

5 - Feb. 2, 1942

901

P75

**FIFTEENTH ANNUAL REPORT**

OF THE

**PORT RARITAN  
DISTRICT COMMISSION**

TO THE

**LEGISLATURE OF THE STATE  
OF NEW JERSEY**

**JANUARY 6, 1942**

FIFTEENTH ANNUAL REPORT  
*of*  
PORT RARITAN DISTRICT COMMISSION

C. PARKER RUNYON, Chairman  
Stelton, N. J.

ASHER ATKINSON  
New Brunswick, N. J.

THOMAS J. KELLY  
Perth Amboy, N. J.

MAX FOCHTMANN  
Piscataway, N. J.

FRANK D. SEGRAVE  
South Amboy, N. J.

GEORGE F. BAIER  
Member, Board of Freeholders  
New Brunswick, N. J.

JOHN F. RYAN  
Woodbridge, N. J.

WILLIAM CHEVALIER  
Sayreville, N. J.

MARCUS S. WRIGHT, JR.  
South River, N. J.

*Resident Engineer*

W. FRANKLIN BUCHANAN  
Metuchen, N. J.

*Counsel*

JACOB M. KLEIN  
Perth Amboy, N. J.

*Secretary*

CLIFFORD COSGROVE  
New Brunswick, N. J.

---

Office of the Commission  
16 Livingston Avenue  
New Brunswick, N. J.

---

JANUARY 6, 1942

1927 ANNUAL REPORT  
PORT RARITAN DISTRICT COMMISSION

## EXPLANATORY NOTE

---

The Port Raritan District Commission was created by the 1926 New Jersey Legislature (Chapter 337 P. L. 1926). The Commissioners are nine in number and have the jurisdiction and powers set out in this Act.

The Port Raritan District consists of Middlesex County, together with the Raritan River from the head of navigation at New Brunswick to Raritan Bay and all other lands and waters of Raritan Bay and the Arthur Kill contiguous thereto. It is one of the three port commissions in the State of New Jersey, the best known and oldest of which is the port commission formed in conjunction with the State of New York known as the Port of New York Authority. The other port commission is the South Jersey Port Commission which includes Trenton and the important Camden section and all of South Jersey.

## TO THE LEGISLATURE OF NEW JERSEY

This is the Fifteenth Annual Report of the Port Raritan District Commission. It presents a brief record of some of the waterway projects initiated and continued for construction during the year 1941.

The efforts of the Port Raritan District Commission, because of the large Federal appropriations and the proceedings which are necessary as a preliminary to the final authorization and expenditure by Congress of the monies required to consummate the construction of waterway projects in many instances, constitute a long term program. For instance, the 27-foot South Channel project in the Raritan River had its inception several years ago. This project was considered important to the development of the south shore of the Raritan as well as to the full attainment of operations at the Titanium Pigment Corp. Reverses were suffered by reason of adverse reports made by the Board of Army Engineers. The Commission was persistent in its aim to provide this important improvement and as a result of a series of appeals from these adverse reports from the District Engineer, the Division Engineer, the Board of Engineers for Rivers and Harbors at Washington, D. C. and the Chief of Engineers of the War Department, the merit of this project was finally conceded and the work authorized by the Federal Government. With the approval of the War Department, before the money was appropriated the project had to be recommended by the Rivers and Harbors Committee of the Congress and the expenditure thereof by authorization of the subsequent Congressional Rivers and Harbors Appropriation Bill.

This project, 300 feet wide and 27 feet deep, is now in the course of construction and it is anticipated that the improvement will be completed in the early part of 1942. In the meantime, the Titanium Division of the National Lead Co. at Sayreville is providing the means to expand plant operations. This includes the construction of new dock facilities which will enable that Company to receive and unload at their plant, large ocean-going vessels which require 23 to 25 feet of water. A sheet piling dock 500 feet in length provides the base for a high speed electrically operated unloading tower and cranes which will enable the Company to unload vessels at the rate of 300 to 400 tons per hour.

It is a recognized fact that related to defense requirements in time of war, navigable waterways are an important link to the whole chain in the handling of men, munitions and supplies. The 300-foot width of the channel opposite the Titanium plant has been augmented by 150 feet of inshore dredging at the Company's expense. We are now endeavoring as an important defense measure to have the Government dredge an additional 150 feet at the off shore side of the 300 foot channel. This would provide a basin 600 feet in width which we contend would readily lend itself to the berthing, loading and repairing of naval craft such as submarines, destroyers, submarine chasers, minesweepers, motor torpedo boats and other smaller Naval craft which come into local waters from the high seas for the purposes mentioned, besides supplying greater facilities for speeding up industrial defense production. The Titanium Company alone, by the use of a larger turning basin would charter larger vessels having a cargo capacity of 10,000 tons instead of the ships of less capacity as was originally intended. We are making every effort to include this project in the current Rivers and Harbors Bill which is now being considered by Congress and will be passed in the near future. Congressman William H. Sutphin is co-operating in this regard and we are hopeful that this improvement will be included in the Bill.

#### **United States Customs Service Port of Perth Amboy**

The growing importance of the Port Raritan District in general and the port of Perth Amboy in particular, is proven by figures given to us by the United States Customs Service for the purpose of this report, for the fiscal year ended June 30, 1941. A total valuation of imports is approximately \$300,000,000 as against approximately \$123,000,000 reported for the previous year, an increase of approximately \$177,000,000. Total receipts on duty imposed was \$8,948,088 as against \$1,578,000 for the previous year or an increase of \$7,370,088. As startling as these figures may be, they show conclusively the value of cargoes which come into the local port of entry. The value of exportations are not included because these figures are not available at this time.

For reasons which are obvious, precise data cannot be given as to the type, flag, or destination of vessels using these waterways. It is sufficient to report that with the fiscal year ending June 30, 1941 there were 132 foreign vessels with an approximate tonnage of 475,000 and 272 coastwise vessels with an approximate tonnage of 900,000 which used these waterways. These figures do not include ships to Port Socony, Staten Island, N. Y. and vessels bound for Newark and Bay-

way or outbound vessels from those places. It may be estimated however, that 400 ships may be added to the number previously mentioned. Besides cargoes of metals, oils, asphalt and other crude materials a great number of other commodities are carried by these vessels, the nature of which cannot be disclosed at this time. We are now having 24 hour patrols in this area by United States Government Coast Guard units. The United States Navy has recently established an office in the Naval Armory at the foot of Gordon Street, Perth Amboy.

#### **15-Foot Dredging Project Raritan River to City of New Brunswick**

This Commission continues to advocate the new dredging project by the Federal Government from Washington Canal to New Brunswick, N. J. The object of this improvement is to develop a 15-foot minimum depth channel in the Raritan River to the County seat which at high water would provide a depth of about 20 feet to the municipal terminal where the city has constructed a terminal warehouse at a cost of \$200,000.

Each time this Commission has presented the project to the War Department we have had an adverse report based on the general statement that "the requirements of existing and reasonably prospective commerce are amply provided for under the existing project." We consider this improvement to be of major importance and have filed a series of appeals on the adverse reports. To review the subject matter at length is unnecessary and it will be sufficient for the purposes of this report to set forth the following which is a part of the stenographic record of the last hearing held in New York City, October 15, 1941 at 10:30 A. M.

---

"WAR DEPARTMENT,  
UNITED STATES ENGINEER OFFICE,  
NEW YORK DISTRICT, NEW YORK CITY.

In the Matter

—of—

A public hearing to obtain information for use in the preparation of a report on RARITAN RIVER, NEW JERSEY, as requested in a resolution adopted March 27, 1941, by the Committee on Rivers and Harbors of the House of Representatives, United States, with a view to determining whether it is advisable to modify the existing project, etc.

Army Building,  
39 Whitehall Street,  
New York, N. Y.

October 15, 1941  
10:30 A. M.

Before:

LIEUT.-COL. L. S. DILLON,  
Corps of Engineers,  
District Engineer.

In Attendance:

M. S. H. ZIMMER,  
Assistant Engineer.

S. GOFSEYEFF,  
Junior Engineer.

The following persons, representing the interests indicated, were present at the hearing: ATKINSON, ASHER, 49 Mine St., New Brunswick, N. J., Port Raritan Commission (N. B. Dist.); ATKINSON, C. S., New Brunswick, N. J., Chamber of Commerce; COALE, G. B., P. O. Box 58, South Amboy, N. J., National Lead Company; HOWARD, L. A., Raritan Arsenal, Metuchen, N. J., Commanding Officer; JONES, H. L., 1060 Broad St., Newark, N. J., New Jersey State Board of Commerce & Navigation; KLEIN, JACOB M., 313 State St., Perth Amboy, N. J., Counsel, Port Raritan District Commission; KROEGER, PETER M., County Record Building, New Brunswick, N. J., Industrial Dept. Middlesex County; LEWIS, F. M., 26 Exchange Place, Jersey City, N. J., Pennsylvania Railroad Co.; LINN, GORDON E., Parlin, New Jersey, E. I. DuPont deNemours & Co., Hercules Powder Co., National Lead Co.; LITTLEFIELD, J. L., 60 Hudson St., New York, N. Y., Western Union Telegraph Co.; McMICHAEL, C. E., A.T., P. O. Building, South Amboy, N. J.; Sayre & Fisher Land Co. and Otis B. Kent; PACH, S. L., c/o Chief Engineer, C. R. R. Co. of N. J., Jersey City Terminal, Jersey City, N. J., Noralind Company; REAGER, JOHN L., City Hall, Perth Amboy, N. J., City of Perth Amboy; RYAN, JOHN F., Woodbridge, New Jersey, Port Raritan Commission; SANDT, P. E., Edison Cement Corporation, Stewartsville, N. J., Thomas A. Edison, Inc.; SEIFFERT, H. ALBERT, 38 Remsen Avenue, New Brunswick, N. J., State of New Jersey, Delaware & Raritan Canal Commission; SIMPSON, AUGUSTUS H., 111 Eighth Avenue, New York City, The Port of New York Authority; SMITH, H. B., 80 Broad Street, New York City, Smith & Johnson; SMITH, L. W., 17 Battery Place, New York City, New York Tow Boat Exchange; SOELLER, WILLIAM, 17 Battery Place, New York City, Tice Towing Line; TAYLOR, M. W., City Hall, New Brunswick, N. J., City of New Brunswick; VERMEULE, ADRIAN, Box 263, New Brunswick, N. J.; WIENEKE, H. A., P. O. Box 58, South Amboy, N. J., National Lead Co., Titanium Division.

COLONEL DILLON: The meeting will please come to order. The purpose of this public hearing, which is held by the District Engineer of the United States Engineer Office, New York District, New York, is to obtain information for use in determining whether any modification is advisable at this time in the existing project for Raritan River, New Jersey. The public notice calling this hearing will now be read.

MR. ZIMMER: Public Notice No. 882 is as follows:

"War Department  
United States Engineer Office  
New York District  
Room 420, 17 Battery Place  
New York, N. Y.

September 10, 1941.

Notice of Public Hearing

To Whom It May Concern:

A public hearing will be held in the Assembly Room, Army Building, 39 Whitehall Street, New York City, at 10:30 A. M., Eastern Standard Time, Wednesday, October 15, 1941, to obtain information for use in the preparation of the report on Raritan River, New Jersey, requested in the resolution adopted March 27, 1941, which follows:

'Resolved by the Committee on Rivers and Harbors of the House of Representatives, United States, That the Board of Engineers for Rivers and Harbors created under section 3 of the River and Harbor Act, approved June 13, 1902, be, and is hereby, requested to review the reports on Raritan River, New Jersey, submitted in Rivers and Harbors Committee Document Numbered 74, Seventy-fourth Congress, second session, and previous reports, with a view to determining whether it is advisable to modify the existing project in any way at this time.'

The existing project for Raritan River was authorized by the River and Harbor Acts of March 2, 1919, June 3, 1930, August 26, 1937, and October 17, 1940. It provides for a channel 25 feet deep at mean low water and 300 feet wide extending from the turn in New York and New Jersey Channels near Great Beds Light to the Raritan Arsenal Wharf on the main channel, a distance of 5.8 miles, widened to 600 feet for a length of 1,000 feet opposite the wharf to form a turning basin of the same depth; thence a channel 15 feet deep and 200 feet wide to the Washington Canal, a distance of 3.0 miles; thence 10 feet deep in soft material, 11 feet deep in rock, and generally 100 feet wide with widening at bends, to the Delaware and Raritan Canal entrance at New Brunswick, a distance of 5.0 miles; and for a south channel, 25 feet deep and 300 feet wide, from the junction with the main channel at Keasbey to the upper limit of the property of the Titanium Division of the

National Lead Company, a distance of 0.8 mile; thence 10 feet deep and 150 feet wide to the upper junction with the main channel at Crab Island, a distance of 2.4 miles.

All parties interested or concerned in the above mentioned waterway are invited to be present or to be represented at the hearing to express their views on the subject. It is especially desired to obtain the views of industrial concerns and of municipalities and towns whose interests may reasonably be expected to be affected by further improvement of Raritan River."

Jacob M. Klein, Counsel for this Commission, represented the proponents and introduced those who were prepared to speak on the subject. The only objections offered were those which pertained to municipal and industrial fresh water supply and the manner in which such water might be affected through the introduction of salinity as a result of dredging operations.

As a result of the said hearing this project is now being studied by the War Department and it is hoped that the report will be favorable. We consider this project to be of such importance to the Raritan River section of the Port Raritan District waterway system as well as to all communities located in Middlesex County, that we will continue to press the matter until such time as favorable action on the part of the Federal Government through the War Department, is obtained.

### **New Jersey Ship Canal**

Another major project which is directly connected with National Defense and which we have been sponsoring for some time is the New Jersey Ship Canal (missing link) from Sayreville on the Raritan to Bordentown on the Delaware. The Atlantic intracoastal waterway system has been improved from Boston to Miami and it is possible for vessels of proportionate size to traverse the inside route from Boston to Miami, excepting the stretch across the State of New Jersey, a distance of nearly 1,900 miles.

As recently as November 5th, 1941, completion of the New Jersey "missing link" in the intracoastal waterway system was urged by Chairman Mansfield (D. Tex.) of the House Rivers and Harbors Committee to help round out what he says would be the greatest inland waterway system in the world. This is the first time in the 35 years of sponsorship of this project that it has officially received in Congress a recommendation for its immediate construction. The merits of this great waterway can briefly be described by setting forth that part of the resolutions pertaining thereto adopted at the 34th Annual Convention of the Atlantic Deeper Waterways Association held November 10-12, 1941 in Miami, Florida. Jacob M. Klein, Counsel for this Commission was Chairman of the Committee on Resolutions, the other members being George Kimball, Massachusetts; John J. Fairbanks, Jr., Virginia; O. P. Hart, Florida; and W. F. Coachman, Jr., Florida.

### **New Jersey Ship Canal—"The Missing Link"**

An adequate canal across the State of New Jersey has been advocated by this Association for three and one-half decades. We have seen the Atlantic Intracoastal Waterway develop to the north and south of the contemplated link in New Jersey which would stretch 35 miles from the Raritan River to the Delaware. This unforged link now breaks the chain which would otherwise provide a continuous inside water route from New England to southern Florida, a line nearly 1,900 miles in length.

We reaffirm the many major reasons why the construction of the New Jersey Ship Canal is necessary in the public interest;

1. It would facilitate the trans-shipment of commodities between Boston, New York and other commercial centers on the Delaware River and Chesapeake Bay.

2. It would connect the waterways of the South with the waterways of the Great Lakes and New England and thereby increase commerce and recreational craft on the upper and lower sections of the Intracoastal Waterway.

3. It would provide a protected, alternate passage inside the potentially hazardous Atlantic Ocean route between New York Bay and Delaware Bay.

4. It would serve as a major element of national defense in time of war.

5. It would increase the growth of industry, agriculture and general commerce in the territory tributary to the canal as well as on the whole Atlantic Seaboard, thereby creating greater revenue to the State and Federal Government.

6. It would stimulate the exchange of commodities between the different States on the Atlantic Seaboard, at present retarded because of uneconomic transportation facilities.

7. It would alleviate the inadequacy of railroad facilities which, under emergency pressure, cannot carry the full load.

8. From every standpoint it would be an important adjunct to an efficient national transport system.

9. It would mitigate the rationing of essential commodities caused by emergency production and distribution and simultaneously eliminate the drastic bottlenecks in defense and civilian needs.

10. Until the New Jersey Ship Canal is provided, the full effectiveness of the Atlantic Intracoastal Waterway System cannot be attained.

### **"All out" Effort for National Defense**

No longer do the people of the United States and their duly elected representatives discuss the possibilities of war in hushed tones. Unity of defense action is taking the place of wishful thinking and lassitude. We would be remiss in our duties as patriotic

citizens here assembled if we did not recognize the need of supporting "all out" measures for adequate national defense, and, therefore, the following resolution is unanimously adopted:

WHEREAS, commendable progress has been made by the Federal Government in the construction of the Atlantic Intracoastal Waterway System as advocated by this Association for the development of national defense, and the preservation of life and property, and

WHEREAS, a war which is enveloping the world may come to our American shores, try as we will to avoid it; and

WHEREAS, there is no adequate waterway across the State of New Jersey to provide a safe interior passage connecting the great ports of New York, Philadelphia and their navy yards; and

WHEREAS, such an interior passage would provide a safe transport route for the shipment of troops, munitions, raw materials, finished products and supplies; and

WHEREAS, the New Jersey Ship Canal would permit the berthing, loading and repairing of naval craft, such as submarines, destroyers, submarine chasers, minesweepers, motor torpedo boats and other small naval vessels which could come in from the high seas for the purposes mentioned, now therefore be it

RESOLVED, that the officers of this Association shall, at the close of this Convention, invite the attention of the President and Congress to the matters herein contained, and request that immediate action be undertaken to construct the "missing link" in the Atlantic Intracoastal Waterway System and thereby remove a vital obstruction to Atlantic Coastal Defense.

The New Jersey Ship Canal is as important as any projected waterway improvement within the confines of the United States. With current Federal recognition as hereinbefore set forth, optimism runs high amongst its supporters.

**South River and Washington Canal**  
**Woodbridge Creek**  
**Smith's Creek**

Previous reports of this Commission have covered these three important projects. During the past year maintenance dredging has been done in the Washington Canal and South River and as herein-after mentioned, the War Department has proposed further expenditures of \$79,000 for 1942. In Woodbridge Creek a dredging project was concluded last year which involved the removal of 88,000 cubic yards of material at a cost of \$30,000. The War Department proposes further improvements to this waterway at a cost of \$33,000 in 1942. At Smith's Creek, Sewaren, N. J., there has been a shoaling in the entrance channel which makes navigation hazardous for the many pleasure craft using the Creek for an otherwise ideal boat basin. The State Board of Commerce and Navigation has recommended the improvement but to date the funds have not yet been appropriated for this purpose. This Commission is pursuing its efforts in order that proper facilities will be provided.

**New York and New Jersey Channels**  
**Arthur Kill and Kill von Kull**

Approximately 43% of the program for the improvement of these major waterways as authorized in 1935 has been completed. Funds authorized by the Federal Government for these channels amount to \$37,000,000 with \$195,000 required annually for maintenance. This Commission is especially interested in the widening of the present channel in the Kill von Kull to 1,000 feet; the widening of the present channel in the Arthur Kill to at least 600 feet or the full distance between the established pierhead lines where such distance is less than 600 feet; and the widening of the approach channel through Raritan Bay to 800 feet to permit passage of large oil tankers and other craft which navigate into the Arthur Kill from Raritan Bay, with a depth of 35 feet to be increased from 30 feet. The Board of Engineers for Rivers and Harbors after a thorough study of all the facts and conditions relating to savings and transportation costs, recommended:

That the existing project for New York and New Jersey Channels be modified to provide for a depth of 37 feet at mean low water in rock and 30 feet in soft material throughout, except in Arthur Kill between a point 1,000 feet north off the mouth of Smith's Creek and a point 1,000 feet south of Buckwheat Island, where the depth will be 30 feet; to be 800 feet wide through Jedney and Bayside Channels, thence 600 feet wide across lower New York Bay and Raritan Bay and in Arthur Kill to a point 1,000 feet south of Buckwheat Island, widened to 800 feet in the vicinity of Seguine Point and Wards Point, thence 500 to 600 feet wide and passing north of Shooters Island to the junction with the channel in Newark Bay; and thence 800 feet wide to upper New York Bay; with two anchorages 38 feet deep to accommodate five vessels, each, one in the vicinity of Sandy Hook and one south of Perth Amboy; all with suitable easing at the bends and junctions with other channels.

The War Department explained in its report that these waterways serve expensive industrial developments including those for the storage, refining and distribution of petroleum products, railroad, coal, and other plants of a diversified nature. The great sum of money authorized by the Federal Government is indeed justifiable when it is considered that the commerce in these channels during the past 10 years has averaged approximately 50,000,000 tons per annum. Making the improvements proposed, the War Department's statement said, will afford substantial benefits to industries engaged in foreign and domestic commerce of a highly competitive nature and of far reaching proportions, and will alleviate the congestion which now frequently occurs in the channels and facilitate expeditious movement of vessels.

Within the past few weeks it was reported by the Office of Production Management, Washington, D. C., that the State of New Jersey holds the first position in the nation for volume and expenditure in the war production effort. Waterways constitute a vital element in the transportation of raw and finished defense commodities. The \$37,000,000 project above described, proves beyond question the far-

sightedness of the War Department of the United States. Under this continuing project the War Department lets the contracts for construction and the work is supervised by the New York District Engineer and his staff. Some of the largest peacetime industries of their kind in the world are located on both shores of the New York and New Jersey Channels. The new defense industries are making the maximum use of these deep water facilities.

### **25 Foot Raritan Arsenal Project North Channel, Raritan River**

The Federal Government has recently completed the improved north channel of the Raritan River to the Raritan Arsenal depot at Bonhamtown. This waterway has a depth of 25 feet and is 300 feet wide. Opposite the Arsenal wharves the channel has a width of 600 feet and provides a turning basin for vessels engaged in the transshipment of material to and from the depot.

A further improvement to this important channel to a depth of 30 feet is anticipated for construction in the immediate future. It is included in Report #1431, Union Calendar #484, 77th Congress, H. R. 5993 under date of November 10, 1941, which is commonly known as the Rivers and Harbors Bill. Representative Joseph J. Mansfield, Chairman of the Rivers and Harbors Committee, introduced the Bill in the House of Representatives as of said date. The Bill with necessary changes and amendments is expected to be passed shortly and it is expected that dredging operations on this improvement will proceed with expedition.

### **Federal Expenditures**

The following figures concern the Raritan Bay District and contiguous waterways. These figures are provided by the Government and indicate the magnitude of the work done in the district in the past and also what is proposed for 1942 and 1943 in the said waterways.

New York and New Jersey Channels expended and proposed in 1941 \$1,424,000; actual and proposed expenditures for fiscal year 1942 \$3,143,000; proposed for 1943 \$5,118,000 as contained in the annual report of the Chief of Engineers for 1941. Raritan River to Arthur Kill Cut-off Channel \$262,000 for 1942. Woodbridge Creek \$33,000 for 1942. Raritan River expended and proposed in 1941 \$506,000; actual and proposed expenditures for fiscal year 1942 \$265,000; proposed for 1943 \$150,000 as contained in the annual report of the Chief of Engineers for 1941. Washington Canal and South River actual or proposed for 1942 \$79,000. This shows a total for 1941 of \$1,930,000; 1942 \$3,782,000; 1943 \$5,268,000.

According to the figures supplied by the Office of the District Engineer, New York District, the grand total expended on waterways up to June 30, 1941 was \$33,086,000 which sum includes any work and maintenance under existing and previous projects.

The war in which the whole world is embroiled and which lately has come to our own shores, has caused readjustment in the matter of international and coastwise shipping. Even so, the Port Raritan District like the Port of New York, is besieged with shipping and as the war progresses the shipping of cargoes will go on apace. With deep water facilities in this district as they relate themselves to the New York and New Jersey Channels and the great Port of New York, local waterways supply a valuable adjunct to the whole program of waterway transportation requirements. The fulfillment of these objectives did not come over night; they represent the fruition of many years of energetic application and well organized effort. Our program of construction for improved waterways was not inspired by selfish motives. Everything which has been sponsored and accomplished has been done for the betterment not only of the Atlantic Seaboard but for the improvement of all coastal and inland waterways of the United States as well. Our program is especially designed to meet the requirements of waterway transportation after we have won the war and won the peace. The construction of new vessels in this country is breaking all previous records. The United States Merchant Marine after the war is concluded will need every improved facility for shipping foodstuffs, wearing apparel, household goods, machinery, both heavy and light, building material and commodities of all kinds to all parts of the world. This highly industrialized center will largely participate in the reestablishment of international trade. While the war is going on we will continue to seek federal funds for deeper and wider channels in the hope that when the world war is at an end our industries will be able to participate proportionately in the days of peace and prosperity which are bound to come.

The Port Raritan District has within its area twenty-five municipalities among which are New Brunswick, Perth Amboy, Woodbridge, South Amboy, South River, Sayreville, and other communities which are highly industrialized and thickly populated. Those cities which are not located directly on channels having a depth of 30 feet or more, have a close proximity thereto and are expanding their potentialities to an extent which makes the whole of Middlesex County one of the most productive in the nation. We are in the center of improved railroad facilities and modern highways. Being strategically located between the great cities of New York and Philadelphia, the entire Port Raritan District is growing in importance year after year and to no small extent do our waterways contribute to the welfare and prosperity of the nation.

### **Acknowledgements**

The offices of the District Engineer have recently been transferred from 17 Battery Place to 120 Wall Street, New York City, where both personnel and office facilities have largely expanded.

Col. J. N. Hodges is Division Engineer. Lt. Col. L. S. Dillon, District Engineer, United States Engineer Office, has many hundreds of persons, military and civilian, who are in his department and coordinating their efforts in the same building. While the District Engineer's offices have

always been busy with affairs concerning the Corps, now, due to the demands of a nation at war, the staff and civilian attaches are working overtime and the spacious offices are teeming with activity.

Lt. Col. A. J. Sheridan is executive assistant to the District Engineer. H. E. Libby, J. M. Buckley, Floyd E. Peterson, C. D. Mayhew and others with whom we are in contact remain as civilian members of the staff. E. B. Snell has been transferred to Albany, N. Y. To all of these officers and civilian engineers we wish to acknowledge our appreciation for the generous manner in which they have all cooperated with this Commission in matters concerning the progress of the Port Raritan District. Either at public hearings or private conferences, the members of this Commission have been extended unusual courtesy and attention. No matter is too large or too small to engage the painstaking efforts of the members of the Corps of Engineers.

The improvement of our rivers and harbors has for more than a century, been delegated to the Corps of Engineers of the United States Army. Many notable achievements have been accomplished. Their work has been marked by engineering skill and fidelity in execution. The officers of the Corps have supervised the expenditures of public funds, not only with economy but with the purpose of securing the best results. The planning and construction of works for the improvement and maintenance of our rivers and harbors should continue with these efficient public servants.

The Commission also wishes to express its gratitude for the cooperation it has received from the Port of New York Authority, State Board of Commerce & Navigation, New Jersey State Highway Commission, State Water Policy Commission and other agencies in the National and State Governments, particularly to Governor Charles Edison, United States Senator William Smathers, United States Senator W. Warren Barbour, Hon. William H. Sutphin and Hon. Charles A. Eaton, Congressmen of the Third and Fifth Congressional Districts respectively.

Respectfully submitted,

PORT RARITAN DISTRICT COMMISSION

C. PARKER RUNYON, Chairman.

JACOB M. KLEIN, Counsel

## STATUTES

CHAPTER 337  
(P. L. 1926 Pg. 767)  
*Passed April 1, 1926*

An Act to create the Port Raritan District and to provide for the appointment of the Port Raritan District Commission and the vesting in the Commission of appropriate powers and making an appropriation for the expenses of the commission.

CHAPTER 338  
(P. L. 1926 Pg. 772)  
*Passed April 1, 1926*

An Act authorizing the governing body of any county, borough, city, township or other municipality in this State to raise, appropriate, set aside and devote money or property to the use of any port, harbor, bridge, or river commission now or hereafter created by the Legislature of this State and giving to any such local governing body property to the use of any port, harbor or river commission now or hereafter created by the Legislature of this State and giving to any such local governing body the power to prescribe the terms and conditions upon which any such money or property shall be held and used.

CHAPTER 31  
(P. L. 1927 Pg. 70)  
*Approved March 7, 1927*

An Act authorizing the Port Raritan District Commission to straighten South River, in the county of Middlesex, and making an appropriation therefor.

CHAPTER 22  
(P. L. 1928 Pg. 36)  
*Approved March 6, 1928*

An Act authorizing the Port Raritan District Commission to investigate the pollution of the Raritan River and to prepare a plan for the purification of the Raritan River and making an appropriation therefor.

REVISED

Approved January 15, 1942

JOHN P. DULLARD,

Asst. State Librarian.

