

EXTRACT FROM A LETTER FROM THE BROOKFIELD  
GLASS COMPANY, 220 BROADWAY, NEW YORK CITY.

At present the principal industries located above that point are the J. C. Appleby Sand and Clay Company, the New York Granite Brick Company, Old Bridge Enameled Brick and Tile Company, the Brookfield Glass Company, and the Smith Manure Yard and Dock.

In addition to these, all of whom are going concerns of considerable size, there is a large amount of property on both sides of the river having railroad facilities as well as the river, which are only waiting for the river to be opened to navigation up to Old Bridge. The present channel is only 10 feet wide, and navigation is also hampered by several sand bars at various points in the river. In a channel with a new width of 22 feet and 4 or 5 feet deep at low water, except at the few sand bars, which would be a simple matter to dredge out, the river would be open to navigation all the way up to Old Bridge. The character of the industries established at present on the river would make it possible for them to do most of their business by water, whereas now only a very small percentage is possible. The river being so difficult to navigate, the towing charges are high, and the tug men, with the exception of a few, are reluctant to tow at any figure. The river at a point below Bizet's brickyard is at present, as I understand it, in the condition that we ask you to make the river all the way up. If the river is dredged out at the lower end only a few will have the benefit of the money spent, whereas if the work is spread out every property owner and the town of Old Bridge will have whatever benefits there are.

My company, the Brookfield Glass Company, has built a plant which has been in operation only a short time, ten months. During that time we have only been able to receive by water about \$13,000 worth of our raw materials and to ship nothing. We are going to enlarge our plant this summer and move the rest of our business to Old Bridge. Based on an average of two years — not the largest years — I submit below a statement of what our business has been, which will show you the possibilities of navigation on the river by opening it up to us, or our plant. In this statement I only give you the raw materials, which could come up the river instead of on the railroads, at a reduction to us in the cost of manufacturing of the products.

Yearly average raw materials based on two years

Lime and marble dust	\$6,309
Coal	57,000
Oils	6,900
Lumber and boxes	15,794
Barrels	16,386
Brick, clay, and sand	21,522
Iron, castings, etc.	7,971
Glass Cullet	14,073
Hay	3,250
Soda ash	32,300
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Total	\$201,565

In addition to this, our finished product, amounting to over \$500,000, average of five years, three-quarters of which we ship to the New York market, could go by water.

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If the appropriation is spent on the lower part of the river entirely the navigation would not increase nearly to any such great amount as it would if the river was dredged out all the way up, as the business industries at the lower end are able to use the river now, whereas up the river, above Bizet's, it is practically of very little use to the industries located there.



The double colons show above indicate that details pertaining to other industries located along upper reaches of the river have been omitted from this extract of the letter found at the following source..

Source: Report of the Chief of Engineers, U. S. Army, Part II, pp. 1066-67, 1907.

The above letter may be found online at the following link -

<http://tinyurl.com/mv9rygm>

Cut and paste in your browser and it should take you directly to page 1066. I have tested it and it works for me.

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It is unfortunate that the above letter is undated! However, Colonel Lockwood's letter to B. G. Mackenzie, Chief of Engineers, is dated 9 July 1907. Since the Brookfield writer states that the Old Bridge works had been in operation for a period of ten months, it is reasonable to speculate the operations began soon after the traditional summer break time, usually about the first of September<sup>1</sup>. Several articles found in "The Insulator Gazette" report the initiation of construction at Old Bridge early in 1906.

Anyone seeking additional information pertaining to the above may contact -

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