Treaty Creating New York Port District Signed

Representatives of Two States Take Part in the Ceremonies; Gov. Miller and Senator Edge Speak

Legislatures Must Ratify

Harbor Development Here and in New Jersey To Be Under Control of Board

While Governor Miller, former Governors Smith and Whitman, United States Senators Edge and Calder and prominent figures in the civic and commercial life of New York and New Jersey looked on, the members of the Joint Port and Development Commission yesterday in the great hall of the Chamber of Commerce of the State of New York signed the treaty compact creating the Port of New York District and the Port of New York Authority.

The compact was signed on behalf of New York by William R. Willcox and E. H. Outerbridge and on behalf of New Jersey by J. Spencer Smith, De Witt Van Buskirk, Frank R. Ford and Thomas C. McCran, Attorney General of New Jersey. Murray Hulbert, one of the New York commissioners, was in Washington and Attorney General Charles D. Newton of New York was unable to attend, but it is understood they will sign the compact.

Six Commissioners to Have Control

The six commissioners of the Port Authority created by the compact who will be in control of all port development in conjunction with the United States War Department are E. H. Outerbridge, former Governor Alfred E. Smith and Lewis H. Pounds, representing New York, and J. Spencer Smith, De Witt Van Buskirk and Frank R. Ford, representing New Jersey. The old port commission, headed by Mr. Willcox, will function until it secures the approval of Congress for the new treaty.

The territory comprising the Port of New York District, over which the Port Authority will have control, includes, according to the compact, all the harbor points in New York and New Jersey enumerated in two closely printed pages of the treaty.

Addressing the gathering shortly before the compact was signed Governor Miller declared that by the execution of this treaty "we agree to establish with respect to the development of this great port coöperation between the two states, to substitute coöperaion for local jealousies and rivalries which have so much hindered the proper development of this port in the past.

"It is impossible," he continued, "to calculate the effect upon industry generally throughout the country and the tax upon those who dwell within this district, which is now erected into a port district, of the archaic methods, the expensive terminal methods, the inadequate terminal facilities which for so many years have been growing exceedingly worse as the commerce of this port has increased. We must not forget that we are only beginning for, by the execution of this document we are creating a port district and a port authority, and we are establishing, as I said, the principle that coöperation shall hereafter exist between the two states. This work of the commission, which will now be succeeded by the port authority, has laid the foundation, and that is all.

Legislatures Must Approve Treaty

"A comprehensive plan has been proposed. Of course, that plan is tentative—necessarily so, as it must be approved by the Legislatures of the two states before it is put into execution. The great thing that has been done, in my judgment, has been the accumulation for the first time of the facts which must be considered in the solution of the problem. Now, it will be the function of the port authority that is created to proceed upon the basis of these facts, and I hope that before the Legislatures of the two states again convene a matured plan—and by that I am not suggesting that the proposed plan is not matured—will be in shape to be presented to the two Legislatures and be acted upon."

Governor Miller was followed by Senator Edge, who told of the long fight that had been necessary before the treaty could be signed, and who pledged his aid in getting the Senate to approve the compact. Others who signed as witnesses to the document were former Governors Whitman and Smith, Senator William M. Calder, Irving T. Bush, Darwin P. Kingsley, president of the Chamber of Commerce, and others.