

32:17-1 et seq

November 24, 1970

COPY NO. 2

LEGISLATIVE HISTORY OF R.S.32:17-1 et seq.
(Palisades Interstate Park; Compact of June 2, 1937)

..1937 - C.148 - S224.

Not amended during passage.

Statement reads: The purpose of this act is as stated
in its title.

Background information.

974.90 The Palisades Interstate Park
P252
1917

Copy enclosed of the entire text of brief report.
There are two maps which were not photostated.
Notify us if you wish to see the maps.

J719
M153

The Palisades of the Hudson, by
Arthur C Mack. Palisades Press,
Edgewater, New Jersey, 1909.

Copy enclosed of pages 39-50 of the above book.

Prior laws were:

L1895 - C.28 - S7 - No statement.
L.1900 - C.37 - A99 - No statement.

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JH/EH
Enclosures

974.90
P252
1917

THE
PALISADES INTERSTATE PARK

THE HENRY HUDSON DRIVE.

In 1909 the State of New Jersey, as her share of the celebration of the tercentenary of the discovery of the Hudson River and in order to commemorate this event in an appropriate manner, "authorized and directed the Commissioners of the Palisades Interstate Park to lay out, construct and maintain a drive through the said Palisades Interstate Park, said drive to be known as the 'Henry Hudson Drive,' and also suitable spurs to connect said Henry Hudson Drive with the river and the top of the Palisades Cliffs."*

In 1910 Mrs. E. H. Harriman proposed to the State of New York that she would give for park purposes a tract of 10,000 acres of land in the Highlands of the Hudson and a million dollars in cash. In connection with this great gift other individuals subscribed \$1,500,000 for purposes of the Park on certain conditions, among which were:

1. That the State of New York appropriate two and a half millions to the use of the Commissioners of the Palisades Interstate Park for acquiring land, building roads and general park purposes.
2. That the State of New Jersey appropriate such an amount as the Commissioners of the Palisades Interstate Park should deem to be its fair share.
3. That the jurisdiction of the Commissioners of the Palisades Interstate Park be so extended as to embrace the new lands and that all these appropriations and contributions be placed in the custody of the Commissioners.

* Chapter 110 of the Laws of 1909.

The State of New Jersey, as her share toward the carrying out of this plan, appropriated the sum of five hundred thousand dollars, payable in amounts of one hundred thousand dollars in each consecutive year for five years.*

Of the \$500,000 thus appropriated the first instalment of \$100,000 was included in the Appropriations Act of 1910; the second of \$100,000 in the Appropriations Act of 1912; the third of \$100,000 in the Appropriations Act of 1914, and the fourth of \$75,000 in the Appropriations Act of 1916.

The Henry Hudson Drive should normally have begun at the southern end of the Palisades at Fort Lee and been constructed northward to the New York State line. Owing to the fact, however, that several tracts of land under the Palisades just north of Fort Lee, now under condemnation, were not, at the time of the passage of the Act of 1910, under the control of the Commissioners, it was found necessary to begin the Drive at Englewood, two miles north of Fort Lee.

The Englewood Approach to the Drive, therefore, was begun in 1912 and completed in 1915. The Approach is a brick-paved road of solid concrete and rock foundation, safeguarded for its entire length by masonry walls, connecting at the foot of the Palisades with the Englewood and Dyckman St. (New York) Ferry, and at the top via Palisades Ave. with Englewood. The Approach cost \$314,000.00. Of this amount 60% was defrayed out of the New Jersey appropriations for the Henry Hudson Drive; 40% out of contributed funds in the hands of the New York Commission.

Upon the completion of the Englewood Approach in August, 1915, construction of the Drive northward from that point was immediately undertaken. The location adopted follows an old road known as Undercliff Avenue, which runs northward from Englewood Dock for a distance of 1 6/10 miles. From the end of Undercliff Avenue the location con-

* Chapter 124 of the Laws of 1910.

tinues along the talus well back from the paths and above the shore, thus keeping away from the portion of the Park most used by picnickers and pedestrians. This location places the Drive at elevations varying between 100 and 200 feet above the river. At some points the Drive runs directly along the foot of the steep cliffs and affords magnificent views up and down the Hudson River valley. At a point about one-half mile south of Alpine Landing, where a large plaza is under construction, the Drive forks. One branch climbs the slope and connects with the Boulevard on top of the Palisades near Alpine; the other branch leads down to the Alpine Landing and affords access to the Alpine-Yonkers ferry. The latter, known, as the Alpine Approach, is being paid for out of contributed funds in the hands of the New York Commission.

The section from the Englewood Approach to the Boulevard at Alpine is $5\frac{1}{8}$ miles and the spur to Alpine dock is $\frac{1}{2}$ mile in length. Of this $1\frac{1}{4}$ miles is entirely completed and the rest is sub-graded. According to the estimates of the Commission's engineers, the \$125,000 still due from the \$500,000 appropriated in 1910 should suffice to complete the Englewood-Alpine section of the Drive.

The \$500,000 that will become available upon enactment of the Glover bill^a now pending is intended for the use of the Commissioners in continuing the construction of the Henry Hudson Drive and further developing the Park.

THE INTERSTATE HIGHWAY.

When completed the Henry Hudson Drive will constitute the southern end of a great interstate highway along the west bank of the Hudson River from Fort Lee to Albany. The Drive will connect with the New York State highway system at the State line by means of the Boulevard and will continue through Sparkill, Nyack and Congers to Stony Point, Bear

^a Assembly, No. 32.

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Mountain, West Point and Newburgh. From Nyack to West Point the Highway is now in use, and from West Point along the eastern slope of Crow's Nest and Storm King Mountains to Cornwall it is under construction. When the Palisades Interstate Park Commission acquires all of the Hook Mountain water front the Highway will follow the river along the eastern slope of that mountain. When all the sections of the highway have been finished it will be the greatest scenic attraction in the eastern portion of the United States.

THE PALISADES INTERSTATE PARK IN NEW JERSEY

The New Jersey Section of the park, 11 miles in length, contains the wonderful range of cliffs, famous the world over as the Palisades of the Hudson, with all the land sloping from the cliffs down to the shore of the Hudson. This is being preserved in its natural wildness and beauty and at the same time has been made accessible as a playground close by the great cities of New Jersey and New York.

The Henry Hudson Drive will constitute the main artery of travel through the New Jersey section of the Palisades Interstate Park.

Along the river front of the Park there have been constructed 14 docks where launches and excursion steamers land. Points of special interest are the Englewood playground of five acres, with two large pavilions and a motor boat harbor 1100 feet x 200 feet, where hundreds of craft can moor or find anchorage; a playground of two acres at Alpine, with a boat harbor 800 feet x 180 feet; a large playground at Forest View, comprising 15 acres, with two great docks for excursion steamers and a boat harbor 400 feet x 400 feet. At the latter place 10,000 persons can be accommodated at one time. In one season over 90,000 visitors have landed at this playground alone.

Along the shore are bathing beaches, several canoe beaches, ample paths for pedestrians, besides numerous camp sites at the northern end of the Park.

On top of the Palisades the Commissioners have acquired several tracts of undeveloped land that are being improved to accord with the Park plans. The largest of these—200 acres in extent—lies at Greenbrook, midway between Englewood and Alpine. This tract is heavily timbered and of rare scenic beauty. It will contain, if present plans are found practicable, an artificial lake of 25 acres and spacious picnic grounds. It will be an ideal place for winter sports.

Including the value of lands donated, the New Jersey section of the Park has cost to date approximately \$2,000,000, of which about 20% was derived from the New Jersey State appropriations and 80% from other sources.

THE PALISADES INTERSTATE PARK IN NEW YORK.

The New Jersey section of the Park is a part of the interstate park system that embraces three sections in New York.

At Blauvelt, near Nyack, lies a tract of 500 acres, formerly the State rifle range, donated by the State of New York, and now devoted to a summer camp for working girls conducted under the management of the Young Women's Christian Association. Over 2200 young women were in camp there during the summer of 1916, each one for a period of two weeks. The charge is \$3.75 per week per person.

Hook Mountain, between Nyack and Haverstraw, five miles in length, was until recently entirely in the hands of quarrymen, who had blasted away a large part of its slope facing the river. All these quarries have now been purchased or are under condemnation. The Interstate Highway will ultimately run along the river slope of this mountain.

Bear Mountain and the Harriman section of the Interstate Park now comprise over 25,000 acres of mountain and forest land in the Highlands of the Hudson, extending back through Orange and Rockland Counties to Tuxedo. Two docks at Bear Mountain afford a landing place for excursion steamers and

the Hudson Day Line boats. The Bear Mountain Inn, erected at a cost of \$200,000, affords refreshments at three different ranges of prices, making it available for the economical excursionist as well as for the fastidious automobilist. A magnificent drive leads from the Inn to Southfields and Tuxedo. The Drive is eleven miles in length and was constructed by the Commissioners at a cost of \$33,000 a mile. It skirts the shores of eight artificial lakes, some of which are devoted to camping. It is estimated that more than one million persons visited this section of the Park in the summer of 1916.

Including the value of lands donated, the entire park system has cost to date upwards of \$8,000,000. Of this amount approximately 55% has been derived from private contributions, 40% from New York State appropriations, and 5% from New Jersey State appropriations.

At the election in November, 1916, the people of the State of New York approved a bond issue of \$2,500,000 for the purchase of land for the Park, \$2,500,000 more to be subscribed by individuals as was done in the previous instance. The Legislature of the State of New Jersey is now asked to appropriate \$500,000 to complete the Henry Hudson Drive and develop the New Jersey section of the Park. Such appropriation will place at the disposal of the Commissioners a fund of \$5,500,000, which corresponds with the amount of the fund raised in a similar manner in 1910, and will enable the Commissioners to still further develop their plans for the completion of the Park in the two States.

CHAPTER 110 P. L. 1909.

An Act to provide for the laying out, constructing, and maintaining a drive to be known as "Henry Hudson Drive," along the Hudson River, in the Palisades Interstate Park, to commemorate the tercentenary of the discovery of the Hudson River by Henry Hudson.

PREAMBLE.—WHEREAS, by an Act of the Legislature of New Jersey, a board of commissioners known as "Commissioners of the Palisades Interstate Park" was created, the duties of which commission being to establish, in conjunction with the State of New York, a park along the front of the Palisades on the Hudson River, from Fort Lee, in New Jersey, to the termination of the Palisades in New York, and thereby preserve the scenic beauty of the Palisades; and

WHEREAS, the said Palisades, eleven miles of which are in the State of New Jersey and one mile in the State of New York, have been preserved and the said park established along the Hudson River; and whereas, the New Jersey commission, in conjunction with a like New York commission, has received for this purpose sixty-seven thousand five hundred dollars from the State of New Jersey, four hundred and seven thousand dollars from the State of New York and one hundred and thirty-nine thousand and five hundred dollars from private individuals; and

WHEREAS, the State of New York is preparing suitably and elaborately to celebrate the tercentenary of the discovery of the Hudson River by Henry Hudson; and whereas, it is fitting that the State of New Jersey should likewise commemorate this event in an appropriate manner; therefore,

SEC. 1. The commissioners of the Palisades Interstate Park are hereby authorized and directed to lay out, construct and maintain a drive through the said Palisades Interstate Park, said drive to be known as the "Henry Hudson Drive," and also suitable spurs to connect said Henry Hudson Drive with the river and the top of the Palisades cliffs.

SEC. 2. Said commissioners of the Palisades Interstate Park are hereby authorized to receive and spend for the purpose herein set forth any gifts, contributions or bequests.

CHAPTER 124 P. L. 1910.

An Act making an appropriation for the use of the commissioners of the Palisades Interstate Park in laying out and constructing a drive to be known as "Henry Hudson Drive," along the Hudson River in the Palisades Interstate Park and in carrying out the purpose and intent of the law and the amendments and supplements thereof creating the said Palisades Interstate Park.

PREAMBLE.—WHEREAS, by Chapter One Hundred and Ten of the Laws of the State of New Jersey of the year one thousand nine hundred

and nine, the commissioners of the Palisades Interstate Park were authorized and directed to lay out, construct and maintain a drive through the Palisades Interstate Park, said drive to be known as the "Henry Hudson Drive," and also suitable spurs to connect said Henry Hudson Drive with the river and with the top of the Palisades cliffs; and

WHEREAS, Hon. Charles E. Hughes, Governor of the State of New York, in a message transmitted to the Legislature of that State on January fifth, one thousand nine hundred and ten, announced a gift to the State of New York by Mary W. Harriman of a tract of ten thousand acres of land in Rockland and Orange counties, New York, for a State park, and of the sum of one million dollars in cash, to be used to purchase additional land intervening between such tract and the Hudson River and in the improvement of the whole; and

WHEREAS, said Governor Hughes in his said message also announced gifts from several residents of the States of New York, New Jersey and Pennsylvania to the commissioners of the Palisades Interstate Park, aggregating the sum of one million six hundred and twenty-five thousand dollars in cash, towards the carrying out of the comprehensive plan of a park along the west side of the Hudson River, from Fort Lee, in New Jersey, to Newburgh, in New York, and extending westerly to comprise said tract given by Mrs. Harriman, upon the following conditions:

(1) That the jurisdiction of the commissioners of the Palisades Interstate Park be extended northward to the city of Newburgh and westward to include the Ramapo Mountains, and that such gifts from Mrs. Harriman be accepted under the custody of such commission.

(2) That the State of New York appropriate two million five hundred thousand dollars to the use of the commission for acquiring land, building roads and general park purposes.

(3) That the State of New York abandon the State prison site now located within such area.

(4) That the State of New Jersey appropriate such an amount as the commissioners of the Palisades Interstate Park shall deem to be its fair share; therefore,

SEC. 1. The sum of five hundred thousand dollars is hereby appropriated, payable in amounts of one hundred thousand dollars in each consecutive year for five years, commencing with the year one thousand nine hundred and ten, when included in the annual or supplemental appropriation bill for such respective years, for the purpose of the use by the commissioners of the Palisades Interstate Park as such commissioners may deem necessary or proper in carrying out the purposes and intent of said chapter one hundred and ten of the laws of one thousand nine hundred and nine, approved April sixteenth, one thousand nine hundred and nine, and of chapter eighty-seven of the laws of one thousand nine hundred, approved March twenty-second, one thousand nine hundred, as amended by chapter one hundred and twelve of the laws of one thousand nine hundred and one, approved March twenty-second, one thousand nine hundred and one, creating the said Palisades Interstate Park.

ASSEMBLY BILL No. 32.

Introduced January 23, 1917, by Mr. Glover.

An Act making a further appropriation for the use of the commissioners of the Palisades Interstate Park in the further development of said park and in the completion of a certain drive known as the "Henry Hudson Drive," in said park.

BE IT ENACTED by the Senate and General Assembly of the State of New Jersey:

1. The sum of five hundred thousand dollars is hereby appropriated, payable to the Commissioners of the Palisades Interstate Park, in amounts of one hundred thousand dollars in each consecutive year for five years, commencing with the year one thousand nine hundred and eighteen, when included in the annual or supplemental appropriation bill for such respective years, for the use of said commissioners in the further development of the Palisades Interstate Park, as authorized by chapter eighty-seven of the Laws of the State of New Jersey for the year one thousand nine hundred, approved March twenty-second, one thousand nine hundred, and the several acts amendatory thereof and supplementary thereto, and in the completion of the "Henry Hudson Drive," as authorized by chapter one hundred and ten of the Laws of the State of New Jersey for the year one thousand nine hundred and nine, approved April sixteenth, one thousand nine hundred and nine, and by chapter one hundred and twenty-four of the Laws of the State of New Jersey for the year one thousand nine hundred and ten, approved April eighth, one thousand nine hundred and ten.

2. This act shall be deemed a public act, and shall take effect immediately.

STATEMENT.

The object of this act is to appropriate \$500,000, payable \$100,000 each year, commencing with the year 1918.

This money is for the completion of the Henry Hudson Drive and Park purposes.

New York State has contributed \$2,500,000 and private subscribers in New York State have subscribed \$2,500,000 on condition that New Jersey assist to the extent indicated by this bill.

J719 *The Palisades of the Hudson by*
M153 *Arthur C. Mack. Palisade Press*
The Palisades of the Hudson 39
Edgewater, N.J., 1909

HOW THE PALISADES WERE SAVED



BELOW Fort Lee Point there is but little left of the wild beauty of former years. Here the hand of man has reached out and scarred and destroyed the picturesqueness of the cliffs. Huge factory chimneys rise against jagged quarries. Wretched Italian settlements are crowding out the old estates, and soon nothing of the old-time charms will remain. North of Fort Lee Bluff the ruthless dynamiter began to destroy the grandest portion of the ridge. The greater portion of old Indian Head was blown asunder to be metamorphosed into flats and skyscrapers in the neighboring city. The old trees were torn from their roots and the hacking and slashing threatened the entire ridge. Well might the old trees have exclaimed with Kipling as this work went on:

"Children we are of the great god Pan
Who marvel much by the river;
How ruthless man can mar the plan
Of the wise and bounteous giver.

We hear afar the sounds of war
As rocks they rend and shiver;
They blast and mine and rudely scar
The pleasant banks of the river."

With increasing desecration of the cliffs public indignation grew stronger. Protests against the vandalism became more and more persistent. Various measures for halting the destruction were proposed. Every movement and every public body that joined in an effort to save the Palisades helped to pave the way for the actual accomplishment which has been achieved by the present Palisades Interstate Park Commission. The early attempts at preservation, the steps that led up to this efficient body, its organization, its methods and its future aims, all constitute a chapter in the history of scenic preservation of vital interest and significance.

The first tangible plan toward protecting the Palisades was a proposal to induce the National Government to secure them for military purposes. Supporters of this idea induced the state Legislatures of New Jersey and New York to pass bills

authorizing the appointment of a commission to confer "for the acquisition of the Palisades by the United States." This commission consisted of three members from each state. The New Jersey commissioners were Henry D. Winton, Edward P. Meany and Charles B. Thurston. The New York representatives were Enoch C. Bell, Waldo G. Morse and J. James R. Croes. Accordingly in 1895, under recommendation of the joint commissioners, legislation was introduced in each state ceding the face and water frontage of the ridge to the United States for a "military fortification and reservation." The respective measures were signed by Governor George T. Werts, of New Jersey, and Governor Levi P. Morton, of New York, and submitted to the House Committee on military affairs in the Fifty-fourth Congress. The Palisades were obviously of little value for military purposes and the proposal was not accepted. Resubmitted in the Fifty-fifth Congress it met with similar fate.

NEW JERSEY WOMEN TAKE A HAND.

The outlook for preservation following these failures was discouraging. There seemed to be no plan or hope for future action. At this juncture the women of New Jersey took up the work. With persistence and zeal the New Jersey State Federation of Women's Clubs began an active campaign. The first fruits of this movement were realized in the passage of a bill in 1899 by the New Jersey State Legislature empowering the Governor to appoint a committee of five to "report upon the present condition of the Palisades and to suggest some remedy or remedies to prevent the



Palisades at Coytesville. Ruthless Quarrymen Were Gouging Away the Face of the Cliff When Stopped Through the Efforts of Patriotic Citizens.

Palisades from defacement and depredation." Governor Foster M. Voorhees signed the enactment and named as members of the commission Miss Elizabeth B. Vermilye, Cecilia Gaines Holland, Franklin W. Hopkins, William A. Linn and S. Wood McClave.

In New York state interest in halting the vandalism was keen. Among the prominent friends of the Palisades in New York were Andrew H. Green, "Father of Greater New York," President of the American Scenic and Historic Preservation Society and Governor Theodore Roosevelt. The New York Legislature passed a bill similar to that enacted in New Jersey and Governor Roosevelt appointed as the New York committee at the suggestion of Mr. Green, Frederick W. Devoe, Frederick S. Lamb, George F. Kunz, Abraham G. Mills and Edward Payson Cone.



Bare and Ghostly Trees Overlooking an Ice-Locked River.

Conferences covering nearly a year were held by both commissions. A definite solution of the Palisades problem was decided upon. The committees recommended in their report to the respective state Legislatures that the first important step should be the passage of acts "constituting a permanent Interstate Palisades Park Commission with power to acquire and hold for each state whatever territory was necessary along the Palisades for an interstate park and thereby preserve the scenery of the Palisades—the intention being to form a continuous park along the entire front of the Palisades from Fort Lee, N. J., to Piermont, N. Y." Five members were to be appointed from each state.

Legislation to this end was passed by the New York Legislature and approved by Governor Roosevelt March 22nd, 1900. A bill of similar purport was introduced in the New Jersey Legislature. It met with hostility. Within and without the Legislature influences were set in motion to kill the measure. Powerful opposition was exerted by the quarrying interests. A

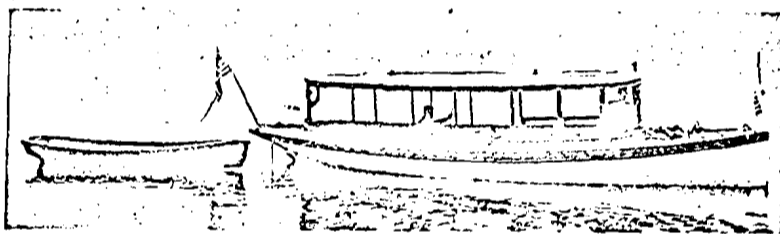


This Charming Footpath Runs Practically the Whole Length of the Palisades Interstate Park.

portion of the press gave evidence of being subsidized. Legislators themselves worked for its defeat. The friends of the proposed enactment maintained an unremitting fight, however, and finally by dint of tremendous effort and by yielding to unimportant compromise in certain points, they carried the day. The bill was passed and approved by Governor Foster M. Voorhees.

Thus was created the present Interstate Park Commission which has solved one by one the problems of saving the Palisades from destruction and converting them into a great pleasure ground of priceless value and transcending natural beauty. New Jersey's commissioners as appointed by Governor Voorhees were: Abram S. Hewitt, Edwin A. Stevens, Franklin W. Hopkins, William A. Linn and Abram De Bonde. New York's appointees were: George W. Perkins, J. DuPratt White, Ralph Trautmann, D. McNeely Stauffer and Nathan F. Barrett.

The wise judgment shown in these appointments has been demonstrated, not only by the efficiency of the members, but also by the notable fact that their personnel has remained unchanged for upwards of a decade except that the death of two commissioners, Abram S. Hewitt and Ralph Trautmann have given place to William B. Dana and William H. Porter.



Palisades Interstate Park Patrol Boat.

WORK OF INTERSTATE PARK COMMISSION



WHEN the Commission of the Palisades Interstate Park began its labors it had on hand appropriations of \$5,000 from New Jersey and \$10,000 from New York. A complete and systematic survey of the territory under jurisdiction was at once instituted as a foundation for their future work. New Jersey's entire appropriation was devoted to this undertaking. In the New Jersey frontage there were 147 parcels held by 112 different owners. The survey was attended by unusual difficulties. Nothing better illustrates the wilderness character of this region than the difficulty which was experienced in determining some of the property lines and the ownership of certain areas. There was much confusion in boundary lines and in some instances no transfer of titles had been made for generations. It was a work requiring a vast amount of patient investigation. In one instance, that of a parcel of an acre in size, it was necessary to send a deed conveying an undivided $1/240$ interest twice to the state of Washington before the document was properly executed.

Once the commission's survey had been completed the vital work of preservation was taken up. At intervals along the Palisades quarrymen were cleaving huge masses from the cliffs. Probably the worst offender was a concern that was tearing an enormous gash in the rocks near Fort Lee Bluff. According to a statement published at that time 12,000 cubic yards of the Palisades were being blasted away each day at this quarry alone. To stop this and other blasting was the commission's task. It succeeded in securing an option on the property of this leading offender. The price asked for the property was \$132,500, and

\$10,000 was required to secure the option. The commissioners still had New York's \$10,000 appropriation, and they decided to use it in securing this option. The amount was paid in December, 1900, and on Christmas Eve of that year blasting was stopped at this quarry—a memorable event in the history of Palisades preservation.

The problem of raising the balance of \$122,500 necessary to secure ownership of the property was then faced. The prospect was not encouraging. Further state aid was out of the question for the time being. Public contributions formed the only other alternative. The commission set about this laborious process of raising the money. The commission's president, Mr. George W. Perkins, Mr. J. Pierpont Morgan's business partner, was one of the most energetic workers for funds. Mr. Perkins presented the needs of the commission to Mr. Morgan and Mr. Morgan responded by contributing the entire amount needed, \$122,500, thus enabling the commission to close title with the quarrymen. Other public men have contributed both money and property. Mr. Cleveland H. Dodge has given the commission 12 acres, while Mr. George W. Perkins only recently has donated \$12,000 towards the purchase of the remaining properties.



A Bit of Shore Line.

No tablet has been placed upon the Palisades recording Mr. Morgan's magnificent gift, bestowed at the most critical of all periods in Palisades preservation, or commemorating gifts which have been made by others, of both land and money, but Mr. Morgan and the other men who have come to the aid of this vast scenic enterprise could crave no grander monument to their munificence than the great cliffs, that will tower above the river unmarred, for generations after the lives of these donors are but distant memories.

COMMISSION IN FULL CONTROL.

From this auspicious beginning the commission progressed steadily, securing quarry after quarry, until all were in its con-

trol. State aid became more generous. In 1901 New Jersey appropriated \$50,000 for the purchase of land and New York \$400,000. By the end of 1903 at least 50% of the land had been acquired. The following table shows at a glance the yearly progress made by the commission in purchasing Palisades frontage:

Year	Feet Frontage	Acres	Cost of Land and Improvements
1901	11,832	122	\$178,210.62
1902	10,214	131	63,750.98
1903	10,377	72	38,352.90
1904	9,500	112	46,489.80
1905	4,605	58	43,530.33
1906	2,010	25	41,250.00
1907	843	2 (homesteads)	17,500.00
1908	1,740	29	4,047.30

1909 acquisition practically completed.

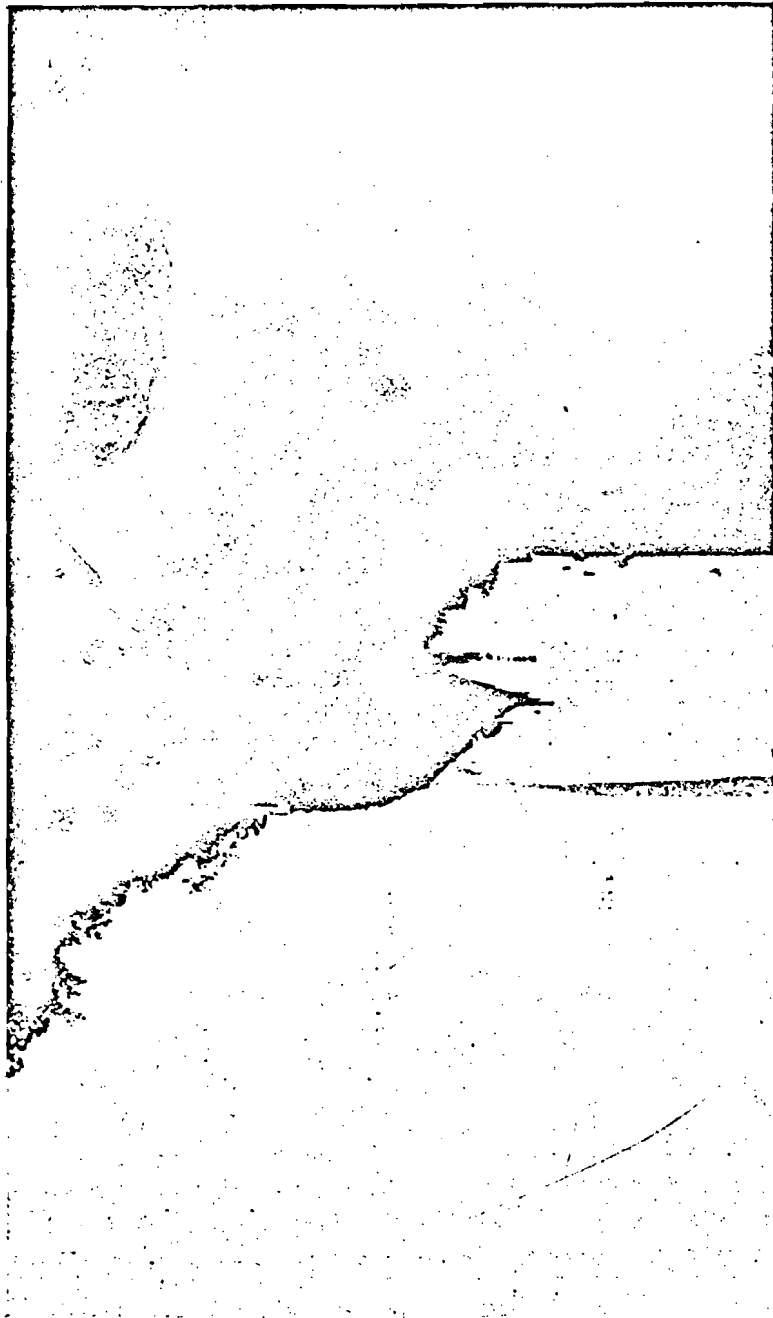
The total cost of land, riparian rights and improvements up to June, 1909, has been \$543,000. It is doubtful whether any public work has been ever conducted with more economy and efficiency. With its personnel representing men of large interests having exacting demands upon their time the members of the commission have devoted their energies to its business for a period of eight years. They have served without financial recompense. It is a fact notable in the annals of public service that the commission's actual running expenses during these eight years have not exceeded 3 per cent. of the total amount expended in its undertakings. The territory under its jurisdiction, the probable cost of which had been freely estimated as high as \$2,000,000, has been secured for about one-quarter of this amount.

In fixing land values the commission divided the area into three sections. The first section, nearest New York City, was placed at \$500 per acre; the second at \$350 per acre and the third, farthest north, at \$200 per acre. The commission adhered to these prices in buying the land and virtually the whole jurisdiction was acquired under this schedule of prices.

A POLICY OF CONCILIATION.

The commission's policy has been one of tact and conciliation. It has gone about its work quietly and skilfully. It has avoided disputes and made friends of enemies. Its power of

Where Cliffs Struggle Upward to Meet the Sky. The Great City is Outlined in the Distance on the Opposite Shore.
Photograph by John F. Fritz.



condemnation has been invoked in only a few instances. It has devoted nearly a decade to overcoming the innumerable difficulties connected with securing the property, but it has made sure and solid progress each year.

The commission's work has been conducted so quietly, the contributions of its members and friends made so unostentatiously that the general public has had no idea of the magnitude of its achievements. It is well, however, that the people of not only New Jersey and New York, but of the whole nation, should realize and appreciate the accomplishment of these earnest, self-sacrificing men. "Had these cliffs," said the *Evening Post*, "been left in the possession of private owners to be torn to pieces by blasts, divested of their covering of trees and lined by smoke-belching factories, this 'priceless possession'—the natural enhancement of our grandest river—would at no very distant period have been transformed into ragged stone heaps, offensive to the eye, with a value governed solely by the cubic foot price of trap rock." With preservation insured and the property under its control the commission will now concentrate its energies upon the care and development of facilities for making it more accessible.

A 700-ACRE NATURAL PARK.

The Palisades Interstate Park thus formed is one of the world's most remarkable territories set aside for natural preservation and public enjoyment. With its southern portion opposite New York City it has fourteen miles of rocky shore



A Typical Camp Colony Along the Palisades.

frontage and fourteen miles of towering crags and cliff-topped woodland. The park begins at Fort Lee Bluff and extends northward along the Hudson River to Piermont Creek. It includes the water rights, shore and face to the crest of the Palisades. Eleven and two hundredths miles, or 58,185 feet are in New Jersey; two and eighty-four hundredths miles, or 14,995 feet are in New York. Seven hundred acres are included within its area. No long or tiresome journey is necessary to reach this matchless recreation region. No admission fees are exacted. All classes are welcome and the wealthy and the humble are represented among its visitors.

In commemoration of the work for Palisades preservation accomplished by the Federation of Women's Clubs, of New Jersey, the commission has set aside a reservation upon a commanding bluff upon which a suitable monument will be erected with funds contributed by their friends.

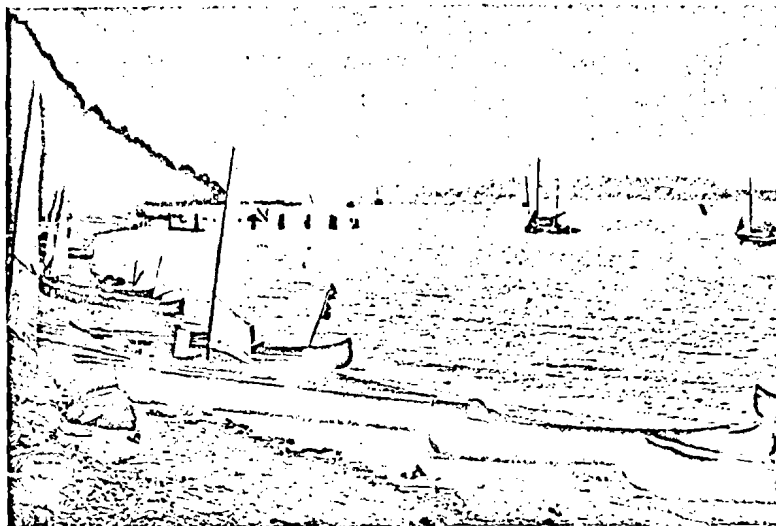
Until a short time ago it was well-nigh impossible for a pedestrian to walk along the entire shore line of Palisades owing to the great masses of rocks here and there, and also because of the precipitous formations of the cliffs themselves, especially along the northern stretches. The commission has now completed a picturesque and continuous pathway along the shore. This path descends and scales the many gulches which notch the river bank. It twists between huge boulders and skirts precipices. It penetrates the shadows of the virgin forest and traverses the beach. Its diversity and wildness will reward the nature lover who enjoys a long and vigorous walk.



THE MECCA OF CAMPERS.

The love of out-door life and the appreciation of nature which are developing so rapidly into national traits have caused thousands of city dwellers, residents of both states, to seek the wilderness and beauty of the Palisades shore for camping purposes. During the summer months little villages of tents dot the river's edge. The popularity of the Palisades as a camping resort is

One of Several Public Springs in the Palisades Interstate Park.



Numerous Canoe Clubs Make Their Outing Headquarters in the Interstate Park.

shown by the rapid increase in the number of permits sought. Twenty-five were granted the first year, 221 the second year and 395 the third year. Nearly 4,000 campers availed themselves of the advantages of the park last year, over Saturdays, Sundays and holidays.

The Palisades Park section is admirably situated for use as a military camping ground. The commission has recently granted permission to one company of the Seventy-first Regiment, N. G. N. Y. to erect its tents for a summer instruction camp. This illustrates but one of the many public uses to which the park area is being adapted.

The commission has entire jurisdiction over the park lands. Since 1905 it has maintained a corps of marshals and a police patrol boat during the summer months.

All campers are required to secure permits from the commission and the government of the tent colonies is placed to a certain extent directly in the hands of the campers themselves under an ingenious and successful code of regulations. It is a notable fact that it has not been necessary to make a single arrest among any of these campers. The commission guards carefully from contamination the many springs whose waters gush from the rocks, an illustration of this watchfulness being shown in the accompanying pictures.

PERSONNEL OF THE COMMISSION.

The present personnel of the Commission of the Palisades Interstate Park of New York are: George W. Perkins, President, Riverdale, New York City; Franklin W. Hopkins, Vice-President, Alpine, N. J.; J. Du Pratt White, Secretary, Nyack, N. Y.; D. McNeely Stauffer, Treasurer, Yonkers, N. Y.; Edwin A. Stevens, Hoboken, N. J.; Nathan F. Barrett, New Rochelle, N. Y.; William A. Linn, Hackensack, N. J.; Abram De Ronde, Englewood, N. J.; William B. Dana, Englewood Cliffs, N. J.; William H. Porter, New York City.

The New Jersey commission is composed of the same ten members, and the officers of that commission are: Edwin A. Stevens, President; D. McNeely Stauffer, Vice-President; J. Du Pratt White, Secretary, and Abram De Ronde, Treasurer.

The commission maintains an office at No. 31 Nassau Street, Borough of Manhattan, New York City, in charge of its Assistant Secretary, Leonard Hull Smith, where its maps, records and reports are open to inspection. As will be seen, the two commissions are composed of the same ten members, five of whom are residents of New York, appointed by the Governor of that state, and five of whom are residents of New Jersey, appointed by the Governor of that state. Each Governor appoints his resident members and accepts the nominees of the other Governor. This custom of interstate appointment makes possible the scheme and intention of the statutes creating the Interstate Park, to establish one harmonious commission representing both states.



A Wild Fern Field on the Palisades, Near Fort Lee.