

W. Cross Bridge

December 9, 1936.

Mr. Joseph B. Strauss
405 Montgomery Street
San Francisco, Cal.

Dear Mr. Strauss:

In 1931 we had some correspondence relative to the possibility of a Federal Memorial Bridge across the Delaware River between the New Jersey and Pennsylvania parks, commemorating the historic crossing of the Delaware by General Washington and his troops in 1776. At that time we were unable locally to reconcile several conflicting opinions as to a suitable location for the bridge as to the desirability of the improvement, etc. Because of this and because of the financial situation both in the States which would be asked to shoulder some expense in connection with the bridge approaches and in the Federal situation, it was deemed wisest not to attempt to push the matter further at that time. For that reason I didn't follow up your generous offer of advice and help.

Because a number of those who were at cross purposes at that time are not active or gone altogether now, and because the financial situation is to some extent easier I am getting ready to bring this matter to life again. I don't know whether you are in a position to or still would be interested in helping work up something in the way of suggested material for propoganda use in this connection but I am writing you on the chance that you may, in view of your interest when we were dealing with the matter before.

I am enclosing a map of Washington Crossing Park and an aerial photograph on which the boundaries of the New Jersey Park are marked and on which the entire foreground is Pennsylvania Park. The island in the center of the picture is the island beyond which Washington gathered his boats for the historic crossing. The dotted line which crosses the river indicates a suggested line of approach on the New Jersey side and location for the crossing which we have worked out from the topography as being the most suitable location. As you look at the picture there is a Pennsylvania highway on the edge of the river then a back water around the island, then the island and then the main stream of the river, then a height of land, then the right of way of the Belvidere Division of the P.R.R. and the right of way of the feeder of the Delaware and Raritan Canal and the New Jersey river highway. Any structure to cross the river should unquestionably attempt to leave the height of land on the far side of the New Jersey highway as you look at the picture, across the highway, canal and railroad above grade and across the Pennsylvania highway on the other side of the river above grade. This will require a fill or viaduct on the Pennsylvania side with ramps up to the bridge. The topography is such on the New Jersey side that from the far side of the New Jersey highway sufficient elevation can

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be secured to carry the road beyond, above all of the intervening obstructions, roads, railroads and canals. If you are in the East now or are likely to be accessible some time before long I'll be more than glad to go over the matter with you or take you over the location if you are in a position to give us any help and will let me have word.

DEPARTMENT OF CONSERVATION AND DEVELOPMENT.

CPW/MW

C. P. Wilber, Chief
Division of Forests & Parks.