

PALISADES INTERSTATE PARK COMMISSION--
(New York and New Jersey).

Palisades Interstate Park 1900-1960.

1960.

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PALISADES INTERSTATE PARK COMMISSION



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**PALISADES
INTERSTATE PARK**

1900 1960

*Palisades Interstate Park Commission
(New York and New Jersey)*

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ADMINISTRATION BUILDING
BEAR MOUNTAIN STATE PARK
BEAR MOUNTAIN, NEW YORK

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The highest part of the Palisades, 540 feet above the Hudson, and the Giant Stairs, just north of Forest View.

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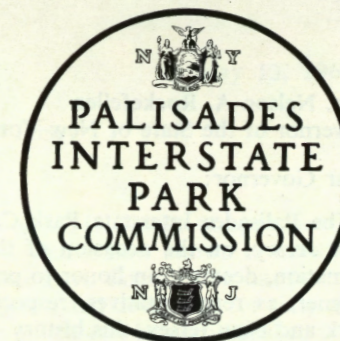
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FOREWORD

History is a continuous process and the Palisades Interstate Park Commission's history follows the general rule. The first publication covered the years 1900 to 1929; the second, 1929 to 1947. This issue reprints the two previous pamphlets and adds the events of the period 1947 to 1960.



Palisades Interstate Park Commission

The Palisades Harriman Park Bear Mountain High Tor Park Stony Point Reservation
Hook Mountain Blaubeck Park Tallman Mountain Rockland Lake Storm King

ALBERT R. JUBE, PRESIDENT
LAURANCE S. ROCKEFELLER, VICE-PRESIDENT
DONALD G. BORG, SECRETARY
FREDERICK OSBORN, TREASURER
HORACE M. ALBRIGHT
A. K. MORGAN, CHIEF ENGINEER & GENERAL MANAGER

THEODORE BOETTGER
THOMAS HUGH BYRD
W. AVERELL HARRIMAN
MRS. GEORGE W. PERKINS
PHELPS PHELPS

ADMINISTRATION BUILDING
BEAR MOUNTAIN, NEW YORK

TEL.: STONY POINT 6-2701

May 13, 1960

Hon. Nelson A. Rockefeller
Governor of the State of New York

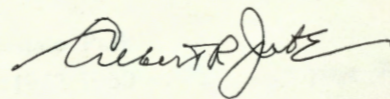
Dear Governor:

The Palisades Interstate Park Commission of New York and New Jersey, on the occasion of the Sixtieth Anniversary of its formation, deems it an honor to present to you and to Governor Meyner, as representatives, respectively, of the People of New York and New Jersey, this history of the origin and development of the Palisades Interstate Park.

The Commission was formed in 1900 by agreement of New York and New Jersey. Endowed with almost no money, about \$15,000.00, but with what has proved to have been tremendously accurate foresight, it has developed, over the intervening sixty years, an Interstate Public Park comprising over 53,000 acres. This is cogent proof of how much can be accomplished by a joint effort such as this in providing enjoyment and healthful recreation for the public.

The dedicated efforts unselfishly given by past and present private citizens, Government officials, Commissioners of the Commission and its employees, have, over this long period of years, performed a notable public service.

Respectfully yours,



ALBERT R. JUBE
President

Palisades Interstate Park Commission

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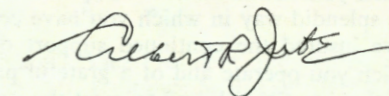
Hon. Robert B. Meyner
Governor of the State of New Jersey

Dear Governor:

Since its formation in 1900 with \$15,000.00 of appropriations and a million dollars' worth of what is now known to have been foresight, the Palisades Interstate Park Commission has nurtured an interstate park which has grown and developed for sixty years and is now an example of how much can be accomplished in the field of conservation and recreation by a joint venture of two states.

The Commission, on the occasion of its Sixtieth Anniversary, has the honor of presenting to you and to Governor Rockefeller as the representatives, respectively, of the People of the States of New Jersey and New York, this history of the origin and development of the Palisades Interstate Park in which the dedicated efforts of many past and present private citizens, Government officials, Commissioners of the Commission, and its employees, have crystallized.

Respectfully yours,



ALBERT R. JUBE
President

Chairman
ROBERT MOSES
President, Long Island State Park Commission

Vice-Chairman
LAURANCE S. ROCKEFELLER
Vice-President, Palisades Interstate Park Commission

ALLAN H. TREMAN
Chairman, Finger Lakes State Parks Commission

WILLIAM H. FRUDEN
Chairman, Allegany State Park Commission

HOWLAND S. DAVIS
Chairman, Taconic State Park Commission

JOSEPH DAVIS
President, Niagara Frontier State Park Commission

STATE OF NEW YORK



STATE COUNCIL OF PARKS

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 270 BROADWAY, NEW YORK 7, N. Y.

TELEPHONE CORTLANDT 7-2626

DIVISION OF PARKS
 CONSERVATION DEPARTMENT, ALBANY 1, N. Y.

DONALD T. POMEROY
Chairman, Central New York State Parks Commission

WILLIAM M. FOSS
Assistant Commissioner For Lands and Forests

WILLIAM J. BABCOCK
Chairman, Genesee State Park Commission

HOMER M. RICE
Chairman, Thousand Islands State Park Commission

JAMES F. EVANS
Director, State Parks Secretary

LEONARD L. HUTTLESTON
Assistant Director, State Parks Assistant Secretary

April 5, 1960

Mr. Albert R. Jube
 Chamberlin, Kafer, Wilds & Jube
 Equitable Building
 120 Broadway
 New York 5, New York

Dear Mr. Jube:

Because of the uninterrupted close and constructive relationship of your Commission and program with the New York park officials and State park program, I am happy to greet your members on this, the sixtieth anniversary, of your existence.

Your organization is an unique one in that it is authorized by law to hold land and construct and operate parks and parkways in two states, and has been supported by New York and New Jersey and by generous individuals who have donated large amounts of land and money as well as time and enthusiasm to this enterprise. In recent years following their original gifts, the Rockefeller, Harriman and Perkins families have contributed largely to the Palisades Interstate Parkway in New Jersey and the new Rockland Lake State Park in New York.

I have been in a position to observe closely the manner in which your Commission has operated and I congratulate you on the splendid way in which you have conducted your affairs. You have insured the continued support of the two great States in which you operate and of a grateful public. I hope that you will continue to flourish and to meet the demands of the future. New York State through the State Council of Parks looks forward to further cooperation with your Commission and friendship.

Sincerely,

Chairman

MEMBERS OF THE PALISADES INTERSTATE PARK COMMISSION

1959

*GEORGE W. PERKINS, <i>President</i>	THEODORE BOETTGER
ALBERT R. JUBE, <i>Vice-President</i>	THOMAS HUGH BYRD
LAURANCE S. ROCKEFELLER, <i>Secretary</i>	W. AVERELL HARRIMAN
DONALD G. BORG, <i>Treasurer</i>	FREDERICK OSBORN
HORACE M. ALBRIGHT	PHELPS PHELPS

A. K. MORGAN, *General Manager*

**S. NELSON, *Chief Engineer*

* Died January 10, 1960
 ** Died November 13, 1959

Effective March 21, 1960, the names and offices held by the Commissioners are as follows:

ALBERT R. JUBE, <i>President</i>	THEODORE BOETTGER
LAURANCE S. ROCKEFELLER, <i>Vice-President</i>	THOMAS HUGH BYRD
DONALD G. BORG, <i>Secretary</i>	W. AVERELL HARRIMAN
FREDERICK OSBORN, <i>Treasurer</i>	MRS. GEORGE W. PERKINS
HORACE M. ALBRIGHT	PHELPS PHELPS

A. K. MORGAN, *Chief Engineer & General Manager*

J. O. I. WILLIAMS, *Assistant General Manager & Comptroller*

* * * *

On February 4, 1960, the Commission's Vice-President and representative in the New York State Council of Parks, Mr. Laurance S. Rockefeller, was elected to the office of Vice-Chairman of that organization to fill the vacancy caused by the death of Mr. George W. Perkins.

FUTURE PARK DEVELOPMENT

As the chart on the opposite page indicates, the usage of Palisades Interstate Park has grown with the development of the Park and access to the area. This development was possible only because of the sustained efforts of private individuals and the States of New Jersey and New York. Since 1950 the parking capacity has been doubled and the bathing capacity quadrupled but at week ends in both summer and winter it is necessary to turn away hundreds of cars because of lack of parking space.

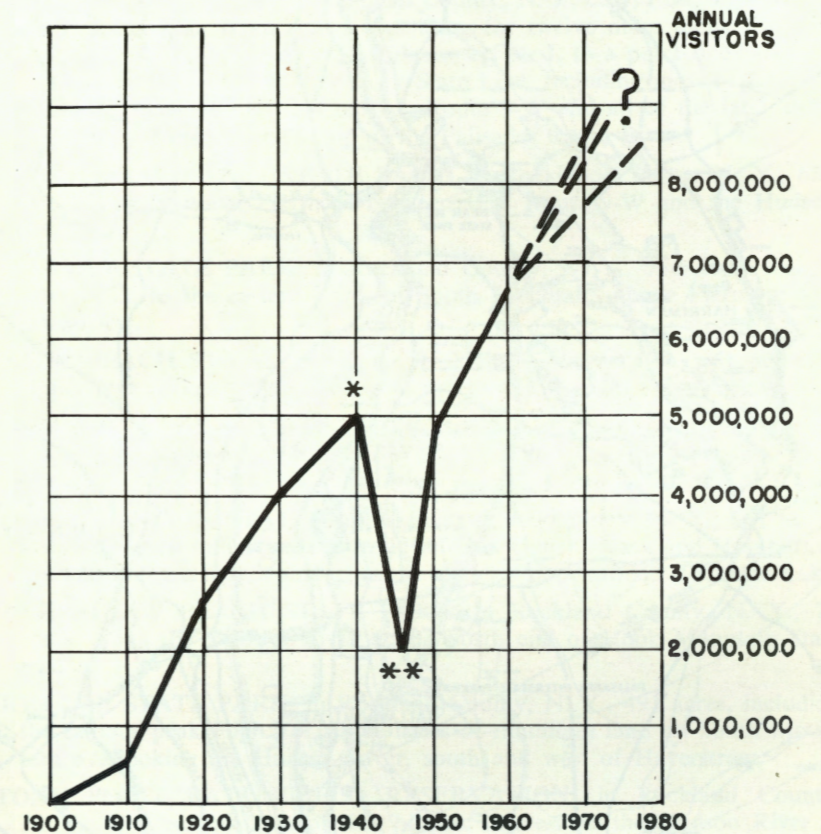
There now exists a network of highways and parkways which makes all sections of the Park readily available to millions of city dwellers and suburbanites. The pressure for additional recreational facilities mounts as the population grows.

In recognition of this mounting pressure for additional recreational facilities, New York Governor Rockefeller requested Dr. Harold G. Wilm, N. Y. State Conservation Commissioner, to make a study of recreation needs as a result of which Gov. Rockefeller has proposed a bond issue of \$75,000,000 for park land, of which \$20,000,000 would be available for state parks. This will provide for immediate acquisition of fast disappearing open land suitable for park use.

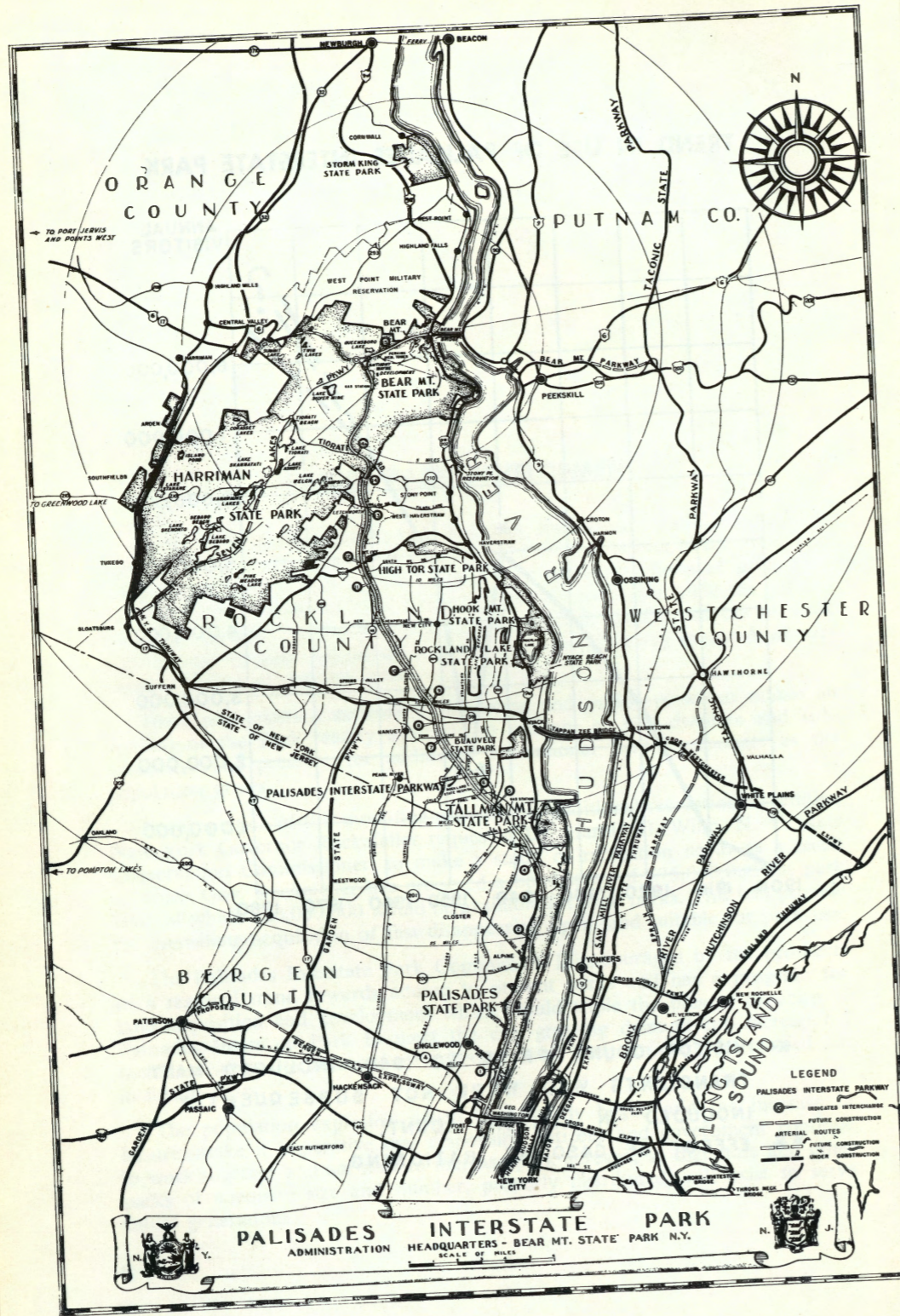
The Palisades Interstate Park Commission is encouraged by the prospects of a regional trend towards adding to present parks and has a program for land acquisition and development which would triple the present capacity of Palisades Interstate Park to meet the ever-growing demand for recreational facilities. Subject to financial arrangements, this program could be carried out in fifteen years.

The population explosion which has already begun and the increase in leisure, make it imperative that responsible citizens and government continue to work together and act now to increase park acreage, so that state and other parks of adequate size and number, properly distributed, will exist to serve future generations.

TREND IN USE OF PALISADES INTERSTATE PARK



- * VISITOR COUNT PRIOR TO 1940 INCLUDED MANY TRANSIENTS WHO WERE NOT SUBSEQUENTLY INCLUDED IN VISITOR COUNT.
- ** EFFECT OF GASOLINE RATIONING.



PARKS IN THE PALISADES INTERSTATE PARK CHAIN 1959

PALISADES STATE PARK, in Bergen County, N. J., comprising 1,916 acres (16 acres in New York State) extending for twelve miles along the west bank of the Hudson River from Edgewater, N. J. to a point one-half mile north of the New Jersey-New York State Line, including most of the land on top of the Palisades east of U.S. Route 9-W and all of the land along the Hudson River from the top of the Palisades to the River.

TALLMAN MOUNTAIN STATE PARK, in Rockland County, N. Y., 634 acres, lying south of Piermont between U.S. Route 9-W and the Hudson River.

BLAUVELT STATE PARK, in Rockland County, N. Y., 536 acres east of Route 303, to the eastern brink of South Mountain, above Piermont and Grandview.

NYACK BEACH STATE PARK, in Rockland County, N. Y., 61 acres in Upper Nyack on the River adjacent to Hook Mountain State Park.

ROCKLAND LAKE STATE PARK, in Rockland County, N. Y., 771 acres, extending easterly from Route 9-W to Rockland Lake Village and Hook Mountain State Park. This Park includes the 256-acre Rockland Lake.

HOOK MOUNTAIN STATE PARK, in Rockland County, N. Y., 661 acres, including seven miles of shore front between Upper Nyack and Haverstraw, the Verdreitege Hook, and part of the westerly slope around Rockland Lake.

HAVERSTRAW BEACH STATE PARK, in Rockland County, N. Y., 73 acres, along the Hudson River at the north end of Hook Mountain State Park.

HIGH TOR STATE PARK, in Rockland County, N. Y., 491 acres, including the famous peak High Tor, three miles of mountain land on South Mountain overlooking the Hudson River, south and west of Haverstraw.

STONY POINT BATTLEFIELD RESERVATION, in Rockland County, N. Y., 45 acres, an area of rich historic interest on the Hudson River at Stony Point, N. Y.

BEAR MOUNTAIN-HARRIMAN STATE PARK, in Orange and Rockland Counties, N. Y., in the Highlands of the Hudson and Ramapo Mountains, comprising about 45,333 acres and three miles of Hudson River shore front. An area of rough topography, mostly above 1,000 feet and rising to 1,400 feet, with twenty-six lakes and many streams, 95 percent covered in hardwood and mixed forest.

STORM KING STATE PARK, in Orange County, N. Y., 1,092 acres, including two miles of Hudson River shore, and parts of Storm King and Crow's Nest Mountains, and the Storm King Highway.

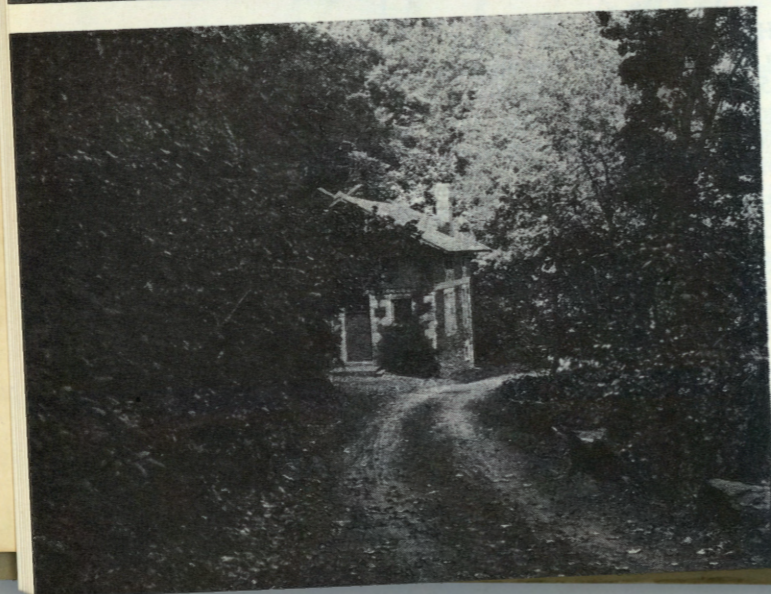
TOTAL ACREAGE of all Parks and Parkways: 53,320 acres; **total shore front on the Hudson River: 24 miles.**



In 1900, the Commissioners saved the Palisades from the stone cutters. The Carpenter Brothers Quarry was near the site of the George Washington Bridge.



A Fisherman's Home; Quinn's. On the River north of Alpine, about 1900.



1910 — Englewood School House on old road which became part of Henry Hudson Drive.

THE FIRST TWENTY NINE YEARS
1900-1929

**COMMISSIONERS OF THE PALISADES INTERSTATE PARK
1900**

NEW YORK COMMISSION

GEORGE W. PERKINS, *President*
ABRAM S. HEWITT, *Vice-President*
J. DuPRATT WHITE, *Secretary*
RALPH TRAUTMANN, *Treasurer*
D. McNEELY STAUFFER

EDWIN A. STEVENS
FRANKLIN W. HOPKINS
WILLIAM A. LINN
NATHAN T. BARRETT
ABRAM DeRONDE

NEW JERSEY COMMISSION

EDWIN A. STEVENS, *President*
D. McNEELY STAUFFER, *Vice-President*
J. DuPRATT WHITE, *Secretary*
ABRAM DeRONDE, *Treasurer*
ABRAM S. HEWITT

GEORGE W. PERKINS
FRANKLIN W. HOPKINS
WILLIAM A. LINN
RALPH TRAUTMANN
NATHAN T. BARRETT

**COMMISSIONERS OF THE PALISADES INTERSTATE PARK
1929**

NEW YORK COMMISSION

J. DuPRATT WHITE, *President*
EDMUND W. WAKELEE, *Vice-President*
*GEORGE W. PERKINS, JR., *Secretary*
EDWARD L. PARTRIDGE, *Treasurer*
FREDERICK C. SUTRO

W. AVERELL HARRIMAN
CHARLES W. BAKER
GEORGE T. SMITH
WILLIAM CHILDS
FREDERICK OSBORN

NEW JERSEY COMMISSION

FREDERICK C. SUTRO, *President*
EDWARD L. PARTRIDGE, *Vice-President*
*GEORGE W. PERKINS, JR., *Secretary*
WILLIAM CHILDS, *Treasurer*
J. DuPRATT WHITE

W. AVERELL HARRIMAN
CHARLES W. BAKER
GEORGE T. SMITH
FREDERICK OSBORN
EDMUND W. WAKELEE

ELBERT W. KING, *Executive Director, Assistant Secretary
& Assistant Treasurer*

General Office, 25 Broadway, New York City

WILLIAM A. WELCH, *Chief Engineer & General Manager*

* Son of George W. Perkins, first President of the New York Commission who died in 1920.

**THE PALISADES INTERSTATE PARK
1900 - 1929**

*Most Notable Example in the United States of Interstate Coöperation for
Conservation of Scenery and Promotion of Outdoor Recreation
(As Published in 1929)*

THE Palisades Interstate Park of New York and New Jersey is the most notable example in the United States of interstate coöperation for the conservation of outstanding scenic features and the promotion of outdoor recreation. This coöperation has been given both through public funds appropriated by these states, and through large gifts of land and money by citizens of both commonwealths. It offers a unique example of interstate comity, in that large appropriations made by New York were expended in the acquisition and development of portions of the park in New Jersey, inspired and justified by the fact that while the scenic and recreational resources sought to be conserved were within the boundaries of the latter, they were more accessible to and more largely enjoyed by the citizens of the former state. And when the extension of the Park northward along the Hudson in New York State brought forth large grants of public moneys and almost equally large private donations for land and improvements, the people of New Jersey found the New York portions of the preserve accessible and enjoyable and have benefited by its attractions in nearly the same degree as the citizens of the commonwealth which paid for this extension.

The Palisades of the Hudson, in the New Jersey section of the Interstate Park, the first to be acquired in the joint undertaking, have fixed the name of the preserve, although this section is less than three per cent of the total area of the Park. The other divisions which are in New York, such as the Harriman State Park in the Hudson Highlands, perpetuate the name of Edward H. Harriman and his wife, and the Bear Mountain, Hook Mountain and Storm King sections, receive their designations from their chief topographic features.

It is just that the general name of the preserve should be the Palisades Interstate Park, for these great battlements, which make so unforgettable a picture, whose appearance is known world wide and whose name has been given to other cliffs resembling them, roused private and public support for their conservation when they were threatened with destruction by quarrying more than thirty years ago. Their beauty and majesty not only inspired man to save them, for the perpetual conservation of the glorious scenery of the lower Hudson River, but the effort to preserve them had much more far reaching effects. It led to the extension of the Interstate Park up the west bank of the Hudson, into Rockland and Orange Counties in New York, to save from similar threats of defacement the higher Hook Mountain on the Tappan Sea, the great Harriman-Bear Mountain Park in the Highlands of the Hudson, and the northern gate of the Highlands at Storm King.

The appeal of these great cliffs brought out lofty and philanthropic action on the part of many men and women. All through the history of the origin and development of the Palisades Interstate Park, one finds unselfish, generous and devoted acts, filled with thought for the welfare of all the people, in the initial gifts which stopped the blasting of the Palisades, in the joint action of the people and the officials of the two states, in the generous outpouring of private gifts

and of public moneys, and in the development of the park, for conservation of scenery and wild life, for outdoor recreation and for education in the natural sciences.

This history is full of examples which have been the model for other states, the inspiration of their own park developments, and it is visited by conservationists and park supporters from all over the world, eager to learn its methods and adopt the procedures which have made it the most popular and useful preserve of its kind.

Some early voyager up the Hudson had a keen eye when he called the cliffs of the lower river the Palisades, probably from the likeness of the giant pillars of trap rock to the palisaded log forts and villages of the Indians, imitated by the white settlers and found useful for defense up to the last of the wars with the red men. It was the fittest name to give to one of the most striking scenic features in America. Those who remember the raw ruin of some of the most impressive of these columns, in the period of intensive blasting in the last decade of the Nineteenth Century, recall that vandalism with deep indignation, but also with inexpressible gratitude the devotion of all who helped to stop this defacement and to bring about measures for a permanent cure.

DISCOVERY AND EARLY HISTORY OF THE PALISADES

The Palisades were first seen by civilized man 405 years ago, when, in April, 1524, Giovanni de Verrazano, a Florentine, whose bold features are well shown in his statue on the Battery in Manhattan, sailed in the French ship "La Dauphine," past Sandy Hook and entered lower New York Bay. In his small boat he entered the North River and passed under the Palisades, which attracted his admiration. He called the country "La Terre de L'Anormee Berge," the "Country of the Grand Scarp," thus anticipating the interpretations of the geologists four centuries later, for the Palisades front is a great fault scarp, marking the line of a vast break in the strata between the west and east sides of the river. When Mercator made his famous early map, seventeen years afterward, he represented "La Grand Riviere" as Verrazano called the Hudson, with the great cliffs on the western shore, and called the whole coast in the vicinity of New York, "Anorumbega," evidently a shortening of the Florentine skipper's term.

The ruggedness of the Palisades long preserved them from intensive development and such communities as did grow up along the west bank of the Hudson either hugged the shore at the foot of the cliffs or were located on the western slope. They figured in the Revolution, in several places. Fort Lee was built on the summit as the western defense of a boom extending from Fort Washington Point, intended to block British ships from ascending the river, where the huge new bridge is now approaching completion. Lord Cornwallis crossed from Yonkers to Alpine landing, passed a night at the old stone house now used as a park police office, and climbed to the summit to drive Washington out of Fort Lee and into retreat across New Jersey. There were British raids from the shore at the north end of the cliffs into New Jersey, and "Light Horse" Harry Lee made a brilliant capture of a British garrison at Paulis Hook, near what is now the lower part of Jersey City.

After the Revolution the Palisades enjoyed a sleepy existence, as the shelter of a few fishing stations and hamlets along the shore. The heavy forest on the summit was a source of firewood for New York City and many "pitching places," where the cordwood was tossed from the brink to be loaded into sloops, are still remembered in local tradition. Up to 1895, there were 11,000 acres of

unbroken forest on the top of the Palisades, and it was one of the finest belts of timber in New Jersey.

THREATENED DESTRUCTION

The exploitation of the trap rock of the Palisades, which led to their defacement and their eventual conservation, began about the middle of the Nineteenth Century, when considerable quantities of the looser and more easily accessible talus was used for ballast for vessels, in places now marked by the barer slides. Belgian block pavement quarries were opened later and caused further disturbance of the original conditions. But the worst threat to the beauty of the cliffs developed with the demand for broken stone for concrete when the era of skyscraper construction began in New York, and for macadamized and concrete roads, for which purposes the diabase of the Palisades is the most desirable material. Morning, noon and night, the river reverberated with heavy explosions of dynamite as one after another of the most picturesque of the columns in the stretch between Edgewater and Englewood Landing toppled into ruin in clouds of gray dust. As the demand for trap rock grew, the quarries were extended northward to the beetling Verdreitege Hook, between Nyack and Tarrytown, on the west shore of the Tappan Sea, and this destruction continued to 1920, at the conclusion of operating agreements negotiated when Hook Mountain was acquired by the Palisades Commission.

Public opinion in opposition to this defacement began to develop about 1890. The fact that much of this sentiment existed in New York City, whose citizens saw the foreground of their western view falling into ruin before their eyes, while the land was in New Jersey, seemed to offer an obstacle, although this was later overcome by interstate coöperation. The interstate character of the problem led at first to an appeal to the National Government to acquire the Palisades as a military preserve. Acts were passed in 1894, in the New York and New Jersey Legislatures authorizing the appointment of commissions to confer with the federal authorities for this object. The New York Commissioners were Enoch C. Bell, Waldo G. Morse and J. James R. Croes; the New Jersey Commissioners were Henry D. Winton, Edward P. Meany and Charles B. Thurston. Upon the recommendations of these commissions, bills were passed in both legislatures, and signed by Governor Levi P. Morton of New York and Governor George T. Werts of New Jersey, ceding the face and water frontage of the Palisades, for fourteen miles, from Fort Lee, N. J., to Piermont, N. Y., to the United States for a military reservation. One of the arguments for such action was based on the practice of Germany, in acquiring large tracts for field training on which great masses of troops could be manoeuvred.

"This Palisades mountain," said Mr. Croes, who wrote the report of the commission, "sixteen miles long and two miles wide, on which there are not one thousand inhabitants affords the only practicable site on the Atlantic seaboard for a hundred miles or more, for a practice and manoeuvring ground for troops of all arms of the service from all of adjacent states, of sufficient extent and of such varied topography as to be eminently fitted for the purpose."

Had this project succeeded, all of the Palisades, including their broad summit, would have been conserved, and even if the tract had become a military preserve, it would eventually have been turned over to public recreation. The problem now facing regional planners of the metropolitan district of conserving the top of the Palisades against the inevitable development consequent upon the building and early opening of the Hudson River Bridge, would not now be before us. But when the bills passed by the New York and New Jersey Legislatures

were submitted to the committee on military affairs of the House of Representatives in the Fifty-fourth Congress, it concluded that the Palisades had little military value and rejected the proposals. Similar proposals also died in committee in the Fifty-fifth Congress in 1898.

PRELIMINARY STUDY OF REMEDIAL ACTION

Blasting went on, destroying one after another the picturesque pillars and headlands and ravines of the old Palisades. For a year or two there seemed to be no way to stop it, but then there came into the situation an influence that has always been inspiring and powerful for conservation, the women's clubs. The New Jersey Federation of Women's Clubs entered the fight, and brought through the New Jersey Legislature in 1899, a bill empowering the governor to appoint a commission of five to report on the condition of the Palisades and to suggest remedies to prevent their defacement. Governor Foster M. Voorhies signed the bill and named as the commissioners, Miss Elizabeth Vermilye of Englewood and Miss Cecelia Gaines of Jersey City, two women who were active in the Federation's effort; and W. A. Linn of Hackensack, S. Wood McClave of Edgewater and Franklin W. Hopkins of Alpine.

A similar movement was begun in New York, fostered by Andrew H. Green, "Father of Greater New York," and founder of the American Scenic and Historic Preservation Society, and President of the Niagara Falls Reservation. It had the cordial support of Governor Theodore Roosevelt, who thus displayed one of his earliest efforts in the field of conservation, in which he gave such powerful support when he became President. Through these influences, the New York Legislature passed a similar bill, and Governor Roosevelt appointed as the New York commission, Frederick W. DeVoe, Frederick S. Lamb, Abraham G. Mills, George F. Kunz, and Edward Payson Cone, with Andrew H. Green as an honorary member.

This commission, in its report, renewed the reasons for the conservation of the Palisades, and also emphasized the necessity of conserving the shore front, attractive because of its accessibility by water, against the erection of factories and warehouses and other incidental structures, which would have reduced the section now included in the park to the condition prevailing along the lower part of the Palisades from Bayonne to Edgewater. It pointed out that the United States government was adverse to acquiring a federal preserve, and urged some kind of joint action by the states of New York and New Jersey. There was much public discussion of this report and the matter of inter-state action was a difficulty. It was not expected that New Jersey would cede jurisdiction of the Palisades, of which five-sixths of the area sought was in the state, to New York, and it was doubted if New York would spend large sums in New Jersey, (although when the permanent commission was created New York State and her citizens spent more than two million dollars in the New Jersey portion of the park).

The plan finally adopted was for a commission to be appointed by the Governor of each state, having power to carry out the object of saving the Palisades. An earlier proposition for a Hudson River Forest Preserve, was found useful as a model for the legislation eventually adopted. This idea of a Forest Preserve contemplated the conservation of forest lands in the entire Hudson River Valley from Albany to Westchester, and this wide scope has found partial realization in the extension of the New York sections of the Interstate Park north nearly to Newburgh and the acquisition of state forest preserve lands in the Catskill Mountains.

CREATION OF THE COMMISSIONERS OF THE PALISADES INTERSTATE PARK

An act constituting a permanent Interstate Park Commission with power to acquire whatever territory was deemed necessary along the Palisades, was passed by the New York Legislature and signed by Governor Roosevelt March 22, 1900. In the New Jersey Legislature the bill met hostility by quarrymen along the Hudson, but its advocates, particularly the members of the New Jersey Federation of Women's Clubs, rallied again to its support and it was finally passed and signed by Governor Voorhies.

Governor Roosevelt appointed George W. Perkins, J. DuPratt White, Ralph Trautmann, D. McNeely Stauffer and Nathan F. Barrett. Governor Voorhies named Abram S. Hewitt, Edwin A. Stevens, Franklin W. Hopkins, William A. Linn and Abram DeRonde.

The Commissioners of the Palisades Interstate Park began work in the spring of 1900 with only \$15,000 in cash, \$10,000 granted by the New York Legislature and \$5,000 by New Jersey. None received any salary or expenses, and for a time they had no office organization, other than a desk in the office of the secretary, J. DuPratt White, (now President of the New York Commission), who gave that convenience as well as his own services as a lawyer, which were many times useful in land purchases and in legislation.

George W. Perkins was chosen President of the New York Commission, and served in that capacity for twenty years until his death in 1920. His enthusiasm, combined with business judgment; his understanding of the needs of the people of the metropolitan district for outdoor recreation, and of the need for conserving scenery and forests which nature had fortunately placed near the metropolitan district, gave a character to the Commission and its endeavors which was fixed permanently in its being. His relation with the elder J. Pierpont Morgan enabled him to inspire great gifts for the extension and development of the Interstate Park, on a scale previously unheard of. It is told that when Mr. Perkins appealed to Mr. Morgan for financial aid for acquisition of the Palisades, the banker consented to help and then surprised Mr. Perkins by inviting him to become a member of the firm of J. P. Morgan & Company. This relation was of immense value in the later development of the Park. Mr. Perkins' own personal efforts and his power of inspiring support among men and women of wealth and philanthropy made him for years the mainspring of the interstate commission, and the Palisades Interstate Park may be regarded as a monument to him greater than any of marble or bronze.

A survey of the area proposed for acquisition was the first essential and was made, with the \$5,000 appropriated by New Jersey, by Cornelius C. Vermeule, of East Orange, N. J., a distinguished civil engineer. The land holdings were numerous and complicated, the New Jersey frontage including 147 parcels held by 112 different owners. The survey finished, the Commission sought to stop the quarrying which was being done at high speed in anticipation of possible forced cessation. The worst defacement was occurring in the Carpenter Bros. big quarry



north of Fort Lee, where 12,000 cubic yards of rock was being blown down daily. The Commission secured a price for the property of \$132,500 and the \$10,000 of the New York appropriation was used to bind an option, which became effective and stopped blasting there forever, on Christmas Eve, 1900, so that the conservation of the Palisades and the extension of the Interstate Park in the following thirty years began as a Christmas gift to the people of the two states.

The option gave the Commission until June, 1901 to raise the rest of the money. Mr. Perkins made his appeal to Mr. Morgan, the elder, who contributed the entire balance needed, \$122,500, which secured possession of the Fort Lee quarry, early in 1901. In the Legislative sessions that winter, New Jersey appropriated \$50,000, and New York \$400,000, for additional land purchases. The appropriation of \$400,000 by New York, all of which was spent for acquisition of land and improvement in another state, New Jersey, was an unusual piece of legislation, demanded by the circumstances that the Palisades were mostly in New Jersey, yet that State did not feel inclined to assume a major portion of the burden of cost for a project which gave the people of New York, across the river, the greater benefit in the sense of conserved beauty of outlook, and eventually in readily accessible recreation outlets. No constitutional question was ever raised as to the apparent anomaly of one state providing money to buy land in another, and the wording of the bill covers the matter simply by providing that the money was to be expended "in acquiring the land lying between the top of the steep edge of the Palisades of the Hudson River and the high water line of said river and lands lying under water and riparian rights adjacent thereto between Fort Lee and Piermont Creek." Fort Lee is in New Jersey, Piermont in New York. The law was never contested, and title insurance companies were perfectly willing to insure the titles acquired thereunder.

ACQUISITION OF LAND AND DEVELOPMENT OF PALISADES SECTION

The members of the two commissions, serving without recompense, gave fully of the ability which had made them leaders in business, finance and other occupations, in acquiring the desired lands, with the result that they secured it at prices which seem very low compared to the high valuations of river frontage and upland today, with the accelerated values due to the automobile and the impending completion of the Hudson River Bridge. They paid from \$200 to \$500 an acre, where today such land would cost twenty to thirty times as much. It had been estimated that the total land cost would be \$2,000,000, but they secured all they wished at about one-half that sum. They worked slowly, overcoming the numerous difficulties of involved titles and divided ownerships and resorted to condemnation only in a few necessary cases.

When the work of acquiring the land was done, the Commission had as raw material thirteen and a half miles of cliffs and talus slope and shore front, badly scarred in some places, but on the whole retaining so much of their original wild and inaccessible character that a writer of that time called them "the Unknown Palisades." The shore front was accessible to the public, from above the cliffs only at Englewood Landing, Huyler's and Alpine Landings, by old roads which wound dizzily down the cliffs. The salt marsh at Englewood Landing was filled in for the first recreation center accessible by ferry from Dyckman street, Manhattan. A path for walkers and campers was built along the shore, and has become one of the most popular rambles for city hikers.

Demands of automobile traffic led to the building of the inclined approach

from Englewood Landing to the top of the cliffs, the construction of the Henry Hudson Drive under the Palisades to Alpine, with a branch to another vehicle ferry to Yonkers. Bathing beaches were established, at Hazard's Dock, Englewood Landing, Bloomer's Dock, and Alpine. Motor boat basins and playgrounds were built at Englewood Landing, Forest View and Alpine. North of Forest View, to the state line, underneath the five hundred foot cliffs of Indian Head, and along the rough bare talus slopes of the Giant Stairs, where the falcon hawk still nests on the crags, the strip was left in a natural state, accessible only by hiker's trails and it remains one of the most charming bits of wilderness within an hour of the metropolis.

At the top of the Englewood approach is a camp for motor tourists, the only one so near New York City. At the top of the ascent from Alpine landing is a new administration center, with headquarters building for police and engineering staff, and the residence of the superintendent.

Another development which has been proposed on the top of the Palisades is the damming of a lake on the upper water of Green Brook, which plunges down the cliff a mile and a half south of Alpine, under the handsome concrete arch carrying the Henry Hudson Drive. This awaits plans for possible conservation or restrictive development of the top of the Palisades, for which studies are now being made with an appropriation of \$25,000 made by the New Jersey Legislature in 1929.

Tent camping along the foot of the Palisades is allowed south of Forest View, campers providing their equipment. The fee is one dollar per week.

The acquisition of land for the Palisades section of the Interstate Park, and its early development, was assisted by a number of private gifts, supplementing the grants made by the two states. George W. Perkins, President of the New York Commission, gave \$12,000, in 1908, for the purchase of land. In 1909, the Commission received \$3,000 from club women of New York and New Jersey, for the erection of a suitable monument in commemoration of the work for the preservation of the Palisades accomplished by the New Jersey State Federation of Women's Clubs. The Commission set aside a tract of land on the summit, above Forest View, as "Women's Federation Park." In May, 1929, the fund with accumulated interest, was expended in the erection and dedication of a memorial tower on the brink of the cliffs.

Other gifts for the benefit of the Palisades section were from Mrs. Lydia G. Lawrence of Palisades, N. Y., land and right of way valued at \$3,500; from Cleveland H. Dodge, New York City, land and riparian rights worth \$16,000; from Mr. and Mrs. Hamilton McKay Twombly, sixty acres of land and three thousand feet of riparian rights, including docks and improvements, valued at \$125,000; from Henry Phipps, New York City, \$2,500.

GEOLOGY OF THE PALISADES

The geology of the Palisades is interesting to the visitor, because of the striking contrast of the red sandstone, in horizontal strata, at the bottom of the cliffs, topped with the vertical columns of diabase. Both formations are of the Triassic period, when the region was covered with shallow estuaries or swamps, in which were laid down the red sandstones. The diabase of the Palisades, like the basalt of the Watchungs to the west, was a sill of molten rock, intruded in the case of the former between the sandstones, or extruded upon them, in the latter. The contacts are marked with zones of baked rocks, from the effects of the hot trap upon the sandstone, which are visible in many places along the trails and roads. The columnar effect of the cliff is due to weathering of later



ages. The trap cooled in hexagonal or pentagonal prisms, and the joints were lines of weakness which were affected by frost and rain causing blocks to be pried off to fall and to make the heavy talus slope at the bottom. The summit of the cliffs was later smoothed by the great continental glacier of the Ice Age and the planed surfaces bear numerous striae caused by pebbles being gouged along the rock by the ice foot which held them like graving tools.

When Henry Hudson's Half Moon sailed up the Hudson in September, 1609, he found subtribes of the Delawares, the Sanhickans, Hackensackys, Raritans and Tappan Indians, established in the shelter of the Palisades. "We-awken," meaning "rocks that look like trees," was the Indian name of the cliffs, with much the same idea as the name "Palisades" given by some white man with a good eye.

The Dutch, from their settlement at Bergen, now Jersey City Heights, spread westward into the Hackensack valley, but the summit of the Palisades long remained in forest. Huguenot refugees were early settlers, one of the best known being Etienne Burdett, who established a ferry from the foot of the ravine below Fort Lee, to Bloomingdale, on the Manhattan shore. His brother Peter's wife cooked flapjacks for the breakfast of George Washington while the general was awaiting the result of the British storm of Fort Washington, opposite.

Sneden's Landing, at the north end of the Palisades section of the Park was the western landing of a ferry established in 1719, known from Mollie Sneden, the woman who ran it. Nearby are remains of Continental redoubts.

Splendid views from the highest portions of the cliffs, above the Park, are now open to motorists, by the construction of New Jersey route 18, out to the brink, opposite Hastings, with outlooks over Westchester County to Long Island Sound.

Since the Palisades, in the earliest stage of their development were most easily accessible by water, the Commission gave much attention to constructing facilities for steamboats, motorboats and other craft. Nine commodious docks were eventually built, between Hazard's Beach and Forest View. Three motor boats basins were constructed, which provided large space for winter storage, and summer havens, at Englewood Landing, Alpine Landing and Forest View. Some of the old docks, used by the quarries and for other purposes were rebuilt and extended for park uses. An immense amount of work in clearing the beaches, building walls, filling and planting and laying a trail along the shore, was done, during the first ten years of development and has been annually maintained since. The numerous springs and wells were cleaned and restored.

With the increase of automobile pleasure traffic, the Henry Hudson Drive was built, with branches leading to the top of the cliffs at Englewood and to the ferry at Alpine Landing. The Drive arrives at the summit of the cliffs at Alpine, connecting with New Jersey route 18. At the latter point a new administration building for the Palisades division was completed in 1928.

Group camping was permitted up to 1915, but owing to the great increase in daily visitors, was thereafter transferred to the Harriman Park, although tent camping for small groups or individuals is still permitted along the shore near Forest View, and at Ross Dock, and tourist camping at Englewood cliffs.

More than half of the visitors in the Palisades division have always come from New York. In 1921, for example, of 1,300,000 people enjoying it, 700,000 came by ferry from Manhattan. Attendance rose to 1,500,000 in the following year, and has kept at about that figure since. There has been a great increase in automobile passengers on the ferries from Manhattan and Yonkers; in 1928 over one million cars used these crossings.

The Commission coöperated with the New York Port Authority by deeding to it three acres of land, in 1927, for the New Jersey approach of the great new Hudson River Bridge, at the cost price of \$10,000 per acre, gave free use of five acres more and removed the Hazard's Landing structures 1,000 feet north of the bridge zone, at the cost of the Port Authority.

The completion of the new Hudson River Bridge, set for 1932, presents a serious new problem for the Commission, in satisfying its own ideals, and those of regional planners and lovers of the Palisades scenery, as to the future uses of the top of the cliffs. A great influx of suburban settlement is inevitable, and it has been urged that the Commission acquire a strip atop the brink of the Palisades wide enough to prevent defacement by lines of buildings or control developments by some zoning scheme. Recognizing this problem, the New Jersey Legislature appropriated \$25,000 in 1929 for a study of the situation, to be made by the Commission, which will call into conference regional planning agencies and other experts, in an attempt to devise a plan which will conserve the beauty of the Palisades, while giving due consideration to property interest and taxable resources in the towns which include the summit.

EXTENSION OF THE PARK INTO NEW YORK STATE

In the first years after the beginning of the acquisition of the Palisades section, and its gradual development for recreation, far-sighted citizens of both states looked to the extension of the park northward into New York. The jurisdiction of the Commission was extended to Stony Point, in 1906. At Hook Mountain, blasting was going on furiously. Sentiment was growing to stop this defacement, as had been done on the Palisades. Mr. Perkins had the greatest part in stimulating this sentiment among philanthropic men and women of wealth. He looked toward the forested hills of the Highlands of the Hudson, famous for their scenery and sacred for their Revolutionary strongholds and traditions, as an outlet for the people of the metropolitan district. This region, protected like the Palisades by its ruggedness, had likewise remained in an undeveloped state. It had been ignored by the Dutch settlers in the Seventeenth Century, who pressed on north of the Highlands into the good farmlands beyond. Except for a few landing places along the Hudson shore, it remained unsettled until early in the Eighteenth Century. Then it was found that numerous deposits of iron ore existed in these hills, and there began a cycle of industry based on the iron, which grew with the demand for military munitions in the American Revolution, rose to a peak in the Civil War for the same reason, and afterward declined, and is now almost totally abandoned, only one mine, the old Forest of Dean shaft, opened about 1770, being now in operation. A human civilization built on this industry grew with it and likewise declined. Miners from England and Wales and charcoal burners from Germany were brought over from Europe by various proprietors, from 1730 to 1770, to open shafts and to turn the forest into charcoal to smelt the ore.

The independence of the United States and the preservation of the Union in the Civil War derived great support from the iron in these mines, many of them, long abandoned, being now included in the Hudson Highlands section of the Interstate Park. The great chains that were hung across the Hudson at Fort Montgomery and West Point and other war supplies were fashioned from these magnetic ores. In the Civil War, the furnace of the Parrott brothers at Arden turned out tens of thousands of tons of pig iron to be converted into guns and ammunition in the foundry at Cold Spring.

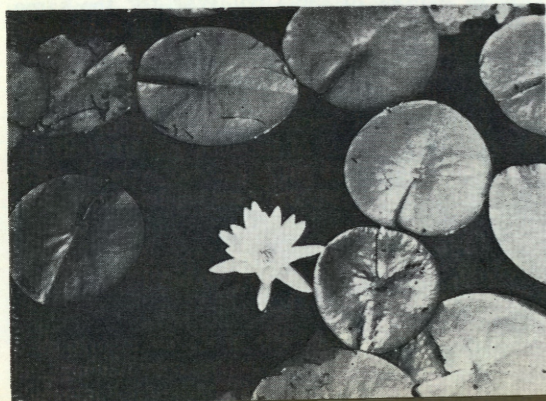
The competition of more cheaply worked iron ores in the Lake Superior district put the mines in the Highlands out of business. One by one they were abandoned. The miners and their families had to seek sustenance elsewhere, although many of the old timers hung on and some still persist. But the population, in 1910 was reduced to scarcely a quarter of what it had been fifty years before. The region was going back into wilderness and the time was ripe for it to be conserved for another use, that of human recreation.

PLAN TO RELOCATE SING SING PRISON AT BEAR MOUNTAIN

A project which in the light of the present uses of the region, would have been highly incongruous, and which had much to do with crystallization of sentiment for a park in the Highlands, was the plan of the New York State Prison Commission, launched in 1908, for the removal of Sing Sing Prison to Bear Mountain. It went so far that hundreds of convicts were established in a stockade on the terrace above the river, extending south from Popolopen Creek, and were busy clearing the timber for sites for the prison buildings. Such a use would not only have been a desecration of scenic and recreational values but of sacred historical traditions, for it was on this terrace that the militia of Orange and Putnam counties defended Fort Clinton and Fort Montgomery in October, 1777, against the British, to be driven out by overwhelming numbers in a bloody encounter.

MRS. HARRIMAN'S GIFT OF LAND AND MONEY

Public opinion was growing against such a use of the glorious scenery of the Hudson Gorge, as the work on the prison went on. But Mr. Perkins had been conferring with Mrs. Mary W. Harriman, whose husband, Edward H. Harriman, the railroad developer, had been acquiring forest land into an estate exceeding thirty thousand acres, west of the Hudson, for twenty years. That he had the idea of making part of the estate he had assembled a public park was indicated after his death, by the action of his widow, in a noble act of philanthropy which was without parallel in this country, up to that time, and which has been the inspiration of similar acts since. Mr. Harriman died in 1909. Mrs.



Harriman sought to make a memorial worthy of her husband. On December 15, 1909, she wrote to Governor Charles E. Hughes, as follows:

"In conformity with the plans proposed by the late E. H. Harriman in correspondence with you, I propose to convey to the State of New York, on certain conditions, a tract of land situated in Orange and Rockland Counties, comprising about ten thousand acres, to be held by the State in perpetuity, as a state park. And in furtherance of the same object I wish to give to the State or to such board or commission as may be designated under proper legal authority to receive and administer in trust the sum of \$1,000,000. It was Mr. Harriman's wish and is my expectation, that this fund should be used by the State to acquire other parcels of land adjacent to the above mentioned tract, and intervening between it and the Hudson River, and in the improvement of the whole, so that the park may ultimately have some portion of river front, and thus, by improved accessibility, be rendered more useful and beneficial to the people of this city and the neighboring counties. . . . If it seems wise to you that the jurisdiction of the present Palisades Park Commission should be extended so as to include the care and development of the proposed park, such a result would be entirely agreeable to me."

The conditions proposed were as follows:

That the jurisdiction of the Palisades Interstate Park Commission be extended northward along the west bank of the Hudson to Newburgh and westward into the Ramapo Mountains.

That the State of New York appropriate \$2,500,000 for the use of the Commission for acquiring land, for the building of roads and for general park purposes.

That the State discontinue the work on the Bear Mountain Prison site and locate the prison elsewhere.

That in addition to the aforesaid state appropriation, a further sum of \$2,500,000, including Mrs. Harriman's gift of one million dollars, be secured by private subscription on or before January 1, 1910.

That in addition to the above five million dollars, the State of New Jersey appropriate such an amount as the Palisades Park Commissioners deemed to be its fair share.

Governor Hughes, in expressing his gratification at Mrs. Harriman's gift, and his intention to recommend appropriate measures to the Legislature, declared that "there can be no worthier benefaction than to protect the scenery of this region from ravage, and to create a public park, at the very door of the metropolis, where may be afforded opportunity for recreation and enjoyment amid unrivalled surroundings, stimulating alike to the love of nature and the sentiments of patriotism. Great as will be the pleasure of the people at the announcement of your gift, I am sure that in the years to come there will be a constantly growing appreciation of its importance to the State and of the liberal disposition and farsightedness which prompted it."

This exchange of letters between Mrs. Harriman and Governor Hughes had been preceded by correspondence between the Governor and George W. Perkins, President of the New York Palisades Interstate Park Commission, in which the plan for the extension of the Park into the Highlands was taking shape, while confidential negotiations were going on to insure the contributions proposed in Mrs. Harriman's letter and the fulfillment of her conditions. Mr. Perkins' objectives as to the Hudson Highlands are shown in a letter he wrote to Governor Hughes, November 22, 1909, in which he said:

"When the Commission was first created its jurisdiction extended only to Nyack, N. Y. Believing that the Palisades proper were only an approach to what ought to be done in the way of park development further up the State,

the Commission's jurisdiction was extended in 1906 to Stony Point and it was given the power to select and locate such mountain lands along the west bank of the Hudson river, in Rockland County, as in its opinion might be proper and necessary for the purposes of extending the limits of the park, and preserving the scenic beauty of the mountain lands along the bank of the Hudson river north of the Palisades." Mr. Perkins pointed out that this extended jurisdiction included the Hook Mountain district, with the quarries then in vigorous operation, which the Commission hoped to be able to close, but had not then the funds to acquire.

Mr. Perkins expressed the belief that a number of wealthy persons would give substantial amounts of money and land for the purpose of constructing a road along the Palisades, stopping the blasting at Hook Mountain, and acquiring lands in Rockland and Orange counties for the purpose of a great state park. He suggested that if the aggregate contributions of individuals amounted to two and one-half million dollars the Legislature appropriate an equal amount.

Governor Hughes welcomed Mr. Perkins' suggestion and the great project went forward swiftly among the principals, and on December 15th, Mrs. Harriman announced her offer of land and money. Within two weeks Mr. Perkins wrote to Governor Hughes, on December 31, 1909, announcing that \$1,625,000 had been subscribed, exceeding Mrs. Harriman's conditional sum of \$125,000, by the following:

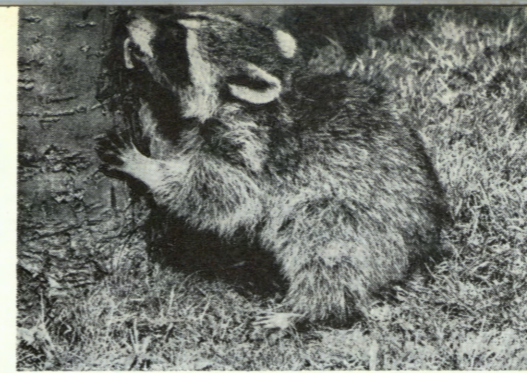
John D. Rockefeller, Sr. and J. Pierpont Morgan, Sr., \$500,000 each; Mrs. Margaret Olivia Sage, William K. Vanderbilt, George F. Baker, Sr., James Stillman, John D. Archbold, William Rockefeller, Frank A. Munsey, Henry Phipps, E. T. Stotesbury, Elbert H. Gary and George W. Perkins, \$50,000 each; Helen Miller Gould, Ellen F. and Arthur Curtiss James, and V. Everitt Macy, \$25,000 each.

Governor Hughes recommended the necessary measures to the 1910 Legislature, which repealed an act of 1909 to create a forest reservation in the Highlands of the Hudson; amended the Palisades Interstate Park Commission's act of 1900 to extend its jurisdiction to Newburgh and into the Ramapo Mountains, accepted Mrs. Harriman's gift and designated the Commission to administer it; provided for an issuance of \$2,500,000 in bonds for the extension and improvement of the Park, to be voted on by the people in the general election in 1910, and authorized the abandonment for prison purposes of the Bear Mountain site and conferred jurisdiction thereover upon the Commission. The people of the state approved the bond issue by a majority of 63,370. This was a rather narrow margin, and is in strong contrast to the majority by which the state park bond issue of 1924 was adopted, nearly a million, showing the education in park values which was largely due to the popular appreciation of the enlarged Palisades Interstate Park.

FURTHER PARK EXPANSION — ENLARGEMENT OF ACTIVITIES

The New Jersey Legislature, in the session of 1910, appropriated \$500,000 for the construction of the Henry Hudson Drive along the river in the Palisades section of the Park.

Some of the \$2,500,000 appropriated by New York was also expended in the New Jersey section. A compilation in 1928 showed that there was expended on the Palisades section, almost wholly in New Jersey, in appropriations and maintenance, and miscellaneous income, \$2,740,936.08 by New Jersey, or 53 per cent of the total, while New York appropriations and contributions in the



values of properties and cash donated totalled \$2,441,039.83 or 48.8 per cent. For the Palisades Interstate Park as a whole, the total appropriated by New Jersey, from November 1, 1901 to May 31, 1928, was \$2,277,993.86, while the total appropriated by New York and the value of lands transferred by the state to the Park in the same period was \$12,111,088.60. Private contributions, largely from residents of New York State, amounted in the same period to \$8,076,289.16 in cash, and in value of lands donated as of December 31, 1928.

The greatly increased resources which became available in 1910 permitted the commission to enlarge its activities, especially in Rockland and Orange counties in New York, in the program which has increased the acreage of the Interstate Park to over 48,000 acres, with about 25 miles of shore front on the west bank of the Hudson. In 1911, the Manhattan Trap Rock property on the south end of Hook Mountain was acquired by private sale for \$425,000, which permitted the opening of that section of what is now the Hook Mountain division of the Park, for shore recreation. About the same time the Commission received a gift of 212 acres of land on South Mountain in Rockland County, from the heirs of Stephen Rowe Bradley of Nyack, and a small tract on top of the Palisades at Fort Lee, New Jersey, including part of the site of the Revolutionary Fort Lee, from Dr. James Douglass of New York City.

In 1913, the State transferred to the Commission the custody of the Blauvelt Rifle Range, consisting of 324 acres of land and improvements adjoining the Bradley gift, which made a total of 536 acres now known as the Blauvelt section of the Park.

In 1914, the Commission purchased at private sale the property of the Clinton Point Stone Company, on Hook Mountain, for \$750,000, half of which was paid from the bond issue of 1910 and the other half from gift funds. In the same year the Commission took in condemnation proceedings the Congers estate quarry at the north end of Hook Mountain paying \$619,735, of which \$578,500 was from state and \$41,235 from gift funds.

The Commission benefited to the extent of \$2,500,000 through the State Park Bond issue of 1917, totalling \$7,500,000, the remainder being for the extension of Adirondack and Catskill forest preserves. This measure was approved by the voters by a majority of 151,615, showing growing appreciation of the value of parks. In the same year the State of New Jersey appropriated \$500,000 for completion of the Henry Hudson Drive and further developments of the Palisades section.

The Commissioners also received large additional gifts, totalling \$1,921,594.38 about this time, from the following:

The Rockefeller Foundation, \$1,000,000; Mrs. Mary W. Harriman, J. Pierpont Morgan, George F. Baker, Sr., Cleveland H. Dodge, T. Coleman Dupont, Arthur Curtiss James, E. S. Harkness, George W. Perkins, \$100,000 each; Margaret Olivia Sage, \$50,000; Mrs. H. McKay Twombly, V. Everitt Macy, George G. Mason, William H. Porter, \$25,000 each; Mrs. Willard D. Straight, William H. Childs, Elbert H. Gary, \$10,000 each; Arthur F. Townsend, \$1,000; Martin A. Driscoll, \$500.

In 1917 the Commission purchased from Conklin & Foss, at private sale after an award had been made in condemnation proceedings, the quarry of the New York Trap Rock Company, on Hook Mountain, at Rockland Lake Landing, for \$2,000,000, and land lying on the westerly slope of the mountain near Rockland Lake.

In 1919 the Commission undertook to raise a third gift fund of three million dollars for the further development of the Park and to increase its accessibility. It secured pledges of over one million dollars from private sources, for unrestricted use, contingent upon an appropriation of an equal sum by the New York State Legislature. The Legislature of 1920 authorized the Commissioners to incur obligations on behalf of the state not to exceed one million dollars, and appropriated \$500,000 on account, these moneys to be paid as equalled from private sources. Pledges from private individuals amounted to \$515,000. In addition, the Laura Spelman Rockefeller Memorial offered one million dollars as the same might be equalled by appropriations from the State of New York and by private individuals.

Anticipating the success of the plans for the third gift fund, the Commissioners, in the fall of 1919, purchased the steamers Clermont and Onteora, for \$340,000. Mr. Perkins advanced the purchase price, and also the sum of \$213,827.93 for the purpose of converting them from night boats into day excursion craft. The commission repaid him in 1920, the exact price, \$553,827.92, without interest, from the Rockefeller Memorial contribution. The boats went into service May 31, 1920 and have carried millions of excursionists to Bear Mountain since.

The contributors to the third gift fund were as follows: Laura Spelman Rockefeller Memorial \$666,000; George F. Baker, \$100,000; Edward S. Harkness, \$100,000; Cleveland H. Dodge, J. Pierpont Morgan, George W. Perkins, Sr., Arthur Curtiss James, \$50,000 each; George W. Perkins, Jr., Elvira Perkins and Dorothy Perkins Freeman, \$50,000; Coleman Du Pont, bonds valued at \$50,000; E. E. Olcott, \$15,000; E. G. Stillman, \$4,000, and land valued at \$80,000; George Grant Mason, land valued at \$25,000; New York Life Insurance Company, for building Camp Nylic, for its employes, in the Harriman Park, \$25,000; Edwin Gould, for camp building, \$7,000; Association for Improving the Condition of the Poor, for camp building, \$10,000, making a total of \$666,000.

The gift of land by Dr. Ernest G. Stillman, son of James Stillman, consisted of eight hundred acres of the Storm King section of the Park, which served to protect the scenic beauty of the Hudson Gorge and the Storm King Highway, then under construction and completed in 1922.

In 1923, the State of New York appropriated a second sum of \$500,000, in accordance with the legislation of 1920. In the same year the Commissioners received from Frederick A. Juillard a gift of \$25,000 for the building of a hospital for campers. This gift was later applied with Mr. Juillard's consent to the building of a camp for the School for Outdoor Education, now being conducted by New York University.

The Palisades Interstate Park benefited to the extent of \$3,500,000 in the State Park Bond Issue, for \$15,000,000, approved by the Legislature of New York in the session of 1924 and ratified at the November election in that year by the enormous majority of 986,008. This proposition was supported by all parties, and while about 880,000 of the majority came from New York City, the remainder, from upstate counties which were largely adverse to the previous bond issues for parks, showed the conversion which had taken place on behalf of such provisions for conservation and recreation.

A fourth gift fund was received by the Commissioners in 1925, including \$75,000 from the Laura Spelman Rockefeller Memorial for the development of camp activities, \$25,000 from Edwin Gould for like purposes, and \$100,000 from George F. Baker, for the building and maintenance of a camp for employees of four large financial institutions in which he was a factor.

In 1927 the Commissioners received a contribution of \$7,500 from the American Association of Museums, from a fund granted it by the Rockefeller Memorial, for the construction at Bear Mountain of a Nature Museum.

By legislation passed by New Jersey and New York, the Commission may use all proceeds from the operation of park facilities for development and management.

DEVELOPMENT OF BEAR MOUNTAIN-HARRIMAN STATE PARK

Development of the Bear Mountain and Harriman State parks, the Hudson Highlands divisions of the interstate park, was begun in 1910, as soon as possession had been taken of the abandoned prison site at Highland Lake, now called Hessian Lake, and of the property donated by Mrs. Harriman. A dock was constructed on the river, for the beginnings of steamboat excursion traffic, and underbrush and dead timbers were cleared about the areas on the shore of the lake. In 1911 this work was extended by the leveling of the great playground, and the building of a road to the dock and to Iona Island, then the nearest railroad station. Plans were made for the use of the Harriman lands for camping. In 1912 and 1913, there was greatly increased activity in development. A shelter was built on the steamboat dock, a subway built under the railroad tracks at a new station established by the West Shore Railroad, new paths built, large tents erected for temporary shelters, a trail built to the top of Bear Mountain, a refreshment shelter constructed, a large shelter for the public and a temporary structure, from material saved from the old prison barracks, was provided for offices. Comfort stations, reservoir, water mains, sewer pipes, wading pool, docks on the lake, dams to raise its surface, tennis courts, baseball fields, were other improvements. A stone crusher was bought to provide material for new roads and other purposes. The main park motor artery, the Seven Lakes Drive, was started in September, 1913.

In the summer of 1913, a study for the management of the forest land in the Park was made by a crew of students from the New York State College of Forestry under Dean Franklin F. Moon. Prof. Moon reported that the forest was ragged in many places, from over cutting, fires and the effects of the chestnut blight, and recommended a policy of thinnings, planting of abandoned pastures and open woods with evergreen seedlings and keeping out fires. This policy has been generally followed with the result that the hardwood and mixed natural stands are greatly improved and the evergreen plantations are now grown to conspicuous size and are beginning to diversify the stand found when the park was established.

START OF STEAMBOAT SERVICE AND GROUP CAMPING

Regular steamboat excursion service was begun from New York City to Bear Mountain in the summer of 1913, at a low rate, and 22,590 persons were carried in that season. A beginning was made of excursion parties which has since developed into an important feature of the park service.

Camping was also begun in 1913, about Highland Lake, for small groups.

Beginning was made of larger group camps, by the Boy Scouts of America, at Car Pond (now Lake Stahahe), on the western border of the Park. In this season was initiated at Car Pond the program of creating artificial water bodies by damming existing lakes to make them larger, or swamps to convert them into new lakes, which has given the Harriman Park twelve such new lakes, in fifteen years, and added about 3,000 acres to the water surface. It was apparent early in the recreational development of the Park that water recreation was most enjoyed by visitors, especially by campers, and at length a definite program, providing for eighteen new lakes, was adopted. Twelve of these had been completed and put into camping service up to 1929, another was soon to be flooded and work on still another will begin as soon as land necessary is acquired.

Following the suggestion made by Mrs. Harriman, that lands between her gift and the Hudson be acquired, the Commissioners purchased every year a number of tracts desirable to round out the preserve. Successive land ownership maps in the years between 1911 and 1929 show the Harriman and Bear Mountain Parks growing from scattered blocks, to a solid area, from Bear Mountain, fifteen miles southwestward nearly to Tuxedo and Sloatsburg in the Ramapo Valley, and eight miles wide in the widest part between the front of the Highlands and Ramapos, on a line between Dunderberg Mountain on the Hudson and Suffern; and the Ramapo river, with one extension west of that stream, about Spruce Pond, near Southfields.

By 1914, it had become assured that the Bear Mountain and Harriman Parks were to become the most popular recreation area in the state. Development work was pushed at a fast pace, to provide for the increased number of visitors, including new shelters, paths, docks, buildings for various purposes and planting. Forestry work was active, including the salvage of millions of feet of dying chestnut, used for all kinds of construction, and planting of 400,000 white and red pine, larch and cedar seedlings. The number of persons using the steamboats increased to 114,000. A small restaurant was operated at Bear Mountain and work was started on the Bear Mountain Inn. Work was started on a second artificial lake, in converting the Cedar ponds, then two small lakes surrounded by meadow, into what is now Lake Tiorati, of 320 acres. Timber cleared for the lake was sawed into lumber. Work was begun by the Commission, in coöperation with the State Highway Department, on the improvement of highway approaches to Bear Mountain, by the survey and beginning of construction of the Storm King Highway, widening of the road between West Point, Highland Falls and Bear Mountain, and replacement of the narrow bridge across Popolopen Creek by the present high steel arch.

BEAR MOUNTAIN INN

Attendance in the Bear Mountain and Harriman Parks grew by 1915 to 450,000. Construction work kept barely ahead of public demands, so popular



had the preserve become. Earlier temporary buildings were replaced by permanent structures. Two new lakes projects were started, at Queensboro and on Stony Brook, where one water body, Little Long Pond, was converted by damming into the three Kanawauke Lakes, which presently became headquarters for the Boy Scouts of Greater New York and other metropolitan communities, and eventually the largest Scout encampment in the country. Bear Mountain Inn was completed, a structure unique among park buildings and eminently fitted in design and appearance for its uses and scenic surroundings, "a rugged heap of boulders and huge chestnut logs assembled by the hand of man, and yet following lines of such natural proportions as to resemble the eternal hills themselves." Here were installed power, electric refrigeration, baking and laundry plants, cafeteria, restaurant, and sleeping quarters for the staff. The new park drive was completed and opened and called Seven Lakes Drive, for the seven artificial and natural lakes which it passes between the Hudson and the Ramapo. The forestry department planted 700,000 more seedlings. The camping population rose to 5,000.

In 1916 attendance exceeded 600,000, of whom 250,000 came by boat. The beginning of motor travel, now most popular, was shown in the presence of 2,150 automobiles at Bear Mountain Inn. Increases were made in every form of service. The Popolopen Creek Bridge was opened for traffic. Two interesting historical sites, Forts Clinton and Montgomery, at Bear Mountain, were acquired. Land purchases were exceptionally large in this year, 5,695 acres being acquired. A beginning was made in providing health camps for undernourished children in New York City by the Association for Improving the Condition of the Poor.

CREATION OF CAMP DEPARTMENT

By 1917 camping had grown so that a separate department was created to manage it and about 20,000 campers, through more than twenty organizations, enjoyed vacations in the park. This service was more than doubled in numbers benefited by 1918. Camp construction was standardized in units of suitable size, and rentals fixed to assist desirable organizations in locating in the park and to provide for making the service self sustaining.

In 1919, attendance in the Park first exceeded one million, of which 416,000 were steamboat passengers. A sight seeing bus service was established and became immediately popular. A herd of elk, from Yellowstone Park, was established on the western side of the Harriman Park.

DEATH OF GEORGE W. PERKINS, FIRST PRESIDENT OF NEW YORK COMMISSION

On June 18, 1920, the Park suffered a great loss in the death of George W. Perkins, for twenty years President of the New York Commission. Yet he had builded so solidly and well with the devoted help of interested associates on the Commission and of capable executives on the park staff, that the character of the preserve was firmly established and its future growth on the lines he laid out was assured. He lived to see the dreams which he dreamed in the earlier years of struggle and difficulty realized to an extent which even he had not visioned.

STEAMBOATS CLERMONT AND ONTEORA

This year saw an important addition to the park's facilities in the acquisition of the steamboats Clermont and Onteora, by gift of the Laura Spelman Rockefeller Memorial, which added a carrying capacity of 5,000 persons to the river excursion service to Bear Mountain. A rate of fare within the means of the poorest, was established of sixty cents round trip for adults on weekdays, and thirty cents for children, and 85 and 45 cents on Saturdays, Sundays and holidays. Recorded attendance rose to 1,306,515. Camping groups numbered thirty-seven, with a daily average attendance of 5,065. Bear Mountain had become so crowded by day visitors that camping was removed to the interior of the Harriman Park. Two new roads were begun, over Long Mountain and along Cedar Pond Brook. An administration building was erected at Bear Mountain. Large quantities of surplus war supplies were received from the Federal Department of Agriculture. The lands of the Park in Orange County were made a bird and game refuge by the New York Conservation Commission.

In 1921 the park attendance reached 1,782,643, and the change in touring habits to the automobile was indicated by the fact that 1,036,000 visitors used this means of transportation. The camping organizations rose to forty-six. The Boy Scouts, now well established on Kanawauke Lakes, with over 2,000 daily attendance, began in this season a feature of park service in which this preserve has maintained leadership since, the nature museum and nature trail idea, by which natural objects, in the sciences of geology, botany, zoology and entomology, are identified in place and studied under natural conditions. This work was initiated by Dr. B. T. B. Hyde of the American Museum of Natural History, and was immediately adopted and extended by the Park's camping department to the 45 camps throughout the preserve.

Another new service for recreation was initiated this year in the completion of a trail 24 miles long from Tuxedo to Jones Point, made by members of the New York City walking clubs, allied in a conference supported by the Park management. This volunteer work has continued since, some new trail being cleared every season and marked with metal squares provided by the Commission, so that there are now nine such routes for walkers. The recreational value of these trails has in the past few years been supplemented by the construction by the Commission of substantial stone shelters at scenic viewpoints.

Attendance went over the two million mark in 1922, reaching 2,605,357. Camping reached new high records, with fifty-six organizations occupying eighty-one units, twenty-one being Boy Scouts. The demand for new camps, beyond the resources of the gift funds led to the adoption of a plan of financing whereby organizations able and willing to donate the cost of construction might do so. The New York Life Insurance Company was the first to build a camp under this arrangement, contributing the full cost for the benefit of its employees.

The importance which the Park had assumed along forms of public service, and which had brought park administrators from many states to visit it to learn its methods was recognized in 1922 by the holding of the Second National Conference on State Parks at Bear Mountain Inn, in May. The Conference also held its 1927 meeting at Bear Mountain. Nature work was extended, and nature councillors were employed by the Park to stimulate interest among camp directors and their charges.

WINTER SPORTS EXTEND PARK SERVICE

A new departure in the winter of 1922-23 was the establishment of winter

sports at Bear Mountain, a feature which has grown to be of great importance since and has opened the preserve to lovers of outdoor life at a season when formerly winter kept its recreational facilities out of use. The Inn was converted for winter accommodations, and facilities were provided for tobogganing, skiing, snowshoeing, ice skating and other winter sports. In succeeding seasons, winter sports equipment was expanded to meet the instant popular response, including one of the finest ski jumps in the East, scene of exciting competitions; and a new inclosed skating rink on the shore of Hessian Lake, with a floor of 100 x 200 feet, suitable for hockey and for ice skating and roller skating at other seasons. This development at Bear Mountain has been extended to the interior camping areas in the Harriman Park, with the result that a large proportion of the group camps now use their buildings winter as well as summer, thus extending the seasonal use of the preserve. The contrast between the condition ten years ago before winter sports began, when Bear Mountain Inn was almost deserted in winter, and the present is indicated by the fact that more than half a million persons visited the park headquarters in the winter of 1928-29.

OPENING OF STORM KING HIGHWAY AND BEAR MOUNTAIN HUDSON RIVER BRIDGE

The opening of the Storm King Highway in the autumn of 1922 was followed by the gift of 800 acres by Dr. Ernest G. Stillman, to the Park, constituting the Storm King Section.

The year 1924 showed the greatest increase in attendance in the history of the Park to that time, over five million people visiting the Bear Mountain and Harriman sections, doubling the use of 1923. This growth came principally from automobilists, who found the scenic roads of the Park and the adjoining Hudson Highlands, ideal for holiday tours into the country. One million, one hundred fifty-nine thousand cars were counted entering the Park. The camps increased to eighty-five with a total daily capacity of 6,935. Winter camping was enlarged by a plan of renting camps to groups desiring to use them for the cold season.

Important events of the year 1924 were the opening of the Bear Mountain Hudson River Bridge, which increased the access for automobile visitors, and the construction of a swimming pool on the outlet from Hessian Lake.

BEAR MOUNTAIN NATURE MUSEUM AND TRAIL AREA

Nature study in the Park was amplified in 1925 by the establishment of a Station for the Study of Insects, by the American Museum of Natural History, under the direction of Dr. Frank E. Lutz, Curator of Insect Life. This undertaking elevated standards of out door instruction by means of nature trails which have been adopted throughout the country and abroad. The park camping department coöperated by taking campers and councillors to Dr. Lutz's station, and spreading knowledge of his advanced methods. This station was continued for three years, and its methods are now carried on in the permanent Nature Museum and Nature Trail area at Bear Mountain, fostered by the American Association of Museums and by the American Museum of Natural History, and under the field direction of William H. Carr.

The winter sports program was amplified in the winter of 1925-26, by the holding of competitive skating meets, sanctioned by the Middle Atlantic Skating Association, and conducted by the Bear Mountain Sports Association, an organization within the Commission. This organization also conducts swimming meets in the pool in summer.

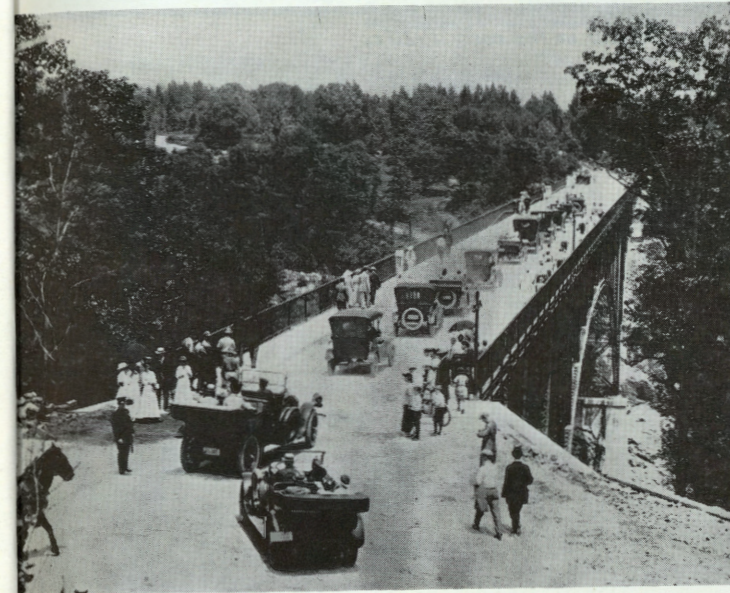
Other developments of this season were the beginning of a new scenic road, the Popolopen Drive around the north side of Bear Mountain, completed in 1929, and the establishment of a zoological area of animals indigenous to the section, in the ravine east of the highway at Bear Mountain. This zoo, with five black bears, two elk, deer, beaver, wildcat, opossums and other animals is now one of the most attractive features for visitors.

Attendance in the Harriman and Bear Mountain Sections has run over five millions annually in recent years, and in all the divisions of the Palisades Interstate Park, probably exceeds seven millions. The features whose development has been shown in the formative years of the park have been amplified each season in some respects. One of the most important fields of work in which the Commission is now engaged is the improvement of highway facilities, such as the construction of a new road, paralleling the present, around Dunderberg Mountain to give a new southern entrance; another new road from the Seven Lakes Drive at Kanawauke Lakes out to a southern entrance at Sloatsburg, and improvement of the Long Mountain and Lake Tiorati Brook Roads.

Improvements in the other New York divisions of the Interstate Park have been an important concern of the Commission in recent years. Their attention has been given especially to the Hook Mountain Section, to provide new river excursion resorts, intermediate between the Palisades and Bear Mountain. The old quarry floors and adjacent shores were smoothed and planted and two new steamboat excursion outlets were opened, in 1928 and 1929, north and south of Rockland Lake Landing. These places are designed to entertain large excursion parties up to 5,000. Each has piers, bath house, cafeteria, dance floor, and picnicking and athletic fields. Both are unique and picturesque, perched under the steep slope of Hook Mountain, where the trap rock quarries once gouged into the cliffs. Ten years of weathering and growth of vegetation have largely cured the rawness left by the quarrymen, and these resorts, giving wide views across the broad Tappan Sea, to the Westchester hills are among the most interesting and attractive along the Hudson.



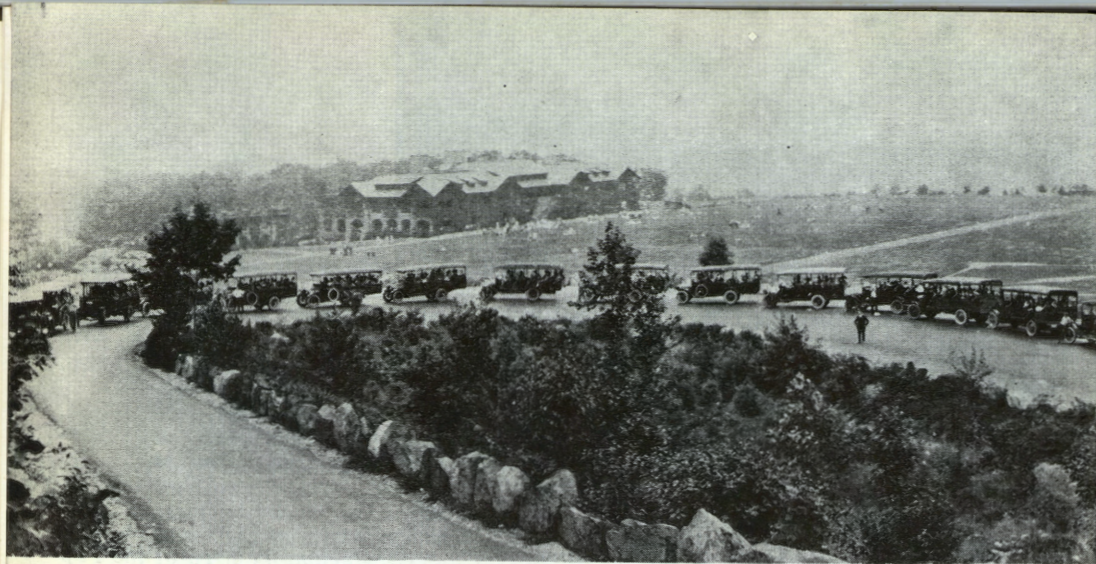
Sing Sing Prison Stockade on playfield at Bear Mountain in 1910.



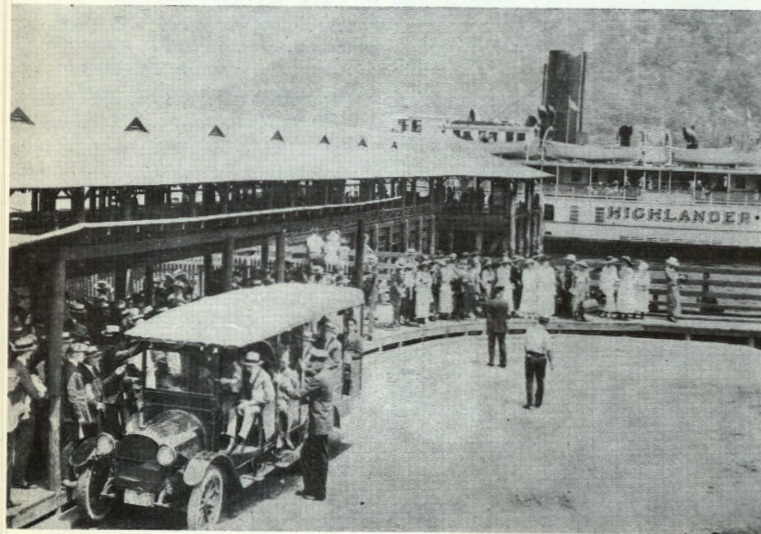
Opening in 1916 of the Popolopen Viaduct on Route 9-W at Fort Montgomery, Orange County. This is one of the three viaducts built by the Commission to open Route 9-W as an important north-south highway.



Englewood Approach Road in 1920.



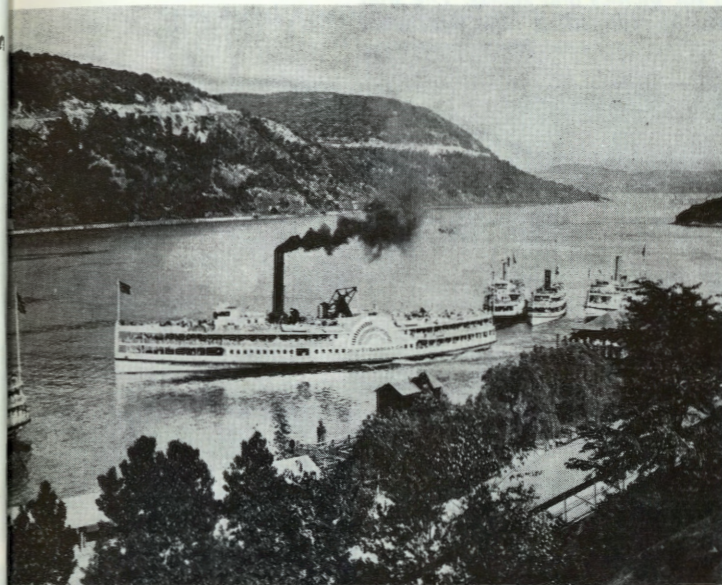
Bus Motorcade at Bear Mountain in the early 1920's.



Bear Mountain Dock about 1920.



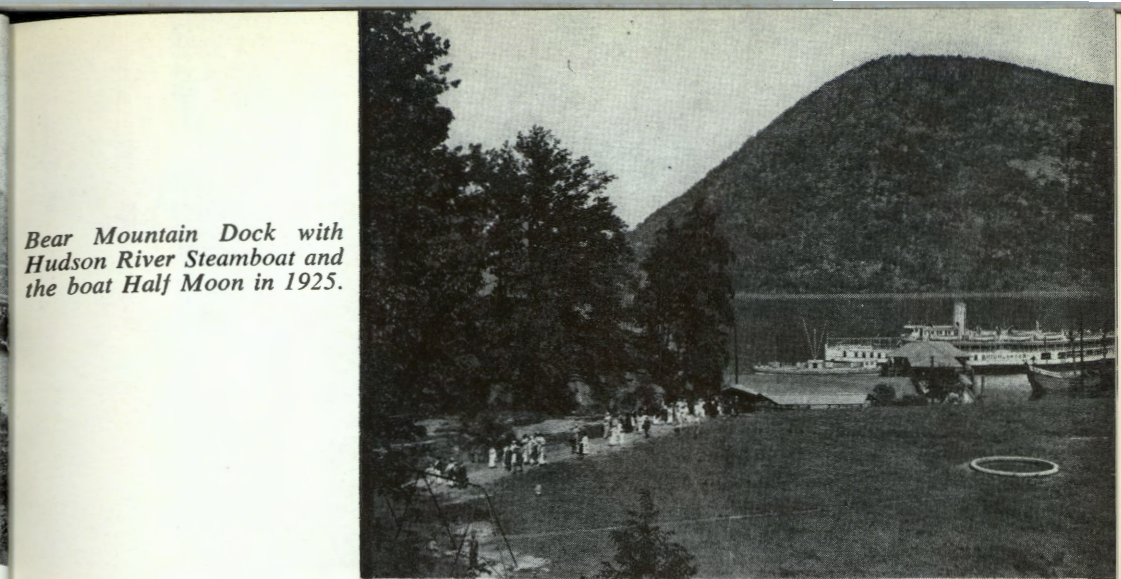
Route 9-W atop New Jersey Palisades in 1920.



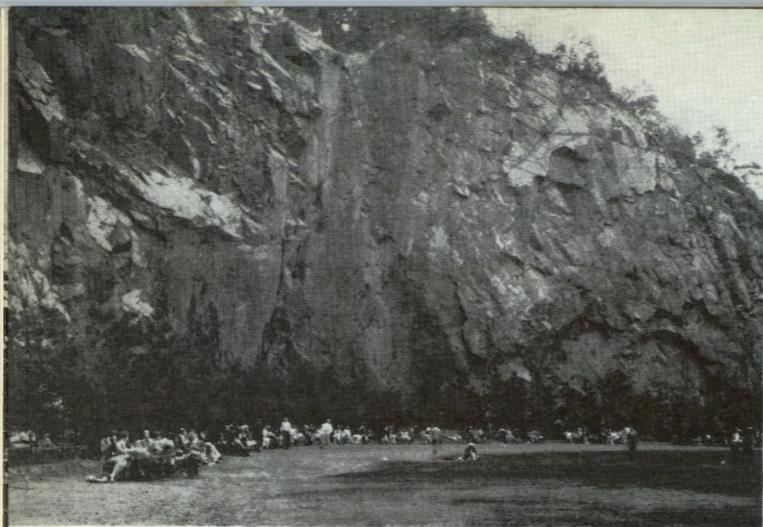
30 years ago, the Hudson River Steam Boat was the principal means of access to Bear Mountain. Today's completion of the Palisades Interstate Parkway is symbolic of the revolution in transportation.



Hazard's Beach and Bathhouse in 1925, prior to construction of George Washington Bridge.

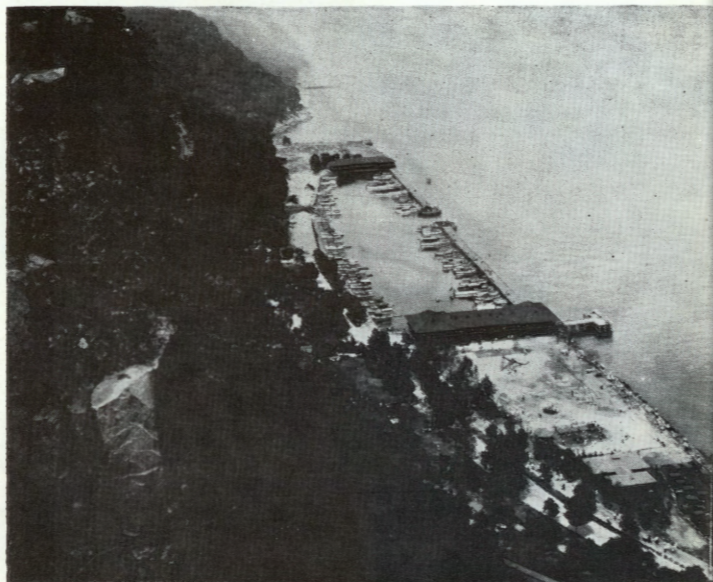


Bear Mountain Dock with Hudson River Steamboat and the boat Half Moon in 1925.



The great quarry openings on Hook Mountain have been converted for recreational use by filling and planting the floors and equipping them for picnics and sports. The wall of the quarry, left as it was abandoned, is now weathered to nature exposed color.

A view of the Englewood-Bloomers Area in 1929.



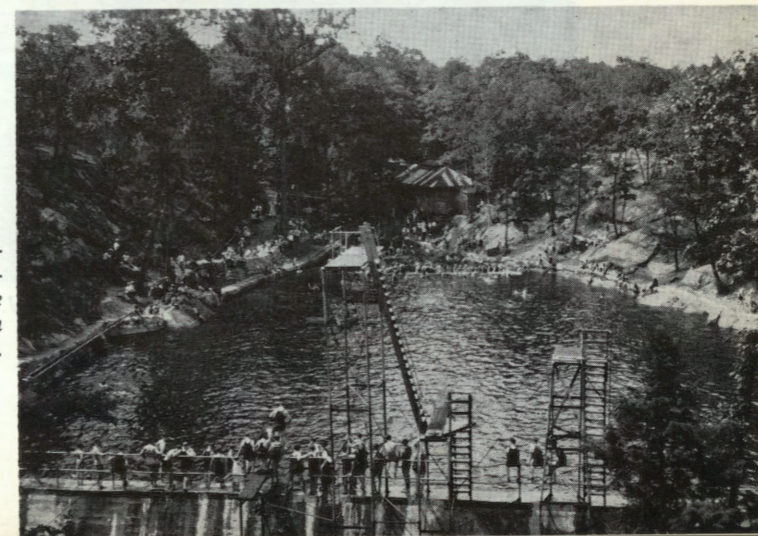
Transporting 150 spruce trees for reforestation at Bear Mt. in 1928, part of the Conservation policy.



Standard camp building in Harriman Park, built of chestnut logs in a rustic style, harmonizing with the forest scenery.

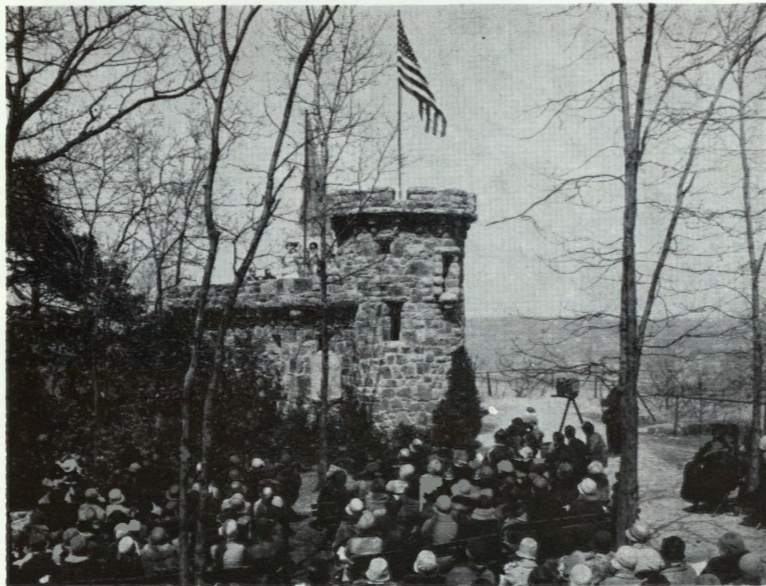
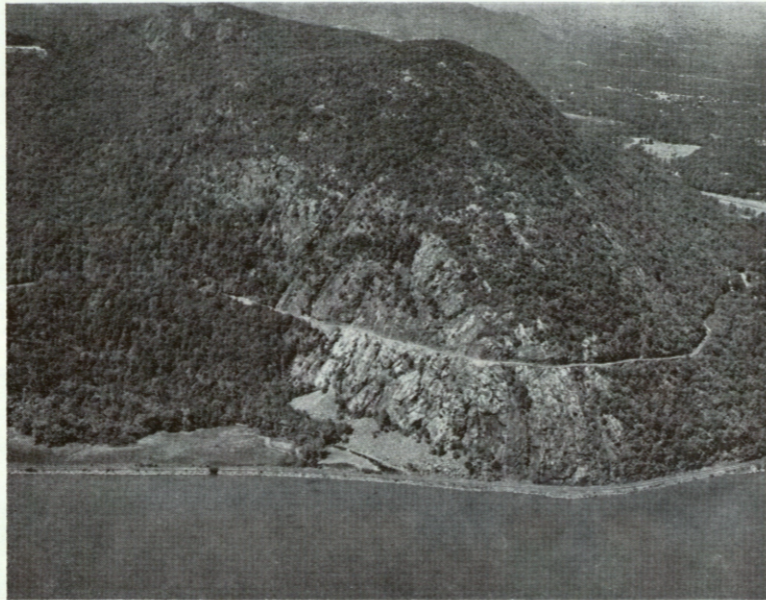


A shelter built of glacial boulders in Harriman State Park, along the Appalachian Trail, the great path for hikers from Maine to Georgia, which passes through the preserve.



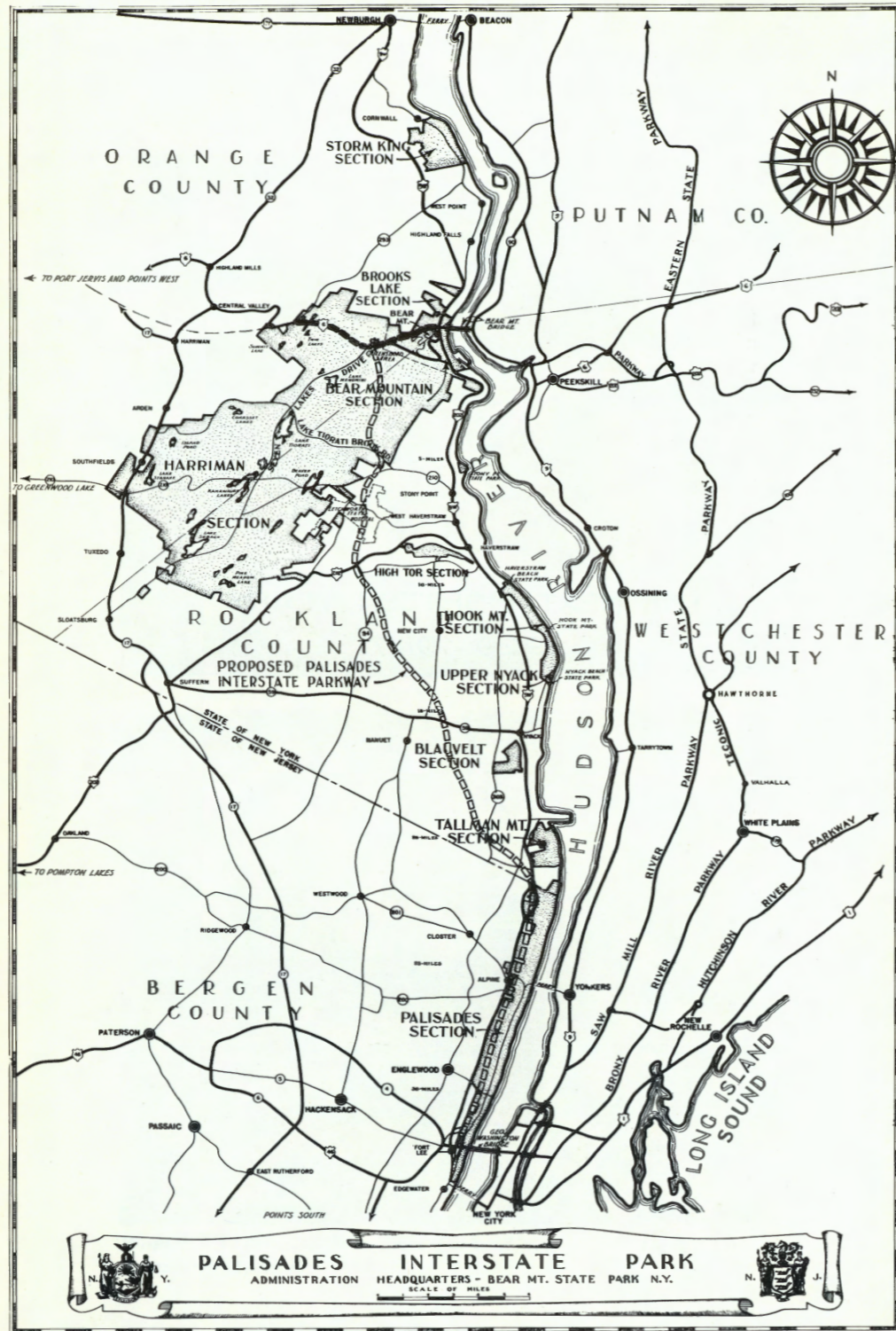
The Bear Mountain swimming pool, nestled in a natural wooded ravine, is one of the many attractions in Bear Mountain State Park.

The northernmost section of the Palisades Interstate Park, including parts of Storm King and Crow's Nest Mountains, at the Northern Gate of the Hudson Highlands. Road is the famous Storm King Highway.



Women's Federation Memorial Park, Alpine, N. J. Dedication ceremonies on April 30, 1929.

THE NEXT EIGHTEEN YEARS
1929-1947



DIVISIONS OF THE PALISADES INTERSTATE PARK 1947

PALISADES SECTION, in Bergen County, N. J., comprising 1,819 acres, extending for twelve miles along the west bank of the Hudson River from Edgewater, New Jersey to a point one-half mile north of the New Jersey-New York State line, including most of the land on top of the Palisades east of U.S. Route 9-W and all of the land along the Hudson River from the top of the Palisades to the river.

TALLMAN MOUNTAIN SECTION, in Rockland County, N. Y., 739 acres, lying south of Piermont between U.S. Route 9-W and the Hudson River.

BLAUVELT SECTION, in Rockland County, N. Y., 536 acres east of Route 303, from the eastern brink of South Mountain, above Piermont and Grandview.

HOOK MOUNTAIN SECTION, in Rockland County, N. Y., 788 acres, including seven miles of shore front between Upper Nyack and Haverstraw, the Verdreitege Hook, and part of the westerly slope around Rockland Lake.

HIGH TOR SECTION, in Rockland County, N. Y., 491 acres, including the famous peak High Tor, three miles of mountain land on South Mountain overlooking the Hudson River, south and west of Haverstraw.

STONY POINT RESERVATION, in Rockland County, N. Y., 45 acres, an area of rich historic interest on the Hudson River at Stony Point, New York.

BEAR MOUNTAIN-HARRIMAN SECTION, in Orange and Rockland Counties, N. Y., in the Highlands of the Hudson and the Ramapo Mountains, comprising about 41,000 acres and three miles of Hudson River shore front. An area of rough topography, mostly above 1,000 feet and rising to 1,400 feet, with twenty-six lakes and many streams, 95 percent covered in hardwood and mixed forest.

STORM KING SECTION, in Orange County, N. Y., 1,057 acres, including two miles of Hudson River shore, and parts of Storm King and Crow's Nest Mountains, and the Storm King Highway.

TOTAL ACREAGE of all sections: 47,000 acres; total shore front on the Hudson River: 24 miles.

THE PALISADES INTERSTATE PARK

1929 - 1947

(As Published in 1947)

AT the time that this second phase of the recorded history of the Palisades Interstate Park begins, the year 1929, the "growing pains" of the Commission's youth were about over, but there were still battles to be fought and obstacles to be overcome in this struggle to preserve the Palisades in their pristine glory and to make all sections of the Park accessible and suitable for the use of the general public.

The great novelist, Charles Dickens, might have been describing the year 1929 when he penned the initial lines of "A Tale of Two Cities": "It was the best of times, it was the worst of times; it was the age of wisdom, it was the age of foolishness; it was the epoch of belief, it was the epoch of incredulity; it was the season of light, it was the season of darkness; it was the spring of hope, it was the winter of despair." It was in fact, the period when the will-o'-the-wisp prosperity of the Golden Twenties was vanishing and the Great Depression was beginning to spread its tentacles over the country.

At first glance, it might seem that such a state of affairs would have little or nothing to do with a Park enterprise, but the changing economic conditions were soon to make themselves felt—in increased attendance, for example. This was apparently due to the fact that many people, deprived of the ability to purchase luxuries, turned to a more simple mode of life and unable to travel as had been their wont, sought relaxation and recreation in one-day outings and automobile trips to areas not far from their homes. This phenomenon was to be repeated at certain Park sections in the early 1940's, following the imposition of war-time restrictions. Another outgrowth of the depression era was the creation of numerous relief agencies such as the Civilian Conservation Corps (C.C.C.), the Temporary Emergency Relief Administration (T.E.R.A.), the Public Works Administration (P.W.A.), the Works Progress Administration (W.P.A.), and the Civil Works Administration (C.W.A.). A significant contribution to the development and maintenance of the Park was made by these agencies during this period.

THE ACQUISITION OF THE TALLMAN MOUNTAIN SECTION

The Palisades Interstate Park Commission, which was created for the specific purpose of preventing the destruction of the Palisades, had become engaged in the year 1928 in what was to be one of its longest legal battles. The property known as Tallman Mountain, consisting of approximately 164 acres, was appropriated by the State of New York on October 11, 1928. This property, at the time of its appropriation, was the site of a nearly completed quarry plant. In 1928 the New York State Legislature passed two enactments: one, placing the Piermont region unequivocally within the territorial limits of the Commission's power of eminent domain, and the other, giving the Commission the power of appropriation as well as of condemnation.

The Commission, in order to preserve this section of the Palisades from destruction by quarrying, attempted to negotiate with the quarry companies for the purchase of the property. When negotiations failed, the Commission, by

MEMBERS OF THE PALISADES INTERSTATE PARK COMMISSION 1947

*GEORGE W. PERKINS, <i>President</i>	THEODORE BOETTGER
ALBERT R. IUBE, <i>Vice-President</i>	REG HALLADAY
LAURANCE S. ROCKEFELLER, <i>Secretary</i>	W. AVERELL HARRIMAN
VICTOR H. BERMAN, <i>Treasurer</i>	CATESBY L. JONES
HORACE M. ALBRIGHT	FREDERICK OSBORN

A. X. MORGAN, *Chief Engineer & General Manager*

SAMUEL NELSON, *Deputy Chief Engineer*

* Son of George W. Perkins, first President of the New York Commission who died in 1920.

and with the approval of the then Governor, Alfred E. Smith, and the Conservation Commissioner, and under notices served October 11, 1928 upon the Sparkill Realty Company, owner, and upon the Standard Trap Rock Corporation, lessee, entered upon and appropriated for Park purposes 164 acres of land at Tallman Mountain, on the easterly slope of Palisades uplands overlooking the Hudson River south of Piermont, in Rockland County, New York.

The State had been in possession of the Tallman Mountain area for about six months when in the spring of 1929, the former owners brought proceedings in the Federal Court attacking the constitutionality of the appropriation. The litigation constituted a threat to the whole appropriation process as developed by the State's legislative and judicial decision of more than a century.

Thereupon, a period of litigation ensued which was to be of ten year's duration, and the net result of the legal struggle was:

I. The sustaining of the State's appropriation against constitutional attack in the Federal Courts.

II. The reduction of the State's liability for the appropriation from \$8,000,000, requested by the owners in negotiation, from \$5,000,000, for which suit was brought in the Court of Claims, and from \$1,650,000, twice awarded by the Court of Claims, once set aside by the Appellate Division, and once by the Court of Appeals, to \$1,333,000.

While this litigation was proceeding, the Commission continued in possession of the Tallman Mountain area, except for a nine-month period. It was not until June, 1933 that the development was undertaken, using Temporary Emergency Relief Administration labor. An average of 550 men commuted daily from Yonkers to work on this project, which included construction of facilities for field and court games, a swimming pool, and picnic areas.

Tallman Mountain proved to be so popular that with the passing years it became evident that the area was overcrowded and further expansion was desirable. Accordingly, in September, 1942, the Commission acquired 540 additional adjoining acres, the money for the acquisition being donated by three of the Commissioners, Laurance S. Rockefeller, George W. Perkins, and W. Averell Harriman. Two thirds of the area acquired consists of beautifully wooded upland lying east of U. S. Route 9-W overlooking the Hudson River, which will provide a most desirable site for a new, modern recreational development. One-third of the area is salt marsh which lies between the Hudson River and the upland and constitutes a scenic asset.

* * * *

It seems incongruous, in this highly mechanized era, to contemplate a time when automobiles were a novelty, but the year 1916 had found the Commission proudly reporting that the growing popularity of "motor travel" had brought 2150 automobiles to Bear Mountain Inn. On an average of four persons to a car, approximately 8600 people used that mode of transportation. By 1921, the number of visitors arriving in the Bear Mountain Section by automobile had risen to 1,036,000.

A short time later, another phase of motoring manifested itself—the home away from home, the house on wheels, known as the trailer. To meet the demand for facilities to accommodate this type of Park patron the Commission, in 1927, had opened a motor tourist camp on top of the Palisades at the head of the Englewood Approach, covering an area of about fifteen acres. During the period of its operation, it was visited by residents of every State in the Union, every province of Canada, and many other nations.

Approximately 2,100,000 people visited the Bear Mountain-Harriman section of the Park in the year 1929, many coming by auto and bus, but a large pro-

portion using the Hudson River Steamers, "CLERMONT" and "ONTEORA," which were then operated by the McAllister Navigation Company under lease from the Commission.

In 1930 the attendance in all sections of the Park crowded the 3,000,000 mark. The eighty-two organization camps in the Bear Mountain-Harriman section accommodated more than 50,000 campers during the season.

It was in this year that the Commission, to supplement State appropriations for maintenance, installed at Bear Mountain and Hook Mountain several amusement devices to be operated as concessions upon a percentage basis.

The Commission had, in recent years, continued to round out its holdings of land, by purchase, where possible, and by other means at its command, where negotiation failed. In 1930 there was begun the Beaver Pond condemnation, in the Harriman Section of the Park, which, like the Tallman Mountain appropriation, was to be a long drawn out proceeding, reaching a conclusion only in 1942. Property owners accepted condemnation awards, moved out of their homes and the buildings were removed from this area. The road was relocated at the south end of the proposed lake and the dam was completed by Commission forces, thus making possible another lake for the use and enjoyment of the public.

* * * *

Two outstanding events marked the year 1931 in the Palisades section of the Park. One was the appropriation for improvements, made available by the Legislature, affording the Commission an opportunity to advance or complete projects long contemplated, but postponed due to inadequate funds. Foremost among these improvements were the following: the construction of motorboat basins at Forest View and Alpine to meet the mounting demand for mooring space; the completion and opening to the public of a section, for camping on a weekly basis, at Ross Dock, an eight-acre area of filled-in land jutting out into the Hudson River from the shore-line below the Palisades at a point opposite 190th Street, New York City; the resurfacing and widening of the Henry Hudson Drive, Section 1 (Englewood to Alpine); and the progressing of work on the final subgrading of Section 2 (Englewood to Fort Lee).

OPENING OF THE GEORGE WASHINGTON BRIDGE

The other notable event in 1931 was the opening, on October 25th, of the magnificent George Washington Bridge, from 179th Street, New York City, to Fort Lee at a point on the Palisades about a mile north of their southern terminus. Although the Park authorities had no part in the planning and building of the bridge, its influence on the Park was to be profound. Almost immediately, the hitherto indispensable ferries, from which the Park had derived substantial revenues, suffered severely from the competition.

While attendance in the New Jersey section remained fairly stationary in 1931, attendance in the New York section rose approximately 8%. In order to



effect more constant use of the steamers CLERMONT and ONTEORA by service as a part of a larger fleet and for evening excursions to points not within the jurisdiction of the Commission, those vessels, heretofore owned and operated by the Commission, were, with full approval of the donor, sold to McAllister Navigation Company, and were thereafter operated under landing restrictions at the Park which imposed regulation of fares and other features of service in the public interest.

The Bear Mountain Trailside Museum, Nature Trails and Craftshop, which had been initiated by the American Association of Museums, through a grant of the Laura Spelman Rockefeller Memorial in 1927, continued to attract large numbers of visitors. The Museum was maintained jointly by the Commissioners of the Palisades Interstate Park and the Department of Education of the American Museum of Natural History.

The Bear Mountain Sports Association, organized by the Commission for the development of athletic facilities of the Park, conducted year-round events, including Olympic skating try-outs, ski jumping tournaments, hockey games, swimming meets and canoeing competitions.

The New York State Highway Department completed the paving of the Bear Mountain-Tomkins Cove Highway around Dunderberg Mountain, as a three lane route, which was opened for traffic on Labor Day, 1931. This section of highway, the Dunderberg Road, a portion of Federal Route 9-W, is the southern entrance to the Highlands of the Hudson, and is considered one of the finest scenic drives in the east.

* * * *

The year 1932 found visitors using the Park facilities in greater numbers than ever before. Almost 3,000 people stayed at the Ross Dock Camp Colony for periods ranging in length from one week to the entire season, May 15th to October 1st. Camp Palisades, serving automobile tourists, proved increasingly popular with teachers and summer school students who came to New York in the vacation period to attend lectures at Columbia and elsewhere.

At Bear Mountain, despite the increase in Park attendance, the river steamer passenger traffic decreased in 1932, whereas at Hook Mountain, on the other hand, there was a marked upswing in boat attendance. By 1933, the competition offered by the George Washington Bridge had caused a falling-off in Hudson River ferry usage which may best be visualized when one considers the following comparison of traffic carried and revenue from the ferries entering the Palisades section in 1930, the last year before the Bridge was opened; 1931, the year in which the Bridge opened, and 1932, the first complete year of the Bridge operation:

DYCKMAN STREET-ENGLEWOOD FERRY

	1930	1931	1932	% of Change 1931-1932
Vehicles	1,286,177	1,180,225	310,780	-73.6%
Pedestrians	965,696	890,259	679,119	-23.7%
Income	\$65,868.10	\$60,063.72	\$12,503.77	-79%

WESTCHESTER FERRY CORPORATION (Alpine-Yonkers Ferry)

	1930	1931	1932	% of Change 1931-1932
Vehicles	501,669	512,069	355,126	-30.7%
Pedestrians	317,870	286,716	334,535	+14.4%
Income	\$60,855.20	\$70,160.72	\$42,629.92	-39%

Inasmuch as the Palisades Interstate Park Commission received a share of the ferry receipts which contributed to Park maintenance, it became necessary to replace in some manner the declining income from that source. The logical source of increased revenue appeared to be a charge for admission to the bathing beaches in the Palisades Section of the Park, and this policy was thus inaugurated in 1933.

However, since no funds were available to the New Jersey Commission with which to defray the cost of enclosing and improving these beaches, the New York Commission, out of Reserve Funds under its control, advanced funds in order to fence in and increase the attractiveness of the four bathing beaches at Hazzards, Bloomers, Undercliff and Alpine. Two of these—Hazzards and Undercliff—were provided that year with bath houses. Showers, drinking fountains, swimming rafts and other improved facilities were installed at all the beaches. Even though this step was taken to recoup, in part, at least, the loss from the ferries, the Park maintenance would have suffered greatly, had not the advent of work relief saved the day.

Another change in policy concerned the lunch-stands in the Palisades Section in New Jersey, which, prior to this year, had been operated on a concession basis, but which were now placed under the management of the Superintendent of the Restaurant Department in the New York Section for more efficient operation.

Camp Tera, a camp for homeless and unemployed women, authorized by the New York State Temporary Emergency Relief Administration in conjunction with the Welfare Council of the City of New York, was opened in the Harriman section in June, 1933. It furnished recreation, health building and instruction to an average of 200 girls selected by the Central Registration Bureau of New York City. Camp Tera was made possible by the generosity of the New York Life Insurance Company, which, after building the camp and paying to the Commissioners the rental for the site, gave it without charge for the use of indigent women. During the winter of 1932 and the spring of 1933 a camp was conducted at Blauvelt State Park for unattached men assigned from the lodging houses of New York City.

Bear Mountain was the scene, in May, 1933, of the annual meeting of the National Conference on State Parks. In conjunction with this meeting, a tablet commemorating the life and services of the late Stephen T. Mather, formerly Director of National Parks, was unveiled at Geology Point by Mrs. Franklin D. Roosevelt, on May 27th, 1933.

PERKINS MEMORIAL DRIVE

Perhaps the most outstanding project carried on by relief forces was the construction of the George W. Perkins Memorial Drive.

To the generosity and devotion of the late Mr. George W. Perkins, President of the Commissioners of the Palisades Interstate Park from 1900 to the time of his death in 1920, more than to any one other individual, may be attributed the concept of a great public park on the west bank of the Hudson River, and the preservation of the scenic beauties of the Palisades and the Highlands of the Hudson. It had long been a dream of the Commissioners that there might be built to the memory of Mr. Perkins a scenic drive to the top of Bear Mountain, providing inspiring views en route and leading to a memorial tower at the summit. It was planned that this tower would be used as a government weather station and fire lookout, to replace an old fire tower located there.

In the years intervening after Mr. Perkins' death no practical means of raising the funds to build this drive appeared, until labor was made available to the Commissioners of the Palisades Interstate Park by the Temporary Relief Administration of New York State.

Work on the Drive was started in November 1932, with relief workers from the City of New York and from the counties of Orange and Rockland assigned to the work by the C.W.A. and T.E.R.A. and supervised by staff members of the New York section of the Palisades Interstate Park. Ninety-five percent of the work that went into the building of the Perkins Memorial Drive was done by hand labor.

The Perkins Memorial Tower itself is the gift of the family of the late George W. Perkins. The tablet on the tower bears the following inscription:

This Drive and Tower are dedicated by the
Commissioners of the Palisades Interstate Park
to the memory of

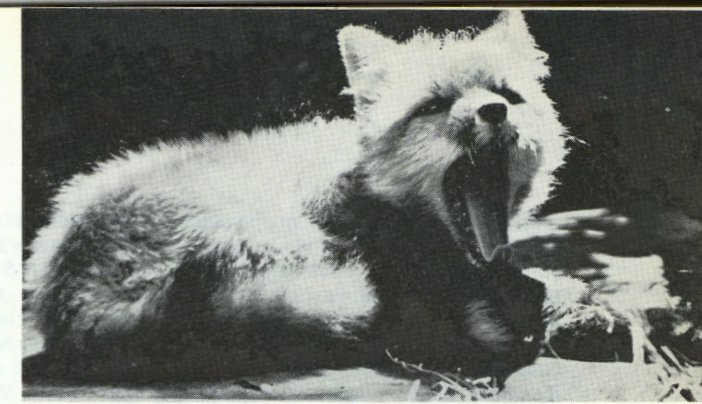
GEORGE WALBRIDGE PERKINS

Their first President, 1900-1920, whose broad vision and
tireless energy made possible the preservation
of the Palisades and the establishment of this
great playground for humanity.

OTHER WORK BY RELIEF FORCES

Other important work carried on in succeeding years by various relief forces included the construction of a new Administration Building at Bear Mountain, across the playground from the original Administration Building; the reconstruction of the interior of the older structure; reconstruction of an athletic building; erection of several new buildings at the Trailside Museum area; development of the Old Silver Mine Ski area and construction of a ski tow was started; construction of three lakes in the Pine Meadow area and partial installation of water and sewer systems for future use in that area; the development of the Tallman Mountain and Hook Mountain sections; realignment and widening of Long Mountain Road; clearing of the northbound route of the then proposed Parkway; and considerable reconstruction and maintenance work throughout the New Jersey and New York sections of the Park.

In the Palisades section, as one of the Civil Works Administration projects, the preparation of working plans, specifications and estimates of construction costs for the entire length of a proposed Parkway along the top of the Palisades was undertaken. In addition to this engineering project, the Civil Works Administration approved two construction projects which had long been planned to meet urgent needs, but deferred for lack of funds. One of these projects was



the preparation for surfacing of the extension of the Henry Hudson Drive southward from Englewood landing by completing the grading and laying of Telford base. At the same time, the slopes of the extension were treated to prevent erosion.

The other project embraced a number of necessary improvements. Perhaps the most crying need in the Park was for adequate drinking water facilities. Practically all the numerous springs had been condemned, and the only drinking water available was city water conducted in exposed pipelines to a few areas—an arrangement wholly inadequate to the requirements of the public. The Civil Works Administration project contemplated the laying of more than ten miles of water lines in trenches dug to sub-freezing depth, and the placing in a part of these trenches of electric and telephone cables to eliminate unsightly poles. Further, the projects included the construction of two new bath houses, at Bloomers and at Alpine, and other general improvements, especially along the shore front.

In October 1933, a winter camp for a company of the Civilian Conservation Corps was, under the supervision of the Park officials, constructed in the Greenbrook area on top of the Palisades. Later another C.C.C. Camp was located in the Palisades section and twelve camps in the New York sections of the Park. The men in these training camps aided greatly in the completion of new construction work and also in the general maintenance of the forest land.

ROCKEFELLER GIFT AND THE PROPOSED PARKWAY ON TOP OF THE PALISADES

The most outstanding event of the year 1933 was the generous offer by Mr. John D. Rockefeller, Jr., on July 7th, to give to the Park title to certain parcels of real estate along the top of the Palisades on the west side of the Hudson River, commencing at a point about 2500 feet south of the George Washington Bridge and extending north to the New York-New Jersey State line, a distance of approximately 12 miles. The lands so given by Mr. Rockefeller embraced about 700 acres. The valuation placed by the donor upon the properties, in the deeds to the Commission, for the purposes of this transaction, was \$9,649,374.25.

In his letter offering this property to the Commission, Mr. Rockefeller stated:

"My primary purpose in acquiring this property was to preserve the land lying along the top of the Palisades from any use inconsistent with your ownership and protection of the Palisades themselves. It has also been my hope that a strip of this land of adequate width might ultimately be developed as a parkway, along the general lines recommended by the Regional Plan Association, Inc."

With a view to placing the Commissioners in a position to accept Mr. Rockefeller's offer, the New Jersey Legislature enacted Chapter 384 of the Laws of 1933, authorizing the Commissioners to construct, maintain and oper-

ate such a parkway as proposed by Mr. Rockefeller on top of the Palisades and to acquire by gift, purchase or condemnation any lands necessary for the completion of the Parkway; and also Chapter 415 of the Laws of 1933, empowering the Commissioners to grant and convey for a nominal consideration to the United States Government or any appropriate agency thereof lands on top of the Palisades. When these acts were passed, it was the belief of the Commissioners that some way could be found, either through the Federal Reconstruction Finance Corporation, the Public Works Administration, or a bond issue in New Jersey, to secure the necessary funds with which to acquire the missing parcels needed for the right-of-way and to construct the parkway. No practical method of financing the additional land acquisition and the cost of construction of the proposed parkway was immediately discovered, however, and the project lay dormant for several years.

In 1929, the New Jersey Legislature had made an appropriation of \$25,000 for a survey of the lands on top of the Palisades. The survey began in November, 1929 and continued until the exhaustion of the fund in June, 1933. These surveys established base lines and line levels which, combined with topographic survey of the area, supplied the data from which to draw detail and working maps, desk and wall maps, and to make a study of the property involved, including a search of titles.

On January 22, 1935, the New Jersey State Highway Commission passed a resolution to the effect that, recognizing the growing congestion of traffic north of the George Washington Bridge to the State line, it had been studying means by which this situation might be relieved; that it understood that the Commissioners of the Palisades Interstate Park had decided the best method of preserving the Palisades in their original grandeur would be the construction of a parkway; that it was the opinion of the State Highway Commission that the public's interests would best be served by cooperation with the said Commissioners of the Palisades Interstate Park if the Commissioners also resolved to cooperate with the State Highway Commission.

At a meeting of the Commissioners of the Palisades Interstate Park, held on January 23, 1935, a similar resolution was passed, thereby fulfilling the condition required to make the New Jersey Highway Commission resolution effective.

At a meeting held on December 20, 1935, the deeds to the property offered by Mr. Rockefeller were accepted and the Commissioners expressed to him, by resolution, their profound gratitude for his generous gift which, in their opinion, constituted a long step forward in the accomplishment of the two purposes which Mr. Rockefeller and the Commissioners had long had in view—the preservation of the natural skyline of the Palisades and construction ultimately of a parkway on the crest of the Palisades and continuing northward to Bear Mountain.

It was not, however, until 1941 that the idea of the parkway, which had been advanced as early as 1926 and which had been spurred by Mr. Rockefeller's donation of land, began actually to assume a definite form. In 1941, the States of New Jersey and New York appropriated funds for the preliminary plans. In 1944, New York made an appropriation to complete the contract plans of the New York section of the Parkway and in April, 1945, appropriated funds for the acquisition of the necessary rights-of-way. In July, 1945, New Jersey appropriated the necessary funds to prepare the contract plans and specifications for the New Jersey section of the Parkway. By 1947 as a result of additional gifts from Mr. Rockefeller, about 90% of the land needed for the Parkway in New Jersey had already been acquired.

The foremost landscape architects and engineers in the country have been employed to prepare the plans for the Parkway. The plans for the New Jersey section are being prepared under the supervision of the New Jersey State Highway Department. The New York section of the Parkway is being designed under the supervision of the New York State Department of Public Works.

The proposed Parkway is part of the North-South New Jersey System of Parkways which will extend from the southern end of the State at Cape May to the New York State line in the north. This will enable the residents of New Jersey to travel the length of the State for business or pleasure without traffic congestion or other driving hazards. It also fulfills the Commission's original conception of an interstate parkway connecting the main sections of the Palisades Interstate Park and at the same time provides an important interstate traffic artery for pleasure vehicles.

The Parkway will be a scenic route restricted to pleasure vehicles, with all crossings eliminated by attractively designed, stone-faced bridges. Its construction, besides representing the fulfillment of an ideal of the Commissioners dating back almost twenty years, will achieve a long-cherished dream of the late Edmund W. Wakelee, who, as President of the Commission, studied the plans for the future use of the top of the Palisades for years. He envisioned the top of the Palisades as a great woodland park which the public could use for walking or motoring and thus enjoy the natural beauty of the region.

One of the interesting features associated with the construction of the Palisades Interstate Parkway in New Jersey is the proposed Greenbrook Nature Preserve. The idea of a nature preserve originated with a group of public spirited men and women from the Englewood Garden Club and the Ridgewood Audubon Society who formed the Palisades Nature Association to carry out their ideas. The project calls for the building and planting of nature trails, the construction of a small dam to create a lake, and the restoration of native plants and trees. The Greenbrook area comprises about one hundred eighty acres lying between U. S. Route 9-W and the edge of the Palisades about three miles north of Palisade Avenue in Englewood Cliffs. The Commission has given its approval to this project and is cooperating with the Palisades Nature Association to bring about its completion.

* * * *

Attendance in the Palisades section of the Park during 1934-35 remained at about the same level as the previous years. In New York it showed an increase of approximately 8% in 1934 or an estimated total attendance of about 3,500,000 people.

A great impetus was given, in 1934, to the nature work in the camps by the construction of additional museums, similar to those built at Trailside the previous year. These new buildings housed exhibits of native flora and fauna and gave opportunity for major educational classes. In recognition of the founder of this work, a bronze tablet, set in a large glacial boulder near the Kanawauke Museum, was erected to the memory of Dr. Benjamin Talbot Babbitt Hyde, popularly known as "Uncle Bennie Hyde," in the place where most of his pioneer work in the Park was done. The dedicatory address was made by Dr. William G. Vinal, of Western Reserve University.

Since July 1, 1935, funds have been appropriated by the New York Legislature and allocated to the Palisades Interstate Park Commission to operate the Trailside Museums and the Nature Trails in the Bear Mountain-Harriman sections of the Park.

**THE TWO PALISADES INTERSTATE PARK COMMISSIONS
COMBINE TO FORM THE PALISADES
INTERSTATE PARK COMMISSION**

From 1900 to 1937, the Commissioners of the Palisades Interstate Park had consisted of two separate bodies—the New York and the New Jersey Commissions, which, during the years of their existence, had, with one brief exception, identical personnel. After more than three decades of coöperative efforts to save the Palisades, these two Commissions became one, as the result of a Compact signed in 1937.

By Chapter 65 of the Laws of 1936 the State of New Jersey had authorized the New Jersey Commissioners to enter into, with the State of New York, an agreement or compact to create a single Palisades Interstate Park Commission as a joint corporate municipal instrumentality of the States of New Jersey and New York. A similar act failed of passage in New York in 1936, but was passed the following year, when Chapter 148 of the New Jersey Laws and Chapter 170 of the New York laws of 1937 created by compact "The Palisades Interstate Park Commission."

On June 28, 1937, the Compact was signed and sealed by the Commissioners of the two States named in the statutes and approved by the respective Governors. On August 19, 1937, the President of the United States approved the Joint Resolution granting the consent of Congress to the Compact. On September 2, 1937, the members of the Commission organized the Palisades Interstate Park Commission, pursuant to the provisions of the Compact.

The agreement provided that the Palisades Interstate Park continue to exist and be maintained in the two States as an Interstate Park. The States pledged faithful coöperation in the future planning, improvement, development, maintenance, government and management of the Park.

The Compact created a corporate body with the name "Palisades Interstate Park Commission," to be a joint corporate municipal instrumentality of the States of New York and New Jersey and to consist of 10 members, five from each state. All the functions, jurisdiction, rights, powers and duties of the respective State boards, as previously prescribed, were, by the agreement, transferred to the new Commission. All legal and equitable title to any property under the jurisdiction, management or control of the respective State boards was likewise transferred to and vested in the new Commission. The agreement further provided that all lands held by the Commission should be under the jurisdiction of the Commission and be used only for public park purposes and none of the lands or any part should be sold, exchanged or conveyed except with the consent of both States, by specific enactments. It made provisions for the administration of property received by the Commission by way of gift, bequest or devise, and for amendment from time to time by the concurrent action of the two States.

The unity which had hitherto been based on interstate comity and a desire for the public good, became legally cemented by the passage of the Compact.



At the same time, a greater flexibility and harmony in the management of the Park was thus achieved. Finally, the Compact assured the permanence of the Park as an interstate undertaking.

Its ratification marked the crowning achievement in the long and brilliant career of Mr. J. DuPratt White, who, as one of the original Commissioners appointed in 1900 and as President of the New York Commission since 1921, had long advocated such a step. Following its passage, he was elected first President of the Commission thereby created.

The other members of the new single Commission were Edmund W. Wakelee, Vice-President; George W. Perkins, Secretary; Victor H. Berman, Treasurer; Charles Whiting Baker, William Childs, Abram DeRonde, W. Averell Harriman, Frederick Osborn and Alfred E. Smith.

* * * *

In April 1938, a landslide occurred on the Alpine slope, carrying away and undermining part of the Alpine approach to the Henry Hudson Drive and the Alpine-Yonkers Ferry. The situation was immediately reported to the Commissioner of Finance and the Appropriations Committee of the Legislature, who coöperated wholeheartedly with the Commission in providing the funds to make the necessary repairs. The Commissioner of Finance authorized the use of a reserve of \$5,000 that had been set up by his direction out of the park receipts for such an emergency and the Legislature, by Chapter 270 of the Laws of 1938, appropriated \$10,000.

The hurricane of September, 1938, caused considerable damage in all sections of the Park in trees blown down and as the result of small rockslides due to excessive wash. The damage was repaired as quickly as possible by the Park maintenance crews.

The Englewood, Alpine and Forest View Boat Basins, in the Palisades section, continued to operate, but only three bathing areas, those at Bloomers, Undercliff and Alpine, were open to the public during 1938, as compared with four in previous years. Hazzards, at the south end of the Palisades section, was closed, due to lack of direct ferry service from New York City.

For many years, the Commission had sponsored an excursion boat service between New York and the docks at the Hook Mountain and Bear Mountain State parks. This service had been operated by the McAllister Navigation Company, Inc., with three large excursion boats, the S.S. CLERMONT, the S.S. BEAR MOUNTAIN and the S.S. ONTEORA. The last named was destroyed by fire while moored at Bear Mountain in the early morning hours of September 22, 1936. Early in 1939, Mr. Daniel F. McAllister, the President of the company, died and the company discontinued business. The S.S. BEAR MOUNTAIN was purchased for another service. The Sutton Line, Inc., bought the S.S. CLERMONT and obtained the franchise for the operation of this and other steamers on the Bear Mountain run. The operation of these steamers was begun after the usual date of opening, with the result that there was some curtailment of service.

As part of the celebration of the 200th anniversary of the birth of General George Clinton, a flag-pole on the ramparts of Fort Clinton in the Trailside Museum area was dedicated. A notable group of visitors representing 22 Hudson Valley Patriotic and Historical societies attended. The West Point Military Academy coöperated in the exercises.

DEATH OF J. DU PRATT WHITE, LAST OF ORIGINAL COMMISSIONERS

To the great regret of the Commission, Mr. J. DuPratt White, the last of the original Commissioners appointed in 1900, resigned as President on March 10, 1939, because of failing health. Mr. White had been elected secretary of both the New York and the New Jersey Commissions at the time of their organization in 1900. As has been previously stated, he had become President of the New York Commission in 1921, and in 1937 had been elected first President of the single Commission formed by the Interstate Compact between New Jersey and New York. He was succeeded in the presidency by Edmund W. Wakelee, of Demarest, New Jersey. Mr. White died on July 14, 1939.

In 1940 the attendance in the Park showed a slight decrease. It was thought that this was attributable in part to adverse weather conditions and in part to competition of the New York World's Fair.

Major William A. Welch, General Manager and Chief Engineer, and Mr. Frederick C. Sutro, Executive Director of the Commission, retired February 1, 1940. Mr. A. K. Morgan was appointed to the position of Chief Engineer and General Manager.

TRANSFER OF BEAR MOUNTAIN BRIDGE TO NEW YORK STATE BRIDGE AUTHORITY

Under the sponsorship of the Commission and the New York State Council of Parks, the transfer of the Bear Mountain Bridge from the Bear Mountain Hudson Bridge Company to the New York State Bridge Authority was effected September 25, 1940 at midnight. At the time of the transfer, the bridge toll was reduced from 80c for a car and driver plus 10c for each additional passenger, to a flat rate of 50c for a car and passengers. On the same date the new Storm King By-Pass was officially opened to the public by the Department of Public Works of New York State.

The three boat basins in the Palisades section, those at Englewood, Alpine and Forest View, were operated during 1940, but inasmuch as the south dock of the more remote Forest View basin was in need of extensive repair and funds were lacking for maintenance, it was decided to discontinue stall service at this basin after 1940. Since this area was widely used by small boat parties for picnics and games, provisions for anchoring outside of the basin have been made, and its popularity continues.

DEDICATION OF WALT WHITMAN STATUE

On Sunday, November 17, 1940, an eight-foot bronze statue of Walt Whitman, the poet of the out-of-doors, was dedicated at Bear Mountain. The statue, by the sculptor Jo Davidson, was erected in commemoration of Mrs. Mary Williamson Harriman's gift, in 1910, of \$1,000,000 and 10,000 acres of land for the establishment of the Bear Mountain-Harriman State Park. Commissioner William Averell Harriman formally presented the statue to the people of the State of New York on behalf of the Harriman family. Other speakers included Edmund W. Wakelee, then President of the Commission; Robert Moses, Chairman of the New York State Council of Parks; Charles Poletti, then Lieutenant Governor of New York State; Myron H. Avery, Chairman of the Appalachian Trial Club; and Robert E. Sherwood, playwright.

The statue, which depicts the poet, hat in hand, striding along the open road, now stands on the Appalachian Trial in the Trailside Museum area of the

Bear Mountain-Harriman section, near the Bear Mountain Inn.

On April 1, 1941, the Commission transferred operation of the Bear Mountain Inn and foodstands in the New York Section of the Park to the Terminal Operating Corporation of New York City, which, after competitive bidding, was awarded the contract to operate these facilities.

In the year 1941, to September 2nd, it was estimated that more than four million persons visited the Parks in the New York sections. The construction of a large, surfaced, parking space, adjacent to the Bear Mountain Inn, clearly demonstrated the advantage of added accommodations for motorists in this section of the Park. The increase in parking facilities in other Park regions resulted in substantial gains in automobile attendance generally. Hudson River boat traffic increased during the year. Two hundred and ninety thousand boat passengers visited Bear Mountain Park. Chartered and other bus services also recorded a substantial increase. Attendance at all sports exhibitions and contests far out-numbered any figures previously reached.

On July 28th, 1941, the Administrative Headquarters of the Commission was transferred from the State Office Building, 80 Centre Street, New York City, to the Administration Building at Bear Mountain. The information department remained in the New York City Office and most of the Commission meetings continued to be held there.

DEVELOPMENT OF OLD SILVER MINE

The increasing popularity of winter sports had, by 1941, focused attention on the need for providing adequate facilities in the Bear Mountain-Harriman section of the Park to accommodate the large number of family groups participating in this form of recreation. The facilities available at Bear Mountain and at the incompleting Old Silver Mine Ski Tow, about five miles southwest of Bear Mountain Inn, had been overtaxed the previous winter. Lack of space precluded the possibility of expanding winter sports at Bear Mountain. Old Silver Mine appeared capable of expansion into a large scale development. Plans were prepared providing for parking fields for one thousand cars, a 15-acre open ski slope for beginners, the improvement of expert and intermediate ski trails, a shelter and refreshment stand, comfort stations and other necessary facilities to provide a complete development.

Throughout the year 1941 the Commission sponsored a number of outstanding sports contests including ski jumps, archery tournaments, canoe regattas, skating and swimming meets and other allied forms of out-door competition. Leading athletes, including a number of National Champions, competed in events attracting great numbers of sports enthusiasts, both spectators and participants. Crowds witnessing the colorful ski jumping contests taxed the parking facilities in the Bear Mountain area to the utmost. At one of the ski meets, the late Torger Tokle, then National Ski Champion, broke the Bear Mountain Jump record with a leap of 181 feet. The toboggan slides and ski trails were used extensively. The Old Silver Mine Ski Tow Hill in the Harriman Section, which had been undergoing a complete rebuilding process, was used by thousands of people during the winter season.

During the summer months, all of the beaches and pools of the Park system, including the Bear Mountain and Tallman Mountain pools, experienced a considerable increase in attendance. The Sebago, Tiorati and Kanawauke beaches of the Bear Mountain-Harriman section were greatly overtaxed on Sundays and holidays. The artificial ice rink at Bear Mountain was used by approximately sixty thousand people.

Attendance at the Bear Mountain Trailside Museums and Nature Trails increased twenty percent over any previous year. The archaeology department of the museums carried on extensive and important excavations in the Bear Mountain-Harriman section of the Park, which received nationwide attention. During the spring and fall, "Animal Shows" were staged on the lawn beside Bear Mountain Inn on Sunday afternoons. Some two thousand spectators witnessed each performance. Two radio programs were carried on by museum staff members, including a series of coast-to-coast broadcasts over the Columbia Network.

DESTRUCTION OF BEAR MOUNTAIN SKATING RINK BY FIRE

On November 27, 1941, the popular Bear Mountain Skating Rink was destroyed by fire. Efforts were made by the Commission to obtain State Funds for its reconstruction, but the second World War, which started on the following December 8th, brought about such restrictions on the use of materials vital to the prosecution of the war, that it was deemed advisable to postpone the replacement of this structure. Tests made on the equipment for the artificial ice skating rink showed that the fire had damaged it very little. Necessary repairs were made and an open-air ice rink, using the piping and refrigerating equipment of the old rink, was ready for use for the 1942-43 winter season.

With the declaration of war on December 8, 1941, the Park Commission's police force took over the patrol of U.S. 9-W in the vicinity of the United States Naval Ammunition Depot at Iona Island, on a twenty-four hour schedule. On instructions from Governor Lehman, this patrol was maintained continuously until July 26, 1943.

The beginning of the Second World War was not long in making its consequences felt. The ferry which had operated from Dyckman Street, New York, to Englewood, New Jersey, was forced to discontinue in June, 1942, due to lack of traffic brought about through gasoline and tire rationing.

The Englewood and Alpine Basins continued to operate in 1942 but war conditions caused the total revenue from the basins to decrease by approximately 16% under the previous year. Most of the larger boats were placed in active service with the Coast Guard, thus taking them away from the Park.

Ross Camp Colony, an area extending into the Hudson River immediately north of the George Washington Bridge, was closed to the public because of the decline in demand for such facilities. The lack of interest in the camp was attributable to the cessation of the ferry service from Dyckman Street, New York, and to the fact that many persons ordinarily using this area for vacation periods were engaged in war employment and did not have the usual vacations. On a number of occasions during the 1942 season, however, Ross Camp was used by the United States Army for troop encampments. In addition, the camp formerly used by the Civilian Conservation Corps in the Palisades section, was turned over to the United States Army for occupancy by Bomb Disposal Units.

EFFECT OF GASOLINE AND TIRE RATIONING ON PARK ATTENDANCE

Total revenue from parking spaces in the New Jersey section decreased less than other revenue. The gasoline and tire rationing which affected some sections adversely, benefited this area, since it limited autoists seeking recreation

to a shorter drive. Therefore, there was an increase in use of the Park by New Jersey residents.

Before gas rationing went into effect on May 15, 1942, the attendance figures in the Bear Mountain-Harriman section showed an increase over a comparable period in 1941. However, war-time conditions and the adoption of restrictive measures to conserve gasoline and tires curtailed automobile traffic to a marked degree, resulting in a decrease of attendance at the various parks during the remainder of the year. It is estimated that approximately 2,692,150 persons visited the parks in this region during the year.

The rate of decrease in attendance at the parks appeared to vary in proportion to the distance of the park area from heavily populated communities. Presumably, motorists sought recreation nearer home; for example, Tallman Mountain Park, situated near the New York-New Jersey State line showed a loss of only 20% as compared to a 40% reduction at Bear Mountain Park.

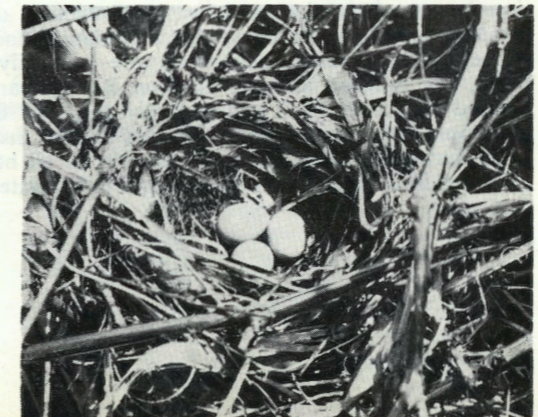
The decrease in automobile attendance at Bear Mountain was off-set to some extent by a noticeable increase in bus patronage. Hudson River boat traffic brought approximately 215,000 visitors to the Park, a decrease of 26% from the previous year. There were fewer group outings by boat in 1942, because business concerns engaged on defense jobs maintained uninterrupted work schedules, and because many of the vessels, put into war service, were not available for excursions.

Under the management of the Terminal Operating Corporation, of New York City, the Inn and the food stands in the New York sections were operated successfully despite war-time conditions. Rental of rooms and other accommodations in the Inn and lodges on Hessian Lake were far ahead of any previous year, due mainly, to the additional use of those facilities by vacationists who could not travel far.

The new "Cub Room," an attractively designed grill, constructed in the northeast corner of the building, overlooking Hessian Lake, was opened on New Year's Eve, 1941, and was favorably received by Inn patrons. Other improvements included modernization of the heating and refrigerating plants and renovation of the rooms in the Inn and lodges.

A complete winter sports program, including eleven ski meets and one speed-skating tournament, was held during the 1941-42 season. Tobogganing and public skiing were also available at Bear Mountain. The greatly improved Old Silver Mine Ski Center was taxed to capacity after the first snowfall. In addition, the Black Mountain Cross-Country Ski Trail, a four mile trek starting and ending at Silver Mine, was completed and opened to the public.

Summer sports activities were limited to one archery tournament and one championship swimming meet. Because of the falling off in automobile travel, Hook Mountain Park, Brooks Lake, Kanawauke Bathing Beach, and several picnic areas in Bear Mountain Park, were closed for the duration.



PARK CIVILIAN DEFENSE ORGANIZATION

In March, 1942, there was formed in the New York section, under the direction of the Captain of Police, a Park civilian defense organization, in which all Commission employees were enlisted. The Palisades section of the Park also functioned as a complete local unit of the State Civilian Defense Organization. Employees were trained and rehearsed in the various functions of the unit, including firefighting, first aid, gas protection and air raid alerts. A short time later, the introduction of a two-way radio system for the Police in the New York section proved to be of inestimable value during the period of a manpower shortage.

The Commission also took an active part in the scrap salvage drive and disposed of a great deal of material and old construction equipment, which were of no further use to the Park.

The War Department acquired 1500 acres near Rockland State Hospital and Blauvelt State Park in the Town of Orangetown, Rockland County, for the construction of an embarkation camp, later known as Camp Shanks. Work on the erection of buildings to house 50,000 soldiers started in September, 1942. The influx of thousands of workers created a serious housing problem. Lodgings were obtained by a number of workers at the Bear Mountain Inn.

Despite the difficulties in wartime transportation, higher food costs and the labor shortage, which created a problem in securing both domestic and counsellor staffs, the 92 group camps in the Bear Mountain-Harriman section reported a very successful season and showed a gain in attendance. There was, however, a decrease in week-end visitors which reflected the gasoline and rubber shortage.

Since the acceptance by the Commission in 1935, of Mr. John D. Rockefeller's gift of property on top of the Palisades, a number of additional parcels in that area had been acquired. In November, 1942, the Trustees of the William O. Allison Estate donated to the Commission two parcels of land aggregating 19.07 acres and situated along the top of the Palisades, north of Palisade Avenue.

In the New York section of the Park, negotiations with the United States Military Authorities on the exchange of property with West Point, authorized by Chapter 519, Laws of 1938, which granted the Commission permission to proceed with the exchange of property, were completed on April 20, 1942. The Commission relinquished a separate tract situated north of Popolopen Creek, comprising 718 acres of Park land, and obtained 302 acres on both sides of Popolopen Creek plus a cash consideration of \$14,526.19. Further negotiations were still under way involving two additional Park parcels required by West Point.

As a result of the various wartime restrictions and the manpower shortage, operations in the Palisades section were curtailed during 1943: the Bloomers bathing area, Camp Palisades, and the Ross Camp Colony were closed for the year. As gasoline rationing continued, it adversely affected the Park attendance, which in the Palisades section fell off about 80%. There was a marked reduction in attendance in the New York section also, particularly in the more remote areas. Nevertheless, the attendance and revenue at Bear Mountain proper held up remarkably well, due primarily to the increased use of the buses, the railroad and the Hudson River steamers. Traffic on the latter increased 36% over 1942 and exceeded the 1941 count by many thousands.

Approximately 1,400,000 persons visited the parks in the New York sections during the year. Men and women in all branches of the service were in evidence in considerable numbers and participated in the recreational activities.

The Tallman Mountain section was visited by thousands of soldiers stationed at nearby Camp Shanks, who enjoyed its facilities before embarking for foreign service. The Bear Mountain-Harriman section attracted many service people, including British, French, Chinese and other allied forces. Picnicking, bathing, boating, fishing and hiking showed a considerable increase over the previous year in those parks served by public-carriers.

The winter sports program at Bear Mountain was curtailed during the 1942-43 season because of reduced personnel. Only three tournament ski jumps were held as compared with eleven events scheduled the previous year.

Among the guests entertained at Bear Mountain in the spring of 1943 was Madame Chiang Kai-Shek, who spent a month recuperating from the strain of her visit to America. Bear Mountain was also the scene for the spring training by the Brooklyn Dodgers Baseball Team, and pre-season training by two professional football teams, the New York Giants and the Brooklyn Dodgers.

THE HIGH TOR ACQUISITION

For many years the Palisades Interstate Park Commission, formed to protect and preserve the Palisades, had kept a watchful eye on High Tor, at Haverstraw, New York, the highest headland in the Palisades, which, because of its trap rock composition, was faced with the threat of destruction by quarrying. The lofty Tor, one of Rockland County's most beautiful sites, has been rich in historical associations since the Revolutionary War when it was used by colonists as a signal point. Its majestic brow had long inspired artists, poets, and playwrights, among them Maxwell Anderson, to whose well-known play it gave its name.

High Tor was located on property belonging to Elmer Van Orden. This property and the adjoining Huntington property on which Little Tor is situated, comprise the major part of the South Mountain, which is the northern extremity of the Palisades of the Hudson. During the lifetime of Mr. Van Orden, who consistently refused offers to sell his land for quarrying purposes, the Commission made no attempt to acquire the land. However, upon the death of Mr. Van Orden in February, 1942, the grave possibility that the famous Tor might be destroyed by quarrying again loomed. For this reason, the Commission immediately sought a way to acquire the property and achieve its objective of forever preserving the grandeur of the Palisades. The Commission was without funds to make the purchase; therefore, the Hudson River Conservation Society and the Rockland County Conservation Association were apprised of the situation and these two organizations launched a campaign to raise \$12,000 for the purchase of the entire Van Orden holdings on South Mountain, in order to ensure the permanent protection of High Tor against commercial incursions. These two organizations were vigorously supported by private citizens, members of the Commission and the following groups:

- The American Scenic and Historic Preservation Society
- The Blooming Grove King's Daughters of Washingtonville
- The Columbia County Historical Society
- The Cornwall Garden Club
- The Fort Orange Garden Club
- The Garden Club of Englewood
- The Garden Clubs of Orange and Dutchess Counties
- The Hastings Garden Club
- The Ulster Garden Club

The Little Garden Club of Kingston
The Little Garden Clubs of Tarrytown
The Historic Society of Newburgh Bay and the Highlands
The New York Historical Society
The Rufus King Chapter of the Daughters of the American Revolution
New York-New Jersey Trail Conference

As a result of the cooperative effort of the above groups, their drive, to which hundreds of individuals and organizations had contributed, went over the top. Transfer of the title from the estate of the late Elmer Van Orden to the Commission took place on April 10, 1943.

As one result of the fund-raising campaign, Mr. Archer M. Huntington, besides contributing \$1,000 toward the acquisition of High Tor, offered to donate to the Commission his own 470-acre estate, which included the almost equally famous and impressive Little Tor. Title to the Huntington property was transferred to the Commission on March 11, 1943. Thus, a total of more than three miles of mountainland overlooking the Hudson—actually the north end of the Palisades—will be forever preserved for public use and enjoyment. The Commission contemplates the maintenance of these lands as a bird and game sanctuary and plans to provide facilities for hikers.

Another land matter consummated in 1943 was the final step in the exchange of land with West Point, authorized under Chapter 519, Laws of 1938. The Commission conveyed to the United States of America two parcels containing 249 acres, upon payment to the Commission of \$9,695.

For almost 20 years, the Commission had been supplying water to West Point from several artificial lakes at the Queensboro watershed, but by 1944 it became apparent that the population at West Point and the public use of the Bear Mountain-Harriman section had increased to a point where water requirements were far in excess of the storage capacity provided by the lakes. Moreover, it had been the intention, in developing these lakes, that they be for the recreational use of the general public, not as storage reservoirs to be drawn upon during periods of drought with resulting damage to beaches, shore installations and fish life.

Therefore, in December of that year the Commission filed with the office of the U. S. Army Engineers a letter and supporting data, in which relief was requested from the War Department, in the matter of water storage facilities for West Point.

A contract for the construction of a reservoir to provide an adequate water supply to West Point has now been awarded, and it is expected that the reservoir will be completed in 1948, after which it is anticipated that the Commission will be relieved of the problem of supplying water to West Point.

During the war period, the Commission cooperated with the Military and Naval forces by allowing them the use of its property without charge. Permission was granted to the United States Naval Armed Guard Center to use the Huntington house as a recreation center. Permission was also given for the temporary occupancy of Blauvelt State Park by the U. S. Military Forces for use as a training and recreational area, and the Navy Department was granted the temporary occupancy of twelve acres of Commission property at Iona Island.

In 1944, additional Allison property, consisting of 42 acres in the Boroughs of Englewood Cliffs and Fort Lee, was donated to the Commission by the Allison Land Company and the Trustees of William O. Allison, deceased.

Fewer restrictions on gasoline A-card users and the fact that the Palisades

section of the Park is near the centers of population, resulted in a wider use of the Park area than in 1943. There was an increase of more than 200% over the previous year in the Palisades section.

The bathing area at Alpine was closed during 1944-45 because of river pollution caused by war conditions. It was operated as a picnic and sunbathing area, with out-of-door showers available for the children and the usual bathhouse and comfort station facilities open for public use.

Under a new procedure, worked out through the cooperation of the Board of Fish and Game Commissioners, the Hudson River Shad Fishermen's Association and this Commission, a flat fee per season was established for the use of Park facilities in conjunction with shad fishing operations in the Hudson River. Under this arrangement, 20 groups of fishermen were accommodated in the Park during 1944.

Spring and Fall attractions at Bear Mountain in 1944 again included the Brooklyn Dodgers Baseball, and the New York Giants Football Teams, both using the available facilities for pre-season training. In 1945 they returned to the Park and the facilities were also used by the Cornell University Football Team, the Cleveland Rams Professional Football Team, and the Eastern Golden Gloves boxing team.

DEATHS OF COMMISSIONERS ALFRED E. SMITH AND EDMUND W. WAKELEE

In 1944, the Commission lost one of its ablest and most experienced members in the death, on October 4th, of former Governor Alfred E. Smith. On April 26, 1945, the Commission suffered a great loss in the death of Edmund W. Wakelee, for 16 years a member of the Commission and for the past five years, its President. Senator Wakelee's interest in the activities of the Commission had pre-dated, by many years, his appointment as a Commissioner. When the Palisades were first in danger of being blasted away by the commercial stone companies, the Senator voted for the preservation of these majestic battlements and was the leader in the enactment in New Jersey of legislation, which, in 1900, created the body then known as the Commissioners of the Palisades Interstate Park. It was the happy fortune of Senator Wakelee to have had the satisfaction of knowing that the ample fruits of his labors were to remain for the enrichment of the public using the Palisades Interstate Park and that his dream of a parkway on top of the Palisades extending to Bear Mountain was approaching realization.

During 1945 the Commission continued its educational program associated with the Trailside and Regional Museums, operating four of the museum buildings. Each of the Regional Museums was directed by a staff of two persons chosen for their background and training under leaders well known in the field of conservation and the natural sciences. They gave instruction in the identification and care of the flora and fauna to more than 50,000 campers during the season. The outdoor exhibits of animals, birds and reptiles were especially attractive to children, and served a great educational purpose in conservation for the thousands of underprivileged children who were conducted to Bear Mountain under the guidance of the New York City Police Athletic League. Among special services offered were courses in reptile and insect recognition for out-patients of the Pawling Recuperation Hospital for Army aviation personnel wounded in various theatres of war.

The year 1945 saw a great increase in the number of campers as 58 different organizations conducted 79 encampments during the season. The camping

program was carried on successfully despite difficulty in securing maintenance staffs and counsellors. Health was maintained, food problems overcome and a stimulating program of camp activities was carried on.

The lifting of all gasoline rationing in 1945 caused an increase in the number of visitors to the Park, but the year 1946, the first year since 1940 uninterrupted by news reports of victories and defeats in the global conflict, saw a great increase in attendance with the lifting of all travel restrictions. Unprecedented crowds thronged to all sections of the Park, utilizing the excursion boats, trains, buses, and autos. Attendance in the Palisades section showed an increase of a million visitors or double the attendance of 1945. The total attendance in the New York sections was 2,636,500, an increase of approximately 34% over 1945. At Bear Mountain, visitors by excursion boats totaled 358,212, a record count, as compared with 346,480 in 1945. Because of the increased attendance, the picnic areas closed during the war were reopened to accommodate the visitors.

The thousands of Park visitors enjoyed a wider program of both winter and summer sports, both as spectators and participants, than in any year since 1941. The winter sports program included the Torger Tokle Memorial Ski Jumping Tournament, featuring many notables in the field of ski jumping. The novice ski slope, toboggan slides, sledding and ice skating were popular attractions at Bear Mountain; the Old Silver Mine Ski Center, located about five miles from Bear Mountain also accommodated many ski enthusiasts.

The summer sports schedule included two archery tournaments, sponsored by the Metropolitan Archery Association, and one canoe regatta. The canoe regatta, held on Lake Sebago, featuring many outstanding competitors, was sponsored by the Bear Mountain Sports Association in cooperation with the American Canoe Association. An unprecedented increase in the number of hikers using the trails and shelters in the New York sections resulted in the inauguration of a system of registration for all hikers, which is proving very successful as a means of control and instruction for novice hikers.

During the 1946 season fifty-six different organizations conducted seventy-three encampments in the Park, utilizing seventy-seven sites. Total attendance during a nine week period was 57,811, an increase of 2,377 over 1945. The camp directors this year report they are having a banner season with the return of many experienced counsellors enabling them to expand their programs for the children.

STONY POINT BATTLEFIELD RESERVATION

In February, 1946, by an act of the legislature, the Stony Point Battlefield Reservation was transferred from the jurisdiction of the American Scenic and Historic Preservation Society to the Palisades Interstate Park Commission, thus adding an area of rich historic interest for the enjoyment of Park patrons. Guests may visit the Revolutionary battleground where Mad Anthony Wayne, leading a magnificent body of infantry, attacked the strongly entrenched British garrison and captured the fort on July 16, 1779. In the museum, which is under the control of the American Scenic and Historic Preservation Society, are war trophies which bring back memories of that hot, sultry night when Wayne's columns stole cautiously down to the little tongue of land at Stony Point and stormed the fort the British considered impregnable.

During the year 1946 a total of 679 acres of land was acquired for Park purposes, of which 618 acres were in the Harriman section, 50 acres in the Bear Mountain section, 10 acres in the Tallman Mountain section, and one acre

in the Hook Mountain section. The acquisition in the Harriman section included a donation of 250 acres in the Twin Lakes region by W. Averell Harriman. In addition to the above, 290 acres were acquired for right-of-way for the proposed Palisades Interstate Parkway. In the Palisades section, the Public Service Co-ordinated Transport Company donated the old Coytesville Trolley right-of-way, consisting of 1.35 acres, to the Commission.

POST-WAR DEVELOPMENT OF THE PARK

The Commission, realizing that there would be an increased public demand for recreational facilities in the post-war period and the consequent need for an improvement and expansion of Park facilities, took advantage of the opportunity presented in 1942 when the Legislature set up a Post-War Public Works Planning Commission in New York State.

Since 1942, the Commission has had approved by the Post-War Public Works Planning Commission more than thirty projects for improvements in the New York sections of the Park estimated to cost approximately \$5,000,000, at 1940 prices. Detailed plans have been completed on most of these projects and appropriations totaling about \$2,000,000 are now available for construction. Letting of most of the contracts, however, has been delayed because of material shortages and unfavorable or uncertain construction costs.

The major projects contemplated under this program include: general improvements at Stony Point Battlefield Reservation; reconstruction of retaining walls on the Perkins Memorial Drive; a new bathing and recreational development at the Queensboro Area adjacent to the new Parkway; a new year-round roller skating rink overlooking the playground at Bear Mountain; reconstruction of the Bear Mountain Picnic Grove; a new bathing development and parking area at Lake Sebago in the Harriman section; a new pool and bathhouse and general improvements at Hook Mountain; the replacement of group camps in the Harriman section; the modernization of the water supply and sewage disposal systems; and the widening of Stony Brook Drive to provide a suitable entrance to the Harriman section from U. S. Route 17. Two projects are under way: the completion of the Skannatati Dams, and basic work for the Sebago Bathing Development. When filled, Lake Skannatati will add one more beautiful lake to the chain of 30 artificial and natural lakes in the Bear Mountain-Harriman section.

Under the Deferred Maintenance and Rehabilitation Program of New York State, the Commission obtained \$872,000 for repairs and restoration of Park structures and facilities and for replacement of worn out equipment. Since the end of the war, many of the projects have been completed and others are under way. Included among the projects are the resurfacing of Park drives and parking fields, repairs to leaking dams, repairs to picnic tables and fire-places, renovation of Park buildings, slope stabilization, and woodland clearing to reduce fire hazards. Most of the worn out rolling equipment of the Park is being replaced by new equipment under the same program. One of the post-war projects now under way is the Fish Management Program under which several lakes in the Bear Mountain-Harriman section are being restocked, each with a different species of fish. This program is being carried out with the close cooperation of the Fish and Game Division of the New York State Conservation Department.

The Commission at this time is planning to rename Beaver Pond, which is now being filled, in memory of the late Major William A. Welch, first Chief Engineer and General Manager of the Palisades Interstate Park, who died in 1941 after twenty-five years of outstanding service. Appropriate ceremonies

are planned in conjunction with the annual meeting of the National Conference on State Parks, to be held at Bear Mountain in October, 1947. Lake Welch will memorialize a man whose work was so vital to the development of the great recreational area known as the Palisades Interstate Park, in keeping with the Commission's ideal of a wilderness region restored and maintained in its natural state, but at the same time made accessible and usable for millions of people.

Progress on the new Palisades Interstate Parkway continues to be made. An appropriation of \$5,932,000 had been made available in New York State on April 1, 1946, for the beginning of construction of the seventeen mile northerly section of the Palisades Interstate Parkway from Bear Mountain to Mount Ivy. The first grading and drainage contract for a two mile section was let September 3, 1947.

On April 21, 1947, Governor Alfred E. Driscoll of New Jersey signed a bill passed by the Legislature authorizing the State Highway Department to construct the New Jersey section of the Palisades Interstate Parkway, incorporating it within the New Jersey Highway System. An appropriation of \$500,000 was made to start construction of the twelve mile parkway from the vicinity of the George Washington Bridge to the New York-New Jersey State line, where it will connect with the section to be constructed by New York State.

Construction on the Parkway in New Jersey will begin in the early fall of this year at Palisade Avenue in Englewood and continue north. The appropriation provides for the completion of a one mile demonstration section of the Parkway.

Additional appropriations are expected in both States to progress the Parkway to early completion.

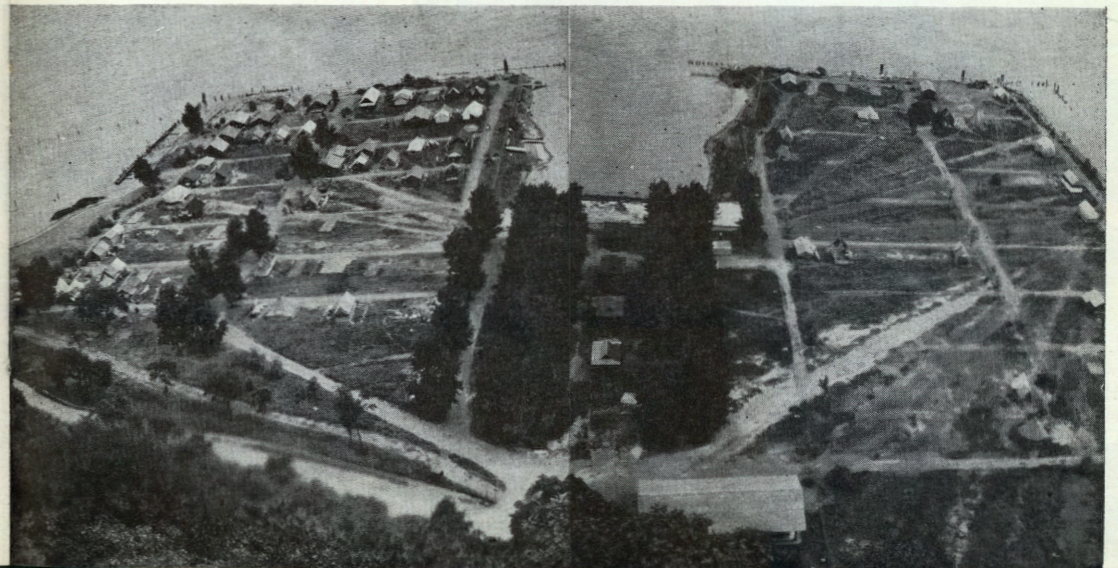


Cornwallis Headquarters at the foot of the Palisades in the New Jersey Section.



Picnicking at Bloomers Beach in 1937—New Jersey Section.

Ross Dock Camp Colony in 1934—New Jersey Section.





*Cascading Greenbrook Falls
in the New Jersey Section of
the Palisades Interstate Park.*



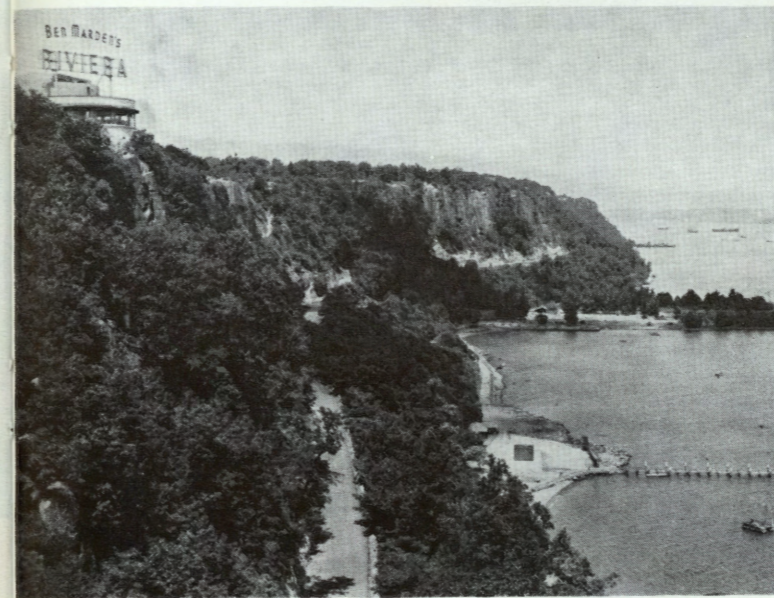
*Dyckman Street Ferry in
1937 — New Jersey Section.*



*Alpine Ferry in 1937—New
Jersey Section.*



*Undercliff Bathing Beach and
Pavilion in 1933 — New
Jersey Section.*

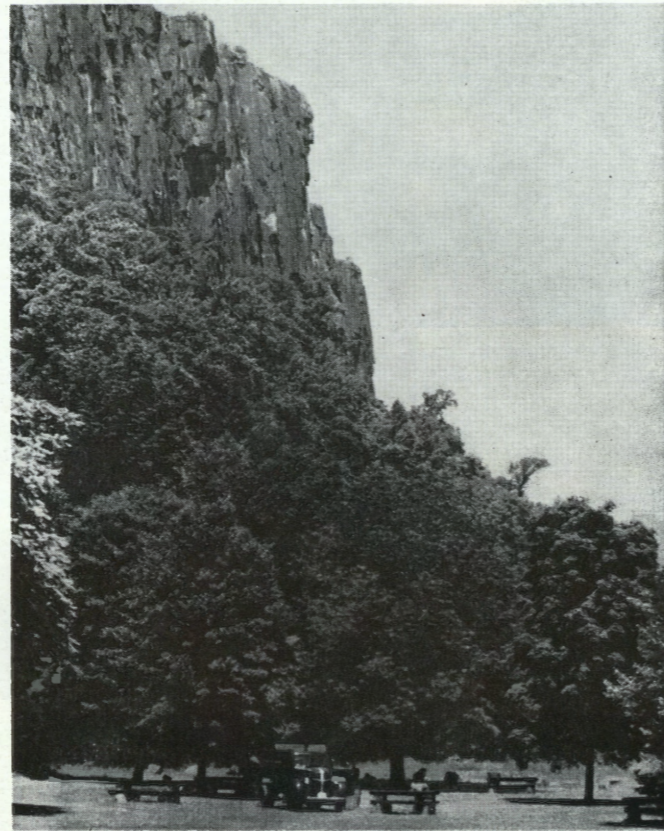


*Ben Marden's Riviera on top
of the Palisades, north of
George Washington Bridge.
Removed by construction of
Parkway in 1954.*



*Looking north toward Under-
cliff. Henry Hudson Drive in
1941 — New Jersey Section.*

The famous Indian Profile in the New Jersey Section of the Palisades Interstate Park.

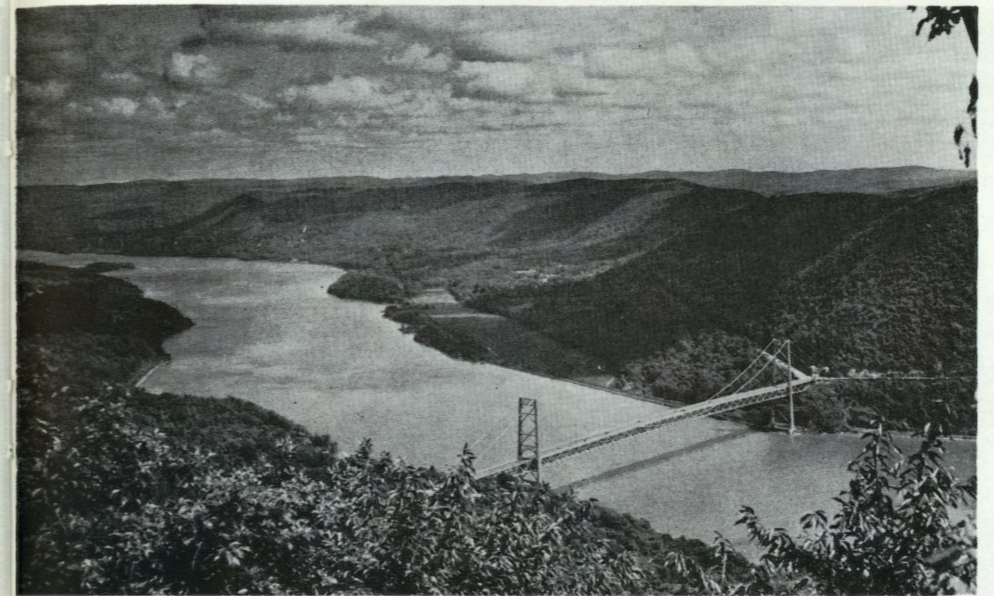


A group of hikers pause at the statue of Walt Whitman on the Nature Trail near Bear Mountain Inn.



The famous headland High Tor at the northern end of the Palisades in the Palisades Interstate Park.

An inspiring view of the Hudson River Gorge from the Perkins Memorial Drive at the top of Bear Mountain.



The Stony Point Battlefield Reservation showing the museum and dogwood trees in bloom.



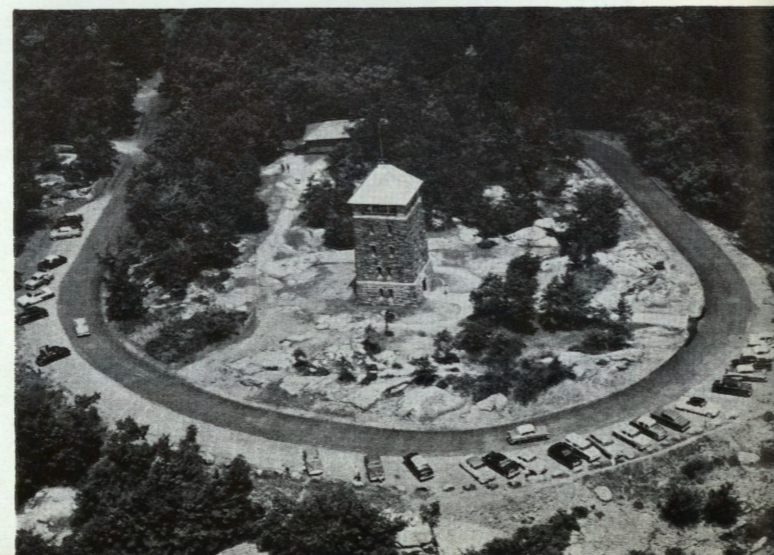
Thousands of children are accommodated in the Group Camps in the Harriman State Park each summer.



The inviting swimming pool in Tallman Mountain State Park overlooks the salt marshland in the Hudson River.



Aerial view of Perkins Memorial Tower on the Summit of Bear Mountain.



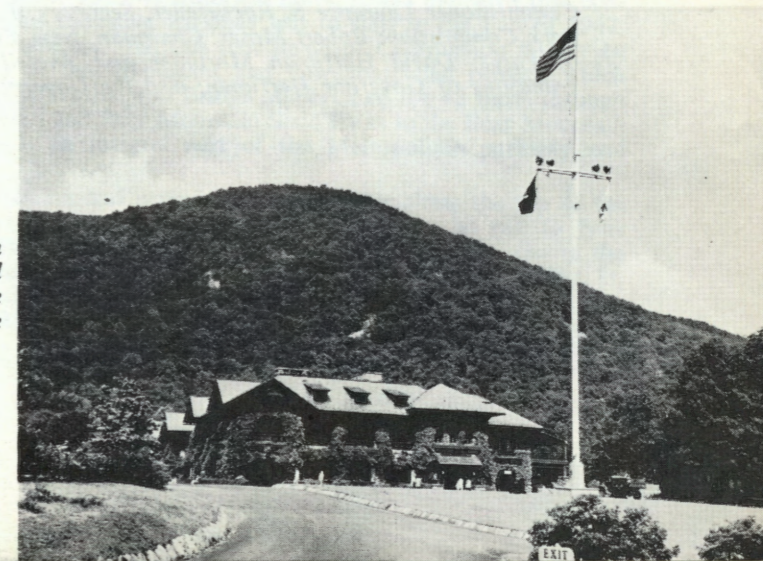
Toboggan slides on the east slope of Bear Mountain.



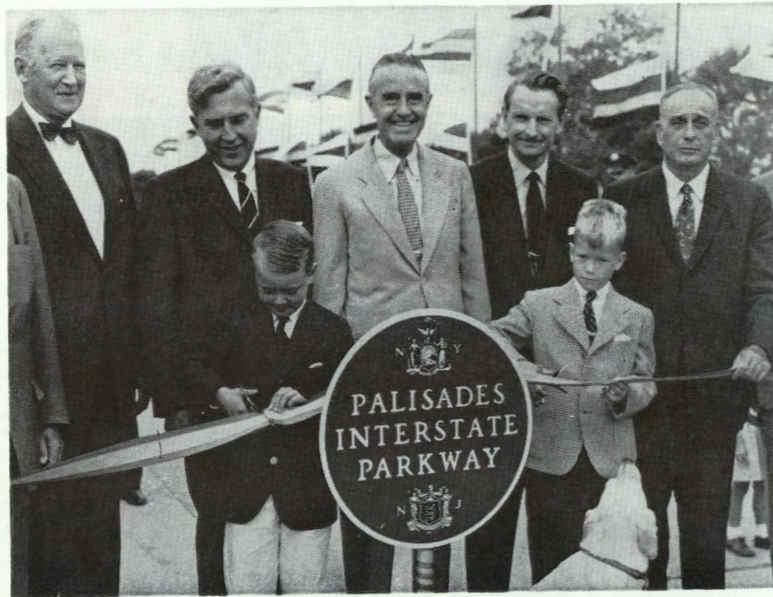
Ski jumping tournaments attract huge throngs to Bear Mountain.



The rustic Bear Mountain Inn, built of native stone and chestnut logs, nestles at the foot of Bear Mountain in the Hudson Highlands.



THE PALISADES INTERSTATE PARK 1947-1960



Palisades Interstate Parkway Dedication Ceremony—August 28, 1958. Completion of the last five miles starting at Route 303, Orangeburg, New York. L to R: Commissioner George W. Perkins, President, Palisades Interstate Park Commission; Governor Robert B. Meyner, State of New Jersey; Governor Averell Harriman, State of New York; Commissioner Laurance S. Rockefeller, Secretary, Palisades Interstate Park Commission; Robert Moses, Chairman, New York State Council of Parks; David Harriman Mortimer and Averell Harriman Fisk, grandsons of Governor Harriman; also the Governor's Dog "Brum."

THE PALISADES INTERSTATE PARK

1947 - 1960

At the start of this period, the Commission was engaged in the final steps of the preservation of the Palisades by establishing the form that the permanent development was to assume. The construction of the Palisades Interstate Parkway along the top of the Palisades achieved this and also opened up the area for the use and enjoyment of the public.

The Palisades Interstate Parkway extends along the crest of the Palisades with convenient "Lookout" stopping places from which motorists can enjoy unsurpassed scenic views. Near the New Jersey-New York State line the Parkway swings inland across the rolling hills of Rockland County to the Bear Mountain-Harriman State Park. The Parkway connects directly with the George Washington Bridge and the Bear Mountain Bridge Circle. It provides easy access to the Palisades Interstate parks for motorists from the Metropolitan Area of New York and New Jersey.

In addition to the construction of the Palisades Interstate Parkway, this period is outstanding for the expansion and modernization of old Park facilities, the development of new parks, and the preparation of plans for the future.

The parking field capacity of the Park was doubled and the much needed bathing capacity was quadrupled. Practically all these expansions occurred in the Harriman State Park.

There were also noteworthy additions of new park and parkway land. The Parkway land acquisition in New Jersey was handled and financed by the New Jersey State Highway Department, and consisted of missing parcels along the top of the cliffs not already owned by the Commission. The land for the Parkway through Rockland County to the Harriman State Park line was acquired by the Commission with New York State funds appropriated for the purpose.

In addition to the Parkway right-of-way, large additional areas were acquired, to preserve the natural beauty of the Palisades, as in the Sealantic purchase south of the George Washington Bridge, or to preserve in its natural beauty, a mountain such as Dunderberg, south of Bear Mountain, or to secure satisfactory active recreation park areas such as at Rockland Lake State Park.

THE PALISADES INTERSTATE PARKWAY

At the conclusion of the 1929-47 historical notes, it was indicated that construction on the Palisades Interstate Parkway was to start in the Fall of 1947. It seems appropriate, therefore, that this new phase of Commission history be opened with the story of that important and now completed project, which extends from the George Washington Bridge at Fort Lee for 42 miles through the New Jersey, Harriman and Bear Mountain State Parks to the Bear Mountain Bridge. The Parkway is an integral part of the Metropolitan parkway and expressway system.

In 1909 the Commission had proposed a scenic drive along the top of the Palisades, and a short time later, proposed that a parkway be run to Bear Mountain-Harriman State Park along the crests of the mountains facing the River, but no real progress was made until 1935 when John D. Rockefeller, Jr. donated most of the land needed in New Jersey for that purpose.

Plans for the Parkway were completed in 1946, and embodied the most

advanced design of modern limited access highways. Right-of-ways average 400 feet in width. Opposing traffic lanes separated by wide landscaped malls are, wherever possible, at different levels to eliminate headlight glare. Mountable reflector-type curbs define the edge of the pavement, and unobstructed 10-foot grass shoulders provide space for repair of disabled cars. Minimum sight distances are 1,000 feet, horizontal curves are more than 2,500 feet and banked for driving comfort, while accelerating and decelerating lanes at interchanges ease traffic on and off the Parkway. All crossings are carried on stone-faced grade separation bridges.

In no project has the coöperation between the States of New York and New Jersey been more evident than in the planning and construction of the Palisades Interstate Parkway.

The New Jersey State Highway Department employed outstanding Consulting Engineers and Landscape Architects to design the New Jersey Section of the Parkway. The Department let the construction contracts and supervised the construction.

The New York State Department of Public Works retained Consultants in addition to staff designers, and let and supervised the construction contracts.

The New Jersey State Highway Department, with the generous help of John D. Rockefeller, Jr. and his son, Commissioner Laurance S. Rockefeller, acquired the lands necessary for the Parkway which had remained in private hands after Mr. Rockefeller's 1935 gift. Such lands were considered to be those lying between Route 9-W or Hudson Terrace and the edge of the cliffs.

Through the coöperation of Mr. Rockefeller, the entire Bill Miller's Riviera property was acquired and the night club structure was removed. In some instances the Highway Department had to resort to condemnation, as in the case of the Burnett property, which was taken in its entirety.

Although construction was started in 1947, shortages caused by World War II and the Korean conflict at first delayed progress. However, as sections of the Parkway and connecting roads were finished, they were opened to public travel. A complete list of these openings and the dates on which they took place follows:

<i>Opening Date</i>	<i>Miles</i>	<i>Location</i>
April 26, 1951	1.2	"Sample Mile"—Palisade Avenue to former Cadgene Property in Englewood Cliffs, N. J.
May 30, 1953	4.3	Palisade Avenue to Alpine, N. J.
Nov. 30, 1953	13.0	Route 45 to Bear Mountain Bridge Circle, Bear Mountain-Harriman State Park, N. Y.
Dec. 18, 1954	2.5	George Washington Bridge to Palisade Avenue, Englewood Cliffs, N. J.
Jan. 12, 1957	5.5	New York State Thruway Interchange to Route 45 at Mt. Ivy, N. Y.
June 22, 1957	3.5 NJ 2.5 NY	Alpine, N. J., to New York-New Jersey State Line and Route 303 at Orangeburg, N. Y.
August 28, 1958	5.2	Route 303, Orangeburg, N. Y. to New York State Thruway.

It was at the June 22, 1957 Parkway opening that the New Jersey and New York sections of the Parkway, parts of which had been opened from time to

time, were finally connected. Governor Meyner of New Jersey and Governor Harriman of New York, Commissioner Moses, members of the Palisades Interstate Park Commission, numerous dignitaries from both states and many interested citizens attended the formal dedication ceremonies.

The total cost of the entire Parkway was \$47,000,000, of which \$15,800,000 was for the 11.5 miles in New Jersey and \$31,200,000 for the 30.5 miles in New York.

The Queensboro Interchange, three and one-half miles west of Bear Mountain, is now under construction and will be finished during the Summer of 1960.

The 11.5 miles of Parkway in New Jersey, finished in 1957, is already, as of 1959, carrying about 8,000,000 passenger cars a year. It is anticipated that when the second deck of the George Washington Bridge is completed, the Parkway will carry more than 12,000,000 cars a year or about 22% of all the George Washington Bridge traffic.

Preliminary plans have been completed for the four-mile extension of the Parkway from the Queensboro Interchange westerly to Route 293. When Route 6 is improved, this will provide direct access to the New York State Thruway and the Quickway.

As a result of the construction of the Parkway, all the land north of the George Washington Bridge lying between Hudson Terrace and the edge of the cliffs in New Jersey, with the exception of the Allison Park and St. Michael's Novitiate, and between Route 9-W and the edge of the cliffs north of Palisade Avenue, is owned by the Commission or the State of New Jersey.

All privately owned structures, except those in the aforementioned Allison Park and St. Michael's Novitiate, in Englewood Cliffs, have been demolished, and the preservation of the Palisades from the George Washington Bridge to the New York-New Jersey State Line, in all its natural beauty, has been assured.

With the completion of the Palisades Interstate Parkway, the Commission authorized the following speed limits:

- From the George Washington Bridge to Palisade Avenue, Englewood Cliffs 40 M.P.H.
- From Palisade Avenue, Englewood Cliffs to the New York State Thruway 45 M.P.H.
- From the New York State Thruway to Bear Mountain 50 M.P.H.

Since the Parkway is essentially a scenic route, rather than an express artery, these limits are considered safe and appropriate.

Parkway Gasoline Stations

As part of the construction of the Parkway in New York State, two gasoline stations were built in its center island. One is located near the Anthony Wayne Area in Harriman State Park. The other is about two miles north of the New York-New Jersey State Line near Kings Highway. When completed, competitive bids were taken for the privilege of operating them. The Anthony Wayne station was opened in May 1956 and is operated by the Cities Service Oil Company. The Kings Highway Station was opened in July 1958 and is operated by Tidewater Oil Company.

On July 29, 1959, construction was begun on two gasoline stations on the Parkway, in Englewood Cliffs. Under an agreement with the Commission, these stations are to be built by the Esso Standard Division of the Humble Oil and Refining Company, which will operate them for a period of ten years.

Construction was halted for six weeks, following court action of several

residents and the Borough of Englewood Cliffs. However, the injunction was finally removed and construction resumed. The case has since been dismissed, and it is expected that the stations will be completed and in operation early in the Spring of 1960.

THE SEVEN LAKES PARKWAY

The Seven Lakes Parkway extends from the vicinity of the Sloatsburg Village line to the Bear Mountain Bridge after passing the Kanawauke, Tiorati, Queensboro and Bear Mountain traffic circles.

For many years the need for an adequate entrance to the Harriman State Park from the vicinity of Sloatsburg has been recognized. With the cooperation of the New York State Department of Public Works, contract plans are now being prepared for a two-lane parkway approximately 7 miles long, extending from a point adjacent to Route 17 in the Village of Sloatsburg to the Kanawauke Circle in the Harriman State Park. This is an extension and re-alignment of the southerly one-third of the Seven Lakes Parkway.

WEATHER

Weather plays a vital role in the operation of a park—whether it be the storms and forest fires that leave devastated areas in their wake; the snow that completely eradicates some sources of food for sustaining animal life, or the lack of snow which leaves plants and bushes exposed to the killing cold.

Forest Fire Hazard

An unusually dry period during October 1947 created a dangerous fire hazard in the entire northeastern part of the United States. Drastic action being necessary to prevent the spread of forest fires, all park areas in the Palisades Interstate system, except Bear Mountain, were closed to the public from October 10th to 30th. The Seven Lakes Drive and Tiorati-Arden Valley Road through the Park were closed to traffic; only Routes 6 and 210 were kept open under close surveillance to permit movement of east-west traffic.

Male employees of the Commission were alerted for forest fire suppression duty and a force adequate to man the fire fighting equipment was on call 24 hours a day.

The year 1948 saw a repetition of the fire hazard when, beginning August 15th and extending into the latter part of October, this section of the country experienced one of the worst dry spells on record. On September 3rd the Commission closed hiking trails in the Bear Mountain-Harriman State Parks and prohibited picnic fires in the New Jersey section, but it was not necessary to close the Park to visitors or curtail other types of recreation. On September 30th a light rain, the first in eight weeks, broke the drought and the restrictions were lifted on October 8th without any serious fires having occurred in the Park.

The year 1953 was again marked by a long dry, extremely hot spell which began about August 20th and lasted until October 28th. This drought laid the groundwork for several large forest fires which caused much damage to woodlands outside the Park boundaries. Alert detection and constant policing kept forest fire damage on Park property to a minimum.

There has been only occasional trouble from forest fires in subsequent years.

Storm Damage

If the damage from forest fires has been light in recent years, the elements

have nevertheless wreaked their fury in other ways.

Unusually heavy rains in June and July, 1950, dwindled into insignificance beside the devastating wind and rain storms which lashed the region on November 25, 1950, causing severe damage to the riverfront parks and through the interior of the Bear Mountain-Harriman sections. In New Jersey 12 miles of shore road were damaged, the Alpine Boat Basin wrecked, part of the boardwalk at the Englewood Basin torn out, and between 6,000 and 7,000 trees blown down.

Nature once more played the villain in 1951 and topped the devastation wrought by the storm of November 25, 1950 with a three-day rain culminating in a flash flood on March 30th-31st, which deposited 6.13 inches of rain in 24 hours, as measured by the United States Weather Station at Bear Mountain.

Haverstraw Beach State Park was so severely damaged that it had to be closed.

By 1954 the eastern part of the country, once entirely free of hurricanes and similar tropical disturbances, had grown so used to the unwelcome visitations that it had started to accept them on a first name basis. Certain it is that no ladies were more talked of that year than the bad tempered trio CAROL, EDNA and HAZEL, which wrought tremendous forest damage in all Park areas.

These unwelcome three were followed in 1955, on August 13th and 17th respectively, by Hurricanes CONNIE and DIANE, which brought the summer to a crashing close, and, together with extremely heavy rain in October, accounted for a record rainfall of 20.06"—almost half the annual rainfall in this area.

High tide and gale force winds on March 16th and 17th, 1956, entirely demolished five dredge pontoons in the New Jersey section, necessitating their replacement and delaying dredging operations in the boat basins for seven days.

The summer of 1956 was wet and relatively cool. Of the 18 Sundays and Holidays from May 27th to September 3rd, rain either fell or threatened on ten.

The hurricanes of August 1955 had resulted in two exceptionally heavy rock slides, which caused serious damage to the Henry Hudson Drive and left it impassable to traffic. Funds for the removal of these slides and repair of the damage were eventually made available by the State of New Jersey in July 1956 and the road was ultimately reopened on October 2, 1956.

Weather Bureau Station on Top of Bear Mountain

On September 11, 1934, the United States Weather Bureau, which in 1932 had established a station in Peekskill, moved to the summit of Bear Mountain, where it continued to operate for almost nineteen years. But as the advancement of electronic equipment enabled the New York Weather Bureau to cover ever greater distances with constantly increasing efficiency, the Bureau decided that the Bear Mountain station was no longer needed, and closed it on May 23, 1953.



ATTENDANCE

Current attendance figures do not include persons who merely passed through the Park without stopping. It is believed that many of the earlier attendance figures included such persons. In the light of present practice, the older figures over-state the active park use. Attendance in the 1947-60 period has been at an all time high.

Annual attendance in all sections of the Palisades Interstate Park in the 13 years covered by this report increased from what, in 1947, was a record breaking total of 4,500,000 visitors to a total of 6,359,000 in 1959, an increase of over 41%.

The years between had found constantly growing crowds of visitors seeking the out-of-doors type of recreational facilities which the Park offers.

The reasons for this tremendous growth in attendance were twofold:

- (1) In addition to the rapid development of neighboring communities of the Metropolitan Area, the explosive nation-wide population growth and the increase in leisure time produced an unprecedented demand for developed parks which has not been fully met.
- (2) Greater accessibility is afforded by the Palisades Interstate Parkway, the Garden State Parkway in New Jersey, the New York State Thruway and the Tappan Zee Bridge directly connecting Rockland and Westchester Counties.

The only deviation from this pattern of increasing attendance over the past 13 years was the Hudson River boat and the West Shore Railroad traffic, which decreased as people relied more and more on travel by automobile and bus.

It should be borne in mind that the increase in attendance since 1947 does not fully reflect the tremendous potential park usage, since it cannot take into account the huge numbers of visitors who had to be turned away during peak activity periods because of lack of space.

This is a constantly recurring problem, to which the only solution is further expansion of facilities in existing parks, and development of new park areas. The pressure for additional recreation facilities is great, and will grow as the population increases.

TRANSPORTATION

Sale of the Hudson River Day Line

The Hudson River Day Line's 1948 season ended on October 31st, and on November 8th the Line, whose vessels had plied the Hudson since the Civil War period, and whose current activities included operation of a regular run to Bear Mountain, bowed to the encroachments of the Automotive Age, with its attendant economic pressures. The President of the Line announced the decision of its directors to discontinue operation and liquidate its properties.

Among the assets of the Company were its four boats, the HENDRICK HUDSON, the ROBERT FULTON, the PETER STUYVESANT and the ALEXANDER HAMILTON; its piers at Indian Point, Newburgh and Poughkeepsie; a park at Kingston Point; a dock and parcel of land at Catskill, and another dock at Hudson, New York. One of its largest possessions was Indian Point itself, a private recreation park on the Hudson, near Peekskill, acquired in 1922.

On March 2, 1949, the Day Line stockholders approved the sale of the Line's four steamers and its pier properties at Newburgh and Poughkeepsie to a group which included the owner of the Sutton Line, who, in confirming word of the sale, announced that the name of the former company would be retained,

at least two of the four boats operated, and the company be an entity separate from the Sutton Line.

In selling its vessels and pier properties at Newburgh and Poughkeepsie, the original Day Line retained ownership of its other properties.

On October 19, 1949, the 232-acre Indian Point, its piers, playgrounds, dining hall and other facilities, were sold to a New York developer and builder. After having remained closed for one season, it was reopened in 1950 and run for seven years as an amusement park.

In 1955 Consolidated Edison revealed its plans to construct a \$55,000,000 nuclear steam electric generating station at Indian Point, but it was not until the end of the 1956 season that the amusement park located there finally closed on September 5th.

The Consolidated Edison plant is now nearing completion.

The Sutton Line ceased operation at the end of the 1953 season, and only the Day Line now maintains a regular summer run to Bear Mountain.

Englewood-Dyckman Street Pedestrian Ferry

After an unsuccessful attempt in 1948 to provide pedestrian ferry service between the Englewood Ferry Terminal in the Park and the foot of Dyckman Street, New York City, operation of a pedestrian ferry between those points was begun on July 1, 1949, for a season scheduled to extend from Spring to about October 15th, weather permitting. The concessionaire was granted a five-year permit, but ceased operation after the 1951 season because of inability to obtain insurance coverage, and lack of sufficient passengers to make the line pay.

The Closing of the Alpine-Yonkers Ferry

In 1949 it had become apparent that the narrow, winding Alpine Approach Road was not suitable for use by large trucks, car-carrying trailers and similar vehicles. Accordingly, in an agreement with the Westchester Ferry Corporation, operator of the Alpine-Yonkers Ferry, dated March 28, 1949, it had been provided that —

- (1) Beginning April 1, 1949, no car-carrying trailers, car-carrying semi-trailers, or vehicles weighing over 30,000 pounds would be transported from or into the Park.
- (2) Beginning April 1, 1950, no vehicle with a registered gross weight in excess of 30,000 pounds would be transported from or into the Park.
- (3) Beginning April 1, 1951, no trailers or semi-trailers would be transported from or into the Park.

During the ensuing five years, the traffic carried and the gross revenue of the Ferry increased, but when the Tappan Zee Bridge opened on December 15, 1955, the vehicular traffic carried by the Ferry dropped sharply.

The Ferry operated in 1956 but the 57% drop in gross revenue caused it to stop operation on December 26, 1956, in spite of the waiving of the landing fee by the Commission.

Railroad Service

In 1958 the West Shore Railroad suspended passenger service north of West Haverstraw, automatically eliminating trains to Bear Mountain.

Bus Transportation

Bus transportation has grown more popular with the years, and the greater mobility permitted by this mode of travel has brought a full quota of visitors to the parks in the Interstate chain.

As many as 50 outing busses and more than 75 stop-over busses, carrying a total of 5,000 persons, are frequently accommodated at Bear Mountain State Park in a single day.

LAND ACQUISITION

Land on Top of the Palisades South of the George Washington Bridge

Just as, years before, the Palisades of the Hudson had been threatened by destruction from quarrying, so, in 1952, they faced the danger of another use almost equally foreign to their wild beauty.

There existed on top of the Palisades, south of the George Washington Bridge, an area of approximately 13 acres, some of which was in private ownership, while the rest belonged to the Borough of Fort Lee or was controlled by the Board of Liquidation for the Borough of Fort Lee. This property was adjacent to and north of Commission lands at Bluff Point, the southerly end of the New Jersey Section of the Park.

It was at the Fort Lee redoubt, formerly located on this land, that General George Washington, in November of 1776 watched the flag being hauled down at Fort Washington, across the River, as the Colonials surrendered to the British. The redoubt was one of the supporting forts to the main Fort Lee, about a mile to the west, whence Washington's great strategic retreat across the Jerseys commenced.

In 1952 it was learned that plans were under way to erect on this property a multi-storied apartment house development. Immediately the Commission contacted the Board of Liquidation for the Borough of Fort Lee, with a view to acquiring the land and ultimately restoring the old Fort Constitution structures which had once stood there, thus further assuring the preservation of the Palisades, and at the same time establishing an historic, passive recreation park at that point.

With money supplied by John D. Rockefeller, Jr., the Commission acquired the land lying between property owned by the Port of New York Authority, on top of the Palisades, and the subdivision known as the Hudson Bridge Park Estates. Negotiations were continued with the Board of Liquidation for the Borough of Fort Lee, the Borough itself, and several private owners for the purchase of the subdivision.

Just when it appeared that the negotiations would be fruitless, the Sealantic Fund, Inc., a philanthropic fund established by members of the Rockefeller family in 1938, entered the picture with an offer of \$250,000 to the Board of Liquidation for that portion of the lands which the latter controlled. The Board accepted, but a snag developed when the Borough of Fort Lee refused to confirm the sale or sign the deed.

The Board and the Borough took the case to the U. S. District Court, the State Supreme Court, a U. S. District Court of Appeals and finally to the U. S. Supreme Court. Basically, the Board argued that the Borough had to sign the deed, and the Borough complained that the Board was guilty of an invasion of Home Rule rights and that it was an illegal body.

The Borough finally settled, however, for \$300,000. The Sealantic Fund bought the 13-acre subdivision at that price and a title closing was held on June 21, 1956, as a result of which —

(1) The Sealantic Fund, Inc., gave to the Palisades Interstate Park Com-

mission the six acres along the cliff edge which it needed to round out the historic and passive recreation park.

- (2) The Fund deeded seven acres back to the Borough of Fort Lee, with certain restrictions as to the height of structures which could later be built. Under this accord, the height of structures was limited to 320 feet above mean sea level.

The Port of New York Authority subsequently deeded to the Commission its property lying immediately south of the George Washington Bridge, with the provision that the land and the buildings thereon could be used by the Port Authority until the completion of the second level of the Bridge.

The Commission has since made regular requests to the New Jersey Legislature for funds for the restoration of the area as an historic and sitting park, with a small museum for historic articles of the Revolutionary period. When this is completed, Park patrons will be able to enjoy the unsurpassed views of Westchester, the Bronx, Manhattan, the Hudson River and the lower bay as far south as the Statue of Liberty.

Rockland Lake State Park

One of the outstanding events in the Commission's history occurred in 1958. It was the acquisition on July 24th, from a single owner, of the 256-acre Rockland Lake and 225 acres of surrounding land in the Town of Clarkstown, for \$735,000 of the \$750,000 donated to the Commission by the Rockefeller Brothers Fund, the Jackson Hole Preserve, Inc., and Commissioners George W. Perkins, Laurance S. Rockefeller and E. Roland Harriman.

The New York State matching fund of \$750,000 was appropriated on April 1, 1958 and permitted the acquisition of an additional 288 acres of surrounding land.

During the summer it was learned that several of the bungalow colony owners at the south end of the Lake and owners in the Village of Rockland Lake were anxious to sell. This prompted a second fund of \$250,000 which was provided by the Rockefeller Brothers Fund and Commissioners Perkins, Harriman and Rockefeller, and matched by a New York State appropriation.

Still later, Commissioner Rockefeller pledged a further donation of \$150,000, not matched by State funds, for land acquisition in the Rockland Lake area.

By the end of 1959, acquisitions totalled 771 acres.

The development plan approved by the Commission in 1958 contemplates two recreation areas, one at the north and the other at the south end of the Lake, which together would accommodate 25,000 people at one time. The facilities would include playfields, parking spaces, picnic areas, bathhouses and pools, and facilities for fishing and boating.

It is the Commission's hope that the new development at the north end of the Lake will be ready for use within five years, at which time the old bathing area at the south end would be replaced by a new and much larger recreation plant.

A privately owned bathing and picnic area at the south end of the Lake, in operation at the time the land was acquired, was improved for use in 1959 by modernization of the bathhouse, bathing beach and surrounding grounds, and addition of picnic tables, fireplaces and rowboats. When opened as a State Park, it was enthusiastically received by the public and on occasions hundreds had to be turned away for lack of space.

* * * *



Other important acquisitions during the past 13 years, in addition to property needed for the Palisades Interstate Parkway and the Seven Lakes Parkway, include the following:

- 1947 — 260 acres donated by Commissioner W. Averell Harriman, and the purchase with Gift funds of the 130-acre George Briggs Buchanan property — both in the Harriman State Park.
- 1948 — 370 acres of land at the northwesterly corner of Harriman State Park, donated by Commissioner Harriman.
- 1951 — 640 acres of Dunderberg Mountain, adjacent to Bear Mountain State Park, formerly owned by the Mary E. Jones Estate and comprising lands on both sides of U. S. Route 9-W at Jones Point, N. Y., with funds donated by Laurance S. Rockefeller, then Secretary of the Commission.
1,200 acres of land in the Harriman State Park, acquired from the Tuxedo Park Association. Half of the cost of this purchase was borne by the State of New York and half by Commissioners W. Averell Harriman and George W. Perkins.
508 acres in the Harriman State Park, acquired from the Siedler family with Commission Gift funds.
26.15 acres at Tallman Mountain State Park acquired from Charles and Alex Ettl with State funds.
- 1952 — In the Harriman State Park:
358 acres from Mary Dorothy Siedler and
88 acres from Owen and Harvey Conklin, purchased with Commission Gift funds.
¼ interest in 138 acres, donated by Mrs. Julia C. Horner. The remaining ¾ interest in this parcel was donated by Mrs. Mary W. Harriman, in 1910.
In Tallman Mountain State Park — 3 acres acquired from Oscar Reimer, with State funds.
- 1955 — In Harriman State Park:
279.3 acres in the Town of Stony Point, purchased with Gift funds from the Estate of B. J. Allison.
57-acre property of William Oakley and Albert Moglia, in the Town of Woodbury, acquired with State funds.
- 1956 — 35 acres donated by Calvin Stillman as an addition to Storm King State Park.

The total acreage of the Park on December 31, 1959 was 53,320 acres, an increase of more than 11% over the 1947 acreage of 47,949.

PARK FACILITIES

Rehabilitation, Reconstruction and Construction Projects

Prior to the period covered in this history, the New York State Postwar Reconstruction Fund, the activities of which were later handled in the Capital Construction Fund, had initiated a program of public works planning, and had approved a number of Commission projects, two of which — the completion of the Skannatati Dams and the basic work for the Sebago Bathing Development — were already under way in 1947.

Projects which have since been completed under this program include:

	<i>Completion Date</i>
<i>Bear Mountain:</i>	
Bulkhead at River	June 1949
Improvements to Swimming Pool	Oct. 1949
Bus Terminal at River Dock	Nov. 1949
Improvements to Grove	May 1950
Underground Electric Lines in Grove	May 1950
Grove Comfort Station and Shelter	May 1950
Refreshment Stand — Novelty Shop in Grove	May 1950
Walks, Planting, etc., in Grove	May 1950
500,000 Gallon Reservoir	Nov. 1950
Sewage Treatment Plant	Jan. 1951
Comfort Station — Playfield	Mar. 1952
Perkins Memorial Drive Reconstruction	May 1952
Water Filtration Plant	July 1952
Skating Rink	Nov. 1956
<i>Harriman State Park:</i>	
Skannatati Dam	Oct. 1947
Fishing Development — Three Lakes	June 1948
Water Supply	July 1950
Silver Mine Ski Center Parking Field	Dec. 1951
Replacement of Two Group Camps — Twin Lakes	May 1952
Sebago Development	May 1952
Entrance Road — Lake Welch	July 1952
Individual Camping Development — Lake Welch	May 1953
Service Quarters — Lake Welch	May 1953
Anthony Wayne Development	June 1955
Sebago Skating Rink	June 1957
Addition to Anthony Wayne Bathhouse	July 1957
Extension of Anthony Wayne Parking and Picnicking Facilities (part)	June 1959

Burning of Kanawauke Roller Skating Rink

Saturday, May 24, 1952, saw the destruction of an old landmark and the opening of a new area, all within hours of each other. At seven minutes past midnight on that date, a report was received at Bear Mountain that the Kanawauke Roller Skating Rink, which had been in operation little more than an hour earlier, was on fire. Two engines and two pumpers were dispatched to the scene and placed in service, but the building was already completely ablaze, and could not be saved. It was impossible to determine the cause of the fire.

New Sebago Bathing Development

Later in the day of May 24, 1952, the New Sebago Bathing Development in the Harriman State Park, featuring a beautiful, crescent shaped white sand beach, 1,600 feet long and curving gently around the north end of Lake Sebago, was opened without ceremony.

The development boasted every modern facility—a bathhouse of brick construction; refreshment stand; comfort stations; picnicking, playgrounds and games areas; rowboating and fishing facilities, and three large parking spaces. It was designed to accommodate 2,000 cars and 10,000 people at one time.

During its first year of operation an estimated 200,000 people used the area and on several Sundays the capacities of bathhouse and parking fields were severely overtaxed.

In 1953, its first full year of operation, approximately 265,000 people enjoyed the facilities offered.

A new indoor roller skating rink designed for this area, to replace that razed by fire at Kanawauke in 1952, was ready for use in the summer of 1957. Its oval maple floor, 66 feet by 135 feet, has a capacity of 700 skaters at one time.

Anthony Wayne Development

At noon on Saturday, June 18, 1955, the new Anthony Wayne Recreation Area was opened, when Governor Averell Harriman of New York raised the flag on the main flagpole, thereby symbolizing to the general public that the \$2,000,000 project was ready for use.

Among the dignitaries who attended were Robert Moses, Chairman of the New York State Council of Parks; George W. Perkins, President of the Palisades Interstate Park Commission; Albert R. Jube, Vice-President; Laurance S. Rockefeller, Secretary; Catesby L. Jones, Treasurer; and Horace M. Albright, Theodore Boettger, Donald G. Borg, E. Roland Harriman and Frederick Osborn, all members of the Commission.

Throughout the day the Commission held "Open House." No charges were made and uniformed guides were in attendance to help visitors who wished to inspect or use the new facilities.

The Anthony Wayne Recreation Area, comprising about 35 acres of woodland developed for parking, bathing, picnicking, playfields and children's playgrounds, lies about five miles west of Bear Mountain and is reached via the Palisades Interstate Parkway. The central features are the pools and the bathhouse which were originally designed to accommodate 1,800 people, but have been expanded to a capacity of 3,600.

There is a large seating space where spectators may watch those using the diving pool. The 100' x 165' swimming pool has a shallow section in one corner, providing safe wading for small children. Adjacent to the diving and swimming pools are sun decks on which bathers may lounge.

A modern foodstand serves both bathers and non-bathing patrons. Tables, with decorative beach umbrellas, are so placed on a grassy terrace that those using them may view the entire pool area.

In the three spacious, tree-shaded picnic groves, picnic tables and waist-high charcoal burning fireplaces are available.

The whole development is built on a rise overlooking the parking field and Parkway. Walks and terraces are bordered by trees, and decorative planting.

Anthony Wayne became immediately popular, and on several week ends during the summer the parking field, bathhouse and pool filled to capacity by 2 P.M. It was obvious that further expansion would be necessary. Accordingly,

enlargement of the bathhouse, to increase its capacity from 1,800 to 3,600 persons was completed in 1957. Nevertheless, on the second Sunday after being opened, the expanded bathhouse was used to more than twice its newly designed capacity.

Because of public demand, work started in 1958 on an extension of the picnic and parking facilities, to accommodate an additional 5,000 people and provide space for 1,200 more cars, as well as an additional comfort station, refreshment stand, picnic tables and fireplaces. This was the second expansion since the opening of the Anthony Wayne Development in 1955.

Other Facilities in the New York Section of the Park

The River Parks, including Stony Point, rich in historical significance, Nyack Beach and Tallman Mountain, offer recreational opportunities to all Park patrons, and are particularly convenient for residents of nearby New York and New Jersey communities.

The enlarged swimming pool at Bear Mountain and the rebuilt pool at Tallman Mountain State Park attracted a full complement of patrons in 1949.

Approximately 1,000 persons annually take advantage of the free swimming instruction by the lifeguards, offered at all Park pools and beaches on week days in July and August, between 10 and 11 A.M.

The new basketball court on the south end of the Bear Mountain Playfield proved popular with the general public, and was also used by the Bear Mountain Sports Association League and by the New York Knickerbockers basketball club.

Because of their accident potential, and the feeling that the area used for toboggans could be utilized to better advantage by more people if it were converted into an open slope for skiing, the toboggan runs at Bear Mountain were eliminated in 1952.

A natural ice skating rink was established in the children's play area near Hessian Lake that same year, and was opened to the public on December 29th. Although the usefulness of this rink was entirely dependent on weather conditions, it enjoyed a popularity which served to emphasize the need for a large, artificial rink in that vicinity.

The year 1952 also saw the reopening of the Perkins Memorial Drive to the top of Bear Mountain, where motorists could satisfy their hunger at the picnic places, while enjoying the wondrous scenic views laid out below in a breathtaking panorama which, on clear days, embraced within its sweep parts of New York, New Jersey, Pennsylvania, Connecticut and Massachusetts.

A new public camping area at Lake Welch was opened on April 15, 1953. Its facilities include individual campsites, with and without platforms; water supply, wash houses, rowboats and free swimming for registered campers. The heavy usage of the area during its first season reflected the urgent demand for this type of recreation.

This family camping ground on the east side of the Lake is the vacation choice of residents of many states, and citizens of other countries. All its 100 floor units and 50 spaces without platforms are, as a rule, reserved well in advance for July and August.

Twelve boat moorings were installed in the Hudson River, near the South Dock at Bear Mountain in 1955 for the use of small river craft on a "first come-first served" basis. Their number has now been increased to 18 and they are much in demand on week ends and holidays. As many as 72 small craft have been accommodated at one time. A telephone on the dock enables boat

owners and their guests who wish to avail themselves of the Bear Mountain Inn facilities, to call the Inn for transportation.

To replace the rink which had burned in 1941, work was begun in 1955 on the construction at Bear Mountain of a combination roller and ice skating rink, 185 feet long by 85 feet wide. This one piece, post stressed, concrete slab structure, capable of accommodating 1,000 skaters, was put into operation on November 21, 1956. The ice skating season extends from November to March, and the roller skating season from April to October.

Improvements were made in 1956 at Silver Mine Ski Center, five miles from Bear Mountain, to permit more active winter use of the area. In and after 1957 it has been operated by a concessionaire, who keeps the slope and tow surfaces in usable condition with machine made snow.

Although the natural snow is therefore no longer a requisite to the enjoyment of skiing at this area, cold weather is an important factor. Water and air passing under pressure through an arrangement of pipes and nozzles, swirl out as snow whenever temperatures do not rise above freezing. The sustained low temperatures of the 1958-59 winter resulted in an excellent season, with three ski slopes and four tows operating every week end.

Construction plans have been completed for a large bathing and picnicking development for day visitors at the north end of the 216-acre Lake Welch. A grading contract was let in 1959 and work is progressing on a modern recreation area which will accommodate 15,000 persons. A bathing beach, bathhouse, parking space for 3,500 cars, picnic and games areas are expected to be in service by 1963.

At the Bear Mountain Inn, which has been operated as a concession by the Terminal Operating Corporation since 1941, a sprinkler and fire escape system, guest room telephones, air conditioning and new furnishings were installed in 1959 to ensure better fire protection and to bring the appointments of the Inn to desirable standards. The Inn is now well suited for mid-week conference groups.

Throughout the years which have seen people growing more sophisticated and increasingly more apt to view as necessities facilities which at one time would have been considered luxuries, the hiking trails that wind their way through the interior of the Park have continued to lure hikers who sought escape from the plights and pressures of modern living. Members of the New York-New Jersey Trail Conference, in co-operation with the Park officials, have assumed responsibility for marking and maintaining the 110 miles of trails in the New York section of the Park.

The entire 143 miles of trails in both States are always ready for those who would follow the "long brown path."

Boat Basins in the New Jersey Section of the Park

The Commission obtained in 1947 a \$37,000 appropriation from the State of New Jersey, to provide for partial repairs to the boat basins at Alpine and Englewood, and for the construction of a new dredge. A continuing appropriation of \$17,000 was obtained in 1948 and work on the basins progressed. The dredge was delivered in the latter part of May.

For some years there had been a long waiting list of applicants for stalls in these basins. In 1948, to alleviate this condition, the Commission established 24 moorings just outside the entrance to the Englewood Boat Basin.

These moorings were used in 1949 to capacity by boat owners but there were many who could not be accommodated. To offset this ever increasing demand for space, the Commission rebuilt the old Alpine Basin, immediately

north of the larger one, and established 14 additional stalls, which were occupied throughout the season.

From the standpoint of requests for space, the 1954 season was the heaviest, to that time, in the history of the boat basins. In July, four new moorings were added to the 24 already located outside the Englewood Basin, and still the season ended with a waiting list of space seekers.

In 1955 the demand increased to such an extent that 14 more moorings were added outside the Englewood Basin and two new stalls constructed in the Alpine Basin, bringing the total to 42 moorings and 224 stalls.

The new electrical system at Englewood Boat Basin, consisting of electrical outlets at each stall and a boardwalk lighting system around the perimeter of the basin, was finished and put into operation in 1956. The stall tenant was thus provided with complete accommodations, including wet storage, and dockside water and electrical connections.

The installation of the electrical system at the Alpine Boat Basin was started in 1956 and completed in time for the opening of the 1957 boating season.

Meantime, the basin rehabilitation program, which had been in progress for several years, continued.

In November, 1957, extension of facilities at the Alpine Basin was started, with a view to increasing its capacity by 28 stalls through utilization of the area formerly occupied by the Yonkers Ferry landing slip. Due to this expansion, the unsatisfied calls for moorings at Englewood Basin decreased, although requests for space in the basins continued unabated. Consequently, in 1959 the number of moorings was reduced, bringing the combined capacity of the basins to 252 stalls and 30 moorings.

Other Improvements in the New Jersey Section

Concurrent with the construction of the Palisades Interstate Parkway, a new hiking trail was built on top of the Palisades, extending from the George Washington Bridge to the State Line.

The old New Jersey administration building at Alpine, N. J. was demolished in 1953 because it stood in the path of the oncoming Palisades Interstate Parkway construction, and the administrative offices were moved, in November, to the former Oltman house, east of the Alpine Ferry Road.

With a view to the re-establishment of ice skating facilities at Carpenter's Pond, which had been discontinued during the construction of the Palisades Interstate Parkway in that area, the pond drain was repaired in 1956, a flood control valve inserted, log seats provided for the convenience of the skaters and a police telephone installed for their protection.

A system of police telephones connected to a switchboard in the Patrol Headquarters was installed in 1957 along the New Jersey section of the Parkway. In addition to its use by Park personnel for routine and emergency calls, the system is used to good advantage by the public for reporting accidents, fires, breakdowns and requests for assistance.

Parking space in New Jersey has been increased since 1947 from 1,100 to 1,500 cars, or approximately 36%.

In 1959 work was started on a new picnic area at the State Line Lookout, on top of the Palisades. At present this space can accommodate 127 cars, but will ultimately be enlarged to handle greater numbers.

SPECIAL EVENTS

National Conference on State Parks — 27th Annual Meeting — 1947

On October 7th, 8th and 9th the National Conference on State Parks held at Bear Mountain its 27th Annual Conference—the first since World War II. Approximately 200 people attended, including representatives from 29 states, members of the New York State Council of Parks, and State and County officials.

Highlights of the Conference were the welcoming address by the Honorable Thomas E. Dewey, then Governor of the State of New York, and the address on the "Philosophy of the New York State Park System" by the Honorable Robert Moses, Chairman of the New York State Council of Parks.

A feature of the conference was the renaming of Beaver Pond as Lake Welch and the dedication of a tablet in honor of the late Major W. A. Welch, former Chief Engineer and General Manager of the Commission.

Rockefeller Lookout

An outstanding event in 1955 was the unveiling at Rockefeller Lookout on the New Jersey section of the Palisades Interstate Parkway, in conjunction with the Commission's May 21st meeting, of a plaque to John D. Rockefeller, Jr., whose love for the mighty Palisades cliffs, and whose repeated and generous gifts to the Commission of land lying between U. S. Route 9-W and the edge of the cliffs, had made possible the construction of the Parkway.

The wording on the Plaque reads:

ROCKEFELLER LOOKOUT

Named for
John D. Rockefeller, Jr.
In Recognition of His Public-Spirited Desire
To Preserve the Palisades
In Their Natural Beauty,
His Far-Sighted Conception of a Great Parkway
Opening the Area to the Public,
And His Generosity Which Helped Make
These Ideas Reality

Placed Here By
Palisades Interstate Park Commission
May 1955

* * * *

S. S. Empire State

The S. S. EMPIRE STATE, a training ship of the State University Maritime College, was moored at the middle dock at Bear Mountain from June 5th through 7th, 1955, and served as housing accommodations for the White House staff and reporters, who were part of President Eisenhower's retinue when he visited West Point to deliver the Commencement Address on the latter date.

Stony Point Reservation Memorial to British Soldiers of the Revolution

Ceremonies were conducted at Stony Point Reservation on June 2, 1956, unveiling and dedicating a bronze tablet and glacial boulder to perpetuate the finding in this area of the remains of two British soldiers of the 17th Regiment of Foot, who died in the defense of the British-held fortress of Stony Point

on the night of July 15-16, 1779. The ceremonies were under the auspices of the British War Veterans of America, Inc., and the Rockland County Council of the Veterans of Foreign Wars of the United States, both organizations having sponsored erection of the memorial.

The Empire State Music Festival

In 1959 the Empire State Music Festival conducted a season of five week ends, beginning July 10th and ending August 9th, in the Park. The sponsors of the Festival, which was originally held in Ellenville, New York, decided to bring it to a location nearer the metropolitan region. The Anthony Wayne Recreation Area was an ideal setting, both as to scenic backdrop and convenient access. A sophisticated program of concerts, opera and ballet—traditional and modern—under celebrated conductors, was enthusiastically received by music lovers.

A huge aquamarine and gold colored tent, seating 2,000, with room for another 2,000 listeners on the grass area beyond, was raised on the slope of West Mountain. Bright pennants fluttered from the tent poles, giving it the appearance of a pavilion for a medieval joust, and the approach was along flower-bordered paths, past pools, picnic groves and games areas.

The Anthony Wayne Recreation Development offered to visitors the invitation to active participation during the day, and passive recreation in the evening as the strains of the music drifted down the Beechy Bottom Valley, which at one time had echoed to the fife and drum tunes of Revolutionary armies.

So favorably was the Festival received by the public and press alike, that it will return to its Anthony Wayne location in 1960, for a season to begin on July 8th and continue week ends through August 6th.

Dances

Beginning in 1951 the Park offered free weekly square dances, featuring the music of local hillbilly bands, on the playfield at Bear Mountain, which drew approximately 10,000 participants and viewers the first year, and 18,000 in 1952. In addition to the evening dances, a Sunday afternoon and evening jamboree, with guest callers, was presented in 1953.

Since 1957 the square dances have been held two or three times a week in July and August on the Roller Rink, with a nominal fee charged for control purposes.

These square dances have proven highly popular, as many as 800 dancers of all ages having participated actively in a single evening before 2,000 spectators, and are a summer feature.

Sports

Following a trend which had begun in the war years, outstanding athletic teams, both professional and college, continued to use the Bear Mountain



facilities for training. Included were the New York Giants, the San Francisco 49'ers, Dartmouth, South Carolina, Pittsburgh, Cornell, Virginia, V.M.I. and St. Francis Xavier High School football teams, and the New York Knickerbocker basketball team.

Since 1945 the Eastern Golden Glove Champions have returned to the Park every year for spring training.

The Bear Mountain Sports Association was instrumental in 1947 in the formation of an amateur basketball league, which has since numbered among its members teams from Rockland, Orange and Westchester Counties, and from Long Island. The keenly contested League games are received each year with great enthusiasm.

Other special events which drew appreciative audiences were the archery tournaments, Olympic canoe try-outs, canoe regattas, cross country track meets and—probably most spectacular and popular of all—the annual program of tournament ski jumps at Bear Mountain.

At one time the holding of these jumps depended upon favorable snow conditions, but since 1950, when they were first presented on a man-made substitute, achieved by machine shaving of ice, a "snow or no" policy has been possible.

Encouraged by the success of this innovation, the Park scored another "first" with the holding of the Torger Tokle meet under artificial light on the night of January 28, 1950. Never before in the United States had a sanctioned ski jumping meet taken place under floodlights.

Since then, Nature's failure to supply sufficient natural snow has been consistently countered and foiled with the pulverized ice. For several years the glorious spectacle of night events under lights was repeated, but has been dropped in recent years. The day jumps—often with the grass green on either side of the snow packed outrun—have continued to delight the crowds that weekly fill the Bear Mountain parking spaces and playfield to overflowing, in their desire to witness these tournaments.

GROUP CAMPS

In 1956 there were 43 children's resident Group Camps in the Harriman State Park, with a capacity of about 7,000, serving 35,000 children each year. This program is still being carried on. There is a waiting list of organizations who desire to rent Group Camps from the Commission.

Most of the camp buildings were built by the Commission in the period from 1910 to 1929, with Gift funds donated by Commissioners and friends of the Park. Since their construction, the Group Camps have been operated and maintained from rents paid by the groups which rented them.

It was decided in 1956 that, because of the Commission's financial inability to continue to reconstruct depreciated Group Camps financial help for rehabilitation should be requested from New York State. This was necessary because most of the buildings were then 30 to 45 years old and much in need of modernization, rehabilitation or replacement.

It was estimated that a \$100,000 annual appropriation, for five years beginning April 1, 1956, followed by a second \$500,000 spread over the next five years, would put the children's group camp plant into first class condition and thereby assure the continuation of a children's group camping program in the Park.

The first \$100,000 New York State appropriation became available April 1, 1956, and work on the modernization of the 43 camps was begun.

In a letter dated January 31, 1957, the Commission stated to the Director of the Budget that, in view of the administration's policy of providing \$100,000 annually for ten years to complete this work, the Commission proposed that at the end of the ten year period, title to the children's group camps and all revenue therefrom be vested in the State of New York which would meantime receive a proportion of the revenue and assume a proportion of the responsibility for the maintenance and operation of the camps. "This," the proposal pointed out, "would entail return of revenue to the State and provision for annual maintenance by the State in installments geared to progress on the improvement program."

On February 14th the Director of the Budget accepted the proposal, and each year since 1956 the State has provided an appropriation of \$100,000 for modernization of group camps.

CONSERVATION

Greenbrook Sanctuary

The year 1947 marked the establishment of the Greenbrook Sanctuary in the 146-acre area on the top of the Palisades, extending across the Alpine-Tenafly Borough line in Bergen County, New Jersey, and bordered on the east by the edge of the Palisades cliffs and on the west by what was to become the Palisades Interstate Parkway.

The wild, rugged terrain, sloping generally to a center basin, was considered an excellent location for a native wildlife, wild flower, shrub and tree preserve, the main feature to be a footpath-encircled 7½-acre lake, where aquatic and semi-aquatic plants would flourish.

This type of development was felt to be a desirable manner in which to preserve the natural beauty of the top of the Palisades, while at the same time permitting the public reasonable access for the study of all phases of natural history and conservation, and affording opportunity for enjoyment of the spectacular scenic views from the trails extending at points to the very edge of the Palisades.

The Palisades Nature Association, a group of public spirited men and women interested in all phases of conservation and natural history, had been formed in June of 1946 by members of the Englewood Garden Club and the Ridgewood Audubon Society. This Association offered to assist the Commission in the development of the Sanctuary, by establishing trails and native plantings and providing expert counsel in these matters.

In the spring of 1948 the Arboretum Committee of the Garden Club of New Jersey visited the Sanctuary, at the invitation of the Palisades Nature Association, and, after having canvassed the entire State of New Jersey and carefully considered various possible sites for an arboretum, selected a 26-acre tract in the Sanctuary for development as the Nell Baker Saunders Memorial.

That same year an anonymous donor gave the Association \$1,200 for the establishment of a sphagnum bog on the shore of the lake.

At the Second Annual Meeting of the Palisades Nature Association, on October 7, 1948, the Nell Baker Saunders Memorial Fountain in Greenbrook Sanctuary was unveiled with appropriate ceremonies.

In the next few years, volunteer help was largely responsible for the preparation and maintenance of plantings in the Arboretum, and limited maintenance work was done by Commission forces. Then, in the 1953-54 session, the New

Jersey Legislature appropriated \$5,000 and the following year \$25,000, for the construction of the dam which formed Sanctuary Pond. With the finishing of this project, the master plan for trails, planting, etc., was completed.

The Pond was dedicated on October 1, 1955 by Governor Robert B. Meyner, of New Jersey, at the Ninth Annual Meeting of the Palisades Nature Association held in the Holton Center of the Sanctuary. About 500 people attended the meeting, dedication and picnic lunch.

As an added protection to the dam, the Commission constructed in 1956 an emergency spillway, to carry off any abnormal overflow following torrential rains such as had been experienced in recent years.

Through joint action of the New Jersey State Highway Department and the Palisades Nature Association, the Sanctuary, in 1959, was enclosed on three sides by a six-foot high aluminum chain link fence. Fencing on the fourth side, which is at the edge of the Palisades cliffs, was, of course, unnecessary.

The installation of this fence limits access to the Sanctuary to one entrance, thus restricting the area to use by those interested in the many facets of natural life preserved within its confines.

Since the establishment of the Sanctuary, the Commission has worked in close cooperation with the Palisades Nature Association, and does the maintenance work in the area.

The Sanctuary is visited each year by thousands who take advantage of the regularly scheduled or specially conducted walks.

Trailside Museums

One of the activities most inviting to the public, and especially to children, is the operation of the Trailside Museums and Nature Trails at Bear Mountain.

Its purpose is to acquaint the visitor with the native plant and animal life, as well as the geology, history and Indian lore of the Park; to stimulate interest in the preservation of all native plant and animal life; to create interest in the out-of-doors and proper use of the Parks; to help make understandable what is observed in those out-of-doors; to encourage the study of natural resources and their relationship to man, and to provide an area where periods of leisure may be used to excellent advantage educationally.

Among the buildings which annually attract thousands of visitors are those devoted to small animals, geology, nature study, and history.

The Historical Building is on the site of Fort Clinton, which was stormed and captured by the British on October 6, 1777. It contains Revolutionary War material, as well as an Indian Collection, and the Dan Beard Memorial Room.

A number of enclosures, containing animals native to the Park, are situated along the trails. Nearby is the Bear Den.

The trails include the Nature, Geology, Hudson River and Redoubt Trails.

Regularly scheduled visits to the Museums and Trails are now becoming an accepted part of many school programs. Often the classes are guided through the area.

Nineteen fifty-nine being the year of the Hudson-Champlain Celebration, a special exhibit was arranged in the Historical Building, featuring old prints and early books relating to the Hudson River.

Five regional museums serve the group camps, carrying on an intensive nature program for the children campers in July and August.

The Trailside Museums have cooperated, ever since their establishment, with the American Museum of Natural History and the New York Zoological Society.

An average of more than 200,000 persons visit the Trailside Museums and Nature Trails at Bear Mountain yearly.

Supplementary Feeding of Deer

The unusually harsh winter of 1947-48 would have worked great hardship on the Park's deer population, were it not for the fact that the Commission instituted an aid program. A survey of the territory from the air resulted in the location of the herd, whose normal food sources lay buried under a relentless snow blanket, and toboggan loads of alfalfa were hauled into the area by patrolmen and rangers, thus saving many animals from starvation.

Again in 1957-58 the winter was so severe that supplemental feeding of the deer became necessary. The process was repeated in 1959, when approximately ten tons of alfalfa were put out in areas of greatest deer concentration.

Several censuses have been taken, the latest in 1958, which show that the total deer population in the Park has remained constant, at about 400, for several years.

Fish Management

In cooperation with the New York Conservation Department's Division of Fish and Game, the Commission has for many years carried on a Fish Management Program in a number of lakes in the Bear Mountain-Harriman area.

A hundred dollar prize was offered for the largest rainbow trout caught in Hessian Lake on the opening day of the 1949 Trout Season. While many fishermen were trying their luck in the brooks and other lakes of the Harriman section, several hundred gathered at Hessian alone. More than 200 legal size rainbow and brown trout were taken, the prize winning specimen being 16½ inches long and weighing one pound fourteen ounces.

Shad Fishing

In recent years the shad catch in the Hudson has become increasingly poor, possibly due to river pollution, and the number of commercial fishermen applying for landing privileges in the New Jersey section of the Park had dropped from twenty in 1947 to a low of seven in the years between 1952 and 1956. A new low of five was reached in 1957, and revenue from this privilege decreased accordingly. No increase is anticipated from this source unless the catch in future years improves greatly.

Tree Planting

It is the policy of the Park to ensure future shade in the picnic areas by the planting of trees when and where necessary. Due to the intensive use given these spots and the resultant trampling and compacting of the soil, it is impossible to rely on natural regeneration for tomorrow's shade trees, and the Commission therefore resorts to planting to maintain the cover desired.

Lack of snow in 1959 robbed the mountain laurel of the warm blanket which would have protected its roots against the bitterness of the winter. In consequence, large quantities of laurel were frozen, and the usually spectacular June display was less far reaching and impressive than in other years.

PERSONNEL

Benefits Obtained for Employees

In 1954, the Commission sought for its employees the benefits of Social Security coverage, and entered into an agreement with the Secretary of the Federal Department of Health, Education and Welfare to make such coverage effective January 1, 1955.

Initially, only New Jersey and labor class employees in New York were covered, because New York employees who were members of the Retirement System were ineligible.

Later the law was changed, and a referendum was held September 20, 1957, so that employees, except police, who were Retirement System members, could elect whether or not to have Social Security coverage. Those who so elected were covered, retroactive to March 16, 1956.

On December 8-10, 1958, a referendum of members of the Patrol Department belonging to the New York State Employees' Retirement System was held, and those who so elected obtained Social Security coverage, also retroactive to March 16, 1956.

The Commission has also obtained for its New York employees the benefits of Unemployment and Health Insurance.

Death of Samuel Nelson, Chief Engineer

On November 11, 1959, Samuel Nelson, who had entered the employ of the Commission in 1941 as Deputy Chief Engineer and had become Chief Engineer in 1954, suffered a heart attack and died two nights later. He had been a man of outstanding ability in his chosen field of engineering, and completely dedicated to his work.

Among the Commission projects to the planning of which he had given unstintingly of his time and effort was the Palisades Interstate Parkway.

GEORGE W. PERKINS

IN MEMORIAM

During the preparation of this publication, George W. Perkins, President of the Palisades Interstate Park Commission, died on January 10, 1960. At a meeting of the members of the Commission held February 2, 1960, the following resolution was adopted by a rising vote.

The Commissioners of the Palisades Interstate Park record with deep sorrow the passing of their loved and honored President, GEORGE W. PERKINS, who died on January 10, 1960.

From childhood, Mr. Perkins had been familiar with park work. His father, George W. Perkins, Sr., one of the original members of the Commission, its first President and leading spirit, had guided its destinies from its creation in 1900 until his death in 1920. Young George came early to know the Park and to love it.

Upon his appointment in 1922, he took up the torch his father had for so long borne aloft, and with the same acumen, the same enthusiasm for park work and devotion to the public good, threw himself wholeheartedly into the activities of the Commission.

His was a many faceted life, spent in numerous and diversified fields — business, education, Government service, to name but a few. He attained high office and well deserved honor — Assistant Secretary of State for European Affairs; Permanent United States Representative on the North Atlantic Treaty Organization; even the rank of Ambassador — but never did he lose touch with the Commission; never did his interest in its activities flag. He was a genuine, working President who, even when the tremendous demands upon his time necessitated absence, kept abreast of Commission problems and gave counsel judiciously, fairly and with unflinching thought for the public welfare.

On many occasions he assisted the Commission's program of expansion and development by generous monetary gifts which helped make possible the land acquisition necessary to the undertaking.

His joy was to give — not merely of material goods, but of himself, his time, his wisdom, his far-sighted and valiant hopes for the future.

To him might, indeed, be applied the tribute:

"His life was gentle, and the elements
So mix'd in him that Nature might stand up
And say to all the world, 'This was a man!'"

He lived to see many of the dreams cherished by the Commission's founders, and other great projects undreamed of at its inception, become reality — the passage of an interstate compact which formed the two, originally separate Commissions into one permanent interstate body, thus legally ensuring a unity which had theretofore been based on interstate comity; the completion of a magnificent parkway along the edge of the Palisades cliffs, threading its way through the Hudson Highlands, and knitting still more closely the various far flung sections of the Park; the construction of the Sebago and Anthony Wayne Developments, beautiful recreation areas for the enjoyment of the public — and as each new gem was added to the Park diadem, he must have felt such a glow of satisfaction as is vouchsafed to few men.

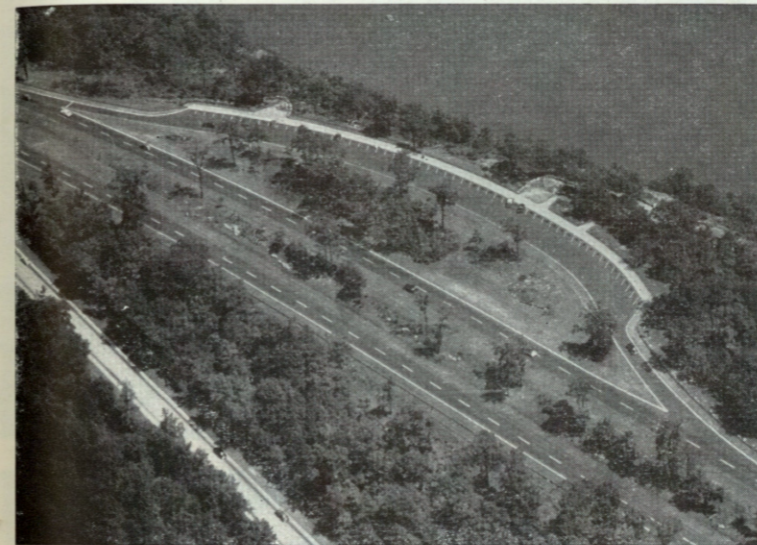
Mr. Perkins' fellow Commissioners feel themselves privileged to have had a part in his distinguished and rewarding life. With his passing they have lost not only a valued and respected associate, who merited always confidence and loyalty, but also a warmly admired friend, who inspired affection.

To his bereaved family they extend heartfelt sympathy.

Let this Minute, therefore, be spread upon the records of the Commission, and a copy thereof, suitably engrossed, be presented to Mrs. Perkins.



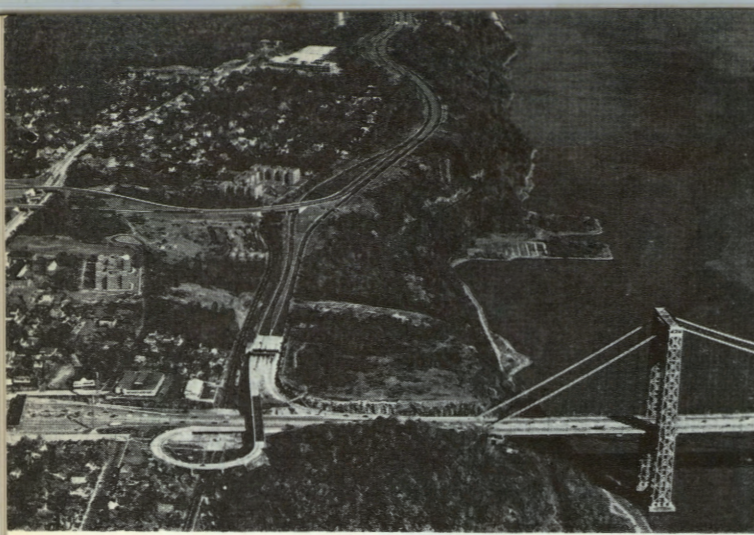
Dedication of Rockefeller Lookout—New Jersey Section, May 1955. L to R: Commissioners Boettger, Jones, Albright, Jube, Perkins, Borg, Rockefeller, and A. K. Morgan, General Manager, Palisades Interstate Park Commission.



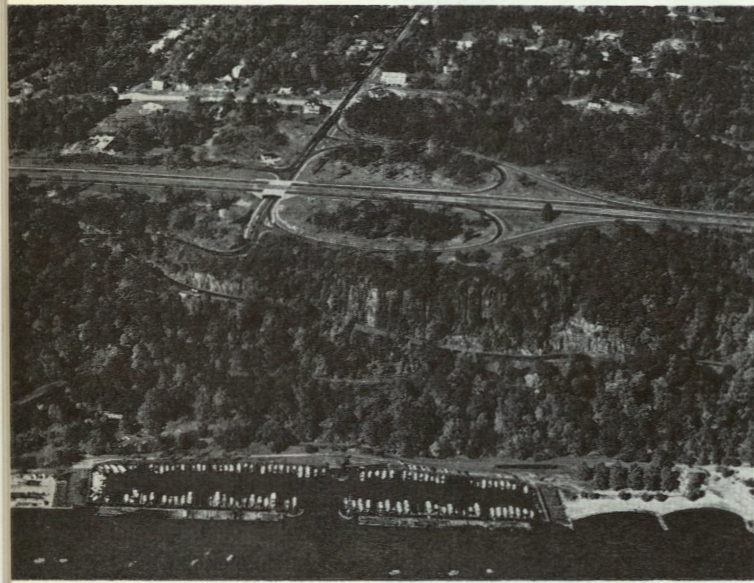
Rockefeller Lookout on the Palisades Interstate Parkway, overlooking the Hudson River at Englewood Cliffs, N. J.



Visitors enjoying the view from the top of the Palisades at Rockefeller Lookout on the Palisades Interstate Parkway. Henry Hudson Bridge over the Harlem River Ship Canal in the distance.



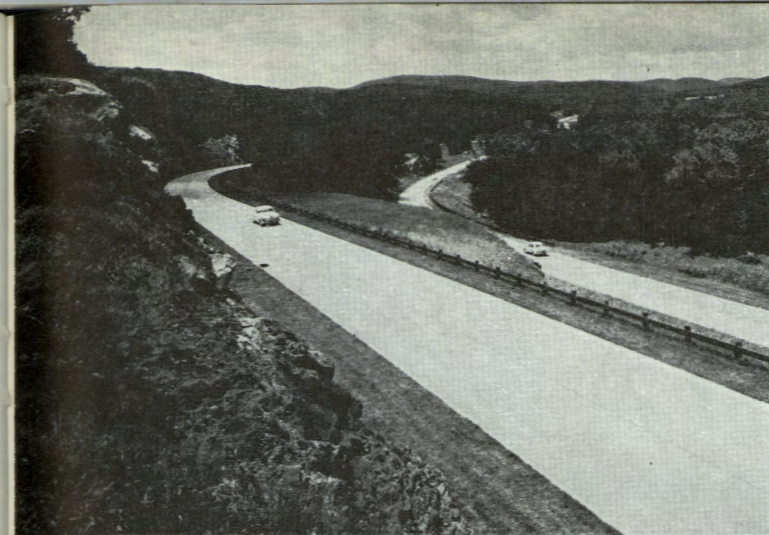
Looking north along the Palisades Interstate Parkway from George Washington Bridge at Fort Lee, New Jersey.



View from above the Hudson showing the New Jersey section of the Park and Parkway near Palisade Avenue, Englewood Cliffs, New Jersey. The Commission's Englewood Boat Basin and adjacent Englewood and Bloomers Picnic Areas are at the river level.



Palisades Interstate Parkway—New Jersey Section.



Palisades Interstate Parkway west of Bear Mountain near Queensboro Lake.



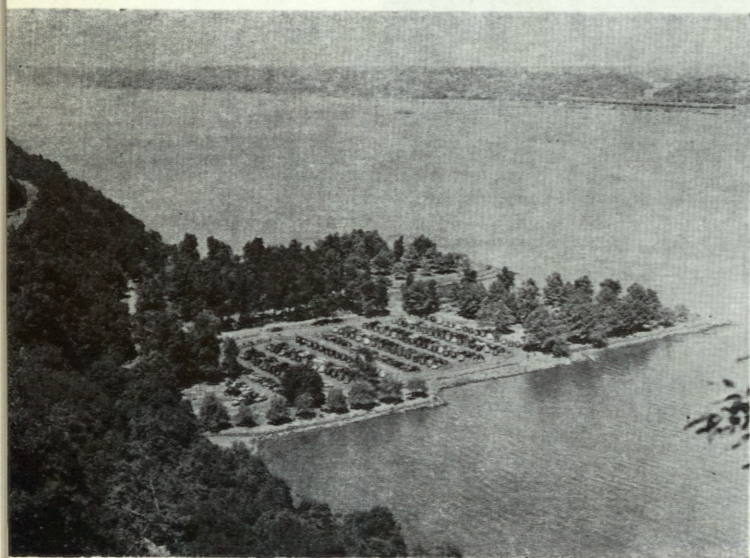
Near Queensboro Lake on the west side of Bear Mountain, Seven Lakes Parkway crosses the Palisades Interstate Parkway.



The Parkway climbs across the steep slopes of Bear Mountain above the Popolopen Gorge near Bear Mountain Bridge.



Fishing from Alpine Dock in the New Jersey Section.

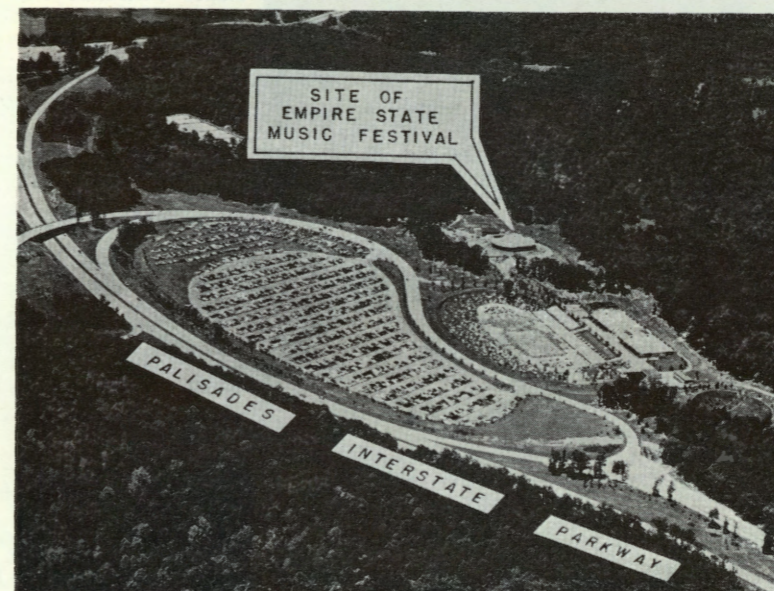


Ross Dock Picnic and Parking Area—N. J. Section of the Park.

Greenbrook Dam in Greenbrook Sanctuary—N. J. Section of the Park.

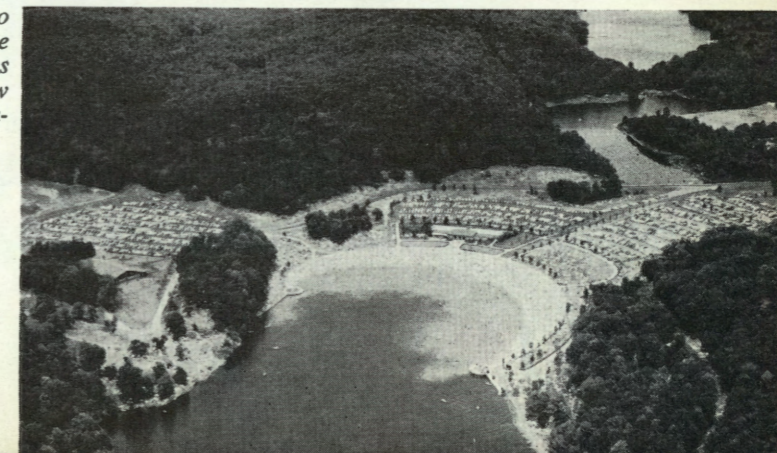


State Line Lookout refreshment stand.



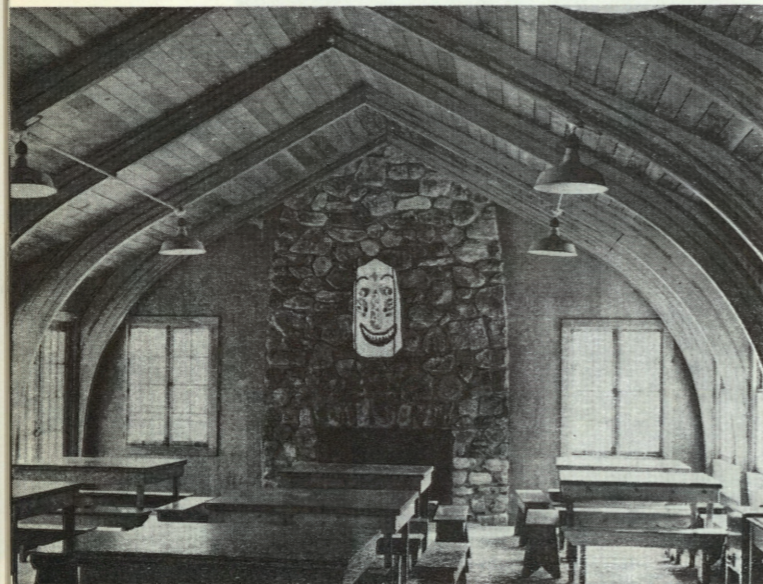
Anthony Wayne Development in the Harriman State Park. A swimming pool with modern bathhouse and diving pool, refreshment stand, playfields, playground for children, picnic areas with tables and fireplaces, and ample parking space.

The popularity of Sebago Beach in the Harriman State Park is shown here. Families from New York and New Jersey enjoy a day of relaxation and fun.





Rockland Lake State Park. The latest addition to the Palisades Interstate Park chain of parks.



One of the Group Camp Messhalls constructed under the Group Camp Modernization Program.

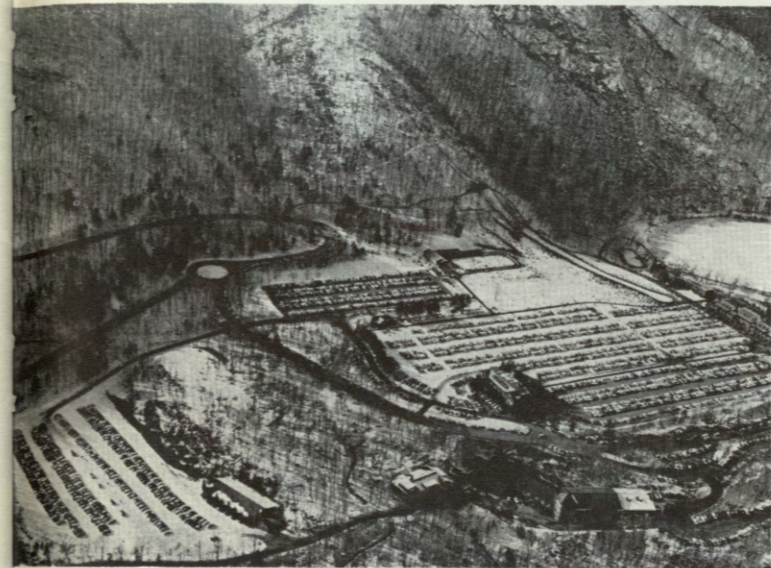


Ice skating on Bear Mountain Rink.



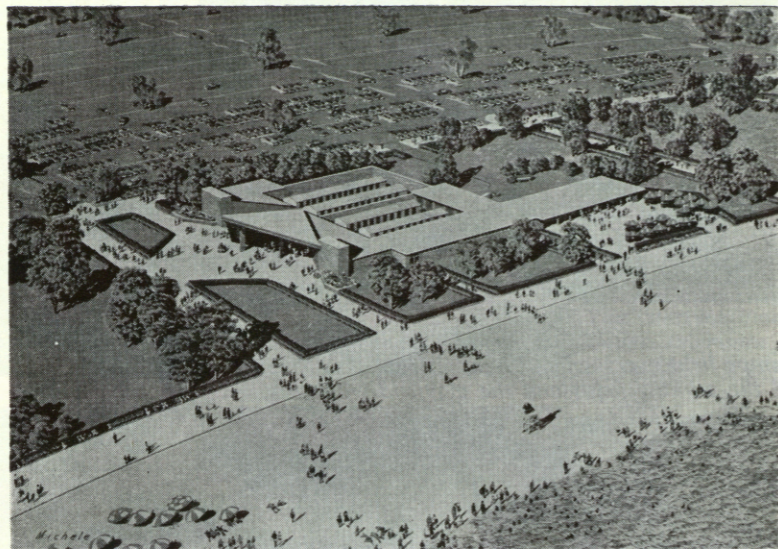
Outdoor square dancing is held during the Summer at Bear Mountain.

Ski jumps held every winter week end at Bear Mountain crowd the parking fields and the playfield with cars.



Silver Mine Ski Center in Harriman State Park.





The proposed Lake Welch Bathing and Picnic Development in the Harriman State Park is now under construction.

