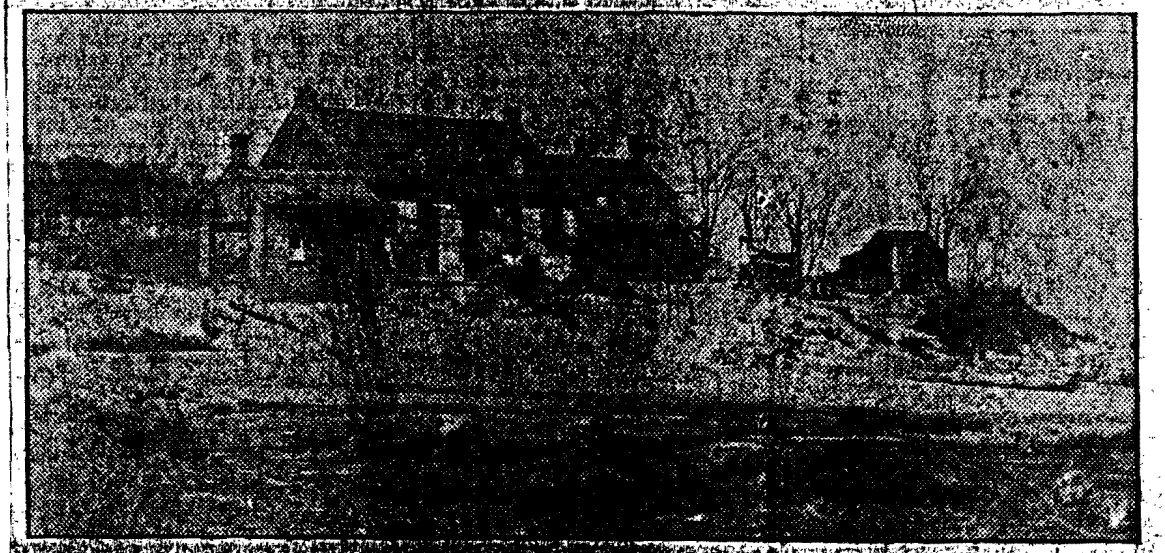
72

THE BAYONNE TIMES, THURSDAY, FEBRUARY 26, 1931.

First Home of Bayonne's First Settlers



Here's the old homestead [illegible] probably the first effort to bring civilization to this peninsula. For many years [illegible] day that is long past the remembrance of any living being, the house [illegible] a part of the same formation of land, as the history of the area [illegible] the north of the point and known as Constable Hook. Here generations [illegible] family burying ground was established nearby. The building was torn down [illegible] to the Standard Oil Company in the course of that concern's expansion.

ROAD PROBLEM GETS ATTENTION OF CIVIC HEADS

Need of New Highway Recognized as Traffic is On Increase

Similarity of the nature of Bayonne's traffic problem with that of New York—that is the need for additional north and south highways in a community highly developed in length, packed by physical geography [illegible] and other type of expansion—made city leaders realize early that a new road would have to be carved out in space in the near future.

There being no room within the [illegible] highway, ex[illegible] cost of [illegible] well de[illegible] blocks by [illegible] at tre[illegible] the only possibility [illegible] along the west shore of the city.

Passage of enabling legislation by New York and New Jersey to permit the Port of New York Authority to undertake the building of the Kill Bridge connecting the southern tip of Bayonne with the Fort Richmond section of Staten Island and the knowledge that upon its completion, estimated for 1932, a tremendous increase in the flow of traffic through Bayonne would take advantage of the new short cut through Staten Island would result, put the city in a position where provision would have to be made at once for an additional highway.

Just who was the originator of the marginal highway plan is not a matter of known record. At any rate it was talked of by William A. [illegible] when he was appointed chairman of the City Planning Commission by Mayor Daly several years ago.

Marginal Road Suggested

One of the first acts of Conway and the other members of the original planning board was to retain Harold M. Lewis, an engineer of the Regional Plan of New York and its environs, to go over the scene and get his opinion. Lewis said the solution would be the construction of a marginal highway along the United States pierhead line, to connect with the approach to the Kills bridge on the south and the Lincoln highway on the north.

At the same time the State Highway Commission was considering a connecting link between these two points, to be known as an extension of State Highway Route No. 1, but because of the question of expense believed the road should be run along the present western shoreline of Bayonne or else, if that were not feasible because of the high bluffs below Thirty-fourth