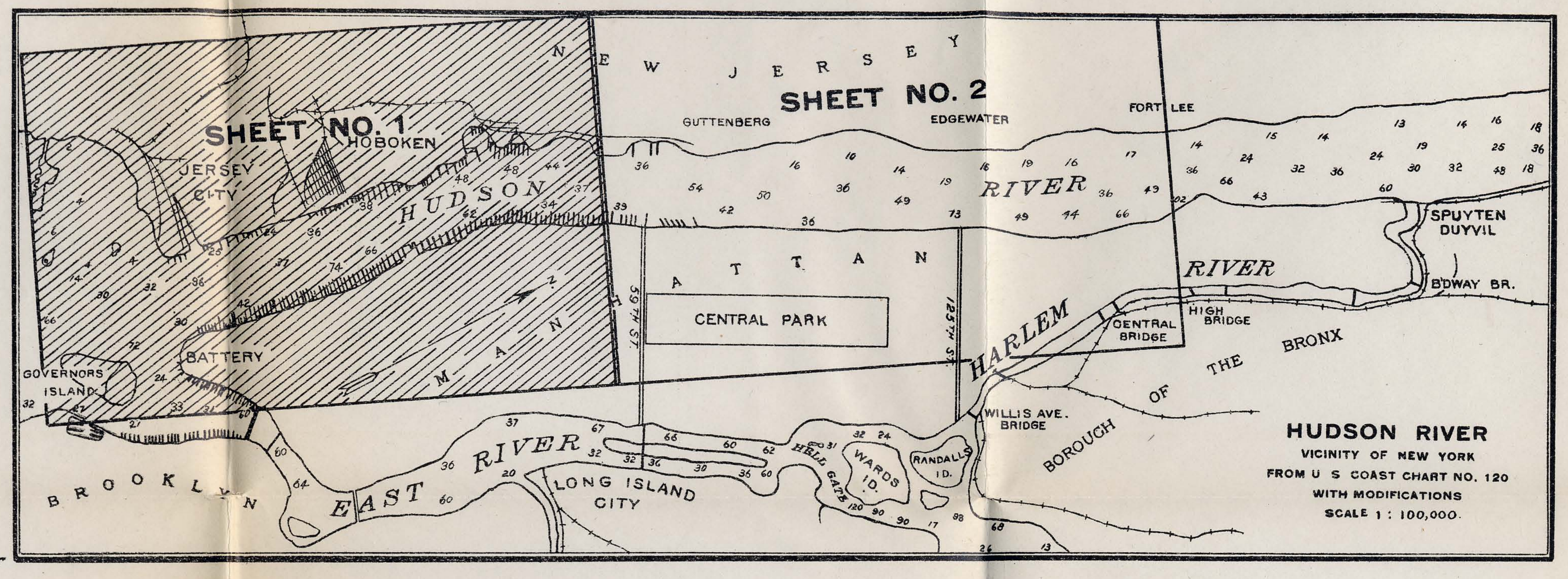


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Observations made during one lunation in 1907, and are referred to mean low water at Spuyten Duyvil R.R. Bridge.


Highest observed	4.88 feet
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Mean range	3.71 feet
Extreme range	6.16 feet
Elev. of local M.L.W. referred to M.L.W. 1874 at 3rd Ave Bridge	+1.445 feet

Mean low water at Spuyten Duyvil R.R. Bridge is 1.525 ft. below mean sea level of U. S. C. S. at Sandy Hook, N. J.

TABULATION OF TRIANGULATION & BENCH MARKS

STA.	DESCRIPTION	ELEV.	REFERENCES FROM	REFERENCES TO	AZIMUTH	DISTANCE	NOTE BOOK NO.	NOTE BOOK PAGE	STA.	LATITUDE NORTH	LATITUDE SOUTH	DEPARTURE EAST	DEPARTURE WEST
△ 1	Same as △ "Castle" + cut on top of wall of Castle		△ 1	△ 2	79° 10' 07"	6986.6'	2	22	△ 2	0.0		0.0	
" "	William Gov. I. N.Y. It is on the angle project-		" "	" 3	206 36 11	3398.7	"	"					
" "	-ing in toward the center of the fort & bet.		" "	" 4	141 11 35	6727.8	"	"					
	the 1st & 2nd cannon S. of Light.												
" 2	△ As cut in N.E. cor. of 4th top landing of pedestal		" 2	" 1	259 10 07	6986.6	2	10	" 1	1312.9		6862.1	
" "	of the Statue of Liberty, Bedloe Island. It is		" "	" 3	242 34 06	9446.2	"	"					
" "	2.2' from inside cor. of post. 2.56 & 2.54' from		" "	" 4	201 58 45	7069.4	"	"					
	the E. & N inside faces of granite wall railing												
" 3	Destroyed.		" 3	Met. Tower	206 59 18	16394.9	2	23	" 3	4351.8		8383.8	
" "			" "	" 4	111 00 35	6146.9	"	"					
" "			" "	" 5	156 52 19	2907.2	"	"					
			" "	" 6	142 38 07	7284.8	"	"					
" 4	Topmost pinicle of the clock tower of the		" 4	" 5	264 09 57	4620.3	2	18	" 4	6555.6		2645.9	
" "	of the Central R.R. of N.J.s terminal at		" "	" 6	200 10 05	3820.3	"	"					
" "	Jersey City, N.J.		" "	" 7	233 36 23	6343.5	"	"					
" 5	Nail driven in piece of cloth on ridge of sky		" 5	" 3	336 52 19	2907.2	"	16					
" "	-light of B.&O. R.R. pier #7, N.Y. 8.58' back		" "	4	84 09 57	4620.3	"	"	" 5	7025.3		7242.2	
" "	along ridge from end of false work 8.13'		" "	6	133 32 32	4523.9	"	"					
" "	& 8.10' from N & E edges skylight.		" "	7	188 47 55	3333.4	"						
B.M. #1	5 ∴ nails on S. side of Western Union Cable	9.653					3	2					
	wh.f. 5.5' from S.E. cor. & 0.35' from S. face								" 6	10141.7		3963.0	
	of wharf.												
B.M. J.A.	(West Shore R.R. B.M.) W. end of lower	10.971					"	"					
	step. 1st Nat. Bank Montgomery & Hudson												
	Sts. Jersey City, N.J.								" 7	10319.4		7752.1	
△ 6	+ cut on top of bolt in a brace of the		" 6	" 3	322 38 07	7284.8	2	6					
" "	falsework on the roof of Adams Ex. Co.		" "	" 4	20 10 05	3820.3	"	"					
" "	(Pier D) Jersey City. 32.18' from S.W. cor. of		" "	" 5	313 32 32	4523.9	"	"					
" "	flagpole 3.4' from inside face of falsework		" "	" 7	267 18 54	3793.2	"	"	" 8	20278.8		5673.0	
" 7	Nail driven in piece of cloth on ridge of		" 7	4	53 36 23	6343.5	"	4					
" "	roof Erie R.R. (Pier #20) N.Y. City, 3.92'		" "	5	8 47 55	3333.4	"	"					
" "	from inside face of falsework 51.48' &		" "	6	87 18 54	3793.2							
	31.51' from N.W. & S.W. cor. of roof.								Met. Tow.	18961.3		15825.2	
B.M. #2	4 ∴ Nails in wooden fender on N. side	6.609					3	3					
	of slip of D.L.&W. concrete pier #7	To be checked											
	Jersey City. 1.15' from 6th mooring post	before using											
	& 5.55' from S.W. cor. of building												
" " J.H.	West Shore B.M. + cut on N.E. cor. of	8.634					3	3					
	old engine foundation near D.L.&W												
	Pier #4, Jersey City.												
△ 8	At center of square tower, property		" 8	Met. Tower	277 23 40	10237.3	1	19					
" "	belonging to Mrs. Stevens, Castle Pt.		" "	△ 10	203 03 31	12406.3	"	"					
" "	N.J. 8.92' from △ Castle Stevens, 21.15'		" "	" 9	216 04 48	13139.3	"	"					
	from N.E. corner of roof 7.35' from												
	S.W. corner of hatch on E. side of												
	tower.												
B.M. #5	5 nails in caplog, S.E. corner Erie	10.130					3	5					
	Pier A, Hoboken, N.J. 0.4' from inside												
	face of caplog & 3.13' from S.E. cor. of												
	same.												
B.M. 9 West Shore	West Shore B.M. Rail monument in front	11.388					"	"					
	of D.L.&W. R.R. offices Hoboken, N.J.												
	81.0' from signal post & 68.0 from												
	telegraph pole.												

SHEET NO. 1 / SHEET NO. 2



EXPLANATION

Triangulation Station	18 ft. Contour
Bench Mark	24 ft. Contour
6 ft. Contour	30 ft. Contour
12 ft. Contour	36 ft. Contour
Work recommended to 30 feet	Work recommended to 40 feet

Horizontal measurements and azimuths "as obtained from Steamer U.S.S. Manisees', New York Harbor Improvement Surveys. Jan. 22, 1905", are based on a line between triangulation stations 1 and 3 located on Castle William, Governors Island and on the Barge Office, New York City respectively.

Soundings expressed in FEET and TENTHS are from Survey 1911 - 12 made by this office; they are referred to the plane of mean low water (see note below). They were taken with a lead line and located by intersection with two transits.

Soundings expressed in even feet were taken from U. S. C. S. Chart No. 369^4 and are referred to the plane of mean low water as established by the United States Coast and Geodetic Survey.

Bench marks were established by "Y" level and are referred to the plane of mean low water of the Dock Dept. New York City at Pier A North River.

Shore line, wharfs, buildings, etc. were taken from U. S. C. S. Chart No. 369^4

Pierhead and Bulkhead Lines for Ellis Island, along the Brooklyn shore of Buttermilk Channel and from Pier A Hudson River to Pier No 5 East River were taken from map entitled "Supplemental Sheet to the map of 'Pierhead and Bulkhead Lines for the waterfront of the City of New York and *** New Jersey shore *** ', to show changes and modifications since original approval". Remaining Pierhead and Bulkhead Lines were taken from map entitled " Pierhead and Bulkhead Lines for the waterfronts of the City of New York and *** New Jersey Shore *** as recommended by the New York Harbor Line Board *** scale 1 : 10,000", approved by Secretary of War Feb. 15, 1902.

For a more complete description of triangulation stations, stadia stations, bench marks, etc. see office records.

NOTE:- To reduce depths to the plane of mean low water as determined by the Dock Dept. New York City at Pier A North River from 21 years observation 1887 - 1907 deduct 0.6 from all soundings expressed in feet and tenths.

SHEET NO. 1 OF 2 SHEETS

WAR DEPARTMENT

UNITED STATES ENGINEER OFFICE, DISTRICT NO. 1, NEW YORK.

HUDSON RIVER NEW YORK HARBOR

BEDLOES ISLAND TO FORT LEE

SHEET NO. 1

BEDLOES ISLAND TO 48TH STREET

SURVEYED IN COMPLIANCE WITH RIVER AND HARBOR ACT OF JUNE 25, 1910.

FROM SURVEYS OF 1911 - 12

SCALE $\frac{1}{12.500}$

1000 0 1000 3000 FEET

PREPARED UNDER THE DIRECTION OF
COLONEL W. M. BLACK, CORPS OF ENGINEERS U.S. ARMY.

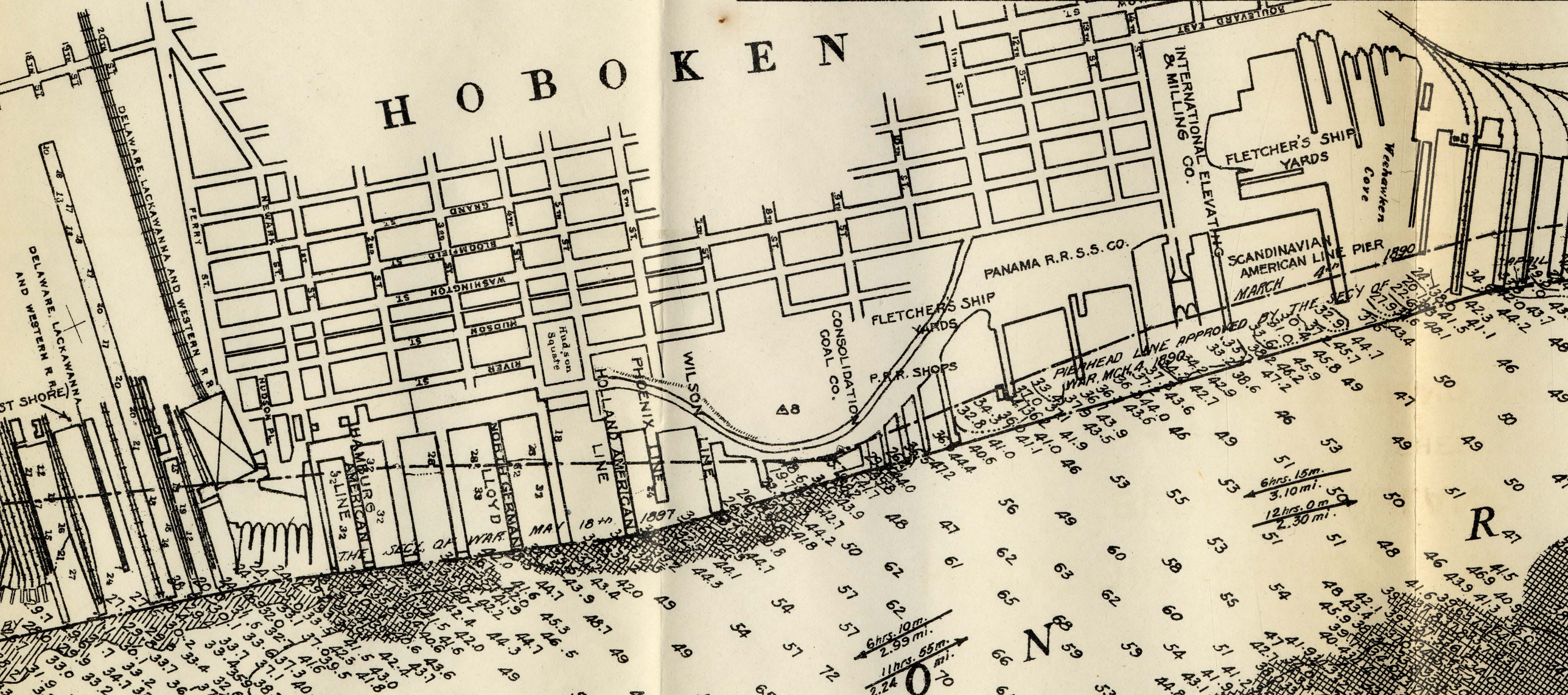
ASSISTANTS
J.H. ROSTOCK, PRIN. ASST. ENGR A.P. MORRIS, CHIEF DRAFTSMAN
C.H. GARDNER, JUN ENGR IN CHARGE OF SURVEYS
DRAFTING BY FIELD WORK BY
H. R. GLUTZBECK, JUN. ENGR. G. L. REEDER, SURVEYOR
G. L. REEDER, SURVEYOR

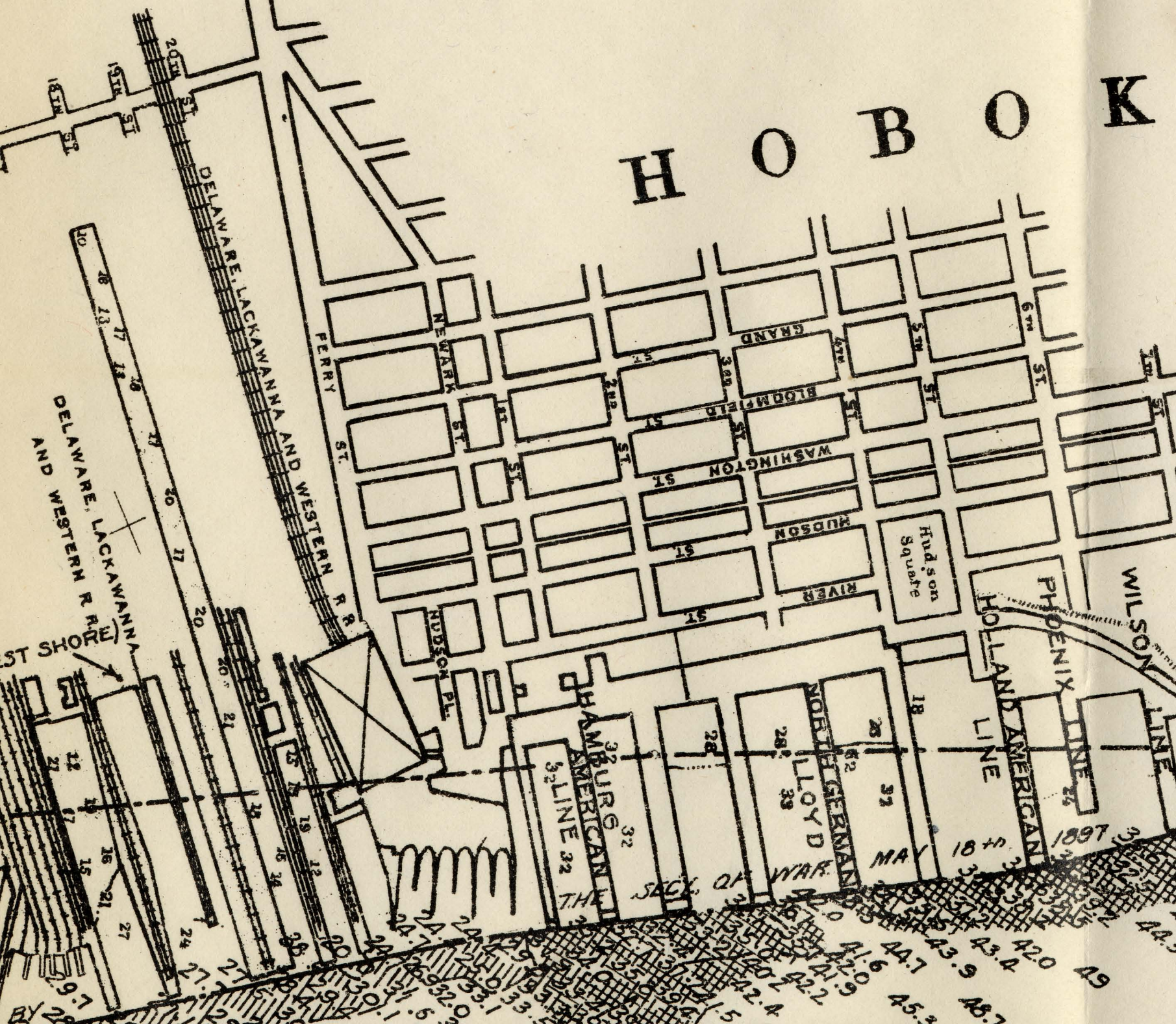
UNITED STATES ENGINEER OFFICE, DISTRICT No. 1, NEW YORK
ROOM 702 ARMY BUILDING
NEW YORK, N. Y., MARCH 4th 1912

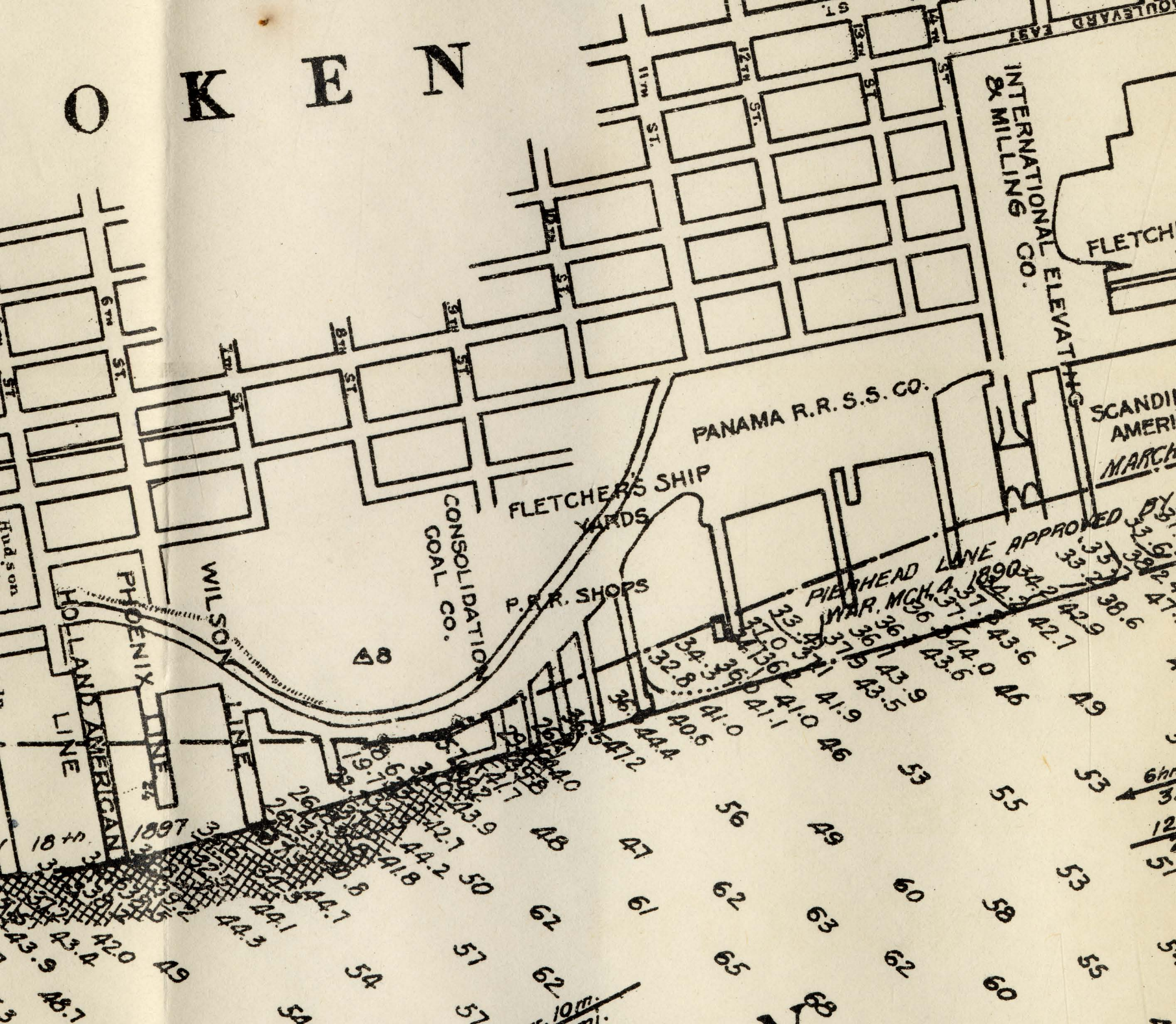
RESPECTFULLY FORWARDED TO THE CHIEF OF ENGINEERS WITH REPORT OF THIS DATE.

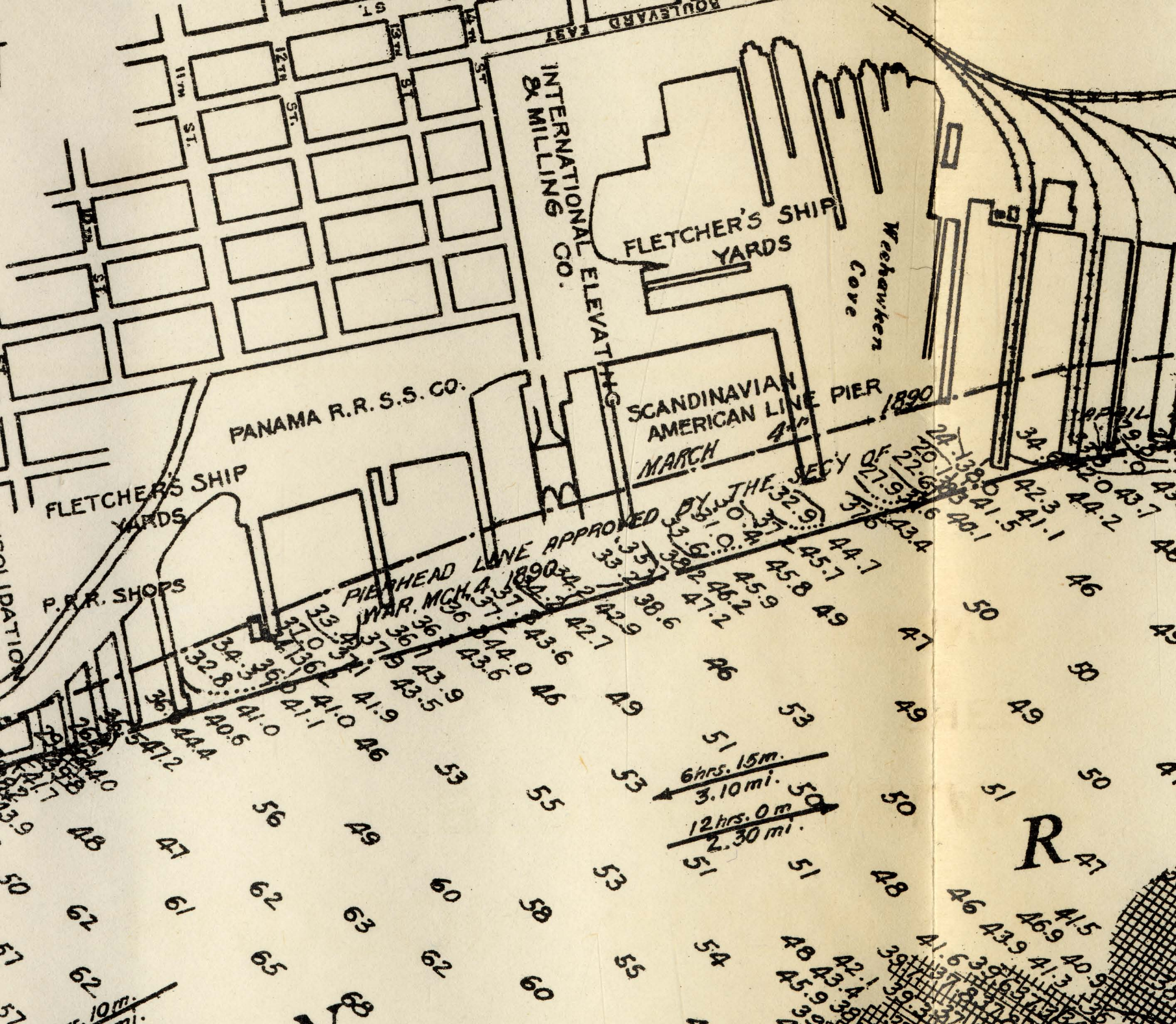
W. M. Black
COLONEL CORPS OF ENGINEERS U. S. ARMY

THE NORRIS PETERS CO., WASHINGTON, D. C.

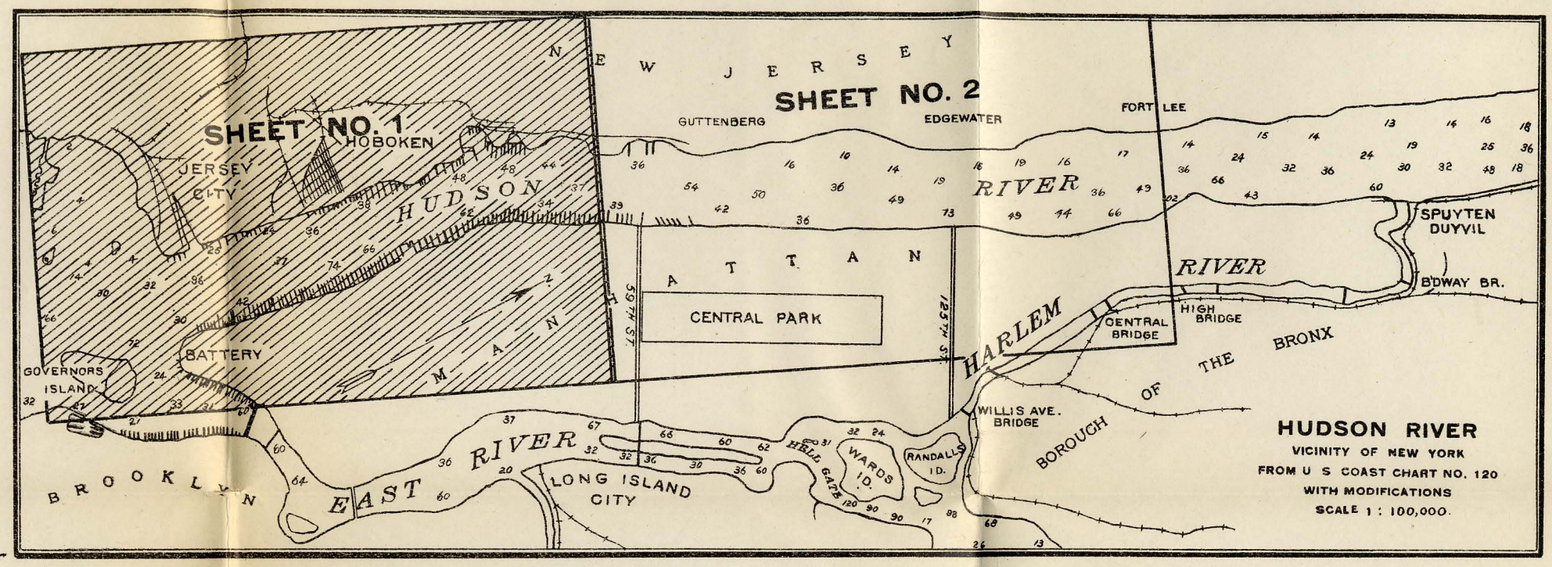

HOBOKEN
DELAWARE, LACKAWANNA AND WESTERN R.R.
DELAWARE, LACKAWANNA AND WESTERN R.R. FERRY
NEWARK ST.
GRAND ST.
BLOOMFIELD ST.
WASHINGTON ST.
HUDSON ST.
RIVER ST.
NUDSON PL.
Hudson Square
PHOENIX LINE
HOLLAND AMERICAN LINE
WILSON LINE
CONSOLIDATION COAL CO.
FLETCHER'S SHIP YARDS
P.R.R. SHOPS
PANAMA R.R.S.S. CO.
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FLETCHER'S SHIP YARDS
Weehawken Cove
SCANDINAVIAN AMERICAN LINE PIER 4 1890
MARCH
PIERHEAD LINE APPROVED BY THE SECY OF WAR, MCH. 4, 1890
HAMBURG AMERICAN LINE
NORTH GERMAN LLOYD
THE JACK OF
WAR.
MAY 18th
1897
6hrs. 15m.
3.10 mi.
12hrs. 0m
2.30 mi.
6hrs. 10m.
2.99 mi.
11hrs. 55m.
2.24 mi.
R
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HOBOK
DELAWARE, LACKAWANNA AND WESTERN R R
FERRY
NEWARK
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LST SHORE
18th MAY 1897


O K E N
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1897
6th St.
7th St.
8th St.
10th St.
11th St.
12th St.
13th St.
14th St.
18th St.
Hudson


BOULEVARD EAST
11TH ST.
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WAR DEPARTMENT



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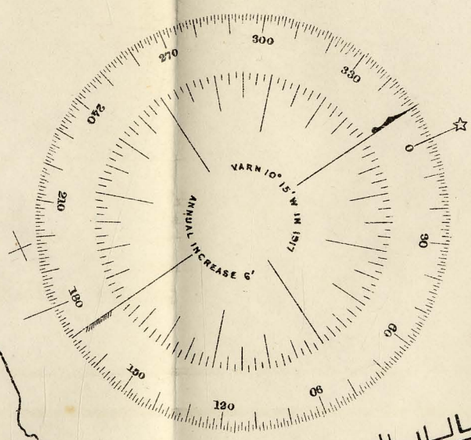
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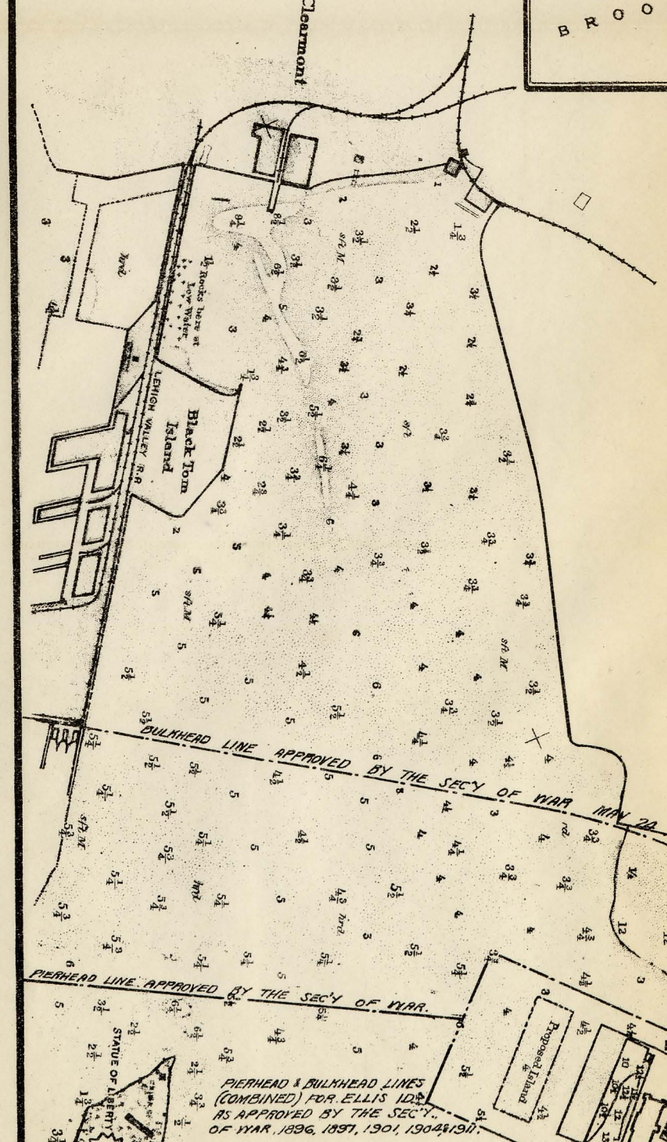
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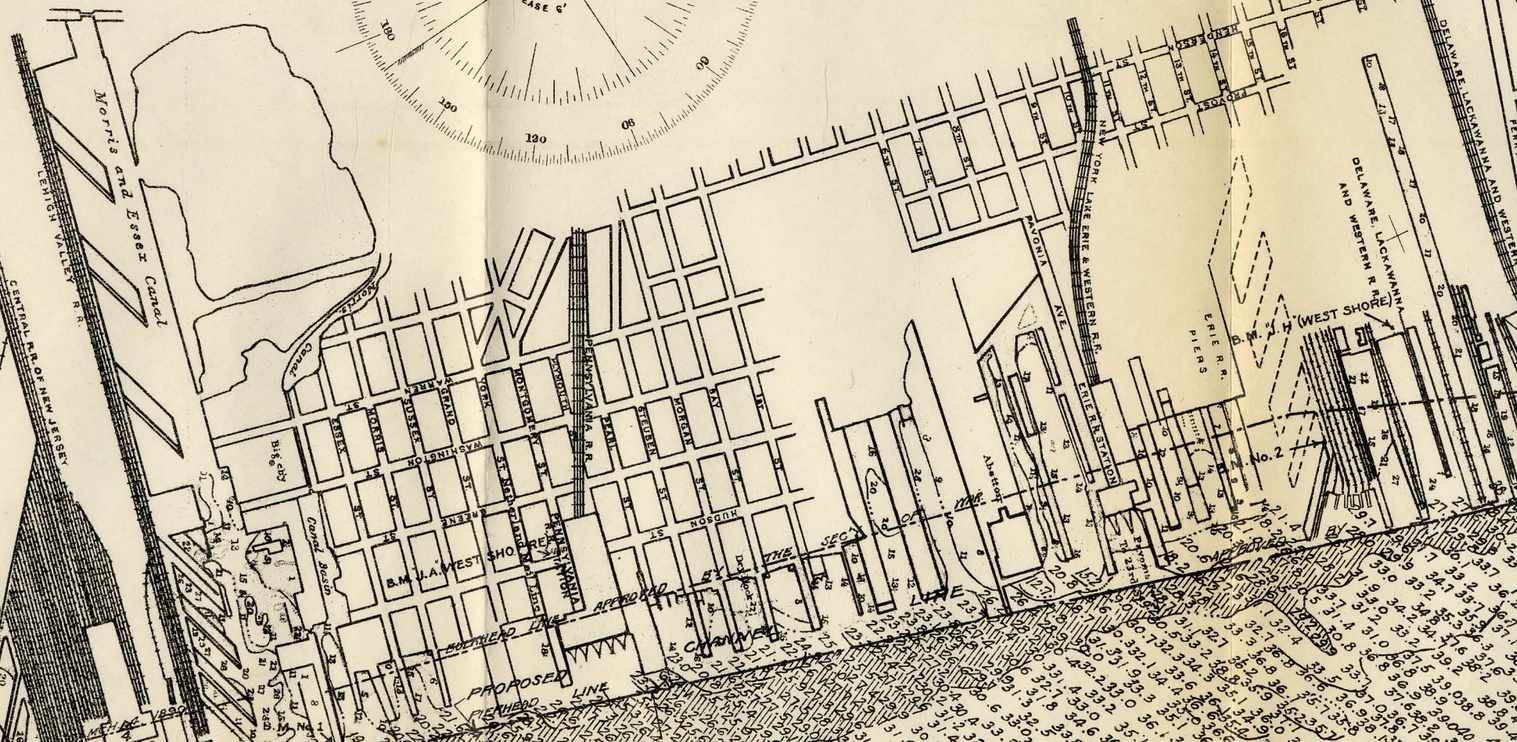
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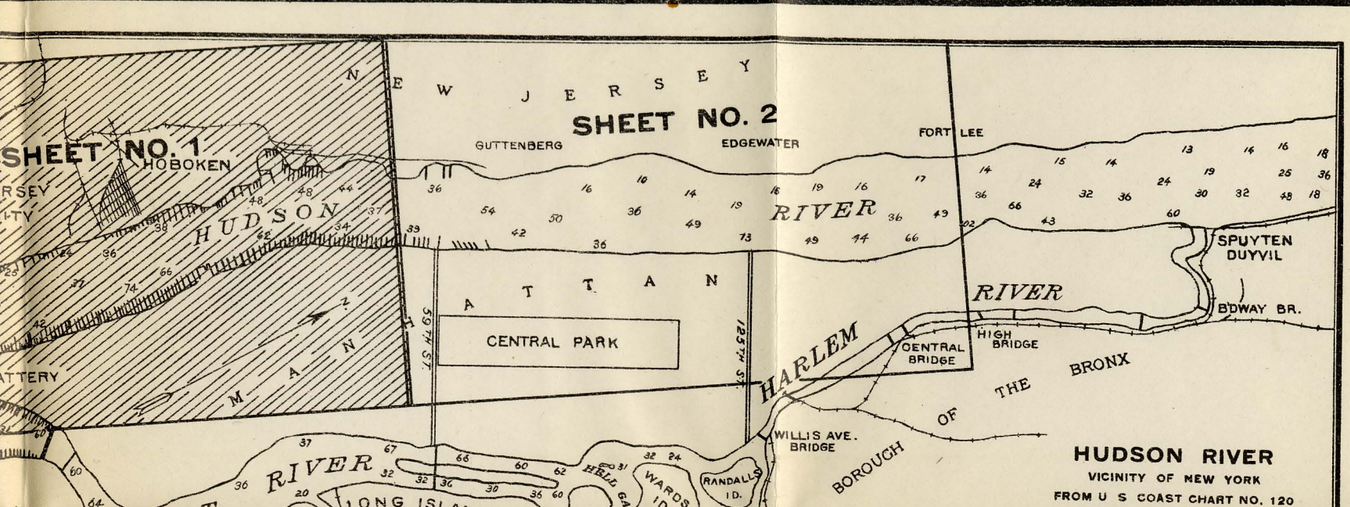
CITY

JERSEY









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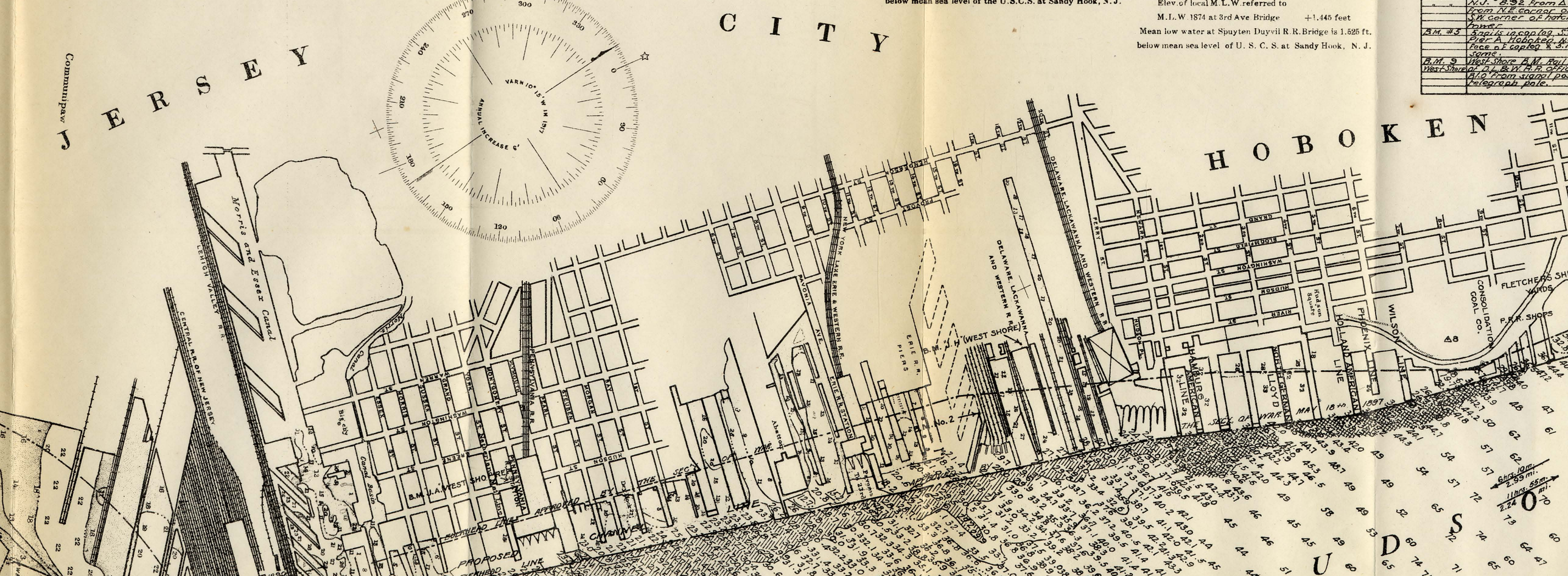
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	Jersey City 1.5' fro
	45.5.5' from S.W. co
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	Pier #8 Jersey City.
△ 8	Pt. center of square
" "	belonging to Mrs. S
" "	N.J. 2.32 from △
	from N.E. corner of
	S.W. corner of hous
	tower
B.M. #3	Snail is on top of
	Pier A Hoboken N
	Face of Capstan & 3.7
	stone
B.M. 9	West Shore B.M. Roll
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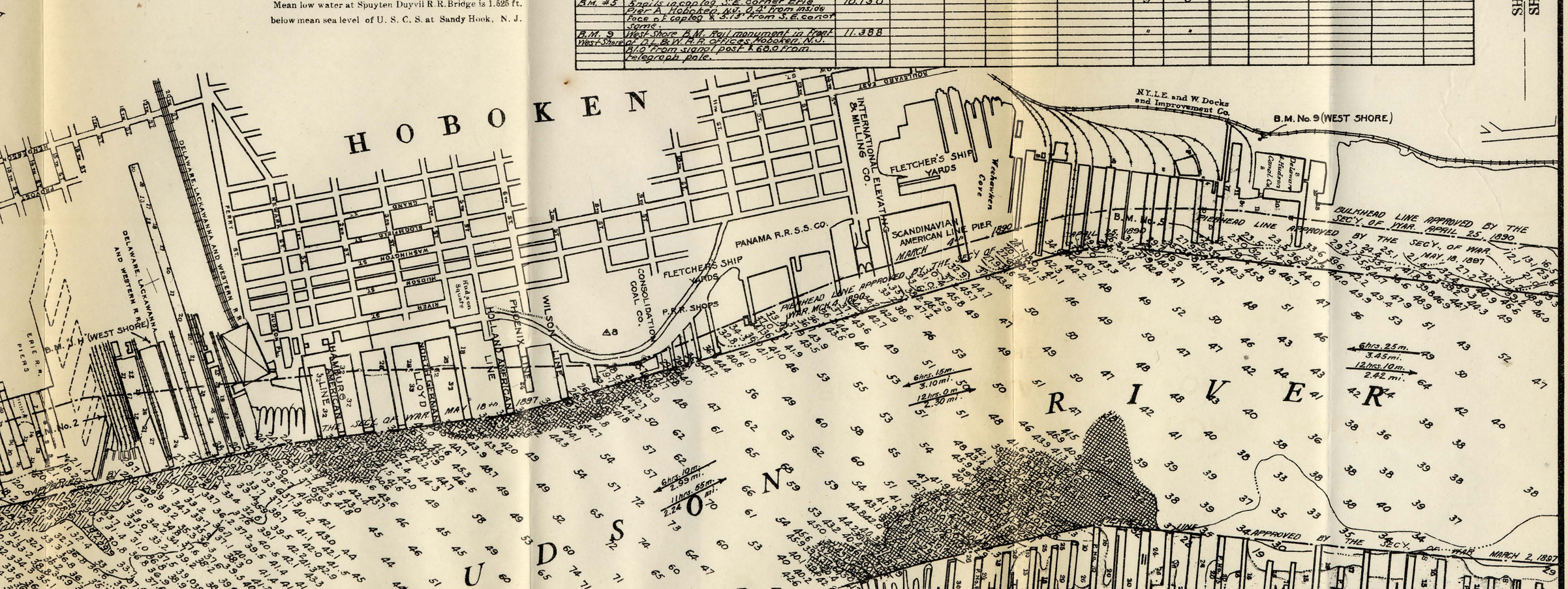
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	The 15th 2nd cannon S of Light.												
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" "	of the Statue of Liberty, Bedloe Island. It is		" "	" 3	242 32 06	9446.2	"	"					
" "	9.2' from inside cor. of post 2.56' & 2.58' from		" "	" 4	201 38 45	7069.4	"	"					
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" "			" "	" 5	156 52 19	2907.2	"	"					
" "			" 12	" 6	142 38 07	7284.8	"	"					
" 4	Topmost pinicle of the clock tower of the		" 12	" 5	264 09 37	4620.3	2	18	" 4	6355.6		2645.9	
" "	of the Central R.R. OF N.J.'s terminal at		" "	" 6	200 10 03	3820.3	"	"					
" "	Jersey City, N.J.		" "	" 7	239 36 23	6343.5	"	"					
" 5	Nail driven in piece of cloth on ridge of sky		" 5	" 3	336 32 19	2907.2	"	16					
" "	-light of B&O.R.R. pier #7, N.Y. 8.58' back		" "	" 4	249 09 37	4620.3	"	"	" 5	7025.3		7242.2	
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" "	13.20' from N.E. edge Skylight.		" "	" 7	188 47 55	3333.4	"	"					
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	of wharf.								" 6	10141.7		3963.0	
B.M. J.H.	West Shore R.R. B.M. W end of lower	10.971					"	"					
	Step, 1st. W of Bank Montgomery & Hudson												
	Sts. Jersey City, N.J.								" 7	10319.4		7752.1	
△ 6	+ cut on top of bolt in abrace of the		" 6	" 3	322 38 07	7284.8	2	6					
" "	falsework on the roof of Adams Ex. Co.		" "	" 4	20 10 03	3820.3	"	"					
" "	Pier D, Jersey City. 32.18' from S.W. cor. of		" "	" 5	313 32 32	4523.9	"	"					
" "	Cupola 3.8' from inside face of falsework		" "	" 7	269 18 54	3793.2	"	"	" 8	20278.8		5673.0	
" 7	Nail driven in piece of cloth on ridge of		" 7	" 4	33 36 23	6343.5	"	4					
" "	roof, 4 ft. N. (Dec. 1901 N.Y. City) 3.92'		" "	" 5	8 17 55	3333.4	"	"					
" "	From inside face of falsework 51.28' &		" "	" 6	87 18 54	3793.2							
	31.51' from N.W. & S.W. cor. of roof.								Met. Tower	18961.3		15825.2	
B.M. #2	R.: Nails in wooden fender on N. side	6.609					3	3					
	of slip of D.L. & W. concrete pier #7	To be checked before using											
	Jersey City. 1.15' from 6th mooring post												
	15.65' from S.W. cor. of building												
" J.H.	West Shore B.M. + cut on N.E. cor. of	8.634					3	3					
	old engine foundation, near D.L. & W.												
	Pier #2, Jersey City.												
△ 8	At center of square tower, property		" 8	Met. Tower	277 23 40	10237.3	1	19					
" "	belonging to Mrs. Stevens Castle Pt.		" "	△ 10	203 03 31	12406.3	"	"					
" "	N.J. B 32 from △ Castle Stevens 2.18'		" "	" 9	216 04 48	13185.3	"	"					
	from N.E. cor. cap of 1.35' from												
	S.W. corner of hatch on E. side of												
	tower.												
B.M. #3	Spike in cap log S.E. corner Erie	10.130					3	5					
	Pier A Hoboken, N.J. 0.2' from inside												
	face of capleg & 3.13' from S.E. cor of												
	same.												
B.M. 9	West Shore B.M. Rail monument in front	11.388					"	"					
West Shore	of D.L. & W. R.R. Offices, Hoboken, N.J.												
	8.1.0 from signal post & 68.0' from												
	Telegraph pole.												

SHEET NO. 1

SHEET NO. 2



PIERHEAD LINE APPROVED BY THE SEC'Y OF WAR.

PIERHEAD & BULKHEAD LINES (COMBINED) FOR ELLIS I.D.S AS APPROVED BY THE SEC'Y. OF WAR. 1896, 1897, 1901, 1904 & 1911.

ELLIS I.D.

BEDLOES I.D.

Proposed Filling

Enclosed area is being filled in

GOVERNOR'S ISLAND

BUTTERMILK CHANNEL

EAST RIVER

PIERHEAD & BULKHEAD LINE APPROVED BY SEC'Y OF WAR

PROPOSED PIERHEAD LINE

PIERHEAD LINE APPROVED BY SEC'Y OF WAR

BULKHEAD LINE APPROVED BY SEC'Y OF WAR

5hrs. 20m. 2.53mi. 11hrs. 38m. 2.07mi.

5hrs. 30m. 2.53mi. 11hrs. 38m. 2.07mi.

5hrs. 40m. 2.65mi. 11hrs. 45m. 2.73mi.

Field Building

Produce Exchange Tower & Staff

Cotton Exchange Flag Pole

Trinity Church

Singer Building Tower

Western Union Spire (Home Office)

St. Paul's Ch.

City Hall

World Building

Tribune Tower

Shot Tower

EXPLANATION

- Triangulation Station
- Bench Mark
- 6 ft. Contour
- 12 ft. Contour
- Work recommended to 30 feet

Horizontal measurements and azimuths "as obtained from Steam ment Surveys. Jan. 22, 1905", are based on a line between triang Governors Island and on the Barge Office, New York City respective

Soundings expressed in FEET and TENTHS are from Survey the plane of mean low water (see note below). They were taken with

Soundings expressed in even feet were taken from U. S. C. S. C low water as established by the United States Coast and Geodetic

Bench marks were established by "Y" level and are referred to York City at Pier A North River.

Shore line, wharfs, buildings, etc. were taken from U. S. C. S.

Pierhead and Bulkhead Lines for Ellis Island. along the Brook Hudson River to Pier No 5 East River were taken from map entitled Bulkhead Lines for the waterfront of the City of New York and *** ifications since original approval". Remaining Pierhead and Bulkhe and Bulkhead Lines for the waterfronts of the City of New York and New York Harbor Line Board *** scale 1 : 10,000", approved by

For a more complete description of triangulation stations, stadi

NOTE:- To reduce depths to the plane of mean low water as det North River from 21 years observation 1887 - 1907 deduct 0.6 fro

THE NORRIS PETERS CO., WASHINGTON, D. C.

UNITED STA

HUDSON RI

BEDLO

BEDLO

SURVEYED

1000

CO

H. R
G. L.

EXPLANATION

- Triangulation Station
- Bench Mark
- 6 ft. Contour
- 12 ft. Contour
- Work recommended to 30 feet
- 18 ft. Contour
- 24 ft. Contour
- 30 ft. Contour
- 36 ft. Contour
- Work recommended to 40 feet

Horizontal measurements and azimuths "as obtained from Steamer U.S.S. Manisees", New York Harbor Improvement Surveys. Jan. 22, 1905", are based on a line between triangulation stations 1 and 3 located on Castle William, Governors Island and on the Barge Office, New York City respectively.

Soundings expressed in FEET and TENTHS are from Survey 1911 - 12 made by this office; they are referred to the plane of mean low water (see note below). They were taken with a lead line and located by intersection with two transits.

Soundings expressed in even feet were taken from U. S. C. S. Chart No. 369[4] and are referred to the plane of mean low water as established by the United States Coast and Geodetic Survey.

Bench marks were established by "Y" level and are referred to the plane of mean low water of the Dock Dept. New York City at Pier A North River.

Shore line, wharfs, buildings, etc. were taken from U. S. C. S. Chart No. 369[4]

Pierhead and Bulkhead Lines for Ellis Island, along the Brooklyn shore of Buttermilk Channel and from Pier A Hudson River to Pier No 5 East River were taken from map entitled "Supplemental Sheet to the map of 'Pierhead and Bulkhead Lines for the waterfront of the City of New York and ××× New Jersey shore ××× ', to show changes and modifications since original approval". Remaining Pierhead and Bulkhead Lines were taken from map entitled " Pierhead and Bulkhead Lines for the waterfronts of the City of New York and ××× New Jersey Shore ××× as recommended by the New York Harbor Line Board ××× scale 1 : 10,000", approved by Secretary of War Feb. 15, 1902.

For a more complete description of triangulation stations, stadia stations, bench marks, etc. see office records.

NOTE:- To reduce depths to the plane of mean low water as determined by the Dock Dept. New York City at Pier A North River from 21 years observation 1887 - 1907 deduct 0.6 from all soundings expressed in feet and tenths.

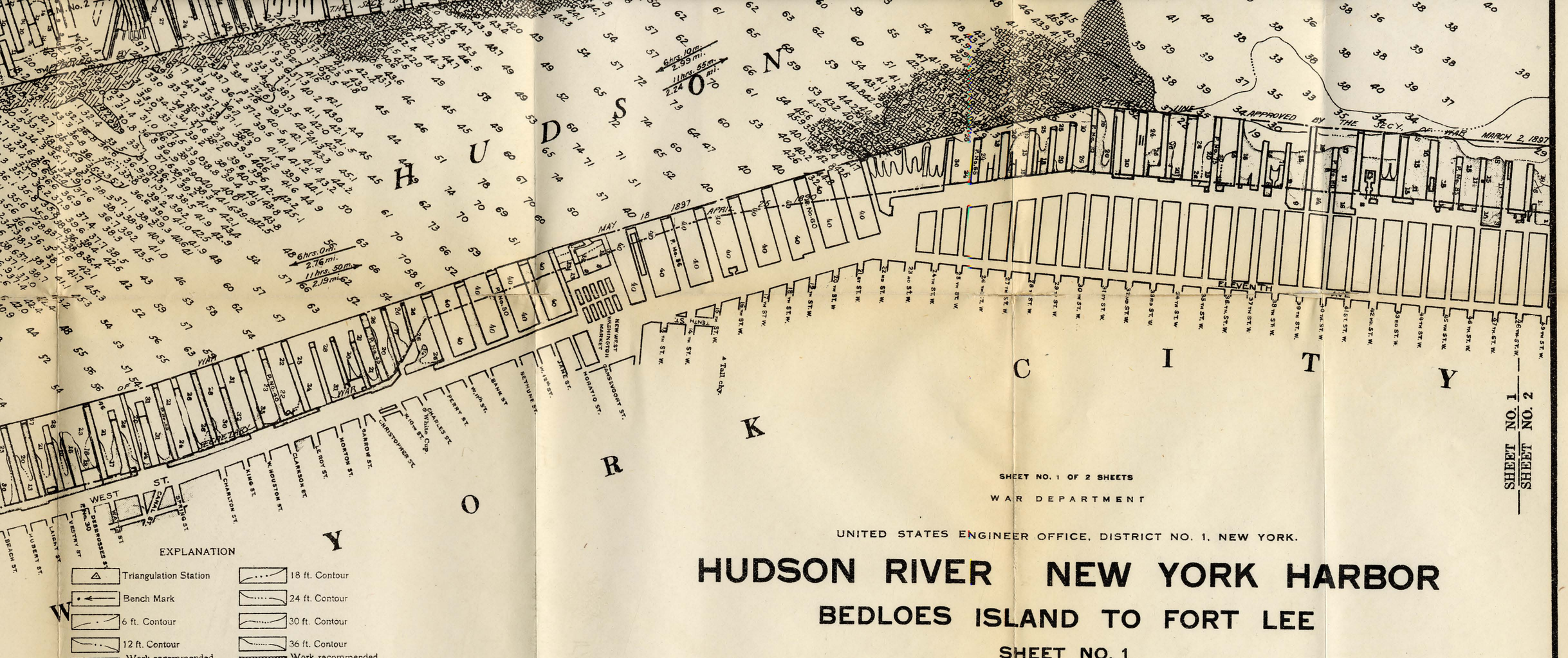
UNITED STATES ENGINEER OFFICE, DISTRICT No. 1, NEW YORK
ROOM 702 ARMY BUILDING

NEW YORK, N. Y., MARCH 4th 1912

RESPECTFULLY FORWARDED TO THE CHIEF OF ENGINEERS WITH REPORT OF THIS DATE.

W. M. Black

COLONEL CORPS OF ENGINEERS U. S. ARMY



EXPLANATION

- Triangulation Station
- Bench Mark
- 6 ft. Contour
- 12 ft. Contour
- Work recommended to 30 feet
- 18 ft. Contour
- 24 ft. Contour
- 30 ft. Contour
- 36 ft. Contour
- Work recommended to 40 feet

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land and on the Barge Office, New York City respectively.

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mean low water (see note below). They were taken with a lead line and located by intersection with two transits.

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s established by the United States Coast and Geodetic Survey.

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t Pier A North River.

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r to Pier No 5 East River were taken from map entitled "Supplemental Sheet to the map of 'Pierhead and
nes for the waterfront of the City of New York and *** New Jersey shore ***', to show changes and mod-
ce original approval". Remaining Pierhead and Bulkhead Lines were taken from map entitled "Pierhead
d Lines for the waterfronts of the City of New York and *** New Jersey Shore *** as recommended by the
arbor Line Board *** scale 1 : 10,000", approved by Secretary of War Feb. 15, 1902.

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from 21 years observation 1887 - 1907 deduct 0.6 from all soundings expressed in feet and tenths.

UNITED STATES ENGINEER OFFICE, DISTRICT No. 1, NEW YORK
ROOM 702 ARMY BUILDING

NEW YORK, N. Y. MARCH 4th 1912

RESPECTFULLY FORWARDED TO THE CHIEF OF ENGINEERS
WITH REPORT OF THIS DATE.

W. M. Black

COLONEL CORPS OF ENGINEERS U. S. ARMY

SHEET NO. 1 OF 2 SHEETS

WAR DEPARTMENT

UNITED STATES ENGINEER OFFICE, DISTRICT NO. 1, NEW YORK.

HUDSON RIVER NEW YORK HARBOR

BEDLOES ISLAND TO FORT LEE

SHEET NO. 1

BEDLOES ISLAND TO 48TH STREET

SURVEYED IN COMPLIANCE WITH RIVER AND HARBOR ACT OF JUNE 25, 1910.

FROM SURVEYS OF 1911 - 12

SCALE 1/12,500

1000 0 1000 3000 FEET

PREPARED UNDER THE DIRECTION OF
COLONEL W. M BLACK, CORPS OF ENGINEERS U.S. ARMY.

ASSISTANTS

J.H. ROSTOCK, PRIN. ASST. ENGR — A.P. MORRIS, CHIEF DRAFTSMAN
C.H. GARDNER, JUN ENGR IN CHARGE OF SURVEYS
DRAFTING BY — FIELD WORK BY
H. R. GLUTZBECK, JUN. ENGR. — G. L. REEDER, SURVEYOR
G. L. REEDER, SURVEYOR

House Doc. No. 719; 62d Cong., 2d Sess.

TABULATION
OF
TRIANGULATION & BENCH MARKS

STA.	DESCRIPTION	ELEV.	REFERENCES FROM	REFERENCES TO	REFERENCES AZIMUTH	REFERENCES DISTANCE	NOTE BOOK NO.	NOTE BOOK PAGE	STA.	LATITUDE NORTH	LATITUDE SOUTH	DEPARTURE EAST	DEPARTURE WEST
△ 1	Same as △"Castle" + cut on top of wall of Castle		△ 1	△ 2	79° 10' 07"	6986.6'	2	22	△ 2	0.0		0.0	
" "	William Gor. I. N.Y. It is on the angle project-		" "	" 3	206 36 11	3398.7	"	"					
" "	-ing in toward the center of the Fort & bet.		" "	" 4	141 11 35	6727.8	"	"					
	the 1st & 2nd cannon S of Light.												
" 2	"X" cut in N.E. cor. of 4th top landing of pedestal		" 2	" 1	259 10 07	6986.6	2	10	" 1	1312.9		6862.1	
" "	of the Statue of Liberty, Bedloe Island. It is		" "	" 3	242 34 06	9446.2	"	"					
" "	2.2' from inside cor. of post, 2.56 & 2.54' from		" "	" 4	201 58 45	7069.4	"	"					
	the E. & N inside faces of granite wall railing												
" 3	Destroyed.		" 3	Met. Tower	206 59 18	16394.9	2	23	" 3	4351.8		8383.8	
" "			" "	" 4	111 00 35	6146.9	"	"					
" "			" "	" 5	156 52 19	2907.2	"	"					
" "			" "	" 6	142 38 07	7284.8	"	"					
" 4	Topmost pinicle of the clock tower of the		" 4	" 5	264 09 57	4620.3	2	18	" 4	6555.6		2645.9	
" "	of the Central R.R. of N.J.'s terminal at		" "	" 6	200 10 05	3820.3	"	"					
" "	Jersey City, N.J.		" "	" 7	233 36 23	6343.5	"	"					
" 5	Nail driven in piece of cloth on ridge of sky		" 5	" 3	336 52 19	2907.2	"	16					
" "	-light of B. & O. R.R. pier #7, N.Y., 8.58' back		" "	4	84 09 57	4620.3	"	"	" 5	7025.3		7242.2	
" "	along ridge from end of false work, 8.13'		" "	6	133 32 32	4523.9	"	"					
" "	& 8.18' from N. & E. edges skylight.		" "	7	188 47 53	3333.4	"	"					
B.M. #1	5 "X" nails on S. side of Western Union Cable	9.653					3	2					
	with E. 5.5' from S.E. cor. & 0.35' from S. face												
	of wharf.								" 6	10141.7		3963.0	
B.M. J.A.	West Shore R.R. B.M. W. end of lower	10.971					"	"					
	step. 1st. Nat. Bank, Montgomery & Hudson												
	Sts. Jersey City, N.J.								" 7	10319.4		7752.1	
△ 6	+ Cut on top of bolt in a brace of the		" 6	" 3	322 38 07	7284.8	2	6					
" "	falsework on the roof of Adams Ex. Co.		" "	" 4	20 10 05	3820.3	"	"					
" "	(Pier D) Jersey City. 32.18' from S.W. cor. of		" "	" 5	313 32 32	4523.9	"	"					
" "	Flagpole 34' from inside face of falsework		" "	" 7	267 18 54	3793.2	"	"	" 8	20278.8		5673.0	
" 7	Nail driven in piece of cloth on ridge of		" 7	" 4	53 36 23	6343.5	"	4					
" "	roof Erie R.R. (Pier #20) N.Y. City. 3.92'		" "	" 5	8 47 55	3333.4	"	"					
" "	from inside face of falsework, 51.48' &		" "	" 6	87 18 54	3793.2							
	31.51' from N.W. & S.W. cor. of roof.								Met. Tower	18961.3		15825.2	
B.M. #2	4 "X" Nails in wooden Fender on N. side	6.609					3	3					
	of slip of D.L. & W. concrete pier #7	To be checked											
	Jersey City. 1.15' from 6th mooring post	before using											
	& 5.55' from S.W. cor. of building												
" " J.H.	West Shore B.M. + cut on N.E. cor. of	8.634					3	3					
	old engine foundation, near D.L. & W.												
	Pier #4, Jersey City.												
△ 8	At center of square tower, property		" 8	Met. Tower	277 23 40	10237.3	1	19					
" "	belonging to Mrs. Stevens, Castle Pt.		" "	△ 10	203 03 31	12406.3	"	"					
" "	N.J. 8.32 From △ Castle Stevens, 21.18'		" "	" 9	216 04 48	13139.3	"	"					
	from N.E. cor. of roof, 7.35' from												
	S.W. corner of hatch on E. side of												
	tower.												
B.M. #3	3 nails in caplog, S.E. corner Erie	10.130					3	5					
	Pier A, Hoboken, N.J. 0.4' from inside												
	face of caplog & 3.13' from S.E. cor. of												
	same.												
B.M. 9	West Shore B.M. Rail monument in Front	11.388					"	"					
West Shore	of D.L. & W. R.R. offices, Hoboken, N.J.												
	81.0' from signal post & 60.0 from												
	telegraph pole.												

SHEET NO. 1
SHEET NO. 2