble from all stations except, probably, 23d and 14th Sts and other stations already contracted for.

Temperature to-day at 9, 1 and 4:45 o'clock, 29, 34 and 39 degrees respectively. Weather, clear.

THURSDAY, FEBRUARY 26, 1903.

Rapid Transit meeting in the afternoon.

Temperature to-day at 9:10, 1 and 5 o'clock, 33, 42 and 44 degrees respectively. Weather, clear.

FRIDAY, FEBRUARY 27, 1903.

With Lawrence, Rice, Value and Powers went over the tunnel from Fort George to 150th St. Told Hunt that, in my judgment, he ought to suspend the heading work south of Fort George until his bench was advanced past the bad ground.

Temperature to-day at 9:15, 12:30 and 5:30 o'clock, 45, 50 and 50 degrees respectively. Weather, clear.

SATURDAY, FEBRUARY 28, 1903.

Routine.

Temperature to-day at 9:10 and 1:30 o'clock, 62 and 62 degrees respectively. Weather, generally clear.

MONDAY, MARCH 2, 1903.

Selected Robt. Maynicke, Saml. C. Weiskop and Charles A. Cowen as Board of Commissioners to examine Mr. Barney's house and pass upon the damage done to it.

Temperature to-day at 9:10, 12:30 and 5:45 o'clock, 35, 37 and 41 degrees respectively. Weather, clear.

TUESDAY, MARCH 3, 1903.

Levy and Marshall called. Had a long discussion on Jerome Avenue Extension. Difference in opinion between us seemed to be the prejudice against the Manhattan Elevated Railway. As Levy put it, "if either grants the other's premises, the other's conclusions must be accepted."

Temperature to-day at 9:15, 1 and 5:40 o'clock, 42, 45 and 42 degrees respectively. Weather, clear.

WEDNESDAY, MARCH 4, 1903.

With Carr, Clarke, Fisher and Rice examined the work at City Hall. Told Fisher that I was dissatisfied with the progress of the work both there and at Spring St.; I wanted it pushed ahead faster, and if it was not advanced that I should be compelled to take sides with the people who were bringing suit against the Degnon-McLean Co.

Temperature to-day at 9:10, 1:10 and 4:40 o'clock, 39, 50 and 54 degrees respectively. Weather, generally cloudy.

THURSDAY, MARCH 5, 1903.

Called on Low and explained to him Winter's views in regard to B.R.T.- that the Company should pay for the two bridges what they now pay for the present one. He said that would probably be all right.

Conference with Noble, Jacobs, Deyo and Douglas in regard to the lining of the East River Tunnel. They had no special views to advance except general ones. Finally adjourned as Noble had to leave town, and expected to meet again.

Temperature to-day at 9:15, 1:30 and 5 o'clock, 45, 52 and 51 degrees respectively. Weather, generally cloudy.

FRIDAY, MARCH 6, 1903.

Took luncheon with Starin, and with Rice and Burrows inspected the subway from 59th to 50th Sts.; Starin much pleased.

Temperature to-day at 9:15, 12:45 and 5:45 o'clock, 42, 49 and 50 degrees respectively. Weather, clear.

SATURDAY, MARCH 7, 1903.

Degnon and Sanford called and asked me to see the Park Commissioner to permit the rock crusher on 42d St. to remain. Told him I would do so on certain conditions expressed in a letter.

Before arriving office, went over McBean's work with

MARCH 7 (Continued)

Powers and Rice. Found the caisson pumped out and the leak was stopped.

Had a conference with Deyo and McHenry representing the Times Building in regard to their work around the said building.

In the afternoon at Mr. Orr's house in Brooklyn. Met the property owners on Joralemon St., together with Onderdonk and Aims, in regard to the location of certain shafts.

Temperature to-day at 9:15 and 1:50 o'clock, 45 and 47 degrees respectively. Weather, clear.

MONDAY, MARCH 9, 1903.

Routine all day.

Temperature to-day at 9:15, 1:40 and 5 o'clock, 49, 50 and 49 degrees respectively. Weather, raining.

TUESDAY, MARCH 10, 1903.

Routine.

President Swanstrom called, at my request, and went over the details of the Brooklyn extensions, to which he gave his heartiest approval.

Temperature to-day at 9:15, 12:15 and 4:45 o'clock, 47, 50 and 56 degrees respectively. Weather, clear.

WEDNESDAY, MARCH 11, 1903.

Routine.

Temperature to-day at 9:10, 12:35 and 5 o'clock, 52, 50 and 56 degrees respectively. Weather, raining and afterwards cloudy.

THURSDAY, MARCH 12, 1903.

Routine.

Rapid Transit meeting in the afternoon.

Temperature to-day at 9:10, 1 and 4:55 o'clock, 45, 54 and 57 degrees respectively. Weather, clear.

FRIDAY, MARCH 13, 1903.

Routine.

Temperature to-day at 9:15, 1:15 and 5:15 o'clock, 45, 56 and 61 degrees respectively. Weather, clear.

SATURDAY, MARCH 14, 1903.

Saturday afternoon first spike was driven at Columbus Circle.

Sunday, walked over sections 5-B, 6-A and 6-B.

Temperature (Saturday) 9:15 and 1:15 o'clock, 52 and 67 degrees respectively. Weather, clear.

MONDAY, MARCH 16, 1903.

Routine.

Notified by Craven that Bradley would not put on his night force. Informed Deyo to this effect, who promised to take the thing up with Mr. McDonald.

Temperature to-day at 9:15, 12:15 and 5:10 o'clock, 43, 45 and 44 degrees respectively. Weather, cloudy.

TUESDAY, MARCH 17, 1903.

Walked over Carr's Division, and examined possibility of a route down Second Avenue and Chrystie Street.

Routine balance of day.

Temperature to-day at 9:10, 12:50 and 5:15 o'clock, 46, 50 and 57 degrees respectively. Weather, clear.

WEDNESDAY, MARCH 18, 1903.

Had a long conference with Deyo in regard to the 104th St. Station.

Conference with La Farge in regard to Station kiosks.

Temperature to-day at 9:10, 12:30 and 5:10 o'clock, 54, 59 and 57 degrees respectively. Weather, clear.

THURSDAY, MARCH 19, 1903.

Routine.

Rapid Transit meeting in afternoon.

In the evening on Madison Avenue car met Samuel Green who, after inquiring why he had been so persistent in opposing the 104th St. Station, remarked that he ceased to have any interest in the same, as he had sold his lots two months ago at a nice profit.

Temperature to-day at 9:10, 2 and 5:15 o'clock, 42, 59 and 58 degrees respectively. Weather, generally clear.

FRIDAY, MARCH 20, 1903.

Made examination of the work on 42d St.

Notified Mr. Orr about Green's conversation.

Had a conversation with Commissioner Willcox over the telephone relative to City Hall Park. He said that he had been unable to get any reply from the Contractor. I suggested that his next method of procedure would be to write to the Commission.

Niles and Guilden called in regard to Jerome Avenue. Much pleased with the suggestion to connect it with Lexington Ave.

Conference with Deyo, Carr, Craven and Powers. Agreed that an inspection should be made by the joint Division Engineers relative to cleaning up the work.

Temperature to-day at 9:12, 1 and 6 o'clock, 58, 70 and 59 degrees respectively. Weather, generally clear.

SATURDAY, MARCH 21, 1903.

Out of town.

Temperature to-day at 9:10 and 12:30 o'clock, 66 and 69 degrees respectively. Weather, clear.

MONDAY, MARCH 23, 1903.

Went over the subway with Crocker, Swain, Allen, Carson and Kimball of Boston, from 40th St. to Columbus Circle.

When arrived at office, reported that Commissioner Willcox had ordered City Hall Park cleared within an hour. Reported matter to the Mayor, who said he would call up Willcox and have it stopped. Subsequently talked with Willcox over the telephone, who said that he had given no such order.

Winter called and discussed B.R.T. affairs. Suggested that he should call on Mr. Orr.

Temperature to-day at 9:10, 1 and 5:10 o'clock, 52, 60 and 62 degrees respectively. Weather, raining.

TUESDAY, MARCH 24, 1903.

With the people from Boston, went to 145th St. and examined McBean's work. Found two complete sections of iron in place.

Called at Court on Van Doren vs. Holbrook; and suggested to Hendrick to change the plans of the 7th Avenue sewer.

Temperature to-day at 9, 12:35 and 5:15 o'clock, 60, 67 and 65 degrees respectively. Weather, generally clear.

WEDNESDAY, MARCH 25, 1903.

Walked down over Section 3.

Routine office.

Temperature to-day at 9, 2 and 5:15 o'clock, 44, 46 and 45 degrees respectively. Weather, generally, cloudy.

THURSDAY, MARCH 26, 1903.

Conference with Deyo in regard to abandoning the sewer on 7th Avenue and building it on Lenox Avenue instead. Apparent saving would be about \$30,000. On the other hand, it would have a disadvantage in collecting all the drainage for a very large area next to the subway.

Board meeting in the afternoon.

Temperature to-day at 9:10, 2 and 5:15 o'clock, 42, 57 and 60 degrees respectively. Weather, clear.

FRIDAY, MARCH 27, 1903.

Conference with Carr and Craven in regard to cleaning up Divisions 1 and 2.

Temperature to-day at 9, 2 and 4:45 o'clock, 52, 67 and 68 degrees respectively. Weather, clear.

SATURDAY, MARCH 28, 1903.

In the afternoon made an inspection of the whole of Carr's Division on foot, with the special view of cleaning up.

Temperature to-day at 9 and 12:45 o'clock, 60 and 61 degrees respectively. Weather, clear.

MONDAY, MARCH 30, 1903.

Met Fraser at 41st St. shaft, and directed that he should proceed to close the shaft only on the east side, so as to restore the street travel as he promised to do at once.

With Craven, accompanied by the representative of each sub-contractor, walked over the whole of his Division. Found things very materially improved. Impressed on Bradley, and all, the necessity for keeping the sections in much cleaner condition.

In the afternoon with Mr. Orr met Buchanan, President of the Iron Workers' Association. Buchanan declined to do anything in regard to the Power House strike, stating that it was necessary to support the labor organizations even if it became necessary to "rip up the country."

Temperature to-day at 9:10, 12:10 and 5:20 o'clock, 42, 42 and 41 degrees respectively. Weather, cloudy and later raining.

TUESDAY, MARCH 31, 1903.

Routine.

Temperature to-day at 9:10, 12:30 and 5:10 o'clock, 46, 51 and 60 degrees respectively. Weather, generally clear.

WEDNESDAY, APRIL 1, 1903.

In the afternoon rode with Powers in automobile over his division south of 156th St. and out on the Boulevard Lafayette. Condemned the wall facing the open cut on shields.

Later walked over Craven's Division as far south as 49th Street.

Temperature to-day at 9:05, 2 and 5:10 o'clock, 50, 58 and 60 degrees respectively. Weather, clear.

THURSDAY, APRIL 2, 1903.

Examined the work in City Hall Park and vicinity.

Rapid Transit meeting in the afternoon.

Temperature to-day at 9:10, 1 and 5:15 o'clock, 52, 57 and 54 degrees respectively. Weather, clear.

FRIDAY, APRIL 3, 1903.

In the morning walked over Carr's Division from 33d St. to 14th St. Examined the 23d St. crossing with G. H. Clark, who showed me the amount that the vault lights at the southeast corner would have to be raised.

In the afternoon walked over Carr's Division, City Hall to Spring Street.

Temperature to-day at 9:10, 1 and 5:10 o'clock, 65, 72 and 68 degrees respectively. Weather, clear.

SATURDAY, APRIL 4, 1903.

Routine for short while at office, 20 minutes. (Balance of day absent Locust).

Temperature to-day at 9 and 1:10 o'clock, 47 and 32 degrees respectively. Weather, raining and snowing.

MONDAY, APRIL 6, 1903.

Routine.

Walked over the work from 116th St. to 72d Street.

Temperature to-day at 9:10, 1:30 and 5:15 o'clock, 42, 50 and 47 degrees respectively. Weather, generally clear.

TUESDAY, APRIL 7, 1903.

Routine.

Mr. Lesley called in regard to the cement. Told him that he was mistaken in his contention that the 15% increase was not contemplated by the original specifications. He said that he would waive that point provided there was 23% of water in mixing the briquettes.

J. J. Carty, Chief Engineer of New York Telephone Company, called and said that evidence of electrolysis had been discovered in their cables in connection with Manhattan Railway. Showed him the subway track, which he thought ought to be sufficient to prevent leaking of current. Suggested that he should call on Mr. Bryan.

Temperature to-day at 9:15, 12:30 and 5 o'clock, 54, 55 and 60 degrees respectively. Weather, mostly rain.

WEDNESDAY, APRIL 8, 1903.

Had a long dickering with Theo. L. Frothingham in regard to the action the Brooklyn Committee of 50 should take. Explained to him the situation, and we agreed that the Committee should wait for the moment and do nothing except to support the Mayor's project for a municipal building, to push the opening of the Brooklyn approach to Bridge No. 3, and to instruct the Brooklyn members of the Legislature to see that the bill removing the \$50,000,000 limit of the Rapid Transit Act should be passed.

Temperature to-day at 9:15, 2 and 5:10 o'clock, 54, 54 and 52 degrees respectively. Weather, clear.

THURSDAY, APRIL 9, 1903.

Inspected the work from 41st St. to Broadway. Found at 42d St. and Broadway that the advertising sign that I had ordered painted out had been completed instead of being obliterated. Ordered the same removed before night and instructed Craven to see that the orders were carried out. Also instructed Craven to have the sidewalk replaced at 42d St. and Madison Avenue.

Sanford called in regard to establishing an overhead platform for derricks on lower Broadway. Suggested to him the use of belt conveyor instead of derricks.

Temperature to-day at 9, 1 and 5:20 o'clock, 52, 62 and 63 degrees respectively. Weather, clear.

FRIDAY, APRIL 10, 1903.

Rode over Carr's Division from 41st to 14th St., and in the afternoon walked over the work from 41st to 59th Sts.

Temperature to-day at 9, 1:10 and 4:40 o'clock, 53, 60 and 63 degrees respectively. Weather, clear.

SATURDAY, APRIL 11, 1903/

In the afternoon, with Rice, went over Craven's Division from 42d Street, and Powers' Division south of 155th Street.

Temperature to-day at 9 and 1 o'clock, 50 and 56 degrees respectively. Weather, clear.

SUNDAY, APRIL 12, 1903.

In the afternoon walked over Craven's Division, 42d St. to 75th St.

MONDAY, APRIL 13, 1903.

With Fisher examined the work in City Hall Park. He promised to begin the backfilling of the cut along Printing House Square by Wednesday morning, and the asphaltting in the Park Mall to-morrow morning.

Deyo called and showed me a letter from Lindenthal asking for suggestions in regard to the proposed Municipal Building. Deyo said that he intended to reply, so far as he was concerned, that the matter was in the hands of the Rapid Transit Commission.

Temperature to-day at 9:30, 1:10 and 6 o'clock, 50, 60 and 50 degrees respectively. Weather, threatening rain.

TUESDAY, APRIL 14, 1903.

Routine to-day. Conferred with Shepard in regard to the report of the Board for the year.

Temperature to-day at 9:00, 1 and 5:15 o'clock, 47, 47 and 47 degrees respectively. Weather, raining.

WEDNESDAY, APRIL 15, 1903.

Routine.

Temperature to-day at 9, 12:30 and 5:15 o'clock, 48, 48 and 46 degrees respectively. Weather, raining.

THURSDAY, APRIL 16, 1903.

Stopped at Carr's office, and with Carr and Hendrick walked over Carr's Division, from Astor Place to Prince St. Instructed Fisher to clean up the work, and informed him that I was going to notify the Commissioner of Highways that he could draw specifications, and invite bids, for repaving Elm Street from Howard to Prince Streets.

Rapid Transit meeting in the afternoon.

Temperature to-day at 9:10, 1:30 and 5 o'clock, 50, 57 and 55 degrees respectively. Weather, clear.

FRIDAY, APRIL 17, 1903.

In the morning walked over Craven's Division from 50th to 80th Streets. Complained about certain obstructions in the street.

Routine rest of day.

Temperature to-day at 9:10, 1:30 and 5 o'clock, 50, 57 and 58 degrees respectively. Weather, clear.

SATURDAY, APRIL 18, 1903.

Routine.

Temperature to-day at 9:10 and 1:15 o'clock, 50 and 52 degrees respectively. Weather, clear.

SATURDAY--ADDENDUM

In the afternoon examined the work from 116th St. to 60th St. In the evening, examined the work on 42d St. and found nothing in progress in the way of a night force at the north-east corner of 42d St. and Broadway.

MONDAY, APRIL 20, 1903.

Routine.

Examined the work and progress at City Hall Park; and in the evening the work at 41st St.

TUESDAY, APRIL 21, 1903.

Went over Carr's Division from 34th St. down to the City Hall Park and Stations.

Temperature to-day at 9, 1 and 5 o'clock, 48, 58 and 63 degrees respectively. Weather, clear.

WEDNESDAY, APRIL 22, 1903.

With Mr. Cito made a thorough investigation of all the Rapid Transit work from 8th St. to 155th St., including Lenox Avenue line. Instructed Craven to see that the drilling points where steel was to be erected were to be taken in hand immediately. Told McDonald that I did not care about the fight between him and McBean, but that Lenox Avenue must be finished.

Temperature to-day at 9, 12:30 and 5:30 o'clock, 46, 54 and 53 degrees respectively. Weather, clear.

THURSDAY, APRIL 23, 1903.

Had a conference with Mr. Orr in regard to the Moving Platform, pointing out to him that the route that they had asked for conflicted with the route proposed for the B.R.T.

Also met Onderdonk in Mr. Orr's office. Mr. Orr informed him that the City would take no part in settling claims for damages on Joralemon Street. Onderdonk seemed much disappointed. I explained that, in my judgment, it left him in better position than he was in before.

Meeting of the Extension Committee in the afternoon.

Mr. Orr instructed me to see Schmidt and inquire if some other route than Centre Street could be arranged for.

In the afternoon had a conference with Schneider in regard to condemning steel for high sulphur at Pencoyd. Schneider said that the material could be used on other orders, and I suggested that that course should be followed as I did not care for the steel.

Temperature to-day at 9:10, 1:00 and 5:15 o'clock, 57, 60 and 61 degrees respectively. Weather, clear.

FRIDAY, APRIL 24, 1902.

Routine.

Conference in the afternoon with Sanford in regard to a method of conducting the work on lower Broadway. Told him that his plan was satisfactory, but declined to allow him to begin until the steel was in sight.

Temperature to-day at 9, 1 and 5:15 o'clock, 52, 59 and 63 degrees respectively. Weather, clear.

SATURDAY, APRIL 25, 1903.

Inspected work in City Hall Park with Fisher. Gave instructions as to the cleaning of the Park and pushing the work along Printing House Square.

Temperature to-day at 9 and 1:15 o'clock, 56, 64 and 68 degrees respectively. Weather, clear.

MONDAY, APRIL 27, 1903.

In the afternoon with Deyo made an inspection of the work on Fourth Avenue, with especial reference to the finishing surface of the concrete for painting. I directed that before acceptance the small holes in the concrete should be carefully filled.

Temperature to-day at 9, 1 and 5 o'clock, 56, 64 and 68 degrees respectively. Weather, clear.

TUESDAY, APRIL 28, 1903.

With Craven and Myers made an inspection of Craven's Division from 42d St. to 80th St.

Schmidt and Kingsbury Curtis called in regard to the Moving Platform. Said they had no intention of having the moving platform interfere with any main line that we wish to lay out, and they proposed as a route Bowery, Park Row, Nassau and Broad Street and Beaver. Told them that I would approve of

TUESDAY (Continued)

them and submit it to the Commission.

At the meeting of the Extension Committee Mr. Winter appeared. Said that he wanted the lease covering 100 years. The Committee said it was impossible.

Temperature to-day at 9, 1:15 and 5 o'clock, 62, 72 and 80 degrees respectively. Weather, clear.

WEDNESDAY, APRIL 29, 1903.

Walked over the work from Houston St. south. Fisher asked me, in view of the possible strike of the Tow Boats, whether I would permit backfilling on Park Row to be suspended in order to save that as a possible hole in which to dump other material. Refused.

In the afternoon went over the work from 76th to 145th St s. Had a long talk with Mc Bean in regard to the Harlem Tunnel. Consented to his sinking a shaft on the east bank 34 Ft. square.

Temperature to-day at 9, 1:15 and 5:10 o'clock, 69, 84 and 86 degrees respectively. Weather, clear.

THURSDAY, APRIL 30, 1903.

Met La Farge and Baron Fonteuilliat. With La Farge and Baron Fonteuilliat, Clarke and Turner examined samples of Garchey glass. Finally picked out satisfactory specimens.

With Clarje and Turner examined the stations at 50th St. and Columbus Circle and subway between.

Temperature to-day at 9:10, 1:15 and 5 o'clock, 72, 84 and 85 degrees respectively. Weather, clear.

FRIDAY, MAY 1, 1903.

Examined the work at 42d St. Found only a small gang of Iron men at Work. Later learned work generally at a standstill on account of May 1st strike.

Had luncheon with Bryan. Discussed at great length with him the necessity for his Company to apply for extensions if they desired any.

Later Mr. Belmont called me on the phone and complained about the delay in completing the stations. Told him that the fault was not mine.

Examined the work at City Hall.

Temperature to-day at 9, 2:15 and 5:10 o'clock, 44, 52 and 54 degrees respectively. Weather, clear.

SATURDAY, MAY 2, 1903.

Routine morning.

In the afternoon went over the 7th Avenue sewer with Hendrick, and later with Powers on the Fort George work. Instructed Powers to have the southern part of the 186th St. Station cleaned of the green mold, and to notify Rodgers, unless this was done, I would not sign any estimate.

W. H. Sage called on behalf of the property owners at Canal and Elm Sts. Told Sage that I believed that the gas pipe could be lowered at the front of his property without charge to him.

Temperature to-day at 9:10 and 1 o'clock, 48 and 52 degrees respectively. Weather, clear.

MONDAY, MAY 4, 1903.

Routine.

Temperature to-day at 9:15, 2 and 4:50 o'clock, 58, 68 and 73 degrees respectively. Weather, generally clear.

TUESDAY, MAY 5, 1903.

Hearing in Court on behalf of the property owners vs. Holbrook, Cabot & Daly, as witness.

Routine during day.

Temperature to-day at 9:15, 12:15 and 4:45 o'clock, 57, 68 and 66 degrees respectively. Weather, clear.

WEDNESDAY, MAY 6, 1903.

Routine.

Temperature to-day at 9:10, 1 and 5:20 o'clock, 60, 68 and 70 degrees respectively. Weather, clear.

THURSDAY, MAY 7, 1903.

Routine.

Rapid Transit meeting in the afternoon.

Temperature to-day at 9:10, 12:15 and 5:05 o'clock, 64, 68 and 69 degrees respectively. Weather, generally cloudy.

FRIDAY, MAY 8, 1903.

In the morning at Columbia University making tests of concrete cubes.

Routine in the afternoon.

Temperature to-day at 9:10, 12:40 and 4:55 - 61, 69 & 75-degrees respectively. Weather, clear.

SATURDAY, MAY 9, 1903.

Examined the work at 60th St. Made tests at Columbia University.

Temperature to-day at 9 and 2:15 o'clock, 68 and 79 degrees respectively. Weather, clear.

MONDAY, MAY 11, 1903.

Made tests at Columbia University on the breaking of reinforced concrete beams.

Routine at office.

Temperature to-day at 9, 12 and 5:15 o'clock, 61, 68 and 69 degrees respectively. Weather, clear.

TUESDAY, MAY 12, 1903.

Walked with Carr over his Division from his office south. Directed him to change the gas pipes at the southwest corner of Canal and Elm Sts.

Had a long conference with Mr. Orr in which he said that he wanted the Brooklyn connection laid out as soon as possible, and said that he would send for Mr. Winter for a conference.

Temperature to-day at 9, 1 and 5:25 o'clock, 63, 68 and 70 degrees respectively. Weather, clear.

WEDNESDAY, MAY 13, 1903.

Made some more tests on concrete beams at Columbia University. Subsequently went over the work from 116 to 72d Sts. Found a few men at work in places. Directed Frank Bradley to finish in front of the Ansonia, which he promised to do.

Temperature to-day at 9:05, 12:40 and 5:20 o'clock, 60, 68 and 71 degrees respectively. Weather, generally clear.

THURSDAY, MAY 14, 1903.

Routine.

Meeting in the afternoon.

At night made an inspection of the work from 42d St. to 73d St.

Temperature to-day at 9, 1 and 5:15 o'clock, 70, 79 and 73 degrees respectively. Weather, clear.

FRIDAY, MAY 15, 1903.

Routine all day.

Temperature to-day at 9, 1:10 and 5 o'clock, 71, 79 and 83 degrees respectively.

SATURDAY, MAY 16, 1903.

Walked over 42d Street and over Carr's Division to Asyor Place. General inspection of the line in the afternoon with General Greene for a police inspection. Told him that, in my judgment, the weak points were Elm Street and 42d Street; the former on account of the Italian settlement, and the latter on account of danger of damage to the subway and water and gas pipes.

Temperature to-day at 9:05 and 12:40 o'clock, 68 and 72 degrees respectively. Weather, clear.

MONDAY, MAY 18, 1903.

Examined the work along 42d Street, and later in City Hall Park. Routine balance of day.

Temperature to-day at 9, 1:15 and 5:45 o'clock, 72, 90 and 90 degrees respectively. Weather, clear.

TUESDAY, MAY 19, 1903.

Examined the work on 73d and 74th Sts.

Discussed with Mr. Robert P. Porter the question of transit in London in connection with the Royal Commission.

Mr. Lewis of the Board of Estimate, called to discuss the 7th Avenue sewer.

Temperature to-day at 9, 12:30 and 5:10 o'clock, 77, 86 and 93 degrees respectively. Weather, clear.

WEDNESDAY, MAY 20, 1903.

Made an examination of Carr's Division from 33d St. south.

Temperature to-day at 9:10, 12:20 and 5:30 o'clock, 80, 88 and 85 degrees respectively. Weather, clear most of day, raining evening.

THURSDAY, MAY 21, 1903.

Went over Section No. 1 with Carr and Fisher in regard to cleaning up.

Temperature to-day at 9:05, 1 and 4:30 o'clock, 78, 83 and 92 degrees respectively. Weather, clear.

FRIDAY, M A Y 22, 1903.

Rode over the 4th Avenue work. Balance of day routine.

Temperature to-day at 9:15, 12:40 and 5 o'clock, 70, 82 and 89 degrees respectively. weather, raining morning, clear balance of day.

SATURDAY, MAY 23, 1903.

Absent, Yacht Races.

Temperature to-day at 9:15 and 12:30 o'clock, 62 and 68 degrees respectively. Weather, clear.

MONDAY, MAY 25, 1903.

Examined the work at City Hall Park.

Gave a luncheon to Robert P. Porter and the Transportation men.

Temperature to-day at 9:10, 1:20 and 5:15 o'clock, 61, 69 and 78 degrees respectively. Weather, clear.

TUESDAY, MAY 26, 1903.

Routine.

Temperature to-day at 9, 12:30 and 5:10 o'clock, 65, 69 and 66 degrees respectively. Weather, clear.

WEDNESDAY, MAY 27, 1903.

Absent.

Temperature to-day at 9:15, 1 and 5 o'clock, 68, 73 and 79 degrees respectively. Weather, cloudy.

THURSDAY, MAY 28, 1903.

Went over Carr's Division.

Had a long conference with Deyo about stations, repaving and the acceptance of quench bend tests at a temperature of 1075.

Rapid Transit meeting in the afternoon.

Temperature to-day at 9:03, 12 and 5:15 o'clock, 71, 76 and 81 degrees respectively. Weather, generally cloudy and rainy.

FRIDAY, MAY 29 (Holiday)

Walked over the work from 79th St. south.

SATURDAY, MAY 30, 1903.

Holiday (Decoration Day). Out of town.

MONDAY, JUNE 1, 1903.

Routine work.

Temperature to-day at 9:10, 1 and 5:10 o'clock, 62, 73 and 77 degrees respectively. Weather, clear.

TUESDAY, JUNE 2, 1903.

Routine in morning.

In the afternoon meeting between Orr and Grout, Belmont, Bryan and Douglas Robinson. Belmont very petulant and abused the Comptroller. Robinson and Bryan would not stay. Belmont claimed 10% on all property purchased by the Subway Construction Company; the Comptroller offered to pay 5%.

Temperature to-day at 9:10, 1 and 5 o'clock, 66, 72 and 77 degrees respectively. Weather, clear.

WEDNESDAY, JUNE 3, 1903.

Routine.

Temperature to-day at 9, 12 and 4:50 o'clock, 70, 77 and 86 degrees respectively. Weather, clear.

THURSDAY, JUNE 4, 1903.

Routine.

Temperature to-day at 9, 12:45 and 5:20 o'clock, 71, 72 and 70 degrees respectively. Weather, cloudy. (Smoky)

FRIDAY, JUNE 5, 1903.

Routine.

Temperature to-day at 9:10, 1:30 and 5 o'clock, 65, 69 and 66 degrees respectively. Weather, cloudy. (Smoky)

SATURDAY, JUNE 6, 1903.

Routine.

Temperature to-day at 9:10 and 1 o'clock, 65 and 75 degrees respectively. Weather, generally clear.

MONDAY, JUNE 8, 1903.

Routine.

Temperature to-day at 9, 1:30 and 5:15 o'clock, 72, 73 and 70 degrees respectively. Weather, cloudy.

TUESDAY, JUNE 9, 1903.

Routine in morning.

In the afternoon meeting of the Committee on the Brooklyn plans, Mr. Winter and Commissioner Lindenthal being present.

Temperature to-day at 9:15, 1 and 5:45 o'clock, 70, 80 and 87 degrees respectively. Weather, generally clear.

WEDNESDAY, JUNE 10, 1903.

Columbia College in the morning.

Meeting of the Rapid Transit Committee on Easements in the afternoon to discuss the Astor Estate. I suggested that the present plan be changed so that, instead of building the deep wall, steel needles should be built into our wall so that the same could be readily underpinned in the future. This would save much delay and money.

Temperature to-day at 9:10, 12:15 and 4:50 o'clock, 72, 72 and 70 degrees respectively. Weather, generally rainy.

THURSDAY, JUNE 11, 1903.

In the morning went over the City Hall Park. Saw Fisher and told him that he must keep the space on Park Row entirely clear.

Rapid Transit Board meeting in the afternoon, and Committee meeting on Hudson River Tunnel later.

Temperature to-day at 9:15, 1:00 and 5:20 o'clock, 76, 79 and 74 degrees respectively. Weather, clear.

FRIDAY, JUNE 12, 1903.

Routine.

Mr. Belmont informed me over the telephone that he approved the plan for the Kiosks, but desired to have all name plates removed on the island platform stations, this having been requested by the Operating Department.

Temperature to-day at 9:15, 12:30 and 5:15 o'clock, 67, 62 and 69 degrees respectively. Weather, generally rainy.

SATURDAY, JUNE 13, 1903.

Examined the work in Battery Park, including the tunnels and the steel and cast-iron linings submitted as samples; Mr. Aims objecting to the steel lining on account of the difficulty in handling it, that the contractors did not want to use the steel, cast-iron being very much easier for them.

Temperature to-day at 9:15 and 1:10 o'clock, 62 and 70 degrees respectively. Weather, clear.

MONDAY, JUNE 14, 1903.

Notified in the morning by Powers that there had been a fall in the roof of the 104th St. tunnel at Amsterdam Avenue.

Mr. Schmidt and his Engineer called to explain the moving platform. Said that his details were not completely worked

JUNE 15 (Continued)

out, and that the matter of power was still unsettled; contemplated hiring power from the Edison Company; that in Chicago the power required to move 900 tons was only 150 H.P., but he could give no satisfactory explanation of the small amount required.

Temperature to-day at 9, 1:55 and 5 o'clock, 58, 60 and 61 degrees respectively. Weather, generally cloudy.

TUESDAY, JUNE 16, 1903.

Went over the tunnel at 104th St. with Rice, Powers and Craven. Found the break had extended through rock up into the soft ground for a height of about 20 ft. Inasmuch as a break would affect the water mains, tried to arrange with the Water Department to have the large main in Amsterdam Avenue shut off. Finally had to call up the Commissioner, who instructed the Chief Engineer to put himself in communication with me. He at last arranged to have the mains cut off. Powers later reported that the break had been caught up.

Walked over Craven's work from 104th St. to 72d St. Walked over Carr's Division from Worth St. to Prince; found back-filling in progress at Spring St.

Temperature to-day at 9:15, 12:30 and 5:30 o'clock, 64, 69 and 66 degrees respectively. Weather, clear.

WEDNESDAY, JUNE 17, 1903.

Walked over Carr's Division from Worth to Prince Sts.

Committee meeting of the Board in the afternoon.

Temperature to-day at 9:10, 1 and 5 o'clock, 63, 69 and 62 degrees respectively. Weather, generally clear, rain in evening.

THURSDAY, JUNE 18, 1903.

Walked over Carr's Division with Carr from Astor Place to 41st St., and on Craven's Division along 42d Street.

Temperature to-day at 9:15, 12:15 and 5:15 o'clock, 63, 64 and 65 degrees respectively. Weather, rain and clear.

FRIDAY, JUNE 19, 1903.

Routine.

Temperature to-day at 9:10, 1 and 5:30 o'clock, 62, 63 and 64 degrees respectively. Weather, mostly rainy.

SATURDAY, JUNE 20, 1903.

Routine.

Had a conference with Brackenridge, and he seemed to desire to build additional subway for trolley cars.

Temperature to-day at 9 and 12:30 o'clock, 66 and 70 degrees respectively. Weather, lt. rain and cloudy.

MONDAY, JUNE 22, 1903.

Met Trowbridge and Livingston, Ferguson and Douglas Robinson, Deyo, Sanford, St. John Clarke and Craven at 42d St. and Broadway. Discussed the wall beneath the Astor building. Found that the trench for the better part of the distance was to a depth of 30 ft. Found that by steadying this trench to the east, which could be done without interfering with the Bank people, all of the foundations could be put in to a depth of 40 ft., except those at the corner of Shanley's building and in the vault wall in front of Shanley's and in front of the Bank. I proposed that we should put in the wall to a depth of 40 ft. wherever we could, and that the City give the Trustees a contract to put in the balance whenever Shanley's building should be removed and it became possible to make the excavation. This was agreed to by the Trustees, and Sanford told me that they expected to settle the paving question of Long Acre Square to-day and to-morrow.

Temperature to-day at 9:15, 1 and 5 o'clock, 64, 68 and 66 degrees respectively. Weather, clear; cloudy evening.

TUESDAY, JUNE 23, 1903.

Routine.

Committee meeting of the Board in the afternoon on the Pennsylvania connecting railway.

Temperature to-day at 9:15, 1 and 5 o'clock, 59, 67 and 61 degrees respectively. Weather, raining.

ADDENDUM- TUESDAY, JUNE 23.

Miss Wald and another lady, and Stover, called separately in regard to widening streets in the East Side district near the Williamsburg Bridge. I learned that these two elements were opposed to each other.

WEDNESDAY, JUNE 24, 1903.

Mr. Brackenridge called and submitted the plan of the Brooklyn Rapid Transit Company contemplating the use of the subway for trolley cars from Williamsburg to the Brooklyn Bridge.

Temperature to-day at 9:10, 1:10 and 5:15 o'clock, 56, 63 and 62 degrees respectively. Weather, generally cloudy.

THURSDAY, JUNE 25, 1903.

Rapid Transit Board meeting.

After the meeting had a long talk with Shepard in regard to work the Board should do. I strongly opposed the idea of any resolutions, pointing out that there was a large amount of real work on hand.

Temperature to-day at 9, 1 and 5 o'clock, 60, 65 and 71 degrees respectively. Weather, generally clear.

FRIDAY, JUNE 26, 1903.

Routine.

Had luncheon with the Mayor. He wanted me to discuss pipe galleries on lower Broadway. I explained to him how Bayles had taken it up, and that it was not a matter for the Commission. He said the West Side people were particularly anxious to get the 9th Avenue Elevated extended; they wanted him to apply for a Court order. I suggested that he should send for Belmont, which he promised to do.

Graham, of Burnham & Company, called in regard to the tunnel under 9th St. connecting Wanamaker's two stores. Called his attention to the bad filling that was being put in around the foundations. He said he would give orders that this should be carefully backfilled.

Temperature to-day at 9:10, 1 and 5:10 o'clock, 66, 72 and 84 degrees respectively. Weather, clear.

SATURDAY, JUNE 27, 1903.

Absent (Locust).

Temperature to-day at 9 and 1 o'clock, 72 and 76 degrees respectively. Weather, clear.

MONDAY, JUNE 29, 1903.

With Deyo, Craven and McNulty examined the work of Naughton & Co. with the view of accepting the same. Told Deyo that I would accept it subject to certain things in regard to leaks and painting being done, and provided some understanding was made in regard to the paving between the tracks on Broadway.

Temperature to-day at 9:10, 12:45 and 5 o'clock, 62, 63 and 64 degrees respectively. Weather, mostly rain.

TUESDAY, JUNE 30, 1903.

Rode over Carr's Division.

Went to 125th St. to see the Manhattan Arch, and then went over the line from that point south to 42d St. with Powers and Carr.

Committee meeting on Cortlandt St. tunnel in the afternoon. Plans submitted by the Company involved occupation of Greenwich St. as against north and south subway. Recommended to the Committee that the Company should be obliged to sink its tracks. Offered to work out a detail of construction so as to involve the minimum sinking.

Temperature to-day at 9:15, 12:40 and 5:15 o'clock, 72, 75 and 82 degrees respectively. Weather, clear.

WEDNESDAY, JULY 1, 1903.

Had Bradley and Shields call. Told them both they must get their work better in hand and all debris removed, or else I would not sign the estimates.

Temperature to-day at 9:15, 1 and 5:20 o'clock, 79, 87 and 93 degrees respectively. Weather, clear.

THURSDAY, JULY 2, 1903.

Had a long conference with La Fare with regard to station details, all of which seemed satisfactory.

Temperature to-day at 9:20, 12:20 and 5:15 o'clock, 83, 88 and 80 degrees respectively. Weather, generally clear; rain in evening.

FRIDAY, JULY 3, 1903.

Rode over Carr's Division on Fourth Avenue and examined the work on Park Row. I found the pavement being completed.

Temperature to-day at 9:15, 1 and 4:45 o'clock, 77, 85 and 90 degrees respectively. Weather, clear.

SATURDAY, JULY 4, 1903.

Holiday.

MONDAY, JULY 6, 1903.

Routine.

Temperature to-day at 9:10, 12:45 and 5 o'clock, 74, 82 and 92 degrees respectively. Weather, generally clear.

TUESDAY, JULY 7, 1903.

Routine.

Examined the work at City Hall.

Temperature to-day at 9:10, 12:40 and 5:05 o'clock, 79, 82 and 90 degrees respectively. Weather, clear.

WEDNESDAY, JULY 8, 1903.

Went with Carr over his Division, and with Craven over 42d Street.

Temperature to-day at 9:15, 1 and 5:15 o'clock, 79, 89 and 93 degrees respectively. Weather, clear.

THURSDAY, JULY 9, 1903.

Had a conference with Deyo in regard to the cost of extra work. Told Deyo to furnish me with the figures of what the work was actually costing him, to be compared with the work estimated on an arbitrary basis.

Temperature to-day at 9:15, 1 and 5:10 o'clock, 84, 89 and 99 degrees respectively. Weather, clear.

FRIDAY, JULY 10, 1903.

Rode over Carr's Division, and Craven's Division with Craven to 104th St., accompanied by Collins. Found the work in considerably better condition.

Meeting of the Committee on plans; Orr, Grout and Starin, Belmont and Bryan present. Agreed to make the connection at 149th St., Belmont to pay the abuttal damages; and agreed to extend the line south from 42d St. to South Ferry in two contracts, one from 14th St., and one from 14th St. to South Ferry. Agreed to approve of the line to Fort Lee Ferry.

Mr. Wright of the Commercial Advertiser called, and I explained to him my great displeasure of the article in the Commercial Advertiser of last night, stating that I gave the interview with the supposition that the information was to be used against Bradley- that I had always placed the Commercial Advertiser on the most favorable basis. He said he was exceedingly sorry, as the Editor's Department was instructed to treat me in the freest and most friendly manner.

Temperature to-day at 9:10, 1 and 5:25 o'clock, 85, 93 and 92 degrees respectively. Weather, clear.

SATURDAY, JULY 11, 1903.

Absent at Locust.

Temperature to-day at 9:10 and 1 o'clock, 81 and 87 degrees respectively. Weather, clear.

MONDAY, JULY 13, 1903.

Routine.

Temperature to-day at 9:10, 1 and 4:30 o'clock, 70, 73 and 73 degrees respectively. Weather, rainy and cloudy.

TUESDAY, JULY 14, 1903.

Went over Craven's Division from 71st St. north, and with Powers over his Division as far as 145th St., including going down the caisson under the Harlem River.

Had a long talk with Mr. Shepard in the evening at his office.

Temperature to-day at 9:10, 1 and 4:50 o'clock, 75, 77 and 82 degrees respectively. Weather, clear.

WEDNESDAY, JULY 15, 1903.

Discussed with Mr. Graham of Burnham & Co., representing Mr. Wanamaker, connection under 9th St. Said application was to be made by Mr. Mc Donald, and that Belmont and Wanamaker had agreed to pay whatever charge the City made. Graham said the regular charge for vault space he knew would be satisfactory.

Conference with Deyo, Onderdonk and Aims in regard to the East River tunnel; Onderdonk claiming that Deyo should pay the extra cost of the cast-iron lining, and finally withdrew for a conference later.

Temperature to-day at 9:10, 1:55 and 5:20 o'clock, 65, 70 and 70 degrees respectively. Weather, clear.

THURSDAY, JULY 16, 1903.

Had a conference with Deyo in regard to the cost of extras; Deyo pointing out that the actual cost was about the unit prices, on account of the additional pipe and sewer work involved and the underpinning of buildings.

Conference with Lewis in regard to the widening of the streets for the Williamsburg Bridge. He seemed to be in favor of widening Essex Street.

Temperature to-day at 9:20, 12:45 and 5 o'clock, 67, 76 and 80 degrees respectively. Weather, clear.

FRIDAY, JULY 17, 1903.

Onderdonk called and said that he agreed with Mr. Deyo to put in a heavy cast-iron lining the whole length of the tunnel, provided he permitted him to backfill behind the cast-iron with broken stone from the tunnel excavation, the same to be subsequently grouted. As this is in line with the specifications I saw no objection.

Temperature to-day at 9:05, 12:30 and 5:15 o'clock, 70, 77 and 89 degrees respectively. Weather, clear.

SATURDAY, JULY 18, 1903.

Saturday absent. Directed, however, McBean by telephone to proceed with the extension of the iron tubes, provided Deyo consented, but requested, unless absolutely necessary, that the work should wait over until Monday.

Temperature to-day at 9:10 and 12:40 o'clock, 70 and 69 degrees respectively.

MONDAY, JULY 20, 1903.

Went over the whole of Craven's Division, in detail, pointing out special things on Bradley's work in order to get streets connected and traffic resumed.

Temperature to-day at 9, 1 and 5 o'clock, 76, 82 and 80 degrees respectively. Weather, clear.

TUESDAY, JULY 21, 1903.

Routine.

Temperature to-day at 9, 1 and 5:05 o'clock, 74, 82 and 80 degrees respectively. Weather, clear.

WEDNESDAY, JULY 22, 1903.

With Rice, Powers and Wilson Smith went over the work on 149th St., and the work at the Harlem River and Lenox Avenue. Directed that no more limestone should be used in concrete.

Routine rest of day.

Temperature to-day at 9, 1 and 5:05 o'clock, 74, 82 and 80 degrees respectively. Weather, clear.

THURSDAY, JULY 23, 1903.

Routine.

Rapid Transit meeting in afternoon.

Temperature to-day at 9, 1 and 5 o'clock, 72, 80 and 82 degrees respectively. Weather, clear.

FRIDAY, JULY 24, 1903.

Went to Brooklyn. Went down both shafts, accompanied by Mr. Shepard.

Conference with Olney and Martin. They showed the plans for proposed isle of safety at 14th Street, but said that nothing had been authorized. Told them that I would, therefore, order our work to proceed, but would discuss the matter when they got their final authorization.

Temperature to-day at 9, 1 and 5 o'clock, 78, 80 and 88 degrees respectively. Weather, clear.

SATURDAY, JULY 25, 1903.

Absent.

Temperature to-day at 9 and 1 o'clock, 74 and 80 degrees respectively. Weather, clear.

MONDAY, JULY 27, 1903.

Went over Carr's work on Fourth Avenue, and Craven's work on 42d Street.

Conference with Simpson, of Consolidated Gas Co., in afternoon. He pointed out the great dangers if the present gas mains were left in Broadway during construction.

Temperature to-day 9, 1 and 5 o'clock, 76, 80 and 88 degrees respectively. Weather, clear.

TUESDAY, JULY 28, 1903.

Went over Carr's work on 4th Avenue, including going into the 28th St. Station.

Conference between Deyo, Simpson, Sanford, Carr and myself, with regard to the gas mains on Broadway. Decided that the best thing to do would be to lay a new main on Church St. if possible. Referred to Sanford and Simpson to agree on if possible.

Conference with Burr in regard to McBean's work and its completion on Lenox Avenue. Told Burr that I was disappointed in not getting results, and that the only way that I could assure getting results would be to stop payments.

Temperature to-day at 9, 1 and 5 o'clock, 78, 80 and 82 degrees respectively. Weather, generally clear.

~~Monday~~
Wednesday
MONDAY, JULY 29, 1903.

Told Carr that he must be more elastic in regard to the stations and permit orders to be given direct to his men by Turner.

Went over the Second Division in great detail with Myers in Craven's absence, accompanied by Briggs on 42d St. Directed Myers to see that the work was put in much better condition on 42d St., especially at Madison Avenue, and the removal of the cable at the north side of 42d St., at 5th Ave.

Went with Powers over his Division from 104th to 110th St. Directed him to have certain rubbish removed.

Temperature to-day at 9, 1 and 5:10 o'clock, 76, 80 and 84 degrees respectively. Weather, cloudy.

THURSDAY, JULY 30, 1903.

Routine.

Temperature to-day at 9, 1 and 5 o'clock, 80, 84 and 82 degrees respectively. Weather, clear.

FRIDAY, JULY 31, 1903.

Went over the Second Division with Myers, completely. Directed him to fill in at the southwest corner of Madison Avenue and 42d Street up to the curb line; and on the east side of Madison Avenue, to bridge the sidewalk over the excavation. Also directed him to see that the cableway on 5th Avenue was removed in a week's time.

Went over the Third Division with Powers, from 104th St. to 157th St., and on Lenox Avenue.

Temperature to-day at *at 9, 1 and 5 o'clock, 78, 84 and 80 degrees respectively.* Weather, *clear*

SATURDAY, AUG. 1, 1903.

Routine.

Temperature to-day at 9 and 1 o'clock, 78 and 82 degrees respectively. Weather, clear.

MONDAY, AUGUST 3, 1903.

Routine.

In the afternoon attended a hearing by the Bridge Commissioner on the Poulson plans for Bridge improvement terminals.

Temperature to-day at 9:15, 1:30 and 5:15 o'clock, 74, 81 and 82 degrees respectively. Weather, clear.

TUESDAY, AUGUST 4, 1903.

Meeting with Swensson in regard to straightening of crooked angles at Trenton.

Walked over Carr's Division, with Carr, from Astor Place south. Gave directions about cleaning up and removal of debris.

Temperature to-day at 9:10, 1 and 5:15 o'clock, 74, 71 and 70 degrees respectively. Weather, clear in morning, rain in evening.

WEDNESDAY, AUGUST 5, 1903.

Routine.

Sanford called in the afternoon, and said that at my request he would take down the cableway on northside of 42d St. and 5th Ave., but asked permission to erect a small derrick for a period of about three weeks just west of 5th Avenue.; granted. Submitted a plan to carry the gas pipes and water pipes at lower Broadway on trestles. Told him to confer with the Gas Company.

Temperature to-day at 9:10, 1:15 and 5:10 o'clock, 62, 64 and 65 degrees respectively. Weather, generall cloudy, little rain.

THURSDAY, AUGUST 6, 1903.

Routine in morning.

On work in afternoon.

Temperature to-day at 9, 1:00 and 5:00 o'clock, 69, 69 and 67 degrees respectively. Weather, cliudy.

FRIDAY, AUGUST 7, 1903.

Notified by Powers that the arch near the Harlem River was cracked. Examined it with Mr. St. John Clarke. Gave orders to have the cracks watched, and cautioned McBean not to pump the sand out from under the structure.

Examined the elevated work just starting on 149th St.

Went over the Lenox Avenue work with Powers, and with Myers over Division 2.

Temperature to-day at 9:15, 12:30 and 4:45 o'clock, 72, 75 and 76 degrees respectively. Weather, clear.

SATURDAY, AUGUST 8, 1903.

Absent.

Temperature to-day at 9:15 and 12:30 o'clock, 65 and 70 degrees respectively. Weather, clear.

MONDAY, AUGUST 10, 1903.

Went over 42d St. with Craven, and rode over Carr's Division as far as 8th St. giving orders to have all unnecessary plant cleared up, and no material piled on Long Acre Square.

Temperature to-day at 9:10, 12:30 and 5:30 o'clock, 75, 80 and 81 degrees respectively. Weather, clear.

MEMO

From Tuesday, August 11 to Tuesday, August 18, absent on vacation. Returned to office at 11 o'clock, Tuesday, August 18.

TUESDAY, AUGUST 18, 1903.

Routine, picking up the work during absence the past week. Made examination of the progress of the work on Broadway from 65 to 75th Sts.

Temperature to-day at 9:15, 1 and 5:15 o'clock, 75, 82 and 82 degrees respectively. Weather, clear.

WEDNESDAY, AUGUST 19, 1903.

Routine.

Conference with Mr. Orr.

Conference at the Astor Estate with Ferguson, Trowbridge & Livingston and Craven, in regard to the building at the northeast corner of 42d St. Informed the party that the engineering details of Mr. Tracy's draft was substantially correct, as we were working on those lines.

Examined the work along 42d St. with Craven.

Temperature to-day at 9:10, 12:30 and 5:40 o'clock, 75, 81 and 82 degrees respectively. Weather, clear.

THURSDAY, AUGUST 20, 1903.

Absent. (Yacht Race.)

Temperature to-day at 9:15, 1 and 5 o'clock, 76, 80 and 80 degrees respectively. Weather, cloudy.

FRIDAY, AUGUST 21, 1903.

Conference with Orr, Winter and Shepard. Meeting adjourned to learn from Winter a report by George Gibbs as to whether the Brooklyn Rapid Transit equipment was satisfactory for deep tunnel work.

Temperature to-day at 9:15, 1 and 4:50 o'clock, 69, 75 and 81 degrees respectively. Weather, clear.

SATURDAY, AUGUST 22, 1903.

Absent (Yacht Race.)

Temperature to-day at 9:15 and 12:30 o'clock, 74 and 82 degrees respectively. Weather, clear.

MONDAY, AUGUST 24, 1903.

Maurice Fitzmaurice of London called, and I showed him over the whole of Division No. 1.

Temperature to-day at 9:30, 1 and 5 o'clock, 75, 77 and 82 degrees respectively. Weather, clear.

TUESDAY, AUGUST 25, 1903.

E. W. Moir of London called. Showed him over Elm St. from Canal to Worth, and, with Fitzmaurice, Battery Park. Afterwards Moir went to Brooklyn; went down the shafts at Joralemon St.

Temperature to-day at 9:15, 12 and 5:30 o'clock, 77, 81 and 70 degrees respectively. Weather, generally clear, raining in evening.

WEDNESDAY, AUGUST 26, 1903.

Started from Manhattan Hotel, with Moir, Fitzmaurice and Craven. Went over the whole of Craven's Division in detail, and with Powers over Powers' Division from 104th to 130th Sts., the sewer at 146th St. and 7th Ave., the Harlem River work and East 149th St. from the river to 3d Ave.

Temperature to-day at 9:30, 1 and 5:15 o'clock, 97, 77 and 73 degrees respectively. Weather, generally cloudy.

THURSDAY, AUGUST 27, 1903.

Routine.

Meeting in the afternoon with the Committee of Brooklyn property owners, consisting of Messrs. Hester, Berri, Plumb, Gibb and one other. Hester argued in favor of a Deep Tunnel or a line on Livingston St. It was the general consensus of the Committee, however, that it would be best for the property owners to have shallow construction on Fulton St., provided that the annoyance was reduced to the minimum.

Temperature to-day at 9:10, 1:00 and 4:45 o'clock, 74, 73 and 75 degrees respectively. Weather, cloudy.

FRIDAY, AUGUST 28, 1903.

Meeting at 2 o'clock in the afternoon at McDonald's office. Present: Belmont, McDonald, Deyo, McBean and Burr. McBean submitted a scheme for tunneling the East River, in the same way that he tunneled the Harlem. Pointed out that his profile was wrong, inasmuch as he measured from the high water instead of low water. Claimed that he would complete a tunnel sooner than Onderdonk and start any time within the next five years; the shield work was almost impossible of fulfillment and could be done only at a great loss of life. Told the meeting that, in my judgment, it was a navigation problem and did not think that the Rapid Transit Commission would take any part or make any request, and suggested that Burr take it up with Colonel Raymond.

Temperature to-day at 9:15, 12:15 and 5 o'clock, 65, 63 and 63 degrees respectively. Weather, rain.

SATURDAY, AUGUST 29, 1903.

Deyo and Sanford called and discussed the question of work on lower Broadway. Suggested to them to put the roof in first, moving the earth beneath afterwards. Sanford proposed for consideration a slice method as adopted in Boston.

Temperature to-day at 9:15, ~~XXX~~ and 5:20 o'clock, 63 and 62 degrees respectively. Weather, raining.

MONDAY, AUGUST 31, 1903.

Called Carr to the office. Submitted to him a scheme for work under Broadway by end drifting, the street pavement not to be disturbed until after the structure was in place, except only the concrete roof. Carr approved. Conference in the afternoon with Deyo and Sanford. Deyo seemed to favor the proposition and suggested to Sanford to try the experiment. Conference with Simpson of the Consolidated Gas Company. Laid the same plan before him. He said that he thought that work of the four gas mains in Broadway, namely, the 12 and the 6-inch, could be temporarily killed, and he thought the 24-inch would be reduced to a 16, and the 16 to a 12, but would insist that those two pipes thus reduced be kept above the surface of the street.

Saw the Mayor and cautioned him in regard to the Broadway Property Owners' Committee.

Temperature to-day at 9:15, 1:10 and 5:15 o'clock, 62, 65 and 66 degrees respectively. Weather, cloudy.

TUESDAY, SEPTEMBER 1, 1903.

Had a talk with Mr. Orr and said that I had suggested to the Mayor that no work be done on the Broadway Extension until after the election. Saw Belmont and told him the same thing. Also told him to bear in mind that before he did anything with McDonald in regard to the East River tunneling to keep in mind that the profile of the two tunnels might be very materially raised.

Mr. Plumb, representing Abraham & Strauss of Brooklyn, called with his Counsel, Mr. Grout, in regard to a connection between the Hoyt Street Station and Strauss's store. Told them that if they would have an Architect work up the architectural design in connection that we would obtain the engineering here.

Temperature to-day at 9:15, 1 and 5 o'clock, 67, 72 and 71 degrees respectively. Weather, clear.

WEDNESDAY, SEPTEMBER 2, 1903.

In the morning went over the Joralemon St. work accompanied by Rice and Ridgway. Found that the grouting was not being put in directly behind the shield. Gave orders that this should be done. Took out a number of the grout plugs. Found that in the majority of cases sand had come down directly behind the iron lining, although there were some cases where this had not taken place. Examined the outside of Mr. Otis'

SEPTEMBER 2 (Continued)

house; found a number of cracks, most of which it was said had existed before but had increased.

In the afternoon with La Farge, Clarke and Turner examined the 28th St. Station. Subsequently went to LaFarge's office and discussed plan for the large arched stations.

Temperature to-day at 9:15, 1 and 5:00 o'clock, 71, 77 and 76 degrees respectively. Weather, clear.

THURSDAY, SEPTEMBER 3, 1903.

Went all over Craven's work with Craven, and with Powers over his work to 145th St. on both east and west sides. Directed Craven to concentrate his attention on 42d St., asphalt it, and the opening of Broadway north of 94th St. Told Powers to put in a diaphragm in the tunnel under 104th St., and to see that Shields completed his parkways.

Temperature to-day at 9:15, 1 and 5:40 o'clock, 71, 79 and 75 degrees respectively. Weather, clear.

FRIDAY, SEPTEMBER 4, 1903.

Conference at Wickersham's office with Wickersham, Deyo and Bryan with regard to tunnel under 42d Street.

Temperature to-day at 9:20, 1 and 5:15 o'clock, 69, 72 and 77 degrees respectively. Weather, clear.

SATURDAY, SEPTEMBER 5, 1903.

Absent.

Temperature to-day at 9:20 and 12:30 o'clock, 72 and 80 degrees respectively. Weather, cloudy morning, clear afternoon.

MONDAY, SEPTEMBER 7, 1903.

Labor Day (Holiday).

TUESDAY, SEPTEMBER 8, 1903.

Routine.

Notified by Simpson over the telephone that we could cut the 24-inch main down to a 16-inch, and the 16-inch down to an 8-inch and possibly a 6"; would be willing to try the 6" first and cut out the 12 and the 6 entirely.

Briggs of The Bronx called, fearful that the elevated structure on Westchester Avenue would cut the Avenue in two.

Temperature to-day at 9:30, 1 and 5:30 o'clock, 65, 69 and 67 degrees respectively. Weather, cloudy.

WEDNESDAY, SEPTEMBER 9, 1903.

E. C. Shankland of Chicago called, representing a man named Mc Ewen who had a patented scheme for subway construction. Showed him that it would not work in New York on account of the irregularity and frequency of sub-surface structures. Showed Shankland over the work from 18th St. South.

Temperature to-day at 9:30, 1 and 5:30 o'clock, 67, 69 and 67 degrees respectively. Weather, cloudy.

THURSDAY, SEPTEMBER 10, 1903.

Routine.

Temperature to-day at 9:15, 1:00 and 5 o'clock, 74, 83 and 80 degrees respectively. Weather, cloudy.

FRIDAY, SEPTEMBER 11, 1903.

Took Mr. Macassey over the work from 28th St. north to 129th St.

Deyo called and said that he and McDonald were anxious about the system of doing the work on lower Broadway, inasmuch as Degnon claimed that the work would take longer and cost more. Told Deyo that when these figures were actually determined in quantity that I would be prepared to make suitable recommendations to the Commission.

Temperature to-day at 9:15, 12:30 and 5 o'clock, 75, 80 and 83 degrees respectively. Weather, clear.

SATURDAY, SEPTEMBER 12, 1903.

Out of town.

In the evening examined the work in front of St. Paul's.

Temperature to-day at 9:15 and 1 o'clock, 71 and 77 degrees respectively. Weather, clear.

MONDAY, SEPTEMBER 14, 1903.

Introduced Mr. Macassey to Mr. Orr.

Mr. Belmont called up on the telephone to say that Degnon had called and said that the work, according to my method, would take three years longer and would cost a great deal more,

September 14 (Continued)

and that he (Belmont) was going to see Orr about it. Told Belmont that Degnon was trying to excite him needlessly- that all that I asked was to try the method and to find out how much more it would take in time and money.

Temperature to-day at 9:15, 1 and 6 o'clock, 81, 84 and 85 degrees respectively. Weather, clear.

TUESDAY, SEPTEMBER 15, 1903.

Absent (Olean)

Mr. Rice ^{yesterday} ~~to-day~~ notified McBean over the telephone that his estimate would be cut on account of not obeying instructions and putting in steel north of 135th Street. (Memo. M.A.)

Temperature to-day at 9:15, 1:15 and 5 o'clock, 85, 82 and 85 degrees respectively. Weather, clear.

WEDNESDAY, SEPT. 16, 1903.

Violent storm.

Called on Mr. Belmont, at his request, who, in the presence of Mr. Perry Belmont, complained that I was holding up the work on Broadway in violation of the contract. Pointed out that I was not violating the contract, but that his people had never complied with the contract, and that I was insisting, both in his interest and our own, that that work should be done in a manner entirely satisfactory to the property holders so as not to disturb traffic.

Temperature to-day at 9:20, 12:30 and 5:15 o'clock, 77, 70 and 75 degrees respectively. Weather, heavy rain part of day, later clear.

THURSDAY, SEPT. 17, 1903.

In the afternoon in conference with Deyo and Sanford in regard to work on lower Broadway. Urged that an attempt be made to do the work by leaving the pavement intact until the last moment.

Rapid Transit meeting in the afternoon, at which McDonald made the statement that I was holding him up. Pointed out his error. After the Board meeting Perry Belmont called and said that he was very glad that I had spoken to August Belmont in the way I did in the afternoon before.

Temperature to-day at 9:15, 1 and 5:30 o'clock, 79, 78 and 79 degrees respectively. Weather, heavy rain most of day.

At the present time of the year it is impossible to get a continuous supply of sand and gravel for concrete, owing to the difficulty of tows being interfered with by storms. It is my desire to get the work at 42d Street and Broadway completely finished before winter begins. To accomplish this the work of concreting must not be interrupted. During the past two weeks concreting has been stopped on two occasions for lack of material. I therefore gave permission to store a certain amount of sand and gravel at the north end of Long Acre Square in order to permit the work at the south end to proceed without interruption. This, in my judgment, means the minimum of interference with the public comfort. If the work of concreting is interfered with, I cannot undertake to get the work closed at 42d Street and Broadway this winter.

FRIDAY, SEPT. 18, 1903.

Routine.

Temperature to-day at 9:15, 1 and 5:30 o'clock, 60, 63 and 65 degrees respectively. Weather, clear.

SATURDAY, SEPT. 19, 1903.

Routine.

Temperature to-day at 9:15 and 1 o'clock, 68 and 69 degrees respectively. Weather, clear.

MONDAY, SEPT. 21, 1903.

Routine.

Temperature to-day at 9, 1 and 5:30 o'clock, 57, 71 and 72 degrees respectively. Weather, clear.

TUESDAY, SEPT. 22, 1903.

Routine in the morning. In the afternoon called on La Farge and with him examined 33d St. Station. Arranged to use wire-glass in the station kiosks, and substitute vitrified brick for marble at 42d St. and Columbus University, and to make the arches at the high-arch stations a brick, if possible, if not concrete.

Examined 42d St. with Craven.

Temperature to-day at 9, 1 and 5:15 o'clock, 68, 74 and 70 degrees respectively. Weather, clear.

WEDNESDAY, SEPT. 23, 1903.

Had a conference with Belmont in regard to McBean's work. Told him that I insisted only that the work should be done, that part of it had been standing idle for ten months.

Examined 42d Street again. Met Briggs and urged him to expedite the work.

Burr called and said that McBean was going ahead with his work on Lenox Avenue, and that McDonald would pay him as soon as I certified that I would pass the next monthly estimate. Told Burr that I would do so as soon as McBean delivered to me a letter acknowledging his responsibility and stating that he would proceed with the work, and when he had begun to erect steel at the portion near 137th Street where no steel was erected.

Temperature to-day at 9, 1 and 5:00 o'clock, 70, 72 and 68 degrees respectively. Weather, clear.

THURSDAY, SEPT. 24, 1903.

Routine.

Special Committee meeting of Board in afternoon. Before that attended meeting of Board of Estimate re New York Central Crossings in the Bronx.

Temperature to-day at 9, 1 and 4:45 o'clock, 63, 62 and 65 degrees respectively. Weather, generally clear.

FRIDAY, SEPT. 25, 1903.

Routine. Went to Lenox at 3:30.

Temperature to-day at 9, 1:15 and 5:30 o'clock, 54, 65 and 65 degrees respectively. Weather, clear.

SATURDAY, SEPT. 26, 1903.

Arrived 12 o'clock, noon, from Lenox. Routine.

Temperature to-day at 9:10 and 3 o'clock, 61 and 60 degrees respectively. Weather, clear.

MEMORANDUM

From Sept. 28 to October 12, Farrell on vacation. Since absence, Royal Commission arrived, and Monday and Tuesday following devoted entirely to the Royal Commission, and from that on spent a good deal of time examining the work. No special diary kept.

TUESDAY, OCTOBER 13, 1903.

In the morning went over Craven's work, and Powers' work as far as 125th Street.

Temperature to-day at 9:15, 12:30 and 5 o'clock, 58, 63 and 66 degrees respectively. Weather, clear.

WEDNESDAY, OCT. 14, 1903.

In the morning went over the lower Broadway work with Carr. Condemned the flange pipe and ordered the flange pipe removed. Routine in the afternoon.

Temperature to-day at 9:15, 1:50 and 3:30 o'clock, 58, 70 and 68 degrees respectively. Weather, clear.

THURSDAY, OCT. 15, 1903.

Showed Macassey over the work at St. Paul's Church. Very much pleased.

Board meeting in the afternoon.

Temperature to-day at 9:15, 1 and 5:30 o'clock, 58, 64 and 61 degrees respectively. Weather, clear.

FRIDAY, OCT. 16, 1903.

Took Sir John Dickson-Poynder and Mr. George Gibb through the work in front of St. Paul's Church. They seemed to be much pleased.

Took the Institute of Mining Engineers through the work from 42d St. to 23d St., and at the station at 168th St.

Temperature to-day at 9:10, 1 and 5:15 o'clock, 68, 71 and 66 degrees respectively. Weather, generally cloudy.

SATURDAY, OCT. 17, 1903.

Routine.

Temperature to-day at 9:15 and 1:15 o'clock, 68 and 70 degrees respectively. Weather, raining.

MONDAY, OCT. 19, 1903.

Conference with Deyo and Fraser. Told them that I was preparing the estimates on Section 4, as on all other sections, to the neat lines of excavation and construction, and was not including work outside of the neat lines.

Temperature to-day at 9:15, 1:10 and 5:15 o'clock, 51, 62 and 58 degrees respectively. Weather, clear.

TUESDAY, OCT. 20, 1903.

Met Deyo, with Henderson of Purdy & Henderson, at the Times Building site and discussed the question of foundations. Mr. Henderson explained that it was their purpose to erect 20-inch steel beams to carry the wedge of loose rock- that the steel was manufactured and on hand, and that the work would go on at once and proceed without delay. Sanford was present; said it would take two or three weeks to remove the rock. In the consultation Deyo and I agreed that, while it would be better construction to remove the loose rock and put concrete in its place, nevertheless it was undoubtedly possible to erect steel to carry the load.

Went to La Farge's office. Saw Byers and inspected the samples of light blue for the Columbia Station.

Temperature to-day at 9:05, 12:30 and 5:15 o'clock, 58, 63 and 67 degrees respectively. Weather, clear.

WEDNESDAY, OCT. 21, 1903.

Went over the work on 42d Street, and on Broadway to 129th St. With Powers to 125th St. Station, and the work in the Bronx and the Harlem River over to Third Avenue. At Mott Avenue directed Powers not to put in filli^{ng} at the east end of the station. At the Harlem River, went with McBean through all of the work east of the River. Gave him permission to do grouting, provided that he did not in any way restrict my actions in regard to the broken section of arch. He explained

O C T. 21 (Continued)

his method of doing the work under the Harlem River by putting the cast-iron roof in place first. Told him so far as I could see there would be no objection to this, but that he would have to submit plans.

Temperature to-day at 9:15, 12:30 and 5:15 o'clock, 56, 57 and 61 degrees respectively. Weather, clear.

THURSDAY, OCT. 22, 1903.

Deyo called in the afternoon. Went to Brooklyn with Ridgway and met Onderdonk. Discussed the rate of progress that had been made with the tubes in Joralemon St. Told Onderdonk that he ought to get the head houses up and derricks removed by January 1st. Promised to take it up with Aims and tro to arrange accordingly. Later we saw Aims and Aims said it could be done. Then examined the work in Battery Park and both headings under the river.

Temperature to-day at 9:15, 1 and 5 o'clock, 61, 63 and 61 degrees respectively. Weather, clear.

FRIDAY, OCT. 23, 1903.

Examined the work on 42d Street.

Routine.

Temperature to-day at 9, 1 and 5:30 o'clock, 64, 55 and 54 degrees respectively. Weather, rain late in day.

SATURDAY, OCT. 24, 1903.

Absent.

Temperature to-day at 9 and 1 o'clock, 46 and 50 degrees respectively. Weather, clear.

SUNDAY, OCT. 25, 1903.

Advised by telegram from Rice of the accident that occurred at the Fort George Portal.

MONDAY, OCT. 26, 1903.

Routine in the morning.

With Rice and Powers met Hunt and Lawyer Gardiner at Fort George and carefully examined the place of the accident. The fall of rock was due to the presence of a nearly horizontal seam, thus permitting the roof to fall. The presence of

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this seam could not have been detected.

Temperature to-day at 9:15, 1 and 5:30 o'clock, 43, 46 and 40 degrees respectively. Weather, clear.

TUESDAY, OCTOBER 27, 1903.

Went with Klapp over the East Side Viaduct work, and especially to examine tunnels in the Bronx. Went with Powers over his Division from 125th St., and with Craven over his Division to 72d Street.

In the afternoon had a conference with Deyo and Sanford, Simpson and Jourdan. Sanford and Deyo stated that Bates, on behalf of the property owners, was willing to consent to an overhead platform for gas pipes. I declined to permit the same except absolutely presented in writing by petition to the Rapid Transit Commission.

Temperature to-day at 9:30, 1 and 5:40 o'clock, 38, 40 and 46 degrees respectively. Weather, clear.

WEDNESDAY, OCTOBER 28, 1903.

Went with Craven and Briggs over the work on 42d Street.

Met Alderman Oatman at 42d Street and Long Acre Square.

Explained to him the necessity for the pile of gravel. Called on Mr. Renwick, the Carriage Maker, and satisfied him.

Went with Carr over his Division from Canal Street south, to and including St. Paul's Church.

Temperature to-day at 9:15, 1 and 5 o'clock, 47, 49 and 48 degrees respectively. Weather, clear.

THURSDAY, OCTOBER 29, 1903.

Routine.

Rapid Transit meeting in the afternoon.

Temperature to-day at 9:15, 1:30 and 5:30 o'clock, 47, 50 and 51 degrees respectively. Weather, clear.

FRIDAY, OCTOBER 30, 1903.

Absent (Washington)

Temperature to-day at 9:30, 1 and 5 o'clock, 63, 68 and 66 degrees respectively. Weather, clear.

SATURDAY, OCTOBER 31, 1903.

Routine.

Temperature to-day at 9:30 and 2 o'clock, 66 and 66 degrees respectively. Weather, clear.

MONDAY, NOVEMBER 2, 1903.

Routine.

Temperature to-day at 9:15, 1 and 5:15 o'clock, 62, 61 and 65 degrees respectively. Weather, clear.

TUESDAY, NOVEMBER 3, 1903.

Election Day.

WEDNESDAY, NOVEMBER 4, 1903.

Absent (Southboro).

Temperature to-day at 9:15, 1 and 5 o'clock, 59, 69 and 69 degrees respectively. Weather, clear.

THURSDAY, NOVEMBER 5, 1903.

Arrived at office late. Routine.

Temperature to-day at 9:10, 1 and 5:15 o'clock, 62, 66 and 60 degrees respectively. Weather, raining in morning, clear later.

FRIDAY, NOVEMBER 6, 1903.

This morning went over the work on 42d Street, especially the work of constructing the new building at the corner of 42d Street and Broadway. In the afternoon has a conference with Wickersham in regard to the 42d Street-Astoria tunnel.

Temperature to-day at 9:15, 1 and 5 o'clock, 39, 41 and 39 degrees respectively. Weather, clear.

SATURDAY, NOVEMBER 7, 1903.

Went to Brooklyn and took Mr. Miller, of the Brooklyn Trust Company, into the tunnel. Also went over his house. He seemed satisfied that there was no danger.

In the afternoon, with Rice, examined the work on lower Broadway.

Temperature to-day at 9:15 and 1 o'clock, 35 and 39 degrees respectively. Weather, clear.

MONDAY, NOVEMBER 9, 1903.

Went with Powers and Klapp over the work at 125th St. and Broadway, and over the work from 140th to 104th Sts.

Had luncheon with the Mayor, Wilgus, Lewis and Briggs. Decided to refer the whole matter to Stillwell. Saw Stillwell with Wilgus, who said that he would accept 3.1%.

Temperature to-day at 9:15, 12:30 and 5:15 o'clock, 45, 53 and 55 degrees respectively. Weather, clear.

TUESDAY, NOVEMBER 10, 1903.

Went over the work on 42d Street. Saw Wilgus and agreed to raise our structure as per letter written him to-day.

Had a conference with Belmont in regard to the cracked plates in Joralemon Street.

In the afternoon inspected work from Worth to Canal Sts. with Carr and Fisher.

WEDNESDAY, NOVEMBER 11, 1903.

Went with Myers over the work from 66th to 86th Sts. through the subway.

With Rice, Clarke, Ridgway and Aims made a thorough inspection of the cracked tubes in Joralemon St.

Temperature to-day at 9:20, 12:30 and 5:50 o'clock, 49, 53 and 53 degrees respectively. Weather, clear.

THURSDAY, NOVEMBER 12, 1903.

Was on the work along 42d Street.

Called on Starrett in regard to the plan for the ducts at 145th Street.

Rapid Transit meeting in the afternoon.

Temperature to-day at 9:15, 12:40 and 5:25 o'clock, 49, 53 and 51 degrees respectively. Weather, clear.

FRIDAY, NOVEMBER 13, 1903.

With Lawrence and Ludlow went over Craven's work from Columbus Circle north, and with Powers over his work to 129th St. and the Harlem River and Bronx work. Leaks in the north approach of the Harlem River tunnel seemed to have been cured by grouting.

Confarence in the afternoon with Aims and Ridgway. Told them that I believed that the cracking of the plates in the East River tunnel was due to the fact that the top jacks were not used in pushing the shields. Insisted that those jacks should always be used or, at least, one of them.

Temperature to-day at 9:15, 1 and 5:15 o'clock, 55, 59 and 59 degrees respectively. Weather, clear.

SATURDAY, NOVEMBER 14, 1903.

With Rice went over the stations at Spring, Bleecker and 18th St.

Temperature to-day at 9:20 and 1 o'clock, light rain.

MONDAY, NOVEMBER 16, 1903.

Walked through the work on Fourth Avenue visiting the stations at 28th, 23d, 18th and 14th Sts.

Temperature to-day at 9:30, 1 and 6 o'clock, 65, 54 and 55 degrees respectively. Weather, raining.

TUESDAY, NOVEMBER 17, 1903.

Examined the work on 42d St. and on Elm and Canal Sts.

Temperature to-day at 9:15, 1 and 5:30 o'clock, 61, 64 and 63 degrees respectively. Weather, light rain, cloudy in afternoon.

WEDNESDAY, NOVEMBER 18, 1903.

Went with Carr and examined the work on 42d St. With Carr walked through the subway from 42d to 23d Sts. Had a conversation with La Farge. Examined the work at Fulton St. Conference with Sanford. Told him that, in my judgment, he ought to put one leg over the pipe trestle against the building line. Recommended that he take it up with Bates.

Temperature to-day at 9:15, 1 and 5:20 o'clock, 43, 46 and 45 degrees respectively. Weather, clear.

THURSDAY, NOVEMBER 19, 1903.

Examined the work on 42d St. and on Park Row.

Conference with Ridgway who explained that twelve rings had been put in place in one tube, of which two were broken. Both of which, however, were broken after two adjacent jacks had been taken off, and one subsequently put on. The plates were broken immediately behind the jack in action and within two minutes after the load had been put on. Gave orders to adhere to the plan of not leaving on adjacent jacks, but if it became necessary in order to guide the shield, that, once off, neither should be put on until all stress had been taken off the ring.

Temperature to-day at 9:15, 12:15 and 5 o'clock, 29, 33 and 31 degrees respectively. Weather, clear.

FRIDAY, NOVEMBER 20, 1903.

On Division 2 from 42d St. to 79th St, in morning.

In the afternoon with Messrs. Carr, Craven, Clarke, La Farge, Vanderbilt, Albert Reid and Butler Duncan, walked through the subway from City Hall to 66th St.

Temperature to-day at 9:15, 12:40 and 5 o'clock, 29, 34 and 36 degrees respectively. Weather, clear.

SATURDAY, NOVEMBER 21, 1903.

With Craven went over the work from 66th to 104th Sts., going through the subway from 96th to 104th Sts. Telephoned Bradley that he needed more concrete men. Said that his force was diminished on account of lack of material.

Meeting of the Contract Committee with Mr. Winter of the Brooklyn Rapid Transit.

Temperature to-day at 9:15 and 1 o'clock, 31 and 37 degrees respectively. Weather, clear.

MONDAY, NOVEMBER 23, 1903.

Went over the work on 42d Street.

Routine.

Temperature to-day at 9:15, 1 and 5 o'clock, 42, 43 and 47 degrees respectively. Weather, cloudy and light rain.

TUESDAY, NOVEMBER 24, 1903.

Rapid Transit meeting.

In the afternoon a discussion with Colonel Crawford and Klapp in regard to the closing of streets in Long Island City on account of the Pennsylvania Railroad Extension.

Temperature to-day at 9:05, 2 and 5 o'clock, 40, 38 and 37 degrees respectively. Weather, clear.

WEDNESDAY, NOVEMBER 25, 1903.

Examined the work on 42d Street.

Routine.

Temperature to-day at 9:15, 1 and 5 o'clock, 26, 29 and 27 degrees respectively. Weather, clear.

THURSDAY, NOVEMBER 26, 1903.

Holiday (Thanksgiving).

FRIDAY, NOVEMBER 27, 1903.

Examined the work on Lower Broadway.

Routine.

Temperature to-day at 9:10, 1 and 5:15 o'clock, 20, 26 and 27 degrees respectively. Weather, clear.

SATURDAY, NOVEMBER 28, 1903.

Routine in morning.

In afternoon examined the work on Elm St. from Worth to Canal, and on Broadway from 72d St. to 104th St. walking through the subway from 86th to 91st Sts.

Temperature to-day at 9:15 and 1 o'clock, 21 and 28 degrees respectively. Weather, clear.

MONDAY, NOVEMBER 30, 1903.

Examined the work on 42d Street.

Temperature to-day at 9:30, 12:30 and 5:30 o'clock, 26, 32 and 34 degrees respectively. Weather, clear.

TUESDAY, DECEMBER 1, 1903.

Examined the work on 42d St. with Craven.

In the afternoon went on the work under Broadway with Moran and Jarrett. Arranged that Moran should write me a letter asking what steps should be taken to protect the spire at Trinity.

Conference with Belmont and Deyo in regard to the lining of the Brooklyn Tunnel and general progress of the work. Explained to Belmont that the requirements of the so-called North River Board were to increase the thickness of the plates in the earth portion of the River Section proper. Deyo agreed with me that the plates were breaking in Joralemon St. owing to the irregularities in jacking.

Temperature to-day at 9:15, 1 and 5:30 o'clock, 29, 36 and 36 degrees respectively. Weather, clear.

WEDNESDAY, DECEMBER 2, 1903.

With Clarke and Turner examined temporary Kiosks set up in Hecla Iron Works. Directed that the words "Exit Only" be painted in the interior of the Exit Kiosks.

Conference with Deyo in the afternoon.

Temperature to-day at 9:30, 1 and 5:30 o'clock, 39, 40 and 36 degrees respectively. Weather, light snow, cloudy and clear.

THURSDAY, DECEMBER 3, 1903.

With Carr made an examination of No. 71 Park Avenue. The cellar walls were cracked from the foundations to the basement floor. The south side cracked one-quarter of an inch. In the basement floor the plaster was cracked in two extreme corners, the front wall having moved down. No cracks appeared in the parlor wall. There were, however, some cracks in the ceiling, and in the ceiling of the first bed room; plaster in both rooms very old and full of other cracks. Impossible to determine whether any of the ceiling cracks were due to Rapid Transit work or not. Found the marks of the Building Department dated last April - apparently no movement since then. The "tell tales" were all loose except one in the front laundry, that not broken.

Examined the work under Fulton Street.

Temperature to-day at 9:30, 1:30 and 5:15 o'clock, 31, 37 and 35 degrees respectively. Weather, snow in morning, clear later.

FRIDAY, DECEMBER 4, 1903.

Routine.

Examined 42d Street.

Temperature to-day at 9:20, 12:30 and 5:20 o'clock, 29, 35 and 37 degrees respectively. Weather, clear.

SATURDAY, DECEMBER 5, 1903.

Routine.

Temperature to-day at 9:20 and 1:40 o'clock, 41 and 43 degrees respectively. Weather, cloudy and clear.

MONDAY, DECEMBER 7, 1903.

Examined the work on 42d Street.

Temperature to-day at 9:30, 1:30 and 5 o'clock, 30, 40 and 41 degrees respectively. Weather, clear.

TUESDAY, DECEMBER 8, 1903.

Examined 42d Street.

Had a conference with Bryan and Pegram who called in regard to the station at 149th St. Subsequently had a talk with Bryan who agreed with me that the work was not being pushed- that he would be glad to unite with me in getting the work advanced.

Temperature to-day at 9:20, 1:50 and 5:15 o'clock, 34, 41 and 43 degrees respectively. Weather, clear.

WEDNESDAY, DECEMBER 9, 1903.

Routine.

Conference with La Farge in his office.

Temperature to-day 9:30, 1:20 and 5:15 o'clock, 41, 41 and 40 degrees respectively. Weather, cloudy and rainy.

THURSDAY, DECEMBER 10, 1903.

Routine in morning. With Rice examined the work on Elm Street between Duane and Canal Sts.

Rapid Transit meeting in afternoon.

Temperature to-day at 9:25, 1 and 6 o'clock, 35, 37 and 36 degrees respectively. Weather, clear.

FRIDAY, DECEMBER 11, 1903.

With Bryan and Turner, and Craven on his Division, went in Hand Car from 96th to Worth Sts., having previously examined the work at 104th Street. Pointed out to Bryan that the work had been delayed by Bradley at 77th, 96th and 104th Sts., and also pointed out that, if examinations were made, to be sure that the ballast supply was not being neglected.

Temperature to-day at 9:30, 1 and 5:15 o'clock, 27, 32 and 31 degrees respectively. Weather, clear.

SATURDAY, DECEMBER 12, 1903.

Routine.

Temperature to-day at 9:30 and 12:45 o'clock, 32 and 37 degrees respectively. Weather, clear.

MONDAY, DECEMBER 14, 1903.

Showing Carson over the work, broke my arm at Astor Place.

Temperature to-day at 9:15, 12:20 and 5:10 o'clock, 19, 21 and 23 degrees respectively. Weather, clear.

TUESDAY, DECEMBER 15, 1903.

Routine.

Temperature to-day at 9:15, 1 and 5 o'clock, 19, 23 and 23 degrees respectively. Weather, clear.

WEDNESDAY, DECEMBER 16, 1903.

Routine.

Temperature to-day at 9:20, 2 and 5:15 o'clock, 18, 25 and 24 degrees respectively. Weather, clear.

THURSDAY, DECEMBER 17, 1903.

Examined the work on 42d Street, and the building at the N.E. Corner of 42d Street and Broadway.

Temperature to-day at 9:15, 1 and 5:10 o'clock, 23, 30 and 33 degrees respectively. Weather, clear.

FRIDAY, DECEMBER 18, 1903.

Routine.

Temperature to-day at 9:30, 1 and 5 o'clock, 23, 23 and 21 degrees respectively. Weather, clear.

SATURDAY, DECEMBER 19, 1903.

Examined the work on Broadway from 50th to 104th St. Conference with Mr. Belmont at his house.

Temperature to-day at 9:25 and 1 o'clock, 17 and 30 degrees respectively. Weather, clear.

MONDAY, DECEMBER 21, 1903.

Examined the work with Carr and Rice from Canal St. to City Hall.

Conference with Sanford, Moran and Jarrett with regard to the work in front of Trinity Church. Suggested that drill borings be made.

Temperature to-day at 9:20, 1:30 and 5 o'clock, 37, 40 and 40 degrees respectively. Weather, clear.

TUESDAY, DECEMBER 22, 1903.

With Craven examined the work on Broadway from 66th to 79th Sts., and the work on Fourth Avenue from 23d to 18th Sts., and from Worth to Ann Sts.

Temperature to-day at 9:30, 1 and 5:15 o'clock, 39, 36 and 34 degrees respectively. Weather, clear.

WEDNESDAY, DECEMBER 23, 1903.

Routine.

Examined the work on Elm Street from Canal St. south.

Temperature to-day at 9:30, 1 and 5 o'clock, 28, 35 and 37 degrees respectively. Weather, clear.

THURSDAY, DECEMBER 24, 1903.

Routine.

Conference with C. P. Howland and Fraser and Shaler's bondman in regard to the estimates on Section 4, they being in a hurry to get them advanced.

Sanford called to get permission to do the work between Bowling Green and Wall St. Gave him permission, on condition that the traffic should be preserved in front of the Bowling Green Building.

Temperature to-day at 9:15, 1 and 3:45 o'clock, 39, 45 and 47 degrees respectively. Weather, cloudy.

FRIDAY AND SATURDAY, DEC. 25 & 26.

Holidays.

MONDAY, DECEMBER 28, 1903.

Fisher of Belmont's office called and said that he was anxious for an Express and Newspaper train business. Told him I would see Mr. Newman in the afternoon. Called on Newman and asked Newman to request Belmont to call. Said he had already arranged to see Belmont. Told him that, when he called to discuss the Putnam Division lease, I thought he could also get him to discuss the question of Newspaper and Express service.

Saw Wilgus and suggested that the question of a connection from our station at 42d St. be arranged at once with the Grand Central Station. Told him to prepare plans.

Temperature to-day at 9:15, 1 and 5:15 o'clock, 17, 21 and 19 degrees respectively. Weather, clear.

TUESDAY, DECEMBER 29, 1903.

With Rice examined the work in both headings at South Ferry and the south tunnel in Joralemon St.

Temperature to-day at 9:20, 1 and 5 o'clock, 26, 30 and 26 degrees respectively. Weather, snowing part of day.

WEDNESDAY, DECEMBER 30, 1903.

Went over the work in the tunnel with Powers and Hunt from 152d St. to Fort George.

Examined the building at 42d St. and Broadway with Wilson and Macgreggor. Told Wilson to put his transoms in as he wanted them and send the bill in here.

Temperature to-day at 9:15, 1 and 5:15 o'clock, 24, 27 and 29 degrees respectively. Weather, clear.

THURSDAY, DECEMBER 31, 1903.

Routine.

Temperature to-day at 9:30, 1 and 5:15 o'clock, 20, 25 and 25 degrees respectively. Weather, clear.
