

(Copy)

May 28, 1897.

Hon. C. H. T. Collis,

Commissioner, Department of Public Works.

Sir:-

I beg to acknowledge receipt of your communication of the 27th instant, in re Pier at the foot of East 24th Street, and in reply am directed to say that in view of the fact that in my letter of May 21st, it was stated that it was not "the intention of this Department to permanently deprive you of this particular location, except for such length of time as may be necessary to erect the two story steel structure which will be placed on the deck of said Pier", and that "when this new pier is completed, you will have all your material protected from the elements" that you should ask "authoritative assurance in writing that immediately after the completion of the superstructure, your Department should have exclusive possession and use of the entire space under same".

The Board of Docks has every desire, as evidenced by the above, in every proper way, to further the workings of your Department, but it is doubtful whether this Department can legally set aside wharf property for your sole and exclusive use, except as provided for under Chapter 345 of the Laws of 1889, wherein it is provided that the Department of Public Works shall maintain free floating baths to be located at places designated by the Commissioner of Public Works.

Under Chapter 397 of the Laws of 1893, amending Section 728 of the Consolidation Act, the Department of Docks is required to furnish

the Department of Street Cleaning with proper places for piers for dumping boards, and the Health Department with piers for their use.

Under chapter 46 of the Laws of 1891, the Department of Docks may give the Fire Department certain facilities on the water front.

There is no law in regard to furnishing wharfage facilities to other City Departments.

Recently, under an opinion of the Counsel to the Corporation, certain permits have been granted to the Department of Charities for buildings upon the East 26th Street pier, for which application was made by the Health Department. Every effort has been made to accommodate your Department by permitting the use of any one of the piers at 28th, 29th, 30th, 31st, 32nd or 33rd Streets, at the pleasure of the Board, and the assistance of the men, derricks and plant of this Department to aid you in the removal of the water pipes, etc.

The Engineer in Chief of this Department informs me that no effort is being made towards removing the aforesaid materials from this pier, except such small quantities of pipe as are being needed for laying in place, and that there is no prospect at present of the pipes and materials being removed in time to give the contractor for preparing the foundations, an opportunity to begin his work as soon as the contract is awarded on the 8th of June, 1897.

This Recreation Pier is about to be constructed for the free use of the people of New York in response to an urgent public demand, and I am directed to request that the necessary orders be given by you to at once begin the removal of the pipes, and to advise us whether the assistance of this Department will be needed in removing the same.

Yours respectfully,

(signed)

Geo. S. Terry,  
Secretary.



105

... removed in time to give the contractor for repair-  
laying in place; and that there is no prospect of the pipes  
being except such small quantities of pipe as are being needed for  
effort is being made towards removing the oversized materials from this  
The Engineer in Chief of this Department informs me that no  
is in the removal of the water pipes, etc.  
and assistance of the men, dockicks and plant of this Department  
28th, 30th, 32nd or 33rd Streets, at the pleasure of the Board,  
your Department by permitting the use of any one of the piers at 28th,  
by the Health Department. Every effort has been made to accommodate  
building upon the East 28th Street pier, for which application was made



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*

June 1st, 1897.

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

S i r :-

I beg to transmit herewith copy of the last communication sent by this Department to the Commissioner of the Department of Public Works, under date of the 28th ultimo. Three others, somewhat similar in character, were sent May 14th, 24th and 26th.

I transmit also copy of report made this day by the Engineer in Chief, showing that nothing is being done.

I respectfully request that you urge the Commissioner of the Department of Public Works to at once give orders to remove the pipes, castings, etc., in order to prevent any delay in this much needed improvement.

Yours respectfully,

*Edw. C. O'Brien*

President.

\*ENCLOSURE. (2)



(Copy)

New York June 1st, 1897.

Subject- Removal of pipes &c., from Pier foot of East 24th street.

To the Board of Docks

Gentlemen:

I beg leave to refer to my report of the 28th May 1897, in regard to the Pier at the foot of East 24th street, East River, where a Recreation Building is to be erected by the Department of Docks, being encumbered by large pipes, castings, stop-cocks &c., and my recommendation that the same should be removed from said pier immediately in order that as soon as the contract for preparing the foundations for the Recreation Building is awarded, which will be on the 8th of June 1897, that we may give the contractor an opportunity to begin his work at once.

I regret to report that up to this date, notwithstanding the urgent need of removing these pipes, castings &c., that none of them have been removed, except a few 12 inch pipes which have been taken away for laying in the ground. I, therefore, beg leave again to urge that the removal of these pipes and castings be begun at once and continued as rapidly as possible, until they are all removed, and if this is not done, to call the attention of the Board to the fact that the construction of the Recreation will be greatly delayed, and possibly to such an extent that it cannot be used this season.

Very respectfully

Yours obedient servant,

(Signed) G.S. Greene Jr.,

Engineer in Chief.

97





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.

June 3rd, 1897.

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

Sir:

I transmit herewith, copy of a report of the Engineer in Chief of this Department, under to-day's date, by which you will see that nothing has been done toward the removal of the material of the Department of Public Works on the pier foot of E. 24th street, thus delaying the erection of the Recreation Building on said pier.

Yours respectfully

*E. C. O'Brien*

President.

x

(Copy)

New York June 3rd, 1897.

Hon. E. C. O'Brien,

President:- Department of Docks.

Sir:

I beg leave to again report that nothing has been done up to this date, in the way of removing pipes, castings, stop-cocks, etc., belonging to the Department of Public Works, from the surface of the Pier at the foot of East 24th street, East River, where the Recreation Pier is to be built, and to again urge, that these pipes, castings, stop-cocks etc., be removed as quickly as possible, in order that the Department of Docks can give its contractor possession of the pier, and an opportunity to go to work in putting in the foundations for the Recreation building on the 8th June, 1897, upon which date the contract is to be awarded.

Very respectfully

Your obedient servant,

(Signed) G.S. Greene Jr.,

Engineer in Chief.



on the 8th June, 1937  
to go to work in Dept  
Docks can give the con  
etc., he removed me to  
is to be built, and to  
at the foot of East St  
belonging to the Depart  
the date, in the way  
I beg leave

Sir:

105



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

June 5, 1897.

Hon. William L. Strong,

Mayor, City of New York.

Sir:

At a special meeting of the Board of Docks held this day, estimates were received for building a Recreation Structure on the pier at the foot of East 24th street, and the contract was awarded to R.H. Hood.

I regret to inform you, that no material has been removed, by the Commissioner of Public Works, from this pier, other than is required for the ordinary use of that Department and I again respectfully request that you urge the Commissioner of Public Works, to at once give orders for the removal of the pipes, castings etc., in order that the contractor may be enabled to proceed with his work.

Yours respectfully

E. C. O'Brien

President.

THE UNIVERSITY OF CHICAGO

4

4

[illegible]

...

RECEIVED JULY 10 1967

卷之六



MEMORANDUM FOR ENGINEER-IN-CHIEF IN RELATION TO THE MAPS OF AMENDED PLAN EXTENDING FROM PIER NEW 47 TO THE NORTHERLY SIDE OF WEST 23d STREET.

The lower section of this plan comprises 5 piers. These piers extend from the bulkhead line to the pierhead line as modified by the Secretary of War on the 18th May 1897. This particular portion of the modified pierhead line, which these piers intersect and to which they extend, runs between two points, one at Canal Street and one at Gansevoort Street. The point at Canal Street was correctly fixed by co-ordinates on the Westerly extension of the southerly side of Pier new 34. The point at Gansevoort Street was correctly fixed by co-ordinates on a line extending perpendicularly and westerly from the southeasterly corner of Gansevoort Street for a distance of 950 feet therefrom. These co-ordinates are respectively-

43196,022 S	1217,357 E.
38697,501 S.	713,328 W.
-----	-----
4498,521	1930,685.

The above differences in latitude and departure were to be used for determining the bearing of the pierhead line between these points. In making the calculations, the difference in departure, -namely-1930,685, was used as 1936,85 in logarithmic work of computing the bearing. The result was a bearing of South 25-16-34 E., whereas the correct bearing is South 23-13-41 E. In other words the calculations for the lengths of piers were made by intersecting the pier lines with the pierhead line that had a bearing more to the south than the correct pierhead line has, thereby producing results which gave shorter lengths for the piers than they should have had. These results comparatively, are as follows:-

Wrong Length	Correct Length.	Amount of error
Southerly side of W.		
11th St Pier.....758,38	759,71	1.33 ft. = 1 ft. 4 in.
Northerly side.....754,26	755,49	1.23 ft. = 1 ft. 2 3/4 in.
Southerly side of		
Bank St Pier.....745,97	746,99	1.02 ft. = 1 ft. 0 1/4 in.
Northerly side.....741,23	742,14	0.91 ft. = 10 7/8 in.
Southerly side of		
Bethune St Pier....731,75	732,46	0.71 ft. = 8 1/2 in.
Northerly side.....727,01	727,61	0.60 ft. = 7 1/4 in.
Southerly side of		
Jane St Pier.....717,54	717,93	0.39 ft. = 4 3/4 in.
Northerly side.....713,74	714,05	0.31 ft. = 3 3/4 in.
Southerly side of		
Gansevoort St Pier.704,27	704,36	0.09 ft. = 1 1/8 in.
Northerly side.....701,61	701,65	0.04 ft. = 0 1/2 in.

The maps were recalled by the Secretary of this Department in order that these corrections might be made.

These maps were obtained from Mr Levy of the Finance Department on Saturday May 29th 1897 at 10.25 A.M. by Mr Johnson, Draughtsman. They were brought down to this office and the corrections were made under my directions. The distances used being those enumerated above as correct. The distances arased being those enumerated above as wrong, and the maps were returned to Mr McLean of the Finance Department at 12 M on the same day, a receipt for the same having been obtained from Mr McLean by Mr Johnson, in accordance with my instructions to him. The maps were out of the possession of the Finance Department 1 hour and 35 minutes.

June 5/97

S. W. Hays Jr  
Asst Engineer.

Northrup 1910... 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591,

25, 407  
25, 107

92

100

Nonpareil  
Seed of this  
Nonpareil  
side of

[illegible]

0.0  
 0.0  
 0.0  
 0.0  
 0.0

40  
40  
40

Northey 2495... 15A, 01  
Haining & Hox... 15T, 10  
Corrigan 2496 01

100

0.0  
4.3  
4.4

22/9/58

is able to produce  
47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 8

2-1  
4-4  
10-1  
1-1  
1-1

0.01

$$\begin{array}{r} 0.5 \\ 2.5 \\ \hline 3.0 \end{array}$$

Northely ridge..... 40 ft.  
 Hill at base of..... 30 ft.  
 to this ridge of..... 30 ft.

4000

100

卷之五

THE UNIVERSITY OF CHICAGO

COLLEGE LIBRARY

100

4

THE UNIVERSITY OF CHICAGO

[illegible]

29



(Copy)

New York 5th June 1897.

Subject. Maps of New Plan from Pier new 46 to West 23rd street.

To the Board of Docks.

Gentlemen:-

In relation to the alterations on the map for the improvement from pier new 46 to West 23rd street, I beg leave to submit herewith the report of Mr. Hoag, Asst Engineer, giving in detail what was done and what the changes amounted to. They were so slight and of so trivial importance, in my opinion, that I did not make the matter the subject of a special report to the Board.

Very respectfully

Your obedient servant,

(Signed) G.S. Greene Jr.,

Engineer in Chief.





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.

June 7, 1897.

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

Sir:

I am directed by the President to transmit to you a report made by Mr. George S. Greene Jr., Engineer in Chief and Mr. L. W. Hoag Jr., Assistant Engineer of this Department relative to the changes made in the maps of the "New Plan" from pier new 46 to West 23rd street.

You will recall the fact that at the meeting of the Commissioners of the Sinking Fund on Friday last, the Comptroller stated that the maps had been taken away from his office and he had therefore had no chance to examine them.

On Saturday May 29th, 1897, Mr. Hoag reported to me that it was necessary to obtain the maps from the Comptroller to make a few changes, which are noted in his report. They were of so trivial a nature that I did not think it necessary to call the attention of the Commissioners to the fact, as they were taken at 10.25 A.M. and returned to the Finance Department at 12 M., the same day.

Yours respectfully

ENCLOSURE. (2)

*G. S. Terry*  
Secretary.

*Department of Docks,*

*Office of the President,*

PIER 4 N.R. BATTERY PLACE

*New York* June 19th 1897.

My Dear Mr. Mayor:

Enclosed I hand you a statement which I prepared at the suggestion of Mr. Hedges. It is a true account of the principal things accomplished by this Department during your administration. I also enclose clippings from newspapers referring to the improvement between Charles and West 23rd Streets.

Very sincerely yours,

*Eleo B. Bush*



## DEPARTMENT OF DOCKS/

It is the universal opinion of shipping merchants that the plan of improvement of the water front determined upon by the Board of Docks May 20th, 1897, and approved by the Commissioners of the Sinking Fund June 14th, 1897, will prove a boon to the commercial and industrial life of the City.

The plan provides for the construction of sixteen new piers ranging from 700 to 800 feet long, with slips from 225 to 250 feet in width, beginning at or near the foot of Charles Street and extending to West 23rd Street. The aggregate wharfage room covered by this plan is 4.82 miles, exclusive of 1960 feet used for ferry purposes.

This is in fact the only large scheme of water front improvement in the history of the City which has not been more or less fragmentary, and is in reality the first one wholly worthy of the character of the City. Agreements to lease the first five new piers in this plan, located between Charles and Gansevoort Streets, contemplate rentals which will yield an annual revenue of from five to five and one half per cent interest on the total expenditure. It is thought proper here to state that this improvement is almost the only work ever undertaken by the City which is not a burden to the taxpayer, but which produces a fair return to the City, in addition to the great commercial advantages produced by it.

This plan was adopted after the Board of Docks had diligently applied itself for two years to the task of devising some scheme of improvement which would in a comprehensive way provide suitable accommodations for the increasing demands of shipping on the North River, and no other location than the section between Charles and West 23rd Streets was found to be both suitable and available for the purpose.

In the treatment of this matter the Board of Docks has had in addition to the services of a competent Engineer in Chief and staff of the Department, the services of a Board of Consulting Engineers who were selected because of their eminent standing.

### Pier-Head Line Extension.

On March 2nd, 1897, the Secretary of War approved the application of this Department for an extension of the pier-head line between



West 23rd and 81st Streets, on the North River, and on May 19th, 1897, a further extension of the pier-head line on the North River, from West 23rd Street to Battery Place, was approved. By these extensions the City acquired land under water to the amount of about 4,200,000 square feet; the average rental value charged by the City for the use of land under water is twenty five cents per square foot per annum, which suggests a possible revenue from this source of over a million dollars per annum.

#### Recreation Piers.

The Board of Docks has authorized the construction of four recreation buildings to afford the inhabitants of the City of New York greater opportunity for healthful recreation.

#### Great Reduction in the Cost of Construction.

The cost of dredging and other contracts has been steadily decreasing under the management of the present Board of Docks, so that the actual awards of contracts for the year ending April 30th, 1896, averaged about fourteen per cent under the Engineer in Chief's estimates, and for the year ending April 30th, 1897, about seventeen per cent under the Engineer in Chief's estimates.

#### A Marked Reduction in the Annual Expense Account.

The salaries of Secretary, Clerks, Dock Masters, etc., for the fiscal year ending April 30th, 1895, the last year of the former administration, amounted to \$70,367.25, while for the year ending April 30th, 1896, they amounted to \$65,461.22, a reduction of \$4,906.03. A comparison with the last year of the former administration and the year ending April 30th, 1897, the last year of the present administration, shows a decrease in the same items of expenditure, of \$10,991.93, or over 15%.

#### A Marked Increase in Revenues.

The last two fiscal years of 1894 and 1895, of the administration of the previous Board, as compared with the fiscal years of 1896



and 1897, show an increase of \$308,797.66. A notable increase of ~~xxx~~ revenue from leases and permits, aggregating \$55,269.76 per annum has been secured to the City by the present Dock Board, for the use of land under water covered by various structures, and reclaimed land occupied by private parties and corporations, for which no compensation was formerly received.

#### 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 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 laches on behalf of the Dock Masters."

Improved business methods applied to the collection of, and accounting for, wharfage, by the present Board of Docks.

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 uncollectible wharfage account amounted to \$44,581.17, being a loss of \$2,972.08 per annum. Under the system applied by the present Board, there are no uncollectible accounts, consequently, no losses.

No losses in the collection of revenue.

The revenue from leased wharves and wharfage for the year ending April 30th, 1897, exclusive of ferry rentals, amounted to \$2,066,839.02, all of which has been paid into the City treasury, except the small sum of \$1,503.64, bills for which were sent to the Counsel to the Corporation for collection, being about 1/14 of one per cent of the total revenue.



by, there are no uncollectible ac-  
count of \$8,000 per annum. Under  
the uncollectible principle ac-

106



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

GEO. S. TERRY, Secretary.

June 24, 1897.

Hon. William L. Strong,

Mayor & Chairman of the Commissioners of the Sinking Fund.

Sir:

On March 23rd, 1897, this Board made a requisition on the Commissioners of the Sinking Fund for the issue of three million dollars of Dock Bonds, the amount to apply on the fiscal year ending April 30th, 1897.

At a meeting of your Honorable Commission, held on the following day, the matter was referred to the Comptroller, since which time, we believe no further action has been taken in relation to the requisition.

On June 21, the Commissioners appraising the value of the block between Bethune and W. 12th streets, submitted their report to the Supreme Court, awarding \$890,000., for the property, with interest from November 9th, 1896, the date on which the property became vested in the city. There being no opposition, it is probable that this report will shortly be confirmed.

I have been directed to respectfully urge that the Commissioners of the Sinking Fund promptly authorize the issue of the amount of Bonds above stated for the immediate needs of this Department.

Yours respectfully

*G. S. Terry*  
Secretary.

# Sinking Fund Board

Wm. William L. Sprague,

Mayor & Chairman of the Commissioners of the Sinking Fund.

97  
45  
On March 27<sup>th</sup>, 1897, the Board made a resolution on the Com-





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

June 29, 1897.

Hon. William L. Strong,

Mayor, City of New York.

Sir:

Referring to your communication of the 21st instant, in reference to the application of Conron Brothers for permission to lay a four inch iron pipe between West 130th and 132nd streets, North River, I have been directed to advise that at a special meeting of the Board of Docks held the 24th instant, the following resolution was adopted:

"Resolved that permission be and hereby is granted Conron Brothers to lay a four inch water pipe on property under the control of this Department between 130th and 132nd streets, North River, in accordance with plans submitted, provided that said pipe shall be used for water conveyance only, and that Conron Brothers shall stipulate with this Department to save the city harmless from any loss or damage occasioned by the exercise of the privilege hereby granted, during the progress or subsequent to the completion of the work of laying said pipe, all the work to be done at their cost and expense and under the direction and supervision of the Engineer in Chief of this Department, said permit to continue only during the pleasure of the Board."

Yours respectfully

*G. S. Terry*  
Secretary

30

1910 SEP 10AM

45



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 6th, 1897.

Hon. William L. Strong,

Mayor and Chairman of the Commissioners of the Sinking Fund.

Sir:

Referring to the communications from this Department to your Honorable Commission dated March 23rd, and June 24th, 1897, requesting the issue of three million dollars of dock bonds, I have been directed by the Board to respectfully call your attention to the fact that on June 30th, 1897, this Department had a balance to its credit of only \$32,614.75 and to respectfully urge that the Commissioners of the Sinking Fund promptly authorize the issue of the amount of bonds above stated for the immediate needs of this Department, as more specifically set forth in the communications herein referred to.

Yours respectfully

*G. S. Terry*  
Secretary.



*San Francisco and*

46

Mayor and Chairman of the Commissioners of the sinking fund.

San Francisco, California.

# 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, 20th July 1897 18

SUBJECT

YAWL-BOATS.

To the BOARD OF DOCKS

Gentlemen:-

On the 5th November 1896 the Board directed me to build 2 additional 14 foot Yawl-Boats for the use of the Department in accordance with my recommendation of the 4th November 1896, which recommendation was as follows:-

"New York 4th November 1896

SUBJECT

Two new additional Yawl-Boats needed.

To the BOARD OF DOCKS

Gentlemen:-

We have need for two new and additional 14 foot Yawl Boats. Mr Canning estimates that he can build them with the force of the Department for \$90.00 each. The Gas Engine & Power Company offer to build them for \$100.00 each. I beg leave, therefore, to recommend that they be built by the force of the Department.

Very Respectfully

Your Obedient Servant

(Signed) G.S. Greene Jr

Engineer-in-Chief".

The work was placed under charge of Mr Canning and has been in progress from time to time since the order was issued, and up to the 17th of July 1897, \$30.69 have been expended for material and \$288.67 for labor, making a total of \$319.36. One boat has been nearly completed, and some work has been done upon the second one, so that all the work done is about equivalent to one boat, which cost about \$300.00.

As the Department can buy these boats for not exceeding \$100.00, I recommend that the order be revoked for building two boats, the boat nearly completed to be finished and the other purchased under Treasurer's Order.

Very Respectfully

Your Obedient Servant

*M. J. Sherrill*  
Engineer-in-Chief.

(Copy)

New York August 11th 1896

A. McC. Parker Esq

1st Asst Engineer

Sir:-

In obedience to your orders to make an estimate cost of a Yawl boat similar to the Sounding party boat No 1, I beg leave to report that the force of this Department could build a boat for about \$90.00. (Signed) Joseph Canning-Foreman of Ship Carpenters.

(Copy)

New York July 16th 1897

G.S. Greene Jr Esq-Engineer-in-Chief-Sir:-In obedience to your orders to report the cause of the great difference of cost of the Yawl boats ordered under S.O. No 16745, for the Surveyors, and my estimate cost of same, I beg leave to report as follows:-The said estimate of cost of about \$90.00 each was made by Joseph Curtis, a practical boat builder. Curtis is sick and has not been to work since April 16th 1897, this is one of the reasons for the delay in finishing said boats. We had to make a binding frame and steam box, as we had no plant for building Yawl boats. We also had a great drawback in not having a band-saw to



(2)

on boats timbers, knees &c, and all the sawing had to be done by hand, which made a great difference in the cost. (Signed) Joseph Canning-  
Foreman of Ship-Carpenters.

Mr Canning's an appointee of  
Commissioner Wright and  
is thoroughly incompetent

Ellis

147



36 Secretary: The following resolution is offered by the President. "Resolved, that the Board of Consulting Engineers be and is hereby requested to examine the entire work of improvement now in progress between Charles and Gansevoort Streets, on the North River, and make a report to the Board of Docks at the earliest practicable time, as to any measures which in the judgment of the Consulting Board should be taken to facilitate the work of improvement and bring it to an early completion, it being understood that the number and organization of the forces employed on the work are to be included in the scope of the examination."

Treasurer Einstein: Will the Secretary please read that again.

(Secretary reads again the resolution offered by the President)

Treasurer Einstein: I cannot see any use in such a resolution. We have an engineer in Chief, and he has his assistants; and we have Mr. Monks, who has been in the dock building business all his life, with a reputation, I think, second to none. I think that resolution is going a little outside; one of the members of the Consulting Board of Engineers is a professor; I hardly think he is a practical man for such a thing; Mr. Morison is away a great deal. What is the object of the resolution, Mr. President?

President O'Brien: The resolution explains itself.

Treasurer Einstein: Certainly, but I do not think it is necessary; I will change my word from object to necessity. What is the necessity of it?

President O'Brien: The Secretary has read the resolution, and I think it is intelligent.

Treasurer Einstein: All right; then I call for a vote on the question.

Commissioner Monks: Mr. President, I think you will add some confusion by too much supervision of the work; the engineer has charge of the work now and has commenced it, and in my judgment is progressing as fast as man, machinery and material will allow him; I do not think it is wise to adopt a policy of that kind in the construction of the piers.

President O'Brien: I will ask the Secretary to again read the resolution, as I do not think the Commissioners appreciate it.

(Secretary again reads resolution)

President O'Brien: There is no suggestion, Mr. Monks, about any supervision. We simply ask them to examine.

Commissioner Monks: I do not see the necessity for it.

President O'Brien: I do not desire to discuss the matter any further; if it does not meet with the approval of the Board, all right.

Treasurer Einstein: I have a desire to say something about it. I think we have the utmost confidence in the ability, integrity and intelligence of the Engineer in Chief who has been here for twenty two years; if he is not capable of supervising such work, the sooner we know it, the better. I am not going outside to call in a lot of men to tell us something that we do not want to know. We have Mr. Monks here; we are fortunate in possessing him; I do not need to tell you of his reputation as a dock builder; no one in the United States is more competent to overlook the work, if it is necessary.

Commissioner Monks: I thank you for the compliment.

Treasurer Einstein: It is not a compliment; it is the truth.

Commissioner Monks: This work has progressed faster, a great deal faster than I expected; and Mr. Greene will acknowledge it; and I will ask him that question, is not the way the work has progressed somewhat surprising to you?

Engineer in Chief: I think it has made very good progress.

Commissioner Monks: There is nothing on record in this country like it. I went there several times, and I have found those dredging machines hard to work; when I was told it would take come out in three or four months, I had an idea from my experience, that it would take six months; when I went there yesterday, accidentally, I went to see how near the rear wall of the Cold Storage Building was to the dredging, I went down to the foot of Perry Street, and they had the first pile in the ways of the machine, opposite the south cluster; I stayed there to see the pile driven, which was the first pile of the first pier driven under this improvement. I feel sure, and in fact, I know that no contract has ever been commenced quicker.



8  
12 p  
bleatg

Treasurer Einstein: I am glad to hear you talk that way about it, Mr. Monks. I am going to offer a suggestion which may meet the view of the President; I will move that Commissioner Monks be requested to overlook the work as far as he can and report occasionally to the Board.

Commissioner Monks: Gentlemen, I will do that.

President O'Brien: That action was taken at the last meeting of the Board.

Treasurer Einstein: Oh no; you complained of the lagging of the work, and then I made the motion that Mr. Monks be requested to go there. I am simply offering this as a suggestion.

President O'Brien: The question is now on the resolution.

Secretary: We have no record of Commissioner Monks having been directed to overlook the work, Mr. Einstein.

Treasurer Einstein: Oh no; it was at a private meeting.

President O'Brien: I am willing to accept the amendment that Mr. Monks be included.

Treasurer Einstein: That is not it. I offered the resolution that Mr. John Monks, solely and alone, and not with the Board of Consulting Engineers, be requested to overlook it. Of course, you are at liberty to accept it or ~~reject it~~ decline it.

President O'Brien: I do not accept the amendment. The question in accordance with parliamentary law, is, I suppose, in the resolution as amended.

Treasurer Einstein: No; you do not accept it, and I will not press it.

Commissioner Monks: Then the question is on the resolution offered by the President?

President O'Brien: Yes.

Commissioner Monks: I vote no.

Treasurer Einstein: I vote no.

President O'Brien: The President in the affirmative. The resolution is lost, Commissioners Einstein and Monks voting in the negative, President O'Brien in the affirmative.



a.

Statement made by Secretary Terry at the request of General O'Brien regarding certain conversations held in his presence, with the Engineer in Chief.

-----

I have, on several occasions since last May, been in the office of the President when he was urging Mr. Greene, the Engineer in Chief of this Department, to use every possible effort to hurry up the work, as the City would lose a large amount of money if the work was not vigorously prosecuted, about \$1,000. per day.

On these various occasions, Mr. Greene was asked by the President whether the paving blocks between West 11th and Gansevoort Streets, should not be promptly sold and removed in order that when the dredging contracts were made there might be no possible hindrance to the prosecution of the work, but on each occasion Mr. Greene replied that the removal of the ~~mark~~ paving stones would not affect the question of the dredging contracts being promptly carried out, because it would be necessary to first remove the buildings before the paving stones could be taken away or the dredging proceeded with.

About the first of June I was present when Mr. Greene stated to the President that he wanted to have a contract approved by the Board for the paving of the newly made land on the marginal street, wharf or place between 51st and 52nd Streets, North River, and to this end stated that a portion of these paving blocks should be used for that purpose, and certain other portions should be stored in the Department Yard and the balance be sold and removed, at which interview the President objected to the plan of Mr. Greene, on the ground that no money could be derived from that method of handling them, compared with the loss of revenue by any delay to the work, and there was danger of delay in actively and vigorously prosecuting the work between West 11th and Gansevoort Streets, to which Mr. Greene stated that the President's reasons were not well founded:

Geo.S. Terry, Secretary.

July 30th, 1897.

of the President when he was visiting in

I have, on several occasions

Engineer in Chief.

187.  
English regarding certain conversati

Statement made by Secretary





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

July 31, 1897.

Hon. E. C. O'Brien,  
President, Department of Docks.

Sir:-

In reply to your communication of July 30th, 1897, containing the following request: "I would like to have you reply to the following question:

"Have you any knowledge of any recommendation made to the Board by Commissioner Monks, looking toward the facilitating, hastening or advancement of the execution of the improvement between Charles and Gansevoort Streets, North River".

I beg to advise that after a careful examination of the records of the Department, I find no communication from Commissioner Monks bearing upon the above subject.

Yours respectfully,

Secretary.

I have to advise that after a careful examination of the records  
concerning Greene's North River."

advancement of the execution of the improvement between Charles and

by Commissioners, looking toward the installation of

give you any knowledge of any recommendation made to the Board

having occasion:

the following request: "I would like to have you reply to the

108

To reply to your communication of July 20th, 1887, regarding

Sir:-

President, Department of Publics.

Hon. E. C. O'Brien,

*Mr. McKim*  
*Mr. McKim*



*Department of Docks,*

*Office of the Superintendent,*

*PIER 14 N.R. BATTERY PLACE.*

*New York*

July 31st, 1897.

189

Gen. E. C. O'Brien.

President of Dock Board.

Dear Sir:

Your favor of this instant is at hand, enclosing documents with reference to the application of Messrs. E. A. Cruikshank & Co. in the early part of September 1896, to shed Pier 14, E. R., for steam transportation, and asking me whether Mr. Monks was in favor of granting the application or not. Messrs. Cruikshank & Co. were given leave to withdraw their petition and no formal action was therefore taken upon it. In the informal discussions which preceded this result I recollect that Mr. Monks favored granting this privilege.

Yours respectfully,

*E. S. Atwood*

Dock Superintendent.

STANDARD BUILDING

at 100 N. Main Street, N. Y.

Phone 100 N. Y. 100

Building to cover the new

and new building, 100 N. Y.

Building to cover the new

Building to cover the new

Building to cover the new

42

Frank D. B.



*Department of Docks,  
Office of the President.*

*PIER "A" N.R. BATTERY PLACE.*

*New York* August 2, 1897.

My Dear Mayor Strong:

I have to suggest that you ask Mr. Augustin Walsh, 68 East 92nd Street, and 96 Water Street, to call and see you. Mr. Walsh will discuss the matter I mentioned to you last evening regarding repairs to private wharf property. I think it is important you should hear what he has to say. He sails for Europe on Wednesday next, so the time is short if you wish to act on this suggestion.

Sincerely yours,

*Edw. B. Morgan*

141



# 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, 2d August 1897 18

Hon. E. C. O'Brien

President, Department of Docks

Sir:-

In reply to your request of the 30th July 1897, as to when the following work will be completed, I have the honor to submit the following:-

"1. The bulkhead or river wall extending from a point 125 feet " south of the southerly side of the pier foot of West 11th Street to " a point 125 feet north of the northerly side of said pier".

I think this can be completed by 1st February 1898.

"2. The bulkhead or river wall extending from a point 125 feet " south of the southerly side of the pier foot of Bank Street to a " point 125 feet north of the northerly side of said pier".

I think this can be completed by 1st March 1898.

"3. The bulkhead or river wall extending from a point 125 feet " south of the southerly side of the pier foot of Bethune Street to a " point 125 feet north of the northerly side of said pier".

I think this can be completed by 15th April 1898.

"4. The bulkhead or river wall extending from a point 125 feet " south of the southerly side of the pier foot of Jane Street to a " point 125 feet north of the northerly side of said pier".

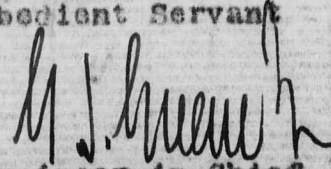
In regard to this and the succeeding (5) section, the time of their completion is largely dependent upon the time of removal of the Gansevoort Cold Storage Building and the building occupied by Lissberger.

If both these can be vacated by the 15th September 1897 and removed by the 15th October 1897, I think that section 4 can be completed by 1st February 1898 and Section 5 by the 1st January 1898

"5. The bulkhead or river wall extending from a point 125 feet " south of the southerly side of the pier foot of Gansevoort Street to " the northerly side of said pier".

I think, as above stated, that this section can be completed by 1st January 1898.

Very Respectfully  
Your Obedient Servant

  
Engineer-in-Chief.

142



Department of Docks,

Office of the President,

PIER "A" N.Y. BATTERY PLACE.

New York August 3, 1897.

Dear Mayor Strong:

I have just had a careful examination made as to the status of the East 24th Street Recreation Pier, and feel sure that, barring accidents, it will be ready for formal opening between the 25th of August and the 1st of September.

I have under consideration the suggestions contained in your letter from Richfield Springs, regarding the character of the opening of this pier, and will confer with you further in relation to the matter the first opportunity I have.

Sincerely yours,

Edw. B. Swan

148



# 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, August 3rd 1897

Hon. Edward C. O'Brien

President of Department of Docks.

Sir:

In accordance with your request of the 28th ult. I have the honor to submit the following:

The annual report of the Department shows that the following number of pieces of work done by owners or lessees of private property or lessees of city property by their contractors or employees and supervised by the officers of this Department were as follows:-

For the Dep't year ending 30th April, 1893	328	pieces of work
do do 1894	383	do
do do 1895	362	do
do do 1896	420	do
do do 1897	447	do

In some cases the names of the contractors who performed the work, supervised, is given, but not all, and the following table shows the number of pieces of work done by various

contractors in each one of the Department years given. where the reports give the name of the contractor or party doing the work.

CONTRACTORS	Department years.				
	1893	1894	1895	1896	1897

H. Du Bois Sons	11	4	3	-	-
Warren Roosevelt	13	8	3	2	3
Sheridan & Byrne	1	-	-	-	-
Sanford & Stillman	8	-	3	3	3
Fearon & Jenks	24	15	22	1	-
G. W. Rogers & Co.	1	7	3	5	11



CONTRACTORS	DEPARTMENT YEARS				
	1893.	1894.	1895.	1896.	1897.
Brown & Fleming	-	-	2	-	-
Ross & Sanford	2	-	-	-	1
Baxter Wrecking Co.	8	5	2	3	-
Joseph Moore	2	-	-	-	-
J. Gillies & J. Gillies & Son	1	4	-	-	-
R. P. & J. H. Staats	5	3	4	1	3
Morris & Cumings Dredg. Co.	1	-	-	-	-
John W. Flaherty	4	4	1	1	-
Greenlee, Wyatt & Co.	-	1	-	-	-
B. S. Cronin	2	5	5	4	-
R. Cronin	1	-	-	-	-
George Humphreys	2	-	-	1	1
Chapman Wrecking Co.	2	-	1	-	2
Manhattan Steel R. & C. Co.	1	-	-	-	-
P. Casey	1	-	1	-	-
John Monks & Son	6	7	2	11	18
J. McDermott	1	-	-	-	-
Walls & Van Riper	9	5	4	2	1
Moses Engle	3	1	1	2	-
John Kelly	1	1	-	-	-
Doyle & O'Brien	3	-	3	1	-
J. D. & T. E. Crimmins	1	-	-	-	-
Colin McLean	1	2	1	2	3
T. & A. Walsh	7	10	10	4	-
O'Connell & Coffey	1	-	1	-	-
J. Dwyer	-	1	-	-	-
Thomas Gerrity	-	1	-	-	-
P. Sanford Ross	-	2	1	2	2



## CONTRACTORS

1893 1894 1895 1896 1897

H M. Smith	-	1	-	-	-
J.D.Leary & Son	-	1	-	-	-
T.E.Crimmins	-	1	1	-	-
Coal Hoisting Machinery Co.	-	2	-	-	-
Adam Dipe	-	1	-	-	-
John Hogan	-	1	-	-	-
John D.Walsh	-	-	2	-	-
James Armstrong	-	1	-	-	-
Pinkerton & Casey	-	1	-	-	-
Cofrode & Silliman	-	1	-	-	-
Cornell, Hiscox & Underhill	-	-	1	-	-
Thomas Martin	-	-	1	-	-
Moses Engle & Morgan	-	-	2	-	-
Spearin & Preston	-	-	1	-	-
E.Richardson	-	-	1	-	-
Milliken, Williams, Wright & Son-	-	-	-	1	-
William H.Jenks & Co.	-	-	-	18	10
C.Hedden & Co.	-	-	-	1	-
W.C.Rogers	-	-	-	3	1
Hudson Lighterage Co.	-	-	-	-	1
Steers & Bensel	-	-	-	-	1
Cunningham & Keane	-	-	-	-	1
James Flanigan & Co.	-	-	-	-	1

In addition to the above list, dredging has been done by private parties under order or permit of the Board to the following extent.



For the fiscal year ending April 30, 1893 .....26 pieces.

do	do	1894.....	32	"
do	do	1895.....	22	"
do	do	1896.....	39	"
do	do	1897.....	29	"

Very Respectfully

Your Obedient Servant

*A. J. Quinn*  
Engineer-in-Chief.



For the present year.

47.

do  
do  
do  
do



**CITY  
OF NEW YORK,  
DEPARTMENT OF DOCKS.**

COMMISSIONERS  
EDWARD C. O'BRIEN, PRES.  
EDWIN EINHSTEIN, Treas. \* JOHN MONKS.

PIER "A" N.R.  
BATTERY PLACE.

*New York*

GEO. S. TERRY, Secretary.

August 4, 1897.

Dear Mayor Strong:

Referring to our conversation at your cottage at Monmouth Beach last Sunday evening regarding the differences which exist between the Commissioners of the Department of Docks, and particularly in regard to the relationship of Commissioner John Monks with the lessees of the City's property and with the owners of private property, I herewith enclose copies of communications made from the records of this Department. It was my intention to take them to you personally, but I felt that you would have little time to consider them at your office, on account of the pressure of so much business, and that you could better look into them at Monmouth Beach.

Several complaints have been made that the presence of Mr. John Monks in the Department of Docks, has caused injury to other contractors and I have taken the case of pier 14 E.R., because it is alleged by Augustin Walsh, a contractor that he had always done the work for E.A. Cruikshank & Company who represents the owners of this property, and that at the time the Department directed the repairs to be made to pier 14 E.R., he had under consideration a proposition of making the repairs for E.A. Cruikshank & Company for the sum of eighteen thousand (\$18,000.) dollars.



(2)

Mr. Walsh alleges that the owners or representatives of this property told him that they were desirous of having the pier straightened and that they thought this could be done, if the work was given to the firm of John Monks & Sons, which he says was done and for which the firm agreed to pay three thousand (\$3,000.) dollars more.

The records show that this permit was given by the Department of Docks and that John Monks & Sons are doing the work.

I enclose a map and other data which will show that there has been no encroachment whatever upon the city's property by the granting of the permit to straighten and lengthen the pier, consequently the city suffered no loss by the straightening of the pier.

The statement prepared by the Engineer in Chief's office, showing the number of pieces of work done by owners and lessees of private or city property by contractors and employees, and supervised by the officers of this Department, is unsatisfactory for the reason it states that 447 pieces of work was supervised, but the record shows only 62 cases where mention is made of the parties doing the work.

It has been brought to my attention that The Trow City Directory for 1897 gives "Monks, John, Contractor, 130 Water street, and Commissioner, Pier "A" N.R., House 139 West 121st street."

The Trow Copartnership and Corporation Directory of New York City giving the partners and special partners of each firm, issued March 1897, in reference to the firm of John Monks & Sons, states, "Monks, John & Son, (John and John Monks Jr.) 130 Water street.

(2)

I am informed that Commissioner Monks has recently stated, over his own signature to Major Newland, Chairman of one of the Committees of the City Vigilance League, that he has not been a member of the firm of John Monks & Sons for the past three years and is not directly or indirectly connected therewith.

These complaints were constantly being brought to my attention and when matters were before the Board hearing on these complaints, it has been my practice to make pertinent inquiries. These inquiries reached the ears of Mr. Monks and he was piqued by my action.

I also found it my duty to dissent from reports made by Commissioner Monks and oppose action upon them, but this was always done in the sense of duty.

The situation is such that I feel it my duty that these facts should be brought to your attention.

As far as Commissioner Einstein is concerned, you will pardon the observation, with all my experience, I have never yet found "such a mix up in a man."

After you have read these statements I would like to talk with you further in regard to the matter if you care to have me.

It was my intention to see you to-day, but so many things detained me in the Department that I was unable to do so, and I send you these hastily prepared statements for your immediate consideration.

Very sincerely yours

El O'Brien



31

9

Department of Docks,

Office of the Secretary,

PIER "A" N.R. BATTERY PLACE,

New York Aug 13<sup>th</sup> 1897

Hon W. L. Strong.

My Dear Mr Mayor.

When I recd your letter asking whether it was possible to give a position to John H. Ames I gave the matter immediate attention. It was impossible to place him as a "boatman", the list ahead of him being too large. I visited the Labor Bureau of the Civil Service Commission & succeeded in getting him transferred to the "Deck-hand" list & yesterday he was appointed at \$50 per month. He is very grateful to you.

Sincerely yours  
W. L. Strong



32



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

Aug. 13, 1897.

Hon. William L. Strong,

Mayor of the City of New York.

S i r:-

I am directed to acknowledge the receipt of a communication from your Secretary, enclosing a letter from Charles H. Drion, Sr., 20 Jackson Street.

No communication has been received from him, and application for the blanks necessary for the examination of Recreation Pier Attendant should have been made by him to the New York City Civil Service Commission.

Yours respectfully,

*G. S. Terry*  
Secretary.



169



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 August 18, 1897.

GEO. S. TERRY, Secretary.

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

Dear Mayor Strong:

I regret exceedingly to feel obliged to again call your attention to the delay in the execution of the plan of improvement between Charles and Gansevoort Streets, North River. One reason or another is given for the delays until I feel almost discouraged.

According to a statement prepared by the Engineer in Chief of this Department, a copy of which is herewith enclosed, it will take until April 15th, next, until some of the bulkhead or river wall is completed and rental for certain piers can be collected.

At a regular meeting of the Board of Docks held July 22nd, 1897, I offered the following resolution:

"Resolved, that the Board of Consulting Engineer be and is hereby requested to examine the entire work of improvement now in progress between Charles and Gansevoort Streets, on the North River, and make a report to the Board of Docks at the earliest practicable time, as to any measures which, in the judgment of the Board of Consulting Engineers, should be taken to facilitate the work of improvement and bring it to an early completion, it being



Hon. W.L.S. --2--

understood that the number and organization of the forces employed on the work are to be included in the scope of the examination."

Messrs. Einstein and Monks objected to its adoption and consequently it was lost.

The Board of Consulting Engineers was created with a view to performing just the kind of service required in the resolution above quoted, and I submit that the Commissioners can offer no reasonable defence for their action in withholding from me, as an individual Commissioner, the right to avail myself of the benefit of the service of these experts, who are already in the employ of the Department.

The resolution is moderate and pertinent and does not reflect on any one. It is merely a request to examine and report to the Board of Docks. Nowhere does it suggest a request for supervision, nor does it bind the Board to adopt any of the recommendations of the consulting Board of Engineers. I have no hesitency in saying that it is of the greatest importance that this examination and report be made by the Consulting Board of Engineers at the earliest practicable time.

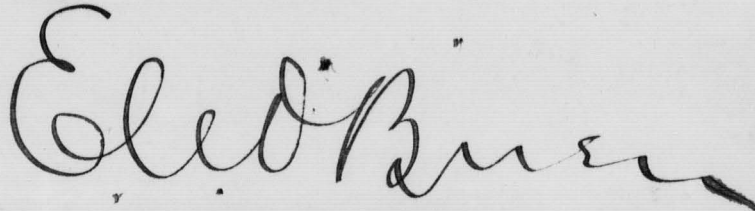
The estimated cost of the construction alone approaches two million dollars, by far the largest undertaking in the history of the Department of Docks.

I have placed the resolution on the calendar for consideration at tomorrow's meeting and hope that you can prevail upon

Hon. W. L. S.--3.

Messrs Einstein and Monks to see the injustice of refusing a member of the Board the right to avail himself of the experience and knowledge of expert Engineers duly appointed by the Board.

Very respectfully yours,



President.



110



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

Aug. 19, 1897.

Hon. William L. Strong,

Mayor of the City of New York.

Sir:-

I have been directed by the President to transmit to you a copy of a communication received at a meeting of the Board of Docks held this date, from Rich & Maeder, in reference to the arrest of Mr. Maeder on the charge of selling adulterated milk on the Recreation Building at East Third Street.

The same is enclosed herewith.

Yours respectfully,

Ass't. Secretary.

x



COPY.

RICH & MAEDER, Incorporated.

51 West 28th Street.

New York, August 19, 1897.

To the Dock Board.

City of New York.

Gentlemen:-

We beg to call your attention to the fact that one of the Health Department Inspectors, a Mr. Betz, has brought charges against us for selling adulterated milk on the East Third Street Pier.

This infamous lie, without the slightest foundation of truth, is apparently the outcome of the fight that has been made against us for not allowing Mr. Nathan Straus to sell milk at our stands for which he offered remuneration.

The entire proceedings of the newspapers, of which Mr. Straus is evidently a very heavy advertiser, is the originator of this black-mailing prosecution, and we ask you to demand of the Health Department of this city a thorough investigation into the matter.

We feel that our reputation and standing in our own business is such, that it leaves us above the shadow of suspicion and the milk dealers from which we purchase our milk, which is used at this Pier, supply thousands of others in this city.

The matter has gone so far that it is injuring us, not alone in a business way but it is giving us personal trouble and heavy expense and is in a way nothing more or less than defamation of character. We are ready to produce for you bills from the New York Sterilized Milk Co., also the Beak's Co., showing our purchases, and both of these concerns are more than anxious to have the Health Board make an examination of their products.

We ask you to take immediate action in this matter so that we may be able to prepare statements that will exonerate us of this charge, and we would suggest that the Health Board send an Inspector every day to the Pier.

Awaiting your immediate reply, we beg to remain,

Yours very truly,

(Signed) Rich & Maeder.

1901, 01 200000, 1000

149

1000

1000



New York, September 2nd, 1897.

Hon. W. L. Strong,

Mayor of the City of New York.

S i r :

I have the honor, in compliance with your request, to submit the following financial statement regarding the five new piers between Charles and Gansevoort Streets, on the North River, which have been already leased to the White Star, Cunard and Wilson lines. The cost of the improvement, estimated at the time the leases were made, was \$7,500,000. In each of the twelve contracts awarded for work on this improvement, the contract price was so far below the estimates made that it appears the entire cost of the whole improvement will not exceed \$7,250,000. and it may not reach that amount.

By the building of these five piers, 8,928 lineal feet, or 1.7 miles, will be added to the wharfage room of this City. The rental for the first ten years will amount to \$370,206. per annum; for the next ten years, \$388,716. per annum; and for the third period of ten years, it will reach \$412,039. per annum. Still taking the estimate of \$7,500,000. as the cost of the entire improvement, the rental for the first ten years will represent a return of 4.94 % on the investment, for the second term, 5.18%, and for the third term, 5.50%, which is an average of 5.20% on the whole amount for a period of thirty years. If the cost of the improvement is calculated at \$250,000. less than this estimate, the rate of returns will be correspondingly higher.

The average yearly rental for the use of the piers will amount to \$390,320., or \$11,709,610. for the full term. When the sum required to pay the interest of the 3 1/2% bonds on \$7,500,000., amounting to \$262,500. a year, or \$7,850,000. for the full term, is deducted, there will be a surplus revenue of \$127,820. per annum, or \$3,834,610. for the thirty years that the leases have to run. The surplus, if compounded annually at 5%, would in thirty years, when the dock bonds mature, amount to \$8,061,262., a sum sufficient to redeem the principle and leave a surplus of \$561,262., representing a clear profit to the City, over all costs and charges. If the reduced estimates of \$7,250,000. be taken into account, the annual surplus revenues will be correspondingly greater and the total profits much larger.

Respectfully submitted,

M. C. O'Brien,  
President.

no estimates made that  
ed for work on this  
were made, was  
times. The cost of  
which have been el-  
as new piece between  
I redress, to submit the

///

temper and, 1937.





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*

September 9, 1897.

Honorable William L. Strong,  
Mayor, New York City.

S i r :

I have been directed by the Commissioners to acknowledge receipt of your communication of the 28th ultimo, enclosing a request from the Commissioner of Corrections for the setting aside of a portion of a pier for the exclusive use of his Department.

The Departments of Charities and Corrections now jointly occupy the larger portion of the pier foot of East 26th Street. This pier is 618 feet long on the Southerly side, 655 feet long on the Northerly side and 60 feet wide. About 100 feet of the inner end is devoted to general wharfage and on the outer end the New York Yacht Club has had, through courtesy, a landing place, which takes up a distance of perhaps 75 feet. With these two exceptions the entire pier is devoted to the exclusive use of the two Departments.

The Department of Charities has two steamboats, the "Thomas S. Brennan" and the "Fidelity" making regular landing at this pier and the Northerly side is ample for their use.

Hon. W.L.S., Mayor, --2--

The Department of Corrections has the "Minnahannonck" and the "William L. Strong", which, together, do not require more than 300 or 400 feet. And, if necessary, the remainder of the pier now devoted to general wharfage and the yacht landing can be set aside for them.

It is extremely desirable that this pier should suffice, as wharfage room in that immediate neighborhood for mercantile purposes is quite limited. The pier at the foot of East 24th Street is the Recreation Pier; 25th Street is necessary for the use of the Department of Docks; the use of the 26th Street pier has been explained; Bellevue Hospital precludes the possibility of the pier between 26th and 28th Streets; the southerly side of the pier at the foot of East 28th Street is used for the Naval Reserve and School Ship and the floating hospital of St. John's Guild, while the Northerly side of the pier and the pier at the foot of East 29th Street are given up to general wharfage. There is no pier at 30th Street; 31st and 32nd Streets are largely appropriated by passenger traffic and the 33rd Street pier is short and of little use owing to its proximity to the 34th Street Ferry.

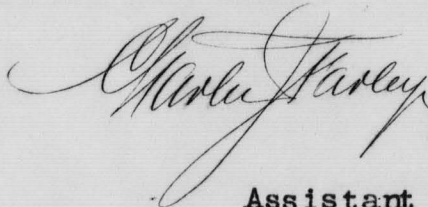
It will thus be seen that there is very little chance to set aside any additional wharfage room in the district between 24th and 33rd Streets, but it seems to this Department that the pier at the foot of East 26th Street is amply sufficient for the accommoda-



Hon. W.L.S. Mayor, --3--

tion of the Departments of Charities and Corrections, especially if the whole of said pier is given up to their use. The separation of the paupers from prisoners and the prevention of the escape of the latter can readily be accomplished by proper iron railing partitions and enclosures.

Yours respectfully,

A handwritten signature in cursive script, appearing to read "Charles Starkey", with a long horizontal flourish extending to the right.

Assistant Secretary.

27

---: TOYAK . 2 . I . W . NON





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

Sept. 18, 1897.

425  
Hon. William L. Strong,

Mayor & Chairman of the Commissioners of the Sinking Fund.

Sir:-

I have this day transmitted to Edgar J. Levey, Secretary of the Commissioners of the Sinking Fund, agreement with the Rhinelander heirs and their lessee, for the improvement of the water front at the foot of Murray Street, North River, under the New Plan, for the approval of the Commissioners of the Sinking Fund.

Yours respectfully,

*G. S. Terry*  
Secretary.

33