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REPORT
of the
PORT RARITAN
DISTRICT COMMISSION
to
LEGISLATURE OF THE STATE
OF NEW JERSEY



JANUARY 5, 1935

EIGHTH ANNUAL REPORT
of
PORT RARITAN DISTRICT COMMISSION

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JANUARY 5, 1935

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 Eighth Annual Report of the Port Raritan District Commission and is submitted for the year 1934, during which major waterway projects have been in the course of construction and surveys for new ones initiated.

This will be a memorable year in the history of the Port Raritan District Commission because of the fact that during this period there has been allocated by the Federal Emergency Administration of Public Works, the additional allotment of \$324,000 for the completion of the cut-off channel from the Raritan River to the Arthur Kill and the additional sum of \$347,000 for the enlargement of the quarantine anchorage basin in Raritan Bay near Perth Amboy.

The sum of \$1,000,000 which was allocated by the Public Works Administration through the sponsorship of this Commission was found to be insufficient for the construction of a three-ship anchorage and the development of the cut-off channel with a width of 800 feet as originally projected. That appropriation would limit the construction to an anchorage for one ship and a cut-off channel with a width of 560 feet.

The economic justification for the construction of both these important waterway projects having been established, and the favorable recommendations of the Army Engineers having been obtained as far back as 1930, this Commission was determined to attain the maximum realization of its objectives. Accordingly, with the current expenditure of the sum of \$1,671,000 there is now being completed the construction of a three-ship quarantine anchorage basin in Raritan Bay and a cut-off channel 800 feet wide and 20 feet deep.

Matters of great importance to this district have been proposed to the War Department through the office of the District Engineer of 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.

Anchorage Basin

Raritan Bay, Near Perth Amboy.

As previously mentioned, 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 said "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. 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.

Since the above hearing was held before the Committee on Rivers and Harbors in Washington, this Commission has vigorously applied itself through all official channels toward the attainment of full Federal aid. Many conferences were held in Washington with representatives of the Public Works Administration and War Department, United States Senators from the State of New Jersey and Congressmen from the Third and Fifth Congressional Districts of this State. It is with a sense of pride that this Commission is able to report, that through its efforts, the necessary funds of the Public Works Administration to which the State of New Jersey was entitled, were appropriated for the development of this important waterway project.

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 new 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.

The hearing held on January 21, 1932 before the Committee on Rivers and Harbors, House of Representatives, Washington, D. C. also included the cut-off channel project.

Subsequent to the hearing which was held before the Committee on Rivers and Harbors in Washington, this Commission has vigorously applied itself through all official channels toward the attainment of full Federal aid. Many conferences were held in Washington with representatives of the Public Works Administration and War Department, United States Senators from the State of New Jersey and Congressmen from the Third and Fifth Congressional Districts of this State. It is with a sense of pride that this Commission is able to report, that through its efforts, the necessary funds of the Public Works Administration to which the State of New Jersey was entitled, were appropriated for the development of this important waterway project.

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 the Rivers and Harbors Act approved September 22, 1922. On September 7, 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 Jersey and New York 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 Sound 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 objectives were 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.

On December 15th, 1934 a notice was issued by the War Department, Office of Division Engineer, North Atlantic Division, New York City, and signed by Col. J. A. Woodruff, Corps of Engineers that the pending proposition for the improvement of New York and 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 Sound, and Kill von Kull, to deep water in Upper New York Bay, including the channel north of Shooters Island, with a view to securing channels of sufficient depth and width and adequate anchorage areas for vessels using such channels, was reported on unfavorably so far as it concerns the provision of the full maximum widths of channels desired.

The conclusion was based on the grounds that certain lesser improvements which were recommended are deemed adequate for the needs of prospective commerce and that the cost of the full improvement requested by local interests would be disproportionate to the probable benefits to be derived therefrom.

Interested parties have the privilege of an appeal from this conclusion to the Board of Engineers for Rivers and Harbors, a permanent body sitting at Washington, D. C. to which all examination and survey reports of this character are referred. This Commission is about to file an appeal in this matter and in the meantime counsel has communicated with Major-General E.

M. Markham, Chief of Engineers, War Department, Washington, D. C. for permission to examine the report in the office of the District Engineer, New York City.

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 was interested in locating 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 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.

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

This Commission appealed from the findings to the Board of Engineers for Rivers and Harbors, War Department, Washington, D. C. and subsequently the Commission asked for a Review of Reports which was authorized by resolution of the Committee on Rivers and Harbors, House of Representatives, United States, which was adopted April 27th, 1934 as 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 March 20, 1934, and reports previously submitted on this river, with a view to determining if further improvement below the mouth of the Washington Canal is advisable at this time".

On June 6th, 1934 a public notice signed by Lt. Col. E. D. Ardery, Corps of Engineers, District Engineer, Second District, New York, was issued advising that a public hearing would be held in the Assembly Room, Second floor, Army Building, 39 Whitehall Street, New York, July 10, 1934 at 10:00 A. M. "to consider the advisability of further improving the channels in Raritan River, N. J., below the mouth of Washington Canal".

This Commission arranged for the appearance of witnesses at the hearing. Counsel, Jacob M. Klein presented the case for the proponents and introduced the witnesses. Lt. Col. E. D. Ardery, Corps of Engineers, District Engineer, presided and in attendance were Mr. E. B. Snell, Senior Engineer, Mr. C. D. Mayhew, Senior Engineer and Mr. C. C. Berger, Junior Engineer.

The following persons testified: Jacob M. Klein, Counsel for Port Raritan District Commission; George W. Janssen, Secretary, C. W. Crane & Co., Inc., 17 Battery Pl., New York, N. Y.; Glenn S. Reeves, Engineer Port Development, Port of New York Authority, 111 Eighth Avenue, New York, N. Y.; Robert Simon, Hydrographic Engineer, New Jersey State Board of Commerce and Navigation, 1 Exchange Place, Jersey City, N. J.; George R. Merrill, Middlesex County Engineer, representing Board of Freeholders, County Record Building, New Brunswick, N. J.; William F. Meredith, President, Titanium Pigment Co., 111 Broadway, New York, N. Y.; S. L. Pach, Jersey City Terminal Central Railroad of New Jersey, Jersey City, N. J., representing the Central Railroad of New Jersey; P. E. Sandt, Engineer, representing Metropolitan Cement Corp., Piscataway, N. J.; F. D. Hahn, Secretary-Treasurer, representing the Crossman Company, South Amboy, N. J.; Donald McKisson, Treasurer, the New York Quinine and Chemical Works, 99 North 11th St., Brooklyn, N. Y.; Langdon W. Smith, 17 Battery Place, New

York, N. Y., representing New York Tow Boat Exchange; William Sellers, representing Tice Towing Line, 17 Battery Place, New York, N. Y.

Mr. William F. Meredith of the Titanium Pigment Corp. testified among other things that his Company is building a plant on the south shore of the Raritan at Sayreville, N. J. in which there will be invested between \$3,000,00 and \$4,000,000 and that it is vitally necessary that sufficient water be provided in the Raritan River channels. He further stated that the rehandling of ores from ships to lighters in the anchorage basin off Perth Amboy would amount to 25c per ton in excess of the cost of bringing the fully laden vessels to the plant, and on his estimate of 175,000 tons annually this item would amount to an additional cost of \$43,750. Mr. Meredith also testified that the water-borne imported tonnage of 175,000 tons annually would be augmented by the exports of finished products by water, the amount of such commerce being estimated at 25,000 tons per year. Other witnesses offered testimony favorable to this improvement.

On November 6, 1934 Col. J. A. Woodruff, Corps of Engineers, Division Engineer North Atlantic Division, issued a notice that the Review of Reports authorized by the resolution of the Committee on Rivers and Harbors, House of Representatives, has been made and is unfavorable to the improvement. The adverse conclusion is based on the apparent lack of necessity for channels of greater dimensions for reasonably prospective general commerce than are now provided by the existing project.

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.

The Commission is justified in believing that the location of the Titanium Pigment plant at Sayreville is the result of the construction of the quarantine anchorage basin and the cut-off channel which have been previously mentioned in this report. This Commission is certain that further industrial development will result if the Raritan River channel is improved to the required depth and width. There is much vacant land for industrial expansion on both shores of the Raritan River and this Commission believes that with the deepening of the channels other great industries can be influenced to build plants on 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 of New Jersey.

Delaware and Raritan Canal.

In order to show the present status of this waterway it is necessary to review the facts which appeared in the last report. 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 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. Then followed

certain litigation in the State and Federal Courts which was undetermined at the time the State of New Jersey acquired the Delaware and Raritan Canal from the United New Jersey Railway and Canal Company after abandonment by the Pennsylvania Railroad.

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 introduced a bill in the House of Representatives authorizing preliminary examination and survey of the Delaware and Raritan Canal. The bill was referred to the Committee on Rivers and Harbors and ordered to be printed. No appropriation having been made by Congress for this work, a new bill will be offered in the Seventy-fourth Congress.

The State of New Jersey has memorialized Congress to have the Federal Government take over this canal from the State by resolution passed at the 1934 Session of the New Jersey Legislature. A copy of the resolution (Joint Resolution No. 6) follows herewith:

"A JOINT RESOLUTION memorializing the Congress for the acquisition by the Federal Government of the Delaware and Raritan Canal.

WHEREAS, The State of New Jersey has recently acquired the Delaware and Raritan Canal from the United New Jersey Railway and Canal Company after abandonment by the lessor, the Pennsylvania Railroad, in accordance with the charter of the United New Jersey Railway and Canal Company; and

WHEREAS, The Federal Government now owns and operates the greater portion of the inland waterways from Maine to Florida; therefore,

BE IT RESOLVED BY THE SENATE AND GENERAL ASSEMBLY OF THE STATE OF NEW JERSEY:

1. That the Governor and Legislature of the State of New Jersey do memorialize the Federal Congress to enact legislation providing that the Federal Government shall acquire from the State of New Jersey at a cost of one dollar (\$1.00) the property of the Delaware and Raritan Canal, together with such land, buildings and equipment as are turned over by the United New Jersey Railway and Canal Company under the provisions of chapter one hundred and thirty-nine of the laws of one thousand nine hundred and thirty-four.

2. That the Federal Congress provide for the operation of the canal for navigable purposes; and

BE IT FURTHER RESOLVED, That this joint resolution, signed by the Governor and under the Great Seal of the State, be transmitted to the Vice-President of the United States and the Speaker of the House of Representatives, as the presiding officers of their respective branches of the Federal Congress.

3. This joint resolution shall take effect immediately.

Approved June 11, 1934".

The organizations which have sponsored this improvement are solidly behind a Federal examination and survey of the canal to determine the feasibility of having this waterway taken over by the Federal Government for needed improvement and operation.

This Commission is vitally interested in the preservation of this important waterway and will continue its efforts for Federal ownership and operation. The Commission wishes to express its appreciation for the exhaustive study made by the Delaware and Raritan Canal Committee of the Legislature and for the

recommendations made in its report to the Legislature April 10, 1934. This Committee was created by Senate Joint Resolution No. 23, April 11, 1933. The Committee organized by electing Senator Dryden Kuser, Chairman; Senator John C. Barbour, Vice-Chairman, and Assemblyman Richard C. Chamberlain, Secretary. The other members of the committee were Senator David Young, Jr., and Assemblymen James I. Bowers and Marcus W. Newcomb. Due to the fact that Senator Young and Assemblyman Chamberlain were no longer members of the Legislature in the 1934 session, Senator William H. J. Ely and Assemblyman Anthony J. Siracusa were named in their places when the committee was re-created.

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 interests of the country and the interests of transportation, demand the construction of an adequate waterway across the State of New Jersey connecting New York Bay with the Delaware River. 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.

On March 15th and March 22nd, 1934 hearings were held before the Committee on Rivers and Harbors, House of Representatives, Seventy-third Congress on the subject of the improvement of waterway connecting New York Bay and Delaware River. All matters of importance relating to the New Jersey Ship Canal

were presented to the full committee, Hon. Joseph J. Mansfield, Texas, chairman, presiding. This Commission was represented at the hearings and presented arguments in support of the project.

Almost simultaneously with the hearing on March 15, 1934, there became available the report of the Board of Engineers which recommended the most desirable route for the New Jersey Ship Canal. No recommendations as to the advisability of undertaking the work were made because the Act, which described the survey, did not authorize such a recommendation. The Committee of Rivers and Harbors, House of Representatives, United States, adopted a resolution March 29, 1934 in which the Board of Engineers for Rivers and Harbors was requested to review the report of the New York Bay-Delaware River section of the Intra-Coastal waterway submitted in House Document No. 219, Seventy-third Congress, Second Session, and the prior reports on this waterway with the view of determining the advisability of the construction of the New Jersey Ship Canal at the present time.

Pursuant to this resolution, public hearings were held in the Assembly Room, Chamber of Commerce, 24 Branford Place, Newark, New Jersey, August 24th, 1934 and in the office of Mayor J. Hampton Moore, City Hall, Philadelphia, Pennsylvania, August 27th, 1934. These hearings were held before the Special Board of Engineers, Col. James A. Woodruff, presiding; Col. Gustave F. Lukesh, Lt. Col. E. D. Ardery, Mr. H. G. Kuyl, Senior Engineer Rivers and Harbors Board, and in attendance 1st Lt. W. F. M. Longwell, Corps of Engineers, Mr. E. B. Snell, Senior Engineer and Mr. C. D. Mayhew, Senior Engineer.

A voluminous amount of testimony was presented at both hearings and the "missing link" became the subject matter of lengthy discussions. Proponents and opponents alike, were given full opportunity to speak in favor or against the building of the New Jersey Ship Canal. Many papers were presented for the consideration of the Special Board of Engineers, addresses were made by the representatives of many organizations including the Port Raritan District Commission.

At the Twenty-seventh Convention of the Atlantic Deeper Waterway Association held at Richmond, Virginia last October,

Jacob M. Klein, counsel for this Commission made an address entitled "A Reply to Canal Opponents". The address is too long to set forth in full as a part of this report. A brief summary of the major points is included in that part of Mr. Klein's address which follows.

"In a general reply to all of our opponents, barring none, I want to tell them that for twenty-seven years an adequate waterway has been projected across New Jersey connecting New York Harbor and the Delaware River; after a comprehensive study of conditions between Sayreville and Bordentown, the United States Army Engineers have determined upon and recommended the most advisable route as set forth in House Document 219, Seventy-third Congress, Second Session; that major companies operating shipping lines have expressed both the intention and desire that their ocean going vessels shall make use of an adequate inland waterway connecting New York, Philadelphia and Baltimore, thus eliminating 546 miles of ship travel in a round trip from New York to Baltimore and 358 miles in ship travel from New York to Philadelphia and return; that an ocean ship may save about \$2,300.00 per round trip, New York to Baltimore and about \$1,650.00 per round trip, New York to Philadelphia in cost of travel under existing costs; that the shipping concerns using the New York State Barge Canal and officials of that waterway both state that greatly increased tonnage may be expected over that route when a New Jersey Ship Canal is completed; that ocean vessels using New York as a port of entry may readily call at Philadelphia and Baltimore for return cargo, thus reducing transportation cost of materials for export with an ultimate saving to the consumer; that a reduction of 548 land miles in round trip between ports of Baltimore and Oswego on the Great Lakes and 358 miles in round trip between the ports of Philadelphia and Oswego indicate greatly increased demand for and shipment of domestic iron ore, copper, grain, gypsum, titanium, aluminum, lumber, kaolin, zinc ore, phosphate rock, sulphur, oil, salt, lime, sugar, asphalt and other materials and allied products, due to lessened cost; that the impulse given to domestic employment by these stimulated activities, including steel, cement and home building for employees in addition to approximately \$147,000,000. (\$2,500,000. per month average) estimated by Army Engineers as the value of direct employment in Canal

building, will constitute a major help to industry along our Atlantic Seaboard; that the estimated tonnage not only by the Army Engineers, but by others who have been engaged for that purpose, indicates that this great improvement is economically justified and should be built without delay; that the national defense of our country calls for the prompt construction of this great waterway; that the intra-coastal waterway system from Boston to Miami, too long broken, should now be completed by the construction of the 'missing link'."

The Port Raritan District Commission awaits the recommendations of the Board of Engineers for Rivers and Harbors with considerable interest. The 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 waterways, the following Federal expenditures are given for work performed or proposed during the fiscal years 1934, 1935 and 1936:

New York and New Jersey Channels, expended in 1934 \$329,000; expended or proposed for 1935 \$740,000; proposed for 1936 \$118,000. Woodbridge Creek, expended in 1934 \$700; expended or proposed for 1935 \$15,000. Raritan River, expended in 1934 \$980; expended or proposed for 1935 \$58,300; proposed for 1936 \$30,000. Raritan River to Arthur Kill cut-off channel, expended in 1934 \$530,700; expended or proposed for 1935 \$313,000. Washington Canal and South River, expended in 1934 \$1,000; expended or proposed for 1935 \$24,000; proposed for 1936 \$8,000. Total expended on these projects for 1934 \$862,380. Total expended or proposed for 1935 \$1,150,300. Total proposed for 1936 \$156,000.

According to additional figures supplied by the Office of District Engineer, Second District, expended to June 30, 1934 on all projects, New York and New Jersey Channels the sum is \$13,894,000; Woodbridge Creek \$178,900; Raritan River \$1,546,400; Raritan River to Arthur Kill cut-off channel \$530,700; Washington Canal and South River \$320,000, making a grand total of \$16,470,000.

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 beyond their cost.

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 Commission 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, E. B. Snell and C. C. Berger, 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, Congressmen 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

HADDON IVINS,

State Librarian.

