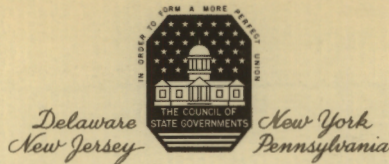


INCODEL BUSINESS MEETING

New York City, New York  
April 10, 1943

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# INTERSTATE COMMISSION

*on the Delaware River Basin*

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STATE SANITARY ENGINEER

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WAYNE D. HEYDECKER  
REGIONAL REPRESENTATIVE

## INCODEL BUSINESS MEETING

New York City, New York  
April 10, 1943

- I. Minutes of the Previous Meeting.
- II. Secretary's Report.  
Special: Commission Organization.  
Special: Staff Activities.
- III. Report of Committee on Quantity.
- IV. Report of Committee on Quality.
- V. Report of Post-War Program Committee.
- VI. Finances.

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Incodel Calendar  
Business Meeting

NUMBER I:

Reading of Minutes of Previous Meeting.

By: The Executive Secretary

ACTION REQUIRED:

ACTION RECOMMENDED:

By:

ACTION TAKEN:

THE INTERSTATE COMMISSION ON THE DELAWARE RIVER BASIN

SUMMARY

of

MINUTES OF INCODEL MEETING

Philadelphia, Pennsylvania  
January 23, 1943

A business meeting of the Interstate Commission on the Delaware River Basin was held in the Commission offices in Philadelphia, Pennsylvania on Saturday, January 23, 1943.

The following Commissioners were present: from Delaware: Messrs. Beckett and Heal; from New Jersey: Messrs. Hendrickson, Messick, and Paul; from New York: Messrs. Thompson and Warner; from Pennsylvania: Messrs. Heyburn, Pitkin and Turner. Hon. Harold C. Ostertag, Chairman of the New York Joint Legislative Committee on Interstate Cooperation was present along with Messrs. Barrett, Milmo, Deutsch, Shoenstein and Williams, committee members and staff affiliates. Mr. Wayne D. Heydecker, Regional Representative of the Council of State Governments was also in attendance.

Business Meeting

The meeting convened at 2:20 P.M. with Chairman Turner presiding. The minutes of the preceding meeting were approved as read upon motion made by Senator Hendrickson, seconded by Mr. Paul and agreed to.

There followed a reading of the report of the Executive Secretary which was received and filed (with a supplementary note indicating the absence of the Executive Secretary who is now associated with the Council of State Governments), upon a motion made by Senator Heal, seconded by Mr. Pitkin and agreed to.

Quantity CommitteeWater Supply Diversion Bill

An informal staff report submitted in behalf of the Incodel Advisory Committee on Quantity was next read and discussed.

This report summarized the results of the meeting which the Commission held with the members and staff of the Board of Water Supply of the City of New York, and of an additional meeting held with the members of the Pennsylvania Water and Power Resources Board. It also outlined other preparations made preliminary to the introduction of the Incodel Water Supply Bill in the legislatures of N. J., N. Y. and Penn.

After thorough discussion of the present status of this legislation in respect to the City of New York it was decided that further negotiations with the members of the Board of Water Supply should be left in the hands of the New York Joint Legislative Committee. Chairman Ostertag, of that Committee, indicated that he would make every effort to arrange a meeting with the members of the Board and his New York legislators within a two-weeks period, and would communicate the results of that conference to the Commission's offices just as soon as possible.

The Committee's report indicated that the members of the Pennsylvania Water and Power Resources Board appeared to be favorably impressed with the proposed legislation and would be willing to recommend that it receive the careful consideration of the Legislature during its current session. A change in the Chairmanship of the Board which has been occasioned by the new State administration in Pennsylvania was not deemed adverse to this attitude.

Multiple Purpose Reservoirs

The Commission next read and reviewed in detail the Incodel staff report on the possibilities of multiple purpose reservoir developments in the Delaware River Basin. This study, as indicated in the report, has now been

brought to a tentative conclusion, and upon motion made by Senator Warner, seconded by Senator Thompson and agreed to, the report was received with the notation that it is not to be made public. The staff was directed to arrange for a conference with a selected group of interested individuals for criticism and discussion of its contents as soon as conveniently possible.

#### Post-War Program

The Chairman next brought up as an item of new business a suggestion that the Commission authorize the appointment of an Advisory Committee on Post-War Public Works Planning. In developing this idea, the Chairman pointed out that in each of the states in the Delaware watershed, legislation has been passed, or is pending, to establish an agency in each state government looking toward the preparation of post-war programs. He suggested that Incodel should be in a position to present its recommendation as to a specific program for the Delaware River Basin to these agencies. Dr. Messick, Mr. Beckett, Mr. Ostertag, and others, expressed their belief that this matter should be of first and continuing importance with Incodel at the present time and until the conclusion of the war. It was thereupon moved by Dr. Messick, seconded by Mr. Pitkin and agreed to that the chairman appoint such advisory committee immediately and that it be requested to formulate and recommend a policy for the development of a post-war program.

#### Quality Committee

There followed a brief report submitted in behalf of the Incodel Advisory Committee on Quality to which was appended printed copies of the Incodel legal brief to be presented February 15th, in the Chancery Court of New Jersey in the case involving the Department of Health of the State of New Jersey, Complainant and the Cities of Gloucester and Camden, Defendants. Sections of this brief were read in entirety and all material included was discussed with

unanimous favorable comment.

The Secretary was directed to write to Mr. Duane E. Minard of the firm of Hobart, Minard and Cooper, Solicitors for the Commission in this legal action, thanking him for the preparation of the brief and for his personal efforts in our behalf. The staff was directed to prepare a mimeographed duplication of the sections of this brief pertaining to the discussion of interstate reciprocal legislation for use in the Pennsylvania legislature since this material is pertinent to certain points of view which might be brought out in the consideration of the Incodel Water Pollution Act.

#### Finances

A summary of finances for the period July 1, 1942 to December 31, 1942 was next reviewed along with the accounts of the Commission payable for the month of December, 1942. Upon a motion made by Mr. Paul, seconded by Senator Heyburn and agreed to, the Incodel accounts for the month of December totaling \$1,803.72 were approved.

By reason of the departure of the Incodel Treasurer on his new assignment with the Council of State Governments, the resignation of David W. Robinson as Treasurer of the Commission was accepted upon motion made by Mr. Paul, seconded by Mr. Beckett and agreed to. Mr. James H. Allen, Chief Engineer, was unanimously elected to succeed as Treasurer for the balance of the current fiscal year.

There being no further business, the meeting of Incodel adjourned at 5:20 P.M. subject to call by the Chairman.

Incode1 Calendar  
Business Meeting

NUMBER II:

Report of the Executive Secretary

STATEMENT:

See attached copy.

ACTION REQUIRED:

Review and approval.

ACTION RECOMMENDED:

By:

ACTION TAKEN:

THE INTERSTATE COMMISSION ON THE DELAWARE RIVER BASIN

SECRETARY'S REPORT

INCODEL BUSINESS MEETING

New York City, N. Y.

April 10, 1943

The most important item of business facing the Commission today is to consider, and take action on, the situation caused by the termination of Hon. Ellwood J. Turner's membership on the Pennsylvania Commission on Interstate Cooperation. This has been made the first point of business. For the guidance of the Commission a copy of Incodel's Articles of Agreement is bound under the calendar item on this subject. No additional report has been prepared.

It is suggested that the Commission next should take up the question of staff organization, responsibilities and salaries; also future work programs. While this has been placed as the second item of business on the calendar, being inter-related with the matter of finances, the Commission may wish to refer beforehand to the financial statement summarizing the Commission's fiscal position as of April 1, 1943. This is in its usual place on the calendar.

As directed by the Commission the office has sent its report regarding multiple purpose reservoir developments in the Delaware River Basin to a selected group of agencies dealing with water supply and water power problems. Judging from replies received the report has been favorably considered. Because of the pressure of other work it has not yet been possible for your Engineer to discuss the report personally with the persons to whom it was referred for review and study.

Chairman Turner, as requested by the Commission at its last meeting appointed an Incodel Post War Committee. Its members are Messrs. Black, Catherwood and Pitkin of the states' planning agency; Morton L. Wallerstein of the National Resources Planning Board; and Mr. Turner as Chairman. The Committee

held a meeting in Philadelphia on February 20th at which certain policies were formulated. A report covering this meeting is included in a separate calendar item.

Since the last business meeting a major portion of the work of the office has been directed upon the Incodel Water Supply Diversion Bill. This bill has been passed in both houses of the New York General Assembly being now before the Governor for his approval. The bill was introduced in the House of Representatives in Pennsylvania March 15th, reported out of Committee April 1st, and passed by this legislative body April 7th. The bill also was introduced in the House in New Jersey. Because of certain legislative questions which are peculiar to that state as to form of the bill but in no way pertaining to its substance, it was not possible to move the bill before the legislature recessed. These questions now are being adjusted and the bill will be reconsidered when the legislature meets again. No particular objections are anticipated.

Further discussion of the proposed water supply diversion legislation is included in the informal staff report submitted in behalf of the Advisory Committee on Quantity. This report also includes a summarization of the office's activities in the matter of the ship canal which it is proposed to construct across the State of New Jersey.

In their usual calendar positions additional staff reports regarding other Committee and staff activities are submitted for your consideration and action.

As you know a report upon the activities and accomplishments of Incodel is in the process of preparation. It was planned originally to complete this in March or early April. This schedule however can not be met. It has been suggested that the work be completed so as to be available as the Commission's next annual report.

Respectfully submitted,

James H. Allen  
Acting Secretary

Inodel Calendar  
Business Meeting

SPECIAL CALENDAR NUMBER

STATEMENT:

See attached copy.

ACTION REQUIRED:

Review, discussion, suggestions,  
and approval.

ACTION RECOMMENDED:

By:

ACTION TAKEN:

THE INTERSTATE COMMISSION ON THE DELAWARE RIVER BASIN

ARTICLES OF ORGANIZATION

Drafted and adopted April 3, 1936

Revised July 30, 1937

Revised September 15, 1939

I. Organization

A. Membership

Delaware, New Jersey, New York, and Pennsylvania shall each designate four members of the Interstate Commission on the Delaware River Basin.

The members chosen by each state shall be designated by that state's Commission on Interstate Cooperation in the same manner as each Commission's other subcommittees are selected. At least three of these members from each state shall be members of the state's Commission on Interstate Cooperation: one of these three members shall be from the Senate; one of them from the House of Representatives; and one of them shall be an administrative official of the state. The fourth member from each state (Delaware excepted) shall be a member or executive of the state's Planning Board.

B. Term of Office

Each of the sixteen state members shall serve for a term of two years, from the date of his appointment, and thereafter until his successor is appointed; provided, however, that if any of them shall cease to be a member of the state Commission on Interstate Cooperation, or a member or executive of the State Planning Board, his membership upon the Interstate Commission on the Delaware River Basin shall be thereby automatically terminated.

C. Appointment of Successor

Whenever the term of office of any member of the Commission shall expire, the Commission on Interstate Cooperation by which he was appointed shall appoint the successor, in the manner outlined under Section I-A, who shall be a member of the state's Commission on Interstate Cooperation or of the state's Planning Board, as the case may be.

D. Delaware

Until a State Planning Board is established in Delaware, the requirement that one member of this Com-

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mission shall be a member of the State Planning Board shall be waived for that state.

## II. Officers and Staff

- A. Annually, at the meeting in July, the Commission shall select a Chairman and a Vice-Chairman from its own members, who shall serve until their successors are elected and qualify.
- B. There shall be an Executive Committee composed of the officers, together with three members of the Commission, one from each state, other than the state from which the Vice-Chairman comes, who shall be selected by the members of the Commission from that state. The Executive Committee shall have such powers and shall perform such duties as shall from time to time be assigned to it by the Commission.
- C. Unless otherwise determined, the Executive Secretary of the Commission shall also serve as the Treasurer of the Commission, subject at all times to the regulations imposed upon that officer by such authorizations and limitations as are, or may be, prescribed by the Commission.
- D. All employees of the Commission shall be appointed and discharged by the Commission, upon the recommendation of the members of the Executive Committee.

## III. Funds

- A. Upon assurance of the amounts to be appropriated by the state governments towards its work, the Commission shall draw up and approve a budget for the ensuing fiscal year. The fiscal year shall run from July 1 to June 30.
- B. Since it is the established practice of some states to require receipted bills to accompany applications before payment of state appropriations, or to limit the amount of advances granted to legislative boards and commissions, a reserve fund should be included in every budget which will enable the Commission to begin operations in the new fiscal year pending the accumulation of receipts.
- C. Applications to the states for the payment of appropriations, or installments thereof, shall be made by the Executive Secretary and/or Treasurer.

- D. All funds made available to the Commission shall be delivered to a depository selected by the Commission for deposit in a bank account to be carried in the name of the Commission.
- E. Disbursements from this account shall be made upon and according to the check, draft, note, or order of this Commission when signed by the Treasurer and the Chairman or the Vice-Chairman, and the depository bank is authorized to receive the same when so signed for the credit of, or in payment from, the payee or any other holder without inquiry as to the circumstances of their issue or the disposition of their proceeds, whether drawn to the individual order, or tendered in payment, of individual obligations of the officers above named or other officers of this Commission or otherwise.
- F. Expenditures in an amount of less than fifty dollars (\$50.00) may be incurred by the Executive Secretary with or without approval by the Chairman or the Vice-Chairman; expenditures in excess of fifty dollars (\$50.00) shall be made by the Executive Secretary with the approval of the Chairman or the Vice-Chairman.
- G. All statements rendered to the Commission shall be submitted, as current and payable obligations, for presentation to the Commission and approval at each monthly meeting, or at such other meeting as is feasible, except that this provision may be waived by vote of the Commission for such periods as the Commission meetings fall at longer intervals than four-week periods. In such cases, nevertheless, complete statements of all accounts paid during the interim periods shall be presented to the Commission for approval at their next regularly scheduled meeting.

IV. Meetings--Quorum--Committees

- A. Meetings shall be held monthly, or upon the call of the Chairman at a time and place designated by him, or upon the written request of any state Commission on Interstate Cooperation.
- B. Seven members, representing at least three states, shall constitute a quorum at any meeting.
- C. There shall be such committees, standing, advisory, and special as the Commission shall from time to time create.

V. Amendments

The Commission may at any time amend these Articles of Organization, by a two-thirds vote.

VI. Federal Cooperation

The Commission requests the cooperation of the Federal government, through its appropriate agencies, to the fullest possible extent.

VII. Objectives

The Commission considers that its functions should be:

- A. To serve as a fact-coordinating body and to develop the means and procedure by which the general plans and policies proposed for the development of the region may be carried out;
- B. To sponsor the carrying out of properly developed plans which result from surveys and research concerning population, land and water resources and uses, and other related subjects;
- C. To coordinate the activities of the Commission and Committees on Interstate Cooperation and their joint agency, the Council of State Governments, with the work of the appropriate state and federal agencies for the prevention and abatement of pollution, for flood control, and for the proper general use and control of the waters of the Delaware River;
- D. To encourage interstate compacts and the enactment of uniform state laws for the abatement of water pollution, for flood control and for the proper general use and control of the waters of the Delaware River.
- E. To advance, perpetuate, and outline the work recommended by its conferences, and to develop and propose new objectives.

VIII. Initial Objective

As its first objective, the Commission recommends that a program be evolved for the abatement of pollution of the Delaware River.

Incode1 Calendar  
Business Meeting

SPECIAL CALENDAR NUMBER

STATEMENT:

See attached copy.

ACTION REQUIRED:

Review, discussion, suggestions,  
and approval.

ACTION RECOMMENDED:

By:

ACTION TAKEN:

THE INTERSTATE COMMISSION ON THE DELAWARE RIVER BASIN

SPECIAL CALENDAR ITEM

Regarding

STAFF ORGANIZATION AND ACTIVITIES

April 10, 1943

As the result of the exigencies of the war and the consequent decisions of the Commission, Incodel's two draftsmen were released in May, 1942 in order that they might undertake more essential assignments, and the services of the Executive Secretary were made temporarily available in January of this year to the Council of State Governments. This has reduced the present staff to three persons, the Chief Engineer, Assistant Engineer and Office Secretary.

In the meantime, work for the office has not decreased. If anything, it has expanded. At present, and since the first of the year, in addition to normal office duties, such problems as the pending water supply diversion legislation, the Incodel pollution bill in Pennsylvania, the New Jersey Ship Canal project, the Schuylkill River culm situation and the Camden-Gloucester stream pollution suit, all have required considerable attention. In addition, having found that it is better to have a member of the staff attend to the posting and preparation of financial affairs than the alternative arrangement recently tried to have someone come into the office for this purpose, this work has been delegated as a definite duty of the assistant engineer.

The above situations have imposed additional responsibilities upon the staff for which adjustments should be considered by the Commission. While part of the burden of the present programs will be lightened as the legislative proposals are introduced and passed upon, it appears new work soon

should be undertaken to take this place. For example, Incodel, again this Spring as it did last year, probably will be requested to manage and direct water conservation programs within those areas of the Basin where there are serious water supply problems. Also, a post-war program, at least for such public works as stream pollution abatement facilities soon should be formulated and developed. It was thought that it might be possible to engage a qualified consultant for this assignment. However, there are valid objections to such an arrangement. This point is raised in Mr. Croft's reply to a letter of inquiry from this office regarding this matter, a copy of both of which is included in the report in behalf of Incodel's Quality Committee. He is of the opinion that Incodel should use, or if necessary build, its own staff for this purpose; that the work should be done by such staff in cooperation with state health agencies' forces.

For the guidance of the Commission the following suggestions are made:

1. That the Commission should engage an office secretarial assistant.
2. That the Commission should investigate to determine whether it is possible, to secure the services of one, preferably two, qualified engineering assistants for a limited period, probably six months to a year, for assignment to the task of preparing a public works stream pollution abatement program.

(Consideration of this question may be delayed until the Commission has reviewed the Quality Committee Report.)

3. That the Commission should make such necessary salary adjustments, as in its opinion, provides remuneration

which is just and commensurate with the responsibilities and duties of the positions held by its present staff members.

For the further guidance of the Commission the following summarization is presented regarding the salary status of each member of the present staff:

James H. Allen, Chief Engineer, became associated with Incodel in April, 1937, at a starting salary of \$3600 per year. This was increased in May, 1938 to \$4200 per year. No adjustment since has been made.

H. A. Rowan, Assistant Engineer, came to Incodel in November, 1939, at a starting salary of \$1800 per year. This was increased in April, 1941 to \$2100.

Norma Moore Rementer, Office Secretary, started with Incodel in June, 1939, at a salary of \$1200 per year. This was increased to \$1320 per year in July, 1940. A further increase to \$1500 per year was granted in May, 1942.

Following is a list of positions and the salaries which it is understood they carry of a few representative agencies in state and interstate government agencies:

Chief Engineer, Pennsylvania Water and Power Resources Board.	\$6,000
Chief Engineer, Pennsylvania Department of Health . . . . .	6,000
Chief Engineer, Pennsylvania Public Utilities Commission. . .	7,500
Chief Engineer, New Jersey State Water Policy Commission. . .	6,000
Chief Engineer, New Jersey State Department of Health . . . .	6,000
Engineer-Secretary, Interstate Sanitation Commission. . . . .	6,600
Engineer-Secretary, Interstate Commission on the Potomac River Basin . . . . .	5,000

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Incode1 Calendar  
Business Meeting

NUMBER III:

Report of Committee on "Quantity"

STATEMENT:

See attached copy.

ACTION REQUIRED:

Review, discussion, suggestions, and approval.

ACTION RECOMMENDED:

By:

ACTION TAKEN:

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THE INTERSTATE COMMISSION ON THE DELAWARE RIVER BASIN

INFORMAL STAFF REPORT

ADVISORY COMMITTEE ON QUANTITY OF WATER

New York City, New York  
April 10, 1943

Water Supply Diversion Bill

In the Secretary's report, already reviewed, you have been advised that the Incodel Water Supply Diversion Bill has been passed in New York State and told of its status in New Jersey and Pennsylvania.

Having taken the lead on two previous occasions (in 1925 and 1927) in efforts to reconcile the water supply diversion problem, New York State, this time, quite naturally desires to be assured that New Jersey and Pennsylvania will do their part in keeping pace with it. For this reason the Governor of New York has been requested to withhold consideration of the bill as passed by the legislature until an opportunity has been afforded for his legislative advisers to observe the progress made in the other two states. The Governor has thirty days to act (from March 26) and it is desirable to do everything reasonable to make progress in Pennsylvania and New Jersey in this interval in order that he may be given a favorable report in the matter. Arrangements making it possible to make such a report should be decided at this meeting.

New Jersey Canal

On March 9 and 10, 1943, hearings were held in Washington, D.C. before the United States House of Representative's Committee on Rivers and Harbors on a bill to authorize the construction of a ship canal across the State of New Jersey. On March 16, 1943, the Committee by a fourteen to eight vote reported favorably on the bill.

At the hearing, your Engineer appeared and presented a statement in behalf of the Commission calling attention to the probability of the admission of salt water into the Delaware River from Raritan Bay, or the aggravation of the Delaware River salinity problem by the proposed diversions from this River, if the project were constructed as proposed. The City of Philadelphia also submitted a statement calling the Committee's attention to the same problem. The Pennsylvania Sanitary Water Board, after the conclusion of the hearings, made a similar appeal.

Representatives from New Jersey which obviously would be vitally affected, offered much testimony in opposition to the canal. Witnesses from this state included Howard T. Critchlow, Chief Engineer of the State Water Policy Commission; Samuel S. Ferster and Charles H. Capen, Commissioner and Engineer of the North Jersey District Water Supply Commission; and Charles A. Eaton, Jr., Executive Vice President of the New Jersey State Chamber of Commerce.

A copy of the statements submitted in behalf of Incodel, the Pennsylvania Sanitary Water Board, and the New Jersey State Water Policy Commission are appended hereto, as is also a copy of the majority and minority report of the Rivers and Harbors Committee.

On April 3, in the Incodel offices, a meeting was held with the representatives of the water supply agencies in New Jersey and Pennsylvania to consider the canal project further. This meeting was attended by Messrs. Critchlow, and Capen, and Jacobi of the New Jersey State Chamber of Commerce; and Messrs. Ryder, Moses and Hoffert from Pennsylvania, and your Engineer.

As the result of the meeting, the following conclusions were reached:

1. That the canal, if constructed as now proposed, would deprive New Jersey of its only available intrastate source of future water supply. Plans for the development of these sources would have to be abandoned.

2. That the canal, if constructed as now proposed, will divert at least 150 million gallons of water a day, and probably a much greater quantity, from the flow in the Delaware River below Trenton. Since no provision is made to get this water from stored supplies, its taking would have a serious adverse effect upon the quality of the water in the river for municipal and industrial uses.

In view of the situation as it affects New Jersey the following steps, among others, have been taken since the favorable Rivers and Harbors Committee report:

1. A resolution was passed in the Legislature to inform Congress of its objection to the canal.
2. Governor Edison has notified Congress of the State's opposition to the proposal.
3. Many other agencies in the state have entered formal protests.

The New Jersey people feel that it should have the assistance of Pennsylvania in its fight against the proposal as now formulated. In this regard the following suggestions were made:

1. Pennsylvania would be adversely affected not only because of the salt water problem but also because the construction of the canal might deprive it of part of her market for coal. It was argued that coal would be shipped directly from Norfolk for New York and New England.

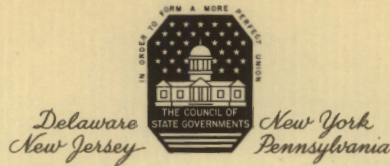
2. That the canal should not be authorized now because it cannot be built during the present period of war and at the earliest would be a post-war project. Before then and before authorization, opportunity should be afforded Pennsylvania and other states and regions to suggest revisions to overcome the undesirable features of the present proposals.
3. To accomplish the above, the legislature and Governor of Pennsylvania should be urged to take such steps as are necessary and desirable.

Incodel's interest in the question concerns the determination of the steps which it should take to bring the situation to the attention of the legislative and executive authorities.

It was the consensus of opinion of the participants of the Incodel meeting that the inland waterway system should be completed by the improvement of the canal along the New Jersey Coast from Cape May to New York Harbor. If, however, a canal across the state of New Jersey must be built the greater part of the water for its operation should be obtained from impounded sources in the Delaware River Basin.

#### Salinity and Industrial Water Supply

A separately bound report on The Effect of Salinity Upon The Delaware River as a Source of Industrial Water Supply is appended hereto. It is believed that this survey completes the preliminary investigations required in connection with this subject. More detailed examination and studies will be necessary, of course, if consideration is given to the execution of any of the proposals therein.



# INTERSTATE COMMISSION

*on the Delaware River Basin*

BROAD STREET STATION BUILDING • PHILADELPHIA • PENNSYLVANIA

March 10, 1943

Rivers and Harbors Committee  
House of Representatives  
Hon. Joseph J. Mansfield, Chairman  
Washington, D. C.

Gentlemen:

The Interstate Commission on the Delaware River Basin was organized in 1936 as a joint governmental agency of the States of New York, New Jersey, Pennsylvania and Delaware through which these states cooperatively could formulate policies and programs for the development and conservation of the natural resources of the Delaware River Basin.

This Commission has investigated the New Jersey Canal project thoroughly and prepared a report thereon, copies of which have been sent to the members of your Committee.

The Commission's major interest in the proposal to construct the Canal across New Jersey relates to the probability of the admission of salt water from Raritan Bay into the fresh water Delaware River and the consequent ruination of the river as an important source of municipal and industrial water supply. Below Trenton; Bristol, Philadelphia and Chester, serving approximately two and one-half million persons, get their municipal supply from the Delaware. In addition, hundreds of important industries depend entirely upon the river for their source of water.

Whether the proposed Canal, as is claimed, can be so constructed and operated as to prevent the admission of salt water into the Delaware is highly questionable. As far as we know, no method yet devised has operated successfully in this respect for a canal of the type and size under consideration. It is our belief that the present plans for protection of the Delaware River against salt water encroachment are experimental, and are not an absolute guarantee that the water will not be ruined for water supply purposes.

We therefore ask that any proposal authorizing an appropriation for the building of the Canal shall make proper provision for the protection of the water of the Delaware River below Trenton.

Respectfully submitted,

Ellwood J. Turner  
Chairman

EJT:NNM

HON. ELLWOOD J. TURNER  
CHAIRMAN

SENATOR ROBERT C. HENDRICKSON  
VICE CHAIRMAN

DAVID W. ROBINSON  
EXECUTIVE SECRETARY

#### MEMBERS OF COMMISSION

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STATE SANITARY ENGINEER

HON. JOHN M. CONWAY  
MEMBER OF HOUSE OF REPRESENTATIVES

MR. CHARLES H. GANT  
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DIVISION OF COMMERCE

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SENATOR EARLE S. WARNER

##### PENNSYLVANIA

HON. RICHARD P. BROWN  
SECRETARY OF COMMERCE

SENATOR WELDON B. HEYBURN

MR. F. A. PITKIN  
DIRECTOR OF STATE PLANNING BOARD

HON. ELLWOOD J. TURNER  
MEMBER OF HOUSE OF REPRESENTATIVES

##### THE COUNCIL OF STATE GOVERNMENTS

WAYNE D. HEYDECKER  
REGIONAL REPRESENTATIVE

STATEMENT SUBMITTED  
BY PENNSYLVANIA SANITARY WATER BOARD  
TO HOUSE COMMITTEE ON RIVERS AND HARBORS RE NEW JERSEY CANAL BILL

March 17, 1943

Hon. Joseph J. Mansfield,  
Chairman, House Committee on  
Rivers and Harbors,  
The Congress,  
Washington, D.C.

My dear Mr. Mansfield:

The Sanitary Water Board of Pennsylvania submits to the Committee on Rivers and Harbors of the House of Representatives of the Seventy-eighth Congress the following statement of the Board's position respecting the proposed New York Bay-Delaware River Section of the Atlantic Intercoastal Waterway.

The Board is the State agency which has to do with controlling the pollution of the waters of the State. The Board, therefore, does not here enter into the questions relating to the economics and the expediency of the proposed canal; it confines its interest to the effect which the proposed canal will have upon the quality and quantity of the water of the Delaware River.

The value of the canal in our national defense has been greatly stressed at the hearings before the Committee. The Sanitary Water Board most certainly does not wish to handicap our national war effort. Neither does it wish to impede any well considered development of our national waterways. The many practical steps which the Board has already taken to aid our war effort is the best proof of that. But parenthetically, it may be questioned how the present war effort can be greatly aided by the earliest construction which is possible for this canal under existing conditions.

Pennsylvania has a very vital interest in maintaining and improving the quality of the water of the Delaware River and in preventing the depletion of its low stage flows.

This is because the Delaware River is used, and under present plans will continue to be used, as a source of public water supply for the great Metropolitan Philadelphia Area involving a population of about 2,900,000. The Board has another vital interest because the river water is used by very large and very important industries of this area to many of whom the quality of their water supply is of vital concern and many of whom are engaged almost wholly in our war effort.

The river must necessarily also be used for the final disposal of the liquid wastes of this area. That these wastes must be treated to a proper degree before their discharge, is recognized and this matter is being actively pressed by the Board. But it is also recognized that the degree of treatment and, of course, the cost of it, is dependent upon the amount of river water available for dilution of the treated effluent.

Even more sensitive to depletion of river flows and beyond means of modification by treatment, is the advance of salinity up the Delaware River which would follow the reduction of low stage flows. This is so serious a matter that its importance was clearly and forcefully recognized by General Markham in his letter of January 9, 1934, transmitting to the Secretary of War the Army Engineers Report upon the proposed canal. (House Document No. 219, 73rd Congress, Second Session, page 2).

As now proposed the plans for the canal provide for a pool level ten feet above mean tide and for the flushing out of salt water from the eastern lock chamber to prevent intolerable intrusion of salt water into the Delaware. To feed the canal it is proposed to develop storage on the Raritan River, but the report recognizes that this will be insufficient for the operation of the canal at all times and it is proposed to withdraw from the Delaware River 200 cubic feet per second in excess of the water to be returned to the river through lockages.

In view of what the Sanitary Water Board understands has been the experience with the intrusion of salinity into the Lake Washington and Panama Canals, the Board is not yet convinced that unsatisfactory intrusion of salt water into the Delaware River will not occur, especially during low water periods.

But of even more concern to the Board is the matter of advance up the Delaware of salinity which would result from the abstraction of water from the Delaware. The Board's exhaustive Salinity Survey of the Delaware River of 1931-35 not only showed conclusively that the advance or retreat of salinity was dependent upon the amount of fresh water influx into the tidal estuary, but that at flows as high as 2000 cubic feet per second there has been a serious invasion of salt water which caused much trouble in the Metropolitan Philadelphia Area. It therefore, appears most probable that the removal of 200 cubic feet per second from the Delaware River at the low flow of 1400 cubic feet per second, as proposed in the report upon the canal, will cause serious trouble in this area.

The Sanitary Water Board must, therefore, go on record as opposed to the construction of the proposed canal until, but only until, it can be shown to the satisfaction of the Board that Pennsylvania's vital and various interests in the Delaware River will be protected beyond peradventure from damage due to the

intrusion of salt water into the river from the Atlantic Ocean or by advance of salinity up the Delaware resulting from the abstraction of water from the river for canal use.

For the reasons aforesaid, the Board questions the efficacy of the ten foot difference in elevation to prevent the passage of salt water through the canal to the Delaware and in particular the Board fears the invasion of salinity up the Delaware River if water should be abstracted from the river at stages even much in excess of those at which it is now proposed to take water.

In the Delaware River Diversion Case the Supreme Court of the United States required the City of New York to release impounded water when the flow at Trenton falls below 3400 cubic feet per second - 2000 cubic feet per second above the low flows at which it is proposed to draw water from the Delaware because of deficiency in the Raritan River supply.

The Board, therefore, respectfully requests the Committee's most careful consideration of the Board's position in this case.

Respectfully yours,

SANITARY WATER BOARD OF PENNSYLVANIA

By: .....  
A. H. Stewart, M. D.,  
Secretary of Health,  
Chairman.

AHS:e





4. A lock level canal would require a supply of fresh water for lockage, seepage, evaporation and other losses, the amount depending on the elevation of the summit level and the size of the locks and traffic to be handled. One of the reports (House Document 219, 73rd Congress, 2d Session) mentions 1,000 c.f.s. to be taken from Delaware River and Raritan River. In what proportion is not clear. It is suggested that the water rights of the Delaware and Raritan Canal in Delaware River be appropriated. Those rights are indefinite, but may be as much as 250 c.f.s. It is also assumed that 10 per cent or 100 c.f.s. will be available from cross drainage intercepted by the proposed canal. That leaves 650 c.f.s. to be obtained from Raritan River. The Raritan River watershed cannot produce 650 c.f.s. even in an ordinary dry year, and in an extremely dry year the deficit would have to be taken from Delaware River.

5. Future potable and public water supplies for New Jersey will have to come from Raritan River and Delaware River watersheds. Storage reservoirs on the tributaries will be necessary to make available the amounts necessary to meet future needs.

Several official reports have been made involving the development of these waters. Special Report No. 3. South Branch Project, New Jersey State Water Policy Commission, 1931, contemplates taking a total of 152 million gallons of water daily from Black River and South Branch, tributaries of the Raritan River, and Musconetcong River, tributary of the Delaware River. Chimney Rock Project proposed by the North Jersey District Water Supply Commission, 1930, contemplates taking 145 million gallons of water daily from North Branch, Black River, South Branch, Rockaway Creek, Spruce Run and Middle Brook, tributaries of the Raritan River. Report on the Utilization of the Delaware and Raritan Canal for a metropolitan water supply in the State of New Jersey, by an engineering committee appointed by former Governor A. Harry Moore, 1938, proposes a water supply of 200 million gallons of water daily by the utilization of the water rights of the Delaware and Raritan Canal Company, now owned by the State of New Jersey, as a source of supply for New Jersey, including the northeastern metropolitan district as well as the Trenton-Camden area in the lower Delaware valley.

6. Existing potable and public water supplies which may be affected by the construction of the canal include the following:

City of Perth Amboy well field in the vicinity of Old Bridge, N. J. - 10 million gallons daily capacity.

City of South Amboy well field - 1.5 million gallons daily capacity.

Borough of South River well field - 1.0 million gallons daily capacity.

Borough of Sayreville well field - diversion rights 2.0 million gallons daily (undeveloped).

Duhermal well field (joint industrial supply for duPont, Hercules and National Lead companies in Parlin) wells located along South River between Old Bridge and Spotswood, N.J. - 15.0 million gallons daily capacity.

City of Bordentown well field on Crosswicks Creek near White Horse - 1.25 million gallons daily capacity.

Many other towns and cities southeast of the proposed canal route take their water supply from artesian sands which outcrop along the proposed canal route.

Ground-water investigations by the U.S. Geological Survey in cooperation with the New Jersey State Water Policy Commission, conducted in the vicinity of Parlin, N.J., point out the grave danger of salt water intrusion of certain sand beds outcropping in the Raritan Bay area and along South River, and particularly the exposing of these sand beds by dredging. Special Report No. 7, Water Supplies from the No. 1 Sand in the Vicinity of Parlin, issued by the New Jersey State Water Policy Commission in 1937, together with subsequent investigations, clearly indicate the existence of salt water intrusion in several wells taking water from the No. 1 sand which has been exposed by dredging in Raritan River and the Washington Canal in South River valley.

7. The possible effect of the canal proposed in H.R. 1880 will depend upon the project contemplated therein. If a sea level canal is constructed, the result on the ground water supplies would be permanent injury of the wells in the Parlin-Old Bridge-Spotswood area. If the canal is to be of a lock type, the effect upon the well fields in this area would depend upon the summit level and the exact location.

8. Another possible effect on the water supplies of the State is dependent upon what provision is made for taking care of the natural flow of the streams which are intercepted by the canal across the State, particularly the Millstone River and Assunpink Creek. The former is used for potable and industrial water supplies in many places, particularly in the Bound Brook area, while the latter stream is used extensively for industrial water supply in the Trenton area.

9. The New Jersey State Water Policy Commission, for the above reasons and others which may be more apparent when the details of the project are fully disclosed, is apprehensive as to the effect of the construction of the proposed canal on existing public, potable and industrial water supplies which are vital to the health, safety and welfare of a large portion of the State, and also the effect the taking of water supply from the Raritan and Delaware watersheds for the operation of the canal will have upon the future needs of the State of New Jersey for water supply which of necessity must come from the Raritan River and Delaware River watersheds.

The Commission respectfully requests permission to file a more detailed memorandum with the Committee in order that its position as a result of the hearing before your Honorable Committee on March 9 may be more completely and fully presented.

NEW JERSEY STATE WATER POLICY COMMISSION

By \_\_\_\_\_

H.R. Critchlow  
Engineer in Charge

TRENTON, N. J.  
MARCH 8, 1943.

78TH CONGRESS }  
1st Session }

HOUSE OF REPRESENTATIVES }

REPORT  
No. 282

**AUTHORIZING THE CONSTRUCTION AND OPERATION OF  
THE NEW YORK BAY-DELAWARE RIVER SECTION OF  
THE ATLANTIC INTRACOASTAL WATERWAY**

MARCH 23, 1942.—Committed to the Committee of the Whole House on the state  
of the Union and ordered to be printed

Mr. MANSFIELD of Texas, from the Committee on Rivers and Harbors,  
submitted the following

**REPORT**

[To accompany H. R. 2208]

The Committee on Rivers and Harbors, to whom was referred the bill (H. R. 2208) to promote the national defense and to facilitate and protect the transport of materials and supplies needful to the Military Establishment and essential to domestic requirements through safe and adequate inland waterways by the immediate authorization of the construction of the New York Bay-Delaware River section of the Atlantic Intracoastal Waterway, having considered the same, report favorably thereon without amendment and recommend that the bill do pass.

**AN URGENT WARTIME AND PEACETIME MEASURE**

The bill authorizes the construction of the New York Bay-Delaware River section of the Intracoastal Waterway, a canal extending from Raritan Bay, an arm of New York Bay, through Raritan River to Sayreville and then across the State of New Jersey in a southwesterly direction to a point on the Delaware River one half mile above Bordentown, N. J. (under the direction of the Secretary of War and the supervision of the Chief of Engineers and generally in accordance with the report of the Chief of Engineers, United States Army, dated July 14, 1942) at an estimated cost of \$199,000,000. The construction of this ship canal only 32 miles long along the Sayreville-Bordentown route would provide the one missing link needed to secure a continuous inland deep water route extending from Norfolk, Va. to Philadelphia, Pa., and thence to New York City; Albany, N. Y.; New London, Conn.; and to Boston, Mass. A barge canal along the same route across New Jersey has been considered and discarded in favor of a

27-foot waterway providing in general for ships of 25-foot draft. Obviously the 27-foot Chesapeake & Delaware Canal and the harbor of Philadelphia should be connected with New York Harbor by a ship canal rather than a barge canal. By expending less than 30 percent more than the cost of a barge canal, a ship canal can be provided, thus adding to the benefits and economies of the barge route the incalculable wartime and peacetime advantages of an inland protected route for deep sea vessels along the most vital portion of our eastern seaboard.

Prior to 1935 the canal connecting the Delaware River to Chesapeake Bay, which is an important section of the inland route under consideration, was a barge canal and the traffic through it was limited to shallow-draft vessels. Since its enlargement and deepening to 27 feet, the traffic through this canal has increased by leaps and bounds. This increase happened before the present emergency. Of course the emergency has caused a further increase in the ship traffic through the canal both with respect to commercial vessels and warships. There is no doubt but that the same large traffic would develop with respect to the ship canal across New Jersey. The distance outside and around is much greater and the expenses caused by rough seas and inclement weather are large. Furthermore in time of war, enemy submarines lurking along our coasts may be avoided.

The hearings on this bill have confirmed what all of us have heard or read, viz, that the hardships experienced by the New England States during the past winter, because of lack of fuel, have been almost unbearable. The citizens of New England have never shrunk from personal privations in order to contribute to the welfare of their country in peace or in war, but they should not be subjected to conditions that can be remedied by a properly efficient government. The construction of a ship canal across New Jersey will facilitate the transportation of fuel into the North Atlantic and New England States. For example, large oil companies now own and operate, in the Chesapeake Bay region, between Baltimore, Washington, and Norfolk, self-propelled oil barges. These large barges draw more water than the shallow draft inland barges and towboats used on the 9-foot canals and rivers of the country but they are not suited for long outside runs in rough seas. If the Chesapeake Bay and Philadelphia regions are connected with New York and Boston by a deep-draft waterway from the Delaware River to New York Bay, the same or similar self-propelled barges could operate from Norfolk, Baltimore, and Philadelphia to New York and New England localities. This country has an abundance of fuel, even a surplus, but its transportation system has fallen down, leaving an abundance in one part of the country and a serious shortage in another. Furthermore evidence given to the committee indicated that the railroads already have all but reached their maximum efficiency. Moreover rail equipment and trackage should not be worn out transporting freight which can be moved by water.

Another example of fuel shipments to the New England area is coal. Before the war approximately 20,000,000 tons per annum were shipped from Norfolk and Newport News. This coal went out through Hampton Roads in ships and ocean-going barges. This trade, of course, has been cut off on account of the war, placing another heavy burden upon the rail lines. This coal came principally from the mines of Virginia, West Virginia, Kentucky, and Tennessee. If the 27-foot

channel across New Jersey had been available these coal shipments to New England would not have been seriously interfered with by the war.

Our principal navy yards upon the Atlantic, except the one at Charleston, are located at Boston, Brooklyn, Philadelphia, and Norfolk. By the completion of this channel across New Jersey, all these navy yards will be connected by a safe inland channel for the movement of all naval vessels except those of the largest type.

There is now an intracoastal canal from Texas to New York, except for two short stretches, one across Florida and the other across New Jersey from the Delaware River to New York Bay. The canal across Florida has already been authorized by Congress. The canal across New Jersey was first proposed over 30 years ago and the skillful and thorough planning for it has been completed. This missing link, recommended by the Chief of Engineers, should be authorized by Congress and constructed as soon as practicable and the committee does so recommend. We need the canal now. We will need it after the war. It is an uncompleted part of a great, useful, and needed public improvement already almost completed.

## MINORITY VIEWS

We, the undersigned members of the Committee on Rivers and Harbors, dissent from the views expressed in the report by a majority of the Committee on Rivers and Harbors on H. R. 2208 for the construction of a canal across the State of New Jersey and set forth our views in opposition to the said project and file this minority report.

The proposal in this bill is to cut a ship canal 27 feet deep and 250 feet wide through the State of New Jersey at an estimated cost of \$199,000,000. This canal will permit ocean-going freighters to go across the State of New Jersey to the Delaware River and down that river to the city of Philadelphia. The objections to this plan may be summarized as follows:

1. It is not a war necessity.
2. It is wasteful.
3. It is not wanted by the State of New Jersey.
4. It will destroy approximately 6,000 acres of food-producing farm land.
5. It is a direct menace to the fresh-water reserve of the State of New Jersey.

6. It is unnecessary because a better and less costly inland coastal canal is available.

7. Prominent citizens and civil organizations of New Jersey appeared in opposition.

I. It is not a war necessity because it will take at least 4 years to build. Furthermore, it would require much critical war material for bridges and locks and an average of 7,500 men a year for at least 3 years.

II. It is wasteful because to add at least \$199,000,000 to the tax burden for a project that will not aid in the winning of the war is unthinkable at this time, and it should be borne in mind that experience and statistics show that in the construction of similar projects the final costs exceed the estimates.

III. It is not wanted by the State of New Jersey because the State will not only derive no benefit whatever from the project but it will lose millions of dollars of taxable property in the acquisition of the right-of-way by the Federal Government. Other reasons for this attitude of the State are—

IV. It will destroy approximately 6,000 acres of food-producing farm land at a time when food is a most important factor in the war effort, particularly affecting our own domestic economy.

V. It is a direct menace to the fresh-water reserve of the State of New Jersey because the canal must be a fresh-water canal to protect the Delaware River from salt water pollution and it is proposed to secure this fresh water from the Raritan River Basin which is the reserve water supply for the northern part of the State. Many homes and large industries are located in this area which includes the cities of Newark, Jersey City, Paterson, and Passaic.

VI. It is unnecessary because a better and less costly inland coastal canal is available since there exists at present a canal which was built by the State of New Jersey, with some Federal aid, extending from the Delaware Bay through Cape May and along the Atlantic seaboard to Manasquan Inlet, about 26 miles from lower New York Bay. It is a salt-water waterway and can be deepened to 12 feet at an estimated cost of approximately \$2,600,000 in about a year's time. This waterway can be extended by the construction of a new canal, connecting Manasquan Inlet with lower New York Bay at an estimated cost of \$14,000,000 and would require about 2 years to build. Very little critical war material is necessary for this project, there being few bridges and no locks.

In the light of these facts, the conclusion is inevitable that the project as proposed in H. R. 2208 is ill-advised, impracticable, wasteful of public funds, and of no possible value to the war effort. Indeed it would hamper the war effort by the use of critical material and labor for its construction. Therefore this proposal should not be approved. As it is desirable that the Atlantic coastal waterway should be completed in this section of the country, it is recommended that consideration should be given to enlarging the New Jersey coastal canal system already in existence.

We are departing from a national policy in accepting the additional burden of paying for the right-of-way for the proposed canal out of the Federal Treasury.

In the first bill introduced for the construction of this project the cost of the right-of-way was to be borne by the State of New Jersey. In the second bill introduced, namely H. R. 2208, the Federal Government is to bear the cost of the entire right-of-way, a difference of \$12,000,000. We believe it is a grave error to depart from the long-established policy on the part of the Government of the United States of requiring local interests or local governmental units, where a project is to be constructed, to bear the cost of the entire right-of-way for such projects.

HOWARD BUFFETT.  
GEORGE A. DONDERO.  
ROBERT L. RODGERS.  
JOSEPH MRUK.  
SID SIMPSON.

ALBERT E. CARTER.  
GEORGE H. BENDER.  
HOMER D. ANGELL.  
JAMES C. AUCHINCLOSS.



VI. It is unnecessary because a better and less costly inland canal canal is available since there exists at present a canal which was built by the State of New Jersey, with some Federal aid, extending from the Delaware Bay through Cape May and along the Atlantic seaboard to Mansueto Inlet, about 20 miles from lower New York Bay. It is a salt-water waterway and can be deepened to 12 feet at an estimated cost of approximately \$2,800,000 in about a year's time. This waterway can be extended by the construction of a new canal connecting Mansueto Inlet with lower New York Bay at an estimated cost of \$14,000,000 and would require about 2 years to build. Very little critical war material is necessary for this project, there being few bridges and no locks.

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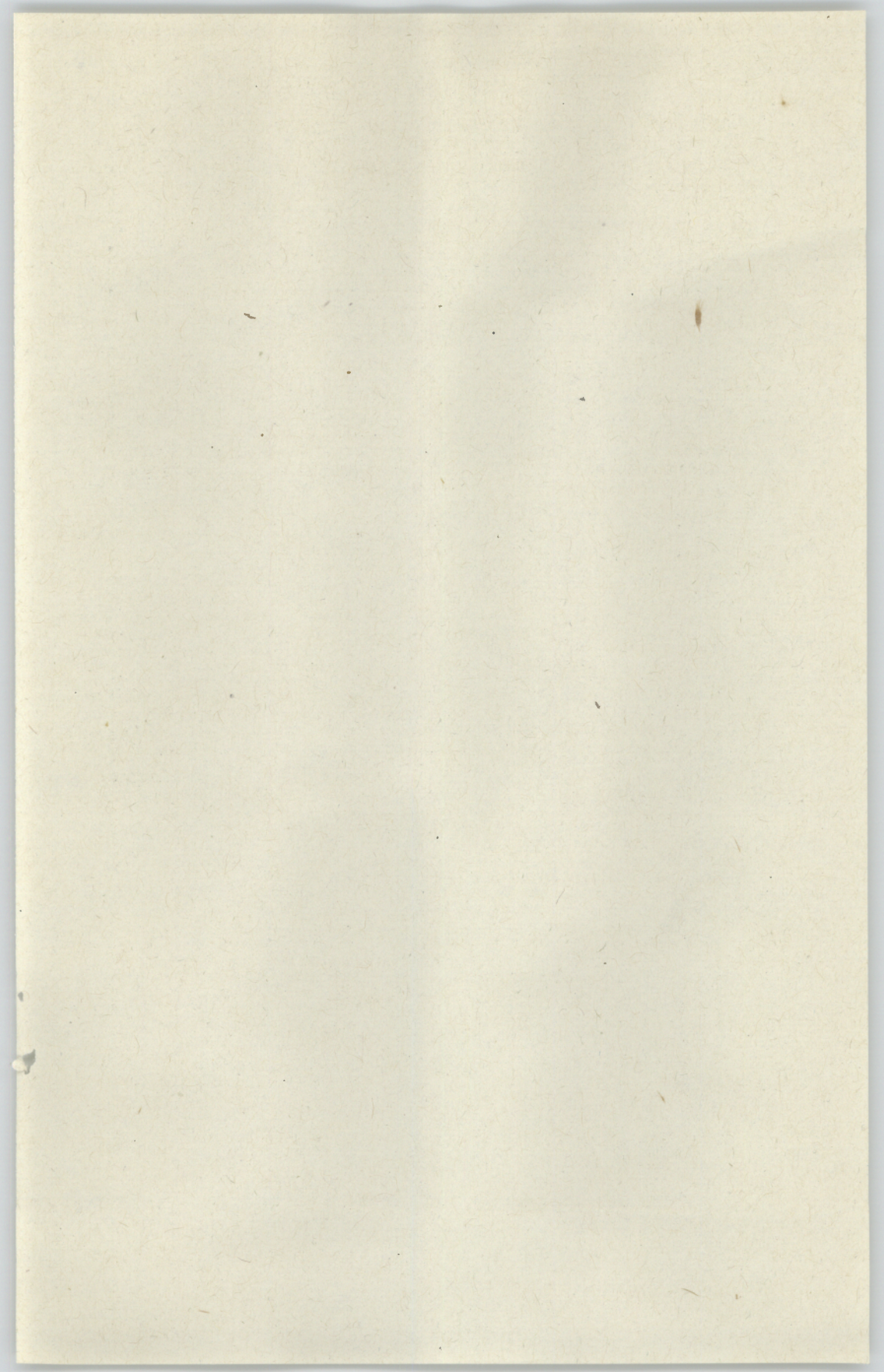
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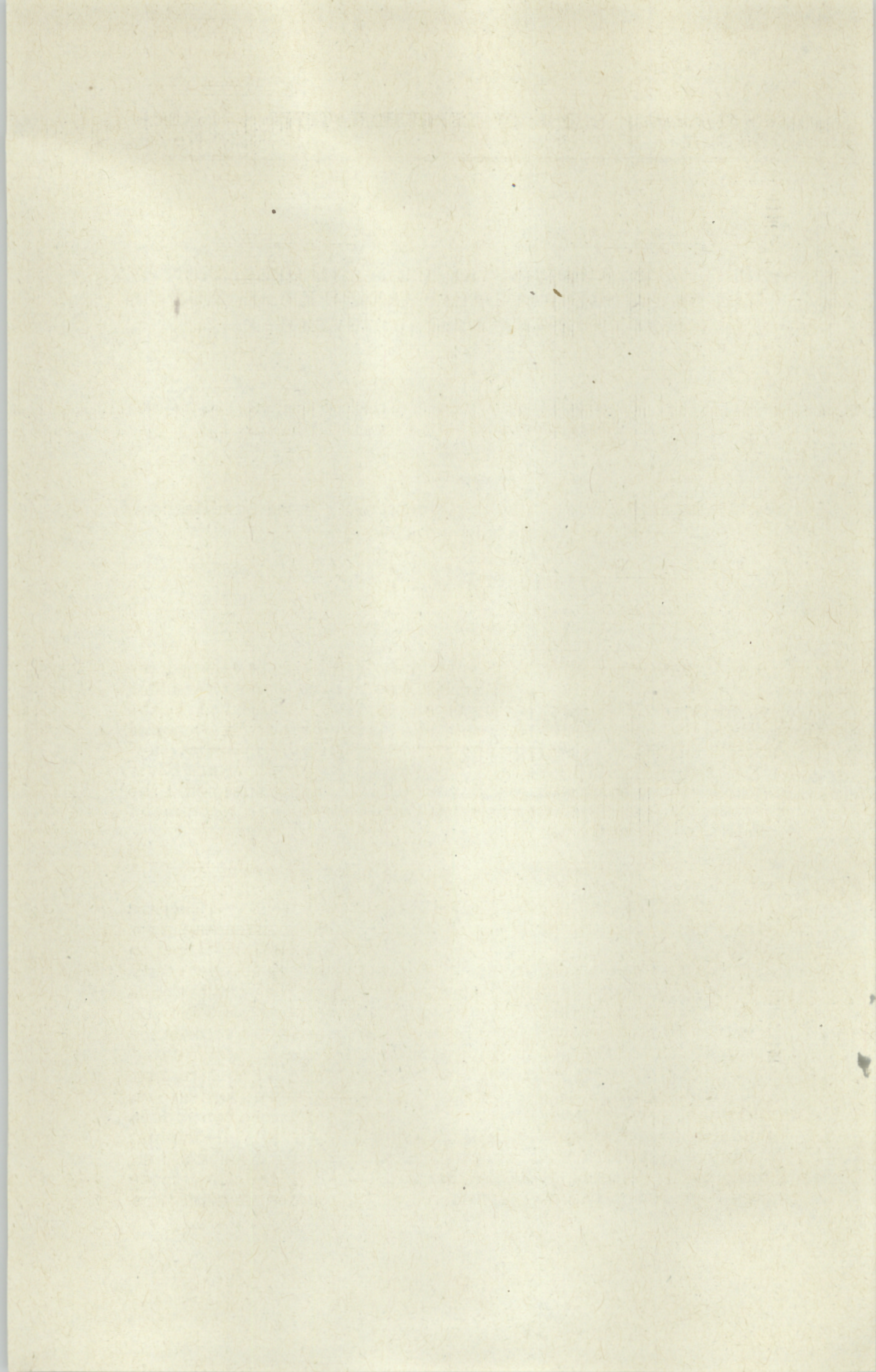
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ALBERT E. CARVER  
 GEORGE H. BRIDGES  
 HOMER D. ANDRUS  
 JAMES C. AUCHINCLOSS

HOWARD BURRILL  
 GEORGE A. DONNER  
 HOMER L. ROBERTS  
 JOSEPH BRACK  
 SAM SIMMONS







Incode1 Calendar  
Business Meeting

NUMBER IV: Report of Committee on "Quality"

STATEMENT: See attached copy

ACTION REQUIRED: Review, discussion, suggestions  
and approval.

ACTION RECOMMENDED:

By:

ACTION TAKEN:

THE INTERSTATE COMMISSION ON THE DELAWARE RIVER BASIN

INFORMAL STAFF REPORT

INCODEL ADVISORY COMMITTEE ON QUALITY

New York City, New York  
April 10, 1943

Camden-Gloucester Case

At the hearing on the case between the Department of Health of the State of New Jersey and the Cities of Camden and Gloucester held in Camden February 15, the Court of Chancery, at the request of the solicitors for the Cities involved, granted to them an allowance of thirty days to file additional testimony. This period has elapsed and although inquiries have been made, we have not been officially informed as to the present status of this suit. Unofficially we have been told that the City of Gloucester has agreed to consent to an order requiring it to install the necessary sewage treatment works as soon after the war is over as material and manpower is available, but that Camden still wishes to contest the suit. It is also understood that there may be a desire upon the part of some representatives of the Department to insist that the suit be completed in order that the question of the legality of the Incodel pollution act shall be settled at this time.

Post-War Stream Pollution Program

It is generally agreed that Incodel should be prepared to present at the proper time to the proper authorities a definite post-war public works program of stream pollution abatement facilities in the Delaware River Basin. Much of the material necessary for the formulation of such a program is now available in office files. Most of the data however, is inventorial in form, and is not specific as to type of collection and treatment works, probable

construction costs, and the division between municipal and private industrial responsibility in the handling of industrial wastes. These data are necessary for the development of the proposed program.

In order to be prepared to discuss this problem at this meeting the following letter of inquiry was sent to Messrs. Croft, Holmquist and Moses, members of Incodel's Advisory Committee on Quality.

"Our Commission expects to hold its next business meeting April 10, in New York City. This will follow a regional conference, the first of a series, being planned by the Council of State Governments to consider the problems of post-war development.

In considering these matters it has occurred to us that the time probably has come when we should begin to make preparations for a public works stream pollution program in the Delaware River Basin. It is our thought that this might be initiated by a survey to determine, among other things, to what extent each municipality in the basin, in the near future, will require new or additional sewage and industrial waste collection and treatment facilities. This would include, of course, not only an analysis of the type of works necessary, but more important, a reliable preliminary estimate of costs.

We are of the opinion the work will be best accomplished by engaging the services of a qualified engineer for a limited period.

Chairman Turner is desirous of having the benefit of your advice in this matter. Will you therefore be so kind as to give us such suggestions as may occur to you? We shall be glad to call a meeting of the Quality Committee to discuss the proposal in greater detail if you believe that will be desirable."

Messrs. Croft and Holmquist have replied. Mr. Croft states:

"In reply to your letter of March 20, I regret to advise that I am not in accord with the scheme outlined therein.

I base the aforesaid conclusion upon: the data already collected by your organization and the interested health departments; the provisions of the Incodel Act, which in this State is Chapter 146, Laws of 1939; the fallacy of estimates of costs under wartime conditions; and, particularly our Bureau's experience in the Raritan River surveys and the establishment of a clean-up program.

I do not concur in your opinion that the work will be best accomplished by engaging the services of a qualified engineer for a limited period - again I am reminded of our experiences in the Raritan River Valley.

The objectives sought under your scheme are, in my opinion, meritorious. To secure most of the data desired, in lieu of your proposal, I suggest that consideration be given to securing the information through an expansion of your engineering personnel and directed by a full-time employee of Incodel. The suggestion is based upon the assumption that Incodel has sufficient funds available to conduct a detailed survey that will stand up under attacks - I think that such a survey will cost plenty."

Mr. Holmquist has not raised any question as to method of procedure suggested in the Incodel inquiry. His reply is given below:

"Referring to your letter of March 20, 1943, I heartily agree with you that it would be desirable to engage the services of a qualified engineer for a limited period to determine the municipalities on the Delaware River watershed that need sewerage or sewage disposal facilities and prepare a reliable preliminary estimate of cost as I do not feel it would be possible for the state engineers to make such a study.

I think it would be well to call a meeting of the Quality Committee to consider this matter. It would seem that it would save time for everyone concerned if such meeting were held on April 10th in New York City at the time of the next business meeting.

As you will probably recall I furnished the Commission a list of municipalities on the Delaware River watershed in New York State, indicating the status of sewerage and sewage disposal. You probably have such a list in your files, which might be of some assistance to any engineer you might appoint to study this problem."

In view of the above difference of opinion, an effort was made to hold a Quality Committee meeting, as suggested by Mr. Holmquist, here in New York in conjunction with this Commission meeting. Mr. Croft however, could not be present.

Compacts vs. Concurrent Legislation

At the last Commission meeting, the staff was requested to prepare reproductions of such parts of Duane E. Minard's brief as dealt with the question of legality of concurrent legislation. This material was to be available for distribution to legislators and other interested parties. In particular, it was believed that the treatise might be useful in connection with Incodel's efforts to have its reciprocal Pollution Act passed in Pennsylvania.

The mimeographing and assembling of this discussion has been completed, and separately bound copies have been placed before you here. These reports however have not yet been publicly distributed. Among other reasons, it was felt that this should be delayed until this present meeting had been held and the situation in regard to the status of the pollution bill in Pennsylvania discussed. Until and unless a favorable ruling has been made in the Camden-Gloucester suit in New Jersey, the placing of the report in the hands of Pennsylvania legislators might have an adverse effect upon their way of thinking. It is possible that many of them would hesitate about voting favorably upon a bill over which there is a legal controversy.

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Incode1 Calendar  
Business Meeting

NUMBER V:

REPORT of Post-War Program Committee.

STATEMENT:

See attached copy.

ACTION REQUIRED:

Review, discussion, suggestions,  
and approval.

ACTION RECOMMENDED:

By:

ACTION TAKEN:

THE INTERSTATE COMMISSION ON THE DELAWARE RIVER BASIN

INFORMAL STAFF REPORT

INCODEL ADVISORY COMMITTEE ON POST-WAR PROGRAMS

New York City, New York  
April 10, 1943

As pointed out in the Secretary's report, Chairman Turner on February 5, 1943, appointed an Advisory Committee on Post-War Programs composed of Messrs. Black, Catherwood, Pitkin, Wallerstein and himself.

On February 20, the Committee held its first meeting in Philadelphia. There follows a summarized statement of its minutes.

The first meeting of Incodel's Advisory Committee on Post-War Planning was held Saturday afternoon, February 20, 1943, at the Warwick Hotel. Present were all members of the Committee: Messrs. Turner, Catherwood, Black, Pitkin and Wallerstein; also James H. Allen, Incodel's Engineer, and David W. Robinson of the Council of State Governments.

As a result of the meeting, it was agreed:

1. Incodel should have an important part in the planning, development and execution of post-war works programs, primarily in public works construction, particularly projects for water supply and stream pollution.
2. Incodel should also fit its post-war Basin plans into the general programs of its four constituent states.
3. Incodel should be one of the liaison agencies between the Basin's governmental subdivisions and the Federal and State governments in post-war programs.
4. Incodel should assist legislatures in the four states now in session in the development of legislation dealing with the post-war era, working through the respective Interstate Cooperation Commissions.

The following program was adopted:

1. That the Chairman of the Committee arrange a meeting of the four state Interstate Cooperation Commissions at an early date (preferably March 6) at which

Incodel's Post-War Planning Committee would submit the above program suggested by the committee for discussion and suggestions as to needed legislation.

2. That Messrs. Black, Catherwood and Pitkin in cooperation with Incodel's Engineer, prior to the above meeting should jointly prepare a statement to be presented at the above meeting by the Chairman setting forth the recommendations of the Committee for approval and action by the four Cooperation Commissions.

The statement to be presented would consist of the following recommendations:

1. Incodel's plan and program in post-war public works construction.
2. State legislation for post-war development.

A few days after the above meeting, we were advised of the Council of State Government's arrangements to hold the first of its series of conferences on post-war problems in New York City on April 9 and 10, which we have just attended. In view of the pendency of this meeting, it was decided the Incodel Committee should hold its work in abeyance. The conference now having been concluded, the Commission and Committee may wish to discuss this phase of Incodel's activities at this meeting.

\* \* \*

Inocdel Calendar  
Business Meeting

NUMBER VI.

Finances

STATEMENT:

See attached statements.

ACTION REQUIRED:

Review, discussion, suggestions,  
and approval.

ACTION RECOMMENDED:

By:

ACTION TAKEN:

THE INTERSTATE COMMISSION ON THE DELAWARE RIVER BASIN

SUMMARY OF FINANCES

July 1, 1942 - March 31, 1943

I. Receipts:

A. Unexpended Balance, June 30, 1942 . . . . . \$ 10,105.66  
 B. Appropriations, 1942 - 1943:

	<u>Received</u>	<u>Due</u>	
Delaware	\$ 1,000.00	\$ 666.67	1,666.67
New Jersey	3,750.00	1,250.00	5,000.00
New York	2,500.00	2,500.00	5,000.00
Pennsylvania	7,500.00	1,353.09	8,853.09
			<hr/>
			\$ 30,625.42

II. Expenditures:

July to December, 1942, inclusive . . . . .	\$ 10,028.89
January, 1943 . . . . .	1,281.00
February, 1943. . . . .	1,123.76
March, 1943 . . . . .	2,095.76
	<hr/>
	\$ 14,529.41

III. Unexpended Balance, March 31, 1943. . . . . . \$ 16,096.01

January, 1943

INCODEL ACCOUNTS

CURRENT AND PAYABLE  
(except where noted)

Classified in Budget Form

I. Personal Services: (Due January 15 and January 31).

1. Commission Executive Secretary . . . . .	\$ 36.11*
2. Engineer . . . . .	350.00*
3. Assistant Engineer . . . . .	175.00*
4. Office Secretary . . . . .	125.00*
5. Temporary Services (Mrs. Luff) . . . . .	30.00

716.11

\* These amounts include amount of Victory Tax which was withheld.

II. Other Expenses:

1. Rent (Due January 1) . . . . .	150.00
2. Equipment. . . . .	
3. Supplies:	
4. Printing:	

G. H. McCandless. . . . .	286.00
5. Postage and Express. . . . .	4.50
6. Telephone and Telegraph:	
7. Travel: staff and employees:	

David W. Robinson:

December 22, Chester . . . . .	2.92
December 23, Trenton . . . . .	16.03
December 28, Harrisburg. . . . .	8.90

27.85

James H. Allen:

January 7, University of Pennsylvania Travel. . . . .	.80
January 8, New York City . . . . .	9.35
January 9, Newark. . . . .	5.25
January 13, Harrisburg . . . . .	12.34

27.74

8. Conferences; Committee Meetings (Commission and Committee Travel):

January 24, Ellwood J. Turner, Cosgo Conference,  
Baltimore . . . . . 59.85

9. Miscellaneous and Contingent:

Peerless Towel Service Company . . . . . 1.25  
January 22, David W. Robinson . . . . . 7.70

TOTAL, Incodel Accounts Current and Payable . . . . . \$ 1,281.00

February, 1943

INCODEL ACCOUNTS

CURRENT AND PAYABLE  
(except where noted)

Classified in Budget Form

I. Personal Services: (Due February 15 and February 27).

1. Engineer . . . . .	\$ 350.00 *
2. Assistant Engineer . . . . .	175.00 *
3. Office Secretary . . . . .	125.00 *

\* These amounts include amount of Victory Tax which was withheld. 650.00

II. Other Expenses:

1. Rent (Due February 1) . . . . .	150.00
2. Equipment . . . . .	
3. Supplies:	
A. Pomerantz & Company . . . . .	57.70
A. B. Dick . . . . .	24.99
Fitch Carbon & Ribbon Company . . . . .	25.87
4. Printing:	
Reminger & Graves . . . . .	7.90
Fred W. Albert, Jr., Transcript of N.J. Hearing . . . . .	26.00
5. Postage and Express . . . . .	5.38
6. Telephone and Telegraph:	
Bell Telephone Company . . . . .	72.02
Mr. Allen's home telephone to Mr. Minard . . . . .	1.41
Western Union . . . . .	1.58
7. Travel: staff and employes:	
James H. Allen:	
January 20, New York City . . . . .	9.20
January 21, Trenton . . . . .	3.15
January 25, Trenton . . . . .	2.75
February 2, Chester . . . . .	.56
February 2, 3, 4, Albany and New York City . . . . .	34.55
February 11, Trenton, Newark, New York City . . . . .	7.25
February 12, New York City . . . . .	13.05

70.51

8. Conferences, Committee Meetings, (Commission and Committee Travel):

Incodel Business Meeting, Philadelphia, January 23 . . .	4.55
February 15, Camden Court House Hearing. . . . .	3.60

9. Miscellaneous and Contingent:

Water Works and Sewerage . . . . .	3.00
Peerless Towel Service Company . . . . .	1.25
Pennsylvania Sewage Works Association. . . . .	4.00
Engineering News-Record. . . . .	10.00
American City Magazine . . . . .	4.00

TOTAL, Incodel Accounts Current and Payable . . . . . \$ 1,123.76

March, 1943

INCODEL ACCOUNTS

CURRENT AND PAYABLE  
(except where noted)

Classified in Budget Form

I. Personal Services: (Due March 15 and March 31).

1. Engineer . . . . .	\$	350.00 *
2. Assistant Engineer . . . . .		175.00 *
3. Office Secretary . . . . .		125.00 *
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* These amounts include amount of Victory Tax which was withheld.		650.00

II. Other Expenses:

1. Rent (Due March 1) . . . . .		150.00
2. Equipment. . . . .		
3. Supplies:		
A. Pomerantz & Company. . . . .		10.20
J. R. Howarth Paper Company . . . . .		66.81
4. Printing:		
American Water Works Association. . . . .		7.58
Renninger and Graves. . . . .		2.57
G. H. McCandless. . . . .		21.40
Arthur W. Cross, Inc. . . . .		223.00
5. Postage and Express. . . . .		15.00
6. Telephone and Telegraph:		
Bell Telephone Company. . . . .		36.48
Western Union . . . . .		1.47
7. Travel; staff and employees:		
James H. Allen:		
February 18, Trenton . . . . .		3.40
February 19, Army Engineers Office . . . . .		.15
February 26, Trenton . . . . .		5.10
March 4, Newark, N.J. . . . .		9.50
March 5, New York City . . . . .		9.17
March 8, Trenton . . . . .		4.90
March 9, Washington, D.C. . . . .		20.56
March 10, Washington, D.C. . . . .		16.01
March 12, Trenton. . . . .		10.25
March 15, Harrisburg . . . . .		10.57
March 17, Harrisburg . . . . .		15.97
March 22, Trenton. . . . .		2.60
March 23-26, Albany, New York City . . . . .		47.39
		<hr/>

155.57

7. Travel: staff and employees (continued)

Ellwood J. Turner:

March 2, Harrisburg . . . . .	15.85
March 15,16,17, Harrisburg. . . . .	34.02

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49.87

8. Conferences, Committee Meeting, (Commission and Committee Travel):

Ellwood J. Turner, Harrisburg, with members of Committee on Interstate Cooperation. . . . .	20.00
February 20, Warwick Hotel, Conference of Post War Planning Committee . . . . .	27.40
February 26, Conference re N.J. Dept. of Health Suit vs. Cities of Camden and Gloucester, at Trenton. . . . .	8.55
March 3, City Planning Conference, Engineer's Club, also Conference with Critchlow re N.J. Canal . . . . .	4.60
March 5, Quantity Committee, New York City . . . . .	8.30
March 19, Sewage Works Operators' Association of S.E. Penna. at Conshohocken, Penna. . . . .	9.20
March 22, Trenton, Water Supply Diversion Bill Conference. . . . .	14.70
March 24, Annual Meeting of N.J. Sewage Works Assoc., Trenton . . . . .	8.85
March 23-26, Conference Expenses in Albany and New York City re Incodel Water Supply Diversion Bill. . . . .	13.58

9. Miscellaneous and Contingent:

Peerless Individual Towel Supply . . . . .	1.25
Hourly Messengers, Inc. . . . .	.55
John J. McClure. . . . .	35.00
State Service Bureau, Inc. . . . .	1.00
Commonwealth of Pennsylvania . . . . .	519.76
Chester - Water Conservation Posters . . . . .	.56
Lumber for Shelves . . . . .	10.76
Notary Fees. . . . .	.25
Dinner covering Sunday work on water supply diversion statement . . . . .	2.50
Woodington Mail Advertising Service. . . . .	17.00
James H. Allen, Home Telephone, Cumulative . . . . .	2.00

TOTAL, Incodel Accounts Current and Payable . . . . . \$ 2,095.76

