



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

October 7, 1897.

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

Sir :

Referring to your communication of the 29th ultimo, transmitting complaint of Charles Grosskurth in reference to the condition of East 53rd Street, I beg to transmit herewith copy of communication sent him in relation thereto.

Yours respectfully,

ENCLOSURE.

Secretary.

112.

PAID OFFICE

Municipal and his profession there
tion of East 33rd Street. I beg to re-
sisting complaint of Charles Grossman
Referring to your communication
S I R :

Mayor, City of New York.

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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

Oct. 12, 1897.

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

Sir:-

I beg to acknowledge receipt of your communication of the 8th instant, enclosing letter from Mr. Charles Grosskurter relative to the condition of the dock at the foot of East 53rd Street, and in reply thereto would say that orders have been issued and the material has been gotten ready for bringing up the bulkhead face at that location to the new grade required by the work of the Department of Public Works, and it is expected that to morrow morning this work will be actually begun, and it will be completed as soon as practicable thereafter.

Yours respectfully,

Secretary.

begin, and it will be completed as soon as practicable thereafter,
and it is expected that to permit working this work will be actually
to the new grade required by the work of the Department of Public Works,
has been better ready for bringing up the fullhead too of that matter
reply thereto would any that orders have been issued and the material
to the condition of the dock at the foot of East 42nd Street, and in
the instant, enclosing letter from Mr. Charles Grossmeyer relative
I beg to acknowledge receipt of your communication of

112

Sir:-

Mayor of the City of New York.

Hon. William A. Brown;

C O P Y

New York, October 5, 1897.

SUBJECT. Sundry Plans of improvement before the Sinking Fund Commissioners.

To the Board of Docks:

Gentlemen:-

I beg to call your attention to the fact that several of the important plans of the Department have been sent to the Sinking Fund Commissioners for their approval and no action has been taken upon them, and in consequence the work of the Department is greatly retarded.

The plan, which at this time is of most importance, which is before them, is the Fall River Agreement, which awaits their approval. West Street at Murray Street is fearfully crowded at all times during the day and the traffic there at times is so congested as to prevent the carrying on of business. If this strip of the waterfront could be improved it would greatly facilitate the transaction of the shipping business at the lower part of the city and I beg leave to recommend that the attention of the Sinking Fund Commissioners be called to this matter and that action in the matter be requested at the earliest possible date.

The plan for the improvement of the Harlem River between Third and Seventh Avenues is also before them, having been sent them on 2nd January, 1896. Improvements are under contemplation at that locality and it would be to the interest of that part of the city to have the plan approved also, if it were possible.

Very respectfully,

Your obedient servant,

(Signed) M.C.Parker.

1st Asst Engineer.

113.



CITY
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GEO. S. TERRY, Secretary.

PIER "A" N.R.
BATTERY PLACE.

New York

October 7, 1897

Honorable William L. Strong,

Mayor and Chairman, Sinking Fund Commission.

Sir :

At a meeting of the Board of Docks held this date, I was directed to transmit the enclosed copy of a report of the Engineer in Chief in relation to sundry plans for improvement now pending before the Commissioners of the Sinking Fund, and to request that early action be taken on the approval of said plans.

Yours respectfully,

ENCLOSURE.

G. S. Terry
Secretary.



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GEO. S. TERRY, Secretary.

PIER "A" N.R.
BATTERY PLACE.

New York

Oct. 20, 1897.

Hon. William L. Strong,

Mayor and Chairman of Commissioners of Sinking Fund.

Sir:

Under date of July 1st, by direction of the Board of Docks, I transmitted to you a resolution passed at a meeting held that day in reference to the alteration and amendment of plan for the improvement of the water front and harbor of the City of New York etc., on the East River between Whitehall Boat Slip and Montgomery street.

In that communication I was directed by the President to request you to advise when the same would be considered by your Honorable Commission, as he desired to be heard in opposition thereto.

I am further directed, to-day, by Commissioners Einstein and Monks to state that they also wish to know when the matter will come up for consideration as they desire to be heard in favor of said proposed alteration and amendments.

Yours respectfully

G. S. Terry
Secretary.

114.

Commission, as he desires

does not so advise the

Commission. In that event

the water, between Whitehall

and the water, C. and P.

is to be divided

transmitted to you a

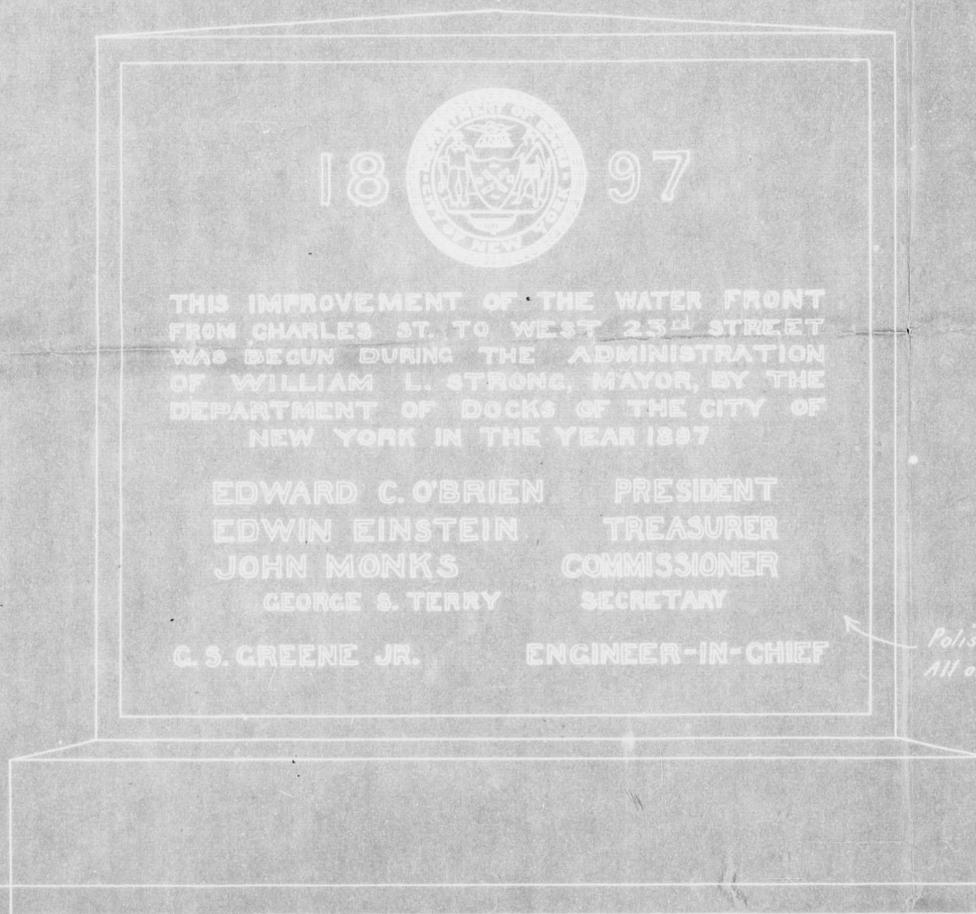
under date of

Sir:

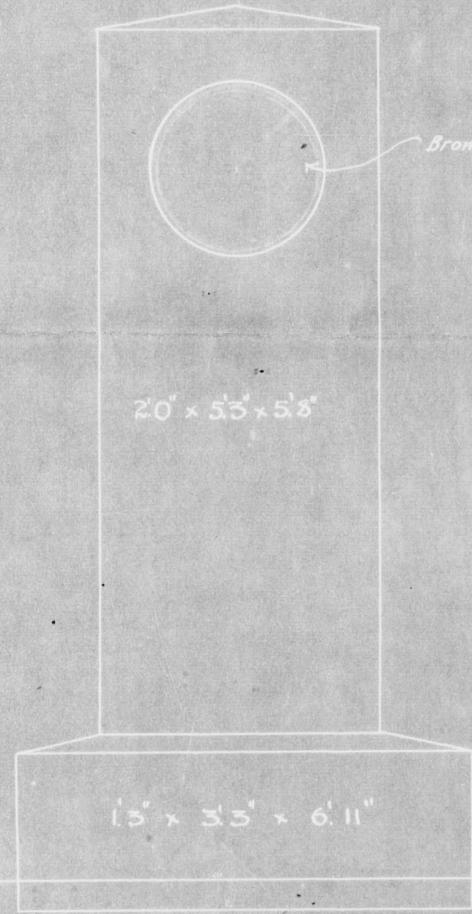
Major and Quarters

Major William H. ...

NEW YORK
 Department of Docks.
 CITY.



Front



Sides

*Polished face with 2" margin.
 All other surfaces to be eight-cut*

Commemorative Stone

One in. = one ft.

Approved at Board Meeting Nov 17 1897

[Signature]
 Secretary

$\frac{3}{6052}$

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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

Nov. 18, 1897.

To the Honorable William L. Strong,

Mayor of the City of New York.

Sir:

I have the honor to present the annual report of the Department of Docks for the year commencing May 1st, 1896, and ending April 30th, 1897, as disclosed by the records of this Department, containing: "1st, The names, occupation and compensation of all persons appointed and employed by said Department. 2nd, A statement of the action of the Board for the past year, classified with reference to the various subjects and duties which have engaged the attention of the Board. 3rd, A list of the orders and rules made by said Board and a description of the contracts made by said Department, the payments made by said Department and the purposes and amounts thereof, and the leases made by said Department, for what term, at what rent, to whom and for what property."

Very respectfully,

E. O'Brien
President,

Mayor of the City of New York

1871

I have the honor to acknowledge the receipt of your letter of the 11th inst. in relation to the proposed extension of the City of New York, and in reply to inform you that the same has been referred to the Board of Health, and that they are now engaged in a study of the subject, and will report to the Board of Health at an early day.

I am, Sir, very respectfully,
 Your obedient servant,
 J. M. Smith

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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

Nov. 30, 1897.

Dear Mr. Mayor:-

Enclosed I hand you copy of a communication addressed this day to the Comptroller of the City. Every day's delay in the payment of this sum only increases the cost of the improvement. The delay seems to be unnecessary. If you think well of the suggestion, I would like to have you call the Comptroller's attention to the matter.

Very sincerely yours,

E. O'Brien
President.

Times
admission
Herald

Journal
Post

Stack getting

New York Herald
Record Herald

~~Coast~~
~~Stacks~~

~~Hall of Records~~

2 times



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. 30, 1897.

C O P Y.

Hon. Ashbel P. Fitch,

Comptroller, City of New York.

S i r:-

I understand that the awards of the Commissioners of Estimate and Assessment for the blocks between Jane and Horatio, and Horatio and Gansevoort Streets, West Street and Thirteenth Avenue, aggregating one and one half million dollars, were confirmed by the Supreme Court October 30th.

I should be glad to have you direct the payment of these awards at as early a date as practicable, for the reason that they are drawing six per cent interest, while the City is paying only three and one half per cent on the last issue of Dock Bonds. A large saving in interest can therefore be secured to the city by the prompt payment of these claims.

Yours respectfully,

(Signed) E. C. O'Brien,

President.

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CITY
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GEO. S. TERRY, Secretary.

PIER "A" N.R.
BATTERY PLACE.

New York

Dec. 4, 1897.

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

S i r:-

On the 30th ultimo, an ordinance was passed by the Board of Aldermen to regulate and grade 12th Avenue from the south side of 52nd Street to the north side of 58th Street, and to set curb stones and flag sidewalks for a space of four feet wide through the centre of same.

As 12th Avenue adjoins the marginal street, wharf or place of this Department, from 52nd to 58th Streets, it is inadvisable to lay flagging or set curb stones on the westerly side thereof, and I have been directed to request you to withhold your approval of said ordinance until it is modified in that respect by the Board of Aldermen.

Yours respectfully,

Charles Harley
Asst Secretary.

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CITY
OF NEW YORK,
DEPARTMENT OF DOCKS
AND FERRIES

COMMISSIONERS
EDWARD C. O'BRIEN, Pres.
EDWIN EINSTEIN, Treas. * JOHN MONKS.

GEO. S. TERRY, Secretary.

PIER A.N.R.
BATTERY PLACE,

New York

Dec. 11th, 1897.

Hon. William L. Strong,

Mayor of the City of New York.

Sir:

Your communication of the 9th instant giving notice of the meeting at the Mayor's Office Friday, December 10th 1897, at 2.30 P.M., did not arrive until too late for this Board to take action in relation thereto, Commissioners Monks and Einstein having left the office for the day.

Under date of the 10th instant, the Counsel to the Corporation advised this Board that a formal transfer of the public records in this Department is necessary and a schedule showing the re-assignment and re-designation of the subordinates and employees at present in this Department, to the positions and salaries to be held and received by such subordinates and employees under the Department of Docks and Ferries, as created by the Greater New York Charter, should be furnished.

As Commissioner Einstein is absent from the office to-day, it will be impossible to hold a special meeting in order to carry out the instructions of the Counsel to the Corporation, but this will be done on Monday next.

Yours respectfully

E. C. O'Brien

President.

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, December 10th, 1897 18

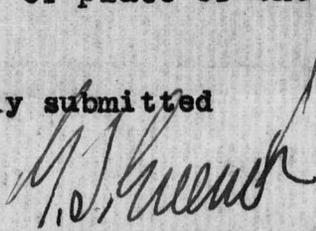
REPORT OF ENGINEER-IN-CHIEF ON LETTER OF HIS HONOR THE MAYOR, DATED 6th DECEMBER, 1897, IN RELATION TO A RESOLUTION OF THE BOARD OF ALDERMEN TO REGULATE AND GRADE 12th AVENUE FROM 52nd STREET TO 58th STREET.

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In the Board of Aldermen G. O. 1859, being a resolution and ordinance to the effect that 12th avenue from the south side of 52nd street to the north side of 58th street be regulated and graded, the curbstone set and sidewalks flagged, a space of 4 feet wide through the centre thereof x was passed and is now before the Mayor. As 12th avenue adjoins on its westerly side the marginal, street, wharf or place of the Department of Docks, making the whole area 250 feet wide at this point, it will be very undesirable to have the curbstones and sidewalks laid or placed on the westerly side of said 12th avenue; because such curbstones and sidewalks will constantly interfere with access to and from the piers and bulkheads from 52nd to 58th street.

I recommend, therefore, that the ordinance be modified so as not to require the laying of sidewalks and placing of curbstones on the westerly side of said avenue, but that the pavement be extended to the marginal street, wharf or place of the Department of Docks.

Respectfully submitted



Engineer-in-Chief.

*Recd.
Dec. 17/97
Mayor [Signature]*

ВЕРНИТЕ СЕБЕ КНИЖКУ В СРОКЕ ВРЕМЕНИ, УКАЗАННОЙ НА НЕЙ. ИЛИ ПЛАТИТЕ ШТРАФ. ИЛИ ПОДАДИТЕ КНИЖКУ В БИБЛИОТЕКУ.

28th STEEL.

ВИДЕНА ДО РЕКОМАНДАЦИЈЕ И ДО СРЕДНОГО ВРЕМЕНА ПРОВОДИТИ СРЕДНО ДО
28th DECEMBER, 1881, И РЕКОМАНДАЦИЈА ДО РЕКОМАНДАЦИЈА ДО
РЕКОМАНДАЦИЈА ДО РЕКОМАНДАЦИЈА ДО РЕКОМАНДАЦИЈА ДО РЕКОМАНДАЦИЈА ДО

New York, December 10th, 1881

[Handwritten signature]

ENGINEER-IN-CHIEF
OF THE STEEL

ENGINEER-IN-CHIEF

БЕЛЫЙ ПУТЬ ДО РЕКОМАНДАЦИЈА ДО РЕКОМАНДАЦИЈА ДО РЕКОМАНДАЦИЈА ДО

DEPARTMENT OF DOCKS

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ВЕРНИТЕ СЕБЕ КНИЖКУ В СРОКЕ ВРЕМЕНИ, УКАЗАННОЙ НА НЕЙ. ИЛИ ПЛАТИТЕ ШТРАФ. ИЛИ ПОДАДИТЕ КНИЖКУ В БИБЛИОТЕКУ.



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. 16th, 1897.

Hon. William L. Strong,

Mayor of the City of New York.

Sir:

In reply to your communication of the 6th instant, in relation to the Ordinance passed by the Board of Aldermen on November 30th, to regulate and grade Twelfth avenue from the south side of 52nd street to the north side of 58th street, I have been directed to transmit to you a copy of the report in relation thereto and to state that this Board approves said report and recommends that the modification suggested therein be made in the Ordinance above referred to.

Yours respectfully

ENCLOSURE.

G. S. Terry
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

Dec. 22, 1897.

Dear Sir:

You are respectfully invited to accompany His Honor, the Mayor and the Commissioners of the Department of Docks, to view the improvements between Charles and Gansevoort streets, North River, on Monday, December 27th, 1897.

The boat will leave Pier "A", North River, at 2:30 P. M.

A stone, commemorative of the work, will be placed at the foot of Bethune street.

As the entire trip will consume less than two hours time, we hope that it will be convenient for you to join us.

Respectfully yours,

G. S. Terry
Secretary.

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Department of Docks,

Office of the President,

PIER A. N. R. BATTERY PLACE

New York Dec. 29, 1897.

My Dear Mr. Mayor:

Mr. Edward H. Kendall, Consulting Architect, desires to exhibit the designs of the Recreation Buildings at the Art League Exhibit, which occurs early next month. I believe there are two designs in your office. If you will be kind enough to let the bearer have them, you will confer a great favor on

Yours very truly,

Hon. W. L. Strong,

Mayor.

E. C. Brown

*Received
Dec 29 1897 Thomas A. Kearney*

Abstract of Report of Dep't of Docks.

I.

The construction of the bulkhead wall was the first thing which occupied Com'r Lumber's attention; he is not fully satisfied yet, even tho' a commission [John Norton, L. A. Gilman, Wm E. Worthen] made a satisfactory report. — Piers and Pier-construction involve large outlays; Dep't has used every economy. As to repairs, the Dep't is at present rather inclined toward building new ones than to spending vast sums on piers built one or two generations ago. Hence the repair act for the year seems unusually large, as is also the construction act. — Board does not always work harmoniously, though the members do not differ widely enough to impair the usefulness of the Dep't; the members have been a unit on expenditures. — The question of acquiring property really belonging to the city but claimed by parties with no right thereto has rec'd Com'r Lumber's attention; many pieces of property have been acquired & are now furnishing an income — other cases are in the hands of the authorities for investigation and prosecution. Had it not been for these injunctions, etc, the net income wd be $\frac{1}{4}$ million — five or six "grand locations" wd be in use. — New territory has been improved because Dep't believed it wd be needed. — East River demands attention because shipping can then be accommodated than down near Battery. Hauds of Dep't tied because plans submitted in 1870 for water front above Grand Street have never been acted on by Commissioners of Sinking Fund. — Com'r Lumber thinks deductions might be made; when deductions were made (by death or resignation) the places had to be filled again. †

II.

The operations of Dep't are on water front surrounding the island; keeping pier & bulkhead in repair, building new ones, dredging around the slips.

Condition: all details are receiving due attention. Dep't is in good condition to begin new works, "to care for and protect any and all interests of the city."

Requirements: (1) Fair play on part of the Courts, (2) Deciding of the injunctions that keep things at a standstill.

Abstract of Report of
Dept of Docks.

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An Act to amend Section seven hundred and seventy-three of Chapter four hundred and ten of the laws of eighteen hundred and eighty-two entitled "An Act to consolidate into one act and to declare the special and "local laws affecting public interests in the City of New York."

The People of the State of New York represented in Senate and Assembly do enact as follows:

SECTION 1. Section seven hundred and seventy-three of Chapter four hundred and ten of the laws of eighteen hundred and eighty-two, entitled "An Act to "consolidate into one act and to declare the special and "local laws affecting public interests in the City of "New York" is hereby amended so as to read as follows:

"§ 773: It shall not be lawful except as in this act otherwise specially provided to permit the use as a dumping ground of any wharf, pier or slip, or bulkhead adjacent thereto in the navigable waters of the East River in the City of New York which has heretofore been used for the loading and discharging of sailing vessels regularly employed in foreign commerce and having a draft of more than eighteen feet of water, nor shall any plan for covering or enclosing any such wharf, pier or bulkhead be approved by the said Department of Docks, unless the said plan shall provide that the roof of the said shed proposed to be erected shall be so constructed as to admit of the free public use thereof for purposes of resort and recreation."

SECTION 2: This act shall take effect immediately

Wharf Property on the North River, occupied by the Pennsylvania

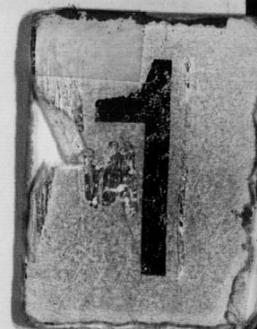
Railroad, under lease or permit from the Dock Dept.

Description of Property.	Lease or Permit	No. of square or Lineal feet.	Rental Per Annum.	R E N T A L		
				Per lineal foot for bulkhead.	Per square foot for land under water	Per square foot for Piers.
Bulkhead and reclaimed land south of Pier old 1	P.	30 lin.feet 7000 sq. feet	1,000.	\$ 30.	.013	
Land under water for platform north of Pier old 3	P.	13363 sq. feet	3,340.86		.25	
Land under water for extension to bulkhead between Piers old 3 and 6, and widening piers old 4 and 5,	L.	93700 sq. feet	20,000.		.21	
Land under water for extension to platform south of Pier old 16, and also for extension to outer end of said pier	P.	7655 sq. feet	1,000.		.13	
Bulkhead southerly from former site of Pier old 18 and land under water in front of same	P.	23 lin.feet 7243 sq. feet	3,600.	30.	.40	
Bulkhead foot of Cortlandt Street (not yet ready for occupation)	L.	23 lin. feet	1,380.	60.		
Piers new 27 and 28, and bulkhead between	L.	145 lin.feet 81375 sq. feet	56,000.	30.		.63
Bulkhead northerly of Pier new 28,	L.	71 lin.feet	5,000.	70.		
Bulkhead southerly of Pier new 29 and 20 feet of bulkhead northerly of same (latter not yet completed)	L.	91 lin.feet	7,000.	77.		
Pier new 29	L.	42800 sq. feet	30,000.			.70
Pier new 53	L.	22365 sq. feet	3,000.			.13
Bulkhead northerly of Pier new 53	L.	140 lin.feet	1,000.	7.		
Pier new 67	L.	31380 sq. feet	10,000.			.32
Pier new 68	L.	40000 sq. feet	10,000.			.25

Recapitulation.

Permits	4
Leases	10
Lineal Feet (bulkhead)	523
Square feet (Piers, etc)	346,881
Annual Rental	\$152,320.86

Average rental per lineal foot of bulkhead	\$39.
Average rental per square feet land under water	.21
Average rental per square foot piers	.48



Railroad, under lease or permit from the Dock Dept.

Rental Per Annum.	Per lineal foot for bulkhead.	RENTAL Per square foot for land under water	Per square foot for Piers.
1,000.	\$ 30.	.013	
3,340.86		.25	
20,000.		.21	
1,000.		.13	
3,600.	30.	.40	
1,380.	60.		
56,000.	30.		.63
5,000.	70.		
7,000.	77.		
30,000.			.70
3,000.			.13
1,000.	7.		
10,000.			.32
10,000.			.25
Average rental per lineal foot of bulkhead			\$39.
Average rental per square feet land under water			.21
Average rental per square foot piers			.48

Wharf Property, the ownership of which is claimed by the Penna. R. R. Co., or is leased by that company from Private Owners.

Description of Property	Square ft.	Lineal ft.
Pier old 1	30,453	
Bulkhead between Piers old 1 and 2		126
Platform in front of bulkhead between Piers old 1 and 2 (claimed by city)	8,800	
Bulkhead between Piers old 3 and 4		147
Pier old 4 (before being widened)	16,700	
Bulkhead between Piers old 4 and 5		139
Pier old 5 (before being widened)	17,600	
Bulkhead between Piers old 5 and 6		198.3
Land under water for platform south of Pier old 16 (claimed by city)	7,840	
Pier old 16	(about) 10,000	
Bulkhead north of Pier new 65	(about)	100
Bulkhead wall between Piers new 67 & 68		197.6

I have not included in the above the Cortlandt Street or Desbrosses Street ferries, occupied by the Penna. R. R. Co., but claimed by the city. Suits are pending to determine the ownership.

The Penna. Co's ferry at foot of West 13th Street is leased by the Comptroller.

The franchise for the ferry at Cortlandt Street is held by a corporation known as the "Associates of the Jersey Company" for which they pay to the Sinking Fund \$10,000. per annum.

The franchise for the ferry at Desbrosses Street is held by the Associates of the Jersey Company, for which they pay \$7000 per annum to the Sinking Fund.

The franchise for the ferry at West 13th Street is held direct by the Penna. R.R., for which they pay \$2501. per annum to the Sinking Fund. This latter amount also covers the use of the wharf property.

The "Associates of the Jersey Company" was the title of the corporation which operated the ferries of the Rail roads which now form part of the Pennsylvania system in New Jersey in the early days, and most of the privileges appertaining to that corporation have now been transferred to the Penn R.R. by a 99 years lease. In some way however, the franchises for the old ferries still require to be granted to the Associates of the Jersey Company.

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Memorandum for his Honor the Mayor.

In addition to the work of construction and repairs done by the force of the Department, the following described contracts for Department work have been executed and are now in force.

No.		Engineer's estimate.	Contract price.
535.	Dredging between Battery & W. 34 St. H. E. Du Bois, Jr., contractor.	\$ 35,000.	\$ 25,000.
536.	Dredging North of W. 34 St. Steers & Bensel, contractors.	17,775.	13,875.
544.	Rip-rap, etc., J. Frank Quinn, contractor.	2,800.	2,800.
545.	Paving in vicinity of piers 53, 54 & 55, N. R. Terence A. Smith, contractor.	25,000.	18,100.
552.	Removing pier at W. 12 St. P. Sanford Ross, contractor.	850.	775.
554.	Crib bulkhead at Sherman's Creek. P. Sanford Ross, contractor.	42,500.	35,000.
555.	Cement. Edwin Hall & Co., contractors.	8,600.	9,800.
556.	Granite. John Hinchliffe, contractor.	29,670.	26,560.
558.	Pier at 116 Street, Harlem River. John W. Flaherty, contractor.	9,750.	8,867.
559.	Pier at Hart's Island. Hugh Hart, contractor.	6,800.	5,800.
560.	Filling in at Sherman's Creek. International Contracting Co., contractors.	12,000.	8,700.
561.	Removing shed, etc., and making foundations for recreation building on pier at 3 St., East River. Gildersleeve & Rolf, contractors.	6,700.	5,734.
562.	Dredging on East & Harlem Rivers. Atlantic Dredging Co., contractors.	20,000.	17,375.
563.	Coal. Wm. C. Moquin, contractor.	3,150.	2,968.
564.	Sawed Yellow Pine Timber. John Anderson, Contractor.	28,897.	26,145.
565.	Dredging between W. 11 and Bank Streets. Morris & Cumings Dredging Co., contractors.	90,000.	83,790.

No.		Engineer's estimate.	Contract price.
566.	Repairing pier at 5 Street, East River. William H. Jenks, contractor.	\$ 9,200.	\$ 8,242.
568.	Dredging at Unionport & Main Street, Westchester. John McSpirit, contractor.	1,975.	1,382.
569.	Temporary piers between piers old 56 & 57, and between piers old 58 & 59, N. R. Gildersleeve & Rolf, contractors.	20,000.	16,473.
570.	Dredging on the Harlem River. Charles Du Bois, contractor.	1,800.	1,791.
571.	Dredging between W. 12 & Gansevoort Streets. R. G. Packard, contractor.	107,000.	79,000.
572.	Extending, etc., pier at 132 St., N. R. Steers & Bensel, contractors.	32,030.	28,795.
573.	Dredging between Battery & West 34 Street. R. G. Packard, contractor.	36,000.	35,500.
574.	Extending, etc., Pier old 59, N. R. Spearin & Preston, contractors.	3,350.	2,975.
575.	Recreation Building on Pier 3 St, E. R. R. H. Hood, contractor.	63,642.	52,970.
576.	Repairing pier at W. 35 street, N. R. Bernard Rolf, contractor.	7,500.	5,717.
578.	Repairing pier at E. 28 St., E. R. Bernard Rolf, contractor.	3,200.	2,137.
579.	Cobble and Rip-rap stones. Thomas F. O'Brien, contractor.	15,400.	13,620.
		<hr/>	<hr/>
		\$640,589.	\$539,891.

The Engineer's estimates were 18.7 % in excess of the contract price.

The Engineer's estimates are based upon prices which ordinarily prevail in good times, and the fact that prices are below them indicates, to a certain extent, that the Department is getting its work done cheaply on account of the "Hard Times", and general depression in all kinds of business.

Respectfully submitted,

April 14 1917

Edwin B. ...

President,

Mem. for the Mayor

REVENUE FROM LEASES AND PERMITS AGGREGATING \$55,269.76 PER ANNUM HAS BEEN SECURED TO THE CITY BY THE PRESENT 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? AS SHOWN BY THE FOLLOWING DETAILED STATEMENT:

	INCREASED REVENUE.
Cromwell S. S. Co., platform bet. piers old 8 & 9, N.R.,	633.75
Same 9 & 10 "	1,325.
Cruikshank, Wm., extension to pier 9, N. R.,	313.75
Cornel, J. B. & J. M., reclaimed land bet. 25 and 27th streets, N. R.,	8,893.64
Charles, Peter, platform bet. piers 38 and 39, E. R.,	187.50
Cedar Hill Ice Co., bulkhead So. pier at Little West 12th Street, N. R.	1,500.
Consolidated Gas Co., bulkhead foot West 41st St., N.R.,	100.
Cunard S. S. Co., bulkhead North pier new 40, N. R.	3,250.
Fulton Market F. M. Ass'n, platform bet piers 23-4, E.R.	387.25
Harlem River and Portchester R. R., platform between piers 50 and 51, E. R.,	1,181.25
Hencken & Co., bulkhead bet foot 4th St., E. R.,	450.
Jeralomon, Mrs. Mary A., reclaimed land North 89th St, E. R.,	100.
Knickerbocker Ice Co., platform bet. 19th and 20th Streets, N. R.,	883.25
Long Island R. R. Co., platform bet. piers 32 and 33, E. R.,	622.25
Lehigh Valley R. R. Co., platform between piers 2 and 3, N. R.,	3,340.
Metropolitan S. S. Co., extension to Pier 11, N. R.,	28.50
Same, platform and widening North side pier old 10, N.R.	278.
N. Y. & Balto Tr. Co., platform between piers 6 and 8, N. R.,	1,575.25
N. Y., N. H. & H. R. R. Co., platform between piers 49 and 50, E. R.,	55.
N. Y. Central & H. R. R. R. Co., platform between piers old 25 and 27, N. R.,	4,742.

N. J. R. R. & Trans Co., platform South of Watts St., N. R.,	\$ 639.
N. Y., N. H. & Hartford R. R. Co., platform South of pier 50, E. R.,	770.
(Norwich and N. Y. Trans Co. (profit made by former lessee now paid to department), pier old 40, N. R.,)	18,000.
Patten Thomas, platform North of East 74th St.,	329.12
Penna R. R. Co., platform South of pier old 16, etc., N. R.,	913.75
Same, reclaimed land South of pier old 1, N. R.,	1,859.
Same, platforms between piers old 1 and 2, N. R.,	2,200.
Same, extension to pier old 16, and platform South, N. R.,	1,040.50
H. C. Rogers, extra privileges at pier 65, N. R.,	4,000. 4,000.
Scott and Co., reclaimed land 34th St and 12th Avenue,	672.

	\$55,269.76

MEMORANDUM FOR HIS HONOR, THE MAYOR.

in relation to land under water owned by the City and occupied by ferry premises.

1. THE FERRY FROM LIBERTY STREET TO COMMUNIPAW.

The land under water occupied by the Central Railroad Company of New Jersey at this point, for which they have never paid any rental to this Department, was referred to a special Counsel appointed by the Counsel to the Corporation in 1890, for the purpose of examining into the status of certain portions of the water front, the title to which was doubtful. Pending the opinion in this case no further action could be taken by this Department in relation thereto.

2. THE FERRY FROM 42ND STREET, NORTH RIVER, TO WEEHAWKEN, N. J.,

The wharf property at this point was leased by the Commissioners of the Sinking Fund, and this Department had nothing to do with including the land under water, occupied for ferry structures thereat. If the land under water should be charged for, it should have been included when the existing lease was sold by the Sinking Fund.

3. THE FERRY FROM EAST 23RD STREET, TO GREENPOINT, BROOKLYN.

A very peculiar condition of affairs exists at this point, the Ferry Company paying the Dock Department for the use of the land under water, which is also included in the lease granted them by the Commissioners of the Sinking Fund, and for which they pay rent to the Comptroller.

4. THE FERRY FROM NEAR THE FOOT OF HARRISON ST. TO WEEHAWKEN, N. J.,

The bulkhead in front of which this ferry is located, is leased by this Department to the West Shore Railroad Company, and if, as the Comptroller states in his memorandum, rental should be charged for the land under water occupied by the ferry structures, this is the proper time to do it, upon the leasing of the franchises.

5. THE FERRY FROM THE FOOT OF CHAMBERS ST. TO PAVONIA AVENUE,
JERSEY CITY, N. J.,

The rental for the use of the land under water occupied by these structures, is payable under the lease, to the Dock Department, as said lease provides for the use of the "slips" in addition to the wharfage

property.

6. THE FERRY FROM BETWEEN PIERS 2 AND 3, EAST RIVER, TO 39TH STREET, BROOKLYN.

Efforts have been repeatedly made by this department to collect rental for the land under water occupied by the New York & South Brooklyn Ferry and Steam Transportation Company at this point.

On July 18th, 1895, the President called the attention of the Board to these premises and showed that a portion of the platform covering this land under water 38 feet wide by 90 feet long, is occupied by the Quartermaster's Department of the United States Army, and is not used for ferry purposes, and the Counsel to the Corporation has been requested to take the necessary action in relation to same.

In connection with the leasing of franchises running from between Piers 2 and 3, East River, to South Brooklyn, I beg to state that adjoining the Battery, are concentrated a number of ferries running to Staten Island, Bay Ridge and other parts of Brooklyn, all, however, within the limits of Greater New York, and the question as to whether all these ferries could not be accommodated together, in a single large ferry house, in a way which would at once afford better accommodation to the public and occupy less space on the water front; and in granting a franchise for any ferries to operate from this section of the City, I would respectfully suggest, that the question of incorporating a clause, providing for such a contingency, should it meet with the approval of the Commissioners of the Sinking Fund, be inserted in any future leases granted for such franchises.

Respectfully submitted
E. B. B. B.
Pres. Board of Dock

With regard to the lease of the franchise to the Central Railroad Company of New Jersey, running from Liberty Street to Communipaw, I beg to call your attention to the fact that the ferry structures at the foot of Liberty Street, are in a direct line with the proposed improvement of the water front under the new plan by the erection of a sea wall and filling in behind same widening the exterior street. Owing to the narrowness of West Street at this point the street traffic is greatly congested causing great annoyance and loss of time to truckmen and passengers in the street cars. It is the intention of this Board to proceed at a very early date with the improvement at this point, and I would suggest that the lease of that franchise when sold, be sold with the distinct understanding that it, may be taken at any time wither for the improvement intended by this Board, or permitting the lessee to do the work at their own expense.

Memorandum for the Mayor.

By section 32 of article 14 of chapter 383 of the Laws of 1870, the exclusive charge and control, (subject in certain particulars to the Commissioners of the Sinking Fund) of all wharves x x slips, basins, water fronts, x x x and the appurtenances, easements, uses, reversions, and rights belonging thereto, and the duties and powers heretofore exercised by any Department, etc. about all or any part of the City property was transferred to the Department of Docks.

Under date of August 16th, 1870, the Hon. Richard O'Gorman, the Counsel to the Corporation, in an opinion to this Department, stated that a ferry franchise is not an appurtenance, easement, reversion, or right belonging to the City property, placed under the control of this Department; and in view of the importance and value of these franchises, that the absence of all reference to them in terms in that part of the statute vesting powers in the Department of Docks, seemed to him significant of an intention that the franchises should not be affected by it; and that the Comptroller of the City of New York is the proper authority to collect ferry rents; that is, the right to use and operate a ferry; but that the water front which might incidentally be required for the use of the franchise was under the control of the Department of Docks.

The Dock Department exercised control over the wharf property of the City which was used for ferry purposes and granted leases of same, while the franchise for the operation of the ferry was sold by the Commissioners of the Sinking Fund, until the passage of chapter 498 of the laws of 1880; by this Act, the Commissioners of the Sinking Fund were authorized to lease, along with the ferry franchise, such wharf property used or required for the purposes of a ferry; and this power was confirmed by section 180 of the New York City Consolidation Act. This statute, transferring to the Commissioners of the Sinking Fund the right to control the wharf property used for ferry purposes, has been the source of considerable confusion, and questions have constantly arisen as to the jurisdiction of the Commissioners of the Sinking Fund and this Department over such property.

It appears to have been the opinion of several succeeding Counsels to the Corporation that this jurisdiction of all wharf property belonging to the City should have remained vested in this Department. As far back as 1883, the Hon. George P. Andrews, then Counsel to the Corporation, advised the Board under date of August 8th, "I have always been of the opinion that the leasing of ferries and wharf property used in connection therewith, should be placed in charge of the Dock Department, which has general jurisdiction of all wharf property belonging to the City, and of the water front; as the Legislature have seen fit to place the leasing of ferries and wharf property used in connection therewith, in the charge of the Commissioners of the Sinking Fund, it is doubtful to what extent the Dock Department has jurisdiction x x x x ."

The Commissioners of the Sinking Fund have no staff of engineers familiar with water front property, and are without the data possessed by this Department as to the value of same, necessary to protect the interests of the City. In addition to this, while the expenditures made by this Department for the construction of wharf property used for ferry purposes, and other expenses connected therewith, are paid from the Dock Fund, the revenues derived from the leases of this wharf property are not credited to this Department, but are paid directly into the Sinking Fund. The latest example of this injustice is the case of the Pier at the foot of West 23rd Street, with the bulkhead north. The improvements at this place cost the Dock Department \$157,632.00, and almost immediately upon its completion, was leased by the Commissioners of the Sinking Fund to the Pennsylvania Railroad Company for the operation of a ferry to Jersey City; and for this large expenditure, the Dock Department receives no return.

The pier at the foot of West 23rd Street, which was completed at a cost of \$57,930., the south half of which was to be used by the New York, Lake Erie and Western Railroad Company for their ferry racks and the north half and surface of the pier, which was built 50 feet wide, was to be maintained as an open pier, was rendered totally useless

shortly after its completion by the granting of a franchise, with the privilege of erecting ferry racks, etc., to the Pennsylvania Railroad Company for ferry purposes, and the expenditure of over \$50,000., of the City's funds wasted.

Had the control of wharf property for the use of ferry purposes vested in this Department, it would ve advised, in time, by the Commissioners of the Sinking Fund of the intention of that Commission to establish ferries and would, therefore, made no improvements of wharf property at points where the value of these improvements would be rendered null by the establishment of a ferry or the erection of ferry structures.

HONORABLE BOARD OF DOCK COMMISSIONERS.

Dear Sirs:-

Relative to the matter of Sea Wall penetration for the proper disposal of sewage at the foot of West Twenty sixth street, I have the honor to submit the following:

As the subject in question is one of vital importance, directly effecting the health of the community, and in my opinion should be given early and earnest consideration, and every effort made to obtain proper result. I think it expediant that the Sea Wall be penetrated at the point above referred to, in order that the proper outlet could be effected.

The matter to be disposed of should be conducted through the Sea Wall at the inner end of the pier through a thoroughly air tight and strongly constructed system of pipeing, to be thus conveyed off by the flow of the tide. This result cannot be properly effected for any length of time by our present system of Box or Barrel Sewers, they being inefficient, owing to the method of construction and the materials employed.

My opinion is additionally strengthened by the numerous complaints which the Board of Health have from time to time lodged against this method.

This system was inaugurated a great many years ago, and while at the time it met the demands put upon it, it has long since ceased to be of proper service.

In order that my views on this subject may be entirely understood, I will give you a synopsis of the Box Sewer System:

The Box Sewer, as the name indicates, is a wooden box running from the sewer outlet at the bulkhead to the end of the pier, where theoretically speaking the sewer should be discharged through the open end. It is square in section, constructed of Yellow Pine, laid longitudinally and is formed on the outside so as to afford a smooth inner surface for the discharge of the sewage matter. The seams and joints of the box are given a coat of tar, in order to make them air tight, but the weather and other causes acting on the wood produces decay and openings between the joints, thus allowing a great deal of the decomposed substance to be deposited under the pier and into the side of the slip.

This is a source of disease to people whose pursuits compel them to be about the piers in question.

Several of the Steamship Companies can testify to the fact of their dock laborers being ill, presumably caused by gas, etc., arising from this foul deposit.

We have at present about one hundred and thirty sewers discharging in to the East, Harlem and North Rivers. A great many of these are Box and Barrel Sewers.

I now wish to emphasize the fact that these sewers were built with the intention of carrying the sewage into the tide water. An inspection of our water fronts in the slips and about the bulkheads will show how this system has failed in its purposes. A conservative estimate would be that 60% of these sewers discharge their leaks at the bulkhead and under the pier. Some of the slips fill up every few years so as to necessitate dredging. Numerous complaints from our Steamship Companies and Pier Lessees will show how expensive this has been to them and the City and also how annoying to their patrons, without considering the detriment to the health of their employees.

A notable instance of this, was the Box Sewer under Pier 25,

East River, this came under my personal observation. The Box Sewer extended the entire length of the pier inside of the crib and the leaking matter had formed a ridge that was exposed at low water. From this case in point it can be readily seen what a vast quantity is constantly filling up our slips, causing them to be a constant menace to the health of the community.

In addition to the defects already named in our Box or Barrel Sewer System, I would add, first the open outer end of the Box sewer, with the exception of a few that are hooded and second the manner of supporting the Box Sewer on the bearing piles on the pier; the open outer end is the most serious objection, the reason for it is that the sewer discharges at the end, which is at an elevation midway between high and low water mark, consequently at low water the end is entirely uncovered. A strong current of wind from the river can blow directly into this box through the open end, the box acting as a funnel or conductor and producing a back air current. It is obvious, without further explanation, that this back draft will force the sewer gas through the pipes into the surrounding houses and culverts.

I would suggest, as a remedy for this, that the outer end of sewers be closed, and the discharge vent be placed at the bottom of the boxes, also having the top of the boxes properly vented at the outer end.

My objection to supporting the sewer boxes on the bearing piles of the pier, is simply a matter of construction and could be overcome by having the sewer supported on a separate system of piles, having no connection with the pier at any point. No injury could then occur through the impact to pier by vessels. It would also remove one of the chief causes of leakage.

Finally the defects in the present system can be summed up in the following:

First, the sewage is partly discharged through leaking from the boxes and at the bulkhead, in place of the open mouth and tide

water as proposed.

Second, when it is discharged through the open end, there is left during half tide a space which admits the river winds or air currents to force sewer gas back into culverts, etc., thereby becoming a source of annoyance and danger.

The primary object of these sewers is to promote the health and cleanliness of the city, in place of which they are a source of filth and its accompanying diseases. As they have not served their purpose they should be relegated to the past with other obsolete contrivances, and I recommend that they be condemned without further delay.

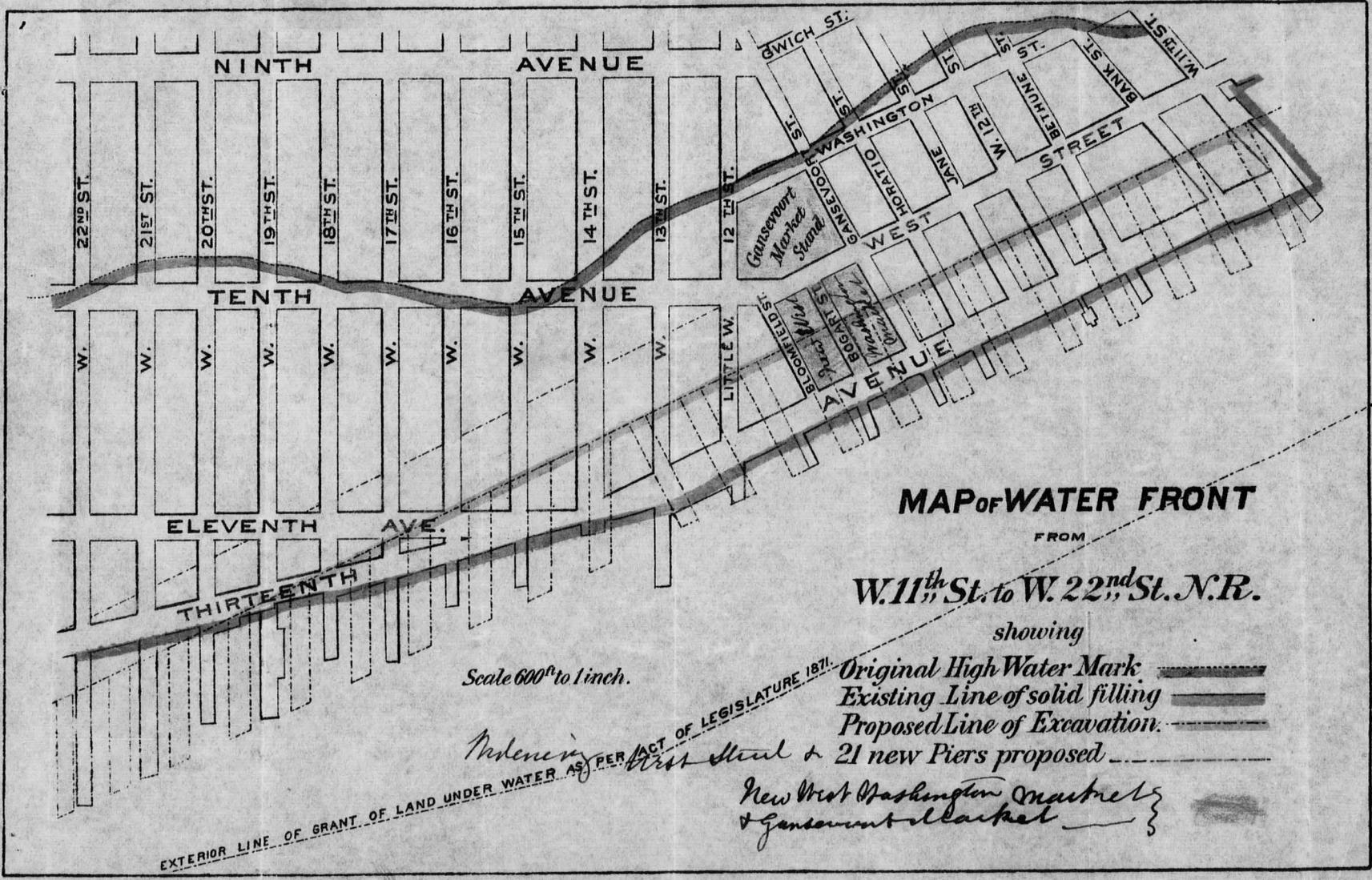
I have the honor to submit herewith a substitute, to the designing of which I have given careful consideration and study. It will, I am convinced, fully answer the purpose and overcome the present difficulties.

Very respectfully yours

(Signed) John Monks,

Commissioner.

39.



MAP OF WATER FRONT

FROM

W. 11th St. to W. 22nd St. N.R.

showing

- Original High Water Mark
- Existing Line of solid filling
- Proposed Line of Excavation

Scale 600^{ft} to 1 inch.

Indicating *21 new Piers proposed*

New West Washington Market & Gansvoort Market

EXTERIOR LINE OF GRANT OF LAND UNDER WATER AS PER ACT OF LEGISLATURE 1871.

Book kept

List of Piers & their owners

Owned by the City.....

Owned in Common.....

EAST RIVER. NORTH RIVER.

LIST OF PIERS AND THEIR OWNERS SOUTH OF 42^d STREET..... 204.

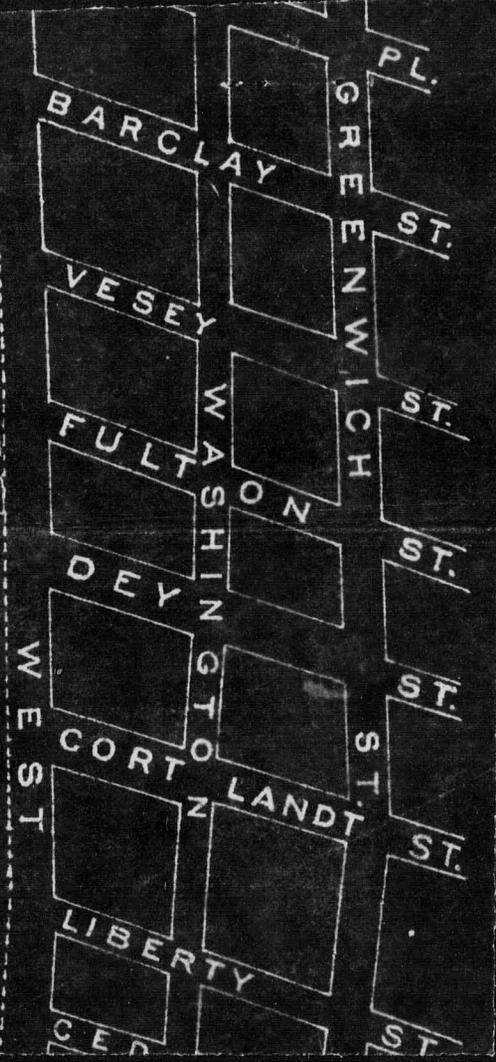
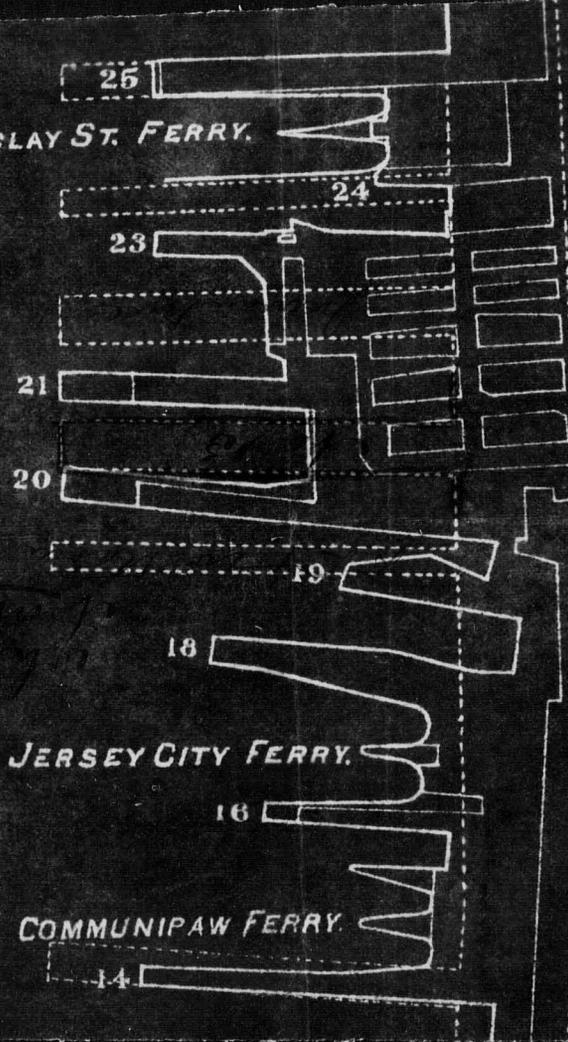
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Total South of 42^d Street..... 189.

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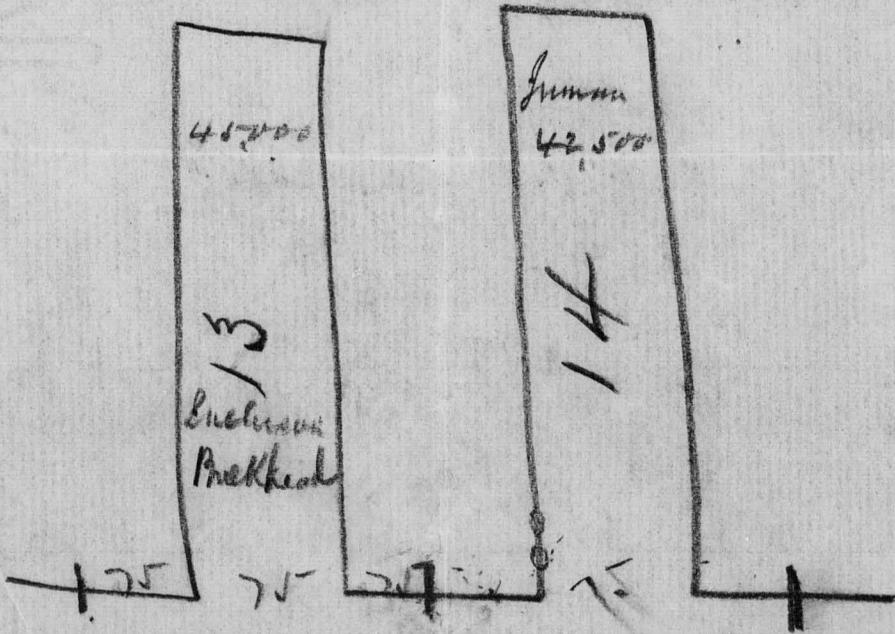


Sat. 12 noon

TELEPHONE
1333 CORTLANDT.

Law Offices of
Durnin & Hendrick,

Eugene Durnin, 20 Nassau Street,
Peter A. Hendrick,
Benjamin Yates. New York,

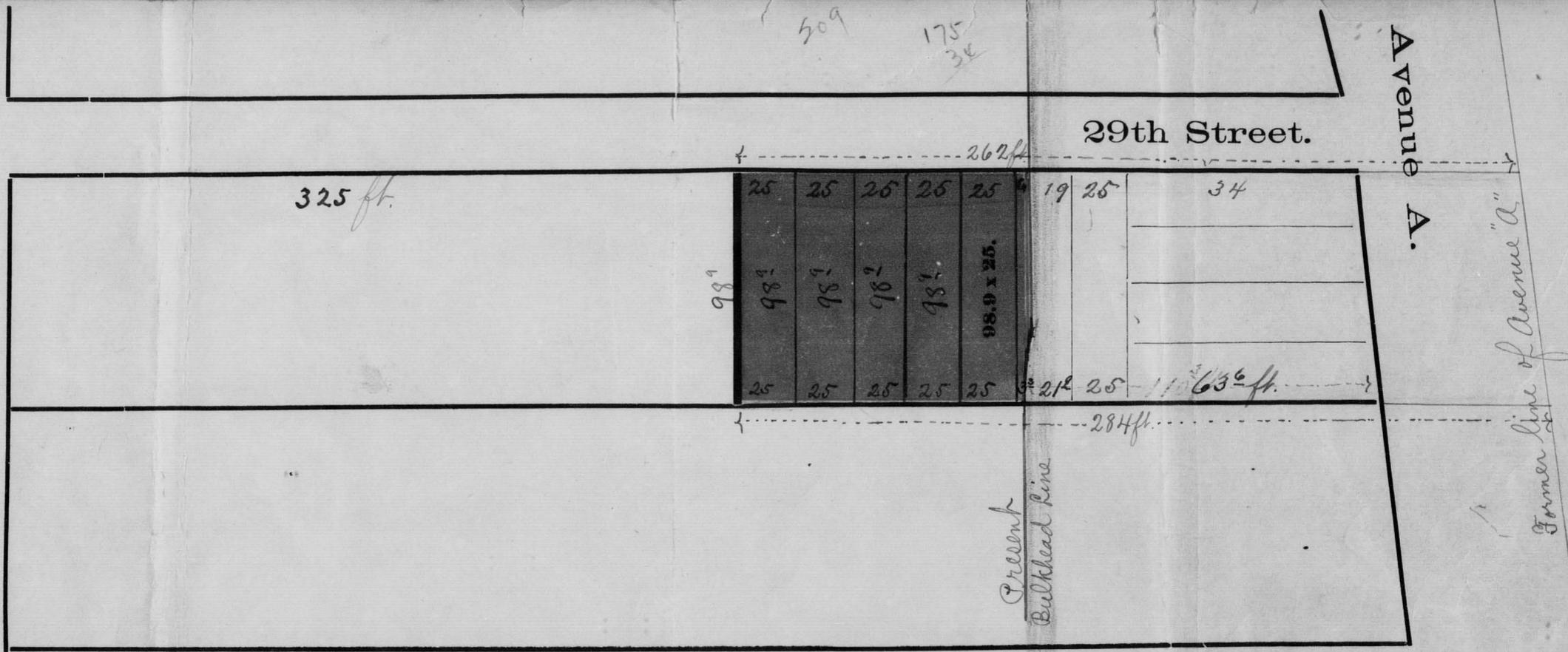


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Durnin

72

First Avenue.



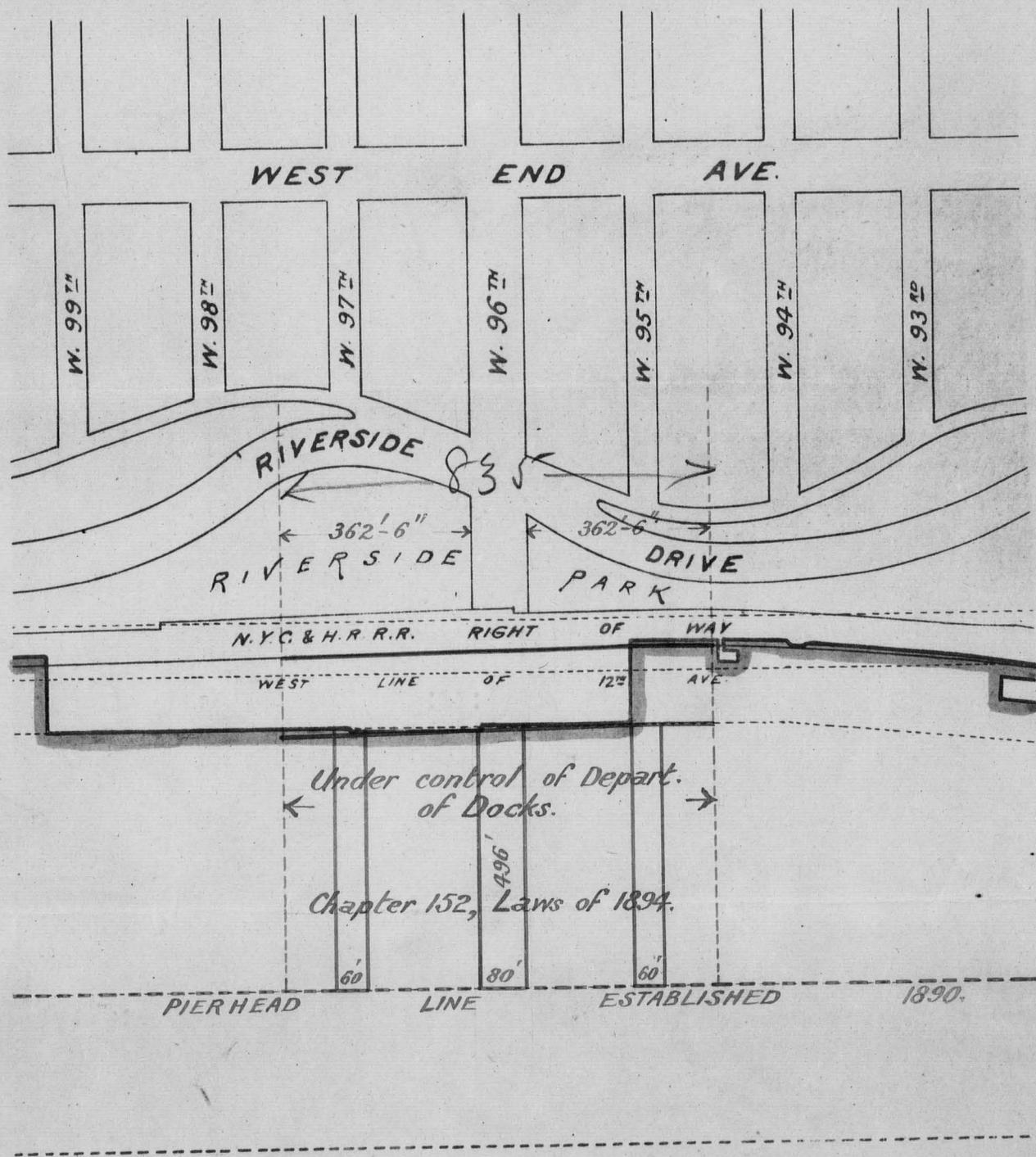
Having a full Deed from City for land under water, carrying with it all dock privileges and water rights east of Avenue A.
 Permit may be obtained from Dock Department, on application, to build out to this line—103 feet out from present bulk-head line.

SAMUEL KILPATRICK,
 Real Estate,
 157 BROADWAY,
 NOTARY PUBLIC.

Buckhead

ges
ggghs An A.

73.



Scale, 1 Inch = 300 Feet

W. & J. MCH. 18, '96

40

1896 MAR 16

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THE CITY OF NEW YORK
DEPARTMENT OF RECORDS AND INFORMATION SERVICES
MUNICIPAL ARCHIVES

SEPARATION SHEET

INSTRUCTIONS: For each item or unified group of items separated, complete two *exactly* duplicate forms. Place one form within the collection at the exact place the separated item would occupy if it could remain in the collection. File the other form with the separated item in its new location.

DESCRIBE ORIGINAL LOCATION OF ITEM(S):

1. Record Group:

STRONG, WILLIAM L.

2. Subgroup:

3. Series:

SUBJECT FILES

4. Box No.

Fold No.

DOCKS, DEPT. OF

5.

BRIEF DESCRIPTION OF ITEM(S):

U.D.

MAP OF WATER RIGHTS ON THE
HARLEM RIVER BETWEEN
HELL GATE AND LITTLE HELL GATE

SEPARATED TO:

6. New Location:

OV 1

7. Room:

8. Date Separated:

9/3/02

9. Separated By:

T. ADLER

C.

The plan of 1893 for the improvement of the water front on the North River between the southerly side of Charles Street and the southerly side of West 23rd Street contemplated the maintenance of the original pier New Number 47 and the construction of five new piers between Perry Street and Gansvoort Street, varying in length from about 728 feet to about 679 feet, each about ~~225~~ 80 feet wide and with about 225 feet/slips, as well as the construction of four short piers opposite New West Washington Market, all practically at right angles to the bulkhead line, as against the construction of five new piers 70 to 125 feet wide and 700 to 750 feet long with 250 feet/slips determined upon by the present Board of Docks; also the construction of two piers about 80 feet wide and about 535 and 522 feet long at right angles to the bulkhead line between Bloomfield Street and West 14th Street, eight piers about 80 feet wide and ranging from 556 to 458 feet long with 225 feet/slips, each making an angle of about 65 degrees with the bulkhead line between West 14th Street and West 23rd Street, as against the construction of ten new piers 50 to 100 feet wide and 800 feet long with slips 200 feet wide or a little less, besides a short pier on the southerly side of West 22nd Street and four ferry slips opposite West 13th Street determined upon by the present Board of Docks.

All the piers and slips in the plan of 1893, as well as an 80 feet marginal street, wharf or place west of and adjacent to West Street (70 feet wide) between Charles Street and Gansvoort Street and a marginal street, wharf or place 250 feet wide between Bloomfield Street and West 23rd Street were included between the pierhead line of

1890 and the easterly line of West Street from Charles Street to Gansevoort Street and that line prolonged through the blocks between Bloomfield Street and West 23rd Street. Whereas in the plan of the present Board the pierhead line is that established May 18th, 1897, which is at all points outside of that of 1890, and at Bloomfield Street as much as 132 feet outside of it.

The plan of the present Board also places the 250 feet marginal street, wharf or place between Bloomfield Street and West 23rd Street nearly 150 feet further inland than the plan of 1893 at the southerly end and ^{over}~~only~~ 350 feet further inland near the northerly end.

In short, there is not a single feature of construction common to the two plans nor, with the exceptions of the easterly line of the marginal way between Charles Street and Gansevoort Street and one or two short lines **at** either extremity of the entire proposed improvement, is there a single line common to the two plans; they are radically different in their essential features and in their capacities to serve the shipping they are designed to accommodate the plan of the present Board is far superior to that of 1893.

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