

Copy

The Maritime Association of the Port of New York.

New York, Sept. 10, 1896.

Hon. Edward C. O'Brien,

President of the Department of Docks.

Dear Sir:-

I have the honor to hand you the following preamble and resolutions, unanimously adopted by the Board of Directors of this Association at their regular meeting held yesterday, viz:

Whereas- An application has been made to the Department of Docks for permission to shed the pier known as Old # 14, East River, and

Whereas- Said pier has been used exclusively for the loading and unloading of deep water sailing vessels, and

Whereas- The shedding of said pier will make it available for occupancy by a Railroad or Steamship Company, removing from use by sailing vessels another one of the few remaining open wharves; therefore

Resolved- That the Board of Directors of the Maritime Association of the Port of New York earnestly recommend that no authority be given to cover any of the unshedded piers in the lower part of the city, and be it further

Resolved- That a copy of these resolutions be transmitted to the Department of Docks.

Trusting that these views will prevail, I remain,

Respectfully yours,

George Osgood Lord.

Copy

E. A. Cruikshank & Co., No. 176 Broadway,

New York, September 9, 1896.

To the Honorable Commissioners, Board of Docks, City New York.
Pier A, N. R., New York City.

Gentlemen:

Referring to our letter of July 8, 1896, requesting you to set aside Pier 14, E. R., for steam transportation and requesting permission to shed same; we very respectfully ask that said application be withdrawn, and that no action be taken in regard to it.

Yours very truly,

W. C. Schermerhorn.
H. D. Potter & E. S. Jones
N. Y. Life Ins. & Trust Co.
Trustee M. E. Jones, Guardian
C. W. Astor
A. S. Whipple
Estate of Edward Jones

by E. A. Cruikshank & Co.
by power of Attorney.

A. Iselin, M. M. Hasell, and
A. D. Weekes, Executor, &c
Geo. V. N. Baldwin and H. E.
Jones, Trustees, and E. N. Whar-
ton and H. E. Jones.
Children of Jane C. Mead.

by E. A. Cruikshank & Co.
by power of Attorney.



CITY
OF NEW YORK,
DEPARTMENT OF DOCKS.
COMMISSIONERS
EDWARD C. O'BRIEN, PRES.
EDWIN EINSTEIN, Treas. * JOHN MONKS.
PIER "A" N.R.
BATTERY PLACE.
New York

GEO. S. TERRY, Secretary.

July 30, 1896.

Hon. William L. Strong,

Mayor, and Chairman of the

Board of Street Opening and Improvement.

Gentlemen:-

Chapter 983 of the laws of 1896 amending section 1964 of the New York City Consolidation Act of 1882 provides, among other things, that, "Whenever the Department of Docks of the City of New York shall have established a plan or plans or have altered or amended such plan or plans for the improvement of the water front of the City, the said Board of Street Opening and Improvement shall have exclusive power, upon the application of the Department of Docks, to alter and establish, without the consent hereinbefore mentioned, the grades of any streets, roads or avenues which may be adjacent to or which shall intersect the water front of the said city which said Board of Street Opening and Improvement may deem necessary for the convenient use of the water front of said city."

Under this provision of law, this Board has prepared and submits herewith maps for the change of grades of certain streets which are adjacent to and intersect with the Marginal Street, Wharf or Place of the "New Plan" duly determined by the Board of Docks and adopted by the Commissioners of the Sinking Fund.

The streets referred to are, E. 90th St, between Avenue A., and the Marginal Street, Wharf or Place of the "New Plan"; W. 48th St, W. 49th St, and W. 50th St between 11th Avenue and the Marginal Street, Wharf or Place of the "New Plan"; also W. 56th St, W. 57th St, and W. 58th

When necessary for the convenient use of the vessel about of ship class
of the very dry ship only Board of Street Obsolete any improvement
and these ships may be assigned to all other ship interest the other ship
the convenient maintenance of the Bishop of any science, and of
employment of the Department of Dock, to other and other, and
of Street Obsolete any improvement any have extensive work, and
these for the improvement of the vessel about of the city and other
have appropriated a sum of five or more of the vessel and other
and, and the Department of Dock of the City of New York

Boards
of
Street
Obsolete
any
improvement

NEW YORK CITY CONSOLIDATION ACT OF 1898

Chapter 882 of the laws of 1898

SECTION 1

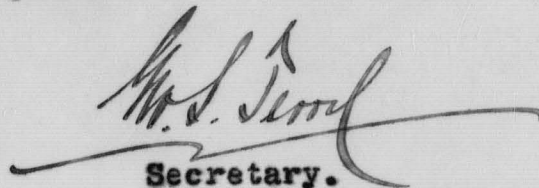
SECTION 1

D.S.O.&.IMP-2

St, between 11th Avenue and the Marginal Street, Wharf or Place of the "New Plan", and 12th Avenue from W.47th St to W.51st St and 12th Avenue, from W.55th St to W.59th St.

At a meeting of the Board of Docks held this day I was directed to forward the same to your Honorable Board and to make application on behalf of this Department that your Board will alter and establish the grades of said streets and avenues as shown on the accompanying maps..

Respectfully yours


Secretary.

*ENCLOSURE.

ENCLOSURE

100

Respectfully

the unders.

Applied the Bridges of said streets
action on behalf of the Department

New York, Sept. 16th, 1896.

Received from Mayor's Office maps for the
change of grades of Marginal street, wharf or
place, East 90th street, West 48th street, &c.

Dock Department.

Wm. J. Day

CITY OF NEW YORK.
OFFICE OF THE MAYOR.

CITY OF NEW YORK, FINANCE DEPARTMENT

COMPTROLLER'S OFFICE, OCTOBER 28, 1896.

TO THE COMMISSIONERS OF THE SINKING FUND:

Gentlemen:

I submit herewith recommendations concerning the terms and condition of sale of the following ferries, the leases of which have expired:

1. The FERRY FROM LIBERTY STREET TO COMMUNIPAW.

The present lessees of this ferry are the Central Railroad Company of New Jersey.

The rental under the last lease, which expired on May 1st, 1896, was \$7,500 per annum for the franchise, and \$500 per annum for the wharf property.

Five per centum of the gross receipts on the New York side from 1891 to 1895 has been estimated as fully \$8,000 per annum, and for the next five years I recommend \$9,000 per annum as a fair rental value, and as the upset or minimum price to be fixed for the franchise.

The Dock Department reports that this ferry occupies about 44,000 square feet of land under water belonging to the City for which no revenue is received by the Dock Department. For these 44,000 square feet, at 25 cents per foot (the ordinary charge) the value would be \$11,000 per annum, and I would therefore recommend that this amount be fixed as the upset price for the wharf property, and land under water occupied by this ferry.

2. THE FERRY FROM FORTY-SECOND TO WEEHAWKEN, N.J.

The present lessees are the N. Y. Central and Hudson River R. R. Company.

The rental under the last lease which expired May 1st, 1896, was \$10,000 per annum for the franchise, wharf property and land under water.

Five per centum of the average gross receipts of this ferry during five years would be \$5,886.88 per annum.

The land under water occupied by the ferry structures is in area 22,359 square feet, which at 25 cents per square foot, (the ordinary charge) amounts to \$5,589.75.

I recommend in this case as the upset price to be fixed for rental for franchise, wharf property and land under water, the sum of \$11,000 per annum, being an advance of \$1,000 in excess of the rental paid under the last lease and up to the present time.

3. THE FERRY FROM EAST TWENTY-THIRD STREET TO GREENPOINT, BROOKLYN.

The present lessees are the Tenth Street and Twenty-third Street Ferry Company.

The rental under the last lease which expired June 1st, 1896, was five per centum of the gross receipts, but not to be less than \$10,000 per annum, for the franchise and \$10,000 per annum for the wharf property.

I recommend as the upset price for the franchise, five per centum of the gross receipts, but not to be less than \$12,000 per annum, and for the wharf property, the sum of \$10,000 per annum the latter being the same as in the last lease.

4. THE FERRY FROM A POINT BETWEEN OR NEAR THE FOOT OF HARRISON STREET AND THE FOOT OF JAY STREET, NORTH RIVER, TO WEEHAWKEN, NEW JERSEY.

The present lessees are the N. Y. Central & Hudson River Railroad Company.

The rental under the last lease was \$2,500 per annum for the franchise.

No rent for the wharf property was fixed in the last lease but I present for your consideration the fact that the land under water occupied by the ferry structures is in area 17,658 sq. feet which at 25 cents per square foot (the ordinary charge) would be \$4,414.50.

As to the land under water occupied by the ferry structures, the Counsel for the N.Y. Central and Hudson River R. R. Co., claims that no additional rental should be charged, and desired to be heard by the Sinking Fund Commissioners.

I therefore recommend that for the franchise the sum of \$2,500 per annum be fixed as the upset price, and I suggest that day be fixed for a hearing to be given to the Counsel to the Railroad Company by this Board, upon the question of the rental for the land under water occupied by the ferry structures.

5. THE FERRY FROM THE FOOT OF CHAMBERS STREET, NORTH RIVER, TO PAVONIA AVENUE, JERSEY CITY.

The present lessees are the New York, Lake Erie & Western Railroad Company.

The rental under the last lease, which expired May 1st, 1894, and under which this Company has been holding over was five per cent of gross receipts on the New York side for the franchise; the wharf property and the land under water used for ferry purposes, being at present leased to said Company by the Department of Docks under a lease expiring August 1st 1901, and providing for a renewal of ten years.

I recommend that the rental for franchise be five per centum of the gross receipts on the New York side, not to be less, however, than \$8,500 per annum.

6. THE FERRY FROM SOUTH STREET, NEW YORK, BETWEEN PIERS 2 AND 3, EAST RIVER, TO A POINT BETWEEN 28th AND 39th STREETS, GOWANUS BAY, BROOKLYN.

The present lessees are the New York and South Brooklyn Ferry and Steam Transportation Company.

The rental under the last lease which expired May 1st, 1894, and under which said company has been holding over was 5% of the gross receipts for the franchise, no rental being paid for the wharf property.

The land under water occupied by this Company at said piers in area 18,375 square feet, which at 25 cents per square foot (the ordinary charge) would be \$4,593.75.

I therefore recommend that five per centum of the gross receipts, not to be less than \$7,000 per annum, be fixed as the upset price for the franchise, and the sum of \$4,593.75 as the upset price for the rental of the land under water occupied by this Co., at said piers. At the same time I present for your consideration the fact that Mr. J. W. Ambrose representing said New York and South Ferry and Steam Transportation Company claims that such rental for the land under water should not be charged, and requests an opportunity to be heard thereon before this Board.

7. THE FERRY FROM THE FOOT OF PINE STREET, PIER 17, EAST RIVER, TO LONG ISLAND CITY.

The present lessees are the Long Island Railroad Co.

There has been collected from this Company 5% on the gross receipts during the summer months of June, July and August, and the month of September for the privilege of landing at said pier, which is private property.

The average collections from 1889 to 1895, inclusive, have been \$415.37 during this summer season.

I therefore recommend that for the next five years five per centum of the gross receipts, not to be less than \$500 per annum, be fixed as the minimum or upset price for this franchise.

Respectfully,

Ashbel P. Fitch,

Comptroller.



CITY
OF NEW YORK,
DEPARTMENT OF DOCKS,
COMMISSIONERS
EDWARD C. O'BRIEN, Pres.
EDWIN EINSTEIN, Treas. * JOHN MONKS.

GEO. S. TERRY, Secretary.

PIER "A" N.R.
BATTERY PLACE.

New York Nov. 19, 1896.

My dear Mr. Mayor:

I have sent a communication to the Comptroller,
a copy of which I enclose.

I have particular reasons for requesting that this matter be laid
over for one week.

Yours very truly,

Edw O'Brien



CITY
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GEO. S. TERRY, Secretary.

PIER "A" N.R.
BATTERY PLACE.

New York

Nov. 19, 1896.

Hon. Ashbel P. Fitch,

Comptroller of the City of New York.

Sir:

I have been informed that a telephone message was received from your Department this morning, that a meeting of the Sinking Fund Commissioners will be held to-day, at which the question of wharf property as associated with ferry franchises would receive consideration, and requesting that a representative of this Department be present.

I have collected some data in connection with this matter, and would request that the consideration of the question be laid over for one week, at which time I will be prepared to furnish you and the other members of said commission, with information bearing on this subject.

Yours respectfully,

(signed)

E. C. O'Brien,

President.



CITY
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DEPARTMENT OF DOCKS,
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Yours respectfully,

(signed)

E. C. O'Brien,

President.

RECEIVED NEW YORK

DEPT. OF JUSTICE

APRIL 10 1934

157

RECEIVED NEW YORK

APRIL 10 1934

DEPT. OF JUSTICE

APRIL 10 1934

DEPT. OF JUSTICE

Form No. 1.

THE WESTERN UNION TELEGRAPH COMPANY.

INCORPORATED

21,000 OFFICES IN AMERICA.

CABLE SERVICE TO ALL THE WORLD.

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison and the Company will not hold itself liable for errors or delays in transmission or delivery of Unrepeated Messages, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.

THOS. T. ECKERT, President and General Manager.

NUMBER	SENT BY	REC'D BY	CHECK
72W	tm ag	9 paid	1016a

RECEIVED at the WESTERN UNION BUILDING, 195 Broadway, N. Y. Dec 7 1896

Dated

To

Washington D C 7

Mayor W L Strong

City Hall New York

Unavoidably detained here regret absence
from conference this afternoon

E C O'Brien

Form No. 1.

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THOS. T. ECKERT, President and General Manager.

NUMBER	SENT BY	REC'D BY	CHECK
a 72W	tm ag	9 paid	1016a 1019

RECEIVED at the WESTERN UNION BUILDING, 195 Broadway, N. Y. Dec 7 1896

Dated

To

Washington D C
Major W S Strong
City Hall New York
Unavoidably detained here regret absence
from conference this afternoon
E O'Brien



CITY
OF NEW YORK,
DEPARTMENT OF DOCKS.
COMMISSIONERS
EDWARD C. O'BRIEN, PRES.
EDWIN EINSTEIN, Treas. * JOHN MONKS.
PIER "A" N.R.
BATTERY PLACE.
New York

GEO. S. TERRY, Secretary.

Dec 15, 1896.

Honorable William L. Strong,
Mayor, and Chairman of the Board of
Street Opening and Improvement.

Sir:

Under date of November 17th, 1896, the Counsel to the Corporation submitted a form of resolution to be adopted by this Board of their intention to close the streets and avenues between W. 11th and Gansevoort streets, westerly of West street, and suggesting that this Board and the Board of Street Opening and Improvement confer in reference to the preparation of the requisite maps, plans and technical description of the avenues and streets to be closed, and that a notice be published in the City Record of a public hearing to be held in reference thereto.

A similar communication to this, we are informed by Mr. Dunn, Assistant to the Counsel to the Corporation in charge, was sent to the Board of Street Opening and Improvement.

The maps were prepared by this Department and the technical description agreed upon by the Engineer of the Department of Public Works representing the Board of Street Opening and Improvement, and the Chief Engineer of this Department, and advertisements inserted calling

Hon.W.L.S-2.

for a public hearing on this question on Thursday, December 17th 1896.

In his communication above referred to, the Counsel to the Corporation advised this Board that concurrent action was necessary on the part of the Board of Street Opening and Improvement, that is, it would be necessary for them to pass similar resolutions, to advertise for ten days, notice of hearing, and after hearing, to adopt the necessary resolutions to close the streets and avenues referred to.

We are informed by Mr.Livingston, Secretary of the Board of Street Opening and Improvement, that no action has been taken by that Board in reference to this matter, and he states further, that no action will be taken until a communication has been sent by this Department to the Board of Street Opening and Improvement requesting that the streets and avenues referred to be closed and giving reasons therefor.

The Assistant to the Counsel to the Corporation, Mr.Dunn, states that such action is not necessary, that a request sent to the Board of Street Opening and Improvement from the Counsel to the Corporation is ample and sufficient and all that is necessary to be done in the premises.

You are of course aware of the urgent necessity for prosecuting this work of improvement, not only on account of the demand for additional wharfage facilities, but for the reason that enormous sums of interest are now accruing on the amount of damages which will be due to the owners of the property and buildings between W.11th and Gansevoort streets taken possession of by this Department, and practically

Hon.W.L.S.-3

A communication similar to this has been sent to the Counsel to the Corporation and I am directed to respectfully request that you will do everything in your power to bring about a speedy adjustment of the differences which seem to exist in relation to this matter, and urge upon the Board of Street Opening and Improvement, the necessity of immediate action in the matter of closing the streets and avenues within the territory specified.

Yours respectfully,



Secretary.

Statement showing the transactions of the Department of Docks
for the week ending December 2nd, 1896.

REVENUE.

Dock and Slip rent,	\$33,227.30
Wharfage,	2,176.90
Miscellaneous receipts,	<u>2,072.24</u>

Total Receipts. -----\$37,476.44

DISBURSEMENTS.

Labor and pay rolls,	\$5,655.57
Bills and claims audited,	<u>2,952.45</u>

Total Disbursements. -----\$8,608.12

There were 371 mechanics and laborers employed during the week,
in the work of Construction and General Repairs.

A hearing was held on the 3rd instant, of representatives of the
West Side Association and the Riverside Park Association, respecting the
commercial use of the water front adjoining Riverside Park, the further
consideration of which was postponed until Spring.

Notices were advertised of a hearing to be held on December 17th,
1896, in the Matter of the Closing of 13th Avenue, between West 11th
and Gansevoort Streets, and the Streets between West Street and Ganse-
voort Street, Westerly of West Street, which was necessary to be done
before proceeding with the improvement in that vicinity.

The right to fill in about 3600 loads of earth near the foot of
Perry Street, was sold for the sum of \$570.00.

The work of the construction of bulkhead wall between Perry and
West 11th Streets, was in progress and the inner end of Pier Old 54,
North River, re-built by the force of the Department.

The small sewer at the foot of East 91st Street was extended.

Work on the bulkhead wall at East 99th Street Section and the
construction of a bulkhead wall at the foot of East 116th Street in a
coffer-dam was in progress.

The necessary lines, levels, grades, surveys, soundings and exam-
inations have been made and given by the surveying party.

Work by private parties has been directed and supervised.

Surveys are in progress and soundings taken at various places in
the newly Annexed District, and a house boat has been provided for the
surveying and sounding parties to lodge and board.

Repairs were made to Piers at East 38th and East 86th Streets, and
to pavement foot of 132nd Street, and between 131st and 132nd Streets,
North River.

Repairs were in progress at Pier foot of West 13th Street, and at
7th Street, Westchester Creek.

Work was in progress under contract as follows:

Removal of Piers at Bethune and Horatio Streets.

Laying pavement at West 23rd, 24th, and 25th Streets, N.R.,

Construction of a bulkhead at Sherman's Creek.

Repairs were ordered to pavement at foot of Hoboken and Canal Streets, North River, and 138th and 140th Streets, Harlem River; also to Piers at West 132nd Street and East 29th Street.

Improvements have been ordered for the Castle garden Wharf for the protection of Fire Department boat.

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70



CITY
OF NEW YORK,
DEPARTMENT OF DOCKS,
COMMISSIONERS
EDWARD C. O'BRIEN, PRES.
EDWIN EINSTEIN, Treas. * JOHN MONKS.

GEO. S. TERRY, Secretary.

PIER "A" N.R.
BATTERY PLACE.

New York Dec 9, 1896.

Hon. William L. Strong,

Mayor, of the City of New York .

Sir:

I have the honor to transmit herewith, in accordance with your request, a statement showing the transactions of the Department of Docks for the week ending December 2d, 1896.

Respectfully yours

President.

ENCLOSURE.



CITY
OF NEW YORK,
DEPARTMENT OF DOCKS.

COMMISSIONERS

EDWARD C. O'BRIEN, Pres.

EDWIN EINSTEIN, Treas. * JOHN MONKS.

GEO. S. TERRY, Secretary.

PIER "A" N.R.
BATTERY PLACE.

New York

January 9, 1897.

Hon. William L. Strong,

Mayor of the City of New York.

S i r :

I have the honor to enclose herewith a brief statement of the operations of the Department of Docks for the year ending December 31, 1896, which I think contains all the information you desire.

Yours respectfully,

Edward C. O'Brien

President.

Brief resume of the operations of the Department of Docks for the calendar year 1896.

The total revenue of the Department for the calendar year 1896 amounted to \$2,067,127.14, while the total disbursements for the year amounted to \$1,479,397.07, of which latter sum \$661,103.92 was paid for wharf property acquired by the Department. Notwithstanding the large sum paid for wharf property, the revenue shows an increase over the disbursements of \$587,730.07. The amount of Annual Expense, consisting of salaries and office maintenance, not including salaries of construction force, shows a decrease as compared with 1895, of \$6,151.66.

The work of construction in the Department during the year 1896 has been limited on account of the necessity of acquiring private property before proceeding with the improvement of the water front.

About 720 feet of the bulkhead or river wall has been completed and an equal length of cribwork has been built. The work of repairs and maintenance has been large, amounting to \$221,636.56, on account of the rebuilding of a large pier (No.43) on the North River, etc., and of the necessity of dredging to a greater depth than has heretofore been necessary, on account of the increased size and draft of the ocean-going steamers.

The Department has been placed in possession of nearly all the property between West 11th and Gansevoort Streets which is required for the improvement of that section of the water front in order to adapt it

to the use of modern ocean-going steamships, and the streets have been legally closed, the removal of the buildings has been begun and good progress made. Some of the contracts for dredging have been let, others are advertised, and the work is being pushed with the utmost vigor. The construction of over a third of a mile of bulkhead or river wall has been commenced and over a mile of new wharfage room will be furnished by the execution of this improvement.

It should be noted that this work is the largest undertaken in the history of the Department.

Advantage has been taken of the slackness in the work of construction to push forward the work of surveys on the water front on that portion of Westchester County recently annexed to the City, and seventeen miles of the water front has been surveyed and the maps and the records placed on file for future use, including four thousand soundings and three thousand elevations of level.

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CITY
OF NEW YORK,
DEPARTMENT OF DOCKS.
COMMISSIONERS
EDWARD C. O'BRIEN, Pres.
EDWIN EINSTEIN, Treas. * JOHN MONKS.

GEO. S. TERRY, Secretary.

PIER "A" N.R.
BATTERY PLACE.

New York

February 2, 1897.

Hon. William L. Strong,

Mayor of the City of New York.

S i r :

In compliance with your request, the annexed memorandum is
submitted for your information.

Respectfully,

Edward C. O'Brien

President.

DEPARTMENT OF DOCKS.

In order to convey a clear idea of what has been accomplished by the Department of Docks, and of the present state of public interests entrusted to its care, it appears necessary to state clearly the condition of affairs at the time the present Board of Docks was inducted into office.

The Department of Docks was organized by the Act of April 18th, 1870. Among other things this Act required that the Board of Docks should determine upon plans for the improvement of the whole or any part of the water front of the City, which plans were to be submitted to the Commissioners of the Sinking Fund for their approval.

+ An investigation by the present Board of Docks, which assumed control about May 1st, 1895, disclosed the fact that there were then on file, applications for dock facilities from every class of shipping. Some of these applications had been before the Department for many years. Complaints were made to the Board that although applicants were willing to pay high rentals, they were unable to secure suitable accommodations. A further investigation showed that all the water front owned by the City, where there was any justification for improvement, had been improved or was in full use, with the exception of a few parcels upon which it was thought unwise to expend money at the present time.

At the annual sale of leases of improved water front property in April 1895, one hundred and twenty-two parcels were offered, of which only forty-five, or about thirty-seven per cent, were sold. Of the seventy-seven remaining parcels, for which no bids were received, fifty-one, or sixty-six per cent, were located north of Thirty-fourth Street. This clearly indicates that the water front property which had been improved above Thirty-fourth Street was in excess of the demands in that section of the City. This may be more clearly understood by considering the cost and rental value of the two sections between 101st and 104th and between 107th and 110th Streets, Harlem River, embracing 1704 1/2 linear feet, or nearly one-third of a mile of bulkhead or river wall, which, including the pier at the foot of East 110th Street, was improved at a cost to the Department of \$462,054.90. This amount does not include the value of the land.

The revenue derived from the use of this property during the year 1896 amounted to only \$4,795.61, or about one per cent of the amount expended by the City for the improvement, while the money with which this improvement was made, was obtained from the proceeds of the sale of Dock Bonds bearing three and three and one-half per cent interest

Proceedings to Acquire Property.

At the time of the appointment of the present Board, the Counsel to the Corporation had been requested to acquire by condemnation twenty-eight parcels of property, and proceedings were commenced in thirteen of these cases. Agreements had been entered into between the owners and this Department for the acquisition of four other parcels, which agreements were under consideration by the Commissioners of the Sinking Fund. Of these thirty-two cases, only four were between West 11th and West 23rd Streets, where the greatest necessity for the acquisition and improvement of property existed.

It was estimated that the amount of money required for the acquisition of these parcels of property, including the cost of improving same, would have exceeded twenty millions of dollars, while the expenditures of the Department for such purposes were limited by statute to three million dollars per annum; and as the result of an examination as to the properties most needed for commercial purposes, fourteen condemnation proceedings were discontinued and the agreements to purchase allowed to lapse.

A further investigation showed that the more urgent and important applications for wharfage accommodations were confined almost entirely to the territory between the Battery and West 23rd Street. As all the property owned by the City within this section was fully occupied, it was decided that relief could only be afforded by acquiring the rights of private owners between West 11th and West 23rd Streets, consisting of a tract of land which had been filled in years ago, and upon which had been constructed buildings for dwelling, manufacturing and commercial purposes.

The Board therefore decided to concentrate its first efforts upon the improvement of the water front between West 11th and Gansevoort Streets. Condemnation proceedings had been commenced by the Counsel to the Corporation for the acquisition of the two blocks between West 11th and Bethune Streets, constituting about one-third of this territory, but the proceedings were long and tedious and it was evident that by the usual process, the desired property between Bethune and Gansevoort Streets could not be acquired for several years. Proceedings of a more speedy nature were demanded.

~~Remedial Legislation Necessary to the Acquisition of the Property Between Bethune and Gansevoort Streets.~~

As the present Board was not organized until May 1st, 1895, it was impossible to obtain any remedial legislation during the session of that year, and the work was proceeded with as rapidly as possible under the existing statutes. During the session of 1896, however, an Act was passed providing that title to the property between Bethune and Gansevoort Streets should vest in the City four months from the date the Commissioners of Estimate and Assessment filed their oaths of office, and under this statute the last parcel of property in that section was vested in the City on November 9th, 1896.

Since that time, the work has been pushed rapidly; the buildings have been nearly all removed, and a contract for dredging awarded. The construction of the bulkhead or river wall between Charles and West 11th Streets is well under way, and the Department is prepared with plans, specifications, and the necessary plant, to proceed with the execution of the entire improvement upon the removal of the remaining buildings, and to push the work to completion as rapidly as possible.

It is to be regretted that the improvement now in progress, so much needed for commercial purposes, was not undertaken when first proposed in 1880, both on account of the additional wharfage facilities which would have been afforded commerce, and for financial reasons, this property having greatly increased in value since that time.

Estimated Cost of the Property to be Acquired.

The Commissioners of Estimate and Assessment appointed by the Supreme Court in one of the condemnation proceedings, have awarded for the northerly half of the block between Bank and Bethune Streets, the sum of \$581,000. This is the only case in which an award has been made within the territory in question; and taking this as a basis, it is estimated that the value of the entire property to be acquired will approximate the sum of five and a half million dollars.

Recognizing the fact that the cost of these improvements would be far in excess of the amount of Dock Bonds authorized to be issued in any one year, namely, three million dollars, and in order that the execution of the improvement might be proceeded with without unnecessary delay, another law was enacted in 1896, at the instance of this Board, empowering the Commissioners of the Sinking Fund to authorize the issuance of six million dollars of additional Dock Bonds, not more than two millions of which were to be issued in any one year, making five millions of dollars available in each year, for the purposes of the Department for the next three years.

It has been clearly proven by experience that the plans determined upon by the Board of Docks in the year 1894, and which were approved by the Commissioners of the Sinking Fund, would be entirely inadequate to meet the present demands of commerce, as such plans provided for piers eighty feet wide with slips two hundred and twenty five feet in width, whereas, the great trans-Atlantic steamship lines require piers one hundred and twenty five feet wide, with slips two hundred and fifty feet in width on either side. The Board has, therefore, determined upon new plans providing for the construction of three new piers, each one hundred and twenty five feet in width, with slips two hundred and fifty feet wide, one pier one hundred feet in width with a two hundred and fifty foot slip, and one pier seventy feet wide with a slip two hundred and fifty feet in width. This improvement creates over a mile of new wharfage room in the most congested section of the water front, and constitutes the largest improvement undertaken by the Department of Docks since its organization.

Negotiations are now in progress and nearly consummated for the leasing of all this property on a basis which will be profitable to the City and not burdensome to the occupants, and will be the means of bringing to the City one, and perhaps three steamship lines now accommodated at other places.

Other Improvements.

During the calendar year of 1896, over seven hundred feet of the bulkhead or river wall has been completed; an equal length of cribwork has been built, and seven hundred and sixty-seven feet of additional cribwork is in course of construction. The work of repairs and maintenance has been large, amounting to \$221,636.56. This is chiefly due to the rebuilding of a large pier (No. 43) on the North River, and of the necessity of dredging to a greater depth than has heretofore been necessary on account of the increased size and draft of the ocean-going steamers.

East River.

On the East River, below Grand Street, the Department has not been able since its organization, to make any substantial improvement in the water front. This is partly due to the fact that the ownership of the water front of the City is scattered and of small areas; but improvements could have been made heretofore, if the Department had possessed a "shifting pier" -- that is, a pier to which established lines of vessels could be sent while the old piers which they were using were being rebuilt, and the bulkhead or river wall constructed.

The Department has acquired the half interest of private owners in Pier old 35, East River, of which the City owned the other half, and the work of constructing a pier in place thereof is now under way. This, when completed, will be used as a "shifting pier", being suitable in every way for that purpose, and a shed will be erected upon it for the protection of merchandise in transit.

Recreation Buildings on Piers.

In accordance with the wishes of the Honorable Board of Aldermen, the Board of Docks, under the provisions of chapter 298 of the Laws of 1892, has decided to construct a recreation building on the pier at the foot of East 3rd Street; contracts for the foundation of this structure have already been awarded, and a plan for a handsome recreation building, constructed chiefly of steel, has been approved by the Board of Docks. The proposed building will be about three hundred feet long and fifty-two feet wide, and it is believed, will afford ample facilities for the recreation of the inhabitants of the densely populated district in the neighborhood of East 3rd Street.

Steamboat Pier at Manhattanville.

It is the custom of the New York Central and Hudson River Railroad Company to stop nearly all its trains at Mott Haven for the accommodation of its Harlem patrons, and the present Board having ascertained from the steamboat lines plying on the North River, that they would, if proper accommodations were given them, stop their boats at Manhattanville for the accommodation of the Harlem passengers, has decided to provide proper accommodations at the foot of West 129th Street, where a suitable landing place will be provided for freight and passengers. The plan for this improvement has already been determined upon, and the work will be commenced as soon as the existing lease of the premises expires, on the first of May next.

Half Mile of Additional Canal Boat Accommodation.

By resolution of November 14, 1895, the present Board of Docks appropriated to the sole use of the canal boats on and after March 15, 1896, the half of the piers at the foot of West 52nd and West 54th Streets, the bulkhead between said piers, and the slip comprised within this area, and has recently leased the pier at the foot of West 54th Street for such use. Seven hundred and fifty feet of the new bulkhead at Sherman's Creek has been set apart for this purpose, which will afford this class of commerce one half mile of additional wharfage room.

Annexed District Improvements.

Seventeen miles of the water front of that portion of Westchester County, annexed in 1895, have been surveyed, and correct maps made, the work including four thousand soundings and three thousand elevations of levels. The examination of the public wharves turned over to the control of this Department within this territory revealed a disgraceful state of affairs, the wharf structures rotting away and in a condition dangerous to life and limb, and the water adjacent shoaled to such an extent as to practically prohibit their use by vessels. The piers at the foot of Main Street, West Chester, foot of 7th Street, Unionport, foot of Third Avenue, East Chester Creek, and at City Island, have been put in thorough repair, and dredging of the adjacent slips is now under way.

Increase in Revenue \$145,315.93.

Statement showing the revenue for the calendar years 1894 and 1896.

	1894	1896	Increase over 1894.
Revenue.			
Dock and Slip Rent	1,789,266.32	1,931,042.38	141,776.06
Wharfage collected	<u>113,828.98</u>	<u>117,368.85</u>	<u>3,539.87</u>
Total	1,903,095.30	2,048,411.23	145,315.93

The above comparison of revenue is made between the last calendar year (1894) of the former Board, and the last calendar year (1896) of the present Board. It shows an increase in the amount of dock and slip rent and wharfage for the year 1896, over 1894, of \$145,315.93. In order to make a fair comparison, \$19,991.90 should be added, as this latter sum was included in the dock and slip rent for 1894, but does not appear in 1896, for the reason that the premises from which this revenue was received in 1894, were subsequently leased by the Comptroller for ferry purposes and the rental therefrom was collected and accounted for by the Finance Department.

An Increase of \$40,818.58.

There was derived, during the year 1896, from twenty-seven parcels of wharf property occupied under lease or permit, a rental of

\$ 59,439.09

All of this property was open for the collection of wharfage in 1894, and the revenue therefrom amounted to only

18,620.51

MAKING A CLEAR GAIN IN REVENUE TO THE CITY FROM
THE SAME PROPERTY OF

\$ 40,818.58

As the right to collect wharfage only was leased in nearly all the cases mentioned, and as the wharfage rates are fixed by law, it will be seen that this increase in receipts has been obtained without imposing any additional burdens upon commerce.

The City Placed in Possession of Property Yielding an Annual Revenue of
\$53,863.40.

This sum has been secured to the City by requiring the payment of rental for various parcels of wharf property claimed by private parties and occupied without lease or permit and for which no compensation had previously been received; by dealing directly with the occupants of wharf property whenever practicable, thus securing to the City the profits of the middleman; and by obtaining a fair rate of compensation for privileges enjoyed not covered by leases or permits, the Board has not only secured a proper rental for the use of this property, but has placed the City in possession of same without any expense or litigation in establishing its ownership.

Remainder of the Increase Shown, \$50,633.95.

This increase was due to the opening up of new property; the advantageous leasing of land under water where bulkhead rights are vested in private parties; the normal increase in the value of the property, on the renewals of leases, and the improved method of collecting wharfage.

Collection of Wharfage.

The new system of collecting and accounting for wharfage, which went into effect January 1st, 1896, has given very satisfactory results, and has materially increased the revenue from that source.

The Commissioners of Accounts in their report dated December 20th, 1894, to Hon. Thomas F. Gilroy, then Mayor of the City, after pointing out the serious defects in the manner of collecting wharfage then in vogue, made the following general recommendation:

"We insist that the Dock Department establish such rules and regulations as will enable them to keep a proper check upon the returns of the Dock Masters so as to avoid a repetition of deficiencies, as we have herein pointed out. The failure to discover them is evidence of carelessness just as the fact of their existence shows lashes on behalf of the Dock Masters."

The present Board needed no such recommendation. It recognized the ineffective system that prevailed in the Dock Masters' and collection departments, and remedied it. Improved business methods have been applied to the collection of, and accounting for, wharfage. The change consists principally in the use of triplicate tickets, the date, amount of wharfage, designation of rig, etc., being punched in triplicate, simultaneously, in the presence of the person receiving the same; one ticket being delivered to the master of the vessel or to the person paying the wharfage, another sent to the Treasurer of this Department, and the third retained by the Dock Master. Cash payments are required except in cases where responsible parties apply for credit, when collections are made at the end of each month. About two hundred such accounts have been opened by the Treasurer, and we believe that the system is thoroughly effective and satisfactory.

During the fifteen years ending December 31st, 1895, the uncollected wharfage account amounted to \$44,581.17, being a loss of \$2,972.08 per annum. Under the system adopted by the present Board, there are no uncollectible accounts, and, consequently, no losses.

Decrease in Disbursements.

Statement of Disbursements for the calendar years 1894 and 1896.

	1894	1896	Increase as compared with 1894	Decrease as compared with 1894
Disbursements.				
Acquired property	500,921.48	661,103.92	160,182.44	
Annual expense	73,572.69	71,654.85		1,917.84
Construction	1,283,533.63	525,001.74		758,531.89
General Repairs	<u>121,654.30</u>	<u>221,636.56</u>	<u>99,982.26</u>	
Total	1,979,682.10	1,479,397.07		500,285.03

Large Decrease of Revenue over Expenditures.

A comparison of the revenue and disbursements during the years 1894 and 1896, shows that in 1894 the disbursements exceeded the revenue by \$76,586.80, while in 1896 the revenue was \$569,014.16 in excess of the disbursements.

The decrease of \$500,285.03, shown in the disbursements is due to the fact that there was less construction work done in 1896 than in 1894. This is explained by the fact that there was, for reasons hereinbefore stated, very little property available for improvement in locations where there was need for additional wharf accommodations.

The amount paid for acquired property in 1894 was twenty-five per cent of the disbursements for that year, while in 1896, forty-five per cent of the total disbursements for the year was for property acquired by the Department.

Work done by the present and by the preceeding Board of Docks.

The following statements indicate the amount of work done by the present and by the preceeding Board of Docks:

Number of meetings held during the year 1894	51
" " " " " " 1896	104

Increase, over one hundred per cent.

Number of subjects considered at Board meetings during the year 1894	2211
Number of subjects considered at Board meetings during the year 1896	3300
Increase, about fifty per cent.	

The increase in the business, as shown above, was accomplished without any additional expense. On the contrary, the account shows a reduction of \$1,917.84.

Work of the Department.

General Remarks.

The Improvements of the Water Front.

The members of the Board of Docks have not only given their personal efforts to the devising of plans for the improvement of the water front, and to the multifarious questions of ways and means necessary for putting such plans into execution, but have the aid of a competent Engineer-in-Chief and staff in that important work. The Board has also secured the assistance of a competent Board of consulting engineers, to whom are submitted for criticism, the more important problems which arise in the great work of transforming a system of wharfage adapted to the necessities of commerce fifty years ago, to the requirements of the new conditions, the new instrumentalities, and the new methods which characterize the commerce of the present day.

The work now under way for the improvement of the water front of the City is the largest in its history, and will be of the greatest benefit to its commerce.

Graving Docks.

Early in the present administration of the City government, the Mayor and the Dock Board advocated the construction by the City of a graving dock of sufficient capacity to accommodate the largest ocean steamer engaged in our foreign commerce. It is evident to all

the world that graving docks, in which the largest ocean going vessels could be docked for the purpose of being scraped, painted and repaired, constitute one of the essential conditions of true maritime commerce of this age, and it seems to me to go without saying, that the chief commercial entreport of the Western continent should be amply provided with such facilities. To leave such facilities to be supplied by other ports is a manifest step in the direction of a diversion of commerce from our own city. The reason why the construction of a large graving dock has not already been undertaken is that the money available for the improvement of the water front by the Department of Docks has been required for the more exigent needs of wharfage facilities.

Wharfage charges.

The idea that the commercial interests of the City of New York are injured by wharfage charges, and that the proper policy to be pursued is to furnish free wharfage for vessels, is a fallacy. The difficulty is not the rate charged, but the lack of wharfage facilities at suitable points, in consequence of which shipping is forced to seek accommodations elsewhere, or at inconvenient localities in this City, involving delay and large expenditures for transfers.

Demand, to a very great extent, regulates the value of wharfage, and the practical way of reducing charges is by increasing facilities.

If, under existing circumstances, public piers were leased to applicants at nominal figures, or berths furnished without compensation, charges of discrimination and favoritism would be made where the applications for facilities exceeded the accommodations, and the policy of the Board in leasing existing wharves at market values, and increasing, as rapidly as possible, the amount of wharfage room, is the only solution of the question.

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President O'Brien: This is a case where the Engineer in Chief recommended Palmer, and Palmer did not pass the examination.

Secretary: Boone did.

Commissioner Monks: I move that the recommendation of the Engineer in Chief be adopted.

President O'Brien: The recommendation of the Engineer in Chief is adopted, and Mr. Boone's salary is fixed at twelve hundred dollars per annum.

7 From the Civil Service Boards, certifying list of persons eligible for position of topographical draughtsmen in this Department.

Secretary: We have written to these men to report here to Mr. Greene.

Engineer in Chief: I did not ask for any topographical draughtsmen.

Assistant Secretary: We sent them a copy of the letter of the Engineer in Chief stating what was wanted.

Secretary: And they have sent us a list of topographical draughtsmen.

Engineer in Chief: I will see them and see if they can do the work.

Secretary: This is simply to be filed.

President O'Brien: Filed.

8 From the Treasurer, report for the week ending February 10th, 1897, amounting to \$106,706.22.

President O'Brien: Filed.

9 From Commissioner Monks, reporting on the communication of ~~XXXXXXXXXXXX~~ C. H. Mallory & Company, in reference to the rental of Piers 20 and 21, East River, and bulkhead between.

(Secretary reads report of Commissioner Monks recommending that the matter be referred to the Corporation Counsel for an opinion as to how the rental can be reduced)

Treasurer Einstein: What is that? A ten year lease?

Secretary: Five years. If you will pardon me, I would like to offer one suggestion. I should suggest that it is quite proper in a letter to be written by the Secretary, that we should ask whether they had not waived their rights by accepting this lease and paying the rental. I think that both sides ought to be placed before the Corporation Counsel.

Treasurer Einstein: Certainly. I have no doubt that they have waived their rights. In equity they may be entitled to the reduction; I am not disposed to pass upon that part of it. I do not think that under the circumstances, they are entitled to anything.

President O'Brien: I do not agree that it is a clerical error. If my memory serves me correctly, at the

Extract from Verbatim Reports of Feb'y 11th 1897.

It is said that Monks and Tan does all the Company work.

time we had this matter under consideration, I conferred with the Engineer in Chief to know at what price we were renting similar properties in that section of the City, and independent of the ten per cent advance, I think Mr. Greene thought that that rental would be fair, independent of any ten per cent advance. It is a very serious proposition to modify the lease by reducing the rental, especially where the premises were leased at public auction.

Treasurer Einstein: The trouble is that it was put up at public auction. If we made a mistake the other way and it was in their favor, there would not be a question about it. I do not see the legality or equity in our changing this lease; it is a misfortune that things were not watched by them properly; I cannot charge my memory that we made a mistake.

President O'Brien: Do you remember that, Mr. Greene?

Engineer in Chief: I do not recollect it, but I am of the opinion that it was put at ten per cent advance.

President O'Brien: It was stated that ten per cent only would be too low; I feel quite sure that in this case there was an exception.

Commissioner Monks: I recollect we asked Mr. Greene what advance we were going to put on, and he said ten per cent.

Engineer in Chief: Yes sir.

Commissioner Monks: I think that in this case, the suggestion offered by the Secretary is a good one.

Treasurer Einstein: There is one point. I generally agree with you, Mr. Monks, but I do not agree with you on this matter. It seems to me that we would stultify ourselves; we put this up at auction last May; the price was called out; I cannot charge my memory with an error; it may have been ten per cent; it is very cheap anyhow.

Commissioner Monks: The rent is not cheap.

Engineer in Chief: It is lower than they pay to the private owners.

Commissioner Monks: The private owners put the money in for an investment; they look for a large interest.

President O'Brien: It seems to me that the first matter to be determined is whether the Board of Dockers erred, whether a mistake was made. I am not willing to concede that there was. In the second place, is it an exorbitant rent? I do not think it is exorbitant. That is my way of looking at it. This idea of Mr. Greene that they ought to pay the City as much as to private owners, I think is proper; it would not look well if we took less.

Commissioner Monks: If I think at any time that I make a mistake, I am always ready to try and rectify it in an honorable way. I think that as they have made the protest, we ought to answer them.

Treasurer Einstein: We always agree on everything, but I am afraid I must vote against you to-day, Mr. Monks.

Commissioner Monks: All right.

Treasurer Einstein: Suppose John Smith rented me a place at two thousand dollars a year, supposed to rent at eighteen hundred dollars, and I went to him and asked for a reduction; Mr. Smith would laugh at me.

Secretary: Suppose we had made the rental five hundred dollars under?

Treasurer Einstein: I move that the matter be laid over.

President O'Brien: Mr. Monks does not press it.

Commissioner Monks: I would like to have the matter disposed of so that we can answer the protest.

Secretary: If your recommendation was tabled, the Secretary would so write them.

President O'Brien: We would not table it; we would have to deny it.

Treasurer Einstein: We could leave it in abeyance.

President O'Brien: Mr. Monks has made a report. If you want to lay it over, all right.

Commissioner Monks: There is my recommendation, gentlemen.

Treasurer Einstein: I do not see how we can do such a thing, Mr. Monks. I think we would make ourselves ridiculous.

Commissioner Monks: Then I hope you will not do it.

Treasurer Einstein: As a matter of conscientious duty I will have to vote against you on this.

Commissioner Monks: All right, sir.

President O'Brien: The question is on the recommendation of Commissioner Monks. Mr. Einstein moves that the application be denied.

Commissioner Monks: All right, gentlemen.

President O'Brien: The report of Commissioner Monks is received and placed on file, and the application of C. H. Mallory and Company ~~is~~ is denied.

Commissioner Monks: I vote against it.

President O'Brien: Commissioner Monks voting in the negative.

10 From the Dock Superintendent, report for the week ending February 6th, 1897.

Secretary: To be filed.

President O'Brien: Filed.

11 From the Dock Superintendent, enclosing communication from Solomon Schiff, reporting dumping by P. Altieri at Gerard Avenue and 140th Street, Harlem River.

Secretary: To be filed.

President O'Brien: Filed.

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CITY
OF NEW YORK,
DEPARTMENT OF DOCKS.
COMMISSIONERS
EDWARD C. O'BRIEN, PRES.
EDWIN EINHORN, Treas. * JOHN MONKS.

GEO. S. TERRY, Secretary.

PIER "A" N.R.
BATTERY PLACE.

New York

April 9, 1897.

Hon. William L. Strong,

Mayor & Chairman of the Commissioners of the Sinking Fund.

S i r:-

In August, 1894, the Department of Docks turned over to the Commissioners of the Sinking Fund, certain plots of newly made land between East 94th and East 95th Streets, and on the northerly side of East 96th Street, immediately westerly of the marginal street, wharf or place of the Department of Docks, as the premises were not needed for wharfage or water front purposes. It does not appear from any records that this property had been sold or leased by the City. Some parties have, however, surrounded the plot of newly made land between East 94th and East 95th Streets, with a rough stone wall, and a fence has also been placed around the plot of newly made land north of East 96th Street, apparently with a view of taking possession of the same and setting up some claim of title thereto.

At a meeting of the Board of Docks held April 8th, 1897, I was directed to inform you of the facts in the case in order that steps might be taken to protect the City's interests.

Yours respectfully,

G. S. Terry
Secretary.

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have, however, surrounded the list of newly made land between East 34th and East 35th Streets, immediately westerly of the marginal street, wharf or place of the Department of Docks, as the premises were not needed for East 35th Street. Between East 34th and East 35th Streets, and on the northerly side of Commissioners of the Sinking Fund, certain plots of newly made land in August, 1894, the Department of Docks turned over to the Mayor & Chairman of the Commissioners of the Sinking Fund.

Hon. William L. Strope,

Department of Docks,

Edwin Einstein, Treasurer.

PIER 4 N.R. BATTERY PLACE.

New York May 12, 1897.

Hon. William L. Strong,

Mayor of the City of New York.

My Dear Mr. Mayor:

I have attended to the matter for your old acquaintance, the newsdealer, Mr. William Coram, and at our request, Mr. Maxwell, President of the New Jersey Central Railroad, has agreed to allow him to go back and sell papers at the foot of Rector Street.

Yours truly,

Edwin Einstein

97 Department of Parks

Edwin Condit, Treasurer

1441
1897

Hon. William L. Strong,

Mayor of the City of New York.



CITY
OF NEW YORK,
DEPARTMENT OF DOCKS.
COMMISSIONERS
EDWARD C. O'BRIEN, PRES.
EDWIN EINSTEIN, Treas. * JOHN MONKS.
PIER "A" N.R.
BATTERY PLACE.
New York

GEO. S. TERRY, Secretary.

May 21, 1897.

Hon. William L. Strong,
Mayor of the City of New York.

S i r :

Referring to the resolution passed at a meeting of the Board of Docks held on the 20th instant, which has been duly transmitted to you, relative to the amendment of the plan for the improvement of the water front on the North River between the northerly side of Pier new 46 (near the foot of Charles Street), and the northerly side of West 23rd Street, I am directed by the President to respectfully urge a consideration of the same by the Commissioners of the Sinking Fund at the earliest practicable time. The Board has agreed to lease the piers between West 11th and Gansevoort Streets when completed, to the White Star, Cunard and Wilson steamship companies at an annual rental of upwards of \$370,000. a year, and each and every day's delay means a loss to the City in revenue of over \$1000.

Respectfully yours,

G. S. Terry
Secretary.



CITY
OF NEW YORK,
DEPARTMENT OF DOCKS.
COMMISSIONERS
EDWARD C. O'BRIEN, Pres.
EDWIN EINSTEIN, Treas. ✕ JOHN MONKS.
PIER "A" N.R.
BATTERY PLACE.
New York

GEO. S. TERRY, Secretary.

May 21st, 1897

Hon. William L. Strong,

Mayor & Chairman of the Commissioners
of the Sinking Fund.

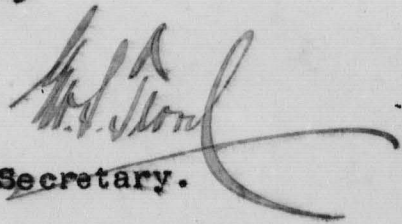
Sir:

At a meeting of the Board of Docks held on the 20th instant,
the following resolution was adopted:

"Resolved that pursuant to the provisions of section 712 of chapter 410 of the laws of 1882 as amended by chapter 397 of the laws of 1893, the map or plan made this day by the Board of Docks of the City of New York for the alteration and amendment of the plan for improving the water-front and harbor of the City of New York, as determined by the Board of the Department of Docks, April 13th, 1871 and adopted by the Commissioners of the Sinking Fund April 27th, 1871, on the North River between the northerly side of the pier new 46, near the foot of Charles street and the northerly side of West 23rd street, be and is hereby directed to be transmitted to the Commissioners of the Sinking Fund for their approval."

The plan referred to in the above resolution has been forwarded to Edgar S. Levy, Secretary of the Sinking Fund Commission.

Yours respectfully


Secretary.

Shelby Trust Board

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DEPARTMENT OF DOCKS,

PIER A, FOOT OF BATTERY PLACE, NORTH RIVER,

G. S. GREENE, JR.,
ENGINEER-IN-CHIEF.

OFFICE OF THE ENGINEER-IN-CHIEF.

New York 22d May 1897

MEMORANDUM IN RELATION TO "NEW PLAN" BETWEEN PIER NEW 46, NEAR THE FOOT OF CHARLES STREET, AND WEST 23d STREET.

In 1871, the Department of Docks determined upon a plan, which was adopted by the Commissioners of the Sinking Fund, for the improvement of the water front between the Battery and 61st Street, North River. On that part of this plan, from West 11th Street to West 23rd Street, a distance of about 5700 feet, or over a mile, there was a bulkhead only and no piers, except three or four small, short piers between 19th and 22nd Streets, the longest of them being 357 feet in length.

In 1878, the Engineer in Chief, appreciating the lack of wharfage facilities along the North River front, and the reluctance on the part of users of the water front to move above 23rd Street, where 500 feet long piers could be built, proposed to alter and amend this plan of 1871, and in the Annual Report of the Engineer in Chief for 1880, this plan or proposition was fully set forth and an estimate given of its cost at that time. The features of this plan were-

First.- To continue West street widened to 250 feet upon its line between West 11th and Gansevoort streets, produced, to the intersection of said line with 13th Avenue at 22nd and 23d Streets.

Second.- To remove all buildings, piers, earth and mud westerly of this new 250 foot street to a proper depth, and to build a bulkhead or river wall, or other proper retaining structure on the westerly side of this new street, and to build 21 new piers upon this strip in front of this bulkhead or river wall.

This proposition of the Engineer in Chief was approved by the then Board of Docks at that time, and by other succeeding Boards, from time to time. It involved changing the plan of 1871, and various efforts were made from time to time to obtain the necessary ~~legislation~~ legislation, but they were all unsuccessful until 1893, when, under chapter 397 of the Laws of 1893, authority was given to the Board of Docks, with the approval of the Commissioners of the Sinking Fund, to alter and amend the plan

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PIER A, FOOT OF BATTERY PLACE, NORTH RIVER,

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of 1871, for the improvement of the water front between the Battery and 61st Street, on the North River. Meanwhile the Commissioners of the Sinking Fund had built the new West Washington Market between Gansevoort Street and Bloomfield street, upon the filled in land in that locality, and a plan was made by the Engineer in Chief for carrying out this plan of 1880, with the exception of that part of the water front occupied by the New West Washington Market. This plan was approved by the Board of Docks on the 1st June 1893, and submitted to the Commissioners of the Sinking Fund at meeting of 18th July 1893, but after much discussion and delay, the Commissioners of the Sinking Fund ~~could~~ failed to approve it, on the 29th September 1893, and it was withdrawn by the Department of Docks. Afterwards, a portion of this plan was adopted, extending from Pier new 46, near the foot of Charles Street, to Gansevoort Street.

When, however, the intending lessees came to make the agreements to lease, and discussed the width of the Piers and slips, they stated that the arrangement of the piers and slips was not such as was suited to the details of their business, and they desired a new arrangement whereby the piers and slips should be made wider and in slightly different locations. The requests of the intending lessees were agreed to and a new arrangement of the piers and slips made, which is such as is described in the agreement to lease passed by the Board on the 8th April 1897. All these agreements to lease, however, were made with the provision that the Commissioners of the Sinking Fund should approve the change of width and location in the piers as desired by the lessees, and not otherwise, so that, if the Commissioners of the Sinking Fund did not approve of this change of width and location, the agreements all fall to the ground, and the Steamship Companies will not be able to obtain the accommodations that they desire and which they consider indispensable to the proper prosecution of their business.

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The Harbor Line Board in their report to the Chief of Engineers in 1890, having refused to allow any further extension to the westward of the pierhead line on this section of the water front, and there being a demand by intending lessees for longer piers than could be made if the Marginal Street, including West Street, was made 250 feet wide, it was necessary to make the Marginal Street only 150 feet wide in order to have piers of the proper length to accommodate the vessels whose owners were loudly demanding wharfage room. Consequently, the plan was so made and approved by the Board of Docks on the 8th March 1894, and submitted to the Commissioners of the Sinking Fund and approved by them on the 30th March 1894.

Recently, however, the Board of Docks made application to the Secretary of War, for a modification of the pierhead line of 1890, from the Battery to West 30th Street, on the North River, and after its reference to the Harbor Line Board and their report to the Secretary of War, through the Chief of Engineers, the Secretary of War modified the ~~pierhead~~ pierhead line of 1890, by extending it between Pier new No. 1 North River and West 23rd Street further to the westward. This extension is of such a nature, that it is now possible to make a marginal street, wharf or place, from Pier new No. 46, near the foot of Charles Street to Gansevoort Street 180 feet wide, which with the 70 feet width of West Street, makes the total marginal street 250 feet wide, and is simply an extension of the widened West Street, north of Charles Street of the same width as it is now south of it, and at the same time allow piers to be built ^{from} 700 feet to 754 feet in length, which is long enough for intending lessees. Consequently a plan was made by the Engineer in Chief, and approved by the Board of Docks on 20th May 1897, embracing the 250 feet marginal Street, from Pier new No. 46, near the foot of Charles Street to Gansevoort Street, with five new large piers upwards of 700 feet long; and also in accordance with the proposition of 1880, the plan embraced a

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marginal street, wharf or place 250 feet wide from Bloomfield Street, which is on the northerly side of the New West Washington Market, to West 23rd Street, and included 7 large piers, each 800 feet long and 100 feet wide, 4 ferry slips, for the accommodation of existing ferries, with 2 piers (one on each side of the ferry slips) each 60 feet wide and 800 feet long, and a small pier, 50 feet wide and 800 feet long on the northerly side of Bloomfield Street. The large piers are intended for the use of the Ocean Steamships, and it is very probable, in view of the constant increase in size of ships, that before the necessary property can be acquired and the improvement made, that ships requiring that length of pier, will be demanding accommodation from the Department.

The piers on each side of the ferry will afford accommodation to North River and other steamboats running to the adjacent parts of the harbor; and the small pier adjoining the new West Washington Market will give much needed accommodation for market boats as well.

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ENGINEER-IN-CHIEF
J. S. GREENE, JR.

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CITY
OF NEW YORK,
DEPARTMENT OF DOCKS,
COMMISSIONERS
EDWARD C. O'BRIEN, Pres.
EDWIN EINSTEIN, Treas. JOHN MONKS.
PIER "A" N. R.
BATTERY PLACE
New York
May 27, 1897.
GEO. S. TERRY, Secretary.

Hon. William L. Strong,

Mayor, City of New York.

Sir:

At a meeting of the Board of Docks held this day, the following preamble and resolution, offered by President O'Brien, were unanimously adopted:

"Whereas, Chapter 428 of the laws of 1897, entitled, "An Act to provide for examinations to ascertain and determine the merit and fitness of persons seeking to enter the Civil Service of the State of the State of New York and Cities thereof, the ratings upon such examination, and the persons by whom the same shall be conducted," and

Whereas, section 2 of the Act referred to provides that, "the fitness of the applicants certified to be eligible for appointment or promotion for merit, shall be determined by examination to be conducted by the person or persons holding the power of appointment or promotion, or by some person or Board designated by the person holding such power of appointment or promotion,"

Resolved, that in pursuance to this authority, we, the Commissioners of the Board of Docks, do hereby designate Messrs. Everett P. Wheeler, Charles W. Watson, J. Van Vechten Olcott, W. Bayard Cutting, and John J. Schieffelin, the present New York City Civil Service Commission, and their successors on such Commission, to be the persons or Board to conduct all examinations for the determination of the fitness of applicants for promotion or appointment in the Department of Docks of the City of New York, within the classified service."

Yours respectfully

G. S. Terry
Secretary.

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