

Saint George, Staten Island,  
December 27th, 1896.

George M. Pinney, Jr., Esq.,  
Secy, Greater New York Charter Commission,  
New York.

Dear Sir:-

The question of the regulation of the Ferries within the Greater New York appears to have escaped the attention of the Charter Commission. This is natural enough, not only because of the multiplicity of other subjects, but more likely because the question is new, for hitherto the waters have been the barriers that have separated the sections, whereas now they will be the bonds that will unite them.

If the union thus contemplated is to draw all portions of the great commonwealth together, it is obvious there is no subject of greater moment than the means of communication between all its parts should be regulated, so that no impediment whatever should exist in the utmost freedom and facility of movement. This is plainly the case, when the fact is recalled that even now, in our separated condition, there is a far greater number of business people interested in the question of ferries than there is in the Department of Parks, of Docks, of Law, or even of Police. It may be safely estimated that fully one-quarter of all the people engaged in business below Fourteenth Street, are concerned in the question of Ferries. The future growth of the City now that it is to include so vast a territory, reachable only across water, will in time make fully fifty per cent of its business populace, dependant on means of communication of this character. The drayage system of this City, where almost the entire commerce is moved on wheels, is largely dependant upon the ferries, and the congestion at points of egress between teams and passengers is already excessive. Stable accommodation is impossible in the lower part of the City, where land is sufficiently valuable to justify the erection of twenty and twenty-five story buildings, and the provision for the over-flow of teams to the Borough of Brooklyn, Richmond, and to New Jersey, must have a better regulation than at present, unless indeed the commerce of the port is to stand still. A separation of team and passenger traffic and the construction of large and roomy passenger boats will never be made if personal or corporate greed stands in the way.

The Commission on reflection will, therefore, readily apprehend that, in laying broad and deep the foundations of the City of the Future, it is of the highest importance that the utmost freedom of movement on water as well as upon land, should be provided for, and that as little impediment in the shape of individual profit, or lack of accommodation, should exist against the privilege of entering one borough which is surrounded by water as is contemplated on land between these various distinctive divisions. This is all the more pressing now that the chief problem that confronts the people of New York is the question of transit on land, and that its solution in the increasing rapidity of ratio of growth, rests largely in making available the natural and easy communication by water.

No other opportunity may ever offer by which these natural means of movement may be made to a degree so greatly useful to the aggregation of humanity packed so closely together as in the lower part of the City during business hours, and to exceed in density that existing elsewhere within similar space on the earth's surface.

At present, the regulation of the Ferries rests with the Sinking Fund Commission, because they yield on a per centage of gross receipts a revenue to the City Treasury. This is a wrong principle, and under the



changed conditions of a union of outlying portions who have hitherto paid tribute for the privilege of entrance, should be abandoned. Tribute should not be demanded by the citizens of one Borough for the privilege of entrance to another. No high wall would for a moment be tolerated between the Borough of Manhattan and the Borough of Bowling Green and none should exist between the latter and the Borough of Richmond. Yet the tribute paid to-day, in addition to profits paid to individuals operating the ferry, by the people of Richmond for the privilege of entering the future Borough of Bowling Green, approaches \$50,000 annually or \$1,000 per week. So also the people of Long Island pay tribute, and equally so all the people of New Jersey that com. and go.

If New York were a Walled City, encircled with a stone wall fifty feet high, with gates manned by revenue officers exacting tribute from each passer-by, the cordon could not be more complete than to-day exists. Such a principle of exaction and exclusion for a City uniting wide areas and inviting expansion for its populace, thus seeking to broaden the opportunity for homes and hearth-stones, ought not to be for a moment entertained.

On the contrary, the principle that would most largely encourage communication by water to out-lying properties so cheap as to be within the reach of the vast army of employees, should animate the future policy of a city within whose present limits, and by ninety per cent of its populace, the hope of a home is the most hopeless of hopes. To get frequency, rapidity and perfection of communication at bare cost on water, should be as much the effort of the authorities, now to be set in motion, as it should be to provide streets that are clean, flagging that is free and other safe-guards of movement on land.

How best can this be done? It can best be done by the creation of a separate Department of Ferries, or specifically adding the great duty of their supervision to some other existing department. Thus there might be added to the Dock Department the legitimate care of this means of communication, and make it the Department of Docks and Ferries. At present there is a complete separation as to Dock property between the Sinking Fund Commission in charge of ferry piers, and the Dock Commission in charge of all other pier property. This would be remedied and the Dock Department would then be responsible for the whole water front of the enlarged city. But in addition to this control, the Dock Department should not only be placed in position to perfectly regulate the ferry service, but if they so elected, they should have power to operate the ferries. The City of New York itself should own its own means of communication on the water within the City, just as now it owns Broadway, the Brooklyn Bridge, its Water Supply, or any other property calculated to serve a public purpose so universal. The element of profit, individual or otherwise, should not intervene. All the revenues should be dedicated to increase of frequency, to amplitude of accommodation and reduction of fares till these reached a merely nominal figure. This is surely the correct basis on which to contemplate the future growth of a City of whose newly constituted territory by far the largest proportion is that which must be forever surrounded by water, and within whose limits reside a better hope of residential growth, a greater prospect of commercial development, and a surer prospect for successful manufacturing competition, than in the whole remaining portions of the City combined. It is needless for me to say that this is the new Borough of Richmond with its 58 square miles of hill and dale, its 40 miles of water-front, rendered by my efforts accessible to all Trunk Lines west of the Hudson, and its advantageous position, as being reached by water, as the most delightful means of approach, and by the least expenditure of capital, more frequently conveniently and comfortably and more cheaply than by any other means.



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A fifteen minute service across the Bay of New York, at five cent fares, for nearly nine millions of passengers annually has resulted from efforts which I had the great good fortune to inaugurate, a fact that gives me some justification in thus addressing the Commission. That extent of ferriage now yields a profit of \$100,000 per annum in addition to the tribute of \$50,000 annually paid to the City Treasury. This source of revenue the Charter Commission doubtless desires to preserve; but let it result from profit rather than from tribute. If they will give to the Department of Docks and Ferries a free hand to maintain this profit and spend on the service all beyond it, no one act in their great and ~~fruitful~~ disinterested efforts would be more fruitful of the highest beneficence. Within five years this nine million of passengers would be increased to fifteen million, as a result of a ten minute service and three cent fare. A three cent fare for 15,000,000 passengers would yield \$450,000. Deducting \$50,000 profit to the City and retaining \$50,000 interest on a million of dollars for new boats, would leave \$350,000 or \$1,000 a day for current expenses, which would be ample for this augmented accommodation at this reduced rate. This in time would be followed by a five minute service and a two and a half cent rate, or an excursion rate of five cents, which, when rendered possible, would make such a union between the Boroughs of Bowling Green and Richmond as to equal that only between all the other distinctive divisions. It would do more than that. It would make the accommodation and the attraction toward the southern section of the future City as great as that toward the northern and eastern portions and result in such a diffusion of population, especially among the employees and working classes as to be in the highest degree beneficial.

The safety of the Republic rests more securely in the "hope of property" than in any other hope. Deny the expectation of property in the shape of a home of ones own to a large mass of citizens is to imperil self-government, and in no city in the new world is this denied in so large a proportion as in New York, where to its reproach it may be said, that ninety per cent of its populace pay tribute to the other ten per cent for the privilege of shelter. By enlarging the area of the City of the Future so as to include ample room, at lowest rates, for homes of the humblest. The Charter Commission is engaged in a noble work, but it will hardly fulfill its whole duty unless it makes access to these homes so free, so cheap, so perfect that neither tribute nor tax, - neither selfish profit nor corporate greed shall withstand the eager rush to and from the homes of the people, on whose health, happiness and prosperity depends the future of the great City, the new foundations of which are now being laid.

Because the subject is so far-reaching and important, I have ventured on a public communication to anticipate the fifteen minutes allotted at the public hearing to elucidate it and kindred suggestions and trust you and your fellow Commissioners will be able by reflection and discussion to reach a conclusion in relation to Ferries that will make perfect a Charter, already approaching perfection as the result of great labor and disinterested public service, most ably and faithfully performed.

Respectfully,

ERASTUS WIMAN.

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City and County of New York : ss

JAMES B. TOWNSEND, being duly sworn, deposes and says: I am the Senior Consul of the New York City L.A.W. Consulate, having my office in New York City; That on the evening of Sunday June 27th last in company with several friends, including Mr. John W. Phillips and Mr. James T. Clark and others, ~~and~~ I reached College Point from Flushing to take the 7 P.M. boat of the East Ninety Ninth and College Point Ferry which was scheduled to leave at 7 P.M.; that said boat did not leave until 7.10 P.M. and was then well filled with passengers, both on upper and lower decks; that the said boat stopped at the pier of the resort known as North Beach where she lay for fully fifteen minutes taking on passengers until there was not even standing room for more; that a majority of the passengers appeared to be women, many of whom had infants in their arms; that hundreds of these women were obliged to stand during the remainder of the trip to New York wedged closely together in the crowd; that some of the children cried and fretted in consequence of the crowd and heat; that the boat after slowly traversing the dangerous waters of Hell Gate finally reached her dock at the foot of East 99th Street at 7.50 P.M; that when made fast to the slip there was a delay of about ten minutes before the gang plank could be adjusted and the

passengers leave the boat, owing to the fact that the bow of the boat was greatly depressed from the weight of the crowd on the forward decks; that in my opinion said Ferry boat was dangerously overcrowded, and that had any scare occurred, a panic with probable loss of life, would have resulted; that I am informed that these ferry boats are frequently overcrowded in the same manner on Sundays and holidays and that they are illegally doing an excursion business by stopping at North Beach on their trips to and fro between New York and College Point.

Sownr to before me this  
22nd day of July, 1897.

*James B. Townsend*

*Attest Macandrew*

*Notary Public (#2)*

*New York County*



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passenger

New York, November 11, 1897.

Hon. Commissioners of Accounts,  
New York City.

Gentlemen:-

I have the honor to submit herewith a report of an examination of the books of the Staten Island Rapid Transit Railroad Company and the Rapid Transit Ferry Company covering the period from February 1, 1892, to August 31, 1897, made to determine the gross earnings of the ferries operated by the above mentioned companies and designated as the Staten Island Ferry and the Bay Ridge Ferry, upon which certain percentages are payable to the City of New York in accordance with the provisions of the several leases under which the ferries have been operated.

From February 1, 1892, to April 30, 1893, these ferries were operated under a lease made by the City of New York with the Staten Island Rapid Transit Railroad Company May 1, 1883, for a period of ten years, which subsequently was amended so that the expiration of the leases of the two piers used by these ferries and known as "Pier No. 1 East River" and "Pier foot of Whitehall Street" should be co-equal.

Prior to the expiration of the aforesaid lease the Comptroller of the City of New York caused to be advertised the sale at public auction to the highest bidder of the franchises of these ferries for the period of ten years from May 1, 1893. The sale, however, was postponed from time to time owing to an injunction obtained by one Peter Wilkins to prevent the Comptroller from making such sale until finally under date of September 29, 1894, a sale was made to Howard Carroll and associates and possession of property taken by them under date of October 16, 1894.

Under the former lease the franchises of the Staten Island Ferry and the Bay Ridge Ferry were included in one instru-



ment, the Staten Island Ferry operating what was known as the East Shore Ferry and the North Shore Ferry, paying to the City 5% of the gross earnings of the former and 14 1/4% of the gross earnings of the latter, and the Bay Ridge Ferry paying 14 1/4% of its gross earnings.

Under the now existing lease Howard Carroll and associates, organizing and operating under the title of "The New York Harbor and Staten Island Ferry Company", agreed to pay to the City of New York a rental of \$21,500 per year for the use of "Pier No. 1 East River" and "Pier foot of Whitehall Street" and a further sum equal to 5 1/2% of the gross earnings of the ferry, such percentage not to be less than \$22,500 for each and every year, making a total yearly sum due the City of \$44,000. Under date of December 28, 1894, Howard Carroll and associates, by and with the consent of the Comptroller of the City of New York, transferred the lease of the ferry to the Rapid Transit Ferry Company, which corporation has since and is now operating said ferry.

Upon the same day of sale of the franchise of the Staten Island Ferry the franchise of the Bay Ridge Ferry was sold at public auction to one Alrich H. Mann, he agreeing to pay to the City of New York a sum equal to 21 1/10% of the gross earnings of said ferry, such percentage not to be less than \$15,000 for each and every year. Again recourse was had to the courts and the Comptroller was enjoined from executing said lease on the ground of improper bids, and said lease was not and never has been executed.

On and after May 1, 1893, the North Shore Ferry ceased to be operated by the Staten Island Rapid Transit Railroad Company as a separate ferry.

In the interrugnum which existed between May 1, 1893, and October 16, 1894, during which the Staten Island Rapid Transit Railroad Company operated the ferry without a lease, they paid to the City a rental for the two beforementioned piers of \$20,000 per

year and a sum equal to 5% of the gross earnings of the Staten Island Ferry and the Bay Ridge Ferry up to February 1, 1894. From and after that date and up to October 16, 1894, they refused to pay the City any percentage of their gross earnings, although regularly paying, in quarterly installments, rental for the two piers. It is a significant fact that although paying to the City no percentage of the gross earnings of the Bay Ridge Ferry since February 1, 1894, this ferry has been controlled and operated by the Staten Island Rapid Transit Railroad Company in 1894 and 1895, by the Rapid Transit Ferry Company in 1896, the receipts going into their own coffers, and in 1897 by a corporation known as the Coney Island and Manhattan Beach Excursion Company, said corporation paying to the Staten Island Rapid Transit Ferry Company \$8000 for this privilege.

Upon commencing my examination I was informed by the officials of the Staten Island Rapid Transit Railroad Company that, acting under advice of their attorneys, Messrs. Tracy, Boardman & Platt, they could not permit me to make any investigation of their books during the period from May 1, 1893, to October 16, 1894, as, operating the ferries during this time without a lease, they did not recognize the right of the City to make such investigation. During the examination of the company's books, however, between February 1, 1892, and April 30, 1893, I disclosed so many clerical errors that I deemed it only just that the City should have full knowledge of the condition of affairs for the entire period from February 1, 1892, to August 31, 1897. In almost every month during this period errors were made in the monthly classification sheet prepared by the Auditor for the Treasurer, from which the latter made his journal entries and computed the percentages due the City.

I hand herewith condensed statements of earnings, marked Schedules A, B and C, showing income from all sources of both



ferries upon which the City is entitled to its proper percentages.

Schedule A shows gross earnings from February 1, 1892, to April 30, 1893, disclosing a small balance due the City of \$4.17.

Schedule B shows gross earnings from May 1, 1893, to October 15, 1894, inclusive, and percentages due the City have been computed on the basis of 5% for Staten Island Ferry and 14 1/4% on Bay Ridge Ferry on the theory that in the absence of a lease the Ferry Company have having possession of the property and operating same, were acting simply as "hold-overs" and subject to the provisions of the former lease. This schedule shows an amount due the City of \$34,234.60.

Schedule C shows earnings from October 16, 1894, to August 31, 1897, and percentages have been computed on the basis of 21 1/10% for the Bay Ridge Ferry in accordance with the provisions of the unexecuted lease made with A. H. Mann, and shows a balance due the City of \$30,239.87.

Schedule D is a statement of Dock Rentals due the City for the entire period from February 1, 1892, to November 30, 1897, being payable quarterly in advance, and shows an overpayment to the City of \$895.83. This is explained by the fact that while operating the ferries without a lease they made a quarterly payment in advance for the quarter ending October 31, 1894, at rate of \$20,000 per year, and upon the execution of the present lease payment was made for the three and one-half months from October 16, 1894, to January 31, 1895, thus making payment twice for the last fifteen days of October.

Schedule E is a summary of dock rentals, earnings and percentages due the City for the entire period under investigation and shows a net amount due the City of \$63,582.81.

I have not attempted to unravel and much less to understand the many legal complications which surround the officers of the two companies, and the computations of the percentages due the

as shown in Schedules B and C have been made at the suggestions of the Collector of City Revenue and by the Counsel to the Corporation, in whose hands is now resting a claim against the Rapid Transit Ferry Company for over \$36,000, lodged there by the Comptroller more than two years ago as representing the amount due the City at that time.

In conclusion I desire to add that my thanks are due to the several officials of the company for their uniform courtesy and the ready assistance given me at all times.

Respectfully submitted,

J. L. Randle,

Examiner.



## Schedule "A"

Ferry Earnings, Staten Island Rapid Transit Railroad Co. From February 1<sup>st</sup> 1892 to April 30<sup>th</sup> 1893

Date	East Shore Ferry				North Shore Ferry	Bay Ridge Ferry					Earnings & Percentages				Quarterly Totals			
	Passengers	Teams	Mail	Express	Passengers	Local	Sea Beach Route	Culver Route	Manhattan Beach Route	Freight	East Shore Ferry Earnings	5%	North Shore Ferry Earnings	14 1/4 %	Bay Ridge Ferry Earnings	14 1/4 %	Earnings	City Dues
1892																		
Feb	1600272	5268 -		13140	36750	3670	24427				920	2140212	107011	36750	5237	29017	4135	
March	1693997	583595		14580	35845	4100	24834				377	2292172	114608	35845	5108	29311	4177	
April	2058582	639885	14215	14040	40835	5970	35754				1240	2726722	136336	40835	5819	42964	6122	73738 28 3885 53 7
May	2645310	720150		14040	57530	12845	208159	575532	5230	4810	33795 -	168975	57530	8198	806576	114937		
June	3500210	723870		14040	71455	18970	800376	442290	489996	9540	4238120	211906	71455	10182	1761172	250967		
July	4239820	732330	14215	14040	57710	29980	1569895	1085543	386816	8547	5000405	250020	57710	8224	3080781	439011	184532 49 14624 20 1	
August	3498777	731965		14580	87545	355 -	1229044	819465	274494	7232	4245322	212266	87545	12475	2365735	337117		
Sept	2547790	703785		14040	44235	9815	274095	185921	204036	2587	3265615	163281	44235	6303	676454	96395		
October	2245185	707135	14215	13320	42880	6550	6055	38265		1919	2979855	148993	42880	6110	23741	3382	136839 00 9795 58	
November	1824542	573410		13140	34060	3390	16910	1855	1995	370	2411092	120555	34060	4853	24520	3494		
December	1847482	552250		13860	31265	3210	46364	14010		930	2413592	120680	31265	4455	64814	9193		
1893																		
January	1541568	457680	14215	13880	33415	1420	6840	1040		503	2027343	101367	33415	4762	7723	1100	7047524 3704 59	
February	1394277	448265		12600	21465	1120	19635	8030		695	1855142	92757	21465	3059	29480	4201		
March	1707617	590210		12780	33970	2200	26186	5460		2009	2310607	115530	33970	4841	35855	5109		
April	1909627	589020	14215	14580	39230	2670	25901	3900		1565	2527442	126372	39230	5590	34036	4850	68872 27 3623 09	
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Transit Railroad Co. From February 1<sup>st</sup> 1892 to April 30<sup>th</sup> 1893

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Schedule "B"

Ferry Earnings. Staten Island Rapid Transit Railroad Co. From May 1<sup>st</sup> 1893 to October

Date	Staten Island Ferry						Bay Ridge Ferry						Earnings & Percentages								Quarterly Total				
	Passengers		Teams		Express	Mail	Local	Sea Beach		Culver		Manhattan Beach		Freight	Staten Island Ferry		Bay Ridge Ferry		Earnings	City Du					
								Route		Route		Route			Earnings	%	Earnings	%							
1893																									
May	24733	54	7700	75	142	20	113	45	1900	36	5332	19	43	53	32576	49	1629	82	7389	53	1053	01	171129	91	13320
June	30811	07	7640	30	140	40	163	65	7505	71	2827	43	3166	78	38591	77	1929	59	13768	87	1962	06			
July	40631	24	7546	95	140	40	142	15	241	60	14659	36	11129	98	48460	74	2423	04	30342	51	4323	81			
August	33273	09	7297	60	145	80	216	70	10377	76	6021	01	5918	02	40716	49	2035	82	22591	41	3219	13			
September	26093	99	7471	55	136	80	194	10	3182	68	4630	30	2451	70	33702	34	1685	12	10491	98	1495	11			
October	22520	79	6846	10	140	40	142	15	72	70	385	93	125	43	29649	44	1482	47	609	14	86	80	137760	80	10004
November	19300	05	5939	75	135	20	32	35	88	17			34	40	25375	00	1268	75	90	97	12	96			
December	18620	67	5924	55	136	80	34	00	264	14					24682	02	1234	10	298	89	42	59			
1894															21958	82	1097	94	234	31	33	39	72640	01	3689
January	16591	12	5079	75	145	80	142	15	36	70	191	67			19014	37	950	72	181	92	25	92			
February	14379	02	4509	35	126	00	26	75	151	07					25804	27	1290	21	232	44	33	12			
March	18955	12	6703	35	145	80	44	70	177	79					27413	12	1370	66	442	01	62	99	73088	13	3733
April	20402	77	6733	20	135	00	142	15	51	80	300	12	75	20	34021	85	1701	09	7326	56	1044	03			
May	25548	90	8327	15	145	80	118	70	1205	47	5975	59			40974	19	2048	71	12430	37	1771	33			
June	32663	04	8170	75	140	40	195	55	3890	29	2171	32	6102	98	46259	37	2312	97	29750	25	4239	41	170762	59	13117
July	37676	47	8300	35	140	40	142	15	241	00	10825	50	10362	44	42292	38	2114	62	21939	76	3126	42			
August	33796	63	8349	95	145	80	195	00	8411	73	5954	87	7343	45	34692	87	1734	64	11907	45	1696	81			
September	27272	97	7284	90	135	00	149	25	3128	01	6371	02	2243	90	14473	51	723	68	316	07	45	04	125622	04	9441
Oct [15 days]	10755	96	3644	65	72	90	33	00	224	62	50	30													
	454026	44	123470	95	2450	90	710	75	2161	00	66870	38	61027	08	39709	45	576	53					751003	48	5330



*Staten Island Rapid Transit Railroad Co. From May 1<sup>st</sup> 1893 to October 15<sup>th</sup> 1894*

Manhattan Beach			Earnings & Percentages								Quarterly Totals				Quarterly Payments				Differences					
Route			Freight		Staten Island Ferry				Bay Ridge Ferry				Earnings		City Days		Earnings		Percentages		Excess	Deficit		
					Earnings	5%		Earnings	14 1/4%		Earnings	City Days	Earnings	City Days	Earnings	City Days	Earnings	Percentages	5%					
3166	78		43	53	32576	49	1628	82	7389	53	1053	01	171129	91	13320	33								
4238	15		105	30	38591	77	1929	59	13768	87	1962	06												
5918	02		73	42	48460	74	2423	04	30342	51	4323	81			171097	11	8554	86			4765	47		
2451	70		57	92	40716	49	2035	82	22591	41	3219	13												
16	40		33	20	33702	34	1685	12	10491	98	1495	11												
34	40		8	68	29649	44	1482	47	609	14	86	80	137760	80	10004	45	137620	59	6881	03		3123	42	
			4	85	25375	00	1268	75	90	97	12	96												
			75		24682	02	1234	10	298	89	42	59												
			594		21958	82	1097	94	234	31	33	39	72640	01	3689	73	72727	82	3636	39			53	34
			4	10	19014	37	950	72	181	92	25	92												
			995		25804	27	1290	21	232	44	33	12												
			1489		27413	12	1370	66	442	01	62	99	73088	13	3733	62							3733	62
6102	98		26	80	34021	85	1701	09	7326	56	1044	03												
8262	47		70	23	40974	19	2048	71	12430	37	1771	33												
7343	45		58	84	46259	37	2312	97	29750	25	4239	41	170762	59	13117	54							13117	54
2243	90		34	71	42292	38	2114	62	21939	76	3126	42												
			15	27	34692	87	1734	64	11907	45	1696	81												
			8	15	14473	51	723	68	316	07	45	04	125622	04	9441	21							9441	21
39709	45	576	53										751003	48	53306	88	381445	52	19072	28			34234	60



# Schedule "C"

## Ferry Earnings Staten Island Rapid Transit Ferry Co From October 16<sup>th</sup> 1894 to August 31<sup>st</sup> 1896

Date	Staten Island Ferry								Bay Ridge Ferry					Earnings & Percentages			
	Local	Rapid Transit	Beth Am boy	Commutation	Trans	Express	Mail	Extra	Local	Sea Beach	Culver Route	Manhattan Beach	Freight	Staten Island Ferry	Bay Ridge Ferry	Percentages	
	Passengers	Division	Division					Baggage		Route		Route		Earnings	Earnings	5 1/2%	21 1/2%
1894																	
Oct. 16 days	175545	718786	81082	150750	408700	7290	14215							1556368	85600		
November	264075	1331520	145555	211125	611825	14040			3200	46982	7080	160	576	2578140	141798	57998	12237
December	260790	1337142	145630	146125	590840	14040			3295	18375			1665	2494567	137201	23335	4924
1895																	
January	260680	1156055	107335	177875	533955	14220	14215		3535	57664	5855		2123	2204335	121238	69177	14596
February	181005	1015097	92675	237750	468085	66650		324	1560	13216			423	2061586	113387	15199	3207
March	231015	1282905	126455	228000	598125	28500		62	3785	33161	4280		1578	2495062	137228	42804	9031
April	251945	1381925	146390	213875	717235	31790	14215	212	5880	40990	4550		3928	2757587	151667	55348	11678
May	358500	1743585	202230	198125	866830	32160	100		9410	182890	232987		3508	3401530	187084	428795	90476
June	447105	2471880	258105	241250	919655	30550		125	13915	621200	498081	352095	7342	4368670	240277	1492633	314945
July	455515	2764870	309630	230500	868570	30175	14215	157	17755	1552285	1118002	521944	5152	4673632	257050	3215138	678394
August	389980	2653902	285420	234875	860045	31880		38	21070	1300559	871015	611559	3755	4456140	245088	2807958	592479
September	419170	2203145	240355	212125	872670	30110		87	14300	847245	436960	244960	2210	3977662	218771	1545675	326137
October	344600	1543050	171765	235875	838095	34860	14215	125		13075				3182585	175042	13075	2759
November	254600	1374815	137830	236000	649530	29530		75		9445	8040			2682380	147531	1405	296
December	283265	1397260	153060	209375	633930	26690		37						2703617	148699		
1896																	
January	246365	1230357	118695	235625	555145	28200	14215	13						2428615	133574		
February	206425	1097095	111935	261500	510435	24430		75						2211895	121654		
March	217085	1166350	120060	230750	577170	25990		162						2337567	128566		
April	346105	1450950	158380	251375	747860	29120	14215	125						2998130	164897		
May	481780	1985857	231445	259125	915545	30400		62	370	66501	37276			3904214	214732	104147	21975
June	451475	1924215	217315	271125	874410	29290		125	10455	333806	418200	195023	3278	3767955	207238	960762	202721
July	522335	2489530	306790	247500	906660	29790	14215	50	17815	974301	598842	492155	4633	4516870	248428	2087746	440514
August	552485	2439902	233745	243500	885970	28250		63	20445	1013427	607549	489557	2156	4383915	241115	2133134	450091
September	450955	1811855	186480	238875	878365	28630		148	9865	228375	175511	74032	648	3595308	197742	488431	103059
October	370505	1501932	141450	262750	822405	31480	14215	38	480	11092	15830	40		3144775	172963	5178	1092
November	477820	1294746	134405	216625	697815	25690		50		1525	750			2847151	156593	2275	480
December	240013	1427793	132920	245250	652380	26570		50						2724976	149874		
1897																	
January	166167	1216728	104455	230375	516020	23970	14215	87						2282017	125511		
February	167377	1156365	102155	107000	529235	22550		112						2084794	114663		
March	2167310		115835	47500	628420	27720		233						2987018	164286		
April	1291183		82960	12625	721360	26320	14400	110						3148958	173193		
May	2440307		190475	51375	894335	29927		37						3606456	198355		
June	2766532		218350	52250	839935	36676		50						3913793	215259		
July	3300245		238835	50000	871375	32139	14215	62						4506871	247878		
August	3393897		245915	55125	792835	32565		460						4520797	248643		

Add to each City limit of \$44,000 for year ending Nov 30/96 S.I. Ferry

" " " \$15,000 " " " Bay Ridge Ferry





usit Ferry Co From October 16<sup>th</sup> 1894 to August 31<sup>st</sup> 1897

Ferry			Earnings & Percentages				Quarterly Totals		Quarterly Payments		Differences	
Manhattan Beach	Route	Freight	Staten Island Ferry		Bay Ridge Ferry		Earnings	City Dues	Earnings	Percentages	Excess	Deficit
			Earnings	5 1/2 %	Earnings	21 1/2 %						
			1556368	85600								
160		576	2578140	141798	57998	12237						
		1665	2494567	137201	23335	4924						
		2123	2204335	121238	69177	14596	8983920	517594	8825908	860424	342830	
		423	2061586	113387	15199	3207						
		1578	2495062	137228	42804	9031						
		3928	2757587	151667	55348	11678	7427586	426198	7307620	401919	24279	
		3508	3401530	187084	428795	90476	3830325	277560	3401460	187080	90480	
3520	95	7342	4368670	240277	1492633	314945						
5219	44	5152	4673632	257050	3215138	678394						
6115	59	3755	4456140	245088	2807958	592479	21014171	2328233	13526257	743943	1584290	
2449	60	2210	3977662	218771	1545675	326137						
			3182585	175042	13075	2759						
			2682380	147531	1405	296	11399972	869944	9847529	712884	157060	
			2703617	148699								
			2428615	133574								
			2211895	121654			7344127	403927	7344397	403942	15	
			2337567	128566								
			2998130	164897								
			3904214	214732	104147	21975	9344058	530170	9254251	508983	21187	
1950	23	3278	3767955	207238	960762	202721						
4921	55	4633	4516870	248428	2087746	440514						
4895	57	2156	4383915	241115	2133134	450091	17850382	1790107	12664380	696540	1093567	
7403	2	648	3595308	197742	488431	103059						
40			3144775	172963	5178	1092						
			2847151	156593	2275	480	10083118	631929	9735879	640535	8606	
			2724976	149874								
			2282017	125511								
			2084794	114663			7091787	390048	6943250	381878	8170	
			2987018	164286								
			3148958	173193								
			3606456	198355			9742432	535834	9727797	535029	805	
			3913793	215259								
			4506871	247878								
			4520797	248643			12941461	711780	12909954	710047	1733	
for year ending Nov 30/96 S.I. Ferry							113799				113799	
" " " Bay Ridge Ferry							280068				280068	

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## Schedule "D"

Rental of Docks & Wharfs. From July 1<sup>st</sup> 1892 to August 31<sup>st</sup> 1897

Quarterly Periods	Yearly Rental	Aue City	Paid City	Excess	Deficit
Quarter ending Apr 30/92	20000 00	5000 00	5000 00		
" " July 31/92	20000 00	5000 00	5000 00		
" " Oct 31/92	20000	5000	5000		
" " Jan 31/93	20000	5000	5000		
" " Apr 30/93	20000	5000	5000		
" " July 31/93	20000	5000	5000		
" " Oct 31/93	20000	5000	5000		
" " Jan 31/94	20000	5000	5000		
" " Apr 30/94	20000	5000	5000		
" " July 31/94	20000	5000	5000		
" " Oct 31/94	20000	5000	5000		
" " Jan 31/95	21500	5375	6270 83	895 83	
" " Apr 30/95	21500	5375	5375		
Month " May 31/95	21500	1791 67	1791 67		
Quarter " Aug 31/95	21500	5375	5375		
" " Nov 30/95	21500	5375	5375		
" " Feb 29/96	21500	5375	5375		
" " May 31/96	21500	5375	5375		
" " Aug 31/96	21500	5375	5375		
" " Nov 30/96	21500	5375	5375		
" " Feb 28/97	21500	5375	5375		
" " May 31/97	21500	5375	5375		
" " Aug 31/97	21500	5375	5375		
" " Nov 30/97	21500	5375	5375		
		121291 67	122187 50	895 83	



## Schedule "E"

## Recapitulation

Rental of Docks & Wharfs, Earnings, City Dues & Payments. From Feb'y 1<sup>st</sup> 1892 to Aug 31<sup>st</sup> 1897.

Period	Rental of Docks & Wharfs	Earnings	City Dues	Yearly Totals	Payments	Yearly Totals	Yearly City Limit	Deficit
Quarter ending Apr 30/92	500000	7373828	888553	888553	888309	888309		244
" " July 31/92	500000	18453249	1962420		1962238			
" " Oct 31/92	500000	13683900	1479558		1479074			
" " Jan'y 31/93	500000	7047524	870459		870472			
" " Apr 30/93	500000	6887227	862309	5174746	862789	5174573		173
" " July 31/93	500000	17112991	1832033		1355486			
" " Oct 31/93	500000	13776080	1500445		1188103			
" " Jan'y 31/94	500000	7264001	868973		863639			
" " Apr 30/94	500000	7308813	873362	5074813	500000	3907228		1167585
" " July 31/94	500000	17076259	1811754		500000			
2 1/2 mos " Oct 15/94 (To Oct 31/94)	500000	12862204	1444121	3255875	500000	1000000		2255875
3 1/2 " " Jan'y 31/95	537500	8983920	1055094		1487507			
Quarter " Apr 30/95	537500	7427586	963698		939419			
Month " May 31/95	179167	3830325	456727		366247			
Quarter " Aug 31/95	537500	21014171	2865733		1281443			
" " Nov 30/95	537500	11399972	1407444	6748696	1250384	5325000	4950000	1423696
" " Feb'y 29/96	537500	7344127	941427		941442			
" " May 31/96	537500	9344058	1067670		1046483			
" " Aug 31/96	537500	17850382	2327607		1234040			
" " Nov 30/96	537500	10083118	1169429	5506133	1178035	4400000	5900000	1500000
" " Feb'y 28/97	537500	7091787	927548		919378			
" " May 31/97	537500	9742432	1073334		1072529			
" " Aug 31/97	537500	12941461	1249280	3250162	1247547	3239454		10708
Year " Nov 30/96 City Limit of \$59,000				393867				
	11591667	255599415		30292845		23934564		6358281



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