

CITY WORK, \$200,000,000.

Improvements Authorized Will Aggregate That by 1940.

Chief Engineer Lewis of the Board of Estimate and Apportionment submitted a statement yesterday to the board showing that the city had authorized improvements which, by January 1, 1940, would cost almost \$200,000,000. In his letter to the Mayor Mr. Lewis says:

The estimate of the needs of the Department of Health is intended to cover emergencies such as epidemics, which cannot be foreseen and which may not occur.

The allowance of \$15,000,000 for the street and park opening fund covers not only sums which must be advanced for regular street openings, but also the cost of the widening and widening of streets acquired wholly or in large part at the expense of the city, such as the widening of Broadway and the extension of Flatbush avenue and Grand street.

The city has recently followed an exceedingly liberal policy in assuming the greater part of the expense, and in some cases the entire cost, of improvements, such as the opening of new streets, which will be of enormous benefit to the city and will stand assessment for at least a considerable portion of the expense. The city has paid the bills and the abutting owners have reaped the immediate benefit. It is quite evident that if the improvements in the last few years had been carried out a portion of the cost should be assessed wherever possible. Such a policy would be especially applicable in the case of the acquisition of land for the proposed extension of Riverside Drive, for the widening of Second avenue for the plaza in front of the Manhattan terminal of the Blackwell's Island Bridge. The estimates reach the enormous total of \$19,000,000, and they are herewith submitted without further comment.

The list of improvements already authorized or pending before the Board of Estimate and Apportionment, or which will be presented to the board for which provision must be made before January 1, 1940, with their estimated cost, is as follows:

1-Subway loop, Manhattan section.....	\$5,000,000
2-Subway loop, Brooklyn section.....	10,000,000
3-Rapid transit line, Manhattan and Tuxedo.....	35,000,000
4-Pipe galleries in same.....	8,000,000
5-Rapid transit line to Tuxedo.....	15,000,000
6-Reconstruction of Brooklyn Bridge.....	3,250,000
7-Office building at Manhattan.....	3,000,000
8-Office building at Manhattan.....	3,000,000
9-Land for Manhattan approach to Blackwell's Island Bridge.....	6,000,000
10-Construction of approaches to Manhattan and Blackwell's Island bridges.....	4,700,000
11-Hudson Memorial Bridge.....	3,000,000
12-City share of viaducts across Grand Central.....	600,000
13-Repairing streets, all boroughs.....	8,000,000
14-Repairing streets, all boroughs.....	1,000,000
15-Waterfront improvements.....	25,000,000
16-School buildings and sites.....	20,000,000
17-School buildings and sites.....	1,500,000
18-Brooklyn municipal building.....	1,500,000
19-Children's Hospital.....	1,500,000
20-Park improvements.....	250,000
21-Metropolitan Museum.....	1,500,000
22-Zoo.....	250,000
23-Department of Health.....	2,000,000
24-Department of Charities.....	500,000
25-Department of Correction.....	500,000
26-Extension of Riverside Drive to Harlem.....	5,000,000
27-Land required for Riverside Drive extension.....	1,500,000
28-Park improvements.....	3,500,000
29-Oak Ridge Park.....	2,000,000
30-Senate Park, at Rockaway.....	15,000,000
31-Street and Park Opening Fund.....	5,000,000
32-Improvements above receipts from assessments.....	2,000,000
33-Completion of Public Library Building.....	10,000,000
34-Margin to be allowed within debt limit.....	10,000,000
Total.....	\$199,650,000

RAILROADS HOPEFUL.

U. P. and N. Y. C. Traffic Managers See Big Business Ahead.

The traffic managers of the Union Pacific and New York Central lines said yesterday that the outlook for a large volume of business was fine and that conditions generally were promising, except in Southern California, where frost had damaged crops, and in a few other sections, where the late heavy rain had had a bad effect on the business. Their roads were getting along smoothly under the new rate law, they said, though it would take a little time to get things running in good shape under the new conditions.

"The outlook is for as large a volume of traffic as we have been having," said Mr. Mitchell, freight traffic manager of the New York Central, "and I look for all the business we can handle through the summer. There is an enormous grain tonnage just ahead of us, and it looks as though we would have an unprecedented traffic in ore this season. The iron industry is prosperous. I do not believe that the trouble in Wall Street will have any effect beyond the financial district."

Mr. Mitchell said that, with all its new equipment, the road was faster, better and more efficient than it was a year ago. The Central's coal traffic was larger than last year, and mines had been shutting down because of lack of cars. The car situation was better now, he declared, though the New York Central and its subsidiary lines all were more crowded.

Speaking of the new rate law, Mr. Mitchell said: "We will take two years or longer to fully swing into line with the new law. It is a good thing, and it is a good thing that the Harriman lines, who have recently made a tour through the West and South, said: 'Business conditions generally are good, and the outlook is promising everywhere, except in Southern California, where frost severely injured the apricot and other crops, and in a few other sections, where the late heavy rain had a bad effect on the business. It is too soon to make crop predictions, but a wet season means a big return in the products of the soil in California.'"

Mr. Stubbs said that there had been several years of lines running north to Portland and San Francisco. The San Pedro route, which has been tied up for weeks by the floods, would probably be reopened in a few days, and all the other lines, he said, the company was able to run to normal, and while there had been a decrease in earnings, the lines were getting along better than they had not long ago. The Harriman lines were getting along in good shape under the new rate law, though the amendments to the Interstate Commerce law made it difficult for the company to get the tariffs straightened out. When those were adjusted, he said, he believed the effect of the law would be beneficial.

Mr. Stubbs could see no effect of the Wall Street panic during his tour, though money in San Francisco was rather tight. The people there had enough to be comfortable, and were going ahead hopefully.

SHOPPERS WATCH POOLROOM RAID.

Several hundred women shoppers watched some of Inspector Hussey's plain clothes men raid an alleged poolroom in Sixth avenue, between 24th and 25th streets, yesterday afternoon. Fifteen men were arrested in the raid, which was the first of a series of raids on alleged poolrooms in the city.

MOTION TO DISBAR BURNHAM GRANTED.

The Appellate Division of the Supreme Court handed down a decision yesterday granting a motion to disbar George Burnham, Jr., the former president of Grand Jury in the first degree, who recently was sentenced to two years' imprisonment for grand larceny in the first degree. In Mr. Burnham's answer it was stated that the law in this case was unconstitutional, and that the law in this case was unconstitutional, and that the law in this case was unconstitutional.

MAYOR JOINS CIVIC ASSOCIATION.

Mayor McCallan joined yesterday the Washington Square Protection Association, the object of which is to guard the residents of Washington Square against civil abuses. All those living around Washington Square are chuckling over the prospect of having particular abuses corrected, now that the Mayor is a member of the protective association. If things don't go to suit, they are going to write letters to the association, and the association will ask its most distinguished member, "How about it?"

WHEN IN GERMANY BE SURE TO SEE Grunfeld's Linen Store, 20, 21, Leipziger Street, Berlin, W. OWN MILLS: LANDESHUT, SILESIA. No Agents anywhere.

Southwestern Limited

A fast and luxurious train, leaving Grand Central Station at 2.04 P. M., arriving Columbus 7.15 A. M., Cincinnati 10.00 A. M., Indianapolis 10.50 A. M., and St. Louis 5.00 P. M.

ALL THE COMFORTS OF A CLUB OR HOTEL

SPECIAL FEATURES: Buffet Smoking and Library Car, Observation Car, Stenographer, Telephone, Barber, Fresh or Salt Water Baths, Valet, Ladies' Maid and Manicure, Electric Lights Throughout, Individual Reading Lamps in all Drawing-rooms, Staterooms and Sections.

THE MOST APPROVED BLOCK SIGNAL SYSTEM PROTECTS THE

New York Central Lines

"America's Greatest Railway System"

NEW YORK CENTRAL LINES  
"AMERICA'S GREATEST RAILWAY SYSTEM"

For information see any of our ticket agents or apply to L. F. Vosburgh, General Eastern Passenger Agent, 1216 Broadway, corner 8th Street.

Telephone, 5680 Madison Square.

"America's Winter Resorts" mailed on receipt of a 2-cent stamp by George H. Daniels, Manager General Advertising Department, New York.

Art Exhibitions and Sales.

Paintings in the Collection of Mr. Edward Brandus

MODERN WORKS. ANCIENT PAINTINGS.

Sir ALMA-TADEMA—Bacchanalia. CARLE VAN LOO—La Marquise de Pompadour as a Sultana.

N. DIAZ—La Meute sous Bois, exhibited in the Salon of 1848, Exposition of 1889. From the Crahan Collection.

COROT—Rainstorm. From the Earl Collection.

THE RUINS. From the Doris Collection.

CHARLES JACQUE—Shepherdess and Her Flock. From the Montaigne Collection.

THEO. ROUSSEAU—Landscape. From the Collection of Comte Greffulhe.

SCHREYER—Scene in Bulgaria. From the Georges Petit Collection.

IMPORTANT EXAMPLES

by Rosa Bonheur—Bougeres—Cazin—Daubigny—Henner—Isabey—Jacquet—Jongkind—Latouche—Meissonier—Munkacsy—Aime Perret—Ruyet—Rousseau—Trojan—Thaulow—Van Marcke—Ziem.

by Sir Thomas Lawrence—Harlow—Opie—Cotes—Santerre—Mignard—Drouais—Rigaud—Tournieres—Tocque—Pourbus.

The Above Paintings belonging to Mr. Edward Brandus

Will be Sold by Auction

in the Galleries of

The Fifth Avenue Art Galleries,

546 FIFTH AVE. (45TH ST.)

On the EVENINGS of WEDNESDAY & THURSDAY, April

17th & 18th, under the Direction of Mr. James P. Silo

PRIVATE VIEW on Tomorrow (Sunday) from 2 to 6

Public Exhibition Monday, April 15th, until time of sale

ANTIQUES THAT ARE REALLY OLD.

JAMES FAY'S

ENTIRE COLLECTION OF

RARE OLD MAHOGANY AND ROSEWOOD

FURNITURE, PAINTINGS, BRONZES, MARBLES,

CHINA, DRAPERIES, ETC., ETC.

WILL BE SOLD AT AUCTION

at 43 & 45 West 42nd Street

(NEAR SIXTH AVENUE).

The sale will be held on

APRIL 15th

AND FOLLOWING 15 DAYS.

Exhibition at this week, 9 A. M. to 6 P. M.

SALES AT 2 P. M.

BENJ. S. WISE,

AUCTIONEER.

RUBBER COMMITTEES TO REPORT.

Consolidation the Subject—United States Rubber Takes Over Rubber Goods.

It is understood that committees of five appointed by each company to investigate the affairs of the United States Rubber Company and the International Rubber Company, with a view to their consolidation, are about ready to make their reports. Until these reports, which will go exhaustively into the subject, have been received, considered the question of consolidation will be an open one.

An official of the United States Rubber Company was quoted yesterday as saying that nothing would be done "unless we find that such a merger will tend to strengthen the position of our company."

A statement that the capitalization of the combination would be in the neighborhood of \$100,000,000 was characterized as "pure guesswork."

At a meeting yesterday of the board of directors of the Rubber Goods Manufacturing Company, control of which has been acquired by the United States Rubber Company, the following officers were elected for the ensuing year: Charles H. Dale, president; Lester Leland, first vice-president; Charles A. Hunter, second vice-president; John J. Watson, Jr., treasurer; Samuel Morris, secretary; John D. Carberry, assistant treasurer and assistant secretary, and James McGuffey, assistant treasurer and assistant secretary.

COMMISSION ON CLEAN STREETS.

Appointed by Mayor to Tell Craven What to Do First.

To avoid some of the criticism leveled at the Street Cleaning Department for non-removal of snow, the Mayor recently requested six civic organizations to appoint representatives to confer with the Commissioner of Street Cleaning, the Police Commissioner and the Fire Commissioner, to place the schedule of streets from which the snow is to be removed following each storm.

Commissioner Craven recently wrote the Mayor a letter, saying that fixing the schedule of streets was too important a subject to be left to one man and that it would require criticism if a commission was appointed. Yesterday the Mayor appointed the following commission: Chamber of Commerce, John D. Crumrine; Board of Trade and Commerce, William H. Gibson; Merchants' Association, Henry R. Towne; North Side Board of Trade, Joseph M. Price; and Brooklyn League, Samuel Rowland.

PROFESSOR HEWETT SUES PUBLISHERS

Says They Used His Name to Push History of Cornell.

The suit brought by Waterman Thomas Hewett, professor of German at Cornell, against the Cornell History Company, came up before Judge Leventritt, in the Supreme Court, yesterday. The defense failed to appear, and Judge Leventritt ordered an inquiry. The suit, for \$4,000 damages, grew out of a contract between Professor Hewett and the company for him to write a history of Cornell for them. He was to receive \$10,000 down on the contract and royalties on each set of the books sold.

Professor Hewett, in his complaint, says that the company violated an agreement not to use his name in getting subscriptions for the work, in addition to furnishing a poorer quality of book than they had guaranteed. He alleges that his reputation was injured by this, and that although they have taken \$10,000 for the work he has not as yet received any royalties.

He also asks to enjoin the company from issuing more copies of the work. The work was in three volumes, and contained a history of Cornell University, with all the names of its alumni and articles by the various heads of the different branches of the university.

OCEAN STEAMERS.

NORTH GERMAN LLOYD.

Fast Express Service.

PLYMOUTH—CHEROKEE—BREMEN.

PLYMOUTH, Apr. 13, noon; Bremen, Apr. 17, 11 A. M.; Bremer, Apr. 20, 11 A. M.; Bremer, Apr. 23, 11 A. M.; Bremer, Apr. 26, 11 A. M.; Bremer, Apr. 29, 11 A. M.; Bremer, May 2, 11 A. M.; Bremer, May 5, 11 A. M.; Bremer, May 8, 11 A. M.; Bremer, May 11, 11 A. M.; Bremer, May 14, 11 A. M.; Bremer, May 17, 11 A. M.; Bremer, May 20, 11 A. M.; Bremer, May 23, 11 A. M.; Bremer, May 26, 11 A. M.; Bremer, May 29, 11 A. M.; Bremer, June 1, 11 A. M.; Bremer, June 4, 11 A. M.; Bremer, June 7, 11 A. M.; Bremer, June 10, 11 A. M.; Bremer, June 13, 11 A. M.; Bremer, June 16, 11 A. M.; Bremer, June 19, 11 A. M.; Bremer, June 22, 11 A. M.; Bremer, June 25, 11 A. M.; Bremer, June 28, 11 A. M.; Bremer, July 1, 11 A. M.; Bremer, July 4, 11 A. M.; Bremer, July 7, 11 A. M.; Bremer, July 10, 11 A. M.; Bremer, July 13, 11 A. M.; Bremer, July 16, 11 A. M.; Bremer, July 19, 11 A. M.; Bremer, July 22, 11 A. M.; Bremer, July 25, 11 A. M.; Bremer, July 28, 11 A. M.; Bremer, Aug. 1, 11 A. M.; Bremer, Aug. 4, 11 A. 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