

ANNUAL REPORT

OF

Board of Commissioners of Pilotage

November 1st, 1898

TO

November 1st, 1899

TO THE GOVERNOR AND LEGISLATURE

TRENTON, N. J.:
MACCRELLISH & QUIGLEY, STATE PRINTERS, OPPOSITE POST OFFICE.
1899.

REPORT.

MEMBERS OF THE BOARD
OF
Commissioners of Pilotage of New Jersey

November 1st, 1899.

DANIEL C. CHASE, <i>President</i>	South Amboy.
JOHN R. DEWAR, <i>Secretary</i> ,	Jersey City.
HENRY W. MILLER.....	Morristown.
HENRY C. GULICK.....	Barnegat.
MARK TOWNSEND.....	Linwood.
JOHN C. WEAVER.....	Mauricetown.

REPORT.

To His Excellency Foster M. Voorhees, Governor, and to the Legislature of New Jersey:

The Board of Commissioners of Pilotage respectfully reports that during the fiscal year just ended it has continued to administer the pilot laws of the State, also the laws for the preservation of channels in governing obstructions to navigation, fisheries, &c.

Several cases of collision, grounding and misdemeanors were investigated and opinions rendered. On November 10th, 1898, at a full meeting of the Board, convened at Taylor's Hotel, Jersey City, testimony was taken in reference to New Jersey Sandy Hook Pilot Jeremiah Reardon, accused of being intoxicated while on duty; the following resolution was adopted:

Be it resolved, That New Jersey Sandy Hook Pilot Jeremiah Reardon be and is hereby suspended from further duty as a New Jersey Sandy Hook Pilot, subject to the pleasure of the Board.

Letter from the Executive Committee of the New Jersey Sandy Hook Pilots' Benevolent Association, requesting that George Oldmixon be entered as assistant boatkeeper, was read and request granted.

November 6th, 1898, the Executive Committee of the New Jersey Sandy Hook Pilots' Benevolent Association requested the Commissioners to enter the names of Eugene McCarthy and Charles Beebe, apprentices in the New Jersey Pilot Service, as assistant boatkeepers, to date from December, 1898. Also reported the promotion of George Oldmixon and Charles Devereaux from assistants to first boatkeepers.

December 8th, 1898, at a full meeting of the Board of Pilot Commissioners, at Taylor's Hotel, Jersey City, N. J., the following resolution was offered and adopted:

Be it resolved, That the New Jersey Sandy Hook Pilot Jeremiah Reardon be and is hereby reinstated to the duties of a New Jersey Sandy Hook Pilot from date.

December 8th, 1898, a letter was presented stating that on January 1st, 1899, New Jersey Sandy Hook Apprentice John Aschroft would have served the required time to allow him to obtain a license as Deputy Pilot; he was examined before the full Board and found well qualified. The President was requested to issue to said John A. Ashcroft, the necessary certificate to His Excellency Governor David O. Watkins, for a Deputy Pilot's license, to date from January 1st, 1899.

December 8th, 1898, the following resolution was adopted: That the chairman of the Obstruction Committee is hereby authorized to hire a steamboat from time to time to make thorough examination of the harbors and rivers over which the Board has jurisdiction. Also the following resolution:

Be it resolved, That Commissioner D. C. Chase be and is hereby authorized and directed to prepare statistics, &c., and visit Washington at the expense of the Board, and to urge improvements of the rivers, sounds, bays and harbors, and the appropriation for the removal of wrecks and obstructions.

December 14th, 1898, a letter was received from Messrs. Sander-son & Son, stating that the steamship "Ohio" collided off Governor's Island with the schooner "Ella Pressey," while in charge of New Jersey Sandy Hook Pilot Jeremiah Reardon. On December 21st, 1898, New Jersey Sandy Hook Pilot Jeremiah Reardon was summoned to appear before the full Board at its meeting, Taylor's Hotel, Jersey City, N. J., on Thursday, January 12th, 1899, to answer charges preferred against him by the captain and officers of steamship "Ohio." December 28th, 1898, Captain Hardaway, of the steamship "Ohio," the chief and third officers and quartermaster and the captain of the tug that assisted the steamer, were examined as to Pilot Reardon's handling of the steamship "Ohio," &c., on October 22d, 1898. January 12th, 1899, at a regular meeting, the case of Sander-son & Son against New Jersey Sandy Hook Pilot Jeremiah Reardon, on account of collision steamship "Ohio" and schooner "Ella Pressey," was taken up, the evidence read, Pilot Reardon questioned by the several members of the Board, when the evidence on both sides was laid on the table until such time as the captain and officers of the steamship "Ohio" could meet the full Board at a regular meeting. Pilot J. Reardon was questioned particularly as to the fact of his failure to report the collision as directed by by-law No. 11. The following resolution was adopted:

Be it resolved, That by-law No. 11 be enforced in the case of the collision between steamship "Ohio" and schooner "Ella Pressey," when the said steamship "Ohio" was in charge of New Jersey Sandy Hook Pilot Jeremiah Reardon, he, Reardon, having failed to report as required by said by-law.

December 23d, 1898, New Jersey Sandy Hook Pilot Wm. Lewis called at the President's office and stated that at 7:30 A. M., Wednesday, December 21st, 1898, he was pilot of the English steamship "Ravendale," from Pier 14, East river; the steam-tug "Leader" was helping to turn the steamship "Ravendale," and that a tug with one car-float alongside, bound up the river, ran into the "Ravendale," hitting and bending the anchor-stock of the "Ravendale." The "Ravendale" was at full speed astern.

January 12th, 1899, at a regular monthly meeting of the full Board at Taylor's hotel, Jersey City, on motion, all the members of the Board were appointed a Committee on Obstruction, with D. C. Chase as President. On motion of Commissioner Weaver, Commissioners H. W. Miller, D. C. Chase, and John R. Dewar were appointed an Executive Committee, with John R. Dewar as Chairman.

January 18th, 1899, President Chase reported that on the previous night he had made a trip on the U. S. Steamer "Daniel S. Lamont," with Lieutenant John C. Fremont, looking for offenders as to dumping ashes, &c., &c., and, although using search-lights, did not detect any one violating the law.

January 31st, 1899, New Jersey Sandy Hook Pilot Jeremiah Reardon reported that on January 28th, 1899, he went on board the steamship "Barand Tower," at East Central Pier, Atlantic Basin, at noon; it being strong ebb tide, he refused to take her out, but she was driven out of there and went out under the charge of two tugs, the "Charm" and the "Starbuck," and when going down Buttermilk Channel, she grounded near the Bell Buoy. Up to that time he had not taken charge of her, as he wanted flood tide to take her out on. She lay aground four hours when the tugs pulled her off; she went to sea the next morning.

February 2d, 1899, New Jersey Sandy Hook Pilot E. P. Nichols reported that on February 1st, 1899, while transporting the steamship "Queen Ellener" from River to North 4th street, she had a slight collision with tug "Lenox"; no apparent damage.

February 9th, 1899, meeting of the full Board of Pilot Commissioners convened at Taylor's Hotel, Jersey City, N. J. On motion

the complaint of Sanderson & Son *vs.* New Jersey Sandy Hook Pilot Jeremiah Reardon was taken up, and Captain W. W. Hardaway, of the steamship "Ohio," was further examined, particularly with a view of his testimony as to whether or not Pilot Reardon was intoxicated, and whether he was willing to testify that, in his opinion, the pilot had been drinking. He would not testify that he (the pilot) was intoxicated, therefore the case of Sanderson & Son *vs.* Jeremiah Reardon was, on motion, dismissed.

Correspondence from Secretary Beebe, of the United New Jersey Sandy Hook Pilots' Benevolent Association, acknowledging the receipt of \$25 from Jeremiah Reardon (that being Reardon's fine for not reporting the collision between the steamship "Ohio" and schooner "Ella Pressey") was received and ordered filed.

The report of the Chairman of the Committee on Obstruction, &c., was read and ordered spread on the minutes:

To the Committee on Wrecks, Improvements, Maintenance of Channels, Fisheries and Obstructions:

GENTLEMEN—In accordance with resolution of the Board of Pilot Commissioners, adopted December 8th, 1898, I have visited Washington several times, argued before the River and Harbor Committee of the House of Representatives and Committee of Commerce of the Senate, and further argued for the appropriation for the removal of wrecks and the improvement and maintenance of the channels of New Jersey with the following results—there is contained in the River and Harbor Bill as it passed the House, February 2d, 1899:

Appropriating such money as may be necessary to remove any sunken vessels, water craft or any other similar obstruction from the navigable waters of the United States, to be paid on requisition of the Secretary of War.

Improving channel between Staten Island and the New Jersey shore, New York and New Jersey (this is near Elizabethport), completing improvements, thirty-two thousand dollars.

Survey of Passaic River, with view of ascertaining the cost and feasibility of extending a ten-foot channel of suitable width from Centre Street Bridge to the Mountclair Railway Bridge, and also as to the feasibility and cost of affording a channel twelve feet in depth from Centre Street Bridge to Staten Island Sound.

Improving Passaic River, New Jersey, continuing improvement, fifteen thousand dollars.

Improving Harbor and Raritan Bay, New Jersey, continuing improvement, sixty-five thousand dollars.

Improving Keyport Harbor, New Jersey, for maintenance, two thousand five hundred dollars.

Improving Raritan River, New Jersey, continuing improvement, twenty thousand dollars.

Improving South River, New Jersey, continuing improvement, five thousand dollars.

Survey Arthur Kill or Staten Island Sound, from Kill von Kull to Raritan Bay, with view to obtaining of a 21-foot channel by way of Staten Island Sound from New York Bay to Raritan Bay.

Improving Shrewsbury River, New Jersey, for maintenance, ten thousand dollars.

Improving Matawan Creek, New Jersey, for maintenance, three thousand dollars.

Improving Compton Creek, New Jersey, continuing improvement, ten thousand dollars.

Improving Manasquan River, New Jersey, continuing improvement, five thousand dollars.

A survey of Woodbridge Creek.

D. C. CHASE,
Chairman.

The following resolution was adopted:

WHEREAS, The Act of May 16th, 1888, regulating the anchorage of vessels in the port of New York, has resulted in vast benefits to the commerce by causing the avoidance of collisions between vessels, and the rules under that so defining liabilities as to enable vessel owners to avoid litigation, and it being undoubted that a provision extending the limits over the waters of Kill von Kull, Newark Bay, Arthur Kill and Raritan Bay, would result in a like benefit to all navigators and owners of vessels, and the commerce carried by them; therefore,

Be it resolved, That the Hon. James Smith, Jr., and William J. Sewell, Senators in the Congress of the United States, be and are hereby earnestly solicited to put forth such efforts as may be convenient and pleasing to them, to cause a provision in the pending Sundry Civil Bill extending the anchorage limits to and over the waters aforesaid.

The foregoing preamble and resolution was adopted by the Board of Commissioners of Pilotage of New Jersey, at Jersey City, N. J., on this 9th day of February, 1899.

A similar resolution was adopted and sent to Congressmen Fowler, Parker, Howell, McEwen, Jr., Gardner and Loudenslager.

February 15th, 1899, complaint was made by the superintendent of steamer "Bremerhaven" to President D. C. Chase, that on February 15th, 1899, the steamer was ready for sea, and that the New Jersey Sandy Hook Pilot Jeremiah Reardon refused to take her. The President notified the pilot office to send another pilot, which was done, and the ship went to sea next day. New Jersey Sandy Hook Pilot Jeremiah Reardon made a statement to President Chase that it was not a proper or safe time to take the steamer to sea, there being a strong ebb tide. On March 9th, 1899, at a full meeting of the

Board, the complaint and examination of Pilot Jeremiah Reardon by President D. C. Chase was read, and the President's action in the matter approved.

February 27th, 1899, New Jersey Sandy Hook Pilot Wilmer Shields reported that on the 25th the steamer "Menoninee," when going through Gedney's channel, grounded, the weather being hazy at the time. The ship drew 28 feet 4 inches; she lay ashore about two hours until the tide had risen and then proceeded to sea without apparent damage.

NEW YORK, March 20th, 1899.

Commissioners of Pilotage:

As directed by your resolution of December 8th, 1898, I visited Washington and succeeded in having inserted in the Sundry Civil Bill, approved March 3d, 1899, the following:

"Provided, That the act of May 16th, 1888, relating to anchorage of vessels in the port of New York, is hereby extended to include the waters of Kill von Kull, Newark bay, Arthur Kill and Raritan bay."

D. C. CHASE.

March 14th, 1899, New Jersey Sandy Hook Pilot Frank O. Neilson reported the grounding of steamship "Ethiopia" near No 3 Black Buoy. The "Ethiopia" lay aground about two hours, then proceeded to sea without apparent damage. The President notified the Agents of the steamship "Ethiopia" that if they wished to have the officers appear before the Board, he would summon the pilot also. At a meeting of the full Board, April 13th, 1899, the correspondence in reference to grounding of the steamship "Ethiopia" was read and ordered to lie on the table for future reference.

At a regular meeting convened at Taylor's Hotel, June 8th, 1899, the following communication was read from Mr. E. C. Kelsey, U. S. Engineer, and ordered spread on the minutes:

President Board of Commissioners of Pilotage, 129 Broad Street, New York:

DEAR SIR—The War Department, I believe, is already on record as opposing plans for a trunk sewer draining the Passaic Valley and emptying into navigable waters near Elizabeth.

The Commission in existence in 1897 made plans for such a sewer to discharge into Newark bay, near the C. R. R. of N. J. bridge. They invited the War Department to express an opinion as to the probable attitude of the Department toward their plan.

The matter was referred to Major Adams, who reported that in his opinion the plan involved serious injury to the interests of navigation. I understand that the subject was then referred to a Board of Engineers, which endorsed the views of Major Adams.

Would it not be in order for the Joint Waterways Committee to now appeal to the War Department, and request that the former views of that Department be re-stated to this new Sewerage Commission?

If I can be of any assistance let me know.

Your truly,

C. S. KELSEY,
Assistant Engineer.

Resolution offered by Captain D. C. Chase was read and approved and ordered spread on the minutes:

WHEREAS, It is mooted that the New Jersey State Sewerage Commission is preparing plans with view of placing the outlet of a large trunk sewer (connecting the sewerage system of several central and northern cities) in the Arthur Kill, near Elizabethport; and

WHEREAS, In the opinion of this Board the discharge of solid matter from such sewer would be detrimental to the navigation, commercial interests, oyster interests, fisheries, &c., of the waters of Arthur Kill, or Staten Island Sound;

Be it resolved, That the President of this Board be and is hereby requested to appear before the New Jersey State Sewerage Commission, at its office, Fuller Building, Jersey City, N. J., with view of opposing the discharge of any solid matter into the waters aforesaid.

Adopted by the Board of Commissioners of Pilotage for the State of New Jersey, at their regular meeting, June 8th, 1899.

(Signed) D. C. CHASE,
President.

(Signed) JOHN R. DEWAR,
Secretary.

NEW YORK, May 25th, 1899.

To the Honorable Board of Commissioners of Pilots for the State of New Jersey:
GENTLEMEN—The undersigned Joint Executive Committees of the two Sandy Hook Pilots' Associations, beg leave to call your attention to the increasing dangers of the navigation of the lower bay, caused by the present methods of towing coal barges. Such tows are from 1,200 feet up to 2,000 feet long, and the deep-loaded barges often steer badly. At various stages of the tides the currents set strongly across the channel, and while the tug may be far to one side, the long tow is swung diagonally across the channel, leaving but scant room for the heavy-draft steamers of to-day to pass. This danger becomes still greater at the turns of the channel. There the wide sweep of the long tows in the tideway will close up most of the channel, so that it is most difficult for large steamers to avoid fouling and grounding. The number of such hawser tows is steadily increasing.

As Congress has lately made an appropriation to deepen and improve our port approaches, this seems a favorable time for relief from such a growing danger to our harbor navigation. We respectfully suggest that your Honorable Board take such steps as may be necessary to procure compulsory regulations limiting the number of barges in a single hawser tow in the ship channels, and compelling the towing hawsers to be shortened to a reasonable length before entering such channels, so that the tug shall have its tow under sufficient control to keep it on the proper side of mid-channel.

We are confident that if your honorable Board would recommend such a rule, it would be supported by the shipping and underwriting interests, and its early enactment by Congress assured.

Members of the New York Pilots' Executive Committee:

JOSEPH H. NELSON,
PAUL WODRICH,
JOHN PHELAN.

Members of the New Jersey Pilots' Executive Committee:

GEO. A. MARTIN,
WILMER SHIELDS,
MARTIN CONNOR,
ROBERT G. H. SYLVESTER,
JAMES O'SULLIVAN,
WM. C. HALL.

July 20th, 1899, New Jersey Sandy Hook Pilot N. A. Wall reported that on July 19th, 1899, he was pilot of the steamship "St. Paul," and that going down the bay he felt a vibration of the ship; whether it was caused by the ship touching bottom or not he could not say, the ship at the time being directly in the middle of the channel.

At a regular meeting of the Board, August 10th, 1899, the Committee on Legislation, in reference to towage of coal barges, &c., &c., reported progress.

July 31st, 1899, Stillman E. Parker, Perth Amboy Pilot, died.

At a regular meeting of the Board, convened at the Hotel Washington, Jersey City, N. J., the following preamble and resolution was adopted:

WHEREAS, New Jersey Sandy Hook Pilot William A. Lowe has, on September 1st, 1899, served two years as a Deputy Sandy Hook Branch Pilot, he being thoroughly competent and efficient in the performance of the duties of a pilot,

Be it resolved, That His Excellency Governor Foster M. Voorhees, be requested to issue to the said William A. Lowe a full Branch New Jersey Sandy Hook Pilot's License, as authorized by law.

(Signed) JOHN R. DEWAR, Secretary.
(Signed) D. C. CHASE, President.

October 1st, 1899, new Jersey Sandy Hook Pilot George Watson died.

New Jersey Sandy Hook Pilot Hiram Treat reported that about 8 A. M., October 21st, 1899, when piloting the oil tank steamship "Patomac" from Standard Oil dock, Bayonne, to sea, with tugs "Noman" and "Moore" on either side, he was partially blinded by the thick smoke from the Bergen Point Oil and Copper Works, and that the "Patomac" rubbed the bottom on the New Brighton side of

the channel, but did not stop; that they lay-to off Stapleton for one or two hours and made thorough examination, but could not discover that any injury had been done, and then took her to sea. She was drawing 25 feet 10 inches.

There are, at the present time, in the New Jersey Sandy Hook Pilot Service forty-one (41) full branch pilots, one (1) deputy pilot, six (6) apprentices and (5) pensioners.

For the more convenient administration of the laws concerning wrecks, improvement and maintenance of channel, fisheries and obstructions, for which this Board is responsible, the Board created a committee to consist of all the members of the Board, which committee should hold its meetings more frequently than the regular monthly meeting of the Board, whose duty it should be to act promptly on the many cases of sunken wrecks, and other serious obstructions and dangers to navigation in the channels over which this Board has control, and the Board further directed how the appropriation authorized by the Legislature of the State of New Jersey, for the proper and efficient execution of the work, shall be expended.

At the several meetings held by this committee, the following cases have been brought before it since the last Annual Report, which have received the careful consideration of the committee, and in each case the menace to navigation has been promptly removed or corrected by the direct action of the Board, or by its reference of them to the officer of the army empowered by the United States government to execute these duties.

November 3d, 1898, the wreck of schooner "Emily Baxter" from the southerly side of westerly end of Kill von Kull into the entrance of Newark bay.

November 28th, 1898, tug-boat "J. W. Cloud" sank in Raritan bay, off Port Monmouth; the Lighthouse Department and U. S. Engineer of War Department notified, and the obstruction was removed.

At a meeting of the Committee on Obstructions, &c., held March 10th, 1899, several letters in reference to the canal boat "Hazelton," abandoned in Raritan bay, were read and ordered filed.

March 10th, 1899, J. H. Gregory commenced to remove the wreck of the barge "Hazelton" from Raritan bay. It was removed finally on April 1st, 1899.

On March 25th, 1899, a wreck was removed from off Erie Basin above the entrance channel to Gowanus.

On March 26th, 1899, we took measures to have the wreck of schooner "A. L. Pierce," which lay sunk in South river, on the west side of the channel, at bend of Borough Wharves, removed, which was finally done with the assistance of Col. J. W. Barlow, Corps of Engineers.

March 23d, 1899, off Robins' Reef, bark "Escocesa" was cap-sized and sank the steam-tug "McCaldin Brothers." The bark was raised on April 4th, and the tug on April 6th, 1899.

March 27th, 1899, steam lighter "Jessie B" was sunk at Erastina by collision with steam-tug "Lamberton." The committee had her lighted and buoyed, and she was raised March 29th, 1899.

April 1st, 1899, a coal boat "Box E. T. Co. No. 70," was sunk at St. George, near the ferry. The committee had her lighted, buoyed and raised April 7th, 1899.

April 10th, 1899, steam canal-boat "Taylor" sank near Bloomfield's dock, Raritan river. The committee had her lighted, buoyed, and later beached.

April 13th, 1899, steam-tug "Governor Fenton" grounded and filled in Raritan bay, on Great Beds, and was raised April 15th, 1899.

April 18th, 1899, barge "Satanella" was reported sunk south by east one-eighth of a mile off Old Orchard Lighthouse.

May 10th, 1899, at 10 A. M., the Committee on Obstructions, &c., boarded the steam-tug "Pulver," at Adams Express Company's pier, Jersey City, N. J., and proceeded on a tour of inspection as to the obstructions to navigation, &c., and proceeded up the North river as far as the shad poles, and down the bay through Staten Island Sound, &c., &c.

Steamer "Mineola" reported burned and sunk in Raritan river, at New Brunswick, night of May 9th, 1899. The committee had her lighted and removed.

May 11th, 1899, the steam-tug "Eddie Garretson" was reported sunk off 14th street, Hoboken.

June 20th, 1899, the coal-barge "Windom" sank in Kill von Kull, off Port Richmond, Staten Island. Also coal-boat "Katie McWilliams," on the edge of the channel at Port Richmond. The committee had her lighted and removed. As the "Windom" was sunk in deep water, it was not considered necessary by the United States government to buoy her.

July 3d, 1899, two grain-boats were reported to Captain E. M. Shepard, Lighthouse Inspector, Third District, Tompkinsville, Staten

Island, by this Board, sunk in draw of Arthur Kill bridge. They were in Lehigh Valley tow when sunk. They were lighted, buoyed and later raised.

July 5th, 1899, the buoy between Great Beds Light and Ward's Point was reported to Captain E. M. Shepard as being broken off below high-water mark. July 7th, Captain Shepard reported the replacing of the buoy having been attended to.

August 5th, 1899, a canal boat was reported sunk on the Brooklyn shore, about midway between the Erie Basin Gap and Atlantic Basin Gap, lying about 75 feet off from the Rosin dock, in a dangerous position. It was later ascertained to be boat "Major William McKinley." The committee had her buoyed, lighted, and she was raised.

September 6th, 1899, a boat was reported sunk about one hundred and seventy-five feet off from Thirty-fourth street dock, East river. September 8th, 1899, Captain E. M. Shepard, U. S. N., reported that a buoy had been placed over the above-mentioned sunken canal boat.

September 11th, 1899, Captain E. M. Shepard reported that the placing of a buoy between Ward's Point and Great Beds Light Station, as requested by this Board, had been attended to, and would be replaced as soon as possible.

At 8 A. M. Friday, October 13th, 1899, the Committee on Obstructions, &c., boarded the steam-tug "E. M. Millard," and proceeded down the bay to the Kill von Kull and surveyed the wreck of a schooner at Dumb Beacon, Constable Hook; then proceeded to survey the wreck of canal boat "Katie Watson," at Bergen Point Lighthouse, then to survey the wreck of lighter "J. H. Hurd," west side of channel of Newark bay; surveyed the site of proposed sewer near Elizabethport; then proceeded through Arthur Kill to the lower bay, surveyed the wreck of the barge "Satanella," then through Raritan bay and around Staten Island to point of departure, arriving at 3 P. M. same date.

Contract for removing wrecks of barges "Katie Watson" and "J. H. Hurd" was consummated with J. F. Baxter, October 26th, 1899.

During the fiscal year just closed, the State's New Jersey Sandy Hook Pilot service has, in our opinion, been conducted with more efficiency, with greater benefit to the general commerce, with more profit to the pilots, more thorough discipline, and with less complaints than in any preceding year. The steam pilot service and the regula-

tions holding the several pilot boats in such limits as to cover the approaches from sea has proved to be a very great improvement over the old way of opposition by the several boats, as they previously cruised.

Removal of wrecks and protection of the navigable channels in the State waters has been very promptly and thoroughly executed, and the improvements now under way by the United States Government, such as the survey for deepening ship channel from New York bay to Raritan bay via Staten Island Sound, with the deepening of the channel near Elizabethport, the deepening of the channels in Raritan bay, Raritan river and the several other rivers, must result beneficially to the State. The provisions of the Anchorage act are nearly consummated, the charts have been agreed upon, and Lieutenant DeHart, of Elizabeth, appointed in charge and furnished a vessel to enable him to enforce the law.

Appended please find tables for your further consideration.

Respectfully, your obedient servants,

JOHN R. DEWAR,

Secretary.

D. C. CHASE,

President.

Disbursements Authorized by Resolution of the Board of the Appropriation by the Legislature of New Jersey for Removal of Wrecks, &c., from Nov. 1st, 1898, to Nov. 1st, 1899.

Traveling expenses, at three cents per mile, of the members of the Committee in attendance at the meetings, from November 1st, 1898, to November 1st, 1899.....	\$252 12
Services to each member in attendance at the meetings of the Committee, at \$5.00.....	340 00
Services of stenographer for the same period.....	42 00
Services of the Secretary at \$15.00 per month.....	180 00
Rent of room at Taylor's Hotel for ten meetings, at \$3.00, and at Hotel Washington for two meetings, at \$2.00.....	34 00
Stamps, telegraph, stationery, &c.....	24 20
Expenses of the Chairman of the Committee in attendance at Washington before the Congressional Committee on Harbors, &c.	61 66
Expenses special meeting Obstruction Committee.....	10 40
Hire of steam tug-boats for inspection of the navigable waters under the jurisdiction of the Board, and expenses incurred.....	155 62
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	\$1,100 00
Amount received from the State Treasurer.....	\$1,100 00
Expended as above.....	1,100 00

Kind and Number of Vessels Piloted.

MONTHS.	INWARD.						OUTWARD.					
	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1898.												
November	95	6	2		5	108	86	9	4		6	105
December	97	3	6	2	2	110	103	6	3		4	117
1899.												
January	92	2	2	2	3	101	88	2	4		10	107
February	79		6		2	87	71	1	3		6	81
March	79	7	5	1	8	100	92	3	5	1	8	109
April	85	2	7	3	8	106	95	1	11	4	7	118
May	94	2	12	3	7	118	94	5	7		8	114
June	87	5	5		9	106	83	3	5	3	4	98
July	87	6	12	1	11	117	71	6	8		2	87
August	93	6	2	3	3	107	82	5	6	1	4	98
September	89	3	5	1		98	101	2	7	1	4	115
October	102	3	4		2	111	94	5	5		2	106
Total	1079	46	68	16	60	1269	1060	48	68	14	65	1255

Financial Statement.

1898.	
November	\$15,975 37
December	16,735 01
1899.	
January	15,104 00
February	12,216 94
March	14,751 58
April	15,514 64
May	16,319 74
June	13,583 25
July	15,015 68
August	15,126 72
September	14,066 17
October	15,555 48
Total	\$179,964 58

Report of the New Jersey Perth Amboy Pilots.

MONTHS.	INWARD.						OUTWARD.					
	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1898												
November.....												
December.....												
1899.												
January.....												
February.....					1	1					1	1
March.....											1	1
April.....							1				1	2
May.....												
June.....											3	4
July.....					1	1	1				1	1
August.....												
September.....											3	3
October.....											1	1
Total.....					2	2	2				11	13

EARNINGS OF THE PERTH AMBOY PILOTS, YEAR 1899.

Stillman E. Parker.....	\$171 53
Thomas B. Liddell.....	44 00

Report of the New Jersey Perth Amboy
Pilots

MONTHS	
1881	1882
1883	1884
1885	1886
1887	1888
1889	1890
1891	1892
1893	1894
1895	1896
1897	1898
1899	1900
1901	1902
1903	1904
1905	1906
1907	1908
1909	1910
1911	1912
1913	1914
1915	1916
1917	1918
1919	1920
1921	1922
1923	1924
1925	1926
1927	1928
1929	1930
1931	1932
1933	1934
1935	1936
1937	1938
1939	1940
1941	1942
1943	1944
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