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REPORT
OF THE
PORT RARITAN
DISTRICT COMMISSION
TO
LEGISLATURE
OF THE
STATE OF NEW JERSEY

JANUARY 15, 1934

SEVENTH 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.

HAROLD E. BATSFORD
Metuchen, N. J.

J. RAYMOND MALLOY
South Amboy, N. J.

LEWIS COMPTON
Metuchen, N. J.

JOHN F. RYAN
Woodbridge, N. J.

THOMAS F. DOLAN
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.

Consulting Engineer

SAMUEL J. MASON
Perth Amboy, N. J.

Secretary

CLIFFORD COSGROVE
New Brunswick, N. J.

Office of the Commission
390 George Street
New Brunswick, N. J.

JANUARY 15, 1934

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 Seventh Annual Report of the Port Raritan District Commission and is submitted for the year 1933, during which much has been accomplished in the District. Major projects have been completed, others continued and surveys for new ones initiated.

The year of 1933 has witnessed the realization of two important projects sponsored by the Port Raritan District Commission for many years, namely; the quarantine anchorage basin in Raritan Bay near Perth Amboy and the cut-off channel from the Raritan River to the Arthur Kill. The sum of \$1,000,000 was allocated by the Public Works Administration for the completion of these major projects and the dredging of the areas affected is actually now in progress. The additional sum of \$600,000 is now being sought from the Public Works Administration in order to construct a three-ship anchorage instead of a one-ship anchorage which the present improvement will provide, and to make the cut-off channel eight hundred feet wide instead of a width of five hundred and sixty feet now in the course of construction.

Matters of great importance to this District have been proposed to the War Department through the office of the District Engineer at New York and discussed between the members of this Commission and the Government representatives.

This commission has given its cooperation and support in all projects already undertaken, or about to be undertaken, by the Federal Government in connection with improvements affecting the Port Raritan area.

Following herewith is a brief review of facts pertaining to certain major projects, which among other matters have had the attention of this Commission.

**New York and New Jersey Channels
(Arthur Kill and Kill Von Kull).**

As has been previously reported, we have seen the completion of the work for the improvement of the New York and New Jersey Channels as authorized by Rivers and Harbors Act approved September 22, 1922. On September 7th, 1932 under a contract with the New Jersey Shipbuilding and Dredging Company, the work was officially finished. Within that time a channel thirty feet deep and four hundred feet wide from deep water in lower New York Bay, through Raritan Bay and Staten Island Sound, made up by the Kill von Kull and Arthur Kill to upper New York Bay has been completed. The completed project also includes a branch channel, north of Shooters Island, twenty feet deep and four hundred feet wide, protected by a dike on its northern side.

For a time, it appeared that further improvement of these waterways in accord with the provisions of the Rivers and Harbors Act approved by Congress July 30, 1930, would be delayed indefinitely. This was due to the fact that as late as May 28, 1932, Colonel G. M. Hoffman, Division Engineer, North Atlantic Division, made a report which was unfavorable to the improvement of these important waterways. Previous to Colonel Hoffman's report, Colonel R. T. Ward who was then District Engineer, had made a favorable report.

The Port Raritan District Commission, through its counsel, Jacob M. Klein, then took the matter up with Major General Lytle Brown, Chief of Engineers of the United States War Department at Washington, D. C. for the purpose of making an appeal from the adverse report made by the Division Engineer. Major General Brown then advised this Commission that the Board of Engineers for Rivers and Harbors, after a review of the reports, recommended that a survey of the New York and New Jersey channels be undertaken to determine the extent of the improvements justified in the interest of commerce and navigation. Subsequently, Colonel R. T. Ward issued a public notice which called to the attention of all parties interested in the further improvement of these waterways, one of the provisions of the Rivers and Harbors Act, approved by Congress July 3, 1930, which directed and authorized the Secretary of War to cause

preliminary examinations and surveys to be made in the New York-New Jersey Channels from deep water in the vicinity of Sandy Hook, New Jersey, through Lower New York Bay, Raritan Bay, Arthur Kill, Staten Island and Kill von Kull, to deep water in New York Bay with the view of securing channels of sufficient depth and width, and adequate anchorage areas for vessels using such channels. This Commission from its inception, has worked for these improvements, having gathered data and presented the same by way of briefs and oral testimony in furtherance thereof.

The objective being the widening of the channel in the Kill von Kull to one thousand feet; the widening of the present thirty-foot channel in the Arthur Kill to at least six hundred feet or the full distance between the established pier-head lines where such distance is less than six hundred feet; and the widening of the approach channel through Raritan Bay to eight hundred feet to permit passage of large oil tankers and other craft which navigate into the Arthur Kill from Raritan Bay, with a depth of thirty-five feet to be increased from the present depth of thirty feet.

According to information submitted by Colonel E. D. Ardery, District Engineer, the survey of the New York and New Jersey Channels to determine the advisability of increased width and depth, is in progress. It is hoped by this Commission that the report thereon will be known as soon as circumstances permit.

**Anchorage Basin
Raritan Bay, Near Perth Amboy.**

As previously mentioned in this report, the anchorage basin is now in the course of construction. The same being paid for by funds allocated by the Public Works Administration, Washington, D. C.

The importance of this improvement may be judged from the fact that it was favorably reported as far back as 1930. The project not only represents a great saving of time and expense to the shipping that passes through the Raritan Bay and up the Arthur Kill and Kill von Kull, but also as a public health measure, and from the standpoint of pilotage and safety.

In a letter dated January 30, 1930 addressed to the Committee

on Rivers and Harbors, Major General Lytle Brown, Chief of Engineers, says, "The Board states that the present method of quarantine inspection is unsatisfactory and will become more so as the number of deep-draft vessels using the New York and New Jersey Channels increases". At the present time, a ship desiring to enter by way of Perth Amboy, arriving off Sandy Hook in the evening must anchor and wait until the next day and a favorable tide in addition, before proceeding to Perth Amboy and the Kills. This means a loss of several hours' time and perhaps an entire day. When the anchorage is completed at Perth Amboy and the approach channel properly marked for night navigation, the ship will proceed thereto, ready to pass quarantine in the morning and if no cause for delay is found, proceed immediately to its destination.

When a ship coming in from the Atlantic proceeds up this narrow, tortuous channel and gets to a point off Perth Amboy, if there is a ship already tied up at its destination, since there is no anchorage, it either has to go up and turn around and go back, which involves a great deal of difficulty, because if the ship is long it may get stuck in the four hundred-foot channel, or on the other hand, if it cannot turn around it must necessarily continue on its way and tie up at any dock until it can get to the dock to which it is destined.

That is a very dangerous proceeding to ship, cargo and crew. Another very important feature of this procedure lies in the fact that if disease or pestilence is present on these ships it may find its way into the country through escaping sailors at the docks. The whole eastern seaboard could soon become infected with transmissible disease, in turn spreading it all over the United States. Without proper quarantine facilities, which would be afforded by the anchorage basin, sometimes these ships have to proceed to the docks because there is no place for them to anchor even if disease is found on them.

A hearing was arranged by this Commission to be held on January 21, 1932 before the Committee on Rivers and Harbors, House of Representatives, Washington, D. C., Congressman Joseph J. Mansfield, Texas, chairman, presiding. Much favorable testimony was given to the Committee, among those addressing the body being Walter P. Hedden, Chief, Bureau of Commerce, Port

of New York Authority; Jacob M. Klein, counsel for Port Raritan District Commission; Harry S. Medinets, counsel for the City of Perth Amboy; Capt. Waugh, representing the New York, New Jersey and Sandy Hook Pilots' Association; Major General Lytle Brown, Chief of Engineers, United States Army and C. Parker Runyon, chairman of the Port Raritan District Commission.

It is an impressive sight to witness the large dredges of the Arundel Corporation and the Morris and Cumings Dredging Company which are now engaged in this dredging operation, as well as that of the cut-off channel from the Raritan River to the Arthur Kill. These enormous dredges are working continuously day and night excepting Sundays and holidays. Aproximately \$400,000 is required to complete the quarantine anchorage basin as originally projected. This Commission is working indefatigably to have this additional sum allocated out of the original Public Works fund of \$3,300,000,000.

Cut-off Channel Raritan River to Arthur Kill.

Like the quarantine anchorage basin, the all important cut-off channel connecting the Raritan River Channel with the southerly end of the Arthur Kill, or Staten Island Sound, is in the course of construction. This Commission and shippers in general, have been working for this improvement for a long time. It is desired because of the manner in which it will aid shipping between the Staten Island Sound and the Raritan River.

At the present time, vessels proceeding from the Raritan River to the Staten Island Sound must follow the Raritan Bay Channel and circle about the Great Beds Light. This means a great loss of time and extra expense to the shipper. When the weather is stormy it frequently happens that it is unsafe for vessels to circle the lighthouse as a result of which shipping activities are stopped or curtailed until the storm conditions abate. The proposed new channel will not only reduce the running time between the Sound and the River, but will make it possible for shipping to continue regardless of weather conditions.

The projected channel will cut off several miles in the trip from Raritan Bay to the waterway around Staten Island and will

furnish a short cut from Perth Amboy and South Amboy to New York, obviating the necessity of following the circuitous route down the bay. The completion of this channel will do much to increase the importance of the Raritan Bay District as a shipping centre.

As originally projected and approved by the War Department, the cut-off channel was to be eight hundred feet wide and twenty feet deep. Out of the fund of \$1,000,000 which was appropriated for this project and the quarantine anchorage basin, due to the change in economic conditions, the width of this channel will be reduced to five hundred and sixty feet. The sum of \$200,000 is needed to complete the channel as originally planned.

This Commission is exerting every possible effort to have the additional sum authorized so that the channel may be completed in conjunction with the quarantine anchorage basin. A recent letter from the Federal Emergency Administration of Public Works, Washington, D. C., indicates that the request for the additional allotment of funds for both the quarantine anchorage basin and the cut-off channel is under consideration by that Administration and that word may be expected momentarily from that source.

Raritan River

In October, 1932 the Port Raritan District Commission through Hon. William H. Sutphin, Congressman from the Third Congressional District, New Jersey, arranged to have a resolution adopted by the Committee on Rivers and Harbors, House of Representatives, to review reports on Raritan River, New Jersey, which would not only take in the south channel but also to review the reports on the Raritan River including all of the channels up to the mouth of Washington Canal.

The improvement desired was the providing of a channel twenty-five feet deep by three hundred feet in width through the section of the river on review.

The Titanium Pigment Co. Inc. of New York had planned to locate on the river provided water of sufficient depth was made available. At a public hearing arranged between the Port Raritan District Commission and the Second District Engineer, Mr. William F. Meredith, president of the Titanium Pigment Co.,

testified that if adequate depth was provided in the south channel of the Raritan River, his concern would build a plant at the location, costing not less than \$3,000,000 and giving employment to three or four hundred men. Many other persons, requested by the Port Raritan District Commission to attend the hearing, offered testimony and data in reference to this improvement.

It is understood that the District Engineer found sufficient justification for the improvement to warrant a survey and that he recommended a survey to determine the cost of a channel twenty-five feet deep and three hundred feet wide through the section of the river under review.

The report of the Division Engineer does not recommend a survey to determine the cost of a deeper channel and gives the reason that there is no assurance that large industry requiring navigation facilities in excess of those now provided, will locate in the section to be affected by the improvement.

This Commission has appealed from these findings to the Board of Engineers for Rivers and Harbors, War Department, Washington, D. C. and this appeal is now pending.

This Commission realizing the industrial development which may result from the deepening of these channels, will continue to work for the advancement of this project. There is much vacant land for further industrial development on both shores of the Raritan River. This Commission believes that with the deepening of the channels, great industries can be influenced to build plants upon these shores in preference to sites in other States. This would not only be advantageous to the communities along the Raritan but, from the standpoint of increased ratables, would also become a valuable asset to the State.

Delaware and Raritan Canal.

In February 1933, the Pennsylvania Railroad advised the Board of Public Utility Commissioners that it had taken action providing for the abandonment of the Canal and it also planned not to reopen the Canal on March 1st but to abandon its operations from after that date. The Board of Public Utility Commissioners in 1913 by a certain order entered, required the canal to reopen from March 1st to December 21st of each year. The Pennsylvania Railroad then took the position that the "said order of

the Board is a service order which is effective, if at all, only when the Canal is in operation and could not under the act of New Jersey constituting the Board of Public Utility Commissioners and creating their powers, be construed so as to interfere with the abandonment of the operation of the canal”.

The canal did not open for operation on March 1st. Subsequently, the Pennsylvania Railroad made application to the Board of Public Utility Commissioners for leave to abandon. Hearings were held in Trenton on this application and much testimony was offered before the Board. Regular attendance at the hearings was made by Joseph Sterling and Morgan R. Seifert, counsel for the Somerset Canal Association and the Association for the Preservation and Improvement of the Delaware and Raritan Canal; Grover D. Kipsey, counsel for the Board of Freeholders, Somerset County, and Jacob M. Klein, counsel for the Port Raritan District Commission.

It was maintained by the opponents of abandonment that the Board of Public Utility Commissioners should not consider the application for abandonment since the applicants were disobeying a then standing order requiring service on the canal. The Board reserved decision on the application and subsequently, granted the motion of dismissal and has applied for a mandatory injunction to compel operation by the lessee. This matter is now in the State and Federal Courts and is still undetermined.

In a brief submitted to His Excellency, A. Harry Moore, Governor of the State and the members of the Senate and Assembly in behalf of the preservation and improvement of the Delaware and Raritan Canal, which brief was subscribed by the Port Raritan District Commission, many important points were developed as follows: The State has the present power to take possession of the canal and feeder, to vest itself with title thereto and to use or dispose of the canal as the State Legislature may deem proper; the abandonment of the canal would decrease the potential potable water supply of the Millstone and Raritan Rivers, approximately ten million gallons daily; abandonment of the canal would mean depreciation in value of property and tax losses to the State; the importance of the Delaware and Raritan Canal as a link in the Atlantic Intra-Coastal Waterways System; the future of the canal as a free water highway under operation

by the Federal Government including commercial, industrial and recreational advantages; the Delaware and Raritan Canal is the only canal of any importance in the whole country that is privately owned; the value of the canal to pleasure boat owners; the canal is valuable for national defense.

At the request of this Commission, Congressman William H. Sutphin has introduced the H. R. 4677, a bill authorizing and directing the Secretary of War to compel a preliminary examination and survey to be made of the Delaware and Raritan Canal, with a view of reopening the canal to water traffic. On May 2nd, 1933 the Rivers and Harbors bill which was introduced in the House of Representatives provided for the Delaware and Raritan Canal survey.

A joint Legislative committee has been appointed in this State to study the advisability of the State taking over the canal. The members of this committee are Senators Dryden Kuser, David Young and J. C. Barbour and Assemblymen Marcus W. Newcomb, Richard Chamberlain and James I. Bowers. The Legislative committee proposes to hold hearings in reference to the canal and the Port Raritan District Commission will give its support and cooperation to the other agencies and organizations which have joined hands in a program directed against the abandonment of the canal.

Smith's Creek Sewaren, N. J.

In September 1932, the Port Raritan District Commission requested the Board of Engineers for Rivers and Harbors, Washington, D. C. to return report on Smith's Creek, New Jersey to the District Engineer for review. Arrangements were made between this Commission and the Second District Engineer for a public hearing to be held at the Sewaren Motor Boat Club June 23, 1933.

Improvements desired by parties interested are:

1. A channel of forty-five feet bottom width dredged to a depth of six feet at mean low water extending from the mouth of the Creek to a point about one thousand feet up stream.

2. A jetty or bulkhead to be constructed on the left side of the mouth parallel to the direction of the flow of the Creek extending into Arthur Kill for a distance of about four hundred feet channelward of mean high water line.

At a well attended hearing held before Lt. Col. E. D. Ardery, Corps of Engineers, Second District Engineer's Office, the following facts were developed by both oral and written testimony:

A channel of the above dimensions would be a maximum that could be obtained without causing undue sloughing of the banks of the creek and that only by the erection of such a structure would it be possible to maintain a channel at the mouth without frequent dredging.

The Creek on November 15th, 1932 was being used as a mooring and basin for seventy-six boats, names and numbers of which could be checked for certification at local Customs House. These represent so-called cruiser type ranging from twenty-eight to fifty feet and powered from 20 h. p. to 200 h. p. In addition, there were about twenty-five outboard motor boats, powered with 10 h. p. to 40 h. p. each. The property on the west bank of the Creek below the Boat Club, the side on which all boats are moored, allowing the fair way on the easterly bank, is divided into twenty-five and fifty foot lots and having an individual ownership of between thirty and forty people.

Less than 10% of the boat owners are local residents, the remainder being from Westfield, Rahway, Plainfield, Hillside, Newark, Elizabeth, the Oranges, and other communities in New Jersey. The greatest number of boats range between twenty-eight feet and forty-five feet, the depth that they carry being a maximum of five feet and an average of three feet six inches.

The value of the boats varies in the cheaper class of twenty-eight foot boats from \$800.00 minimum to \$3,500.00 maximum. The forty-five foot boats range from \$2,000.00 minimum to \$12,000.00 maximum and a fair average would probably place all of this type boat at about \$2,800.00 or a total valuation of \$187,500.00. The outboards average about \$300.00 each (motor and boat) or \$7,500.00. Total value of all boats \$195,000.00.

Gasoline consumption. On actual account of three of the boats powered 40 h. p., 40 h. p. and 150 h. p. shows 1,500 gallons, 2,000 gallons and 4,000 gallons respectively for the season of 1932. The

smaller boats used from 500 to 1,000 gallons. A fair average for all boats would be probably not over 1,000 gallons. The outboard motors use as much gasoline as the small cruisers. 100 boats by 1,000 gallons makes a total of 100,000 gallons.

New Jersey State tax at 3c a gallon amounts to \$3,000.00 and Federal tax at 1c a gallon amounts to \$1,000.00.

If the entrance is improved more boats would be moored on Smith's Creek and the gasoline consumption would be thereby increased.

Smith's Creek is a natural anchorage and safer than any other in this part of New Jersey and with the desired improvement constructed to protect the shoaling entrance, the same is a potential anchorage for between 200 and 250 boats.

The principal shoaling occurs at the entrance and for a distance of about three hundred feet. At the present time, less than two feet at mean low water and at neap tides only about one foot of water for a width of twenty feet. The general testimony indicated that the entrance to the Creek should be sheet-piled for a suitable distance to avoid the silt dropping out at this point and making this part more or less self-cleaning.

This project would not need the total appropriation in one year. But carried out on a two or three year plan, such as (1st) dredging the entrance (2nd) sheet-piling and (3rd) general clean-up of waterway; a rough estimate of all of this work places the cost at about \$9,000.00.

Three marine railways serve this Creek, the total income being approximately \$5,000.00. This includes winter storage and general repairs and does not include commissions on sale of new or old boats and engines. Three incorporated boat clubs have frontage on Smith's Creek, having an enrollment of over two hundred members.

The report of the District Engineer was unfavorable and was based on the absence of any commercial navigation on the water and the use of the Creek for anchorage purposes by purely local pleasure craft. Date of report, July 31, 1933. The report of the Division Engineer affirms the findings of the District Engineer and therefore does not recommend a survey.

An appeal was taken by the Port Raritan District Commission from these findings, same being based on the following major grounds:

1. The volume of boating business and money invested for the conduct of same on Smith's Creek amounts to over \$200,000 a year exclusive of land and building values. A survey is justified on the grounds of "pleasure boat business" and not mere pleasure boating.

2. Benefits to be derived from improvement would not be entirely local in character because boat owners residing in the entire northern section of the State of New Jersey use Smith's Creek for their boats.

3. Shoaling of the mouth of Smith's Creek is due to the action of tides in the Kill von Kull. The channels of the Kill von Kull have been improved by the Federal Government which entailed the expenditure of millions of dollars of Federal funds. Since Smith's Creek is a contiguous part of the Kill von Kull and the action of the tides of the latter waterway cause the shoaling in the mouth of Smith's Creek, the Federal Government should expend the necessary funds in order to obviate the shoaling of the Creek.

The appeal in this matter is pending.

New Jersey Ship Canal.

The New Jersey Ship Canal is still one of the major works to be undertaken by the United States Government. The State of New Jersey has memorialized Congress year after year and has appropriated \$1,000,000 for the purpose of acquiring the right of way. Much has been written and said about the canal during the past year. The Army Engineers have proceeded with their survey and the public press has carried much detailed information, not only in reference to the reports of the Second District Engineer of the War Department but also relating to the sponsorship of the project by the Atlantic Deeper Waterways Association and other organizations which favor the construction of the canal.

This is a national project and it is claimed that the commercial interest of the country and the interest of transportation, demand the construction of an adequate waterway across the State of New Jersey connecting New York Bay with the Delaware River. It is also claimed that it not a question of how much it will cost, some estimates being over \$200,000,000, because it is a self-liquidating proposition. The proposed canal joining the port of New York and the port of Philadelphia, is the one remaining section of the Intra-Coastal Waterway along the Atlantic Coast for which Congress has as yet failed to authorize construction.

Due to the magnitude of some of the engineering question involved, the Engineers of the United States Army are proceeding cautiously with their survey. It is hoped that the economic value of a ship canal built across the State of New Jersey, will be recognized by all persons, departments and agencies having an interest and that some time in the near future, the dream of the past quarter of a century will become a reality. The Port Raritan District Commission is close to this project and will continue to remain so because the waters of this great ship canal may one day flow through its territorial jurisdiction.

Federal Expenditures.

Concerning the Raritan Bay District and contiguous waters for the fiscal year ended June 30, 1933, the following interesting figures are given, showing Federal expenditures already made; expended or proposed for 1934 and proposed for 1935:

New York and New Jersey Channels, expended in 1933 \$234,000; expended or proposed for fiscal year 1934 \$447,000; proposed for 1935 \$118,000. Woodbridge Creek, expended or proposed for 1934 \$15,000; proposed for 1935 \$10,000. Raritan River, expended in 1933 \$32,000; expended or proposed for 1934 \$600,000; proposed for 1935 \$30,000. Washington Canal and South River, expended in 1933 \$26,000; expended or proposed for 1934 \$16,000; proposed for 1935 \$8,000. Total expended on these projects for fiscal year 1933 \$292,000. Total expended or proposed for 1934 \$1,078,000. Total proposed for 1935 \$166,000.

According to additional figures supplied by the office of District Engineer, Second District, expended to June 30, 1933 on all projects, New York and New Jersey Channels the sum is

\$13,597,000; Woodbridge Creek \$178,000; Raritan River \$1,546,000; Washington Canal and South River \$319,000 making a grand total of \$15,640,000.

The economic benefits derived by the Port Raritan District and the State of New Jersey from these expenditures are incalculable. The Port Raritan District possesses waterways with adequate channels, fine railroad facilities and modern highways. These insure to industries located in this district prompt and efficient handling of the raw materials required by them, and of their manufactured products.

Co-ordination of these agencies of transportation; provision for adequate warehousing and terminal facilities and further development of waterway transportation are the duties of this Commission. It is our belief that much can be accomplished along these lines and we anticipate that as this Commission has justified its existence by the results obtained in the past, in the ever expanding field which is opening before it, results will also continue to prove the necessity of the Commission, returning to the State benefits far beyond their cost. The Federal appropriation of the sum of \$1,000,000 for the cut-off channel and the quarantine anchorage basin, sponsored by this Commission and carried through to a successful conclusion, standing by itself, bespeaks the value of this Commission.

With the return of normal business conditions, industrial development will be extended all over the Port Raritan District including the municipalities located over the Upper and Lower Raritan, South River and Washington Canal, Raritan Bay, Woodbridge Creek, Woodbridge River and Arthur Kill and Kill von Kull. Industrial centers in the District, second to none in the State of New Jersey for their size, are New Brunswick, Perth Amboy, Woodbridge, South Amboy, South River, Sayreville, Raritan Township and all the other smaller communities, which in normal times, are throbbing centers of industrial activity. There will be much work for this Commission to accomplish in the future.

We wish to acknowledge with sincere gratitude the manner in which Col. E. D. Ardery, Second District Engineer and his staff have cooperated with this Commission in all matters affecting the Port Raritan District. Col. Ardery has given this Com-

mission the full benefit of his knowledge on all occasions when he has been consulted by our members. He has shown a keen interest in the matters we have brought to his attention and has been willing at all times, to give patient and courteous audience to problems concerning our work. We also wish to express our appreciation to Lt. W. F. M. Longwell, of Col. Ardery's staff and to Mr. C. D. Mayhew and E. B. Snell, who are ever willing to assist us with our work.

The Commission expresses its appreciation for the assistance and cooperation it has received from the Port of New York Authority and the State Board of Commerce and Navigation and many other officers, in the National and State Governments, particularly to United States Senators Hamilton F. Kean, W. Warren Barbour and Hon. William H. Sutphin and Hon. Charles A. Eaton, Congressman from the Third and Fifth Congressional Districts respectively. They have rendered valuable service to this Commission in Washington in connection with all projects which have required Federal aid and this Commission is indebted to them for that service.

Respectfully submitted,

PORT RARITAN DISTRICT COMMISSION

C. PARKER RUNYON, Chairman.

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.

Approved January 17th, 1934

CHARLES R. BACON,

State Librarian.

