

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
WASHINGTON, D. C.
OFFICIAL BUSINESS

2323

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300

T 2323

2323

Descriptive Report for Topo. Sheet No. 2323

Changes in Shore Line

since Survey of 1885

Vicinity of New York City
covered by U.S.C. & G. Survey
Chart No. 3694.

Examination by
Homer J. Ritter

from Mar. 13 to Dec. 2

1889.

To accompany filed chart
with corrections noted
on same.

N.S. Caw G. Survey.

Nov 13, 1889 to Dec 2
Examination of Chart (3694) with
a view of showing up to
date.

East River New York City side
67th Street - to 11th
commenced at 67th Street and followed
along shore.

Changes
From 67 to 50th = slight no change
just north of 49th Street the hill
side is being graded off and
a small temporary dump dock
10 yds wide 5 yds long is placed
the south side of this dock is
10 yds north of the north side
of 49th Street.

From 49th St. to 46th no
change

46th = Street pier has been lengthened
30 feet - is 36 feet wide
and has a 12 foot over-hang with descent
on the north side

Blackwells BC from opposite
67'± to opposite 50'± no change

W. City from E.R. from 46'± Street to
41'± no change

The indentation or step just north of
40'± Street has been filled in flush
with front face of old pier - A fairly
heavy block 104'± wide 15 yds long
extends into of river from end of old pier

38'± Street pier has been lengthened 25 ft
a dump overhanging 12 feet on North
side pier on

End of 37'± Street pier has been squared
the old pier is here 1 line between 35'± and
37'± has been extended six 1 line distance
of 38'± about 40 yds then runs at
right angle to old pier
(between 37 + 38'±)

from 37'± to 33'± no change
33'± Pier has a 4 yds overhang on
platform on the south side 30 yds
long.

From 33rd St. to 28th no change
except Lat 31st street line is
square - at end.

28th street line is being lengthened 344 ft
at front building and soon to be moved

The present bulk head line between 25th
& 26th is to be extended northward
to a point on the extension of
the north line of 28th street and
540 feet from the east line of First
Avenue.

The bulk head line is also to be extended
southward to ^{about} the extension of the
south side of 24th street 322
feet from the west line of Ave. A

A line is drawn 54.5 x .15 as on the
end of line 25th street

The ferry foot of 23rd street is
now called Ferry to Broadway

Broadway E. 10
From 23 to 11th street no change
except 545th falling N.E. corner 18th street
and street. Street to be extended 141st street
Ave B does not at present extend between 20 & 21st

The forgoing was also verified and
counting shown by Mr. A. M. C. Parker
Act, in charge of Rock. East River
after 16th Street near East River -

Brooklyn Side East River

Atlantic Ave. Ferry to Red Hook
1st Ave. to northward of Pacific St. - just on
building 8 yds. back from end (river) to with
30 yds of building - covers width of pier.

From Pacific to Battery St. no change

The pier foot of Battery St. has been lengthened
200 yds long (from building) + 2.3 yds wide.

The pier just south has a building on
the S. W. corner 10 yds wide 30 yds long

The next pier (foot of Harrison St.)
is much smaller with a building

The pier foot of Perry street has been
lengthened about 30 yds. and so
now carries with a building 15 yds from
end to within 20 yds of building -
a building 5 yds x 20 ft also on the
extension N.W. corner of Perry street -

From Georgetown St. to Hamilton Ave
no change

In the Atlantic Basin the building
front of the northern dock is
pier is more 20 yds wide and is
covered with a building, extending
the whole length of the pier to
within 6 yds of the pier end.

Half way between Summit St. & Boone St.
is 15 yds ^{wide} building extending from the building
to the water edge

The same occurs between Vernon &
William St.

10 yds west of Boone St. is a building
The square bounded by Clinton W. corner
W. of Perry street & Ferris street
is a building

From King St. to W. Hutchinson St.
No change.

The northern part of the long shaped
building south of Hutchinson street
has been lengthened about 10 yds.

In the 5th slip below Hutchinson St.
is a floating dry dock 25 x 50 yds. complete
7 ft deep.

The 8th section pier in the slip is taken
out.

The new slip dock contains a
dredge (or two) marine railway
(dock)

120 yds. farther south is a big
a two meter wide 35 meter long barge
dock

The ^{new} pier in the north end of the
above shaped dock is taken out

1201st Reven going towards 67th street
From Battery Place to Rector Street

No change except
part building on Pres. A.
crossing entrance from building to road 5 ft 8 in

N. 2nd slip south of Warren St. square off
N. E. corner and part on building south of
slip & 15 yds. width going onto slip about
7 yds. 1st old building since having been
removed out along that street

The buildings between Key and Vesey Street
have been taken down and are now left as
underground on land on road

Between Fulton & Vesey Street (city property)
the same being due to dredging back to old level
since some more land will be built but
the Gov. have not yet been laid out

Station Ferry slip lengthened 50 yds inland
and buildings removed as indicated on map

Log on slip from Warren taken out and buildings
(sheds) altered as indicated
from S. side Park across 6-8th St. Warren St. 8th mile
the building part of Warren St. extended inland 10^m by 15th St.

From Battery to Harrison No change

~~Blow~~
Blowfield to W 18' 1/2

Only approaches to Holston Ferry foot of
N. 14' 1/2 street. Length N. approx 20 m
first on boundary outside to the line. In side 15 m down
bridge 19 m west of 1st street.

Over highway during O. side few feet of 19' 1/2 street
4 m x 40 m 30 m from end.

R.R. bridge bridge north of 22nd street
56 feet north of road line 22nd street 1-1/2 feet
parallel to river

170 feet long x 50 wide
from. Over river, Ferry

1/2 130 m 25 x 26 actual bridge side
1/2 9 m 21 m 21 m 21 m 21 m 21 m
60 feet (5) from 21' 1/2 bridge
The above is composite summary of history
& cutting.

100' of 31' street from river & across bridge
100 feet wide x 500 feet long
river end 750 feet from east line of
12' 1/2 area (14' 1/2 area & 40' 1/2 area) 12' 1/2
2 years ago

The estate is built on 12' 1/2
is 250 feet from east line of 12' 1/2

and the fence line 500 feet
further -
The above holds good to the
north line of 61st street

Foot of 32nd street feet 100
feet 1 mile & 500 feet long -
Brent a year ago (MPC-HRQ)
It also has buildings some even per.

Foot of 33rd street feet 600
miles 500 lanes, no building

Between 30th & 33rd 1st building
on 1st new lane (see above)
and joined in 1st to it -

On foot of 34th long hand out to
new ~~back~~ ^{new} line
Therefore for 37 street length to new
fence line & width of 37th street

Between 37th & 38th ^{new} building lane none
building -

Flats along at end of 39th & 40th
Foot of 38th length to same fence line
north of street built in 88

1000' Precip. foot of 67 slanting (B)
 " " 66 N. side (F)
 " " 65 N. side (B)
 " " 64 6-6-6-6-6-6 (B)
 " " 63 6-6-6-6-6-6 (B)
 48-

Geological Notes

A stone seawall is being built
 and made complete on the north
 face of the island
 North Island west face of large
 beach being built north of Fort Columbus (B)
 on a small piece of land (B)
 about 50 yds from NW corner of the
 beach the sea water extends on
 a straight line outside of the
 the water almost reaches on the north
 (of which it is also very deep)
 In a westerly direction the sea
 water extends on a straight
 line to the point of the
 North and 1/2 the North shore of the
 Waller. Under the water will be found
 the above mentioned at the end of the

Brooklyn from New-Lore Co
to Alderson Ave Ferry

near the south side - at entrance to New-Lore Creek
the stream comes in from the south - the stream is about
100 yds. long - all the
stream bed is covered with - all the
very recent (to the sandstone) the
stream bed has been extended and
about 30 yds (by following)

From here to Greenpoint Ave no change

From the mouth of Oak Street
a row of massive piles are drawn
out under the stream - distance of 50 yds.
and the bulkhead line extended west to
the line where it was 1857 - between
Oak and Calyer St
from point line 32'6" at Oak was 31'11" at
Calyer St

Pile drawn at north west - forest study

From Calyer to N. 7th St. no change

The bulkhead line between the

South side of N. 7th St. is at the

N. side of N. 5th - more study for
a bit 27 yds. exactly for the S.W. corner of
7th street line - and goes to

1 lb. acorn w/ 6 h. acorn north
line of N 5th street as shown on
the map.

The pier at foot of N 6th street is
now 116 yds long & 17 wide.

Parallel w/ the above pier and 35 yds
w/ western is a pier 134 yds long
and about same width.

To 1st north and on S.E. corner of slip
is a R.R. loop 30 x 60 feet.
Wheat w/ the Southern and on the
N.E. corner of slip is a R.R. transfer
40 x 60 feet.

From point on 6 h. line middle of N 4th
run a line 30 yds in direction of shore
a parallel w/ shore 1 line & at
perpendicular towards 5th, 40 yds
1 line at N, as back w/ 6 h. line.
on which is a bridge 40 x 25 yds.
15 ft. S.W. corner of 1st R. bridge
a 10 yd wide & 40 yd long pier
extends into stream.

From here to S 1st Street no change.

The extension of 1st North side of S. 2nd Street makes S side of a recently built pier - 1st pier is 30 ft long on 1st S. side and 25 ft on 1st North side and is 70 feet wide - a building covers it and extends all 1st way - W 1st Street building on shore -

Foot of S 3rd Street -

The S side of 1st Street new pier is 1st S. side of 1st Street once extension makes it more about 97 yards - long - 1st North side is about 19 yds shorter - forming a pocket on S. E. corner of 1st slip - 1st pier is 70 feet wide - a building covers 1st pier - The south of 1st pier above two piers are Square.

From here to Broad St no change

The Slip between Broad and S 8th has been made into a ferry slip. The slip windows at the end are by taking away about 80 ft from the S side

street per a wavy shape from 8 m
yds wide to 4 yds long.

Changes in US Navy Yard -
are indicated on the map in
red. The ^{boundary} were furnished by
Acting Assistant and were
taken from a map in
the Engr. office of the Navy Yard
and by me verified by
going over the ground in person.

From Little St. to Old St. no changes
The 2nd slip north of Bond St.
has been shortened from 5 to 10 yds by
moving the end square.

The 2nd pier S of Bond St.
has a breadth 10 x 11 yds as indicated.

The pier foot of Jay St. has a breadth
about 50 yds long as indicated on map.

Also S. of Jay St.

From Jay to Main no change

The 2nd pair south of Main Street has
a building extending from 5 yds from
1st and to within 30 yds of 1st building
on shore and across 1st Eastern wall
of 1st pier.

From Block Sec. to Wall Street
Ferry. No comfortable changes,
the manner was very awkward on
map.

The piers on each side of Wall & F.
are covered with buildings.
The one on 1st north pier extends
for 20 yds from 1st end to 1st middle
of 1st pier house
and the one on 1st south pier
extends for 10 yds from 1st end of 1st pier
to within 41 yds of 1st pier
with the 2nd pier of 1st pier
the north pier of 1st pier
has also been made straight

From here to Alden Ave Ferry
no change

Brackets from those East River
New York Co. to upper end of
sheet.

1st Station out "7th St. Ferry -
no longer necessary -

The slip just south of the pier in
the L. E. R.R. property as Ferry road
to tunnel at street level. Railway
bridge flood-gates were raised -
those flood-gates are generally 40'
4 1/2" wide over all -

Just north of the property line is
a new pier

Extends the property line (shown on the map)
50 ft. from at right angles from a middle
direction) 50 ft. from at right angles
(extending down) about 90 yds. from
at right angles from the 10 yds.
from at right angles (extending down)
to bulkhead line -

About 70 yds (to the northwards is
another new pier about 50 feet wide
and 70 yds long - it stands close

to an old weathered downy pine/spruce
standing and shown on the map.
The downy pine was burnt about 2 years ago.
The slip just north of the old pine
has been ^{filled} about 15 yds. from shore and
contains the 2 stone filled piles
anything as shown on map in red.

The next pier is being lengthened.
The new pier being on a base
found by sinking the new bulkhead
just to the westward - and
described as follows -

Extend the south shore of the long
Elbow shaped slip 60 feet.
Have added the north shore of the
next slip (to the south of the long way)
24 feet, connect the two end by a
straight line -
The bulkhead is at foot being built
and almost finished.

Now starting at the top end of the
Sheet, extend the 2nd party -
Line 25 yds from shore and the
head was about 3.2 yds. connect

The ends and other buildings here
of New York Sumner Export Co
a building across the northern half
of the property and extends to
within 10 yds of the new b.h.c.

About 345 miles to the south
extends the same western end of
the S shaped ridge 50 feet from
the base of the property line -
then at right angles (and a touch
down 150 yds - then at right
angles to the b.h.c.
This new building is not filled
in - It fronts the Bldg of Estate

115 miles to the from the south? line
of the above b.h.c. is the north
line of the north new building
The same fence as on line with
the Bldg building - it has
about 90 miles of front -
a building 50 miles wide occupies
the northern part 70 feet back of
the same fence of the building.
(New York Goth. Tale Co.)

From here on to the long ellipse
shapes slip on change

The eastern side of Blackwater's
Point - shown on the map
shows no change.

New York Shore East River
C.E. 10th Street to Battery

The ferry foot of 7th Street is not surveyed.

The N.W. corner ship to south of 5th Street put in
over hanging dunnage - 12' x 40'

The N.W. corner of ship - south of Stanton Street
for 1 hour and two floating dry docks
about 20 x 40 ft. & 15 x 40 ft.

Take out small pier in middle of ship,
just north of Rivington Street
also the ship running into Tompkins
between Rivington & Stanton.

Of the pier just north of Hellam
Ship there is nothing left but 3
timber stanchions under an arched
in chart is said -

From Hellam, ship to Jackman Square
is no change in shore line.

The West side of the ship just East
Governor Street is a plank dry dock 175' by 75'

Cut off the 10 meters from the end
of the ^{most} sloped part on the
middle of Lawrence's slip -

The four foot of Jefferson Street
has been lengthened and is now
435 ft long and 40 ft wide.

Take out building and corner on N.E.
corner of Bradford's slip -
there are two overhanging dumps on the
East side of the slip - each 4' x 25' x 25 ft
from end of pier & 15 yds apart.

Then pier to the west of Market slip
has been rebuilt.
It is now 409 feet long 40 ft wide
and 100 feet each of the buildings covered
pier to the westward and shown on chart.

From here to Lower Street no change

The four foot part of Lower Street is now
covered with a breakwater ^{where it was once a pier} and to ~~both~~ ^{the} ~~ends~~ ^{ends} of the
road, there is a 12 yds wide ~~slip~~ ^{slip}
half way into the slip from East side

9' (the pier)

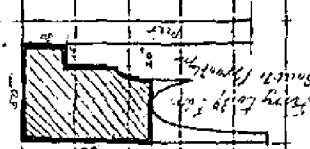
From here to Wall Street being
no change

The pier extending from the south
side of Wall St. pier is now
covered with a building extending
from the building at corner to
within 20 yds from end of pier

The north pier of Pier pier has
an overhanging dump 4 yds by 50
height from end of pier

The north pier of the pier on the
north side of Cornhill pier has been
mostly parallel to the south side of
the pier

The changes made
between about
by 1st pier about



Just south of
now as shown
above

Excavation of New Jersey shore from
Weehawken south -

The ferry deep on the alluvium supposed
of the sheet is the ferry to 42nd st -

New York

Young sandbars are found ^{the stream} below the
first pier & the long one to the south
of it have been followed in a ~~following~~
considerable - the present shore line

extending from a point on the south
face of the better first pier about
60 yds from shore, & here at right
angles to a sandy deposit - 88 rods
thence at right angles to the water
here about 115 yds. to the shore -

leaving a strip about 25 yds wide
between the filling, & the long pier
and parallel to shore -

The strip just above Gray's Point
has a double RR track bridge
30 yds wide 30 yds long it about above
to shore and is equivalent for
last side of the strip, 3 rods of

• filling parcels to and extending
the dikes & marshes - into stream
are drawn east now about 15 yds long.

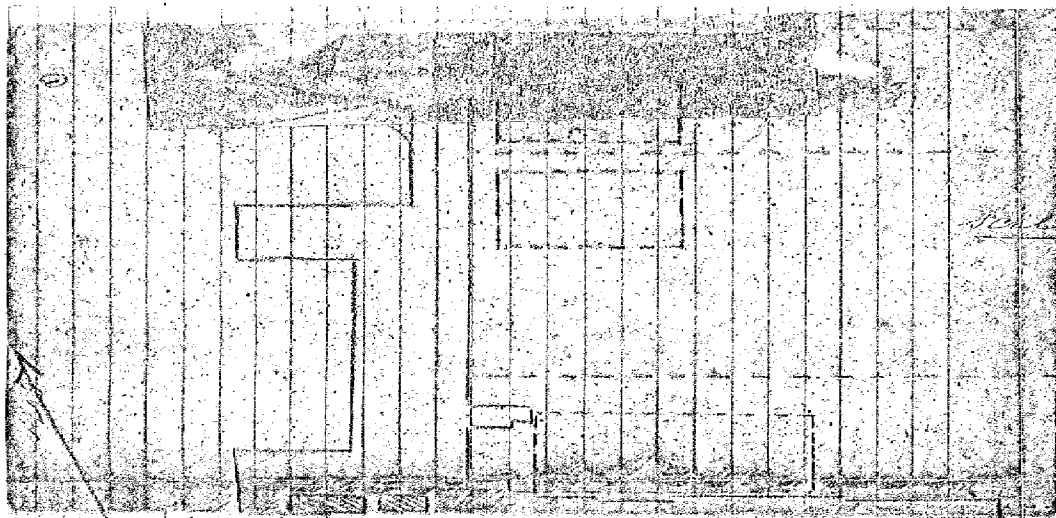
The next change is a new ^{one} pier
extending from the Clearwater in
Hudson Canal Co. property.

The pier starts from the outside face
of building and about 95 yds from
the N.E. corner of the property - it is
an extension of the pier passing through
the middle of the basin.

It is 470 ft long (the extension) and
65 wide - built many years ago.

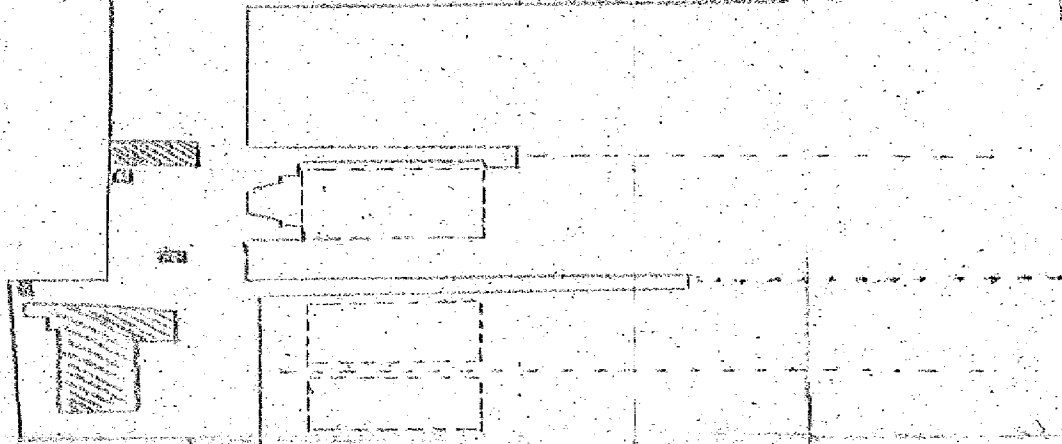
Even with the end of the pier and 80 yds
to the northward is an area between
5 yds wide & 15 yds long shaped like
a diamond with the point toward
the pier end of

The two piers of the W. & E. in W
docks are now large buildings,
covering the same the north pier
are extending from the end of the
pier and 190 yds long



80 feet 1 inch

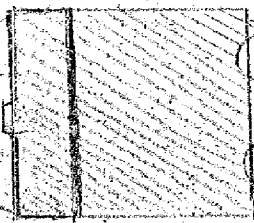
80 feet



This pier is now being built
data obtained from Eng. Brewster (Hoboken)

14th Street
Hoboken

The pier on ground
is the one old one
built in 1884



Ferry to 14th St
New York

Old Pier

This pier to be built some
60 feet by 300 feet

Now filled in

20th Feb 1889
H.R.C.

Extending from the new b. h. line 94
about 225 yds from the center of
14th street is the north line of
a pier 180 ft long & 40 feet wide -
this pier extends at right angle to the
shore line at right angles to the b. h.
head line -

12 yds farther to the southwest
the bulkhead turns at right angles
to the old shore line

23 yds to the southwest from the
pier is the north line of an
pier (the old one shown on the
chart rebuilt)
The south line is identical with
the old S line shown on the
chart -
The end of the pier is shown
with the b. h. line to the north
ward of it -

On the S.E. corner of the T shaped
pier dock just to the southwest
of the last mentioned pier
is a floating dry dock 30 yds long
and 15 wide.

The change is not pronounced -
nearby at Castle Point
has been plotted on chart no
red - and are shown
on the following plan drawn
by G. C. C. C.

At. We come 7^{1/2} (rotation) feet -

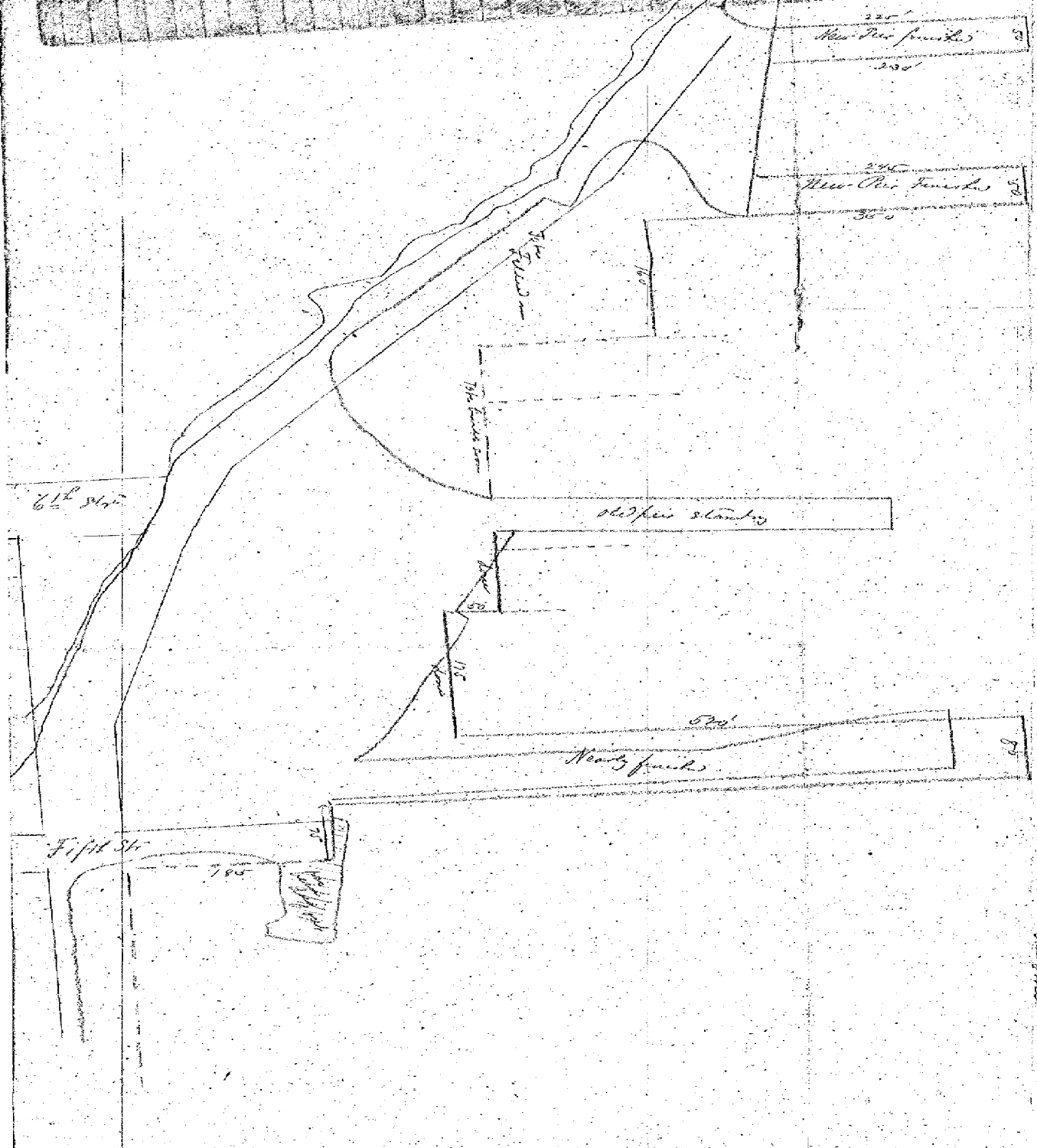
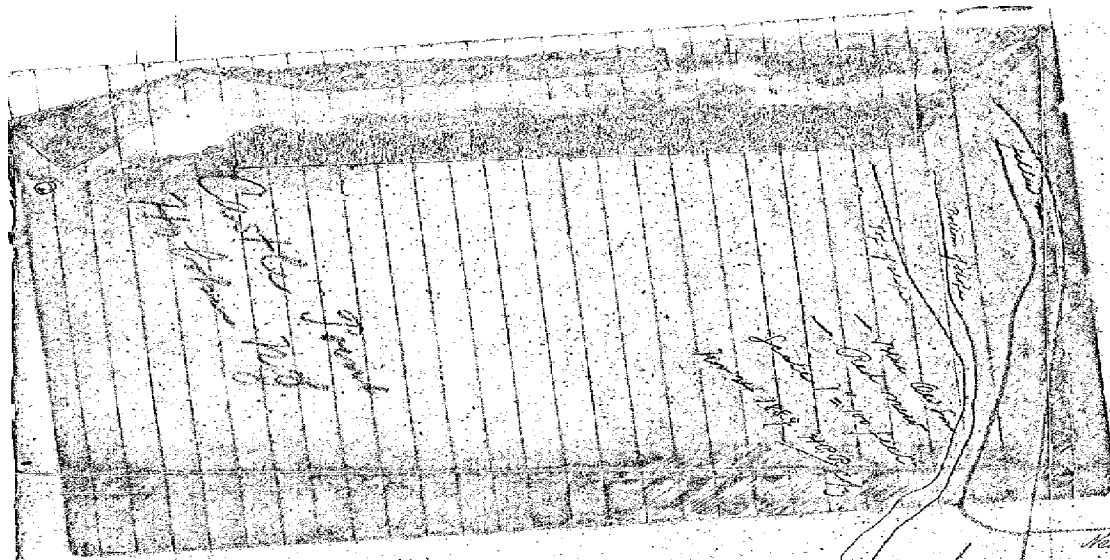
Proctor Exchange

Taller Chay

72°-40

S. E. End of the R. R. old track

90-27



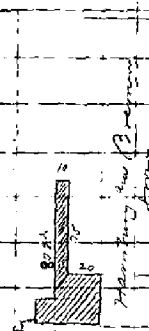
New River frontage

The next change take out the two small
^{about 100 yds. beam}
 piece ^{80 yds} of 5th strick (to southward)

Lengthen the building (landward) on
 the first large pier to southward of
 5th str. ⁸⁰ Add the location was
 with end of pier = 50 yds to northward

Between the above pier and the one to
 the southward of it ^{at} is a new
 one shown in the following

diagram, it is
 covered with a
 building



The ¹² slip to the S of the Hoboken
 Ferry has been shortened about 80 yds
 and has now the appearance of the
 following slip & side street

[illegible]

The forest over 256 ft on north side.	
" Second "	247 "
" "	" "

Em's Square & Streets on Lane

The 1st I saw came from sleep, w-1 R
mouth of 1st front, there is a R.F bridge
15' x 25' and in 1st middle of 1st

slip starts from shore a row of piles
80 yds long - (1st row)

The slip to the south of the 2nd of the
above mentioned piers has been shoaled
30 yds by filling.

The 3rd pier to the south of the
above slip. Later off 86 of building
from end (pier end) but became pier
- standing

The pier to the south of the
above R. R. station building has been
extended and lengthened ~~at~~ (now occupied
by Weber Ferry Express)

To the 2nd (1st pier side row) pier to
the south of the ferry, a strip
30 feet wide and extending the whole
length of the south side of the pier
has been added, formerly East Mosaic
sheds occupied by the Excelsior Lumber
Co. a few low boats
a channel 100 feet wide and

16 feet deep at low water -
has also been dredged, abutting
the canal south of the pier &
extending the whole length of the
pier - the channel was completed
last month - & he says the
superintendant of the company -

The skip to the southward of the
above water pier - has been pulled
in at its shore and extremely
about 150 yards as shown on map

The main pier to the southward -
has the building on it - long low -
narrow - the pier & wharf of pier -

25 yds to northward of long above pier - the outside
and extending out from beach - and 50 yds
R.R. to pier & building about 30 yds long
the pier 3 feet above the surface of water
water & outside of building are 20 yds
long

12 yds to the southward of the S side
of the R.R. bridge is the on side of pier
15 x 15 yds independent on the S side
it extends back of the building

The next pier to the southward
has the part of the building on the
west of the building taken off

The 2nd pier to the south of the building
(which has a notch near its north side)
has a R.R. T. Pier of 4 piers of 30
yds wide & 56 long and south
side of bridge leads from S side of pier

The 2nd pier below the one containing
the above bridge has 4 piers of 30
yds wide & 56 long and south
side of bridge leads from S side of pier
130 x 50

The pier on the N.E. corner of the
Pier. R.R. station is now covered
with a building

The changes
from pier to the south side
of Morris Canal are
indicated on the chart and the
details given on the following
page should show

south - have been removed
but the pile foundations are left
standing giving same outline as
shown on chart

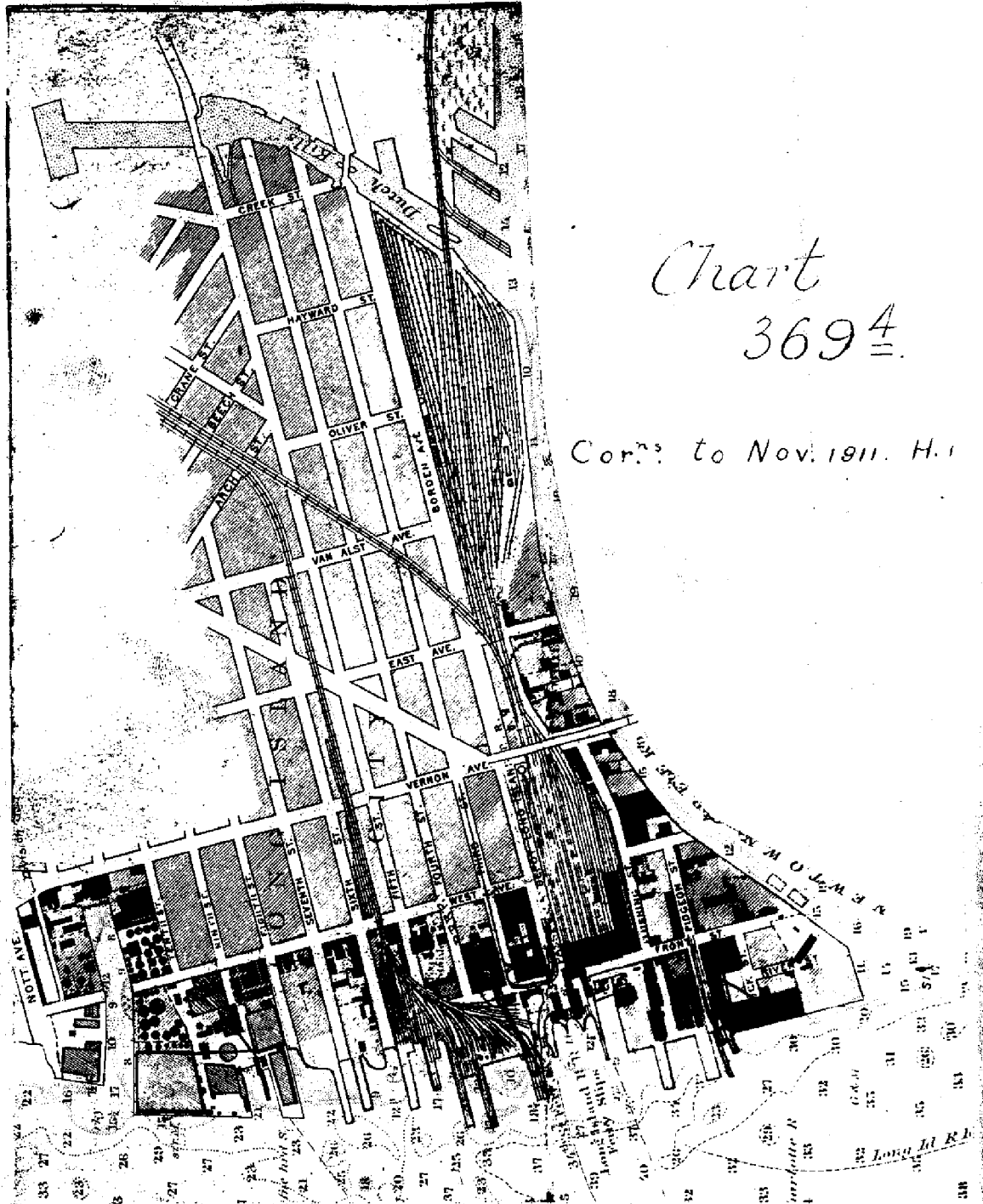
13 yds below south of 1st square
building on shore just south of the
above mentioned 4 is a new building
it starts back from shore is 10 yds
wide 40 yds long ^{and} as for (long side)
runs parallel to S.W. face of
square building -

105 meters north of 1st north east
side (and parallel to it) of
1st 110 x 60 yds building just to
1st southward is a narrow Rail
way.

10 x 18 yds building 40 yards from shore

The changes on 1st S.W. corner
of 1st chart have been corrected
and are shown on + plotted on
1st chart (changes in red.)

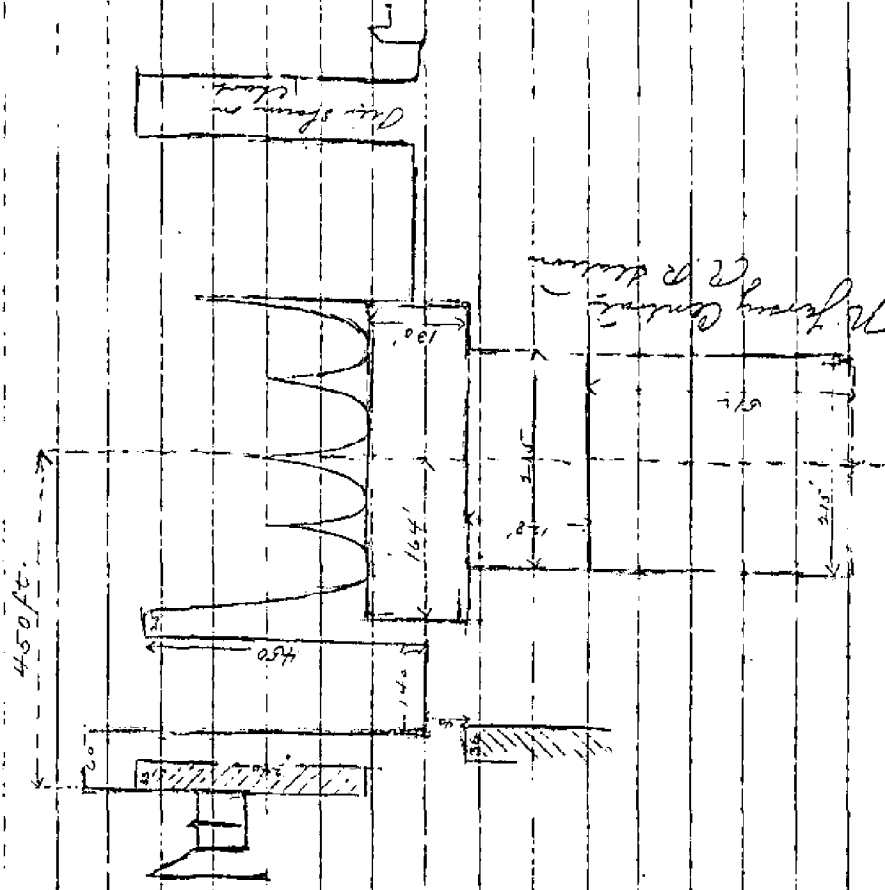
T-3226



Santa Barbara
Cal.



River



Sketch showing bridge
Construction

The trip was to the southeast of
Commanche Ferry are the same
but have buildings on the river.

The North River Coal & Mfg. Co. (Pottsville),
built in 1887 - is 400 ft
(width) to west end of the Commanche
Coal Co. River, 40 ft wide and 1810
ft long from bulkhead to 2 bulkheads.

From here passing to westward take out
the 30 yr. square with T shaped building
in it (gone).

From the extension of the point just
below the wood Commanche on
shanty, stands a 7 yr. wooden boat
pier 60 yds long heading towards the
N E corner of the National Dock property -
a 10 yr. L. fragment washed from the pier
and laid on the shore and in a 15 x 20 yds
area house -

The northern 4 of
the cluster of buildings shown
in sketch above see yds for the

6881 2 1889

Al. aplozone acced
Erie - Road to South.

Eric-Red's Records

Frank S. Lee

Philip Johnson

1000 1028, 716

15

7-6-59

Carroll Springs, Va.

Parham, E. + J. 185-81

Prof. Geo. A. Smith

6-1-37

194

Received

31

Letter of April 17, 1903

1. C. v. P.

15. 25

Chas. J. Fox

27-32

1957-1958

1952-1953

1875

2

Ad. 7.2. Cornet
7.2. 1000 (new)

$7\frac{1}{2}$ 1000 (new)

Robertson

Volume 341 10°-54
 173
 191-47

Table Chy. 2

Passam Ferry 35-0-01

26-5-20

11 $\frac{1}{2}$ Shores Farm (H) (23)

8-11-23

54-13

Produce of

Pavani Henry 107-40

Box of beads 13. under

to. problem is with

1-25-

Pinckney Co - "

72-40

1

70-22

Will try 10-5-10

22

City of
~~City of~~
17-21

22/11/2016