

PORT AUTHORITY LIBRARY



THE PORT OF NEW YORK AUTHORITY

CREATED BY COMPACT BETWEEN THE STATES OF
NEW YORK AND NEW JERSEY AND RATIFIED BY CONGRESS

PROGRESS REPORT

1923

EUGENIUS H. OUTERBRIDGE,

Chairman

J. SPENCER SMITH,

Vice-Chairman

ALFRED E. SMITH

DE WITT VAN BUSKIRK

LEWIS H. POUNDS

FRANK R. FORD

FEBRUARY FIRST, NINETEEN TWENTY-THREE

ALBANY

J. B. LYON COMPANY, PRINTERS

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Commissioners

EUGENIUS H. OUTERBRIDGE, Chairman	J. SPENCER SMITH, Vice-Chairman
ALFRED E. SMITH *	DE WITT VAN BUSKIRK
LEWIS H. POUNDS	FRANK R. FORD

WILLIAM LEARY, Secretary
C. A. RUHLMANN, Assistant Secretary

Consultants

GEORGE W. GOETHALS, Consulting Engineer	JULIUS HENRY COHEN, Counsel
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Technical Staff

B. F. CRESSON, JR., † Chief Engineer	J. E. RAMSEY, Chief Statistician
W. W. DRINKER, Terminal Engineer	H. C. BIXLER, Transportation Engineer
E. C. CHURCH, Transportation Engineer	E. J. TSCHIMBKE, Chief Clerk

Director, Bureau of Information

E. H. PALMER

* Took office as Governor of New York State, January 1, 1923.

† Deceased, January 25, 1923.

February 1, 1923.

To the Governor of the State of New York,

To the Governor of the State of New Jersey.

SIRS.—The Port of New York Authority presents at this time a Progress Report of its work since the adoption of the Comprehensive Plan by the States of New York and New Jersey, Chapter 9, Laws of New Jersey, 1922, and Chapter 43, Laws of New York, 1922.

Since the passage of the foregoing laws, definite and specific progress has been made in the development of the Port of New York in accordance with the legislation.

Congressional approval and power have been secured.

Necessary steps have been taken to make effective the cooperation of Federal authorities in carrying forward the Comprehensive Plan.

Engineering studies necessary to determine the order in which the Comprehensive Plan shall be effectuated are at the point where definite actions may be based thereon.

Negotiations have been undertaken with the railroad companies entering the Port District. Upon failure to secure their cooperation in effectuating the Comprehensive Plan the powers of the Interstate Commerce Commission have been invoked.

Protection has been afforded to the people of the Port District against additional charges attempted to be imposed upon the transportation of food and other products.

In the distribution and marketing of foodstuffs, Federal, State and municipal agencies are being brought into cooperation so that the cost of these operations may be reduced.

The Port Authority has become the instrumentality for the distribution of information concerning the Port of New York and the plans for reducing the costs of terminal operations.

Contacts heretofore established with the people of the District through their organizations and through their municipal governments have been continued and strengthened. The public generally has become more aware of the direct relationship of the port problem to their immediate needs.

The basis has been laid for adequate appropriations by Congress for the further development of the waterways and harbors within the District.

This entire work has required the continuous activity of the staff and of the Commissioners.

Approval of Compact and Comprehensive Plan by Congress Gives Port Authority Adequate Federal Power.

The compact between the two States, approved by Congress and the President, August 23, 1921, vested broad powers in the Port of New York Authority which were to become effective as soon as the two States should have agreed upon and adopted a Comprehensive Plan.

Some of these powers were such as the States could grant without further action by Congress, but as carrying out many of the steps involved in the Comprehensive Plan by the Port Authority would necessarily involve matters of interstate commerce and the interstate carriers engaged therein, it was deemed of importance by the Commissioners that Congress—which has paramount power over interstate commerce—should give the sanction of Federal authority to the plan, and the Legislatures of both States, therefore, directed the Port Authority to apply to Congress for such power. (See Section 8 of the 1922 Acts.)

The fact that the Port of New York is the main gateway of the nation, through which a vast amount of its foreign

and its domestic coast-wise commerce is conducted, made it especially appropriate that the representatives of the people of the whole country should be familiar with the important plans which the States had adopted, the execution of which would necessarily have far-reaching consequences to the trade of the whole nation, and that these representatives should give their approval thereto and empower the Port of New York Authority to effectuate the same.

Pending the introduction of bills in Congress for this purpose, the Port Authority conferred with the several Federal departments particularly concerned with matters relating to the Port, such as the War Department, including the Chief of Engineers and the Board on Rivers and Harbors, with the Interstate Commerce Commission, and with the United States Shipping Board including the Emergency Fleet Corporation, each of which under various statutes, including the Transportation Act and the amended Shipping Act of 1920, had specific functions and powers relating to the commerce, the waters and the transportation agencies within the Port District.

That Congress was fully aware of the importance of the proposed legislation and of the benefits for the trade of the Nation to be accomplished by the effectuation of the Comprehensive Plan, was made manifest in an important report made by the Committee of the Judiciary of the House, which it submitted with Public Resolution No. 66 of the Sixty-seventh Congress, House Joint Resolution No. 337.

President Harding recognized the great importance of the matter, and though it reached him only on Saturday, July 1, 1922, when he was under great pressure of many important matters and bound by engagements to leave Washington for a visit to Gettysburg, nevertheless he gave it his immediate consideration and approved it that day.

It was only upon the consummation of this step that the Port Authority became fully equipped to exercise the

powers outlined in the compact and intended to be conferred by the two States.

The Comprehensive Plan is now legally authorized by the two States and the Congress of the United States and the police powers of the States and the interstate commerce power of the Congress are joined in effectuating the definite plan, with one coordinating body as the State and Federal instrumentality.

Engineering Studies to Effectuate Comprehensive Plan.

Immediately upon the adoption of the plan by the two States, the Port Authority instituted, under Article 9 of the Fundamental Principles in the Comprehensive Plan, a series of studies by its staff and field forces, covering methods for prompt relief to be devised through the better coordination and operation of existing facilities.

The field studies of the previous Bi-State Commission had been made as of the year 1914. The war which had intervened caused many changes in practices both under Federal Administration and after the transportation agencies were returned to private ownership. It was necessary, therefore, to conduct new studies of railroad pier station operations, deliveries and receipts, of trucking conditions to and from such stations, and of terminal operations, especially of those railroads using chiefly car-float and lighterage for their delivery and collection services.

These studies necessarily covered a wide range of research and had relation to store-door delivery and collection services, marginal railroad lines, methods of lighterage and car-float operations, tonnages handled, costs of the important movements and the working out of economies to be effected by the joint use on reasonable terms of certain existing facilities, marginal lines and floating equipment.

Special surveys and studies relating to portions of the Comprehensive Plan applying to Brooklyn, Queens, The

Bronx and Richmond were initiated and have continuously progressed.

Federal Cooperation.

Congress approved in the Comprehensive Plan the provision that Belt Line No. 13 should embrace the Hoboken Shore Line R. R., now owned by the Federal Government (title being vested in the War Department). It became necessary, therefore, to make a detailed inventory and examination of the Hoboken Shore Line property and its traffic in order to be prepared for arriving at an agreement with the War Department upon the terms on which this line should become the property of the Port Authority for the purpose of having it included in Belt Line No. 13. This examination was completed on October 10, 1922. Negotiations with the War Department in this matter are now under way.

A number of conferences were also held with officers of the Emergency Fleet Corporation in Washington and New York with reference to the Hoboken Piers, owned by the Federal Government (title being vested in the United States Shipping Board), with the view of developing with them a policy in reference to the ultimate possession of the Hoboken Piers and the mutual cooperative use of these piers and the Hoboken Shore Line R. R. and a development of each of these facilities so as to contribute toward the effectuation of the Comprehensive Plan in that section.

Developing the Economic Proof.

The subject is so vast that continuous field work must be carried on under the direction of the engineers and results assembled, classified and codified by the statisticians and accountants of the staff. It must be kept in mind that the Port Authority must develop the economic proof to support each of the various steps to be taken. This must be done whether for work to be undertaken by the Port Authority for which it is to issue bonds, or

support orders requiring change in the methods and use of existing facilities. The time is now at hand when improvements in the methods of operating existing facilities can and should be made, and, when instituted, these improvements will in turn accelerate the beginning of additional physical facilities contemplated in the plan.

X
If one railroad only were serving the port, or if all the systems were under one consolidated management, many of the improvements planned could have been and probably would have been made long ago, with resultant benefit to the carriers and to the public interest.

L The Port Authority is well aware and has at all times been careful to take into account the consideration that the credit and ability of the carriers to comply with the needs of commerce must be conserved, and that proposed changes must be made under such circumstances as will benefit the commerce of the port without injuring the carriers.

Individual Development of Competitive Terminals Causes Wasteful Expense.

The analysis of the Bi-State Commission and the studies of the Port Authority, however, clearly confirm the opinion expressed by the Interstate Commerce Commission in the New York Harbor Case, that much of the burdensome and wasteful expense which the carriers and the commerce now bear is attributable to the policy which has heretofore prevailed of individual and competitive development, without any coordinated plan for unified operation of terminals.

Traffic Studies Made.

Early in the summer the Commissioners directed that special investigations should be made of traffic interchanged between the railroads on the westerly side of the port and those on the easterly side, destined for shipment beyond the Port District as well as for local deliveries within it; also of traffic interchanged between the rail-

roads in New Jersey by rail and water and handled by each of them to and from local industries and steamship piers on the westerly side of the Hudson River.

The system of present operations, the tonnages handled and the cost of the operations constituted essential information needed in determining the Economic Proof relating to belt lines Nos. 1 and 13, and their relation to the tunnel under the Upper Bay from Greenville to Bay Ridge, and the middle belt line No. 1 in New York.

In the collection of this information the staff has had access to books and records of the companies and in some cases men furnished by the railroads have aided in eliciting the information. In the case of one railroad, cooperation was entirely refused. 11

Conferences with the Railroads.

Conferences were had with representatives of several of the roads more particularly concerned with these investigations because their roads owned some of the terminal units involved in the studies. The Port Authority endeavored to bring the executives of these roads into agreement upon a policy the details of which might be worked out between themselves, subject to final approval by the Port Authority if found consistent with the Comprehensive Plan. Formal communications on the same subject were addressed to the executives of all the twelve railroads.

Since it was not found practicable to bring about by negotiations a common agreement among the executives, who are accountable to different groups of owners, each being chiefly governed by his personal responsibility to his own group, it became necessary to utilize the Federal grant of powers vested in the Interstate Commerce Commission and the Port Authority and thus avoid further and unnecessary delay in the effectuation of the Comprehensive Plan.

Conferences with Interstate Commerce Commission.

Early in November the Commissioners and Counsel, accompanied by the Consulting Engineer and Chief Engineer, held a conference in Washington, D. C., with Division 5 of the Interstate Commerce Commission. At this time the legal status created by the approval of Congress and the President of the Comprehensive Plan was reviewed and plans were discussed for the future cooperation of the two bodies within their respective jurisdictions, in order that the legislative mandate might be carried out.

Orders Issued by Interstate Commerce Commission.

Following this, on the 11th day of December, 1922, the Interstate Commerce Commission issued an order, on its own motion, for an investigation in which all of the common carriers in the Port District reporting to the Commission were notified to appear and were made respondents. The date for the first hearing is to be named as early as the Commission can arrange for it.* The information which the staff of the Port Authority has secured will be presented for the purposes of determining what steps are now economically practicable in the effectuation of the Comprehensive Plan and what steps will improve the present practices and service, utilizing existing facilities as far as practicable, as required by the law.

An official record will be created upon which judicial determinations can be based, and upon which orders can be made. Individual prejudices, of course, will have to give way to what is proved to be essential and necessary in the public interest.

Order of Steps to be Taken.

The Commissioners are convinced that the State and Congressional legislation clears the way and effective progress can now be made. It remains only to determine what steps are to be taken at once and the order in which

* See postscript, page 19.

successive steps may best be taken so as to secure the ultimate accomplishment of the purpose of the law.

Potato Embargo.

In 1920, during the months of May and June, there arrived at New York from the three Southern States of North Carolina, South Carolina and Florida, 2,422 carloads of white potatoes. In May and June, 1922, the Pennsylvania Railroad reported that much larger quantities than ever before were tendered by southern shippers in these months.

In the month of May, 1922, the Port Authority took emergency action with reference to an embargo against the shipment of potatoes to New York, placed by the Pennsylvania Railroad. The railroad notified southern shippers it would receive potatoes only for delivery at a new yard established near Kearny, N. J., to which it had given the name Manhattan Produce Yard. That point was about five miles from the usual place of delivery of potatoes at New York and the change would have involved an extra expense to consignees and consumers for truck haul and ferriage, would have greatly disorganized the business and established a precedent which would have been highly detrimental to the interests of the port.

Conferences were immediately called with the officers of the road, as the result of which the embargo was withdrawn, but a week later notice that it would be renewed was again issued.

Suspension of Embargo.

The Port Authority then protested to the Interstate Commerce Commission and a hearing was held at Washington followed by an examination conducted by representatives of the Interstate Commerce Commission in conjunction with representatives of the Port Authority. This resulted in a suspension of the embargo by order of

the Interstate Commerce Commission. Further conferences were held with officials of the railroad and with consignees representing southern shippers.

The attention of the Governor of New York was directed to the situation by the Port Authority and through him the State made available space at the State Barge Canal Terminals.

Through negotiations with the Old Dominion S. S. Co. and the Commissioner of Docks of the City of New York, the Port Authority succeeded in getting the use of bulkhead and bonnet space in the market district for the railroad for emergency use during the short period of heavy shipments of this produce, the consignees cooperating with their shippers in regulating the daily shipments.

The matter was adjusted so that the use of the Kearny Yard was made unnecessary, and the additional burden that would have been imposed upon consumers was obviated.

Saving to Consumers.

Had cartage from the proposed Kearny Yard been necessitated by the railroad's action, the added cost to consumers would have aggregated, on the basis of a minimum charge of 25 cents per barrel, more than a quarter of a million dollars.

Report on Food Supply.

The Report on the Food Supply of the Port of New York District, prepared as the result of investigations begun in October, 1921, when there was a threatened suspension of all railway traffic, was completed and published in pamphlet form in the early part of 1922. This report furnished a complete record of all the food supplies coming to the Port District, the principal sources of production, the usual methods of transportation and the quantities carried here in cold and dry storage, the annual consumption of all kinds aggregating the enormous total of 8,455,200,000 pounds. The annual consumption per

equivalent adult of the population was figured out in pounds of each important item and aggregates 1,355 pounds per adult.

Cooperating with the committee in gathering the material and in the compilation of this report were representatives of the New York State Department of Farms and Markets, Department of Agriculture, of similar departments in the State of New Jersey, of the Department of Health of the City of New York, Department of Health of the State of New Jersey, the Bureau of Markets and Crop Estimate of the U. S. Department of Agriculture and a representative of the School of Business of Columbia University. This report furnished complete information upon this subject of great public interest and makes an invaluable reference book for many purposes, especially if the normal transportation of food products should be interrupted and emergency methods of supply become necessary.

Farmers' Markets.

In August, conferences were held with representatives of the New Jersey Bureau of Markets in reference to difficulties experienced by farmers and producers arising out of the inadequate provision for wholesale market places where farmers can deliver their produce direct without undue delay and without the use of too many intermediaries.

Retail Prices of Foodstuffs and Distributing Costs.

Special studies were undertaken and are still being conducted with the cooperation of the United States Department of Agriculture and civic organizations of women in the Port District, to establish the relation of distributing costs to retail prices. The completion of these studies will develop more economical methods of marketing foodstuffs in the Port District.

Relief for Grain Congestion.

During the congestion which prevailed in the latter part of the grain shipping season, both in Canada and the United States, the Port Authority cooperated with representatives of the Interstate Commerce Commission in devising methods for increasing the service of available boats upon the State Barge Canal so as to relieve the pressure upon and more quickly clear the elevators at Buffalo and so ameliorate the delays experienced by lake steamers in discharging their grain cargoes.

National Dissemination of Information Concerning the Development of the Port.

Through various channels knowledge of the proposed developments and improvements in the port has been widely disseminated throughout the country. This has given confidence to the manufacturers, producers and shippers of the Nation that the States of New York and New Jersey propose so to develop this port as to give them the best and most economic service possible.

In September, representatives of the Port Authority attended the Annual Convention of the American Association of Port Authorities at Toronto, Canada. This convention was attended by delegates representing all the principal ports in the United States, Canada and England. Many papers were read and discussions held on various phases of port development.

At the Annual Convention of the American Bankers Association, October 2nd to 6th, which was attended by thousands, maps of the Comprehensive Plan were distributed.

At the Marine Show held in New York, November 4th to 11th, the Port Authority submitted an appropriate exhibit. This exhibit was visited by very large numbers of people, many of whom displayed keen interest in the plans, and those in charge of the exhibit answered questions and explained details to all who were specially interested.

Representatives of the Port Authority attended the meeting of the National Rivers and Harbors Congress in Washington, D. C., in December, and an address was made outlining the progress being made in the development of the port and in the business of the Barge Canal, which the officers of the National Congress are distributing to their entire membership throughout the country.

The Vice-Chairman made an instructive address to the American Fruit and Vegetable Shippers Convention at Chicago, Ill., on January 17, 1923.

Effect of Comprehensive Plan on Federal Appropriations for Harbor Development Within the Port District.

The effect of the adoption of the Comprehensive Plan upon the matter of deepening and widening channels and improving harbors is to be found in the recent report of the Chief of Engineers of the War Department and the proposed Rivers and Harbors Act. (Annexed hereto is a table showing appropriations in previous years and the appropriations proposed for this year.) Congress, in the opinion of the Army Engineers, is justified in making appropriations now that there is a plan upon which to proceed.

The recommendations of the Chief of Engineers of the amounts that should properly be expended in the next year for river and harbor improvement and maintenance totaled \$56,090,410.

The amounts included in this for the Port of New York District totaled \$7,937,000.

The Director of the Budget in Washington recommended a reduction in the total appropriations to \$28,082,610.

As any such reduction applied to this District would have very seriously affected the progress of the work here, the Chairman on January 16, 1923, telegraphed to all of the Congressmen from New York and New Jersey urging that no reductions be assented to in those items recommended by the Chief of Engineers for the Port of New

York in the Port District as now constituted. In the telegram the Chairman stated that he considered these items essential in the interests of the commerce of the Nation handled through this port and of the communities dependent upon it in the Port District, as well as essential to the effectuation of the Comprehensive Plan as adopted by Congress.

The Chairman also wrote to the Chairman of the Committee on Rivers and Harbors and to the Senators from New York and New Jersey, that while the Port Authority was fully aware of the demand and the necessity for care and economy in Federal expenditures, nevertheless we believed it would be a very false economy to cut those expenditures directly necessary in the provision for and promotion of productive enterprise.

At this writing the House has passed the Rivers and Harbors Bill covering the full appropriations recommended by the Chief of Engineers and the Senate Committee has favorably reported it.

The Annual Report of the Port Authority will be submitted at the close of its year's work for 1922-1923.

Respectfully submitted,

The Port of
New York Authority.

{ EUGENIUS H. OUTERBRIDGE,
J. SPENCER SMITH,
ALFRED E. SMITH,
DE WITT VAN BUSKIRK,
LEWIS H. POUNDS,
FRANK R. FORD,
Commissioners.

POSTSCRIPT.

Since the preparation of the foregoing Report the Interstate Commerce Commission and the Port Authority have fixed the fifteenth day of March, 1923, at 10 A. M., at the rooms of the Port Authority for the public hearings in the proceedings to effectuate the Comprehensive Plan and notice has been given to all the railroads and municipal authorities within the District.

February 19, 1923.

BENJAMIN FRANKLIN CRESSON, Jr.

The Commissioners have the sad duty to report the sudden death on the 25th day of January, 1923, of the Chief Engineer of the Port Authority, Benjamin Franklin Cresson, Jr., following a serious operation that proved too great a shock for him to sustain. His physical power of resistance had undoubtedly been seriously depleted by the strain of the continuous hard work which he had been engaged in during the past five years, first as Chief Engineer of the New York, New Jersey Port and Harbor Development Commission, and then of the Port Authority since its organization.

Mr. Cresson was an able engineer, with a wide practical experience in port development and management, and both before and during his work with these two Commissions he had made careful studies of many ports in the United States and Europe. During the past summer, at the request of the Commissioners, he had visited all the principal Atlantic Ports of Europe and he had previously visited many of the Atlantic and Pacific Ports in the United States and Canada. He was thus equipped with knowledge and experience possessed by few others in this field.

On becoming Chief Engineer of the New York, New Jersey Port and Harbor Development Commission in 1917, he organized and built up a staff of technical and practical men with previous experience in each phase of terminal operations and their relations to land and water transportation.

Together with them he devised the methods by which the most comprehensive and accurate study

ever made of terminal operations in this port was conducted, resulting in the analysis and report to the Legislatures of the States of New York and New Jersey in 1920, now recognized as the greatest work of its kind ever produced. It is not only the guide of Congress and the two States in the practical development of the Port, but it has become a text book sought after by investigators in ports all over the world and used in technical schools, colleges and libraries.

Appointed as Chief Engineer of the Port Authority, he presided at and conducted the conferences with representatives of the railroads, steamship and commercial interests, which during a period of six months reviewed in detail the work of the Bi-State Commission and resulted in establishing the correctness of that analysis and report.

Careful, methodical and logical in his processes of thought and work, possessed of ample courage and firmness in his opinions, he was nevertheless imbued with a modesty and gentleness in all his dealings with others rarely found in a man of his qualifications. These qualities endeared him to all those with whom he came in contact. He inspired a loyalty and enthusiasm for sound and accurate performance of duty in the staff which he had assembled which were unswerving.

His special abilities in the line of port development caused him to be sought for in the important work of consultation and planning in many other places where large improvements and expenditures were contemplated, notably among these—Wilmington, Delaware, San Francisco and San Diego, Cal., Tampa,

Fla., and Camden, N. J. He was Chief Engineer and later Consulting Engineer to the New Jersey Board of Commerce and Navigation since its organization in April, 1915.

His loss is felt deeply by the Commissioners, personally, and by every member of the staff; but greater and more far-reaching than that personal loss is the misfortune that the two states and the nation at large suffer in being deprived of his expert knowledge and skill, just at a time when the plans, which he has had so large a part in formulating, are about to be progressed and in the carrying out of which his services would have been invaluable.

TABLE SHOWING CONGRESSIONAL APPROPRIATIONS 1914-1922 FOR CHANNEL AND HARBOR IMPROVEMENTS IN THE PORT OF NEW YORK AND PROPOSED APPROPRIATIONS FOR 1923.

	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923
1. Port Chester harbor.....	\$10,000	\$20,000	.....	\$34,500	\$500	.....	.....	.....	\$30,000	\$25,000
2. Mamaroneck harbor.....	.....	17,800	.....	7,000	.....	.....	.....	.....	.....	103,000
4. East Chester creek.....	.....	25,000	.....	6,000	11,000	.....	\$2,500	.....	18,000	20,000
5. Westchester creek.....	.....	36,500	.....	.....	.....	.....	.....	.....	12,000	475,000
6. Bronx river.....	.....	100,000	.....	250,000	.....	.....	.....	.....	.....	280,000
7. New Rochelle harbor.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35,000
8. Harbor at Flushing bay.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10,000
15. Jamaica bay.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	600,000
17. New York harbor — entrance and anchorage channels.....	.....	.....	.....	40,000	40,000	\$350,000	75,000	\$307,500	350,000	318,000
18. Coney Island channel.....	.....	.....	.....	.....	.....	.....	.....	.....	5,000	20,000
19. Bay Ridge and Red Hook channels.....	150,000	125,000	.....	150,000	.....	.....	.....	.....	.....	50,000
20. Buttermilk channel.....	.....	.....	.....	.....	.....	.....	.....	.....	2,300	200,000
21. Gowanus creek channel.....	.....	.....	.....	.....	.....	.....	40,000	.....	.....	.....
22. East river.....	.....	236,000	.....	400,000	1,385,308	6,500,000	.....	100,000	2,000,000	3,025,000
24. Newtown creek.....	.....	.....	.....	.....	.....	220,000	.....	.....	80,000	100,000
25. Harlem river.....	.....	125,000	.....	250,000	.....	.....	.....	.....	.....	250,000
26. Hudson river channel.....	.....	375,000	.....	450,000	810,500	200,000	300,000	450,000	350,000	100,000
New York totals.....	\$160,000	\$1,060,300	.....	\$1,587,500	\$2,247,308	\$7,270,000	\$417,500	\$857,500	\$2,847,300	\$5,611,000
1. Newark bay.....	\$242,000	\$100,000	.....	\$175,000	.....	\$105,600	.....	.....	.....	\$650,000
2. Hackensack river.....	.....	.....	.....	6,000	.....	88,000	.....	.....	.....	100,000
3. Passaic river.....	.....	.....	.....	.....	.....	.....	\$170,000	.....	.....	30,000
4. Staten Island sound.....	400,000	449,889	.....	500,000	.....	.....	.....	.....	.....	1,000,000
5. Raritan bay.....	.....	40,000	.....	20,000	\$40,000	.....	.....	.....	\$30,000	500,000
7. Woodbridge creek.....	.....	12,000	.....	3,000	3,000	.....	.....	\$9,000	6,000	6,000
8. Raritan river.....	.....	3,000	.....	.....	.....	250,000	.....	.....	20,000	20,000
11. Keyport harbor.....	.....	5,000	.....	5,000	5,000	.....	.....	20,000	.....	10,000
13. Shoal harbor and Compton creek.....	.....	10,000	.....	5,000	.....	5,000	9,636	.....	15,000	10,000
New Jersey totals.....	\$642,000	\$619,889	.....	\$714,000	\$48,000	\$448,600	\$179,636	\$29,000	\$71,000	\$2,326,000
Grand totals.....	\$802,000	\$1,680,189	\$2,301,500	\$2,295,308	\$7,718,600	\$597,136	\$886,500	\$2,918,300	\$7,937,000

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