FORECLOSURE SALES.

Williamsburgh Ferry company to Joseph Smith by Deed dated the tenth day of May, 1855, and which said last mentioned land hereby excepted out of said premises is bounded and described as follows, to wit: Commencing at the Northeasterly corner of the lot hereby excepted on the Westerly side of First Street aforesaid at a point adjoining land formerly of L. Wood and distant Northerly one hundred and sixty-seven feet and five inches, be the same more or less, from a point on the said Westerly line of First Street where said line would be intersected by the original Northerly line of South Seventh Street if such Northerly line were continued in a straight line across First Street and running thence Southerly along the Westerly side of First Street twenty-five feet; thence Westerly at right angles with First Street seventy feet, thence Northerly and parallel with First Street twenty-five feet to the land late of said Wood; thence Easterly at right angles with First Street and along the line of land late of said Wood seventy feet to the point or place of beginning.

2d. Beginning at a point on the Westerly line of First Street, which would be at the intersection of the said Westerly line of First Street and the original Northerly line of South Seventh Street if the said Northerly line of South Seventh Street were continued in a straight line across said First Street to the permanent water line of the said Borough of Brooklyn (late Williamsburgh) and running thence Westerly along said last mentioned line seventy-five feet; and running thence Northerly and in a line parallel with First Street forty feet and running thence Westerly to the permanent water line of said City and in a line parallel with the said line which would form the original Northerly line of South Seventh Street were it continued in a straight line as aforesaid; and running thence Southerly and along said water line to a point which would be in a line the extension of the Southerly line of South Seventh Street were it continued in a straight line across First Street to the said water line, and running thence Easterly to the Westerly line of First Street and in a line with the line which would form the Southerly line of said South Seventh Street were it continued in a straight line as aforesaid; and running thence Northerly and along the Westerly line of said First Street to the place of beginning. Together with all and singular the wharves, piers, bulkheads, slips, water-rights and privileges and land under water thereto belonging or in anywise appertaining; being the same premises conveyed to Austin D. Moore by Mary Anne Harrington and Huldah Gregory by Deed dated the twenty-seventh day of November eighteen hundred and fifty-two and recorded in the Kings County Register's Office aforesaid in Liber 302 of Conveyances page 306 on the first day of December eighteen hundred and fifty-two and by the said Austin D. Moore afterwards conveyed to the Williamsburgh Ferry Company.

3d. Beginning at a point on the Southerly side of South Seventh Street or the low water mark of the East River; running thence Southerly along said low water mark one hundred and fifty-eight feet more or less, to the Northerly boundary of land late of ——Conselyea; thence Easterly along land late of said ——Conselyea to the Westerly line of First Street; thence Northerly along said Westerly line of said First Street to the Southerly line of South Seventh Street; thence Westerly along said Southerly line of South Seventh Street to the place of beginning. Being the same premises conveyed unto the said The Williamsburgh Ferry Company by Fleming Duncan and Mary Ann his wife by Deed dated the fifth day of October eighteen hundred and forty-nine and recorded in the Kings County Register's Office aforesaid in Liber 202 of Conveyances page 366 on the 11th day of October eighteen hundred and forty-nine and again conveyed and granted by the said The Williamsburgh Ferry Company by Abraham Meserole and others by deed dated the fifth day of October eighteen hundred and forty-nine and recorded in the Kings County Register's Office aforesaid in Liber 202 of Conveyances page 366 on the 11th day of October eighteen hundred and forty-nine. Excepting from and out of the last above described premises all that certain lot, piece or parcel of land which was conveyed by The Williamsburgh Ferry Company to The Williamsburgh City Bank by deed dated the twenty-eighth day of July eighteen hundred and fifty-two and which said land hereby excepted from and out of the last above described premises is bounded and described as follows to wit: Commencing at the Southwesterly corner of First Street and South Seventh Street and running thence Southerly along said First Street (or the Westerly side thereof) thirty-one feet, thence Westerly at right angles to First Street sixty-five feet, thence Northerly and parallel with First Street twenty-one feet, thence in a straight line to the point or place of beginning and subject to all the covenants and agreements in the said last mentioned deed mentioned and contained.

4th. Also all that certain lot, piece or parcel of land excepting from and out of said premises hereinbefore described the land heretofore conveyed by The New York Ferry Company to The First National Bank of the City of Brooklyn by two several deeds, one bearing date the twenty-second day of July, A. D. 1868 and recorded in the Register's Office of Kings County in Liber 1397 of Conveyances page 329 on the 28th day of July, 1880, and the other bearing date the sixth day of February A. D. 1884 and recorded in the office of the Register of Kings County on the 15th day of February, 1884, the said premises hereby excepted from this conveyance being described in said last mentioned deed as follows, viz.: Beginning at a point on the Westerly side of First Street where the same is intersected by the Southerly line of the lot of land conveyed by The Williamsburgh Ferry Company to the Williamsburgh City Bank by deed dated July 28, 1852, and recorded in the office of the Register of Kings County in Liber 252 of Conveyances page 408 and running thence Westerly along said last mentioned lot sixty-five feet, thence Southerly and parallel with First Street fifteen feet, thence Easterly in a straight line to a point on the Westerly side of First Street distant twenty feet Southerly from the point of beginning and thence Northerly along the Westerly side of First Street twenty feet to the said point of beginning but the benefit of the said covenants on the part of the grantee contained in said last mentioned deed in favor of the grantor therein are hereby conveyed.

Also not excepting but hereby including, All that certain tract, piece or parcel of land, situate, lying and being in the Thirteenth Ward of said Borough of Brooklyn, bounded and described as follows, to wit: Beginning at a point on the Westerly side of First Street distant two hundred and forty-three feet and ten inches Northerly from the Northwesterly corner of First and South Ninth Streets (adjoining other property conveyed to The Brooklyn Ferry Company by The Long Island Ferry Company on the fifteenth day of February eighteen hundred and eighty-one); thence running Northeasterly along the Westerly line of First Street fifty-seven feet and nine inches more or less to the division line between lands formerly of Abraham Meserole and Joseph Conselyea; thence Northwesterly and along said division line to the East River; thence Southwesterly and along the East River to other property conveyed to The Brooklyn Ferry Company by The Long Island Ferry Company on the fifteenth day of February eighteen hundred and eighty-one; thence running Northeasterly along the Westerly line of First Street fifty-seven feet and nine inches more or less to the division line between lands formerly of Abraham Meserole and Joseph Conselyea; thence Northwesterly and along said division line to the East River; thence Southwesterly and along the East River to other property conveyed to The Brooklyn Ferry Company by The Long Island Ferry Company on the fifteenth day of February eighteen hundred and eighty-one and again conveyed and granted by the said The Williamsburgh Ferry Company by Abraham Meserole and others by deed dated the fifth day of October eighteen hundred and forty-nine and recorded in the Kings County Register's Office aforesaid in Liber 202 of Conveyances page 366 on the 11th day of October eighteen hundred and forty-nine. Excepting from and out of the last above described premises all that certain lot, piece or parcel of land which was conveyed by The Williamsburgh Ferry Company to The Williamsburgh City Bank by deed dated the twenty-eighth day of July eighteen hundred and fifty-two and which said land hereby excepted from and out of the last above described premises is bounded and described as follows to wit: Commencing at the Southwesterly corner of First Street and South Seventh Street and running thence Southerly along said First Street (or the Westerly side thereof) thirty-one feet, thence Westerly at right angles to First Street sixty-five feet, thence Northerly and parallel with First Street twenty-one feet, thence in a straight line to the point or place of beginning and subject to all the covenants and agreements in the said last mentioned deed mentioned and contained.

Also not excepting but hereby including, All that certain tract, piece or parcel of land situate, lying and being in the Thirteenth Ward of said Borough of Brooklyn, bounded and described as follows, to wit: Beginning at a point on the Westerly side of First Street where the division line between land now or formerly of The Long Island Ferry Company and land now or formerly of Tuttle & Bailey intersects the said Westerly line of First Street; thence running Northeasterly and along the said Westerly line of First Street one hundred and thirteen feet and six inches; thence Northwesterly and parallel with South Ninth Street to the East River; thence Southwesterly and along the East River to land now or formerly of Tuttle & Bailey, a distance of one hundred and twenty feet and eleven inches or thereabouts; and thence Southeasterly and along the division line aforesaid between lands of Tuttle & Bailey and lands now or formerly of The Long Island Ferry Company to the point or place of beginning.

5th. Also all that certain other tract, piece or parcel of land, situate, lying and being in the Ward aforesaid and bounded and described as follows, to wit: Beginning at a point on the Westerly side of First Street where the division line between lands formerly of Abraham Meserole and Joseph Conselyea intersects the said Westerly line of First Street, which point is distant three hundred and one feet and seven inches Northeasterly from South Ninth Street; thence running Northeasterly and along the Westerly line of First Street fifty-three feet and nine inches to lot numbered (sixty-three) 63 on Burgevin's Assessment Map of the First District of the Village of Williamsburgh formerly owned by Fleming Duncan; thence Northwesterly and along said last mentioned lot Number 63 to the East River; thence Southwesterly along the East River to the aforesaid division line between lands formerly of Abraham Meserole and Joseph Conselyea; and thence Southeasterly and along said division line to the point or place of beginning. And also, all the estate, right, title, interest, claim and demand of the Brooklyn Ferry Company of New York, in and to the water and land under water and docks in front of and adjoining the premises above described.

The several tracts, pieces or parcels of land hereinbefore described and intended to be hereby conveyed being the same premises which were heretofore conveyed to The New York and Brooklyn Ferry Company by The Brooklyn Ferry Company by deed duly executed the fifteenth day of December, in the year of our Lord one thousand eight hundred and sixty-four and recorded in the Office of the Register of Kings County in Liber 652 of Conveyances, page 84, &c., on or about the tenth day of January, 1865, and which were subsequently conveyed by said The New York and Brooklyn Ferry Company to The New York Ferry Company by deed bearing date the twenty-third day of July, A. D. 1870, and recorded in the Register's Office of Kings County on the 24th day of July, 1879, in Liber 1362 of Conveyances, page 32, &c.

And also all the existing docks, slips, wharves, piers, bulkheads or extensions thereof, or additions thereto, or to the said lands and premises, or any part thereof, belonging to said premises or in front of and adjacent thereto or any part or parcel thereof, made or erected before or since the delivery of said last mentioned deed and belonging to the Brooklyn Ferry Company of New York and all the water and land under water in front of and adjacent thereto or any part or parcel thereof, and all and all water rights and privileges or appertaining thereto, including the right of filling in, docking or of erecting bulkheads, wharves, slips, docks or piers further out into the river, belonging to the Brooklyn Ferry Company of New York by virtue of said last mentioned deed of conveyance or by virtue of the ownership of said premises by the Brooklyn Ferry Company of New York or conferred by the Act Chapter 763 of the Laws of 1857 entitled "An Act to establish bulkhead and pier lines for the port of New York" passed April 17th, 1857, or by virtue of the Laws of the State of New York or by virtue of any grant or grants from the State of New York, and also all the right of the Brooklyn Ferry Company of New York to erect, keep and maintain bulkheads, docks, wharves, piers and slips adjacent to the said lands or any part or parcel thereof to the extent authorized by the Legislature of the State of New York, with all the rights of the Brooklyn Ferry Company of New York to the dockage, wharfage or cranage belonging or appertaining to the said lands or any part or parcel thereof.

And also all the right, title and interest of the Brooklyn Ferry Company of New York in and to any and all the property and improvements shown as the property heretofore of The New York and Brooklyn Ferry Company on a Map entitled "Map of Property conveyed by The Brooklyn Ferry Company to The New York and Brooklyn Ferry Company by deed dated December 16th, 1864, situate in the 13th Ward of the City of Brooklyn, County of Kings, N. Y., showing also the actual improvements on the premises surveyed October 1st, 1869, by R. Rosa, Surveyor, &c., 81 Nassau Street, N. Y.," and filed in the Office of the Register of the County of Kings July 23, 1879.

6th. And also all that certain other tract, piece or parcel of land, situate, lying and being in the Thirteenth Ward of said Borough of Brooklyn, bounded Northerly by South Sixth Street, Easterly by First Street, Southerly by land of Andrew Harman and land of the Brooklyn Ferry Company of New York (hereinbefore described and intended to be conveyed) and Westerly by the East River. Containing in front on First Street two hundred and twenty-five (225) feet.

Together with all the estate, right, title and interest of the Brooklyn Ferry Company of New York, of, in and to the land under water and water rights in the East River in front of and adjacent to the said premises, and of, in and to the land in South Sixth Street in front of said premises to the centre of said street, being the same premises hereinbefore conveyed to said The New York and Brooklyn Ferry Company by John Englis and wife and Loftus Wood by deed dated the thirteenth day of December in the year of our Lord eighteen hundred and seventy-eight and recorded in the Register's Office of Kings County in Liber 1330 of Conveyances, page 216, &c., on the nineteenth day of December, A. D. 1878. And being the same premises described in a deed to said The New York and Brooklyn Ferry Company made by said John Englis and wife and Loftus Wood in confirmation and correction of said last mentioned deed of even date therewith and recorded in the Office of the Register of the County of Kings in Liber 1330 of Conveyances, page 372, on the ninth day of July, A. D. 1879.

Also, all that certain piece or parcel of land and wharf property in the Thirteenth Ward of said Borough of Brooklyn, bounded Northerly by the land of the Brooklyn Ferry Company of New York, hereinbefore described being a line parallel to and equi-distant from the lines of South Eighth and South Ninth Streets, continued in a Westerly direction from First Street), Easterly by a line drawn parallel to and distant one hundred and sixty feet Westerly from First Street, Southerly by South Ninth Street and Westerly by the East River, and also all the estate, right, title and interest of the Brooklyn Ferry Company of New York, of, in and to the lands in South Ninth Street immediately in front of the above described premises and Westerly from a line in continuation of the Easterly line of the said premises which was conveyed by Abraham Meserole to George Klots by deed dated May 15, 1866, and recorded in Kings County Register's Office December 29, 1879, in Liber 1375 of Conveyances, page 87.

And also all the estate, right, title and interest of the Brooklyn Ferry Company of New York of, in and to the land in South Ninth Street in front of said premises which were granted and conveyed by The People of the State of New York to Walter T. Klots and James R. Klots by Letters Patent dated May 7, 1869, and Recorded in the Secretary of State's Office in Book 30 of Patents, page 78. Being the same premises which were conveyed unto The New York Ferry Company by two several deeds, both dated the first day of September, A. D. 1885, one executed by Walter T. Klots and Theodore F. Jackson as Executors of and Trustees under the Last Will and Testament of James R. Klots, deceased, and recorded in the office of the Register of Kings County in Liber 1628 of Conveyances, page 266, &c., on the 29th day of September, 1885, and the other executed by Walter T. Klots and Elizabeth, his wife, and recorded in the office of the said Register of Kings County in Liber 1628 of Conveyances, page 263, &c., on the said 29th day of September, 1885.

Also all that certain lot, piece or parcel of land situate, lying and being on the westerly side of First Street in the Borough of Brooklyn (formerly Williamsburgh), bounded and described as follows, to wit:

Commencing at the northeasterly corner of said lot on the westerly side of First Street aforesaid, at a point adjoining land now or late of Loftus Wood, and distant northerly one hundred and sixty-seven feet and five inches from a point on the said westerly line of First Street, where such line would be intersected by the northerly line of South Seventh Street, as it was formerly, if such northerly line were continued in a straight line across First Street; and also distant two hundred and twenty-five feet southerly from the southerly side of South Sixth Street, and running thence southerly along the westerly side of First Street, twenty-five feet; thence westerly at right angles with First Street, seventy feet; thence northerly, and parallel with First Street, twenty-five feet to land now or late of said Wood; thence easterly, at right angles with First Street and along the line of land now or late of said Wood, seventy feet to the point or place of beginning.

Also all that certain lot, piece or parcel of land, situate in the Thirteenth Ward of the Borough of Brooklyn, County of Kings and State of New York, bounded and described as follows, to wit: Beginning at a point on the corner formed by the intersection of the northerly side of South Ninth Street with the westerly side of Kent Avenue (formerly First Street) and running thence Northerly along the westerly side of the said Kent Avenue fifty-five (55) feet to its intersection with a line extended in continuation of the southerly exterior line of a building formerly used as a hotel and known as the Williamsburgh Garden, now used as a factory, late the property of Guy Carleton Lee, deceased; thence Westerly along said line and the end of said building forty-six (46) feet to the southwest corner of said building; thence Westerly, parallel with South Ninth Street, thirty-three (33) feet, three (3) inches to a point distant one hundred northerly parallel to Kent Avenue from a point in the northerly line of South Ninth Street, distant eighty (80) feet westerly from the place of beginning; thence Southerly, and parallel with said the Kent Avenue forty-six (46) feet, four (4) inches to the northerly side of South Ninth Street, and thence Easterly, along the northerly side of South Ninth Street, eighty (80) feet to the place of beginning. And also all the right, title and interest of The Brooklyn Ferry Company of, in and to the lands in front of said premises.

And also all the right, title and interest of the Brooklyn Ferry Company of New York in and to the land in Kent Avenue to the centre thereof and in South Ninth Street to the line (formerly dividing the farm of Abraham Meserole from the farm of Jacob Berry.

Being the same premises conveyed to the Brooklyn Ferry Company of New York by two certain conveyances, one dated the 22 day of April, 1889, from Walter T. Klots, of the City of Brooklyn, County of Kings and State of New York, and Elizabeth W. Klots, his wife, to the Brooklyn Ferry Company of New York, and recorded in Liber 1892 of Conveyances, page 53, on the 24th day of April, 1889; and the other of which said two deeds is dated April 24, 1889, from Walter T. Klots and Theodore F. Jackson, as executor of the Last Will and Testament of James R. Klots, late of the City of Brooklyn, deceased, and recorded in the office of the Register of the County of Kings in Liber 1882 of Conveyances, page 56, on the 24th day of April, 1889.

All those certain leases and leasehold interests, and all and singular the lands and hereditaments and all and singular the other premises granted and demised r expressed to be demised and granted in and by the several indentures of lease hereinafter mentioned and referred to, that is to say:

Indenture of lease bearing date the 1st day of July, A. D. 1898, made by the City of New York, acting by the Board of Docks to said The Brooklyn and New York Ferry Company of the privilege or franchise to run a ferry to and from the foot of Roosevelt Street, East River, Borough of Manhattan, in the City of New York, from and to the foot of Broadway and South Eighth Street, in the City of New York, Borough of Brooklyn, in the City of New York, together with all that certain wharf property, land under water and water rights situate in the Borough of Manhattan, City and County of New York, particularly described in said lease, for the term of years therein mentioned and subject to the covenants and obligations on the part of the tenant in said lease mentioned and contained.

Also that certain other lease bearing date the eighteenth day of April, A. D. 1889, made by The Mayor, Aldermen and Commonalty of the City of New York, unto The Brooklyn and New York Ferry Company of the privilege or franchise to run a ferry from and to the North side of the foot of Grand Street (East River) in the Borough of Manhattan, City and County of New York, over and across the waters of the East River to and from Broadway, in the Borough of Brooklyn, in the County of Kings, for the term of years therein mentioned and subject to the rents, covenants and conditions contained in said lease.

PARCEL NO. IV.—The steamboat or vessel called the "Montana" together with all her engines, boilers, machinery, masts, bowsprits, sails, boats, anchors, cables, tackle, furniture and all other necessaries thereunto appertaining and belonging; the certificate of the enrollment of which said steamboat or vessel is as follows, viz.:

ENROLLMENT No. 64.

Official Number		In conformity to Title L, "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States, J. Affleck, Secretary, of the City of New York, having taken and subscribed the oath required by law, and having sworn that different persons stockholders in The New York and Brooklyn Ferry Company (in shares), incorporated under the Laws of the State of New York, are citizens of the United States, and sole owners of the ship or vessel called the "Montana" of New York, whereof E. D. Chappell is at present master, and, as he hath sworn is a citizen of the United States; and that the said ship or vessel was built at Brooklyn, State of New York, in the year 1872, as appears by enrollment number 64 issued at this port September 20, 1872.
Numeral	Letters	
90435		

And said enrollment having certified that the said ship or vessel has one deck and no masts, and that her length is 171 feet; her breadth 36 7-10 feet; her depth 12 5-10 feet; her height —— feet; and that she measures 734 25-100 tons, viz.: capacity under tonnage deck 412 13-100 tons; capacity between decks above tonnage deck 25 26-100 tons; capacity of inclosures on the upper deck, viz.: Cabins 296 86-100 tons; that she is a steamboat, has sharp ends.

And the said J. Affleck, Secretary, having agreed to the description and measurements above specified, and sufficient security having been given, according to the said Title, the said steamboat or vessel has been duly enrolled at the port of New York.

Given under my hand and seal at the port of New York in the District of New York, this 20th day of September in the year one thousand eight hundred and seventy-two.

(Signed) E. W. B. CANNING, [Seal.]
Dep. Naval Officer.

PARCEL NO. V.—The steamboat or vessel called the "Alaska," together with all her engines, boilers, machinery, masts, bowsprits, sails, boats, anchors, cables, tackle, furniture and other necessaries thereunto appertaining and belonging, the certificate of the enrollment of which said steamboat or vessel is as follows, viz.:

ENROLLMENT No. 30.

Official Number		In conformity to Title L, "Regulation of Vessels in Domestic Commerce" of the Revised Statutes of the United States, J. Affleck, Secretary, of the City of New York, in the State of New York, having taken and subscribed the oath required by law, and having sworn that different persons, stockholders in The New York and Brooklyn Ferry Company (in shares), incorporated under the Laws of the State of New York, are citizens of the United States and sole owners of the ship or vessel called the "Alaska" of New York, whereof E. D. Chappell is at present master, and as he hath sworn is a citizen of the United States; and that the said ship or vessel was built at Brooklyn, State of New York, in the year 1872, as appears by enrollment number 30, issued at this port August 10, 1872.
Numeral	Letters	
105162		

And said enrollment having certified that the said ship or vessel has one deck and no masts; and that her length is 168 7-10 feet; her breadth 35 6-10 feet; her depth 12 5-10 feet; her height —— feet; and that she measures 730 6-100 tons, viz.: capacity under tonnage deck 407 64-100 tons; capacity between decks above tonnage deck —— tons; capacity of inclosures on the upper deck, viz.: Cabins 322 42-100 tons; that she is a steamboat, has sharp ends.

And the said J. Affleck, Secretary, having agreed to the description and measurement above specified, and sufficient security having been given, according to the said Title, the said steamboat or vessel has been duly enrolled at the port of New York.

Given under my hand and seal at the port of New York, in the District of the City of New York, this 10th day of August in the year one thousand eight hundred and seventy-two.

(Signed) N. G. WILLIAMS,
Dep. Collector.

PARCEL NO. VI.—The steamboat or vessel called the "Wyoming" of New York, together with all her engines, boilers, machinery, masts, bowsprits, sails, boats, anchors, cables, tackle, furniture and other necessaries thereunto appertaining and belonging; the certificate of the enrollment of which said steamboat or vessel is as follows, viz.:

CERTIFICATE OF ENROLLMENT NO. 122.

PERMANENT.

Official Number		In conformity to Title L, "Regulation of Vessels in Domestic Commerce" of the Revised Statutes of the United States, James Affleck, of New York City and State, Secretary, having taken and subscribed the oath required by law, and having sworn that The New York Ferry Company, incorporated under the laws of the State of New York, is the sole owner of the ship or vessel called the "Wyoming" of New York, whereof E. D. Chappell is at present master, and is a citizen of the United States, and that the said ship or vessel was built at Wilmington, State of Delaware, in the year 1865, as appears by Permanent Enrollment No. 33, issued at Wilmington, Del., April 14, '90, now cancelled, property, district and hail changed, and said enrollment having certified that the said ship or vessel has one deck and no mast, and that her length is one hundred and seventy-five 175-10 feet, her breadth, thirty-six 36 6-10 feet, her depth thirteen 13 3-10 feet, her height, —— feet, that she measures five hundred and forty-eight (548) and 9-100ths tons, viz.:
Numeral	Letters	
81068		

	Tons.	100ths.
Capacity under tonnage deck	570	80
Capacity between decks above tonnage deck	——	——
Capacity of inclosures on the upper deck, Ladies and Gent's Cabins	162.76 each	32
	325	52
Gross tonnage	896	32
Deductions under Section 4153, Revised Statutes, as amended by Act of August 5, 1882	348	23
Net tonnage	548	09

that the following described spaces, and no others, have been omitted, viz.: machinery space on tonnage deck exempt, and that she is a steam ferry boat; has a no head and a no stern, and sufficient security having been given, according to the said Title, the said ship or vessel has been duly enrolled at the Port of New York.

Given under my hand and seal at the Port of New York, in the District of the City of New York, this 24 day of April, in the year one thousand eight hundred and ninety.

JOHN H. GUNNER,
[Seal.] Deputy Collector of Customs.
L. R. MAY, [Seal.]
for Naval Officer.

PARCEL NO. XI.—That steamboat or vessel called the "New York" together with her engines, boilers, masts, sails, boats, anchors, cables and all other necessaries thereunto belonging or in anywise appertaining, the certificate of enrollment of which is in the words and figures following, to wit:

CERTIFICATE NO. 58.

PERMANENT.

Official		Number.
Numeral	Letters	
130602		

THE UNITED STATES OF AMERICA.
Sec. 4319, Rev. Stats. (Vignette) (N. Y. Cat., No. 389a.)
CERTIFICATE OF ENROLLMENT.

ENROLLMENT. In conformity to Title L, "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States.

JAMES AFFLECK of New York, N. Y., Secretary, having taken and subscribed the oath required by law, and having sworn that The Brooklyn and New York Ferry Company, incorporated under the laws of the State of New York, owners of the ship or vessel called the "New York," of New York, whereof F. B. Stoney, a citizen of the United States, is master, and that the said ship or vessel was built at Wilmington, State of Delaware, in the year 1892, as appears by Permanent Enrollment No. 17 issued at Wilmington, Del., April 14, '90, now cancelled, property, district and hail changed, and said enrollment having certified that the said ship or vessel has one deck and no mast, and that her length is one hundred and seventy-five 175-10 feet, her breadth, thirty-six 36 6-10 feet, her depth thirteen 13 3-10 feet, her height, —— feet, that she measures five hundred and forty-eight (548) and 9-100ths tons, viz.:

	Tons.	100ths.
Capacity under tonnage deck	570	80
Capacity between decks above tonnage deck	——	——
Capacity of inclosures on the upper deck, Ladies and Gent's Cabins	162.76 each	32
	325	52
Gross tonnage	896	32
Deductions under Section 4153, Revised Statutes, as amended by Act of August 5, 1882	358	56
Net tonnage	537	76

that the following described spaces and no others have been omitted, viz.: Machinery space on tonnage deck, and that she is a St. Ferry Steamer S. W. Iron and has a no stern and sufficient security having been given, according to the said Title, the said ship or vessel has been duly enrolled at the port of New York.

Given under my hand and seal at the port of New York, in the District of the City of New York, this 5th day of October, in the year one thousand eight hundred and ninety-two.

JOHN H. GUNNER,
[Seal.] Deputy Collector of Customs.
L. R. MAY, [Seal.]
Deputy Naval Officer.

PARCEL NO. XII.—The steamboat or vessel called the "Virginia," together with her engines, boilers, masts, sails, boats, anchors, cables and all other necessaries thereunto belonging or in anywise appertaining, the certificate of enrollment whereof is in the words and figures following, to wit:

CERTIFICATE NO. 45.

PERMANENT.

Official		Number
Numeral	Letters	
161775		

THE UNITED STATES OF AMERICA.
Sec. 4319, Rev. Stats. (Vignette) (N. Y. Cat., No. 389a.)
CERTIFICATE OF ENROLLMENT.

In Conformity to Title L, "Regulations of Vessels in Domestic Commerce," of the Revised Statutes of the United States.

JAMES AFFLECK of New York, N. Y., Secretary, having taken and subscribed the oath required by law, and having sworn that The Brooklyn and New York Ferry Company, incorporated under the laws of the State of New York, owners of the vessel called the "Florida" of New York, N. Y., whereof F. B. Stoney, a citizen of the United States, is master, and that the said vessel was built in the year 1896, at Chester, Pa., as appears by Permanent Enrollment No. 59, issued at Philadelphia, Pa., Sept. 22, 1896. Surrendered ownership, district & hail changed, and said Enrollment having certified that the said vessel is a Steam Paddle built of Iron; that she has one deck, no mast, Round head, Round stern; that her length is 156 feet, her breadth 36.6 feet, her depth 13.3 feet, her height—feet; that she measures as follows:

	Tons.	100ths.
Capacity under tonnage deck	497	99
Capacity between decks above tonnage deck, Ladies Cabin	160	11
Capacity of inclosures on the upper deck, viz.: Gents Cabin	160	11
Gross tonnage	818	21
Deductions under Section 4153, Revised Statutes, as amended by Act of March 2, 1895: Crew space, —; Master's Cabin, —; Steering gear, —; Anchor gear, —; Boatswain's Stores, —; Chart house, —; Storage of sails, —; Donkey engine and boiler, —; Propelling power	150	23
Total deductions	150	23
Net tonnage	667	98

that the following described spaces, and no others, have been omitted, viz.: ——, and said vessel has been duly Enrolled at the port of New York.

Given under my hand and seal at the Port of New York, this 7th day of October, in the year one thousand eight hundred and ninety-six, 1896.

THOS. J. DUNN,
Deputy Collector of Customs.
[Seal.]

[Seal.] L. R. MAY,
Deputy Naval Officer.

PARCEL NO. XIII.—That steamboat or vessel called the "Florida," together with her engines, boilers, masts, sails, boats, anchors, cables and all other necessaries thereunto belonging or in anywise appertaining, the certificate of enrollment whereof is in the words and figures following, to wit:

PERMANENT.
CERTIFICATE NO. 64.

Official		Number.
Numeral	Letters	
121032		

THE UNITED STATES OF AMERICA.
Sec. 4319, Rev. Stats. (Vignette) (N. Y. Cat., No. 389a.)
CERTIFICATE OF ENROLLMENT.

In Conformity to Title L, "Regulations of Vessels in Domestic Commerce," of the Revised Statutes of the United States.

JAMES AFFLECK of New York, N. Y., Secretary, having taken and subscribed the oath required by law, and having sworn that The Brooklyn and New York Ferry Company, incorporated under the laws of the State of New York, owners of the vessel called the "Florida" of New York, N. Y., whereof F. B. Stoney, a citizen of the United States, is master, and that the said vessel was built in the year 1896, at Chester, Pa., as appears by Permanent Enrollment No. 60, issued at Philadelphia, Pa., Sept. 22, 1896. Surrendered ownership, district & hail changed, and said Enrollment having certified that the said vessel is a Steam Paddle built of Iron; that she has one deck, no mast, Round head, Round stern; that her length is 156 feet, her breadth 36.6 feet, her depth 13.3 feet, her height—feet; that she measures as follows:

	Tons.	100ths.
Capacity under tonnage deck	497	99
Capacity between decks above tonnage deck, Ladies Cabin	160	11
Capacity of inclosures on the upper deck, viz.: Gents Cabin	160	11
Gross tonnage	818	21
Deductions under Section 4153, Revised Statutes, as amended by Act of March 2, 1895: Crew space, —; Master's Cabin, —; Steering gear, —; Anchor gear, —; Boatswain's Stores, —; Chart house, —; Storage of sails, —; Donkey engine and boiler, —; Propelling power	150	23
Total deductions	150	23
Net tonnage	667	98

that the following described spaces, and no others, have been omitted, viz.: ——, and said Vessel has been duly Enrolled at the Port of New York.

Given under my hand and seal at the Port of New York, this 7th day of October, in the year one thousand eight hundred and ninety-six, 1896.

THOS. J. DUNN,
Deputy Collector of Customs.
[Seal.]

[Seal.] L. R. MAY,
Deputy Naval Officer.

PARCEL NO. XIV.—That steamboat or vessel called the "America," together with her engines, boilers, masts, sails, boats, anchors, cables and all other necessaries thereunto belonging or in anywise appertaining, the certificate of enrollment whereof is in the words and figures following, to wit:

CERTIFICATE NO. 127.

PERMANENT.

Official		Number
Numeral	Letters	
127059		

THE UNITED STATES OF AMERICA.
(Vignette)
Sec. 4819, Rev. Stats. (N. Y. Cat., No. 389a.)
CERTIFICATE OF ENROLLMENT.

In conformity to Title L, "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States.

JAMES AFFLECK of New York, N. Y., Secretary, having taken and subscribed the oath required by law, and having sworn that The Brooklyn and New York Ferry Company, incorporated under the laws of the State of New York, owners of the vessel called the "Columbia," of New York, whereof F. B. Stoney, a citizen of the United States, is master, and that the said vessel was built at Chester, Pa., and that the said vessel is a Steam Paddle built of Iron; that she has one deck, mast, Round head, Round stern; that her length is 156 feet, her breadth 36.6 feet, her depth 13.3 feet, her height —— feet; that she measures as follows:

	Tons.	100ths.
Capacity under tonnage deck	497	99
Capacity between decks above tonnage deck, Ladies Cabin	160	11
Capacity of inclosures on the upper deck, viz., Gents Cabin	160	11
Gross tonnage	818	21
Deductions under Section 4153, Revised Statutes, as amended by Act of August 5, 1882	150	23
Net tonnage	667	98

that the following described spaces, and no others, have been omitted, viz.: ——, and said Vessel has been duly Enrolled at the Port of New York.

Given under my hand and seal at the Port of New York, this second day of March, in the year one thousand eight hundred and ninety-eight.

F. RAYMOND,
Deputy Collector of Customs.
[Seal.]

J. C. SAGE,
[Seal.] Deputy Naval Officer.

PARCEL No. XVII.—The steam-boat or vessel called the "Joseph J. O'Donohue," together with her engines, boilers, masts, sails, boats, anchors, cables and all other necessaries thereunto belonging or in anywise appertaining, the certificate of enrollment whereof is in the words and figures following, to wit:

PERMANENT.
CERTIFICATE No 140.

Official		Number
Numeral	Letters	
77284		

THE UNITED STATES OF AMERICA.
(Vignette)
Sec. 4319, Rev. Stats. (N. Y. Cat., No. 389a.)
COPY OF ENROLLMENT.

ENROLLMENT. In conformity to Title L, "Regulation of Vessels in Domestic Commerce" of the Revised Statutes of the United States.

JAMES AFFLECK of New York, N. Y., having taken and subscribed the oath required by law, and having sworn that The Brooklyn and New York Ferry Company, incorporated under the laws of the State of New York, is the sole owner of the vessel called the "Maine" of New York, whereof E. D. Chappell is at present master, and is a citizen of the United States, and that the said ship or vessel was built at Wilmington, Del., in the year 1888, as appears by per Enr. No. 6, issued at Wilmington, Del., Oct. 5/88. Now cancelled property, district and hail changed, and said enrollment having certified that the said ship or vessel has one deck and no mast, and that her length is 174 feet, her breadth 36 6/10 feet, her depth 13 3/10 feet, that she measures net 545 and 69/100ths tons, viz.:

	Tons.	100ths
Capacity under tonnage deck	529	40
Capacity of inclosures on the upper deck, viz	320	92
Gross tonnage	850	32
Ded. under Act of Aug. 5/82	304	63
Net tonnage	545	69

that the following described spaces, and no others, have been omitted, viz.: Boiler and engine space above tonnage-deck, and that she is an Iron Steam Ferry Boat, has a no head and a no stern, and sufficient security having been given, according to the said Title, the said Ship or Vessel has been duly enrolled at the port of New York.

Given under my hand and seal at the port of New York, in the District of the City of New York this 8th day of October, in the year one thousand eight hundred and eighty-eight.

THOS. J. DUNN,
L. R. MAY, Deputy Collector of Customs.
Deputy Naval Officer.

PARCEL No. XIX.—The steamboat or vessel called the "Ohio," together with her engines, boilers, masts, sails, boats, anchors, cables and all other necessaries thereunto belonging or in anywise appertaining the certificate of the enrollment whereof is in the words and figures following, to wit:

ENROLLMENT No. 68.

Official Number		
Numeral	Letters	
155147		

THE UNITED STATES OF AMERICA.
(Vignette)
Sec. 4319, Rev. Stats. (N. Y. Cat., No. 389c.)
COPY OF ENROLLMENT.

ENROLLMENT. In conformity to Title L, "Regulation of Vessels in Domestic Commerce" of the Revised Statutes of the United States.

JAMES AFFLECK of New York City, N. Y., having taken and subscribed the oath required by law and having sworn that the Brooklyn and New York Ferry Company, incorporated under the laws of the State of New York, and sole owner of the ship or vessel called the "Ohio" of New York, whereof E. D. Chappell is at present Master, and is a citizen of the United States, and that the said ship or vessel was built at Wilmington, Del., in the year 1887, as appears by Per Enr. No. 11 issued at Wilmington, Del., Oct. 13/87, Now cancelled property, District and hail changed, and said enrollment having certified that the said ship or vessel has one deck and no mast, and that her length is 174 feet, her breadth 36 6/10 feet, her depth 13 3/10 feet, that she measures Net 557 and 08/100th Tons, viz.:

	Tons.	100ths
Capacity under tonnage deck	530	25