

undoubtedly be made sanitary and without any objectionable features.

The Department of Public Works has for the past six months disposed of its garbage by the operation of this piggery, and after meeting all of the operation and maintenance charges during the period of uncertainty and business depression, showed a net profit on May first of \$15,121.08. Consideration must be given to the fact that the garbage from June 1st to November 1st is at least fifty per cent, better than the garbage collected during the cold months.

During the six months there was delivered to the piggery 10,239 tons of garbage, which if disposed of by reduction would have cost at least \$40,000.00. Note the saving! Our statement of May 1st shows hogs on hand, market value \$92,056.35, with cost of plant and equipment, \$45,000.00. The hogs can be sold at once, and taking into consideration the profit of \$15,121.08, and the cost of reducing 10,239 tons of garbage, the cost of the plant and equipment has been entirely met during the operation of the piggery for the past six months.

I have heretofore stated that the present site of the piggery is unsuitable, and therefore have refrained from installing a railroad switch, carrier and sewerage system, facilities which are necessary for sanitation. A larger site is desirable with switching facilities and sufficient land so that the uneaten garbage and offal may be utilized on adjoining lands in order to raise hay and oats for the 460 horses used in the street department for the collection of all garbage and refuse, and so as to meet all health laws, and make the operation of the piggery sanitary, and eliminate objections on the part of adjoining property owners.

A moderate sized reduction plant should be built in connection with the new piggery site to take care of garbage that cannot be fed to hogs or otherwise utilized.

The Council has referred to me the offer of the Universal By-Products Corporation for the building and installation of a reduction plant upon conditions mentioned in their letter. Under the Charter it is necessary to advertise for bids for such a plant.

After many conferences with authorities upon the subject, and with our practical experience of operating the piggery during the last six months, I have come to the following conclusions and accordingly recommend that the Commissioner of Public Works be and hereby is directed to advertise:

1st. For a site of not less than 200 nor more than 500 acres of land adjoining a railroad within 15 miles of the Buffalo City line for the operation and maintenance of a piggery. Bidders to give full description of property.

2nd. For the preparation of plans and specifications for a suitable building to house all the necessary machinery and equipment

to be used in the reduction of the uneaten garbage and offal.

3rd. For furnishing and installing all necessary equipment and machinery to reduce all of the uneaten garbage and offal for fertilizing purposes. The plant to have a capacity of 50 tons daily.

Referred to a Committee of Five.

No. 28.

Buffalo, May 24, 1922.

I submit herewith deed of the Niagara Finance Corporation for a street to be known as St. Catherines Court running south from Cleveland avenue, between Elmwood avenue and Delaware avenue, and would recommend acceptance of the same upon approval of title by the Corporation Counsel.

This Indenture, made the 16th day of May in the year one thousand nine hundred and twenty-two, between Niagara Finance Corporation, a corporation created by and under the laws of the State of New York and having its place of business in the City of Buffalo, County of Erie and State of New York, party of the first part, and the City of Buffalo, a municipal corporation of the County of Erie and State of New York, party of the second part,

Witnesseth, that the said party of the first part in consideration of the sum of one dollar (\$1.00) lawful money of the United States, paid by the said party of the second part, doth hereby grant and release unto the said party of the second part, its successors and assigns forever.

All that tract or parcel of land situate in the City of Buffalo, County of Erie and State of New York, being part of Lot 61, Township 11, Range 8, according to the Holland Land Company's survey bounded and described as follows:

Beginning at a point in the south line of Cleveland avenue, distant four hundred twenty-two and five-tenths (422.5) feet, westerly from its intersection with the west line of Tudor place; thence running southerly along a line drawn at right angles to West Ferry street, two hundred fifty and one-tenth (250.1) feet; thence running southeasterly thirty-seven and nine-hundredths (37.09) feet along a line making a northeast angle of 132 degrees, 08 minutes, 50 seconds last described line, to its intersection with a line drawn parallel with the south line of Cleveland avenue and distant two hundred seventy-five (275) feet southerly therefrom measured along a line at right angles to West Ferry street; thence running easterly along last mentioned parallel line, one hundred forty-five (145) feet to its intersection with a line drawn at right angles to the north line of West Ferry street from a point therein distant two hundred fifty (250) feet westerly from its intersection with the

west line of Tudor place; thence running northerly along last mentioned line drawn at right angles to West Ferry street, one hundred (100) feet to its intersection with a line drawn parallel with the south line of Cleveland avenue and distant one hundred seventy-five (175) feet southerly therefrom measured along a line at right angles to West Ferry street; thence running westerly along last mentioned parallel line, one hundred twenty-two and five-tenths (122.5) feet to a point distant fifty (50) feet easterly from first mentioned line drawn southerly, from the point of beginning, thence running northerly along a line drawn at right angles to West Ferry street and being parallel with and distant fifty (50) feet easterly from the aforesaid first mentioned line drawn southerly from the point of beginning, one hundred seventy-five (175) feet to the south line of Cleveland avenue; thence running westerly along the south line of Cleveland avenue fifty (50) feet to the point of beginning.

Together with the appurtenances and all the estate and rights of the said party of the first part in and to said premises.

To have and to hold the above granted premises unto the said party of the second part, its successors and assigns forever.

And the said party of the first part doth covenant with the said party of the second part as follows:

That the party of the second part shall quietly enjoy the said premises.

That the said party of the first part will forever warrant the title to said premises.

In witness whereof, the said Niagara Finance Corporation hath caused its corporate seal to be hereunto affixed and this indenture to be subscribed by its vice-president the day and year first above written.

NIAGARA FINANCE CORPORATION,
By BRADLEY GOODYEAR,
Vice-President.

Received, filed and recommendation adopted.

Ayes—Graves, Kreinheder, Meahl, Schwab—4.

Noes—None.

No. 29. Buffalo, May 24, 1922.

I transmit herewith statement showing repairs made to the following streets, on which, in accordance with Title IX, Section 317 of the Charter, I certify less than one-third of the carriageway was in condition requiring repairs, the number of square yards (estimated) laid, the tons of asphalt topping, tons of binder and the number of gallons of asphaltic cement used, and the labor for laying the same from April 26th to May 13, 1922, inclusive:

	Pounds		Labor Sq. Yds. Repaired Estimated
	Asphalt Topping	Binder	
William street, from Fillmore to 310 feet east of Metcalfe	63900	29000	395
William street, from Fillmore to Jefferson..	113000	58800	693
William street, from Jefferson to Michigan..	222900	143200	1351
Michigan avenue, from Swan to Broadway..	146500	88900	908
Swan street, from Washington to Seneca....	289400	182700	1896
Cedar street, from Swan to William.....	20600	12300	122
Jefferson avenue, from Swan to Myrtle....	10000	6200	62
Chestnut street, from Swan to North Division	29500	21500	170
Centre street, from Swan to Seneca.....	22200	14600	152
Exchange street, from Main to Louisiana..	151200	117800	1122
Washington street, from bridge.....	4500	2000	23
Michigan avenue, from viaduct.....	5500	3500	43
Wells street, from Seneca to Exchange.....	9000	6600	56
Carroll street, from Michigan to Washington	27800	26500	160
Ellicott street, from Exchange to Seneca..	31600	14400	144
Ellicott street, from Seneca to Swan.....	25600	16000	164
Ellicott street, from Swan to Genesee.....	137800	91000	912
Booth street, from Washington to Ellicott..	12600	15600	83
Main street, from 830 feet north of Hertel to City line	184400	144100	1153