

01
875

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

JANUARY 6, 1933

SIXTH ANNUAL REPORT
OF
PORT RARITAN DISTRICT COMMISSION

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

ASHER ATKINSON,
New Brunswick, N. J.

THOMAS J. KELLY,
Perth Amboy, N. J.

HAROLD E. BATSFORD,
Metuchen, N. J.

J. RAYMOND MALLOY,
South Amboy, N. J.

LEWIS COMPTON
Metuchen, N. J.

JOHN F. RYAN,
Woodbridge, N. J.

THOMAS F. DOLAN,
Sayreville, N. J.

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

Resident Engineer

W. FRANKLIN BUCHANAN,
Metuchen, N. J.

Counsel

JACOB M. KLEIN,
Perth Amboy, N. J.

Consulting Engineer

SAMUEL J. MASON,
Perth Amboy, N. J.

Secretary

CLIFFORD COSGROVE
New Brunswick, N. J.

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

January 6, 1933

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 Sixth Annual Report of the Port Raritan District Commission and is submitted for the year 1932, during which major projects have been completed, others continued and surveys for new ones initiated.

It will be noted from a previous report that due to the emergency situation which existed and the desire on the part of the Federal Government to offer relief by the employment of as many men as possible in government work, there was made available from an emergency appropriation bill the sum of \$135,000.00 to be used in the dredging of the Upper Raritan. The contract was let and the work begun in March, 1931, and continued until September, 1931, when the appropriation of \$135,000.00 was exhausted. Later, through the efforts of this Commission and the assistance and co-operation of Col. R. T. Ward, U. S. A. District Engineer, for this District, an appropriation for the completion of this improvement was made. The contract was let and the work started in the latter part of 1931. This project has now been completed and is included in the amount expended in 1932 for improvements of the Raritan River in the total sum of \$209,000.00.

This Commission has given its co-operation 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. Matters of great importance to this District have been proposed to the War Department through the office of the District Engineer at New York and discussed between the members of this Commission and the Government representatives. Following herewith is a brief resume of facts pertaining to certain major projects which, among other matters, have had the attention of this Commission.

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

The past ten years have witnessed the completion of the work for the improvement of the New York and New Jersey Channels as authorized by Rivers and Harbors Act, approved September 22, 1922. On September 7th, last, under a contract with the New Jersey Shipbuilding and Dredging Company the work was officially finished. Within this 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 the 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. According to advices received from Colonel R. T. Ward, District Engineer, the contractors have completed their work about eight months in advance of time allowed under the Government contract. They could have taken until May 31, 1933, without penalty, for completion.

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 for his Division which was unfavorable to the improvement of these important waterways. Previous to Colonel Hoffman's report, Colonel R. T. Ward, 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 office of the Division Engineer. On July 1st, last, Major General Brown advised this Commission that the Board of Engineers for Rivers and Harbors, after a review of the reports, recommended that a survey of the New York and New Jersey channels be undertaken to determine the extent of the improvement justified in the interests of commerce and navigation. On September 10th

Colonel R. T. Ward issued a public notice which called to the attention of all parties interested in the further improvement of these waterways, one of the provisions of the Rivers and Harbors Act, approved by Congress July 3, 1930, which directed and authorized the Secretary of War to cause preliminary examinations and surveys to be made in the New York-New Jersey Channels from deep water in the vicinity of Sandy Hook, New Jersey, through Lower New York Bay, Raritan Bay, Arthur Kill, Staten Island and Kill von Kull, to deep water in New York Bay with the view of securing channels of sufficient depth and width, and adequate anchorage areas for vessels using such channels. This Commission has worked indefatigably to forward these improvements, having gathered data and presented the same by way of briefs and oral testimony in furtherance thereof.

This Commission will continue working for 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. With such an improvement, this Commission believes the New Jersey cities located on these waterways would expand industrially in a manner to exceed all present expectations.

Anchorage Basin.

Raritan Bay, Near Perth Amboy.

This proposal is one that has been favorably reported as far back as 1930 and which represents a very desirable improvement not only in saving 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, Maj. Gen. Lytle Brown, Chief of Engineers, says, "The board states that

the present method of quarantine inspection is unsatisfactory and will become more so as the number of deep-craft 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. If a suitable anchorage were provided at Perth Amboy and the approach channel properly marked for night navigation, the ship could proceed thereto, ready to pass quarantine in the morning and if no cause for delay was found, proceed immediately to its destination.

When a ship coming in from the Atlantic proceeds up this narrow, tortuous channel and gets to a point off Perth Amboy, if there is a ship already tied up at its destination, since there is no anchorage, it either has to go up and turn around and go back, which involves a great deal of difficulty, because if the ship is long it may get stuck in the four hundred-foot channel, or on the other hand, if it cannot turn around it must necessarily continue on its way and tie up at any dock until it can get to the dock to which it is destined. That is a very dangerous proceeding to ship, cargo and crew. Another very important feature of this procedure lies in the fact that if disease or pestilence is present on these ships it may find its way into the country through escaping sailors at the docks. The whole eastern seaboard could soon become infected with transmissible disease, in turn spreading it all over the United States. Without proper quarantine facilities, which would be afforded by the anchorage basin, some times 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, coun-

sel for Port Raritan District Commission; Harry S. Medinets, counsel for the City of Perth Amboy; Capt. Richard Waugh, representing the New York, New Jersey and Sandy Hook Pilots' Association; Maj. Gen. Lytle Brown, Chief of Engineers, United States Army and C. Parker Runyon, chairman of the Port Raritan District Commission. This improvement was again recommended for appropriation, but it is questionable at this time on account of economic conditions, if provision will be made for it during this session of Congress. This, in any event, will continue to be one of the major projects on the program of this Commission. The necessity for the construction of the anchorage basin is emphasized by the fact that, taking these waterways together, the movement upon them is over fifty million tons. This tonnage is equal to the aggregate combined tonnage carried by the Delaware River channel from Philadelphia to the sea and also Baltimore Harbor and channel to the sea. This Commission obtained figures from the United States Customs House and from United States Public Health Service for fiscal year ended June 30, 1931 for presentation to the Rivers and Harbors Committee. It is startling to note that while shipping all over the world has fallen off during this period on account of the depression, the number of vessels entering by way of Perth Amboy and the cargo tonnage have actually increased.

Delaware and Raritan Canal.

The purported abandonment of the Delaware and Raritan Canal by the Pennsylvania Railroad, present lessee, has come to the attention of this Commission. The canal is forty-nine miles long extending from New Brunswick to Bordentown. Of the larger communities located in the area bordering the canal are New Brunswick, Kingston, Princeton, Trenton and Bordentown. It has been contended for a long time that the lessees of this canal have conducted its operation in such a manner as to discourage potential users, this plan being a means through which the lessee may advocate complete abandonment.

This Commission is in complete accord with New Jersey Waterways Commission and the other organizations which are opposed to abandonment. Some of the other organizations

which are protesting abandonment are the New Brunswick Board of City Commissioners, Government of Bound Brook, the American Power Boat Association, the Young Men's Board of Trade of New York, the Chamber of Commerce of the City of New Brunswick, the Junior Chamber of Commerce of New Brunswick, the Chamber of Commerce of Perth Amboy.

Federal ownership of the canal has been advocated. With the abolishment of tolls, it would then become a public waterway. Gen. Hugh L. Scott, State Highway Commissioner and former Chief of Staff, United States Army, in a letter recently made public, declared that adoption of the proposal to have Federal operation of the canal would complete "our inland water system of coast defense at a reasonable expense" and would also aid the people of New Jersey, provided the canal was thrown open to commerce, free of tolls.

The Port Raritan District Commission was represented at the Atlantic Deeper Waterways Association Convention held in Philadelphia, October 26th-29th last, and through its counsel had a resolution adopted protesting the abandonment of the canal by the lessee. This Commission will continue to oppose any plan which contemplates abandonment and will lend its efforts in this regard before the Legislature of New Jersey and the War Department of the United States, if necessary. Believing that the potentiality of the Delaware and Raritan Canal as an independent channel for the accommodation of commerce is still of immeasurable value, the Port Raritan District Commission must vigorously protest any program of abandonment.

Cut-off Channel.

Raritan River to Arthur Kill.

A survey for cut-off channel to connect the Raritan River Channel with the southerly end of the Arthur Kill, or Staten Island Sound, was authorized by the War Department last Fall. This Commission and shippers in general have been working for this cut-off channel for the past several years. A cut-off channel is desired because of the manner in which it will aid shipping between the Staten Island Sound and the Raritan River. At the

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

The projected channel would cut off several miles in the trip from Raritan Bay to the waterway around Staten Island and would 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 ultimate completion of this channel will do much to increase the importance of the Raritan Bay District as a shipping centre.

Almost at the time that this report goes to press, Secretary of War Hurley recommended to Congress that an appropriation of \$600,000.00, together with an annual maintenance cost of \$21,000.00, be authorized for the improvement of the cut-off channel near Perth Amboy to connect the Raritan River Channel with the Southerly end of the Channel in Arthur Kill under a project providing a channel eight hundred feet wide and twenty feet deep.

New Jersey Ship Canal.

The New Jersey Ship Canal is outstanding as one of the major works to be undertaken by the United States Government. The State of New Jersey has already initiated fulfillment of its obligation to acquire the right of way. The survey being made by the United States Government constitutes a great task. The Atlantic Deeper Waterways Association has done valuable work in gathering facts and statistics in connection with the commerce which will use the proposed canal. This is a National project which would connect the channels of world commerce on the Atlantic through Raritan Bay with the Delaware Chan-

nels. The economic value of such a canal, built across the State, seems to be an accepted fact by all those persons, departments and agencies which have familiarized themselves with this gigantic project. The Army Engineers are continuing the survey with funds appropriated by the Federal Government for that purpose. A comparatively recent Rivers and Harbors Bill directed a new and unique examination, in that, the report to be made by the Engineers in charge required the same to be confined to engineering features only.

Col. Ralph T. Ward, Corps of Engineers, United States Army, at the Twenty-fourth Annual Convention of the Atlantic Deeper Waterways Association, held in the Fall of 1931 at Boston, Mass. mentioned some of the interesting and difficult questions which have to be decided in reference to the engineering features of the canal. Some of these are as follows:

Should the canal be a sea level canal or a lock canal?

If sea level, will the current be such as to necessitate tidal locks?

Will the canal have any detrimental effect upon the salinity of the Delaware River?

How steep can the banks of the canal be?

Effect of canal upon water supply of Perth Amboy?

What is the most desirable route?

These pertinent questions indicate immediately the magnitude of some of the engineering questions involved and at the same time show the promise of extensive work to be done in the State before the Canal becomes a reality. The Port Raritan District Commission is close to this project and will remain so because the waters of this great ship canal may one day flow through its territorial jurisdiction.

Raritan River.

During the month of July last it came to the attention of this Commission that a large industry was interested in locating a plant on the south shore of the Raritan River near Crossman. It was reported and has since been confirmed, that this industry would spend between two and three million dollars for construction of a plant and would employ approximately five hundred

men. The name of this proposed plant may be obtained upon application by reliable persons. The only drawback to this project was the fact that the present water depth of ten feet in the south channel was insufficient to meet the needs of this industry and that a channel twenty-five feet deep would be necessary.

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

The resolution is as follows:

COMMITTEE ON RIVERS AND HARBORS
HOUSE OF REPRESENTATIVES U. S.
WASHINGTON, D. C.

RESOLUTION.

Resolved, by the Committee on Rivers and Harbors of the House of Representatives, United States, that the resolution adopted by this Committee August 23, 1932, requesting the Board of Engineers for Rivers and Harbors to review the reports on Raritan River, New Jersey, submitted in House Document Numbered 1341, Sixty-second Congress, 3rd Session, and the reports submitted in response to provision in the Rivers and Harbors Act approved June 3, 1920, be, and is hereby revoked; and that the Board of Engineers for Rivers and Harbors created under section 3, of the Rivers and Harbors Act, approved June 13, 1902, be, and is hereby, requested to review the report on Raritan River, New Jersey, submitted in House Document numbered 1341, Sixty-second Congress, third session, and the reports submitted in response to provision in the river and harbor act approved June 5, 1920, with a view to determining the advisability of further improving the channels of this river up to the mouth of Washington Canal.

Adopted October 13, 1932.

Attest: J. H. McGANN,
Clerk.

Subsequently, a public hearing regarding this matter was arranged in the Assembly Room, Army Building, 39 Whitehall Street, New York City, December 20th, 1932 at 10:30 A. M., notices being sent out by Col. R. T. Ward, District Engineer. This Commission co-operated with the District Engineer by having numerous representatives present to offer their views regarding this project. Many interesting facts were developed during the hearing, First Lt. W. F. M. Longwell, presiding. Counsel Jacob M. Klein, of this Commission, introduced those with whom he had arranged to be present, to offer testimony. Some of those present in person, or being represented, were W. F. Meredith, industrial representative; C. W. Humphrey, Vice-President of Sayre and Fisher Brick Co.; Frank Crossman of Crossman Sand Co.; F. D. Hahn of C. W. Crane & Co.; Tice Towing Line; D. J. Fisher, pres. Sayre and Fisher Land Co.; W. R. Wright of Port of New York Authority; George T. Bromley of Jersey Central Power and Light Co.; W. Franklin Buchanan, engineer, Port Raritan District Commission; Mayor Thomas Dolan, of Sayreville; C. S. Atkinson, secretary of New Brunswick Chamber of Commerce and New York Towboat Exchange.

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

South River.

The State has already expended a considerable sum in dredging the South River from the Raritan River Railroad bridge, at the Borough of South River, to the head of navigation at Old Bridge. There remained to be done in 1931 the dredging by the State from the Raritan River Railroad bridge down stream to

the highway bridge at the Borough of South River and also the Government's part of the improvement, which consisted of dredging through the Washington Canal, at South River, to the highway bridge.

Soundings, made by the War Department in the Spring of 1932 for the purpose of preparing specifications to cover maintenance dredging where necessary through the draw of the highway bridge across South River between South River and Sayreville, N. J. and through the draw of the Raritan River Railroad bridge at South River, disclosed the fact that dredging for the 12-foot channel had not been done in the up-stream half of the draw of the highway bridge nor in the draw of the Raritan River Railroad bridge. The War Department co-operated with this Commission so that this work could be done in conjunction with the Federal work of maintenance. A recent communication from Col. R. T. Ward, District Engineer, stated that the cost of this work to the State of New Jersey is \$370.13 which indicates a saving to the State of New Jersey of several thousands of dollars. This single instance eloquently illustrates the spirit of co-operation which exists between the office of the District Engineer, War Department and this Commission, and which manifestly redounds to the benefit of not only this section, known as the Raritan Bay District, but to the entire State.

Elimination of Hulks, Abandoned Vessels and Driftwood.

Complaints have been presented to this Commission by those who use navigable waters in the Raritan Bay District regarding various wrecks and hulks, abandoned by the owners, causing serious menace to navigation. These hulks, which are deposited on the flats, eventually break up and fill the waters with dangerous driftwood, heavy timbers and other forms of wreckage, presenting a serious hazard to not only ships and cargo, but to life and limb. Not only are there many wrecks deposited in the Staten Island Sound, all the way from Perth Amboy to Shooters Island and beyond, but they are also present in the Raritan River and the Raritan Bay.

This Commission has given considerable time and effort to

this important subject and has endeavored to enlist the co-operation of the War Department, through the Second District Engineer. It is the contention of the War Department that wreckage in the form of abandoned vessels, located close to the shore and which are a potential menace due to driftwood created upon the breaking up of these wrecks, are generally confined shoreward of the established United States Harbor Lines and, therefore, under the existing laws for the protection and preservation of navigable waters of the United States, they cannot be considered as an obstruction to the navigable capacity of a waterway. For this reason, it is further contended by the War Department that local funds must be obtained from State, county and municipal sources to accomplish the removal of such vessels.

This Commission takes the position that floating wreckage in the channels emanates from the abandoned vessels which lie shoreward and that the future elimination of this menace by the Federal Government is the important consideration in the general plan to keep the navigable waters clear.

The State Board of Commerce and Navigation has made a survey of the hulks and abandoned vessels, placed on the tidal flats and shores adjoining the navigable waters, and have submitted a plan which includes the establishment in every large harbor region of a breakup yard with suitable machinery and equipment for destruction. This plan is being studied by this Commission relative to its applicability to conditions in this area. This Commission has been advised that the Federal Government and the City of New York have been deeply concerned with this subject and that there was under consideration the use of one or two wrecking steamers to keep the New York Harbor free from this type of wreckage. This plan also has the consideration of the Commission with the view of extending such a contemplated plan to include this area.

The Waterway League of America, with offices at 42 Broadway, New York City, has made a study of this problem, as well as the Tri-State Committee and this Commission has recently suggested to the League that the efforts of these organizations be coordinated to the end that a joint conference be held with the War Department Engineers in New York to discuss it.

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

New York and New Jersey Channels, expended in 1932 \$576,000; expended or proposed, for fiscal year 1933 \$387,000, \$118,000 of which is for maintenance; in 1934 for maintenance \$118,000. Woodbridge Creek, expended in 1932 \$50,000. Raritan River, expended in 1932 \$209,000; expended or proposed for fiscal year 1933 \$30,000, proposed for 1934 \$20,000. Washington Canal in South River expended in 1932 \$11,000; expended or proposed for fiscal year 1933 for maintenance \$23,000. Total expended on these projects for fiscal year 1932, \$846,000. Total expended or proposed on these projects for year 1933 \$440,000; proposed for fiscal year 1934 \$138,000.

According to additional figures supplied by the office of District Engineer, Second District expended to June 30, 1932 on all projects, New York and New Jersey Channels the sum is \$13,186,000; Woodbridge Creek \$178,000; Raritan River \$1,818,000; Washington Canal, South River \$292,000 making a grand total of \$15,474,000.

The economic benefits derived by the Port Raritan District and the State of New Jersey from these expenditures are incalculable. All of the above projects are completed with the exception of the South Channel in the Raritan River. The cost of completion of this channel is estimated by the office of the District Engineer to be about \$45,000.

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 larger field which is opening before it, results will also continue to prove the necessity of the Commission, returning to the State benefits far beyond their cost.

The construction in Perth Amboy of an adequate terminal for waterway transportation has necessarily been held over because of the wide-spread business depression and the financial stringency to municipalities which has naturally followed. A modern terminal for waterway transportation, to be hooked up with railway facilities in and around Perth Amboy, must be realized eventually. With the completion of the thirty foot channels in the Arthur Kill and Kill van Kull the need for such a terminal has become more pronounced. Construction of such a terminal will become an economic necessity with the return of normal times and we anticipate widespread support for this project when it may become feasible.

The waterfront of South Amboy presents great possibilities for industrial development and should be improved. Terminal and warehouse facilities are available and in due time full advantage should be taken of them.

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 van Kull. There will be much work for this Commission to do.

We wish to acknowledge with a sense of great appreciation the manner in which Col. R. T. Ward, District Engineer and his staff have co-operated with this Commission in all projects affecting the Port Raritan District. Col. Ward has been generous in his advice to this Commission and has given us the full benefit of his knowledge on matters which have been presented to his attention on all occasions by members of this Commission. At public and private hearings he has been patient and courteous and in no instance has he shown other than an eager willingness to assist in our work.

It is with deep regret that we learn of the transfer of Col. Ward from this District to Fort Humphreys, Va., where he will

become Executive of the Board on Engineer Equipment. We wish Col. Ward God-speed in his new duties and at the same time it our pleasure to welcome his successor, Col. Edward D. Ardery, to whom we pledge our best co-operation. We also wish to express our appreciation to the members of Col. Ward's staff, particularly his assistants, Mr. C. D. Mayhew and Mr. E. B. Snell.

The Commission wishes to express its gratitude for the assistance and co-operation it has received from the Port of New York Authority and the State Board of Commerce and Navigation and many other officers, both in the National and State Governments. Hon. William H. Sutphin, Congressman from the Third Congressional District, has rendered valuable service to this Commission in Washington in connection with all projects which have required Federal aid and this Commission is indebted to him for that service.

Respectfully submitted,

PORT RARITAN DISTRICT COMMISSION

C. PARKER RUNYON, Chairman.

STATUTES

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

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

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

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

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

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

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

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

Approved January 12, 1933

CHARLES R. BACON,

State Librarian.

