The Path Gazette

DIAMOND JUBILEE SOUVENIR EDITION — FRIDAY, FEBRUARY 25, 1983

PATH Celebrates Diamond Jubilee; Over 4.3 Billion Carried Since 1908



February 25, 1908: Thousands throng Hoboken for official opening ceremonies attended by Governor Charles Evans Hughes of New York and Governor John Franklin Fort of New Jersey.

DIAMOND JUBILEE DAY
FRIDAY, FEBRUARY 25, 1983

7:30 AM - 9:30 AM

PATH Gazette distributed at World Trade Center and 33rd Street terminals by "newsboys" from Hoboken Recreation Department; at Journal Square Transportation Center by Hudson Hamilton Council, Boy Scouts of America (Troops 432, 444, 470).

Popular tunes of the era on public address system at all stations.

3:40 PM

Official Diamond Jubilee Train recreates inaugural run from New York to Hoboken.

4:00 PM

Diamond Jubilee Ceremony at Hoboken Terminal.

4:30 - 6:30 PM

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Popular tunes of the era on public address system at all stations.

H&M Tunnels Were First Rail Link Between New Jersey and New York

Seventy-five years ago today — on February 25, 1908 — the first direct rail service between New York and New Jersey by tunnel under the Hudson River formally opened, to the cheers of thousands in both States.

It was truly a momentous occasion: before this, the only way of crossing the Hudson was by ferry. As *The Star and Newark Advertiser* put it at the time, "The dream that for decades had been only a dream — of railroad connection between New York and New Jersey — is a fact."

From The White House, President Theodore Roosevelt telegraphed the signal that set in motion the first official train of the Hudson & Manhattan Railroad from New York to Hoboken. The Governors of New York and New Jersey participated in the inaugural ceremonies.

It was a gala day. Flags and bunting decorated Manhattan's Sixth Avenue. Hoboken declared a holiday. Thousands cheered and sang. Fireworks filled the sky and, in spite of rail and sleet and the cold of winter, celebrations continued all night long.

This great new link between the two States had been made possible by an engineering accomplishment unprecedented for its time — the tunneling of the Hudson River. President Roosevelt hailed it as "a work of extraordinary magnitude...a bigger undertaking than any Alpine tunnel which has yet been constructed." *The New York Times* called it a feat greater than the building of the Panama Canal. Seventy years later, the tunnel system was designated a National Civil Engineering Landmark.

The rail tunnels to Hoboken were completed under the leadership of William Gibbs McAdoo, who organized the Hudson & Manhattan Railroad and built New York's two largest office buildings at the site of what is now The World Trade Center in lower Manhattan.

The saga of the Hudson River tunnels had begun in 1874 under the inspiration of DeWitt Clinton Haskin, a California engineer, who worked on the project for over two decades. In spite of the introduction of advanced tunnel-building techniques in latter years, his tunnel construction came to a halt because of financing difficulties.

McAdoo, a young lawyer with great energy and imagination, had an "intuitive conviction" that a tunnel link between New York and New Jersey should be built — and would be successful. He generated the financial backing required to resume tunneling and launch the massive construction project that is now the PATH system.

From opening day in 1908, the Hudson & Manhattan — "the Tubes," as the transit system was popularly known — was a public success, growing to a peak of 117 million passengers a year in 1927. Then, with the increasing ease of crossing the Hudson by bus and auto, the H&M's traffic declined. No longer profitable as a private venture, but essential to the region's transportation network, it was acquired by The Port Authority of New York and New Jersey in 1962 and renamed PATH (Port Authority Trans-Hudson).

PATH today is the principal rail link between New York and New Jersey. It carries over 70 per cent of all passengers entering New York by rail: over 195,000 people daily, some 53 million a year. And over the past three-quarters of a century, 4.3 billion passengers have traveled on this pioneering transit system.

The PATH Gazette re-creates for you the enthusiasm and exhilaration of opening day, seventy-five years ago. We hope you will enjoy stepping back with us into the world as it was in February 1908.

PATH Launches Pioneer Club For Early NJ-NY Rail Riders

The PATH Pioneers Club is being formed as part of this year's Diamond Jubilee celebration of the opening of train service between New Jersey and New York in 1908. Anyone who rode the "Hudson Tubes" — as the PATH system was then called — on opening day, February 25, 1908, or at any time in the first decade of operation, is eligible for membership. The "Tubes" were the familiar name for the Hudson & Manhattan Railroad, PATH's predecessor organization.

In forming this club, PATH will honor early rail riders and hopes to establish contact with persons who may relate interesting accounts of this important era in local history.

Those who inform PATH of the years they traveled in the first decade, and of the route they took, will receive a PATH Pioneers membership card. Those who additionally submit personal remembrances and reminiscences will also be awarded a PATH Pioneers Certificate. Their stories and memories will be shared with all respondents. PATH asks that pioneer passengers send information to PATH Pioneers, Room 62W, One World Trade Center, New York, New York 10048.

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HUDSON RIVER TUNNEL FORMALLY OPENED AND READY FOR BUSINESS

Promptly at Midnight the First Regular Train Is Started Amid Shouts and Huzzas, and Jersey's Dream of Decades Is Realized.

MEN OF PROMINENCE AT OPENING CEREMONIES

The dream that for decades had been only a dream—of railroad connection between New York and New Jersey—is a fact.

Promptly at 12 o'clock last night the new Hudson River tunnel was opened for public business, and under the most auspicious circumstances the nickels began pouring into the coffers of the builders. Formally opened by President Roosevelt, who at 3:30 o'clock pressed a button in the White House and started the electricity in the tunnel, over eight hundred notable New York and New Jersey men helped by their presence and with their cheers to make the occasion memorable. All made the complimentary trip from New York to Hoboken and back and many remained for the banquet in the evening at Sherry's.

It was a great day for both States, and the officials of the two commonwealths who honored the occasion by their presence were of the one accord that it was an event of tremendous importance, not only to the nearby places, but to the country at large.

Governor Charles Evans Hughes, of New York, and his military staff of seventeen were present, as were Governor John Franklin Fort and his staff. Prominent sons of both States were present at the personal invitation of William G. McAdoo, president of the Hudson and Manhattan Railroad Company, owners of the twin tubes which were thrown open to the public last midnight, following the formal ceremonies in the afternoon.

Even staid old New York, that seldom notices anything, no matter how important, except to make passing comment, put on her holiday attire. All along Sixth avenue following the route of the tunnel and along the side streets bunting and the national emblem was displayed in abundance in observance of the occasion. Seventy-five picked men from the New York police department did duty, keeping the crowds that gathered at the entrances to the Nineteenth street station in check. Truly, New York did sit up and take notice of the "marriage," as one guest yesterday expressed it, of New York and New Jersey.

Invited Guests Arrive.

The invited guests began to arrive at the Nineteenth street station long before 3:30 o'clock, the scheduled hour for the ceremonies to begin, and at 3:10 o'clock, when the official train pulled up at the station to await its cargo of dignitaries, the platform was crowded with guests and newspapermen.

Governor Hughes, with his military staff, was the first of the State executives to arrive. Long before he reached the station the guards found it necessary to string ropes to keep the passageway clear, so vast was the throng. It was just five minutes before the starting time when a squad of ten policemen entered the station, preceding the State executive and his party. He was greeted enthusiastically by the throng.

Four minutes later, one minute before the train was to start, another cheer went up.

"Here comes Governor Fort and his staff," they shouted. If anything, Governor Fort was accorded the warmer reception.

Both Governors and their parties warmly greeted Mr. McAdoo, and then a squad of officials of the company escorted them to the two forward cars of the train, which were reserved for them.

As soon as the two State executives were aboard Mr. McAdoo stepped to the little desk where was stationed the telegraph key, and at exactly 3:32:27 he flashed the signal to the White House informing President Roosevelt that everything was in readiness. Then the following telegram, penned on the scene by Mr. McAdoo, was sent by the operator in charge of the instrument:

"To the President of the United States:

"The first special train of the Hudson and Manhattan Railroad Company under the Hudson River awaits your signal and pleasure.

"WILLIAM G. M'ADOO,
"President Hudson and Manhattan R. R. Co."

Roosevelt Presses the Button.

Six minutes later there was a flash of the lights in the cars, which were only partly lighted, and everybody knew that President Roosevelt, 250 miles away, had started the machinery in motion, for as soon as the cars lighted up the motors under the cars controlling the air supply for the brakes began to turn. This moving of the machinery was accompanied by a mighty cheer from the 800 voices in the train.

Two minutes later Mr. McAdoo sounded the bell and the train started, moving slowly down Sixth avenue in the west tunnel. The trip was comparatively slow until after making the turn at Morton street, where the train began the descent under the river.

Governor Fort and Governor Hughes and their chief aides-de-camp stood in the doorway of the first car, by the side of the motorman. Mr. McAdoo stood near by during the entire trip.

When the circle of red white and blue incandescent lamps marking the dividing line between the two States was passed, there was a mighty cheer from all in the car. It reechoed over and above the rumble of the fast moving train. Everybody had been watching for it, but it came and disappeared so quickly that hardly a person in the car noticed it. When the two chief executives recovered from their surprise they turned to each other, clasped hands and exchanged felicitations.

The trip was made in exactly eleven minutes and without a hitch. When Hoboken was reached Mr. McAdoo himself made the announcement:

Hoboken, Ho!

"Hoboken; all out," he said.

"Well, I declare, so soon?" was Governor Fort's only comment, as he turned with the crowd to leave the car.

"It was certainly a speedy trip," commented Governor Hughes.

A special platform had been erected for the accommodation of the two Governors and their staffs. This was located just outside the terminal at Hoboken, and while it was roomy, an effort was made to prevent all but those directly connected with the Governors and the officials of the company from obtaining access to it, but the accommodations for the crowd were so small that this was impossible.

It was a gala day for Hoboken, and never before was such a crowd seen on the streets of the little Hudson County city. Conservative estimates place the number clamoring for a glimpse of the celebrities on the platform at 8,000. All the streets leading to the terminal were packed. The windows of all the office buildings were filled, while the entire town took on a holiday appearance.

Divine Blessing Invoked.

The ceremonies were commenced by the Rev. Dr. William R. Jenvey, the Protestant Episcopal Archdeacon of the diocese of Newark, who asked the Divine blessing on the great engineering achievement. Dr. Jenvey is the oldest Episcopal rector in Hoboken.

It was an inspiring scene. Every one in Hoboken knows Dr. Jenvey and when he stepped from the crowd arrayed in military uniform, brilliant with gold braid, almost every man in the vast crowd bared his head despite the raw wind that was blowing from the east. While it was a restless crowd during the remainder of the ceremonies and prior to this time, scarcely a man, woman or child moved as the aged rector invoked the Divine blessing.

President Oakman, of the Hudson Companies, the chief contractors who built the tunnels, stepped to the front of the platform as Dr. Jenvey stepped down and officially turned over to President McAdoo, of the railroad company, that part of the work which is completed—the section formally opened yesterday.

President Oakman's Address.

His speech was brief. He said:

"As the president of the Hudson Companies, which today sees the partial completion of the system of the tunnels and the terminal buildings, which it has had under construction for several years, I am here to make formal public transfer to the Hudson and Manhattan Railroad Company of that part of the undertaking which includes the lines from Hoboken to upper New York. The remainder of the work is in progress, and we hope soon to extend to Jersey City and the downtown district of New York the same facilities.

"The occasion is graced by the presence of the Chief Executives of the States of New York and New Jersey, who will be asked to address you by the president of the railroad company, Mr. McAdoo, to whom I now formally turn over the property."

Owing to the brisk wind that was blowing, few of those in the crowds beneath and surrounding the platform heard what Mr. Oakman or any of the other speakers said.

Carrying out the formality of tender and acceptance of the work, President McAdoo accepted the completed work in the following brief speech, during which he read the autograph letter from President Roosevelt:

"Mr. Oakman: On behalf of the officers and directors of the Hudson and Manhattan Railroad Company I accept

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ROOSVEELT SAYS TUNNEL IS GREATEST IN WORLD

THE following letter from President Roosevelt to William G. McAdoo was received yesterday:

"My Dear Mr. McAdoo:

"Now that a beginning is to be made in opening for operation the Hudson tunnel system, I write to express my regret that I cannot be present in person, and my high appreciation of what you have accomplished.

"The tunneling of the Hudson River is indeed a notable achievement—one of those achievements of which all Americans are, as they should be, justly proud. The tunnel itself and the great buildings constructed in connection therewith, represent a work of extraordinary magnitude, represent extraordinary difficulties successfully overcome, while difficulty and magnitude are even surpassed by the usefulness of the achievement.

"The whole system is practically below tidal water, and this makes it much the greatest subaqueous tunnel in the world.

"It is a bigger undertaking than any Alpine tunnel which has yet been constructed, and the successful completion represents the moving of New Jersey bodily three miles nearer to New York in point of time and immensely increases the ease of access from one State to the other.

"All the engineers and business men who have taken part in bringing this great achievement to a successful conclusion ought to be most heartily congratulated. It is the kind of business achievement which is in the highest degree creditable to the American people, and for which American people should feel and publicly acknowledge their hearty gratitude. Sincerely yours,

(Signed) "THEODORE ROOSEVELT."

President Presses a Button and the First Official Train Runs Under the Hudson River with Two Governors Among Its Passengers

New York and New Jersey, Represented by Messrs. Hughes and Fort, Celebrate Union.

800 PERSONS RIDE ON HISTORIC TRIP

Fast Journey Made to Hoboken, Where Speeches Are Made in Honor of the Event.

W. G. M'ADOO IS FELICITATED

Governors Unite in Declaring Hudson Tunnel to Mark a Great Epoch in the History of States and Nation.

New York and New Jersey clasped hands yesterday ninety feet under the surface of the Hudson.

Simultaneously 150,000 residents of the State across the river waved farewell to the ferries—their friends of many years—and screamed a welcome to the first official train to course through the McAdoo tunnels, described by President Roosevelt in a letter read by Mr. McAdoo as the "greatest subaqueous tunnel in the world."

The President flashed from the White House a signal which started the vast machinery in motion.

From the station at Sixth avenue and Nineteenth street a train of eight cars, filled with citizens representative of both States, whirred over to the Hoboken station—a distance of three miles—in ten and one-half minutes. There twenty-five thousand persons were massed among buildings ablaze with decorations waiting to give them a fitting welcome.

Regular Service Started.

At midnight the regular service was installed. On the stroke of the hour trains left both the Jersey and the Manhattan terminals carrying crowds which had waited for more than an hour to ride on the first regular train. Throughout the night a five minute schedule was followed. At six o'clock this morning the trains will be put on a three minute headway for the rush hours, and the great army of Jersey commuters will for the first time travel under the river whose surface they have traversed for so many decades.

Governor Hughes of New York and Governor Fort of New Jersey, respectively candidates for the republican nominations of President and Vice President, were the principal orators of the occasion, and both hailed as one of the most notable achievements of modern times the completion of the tunnels.

Thousands of persons were banked along Sixth avenue and Nineteenth street for an hour prior to the starting of the historic train, and buildings in Sixth avenue from Nineteenth to Christopher street were gay with flags and streamers.

Holiday in Jersey.

Fully appreciating the importance to them of the opening of the tunnels, which were begun in 1878, abandoned twice and finally started on the road to completion by William G. McAdoo in 1901, the Mayors of the cities throughout the borderland of Jersey proclaimed the day a holiday, and throughout the entire region wherein tens of thousands of commuters live there was rejoicing.

It was a subject of some amused comment that despite the capacity and comfort of the new cars there were more than three hundred strap hangers on the first trip. And among these were Mr. McAdoo himself and Messrs. Willcox, McCarroll, Bassett and Maltbie, of the Public Service Commission. Cornelius Vanderbilt stood up all the way to Hoboken, and within arm's length of him, clinging to the perpendicular rails or straps, were John B. McDonald, builder of the first subway, and other men almost as well known.

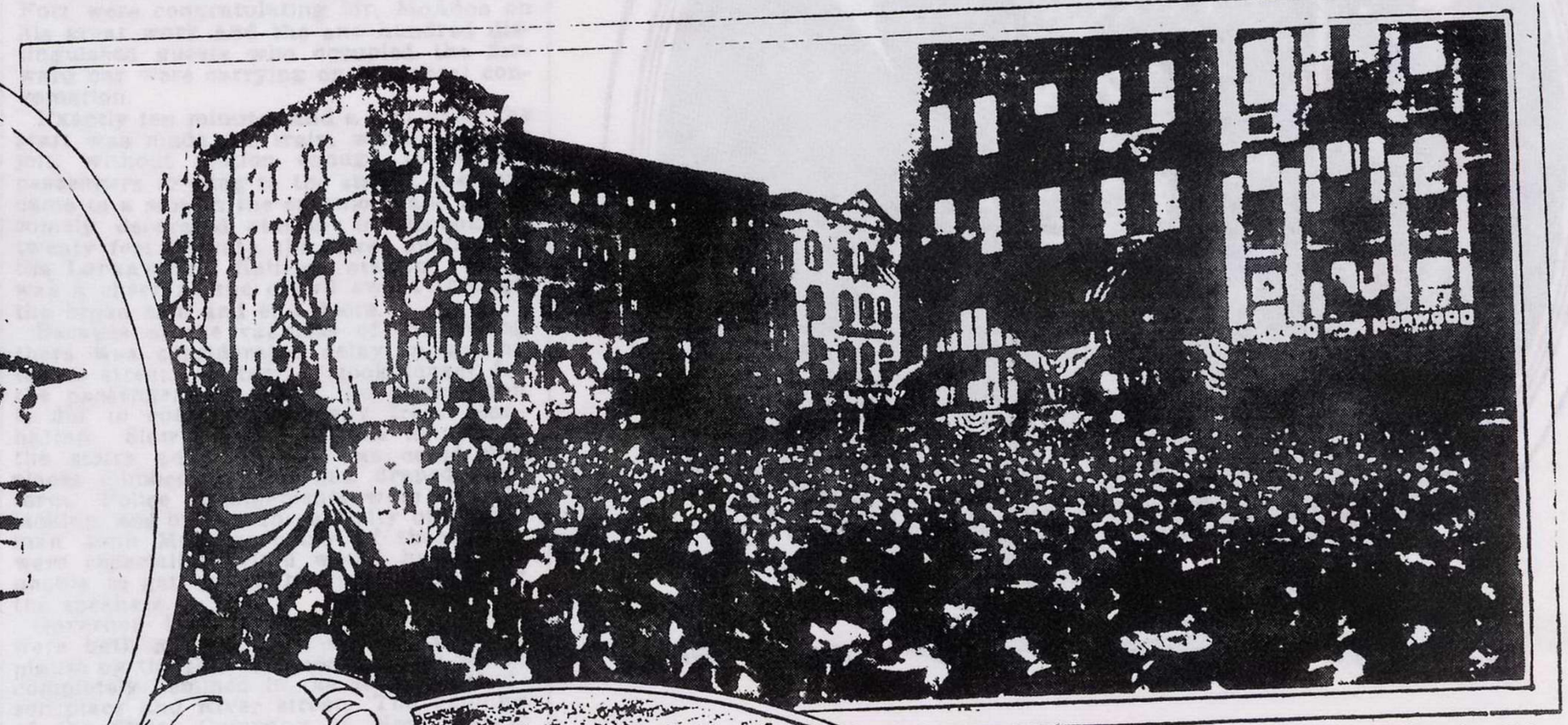
John Bigelow, once Minister to England, and known in many countries as a statesman and historian, was a passenger despite his great age, and with him were Myron T. Herrick, once Governor of Ohio, and intimate friend of President McKinley; Miss Grace Bigelow and R. A. C. Smith.

President Roosevelt's letter, which was read by Mr. McAdoo, was greeted with rousing applause by the crowd in Hoboken. It was as follows:—

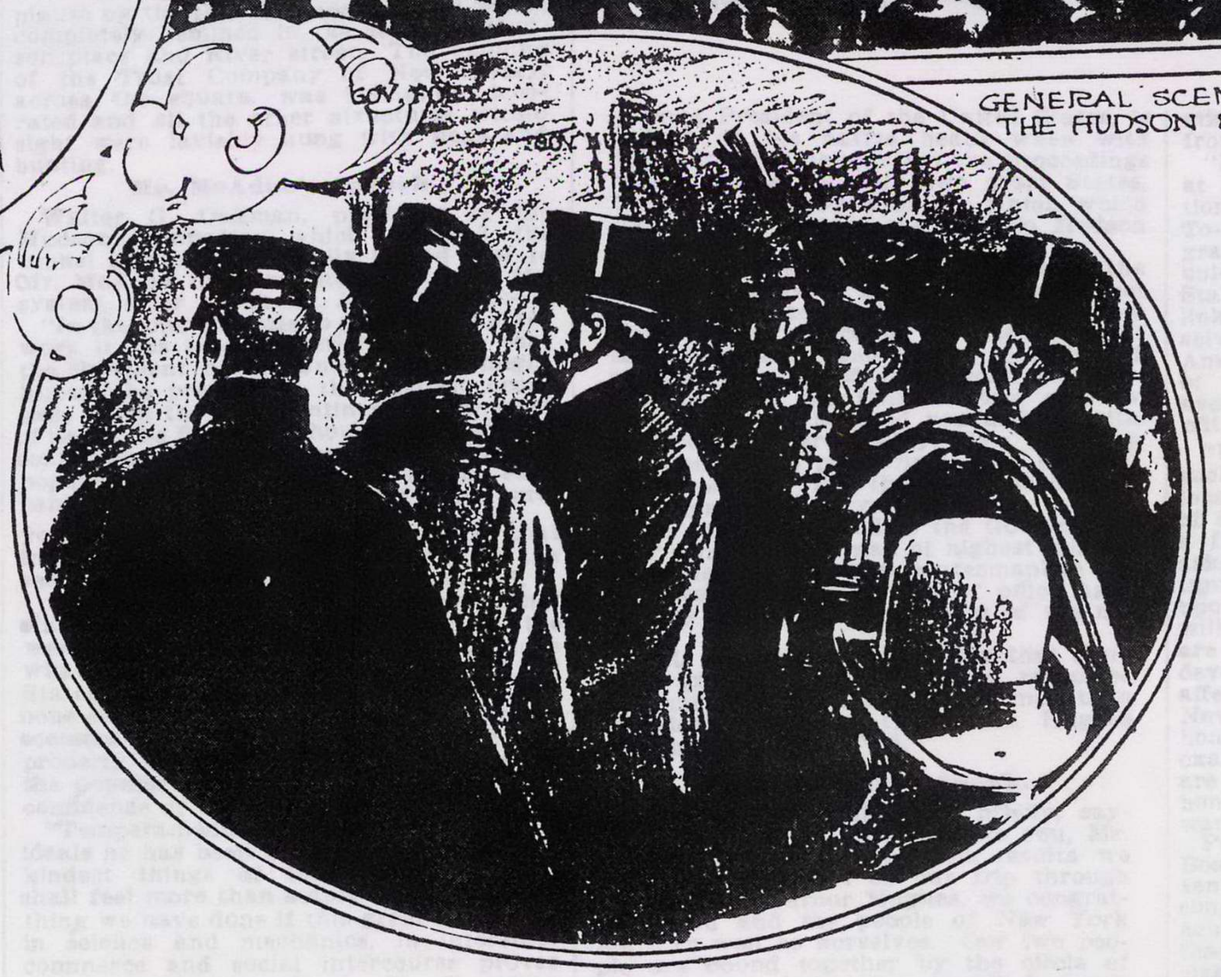
"Now that a beginning is to be made in opening for operation the Hudson tunnel system, I write to express my regret that I cannot be present in person and my high appreciation of what you have accomplished. The tunnelling of the Hudson River is indeed a notable achievement—one of those achievements of which



WILLIAM G. McADOO



GENERAL SCENE AT THE OPENING OF THE HUDSON & MANHATTAN TUNNEL AT HOBOKEN



GOVERNOR FORT AND GOVERNOR HUGHES INSPECTING THE TUNNEL ON THEIR WAY TO THE OPENING CEREMONIES AT THE HOBOKEN TERMINAL

Whiz from New York to Hoboken Through McAdoo Tunnel

all Americans are, as they should be, justly proud.

"The tunnel itself and the great buildings constructed in connection therewith represent a work of extraordinary magnitude; represent extraordinary difficulties successfully overcome, while difficulty and magnitude are even surpassed by the usefulness of the achievement. The whole system is practically below tidal water, and this makes it the greatest subaqueous tunnel in the world.

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"All the engineers and business men who have taken part in bringing this great achievement to a successful conclusion ought to be most heartily congratulated. It is the kind of business achievement which is in the highest degree creditable to the American people and for which American people should feel and publicly acknowledge their hearty gratitude."

On the First Trip.

Among the eight hundred persons who made the initial trip were George Westinghouse, Theodore P. Shonts, James Speyer, Oren Root, Frank O. Briggs, Isidor Straus, E. W. Bloomingdale, J. S. Frelinghuysen, James F. Hoadley, Isaac M. Seligman, Colgate Hoyt, Edward M. Grout, Edward Lauterbach, J. S. Bache, Osman Latrobe, Harry S. Black, Ralph Pulitzer, Frank B. Jess, Judge Gildersleeve, John Alvin Young, John Claflin, Mark M. Fagan, Horace White, W. J. Wilgus, W. J. Harrison, James Bertram, members of the staff of Governor Fort, and Mayors Wittpen, of Jersey City, and Steil, of Hoboken.

Scheduled to leave Nineteenth street at half-past three o'clock the train of eight cars was ten and one-half minutes late in getting away. At thirty-eight and one-half minutes after three o'clock the lights in the cars blazed. This was the signal flashed from the White House. The chief engineer, Mr. Winkley, who was at the motor of the first car, instantly threw on the power, and two minutes after the President had signalled the train started on its historic run under the river. There was a cheer from the crowd inside as the motors buzzed and the wheels turned, and there was a shout up in Nineteenth street that could have been heard for blocks.

From the handsome, cloisterlike station at Nineteenth street the train moved quietly, almost stealthily, down toward the river. It passed the Fourteenth street station in a minute; glided by the Eighth street station a minute and a half later, and swept past the Christopher street station four minutes after its wheels had started.

With the crowd of distinguished passengers exchanging exclamations of wonder at the smoothness with which the train ran, and the lack of the metallic whirr which is almost deafening in the Manhattan subways, the train struck the grade leading down under the Hudson. At a speed which was almost startling it rushed down the incline to a point where the tracks are ninety feet beneath the surface of the stream, and flashed by the dividing line of the two States so swiftly that only a few persons were able to distinguish the circle of colored incandescent lights which had been strung to mark the spot.

Striking the upgrade the cars moved with no apparent lessening of speed and with so subdued a ring that conversation was carried on without effort.

Crossing the Line.

It was six minutes and a half after leaving Nineteenth street when Mr. Winkley drew his train past the interstate line. At that moment Governors Hughes and Fort were congratulating Mr. McAdoo on his great work and the one hundred distinguished guests who occupied the forward car were carrying on a general conversation.

Exactly ten minutes and a half after the start was made the train, without jar or jolt, without motion enough to require passengers to cling to the straps, the cars came to a stop in the enormous and handsomely decorated station in Hoboken—twenty feet beneath the lower surface of the Lackawanna Railroad station. There was a cheer as the crowd swept through the broad side and end doors.

Because of the vastness of the throng there was considerable delay in getting to the street. In fact, it took longer for the passengers to reach the street than it did to come all he way from Manhattan. Slowly the multitude moved up the stairs and as many as could find places climbed upon a flag draped platform. Police arrangements were entirely lacking, and but for the activity of Policeman John McGuire many of those who were especially invited would have been unable to get within hearing distance of the speakers.

Governor Hughes and Governor Fort were both greeted with enthusiastic applause by the thickly massed crowd which completely hemmed in the stand at Hudson place and River street. The building of the Trust Company of New Jersey, across the square, was brilliantly decorated and all the other structures within sight were lavishly hung with flags and bunting.

Mr. McAdoo's Speech.

Walter G. Oakman, president of the Hudson companies which financed the tunnel enterprise, formally turned over to Mr. McAdoo the completed section of the system, after which Mr. McAdoo said:—

"In the long struggle to perfect this great work it has been a cherished desire that the President of the United States might himself be present on this historic occasion, when the vast continent to the west of us for the first time should be united in a continuous link of railroad travel with the populous metropolitan region on the east bank of this great river. But I am sure you will all join with me in saying that in the circumstances his absence at the seat of the government is well justified.

"In touching the button to-day that started this train from the east to the west of the Hudson River he has done what no other President of the United States had an opportunity of doing, and none even among all of his illustrious predecessors could do it more worthily and properly, standing so high as he does in the popular esteem and so secure in the confidence of the masses of our people.

"Temperamentally progressive in his ideals he has been good enough to say the kindest things of this enterprise. We shall feel more than amply repaid for anything we have done if this great adventure in science and mechanics, in interstate commerce and social intercourse proves worthy of his encomiums. The President has been good enough to characterize this not only as a matter of interstate, but of national importance. He assured the business men associated with me, by his letter, that any commercial or economical venture which is honestly conceived and bravely carried out has his personal and official approval, sympathy and support.

Praises Great Men.

"Theodore Roosevelt, honored and esteemed President of the United States, is indeed on his native heath when with this letter he inaugurates the proceedings which unites not only two great States, but the vast section of the Union which lies to the west of the historic Hudson River.

"It is difficult for me to express the pride which myself and my colleagues feel in the presence of the Governor of New York, whose reputation for high intellectual attainment and great integrity of purpose has passed far beyond the confines of even the Empire State of New York, who has honored you and us with his presence here to-day. We have the sanction of his great name and elevated official station for the work which we have done and are yet doing.

"On my other hand is the Governor of your own State, a man of highest judicial attainments and whose statesmanlike utterances on the threshold of office have already arrested the attention of the nation.

"It is no exaggeration to say that there is no greater trinity of exalted, respected and universally honored public men than Theodore Roosevelt, Charles E. Hughes and John Franklin Fort."

The Governors Speak.

Governor Fort spoke very briefly, saying:—"We may all congratulate you, Mr. McAdoo, on the magnificent results we have seen produced on our trip through the river. Governor Hughes, we congratulate you and the people of New York State as well as ourselves. Our two people are bound together by the circle of steel so that their interests will be more firmly cemented in the future than they have been in the past. For New York it means much, but for us in New Jersey it means more. We have a great State; you have a greater. But if we live up to the opportunities given us we will be as great as any. We felicitate our people and you on the operation of the first regular train under the Hudson."

Applause, which swept through the entire assemblage and lasted for nearly a minute, greeted the appearance at the front of the platform of Governor Hughes.

"New York is ready to greet New Jersey at all times," he said, "under all conditions on land and water or under both. To-day we have the rare privilege of congratulating ourselves on this new and unique bond of union between the two States, whose destinies are naturally linked together. We congratulate ourselves on the completion of this great American enterprise, upon this new phase of American skill, upon this great new avenue that is sure to be the greatest benefit to both Commonwealths.

"We are gradually, by improvements such as this, emancipating ourselves from local prejudices and getting a new view of the national opportunities that make us a free people. New York does not look askance at the opportunities which the tunnel will bring to New Jersey. It looks upon it as a great improvement which will make New York more accessible. We are content to rest with the future for the development of additional bonds which will affect an extension of the field in which New York men will seek to establish homes. Let us make the most of our unexampled opportunity and remember we are all trying to realize a great ideal of honesty and freedom and receive the rewards of industry and honesty."

Patrick F. McGowan, president of the Board of Aldermen, spoke as the representative of Mayor McClellan. He said he considered the tunnel as one of the greatest achievements of modern times, and added that its builder would, in years to come, be classed with the historical figures of America.

Mayor Steil, of Hoboken, made a very brief address, in which he spoke of the tremendous advantages the tunnel would bring to New Jersey, and predicted that it would result in an almost magical growth in the population of the little State across the river. Mayor Wittpen, of Jersey City,

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FIRST LINE FORMED TO PURCHASE TICKETS AT HOBOKEN TERMINAL.

R.R. POTTER. GEO. WINCKLEY. E.M. HEDLEY

BATTLE SHIPS CHEAPER THAN WAR

Adequate Number of Units Invests Nation with Invulnerability.

LESSON IN MAINE'S FATE

IN DIRECTION OF PEACE

Review of the Short War with Spain and What the Nation Has Learned from the Conflict.

By Commander J. D. Jerrold Kelley, U. S. N.

IT should not be amiss, even on so memorable an anniversary, to point out as one lesson of the loss of the Maine that battle ships are always cheaper than war and that the possession of an adequate number of such units invests a nation with the invulnerability that is the surest guarantee of peace.

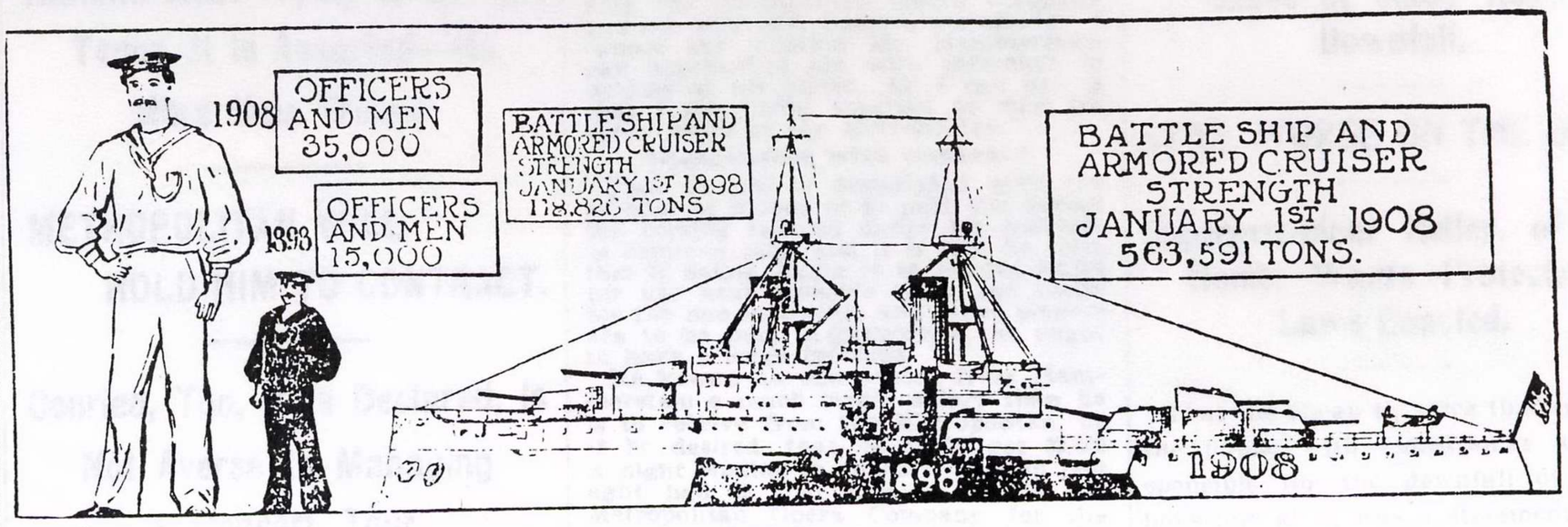
None of these great instruments is, it must be confessed, the cheap creation of an hour. They are expensive contributions to national defence, but we must keep in mind that the total outlay will be spread over a number of years, that the burden should not be onerous, and the whole sum asked for, multiplied three times, will be less than what our lack of preparedness cost us in the conflict with Spain. Had four more battle ships been available in 1898 the unhappy hostilities with an old friend would have been averted, because with such a proved superiority in strength, even a nation so sensitive and so gallant as Spain would have been justified in her refusal to appeal to the arbitrament of arms.

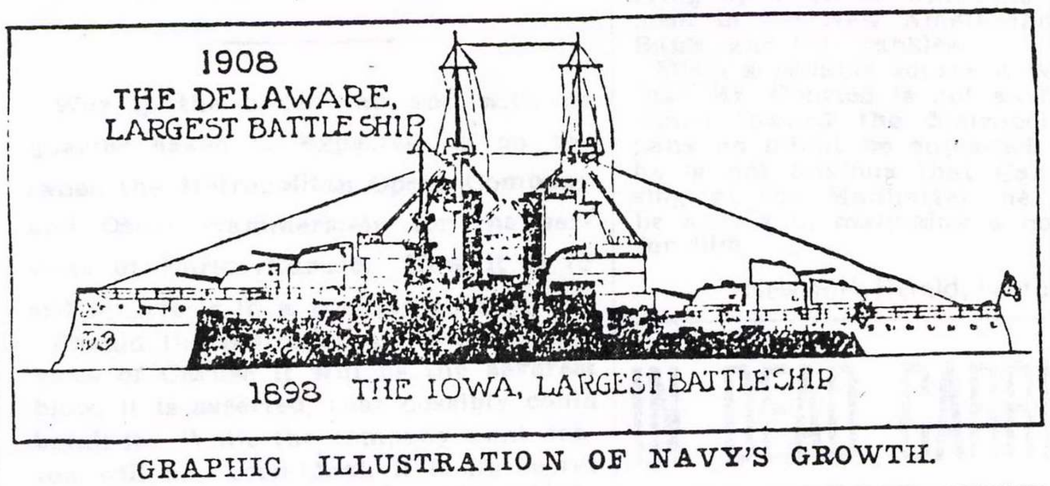
That sudden, short and swift conflict, inferior as it proved to be in so many of the elementary energies of modern warfare, cost this country $600,000,000—that is, when the actual money expended, the resultant increase in national debt, the burdensome taxes and the pensions are included. Indeed, should we go further afield, the withdrawal, even for so short a period, of thousands of our citizens from the fields of productive industry, multiplied beyond all appraisement the direct or indirect outlay and waste caused by our unpreparedness.

UNREADINESS COST $1,100,000,000.

Nor are external examples lacking to substantiate the inevitable lessons of such wars. An equal unreadiness ashore in the Boer war cost Great Britain $1,100,000,000 in very hard cash, and, apart from the pathetic sacrifice of life, Russia and Japan expended in their struggle a sum so much greater that it staggers the imagination. It seems, therefore, a simple duty, when the memory of our lost battle ship, lying bruised, with its dead, in the channel ways of a friendly harbor, comes home to us with fresh poignancy, to point out that the cost of Spain's unfitness, in all save courage, and of our unpreparedness, except in patriotism, was so much greater than the expense of the instrumentalities that would, because of force majeur, have made that conflict impossible.

It should be remembered, moreover, that the money appropriated is, under the law, money spent at home. The outlay will give employment to American labor, teach American mechanics a new and an honorable trade and stimulate many co-ordinating home industries. The final result of such combined effort should be not only a source of pride to our people, but a bulwark of protection to our littoral and to oversea protectorates and possessions consigned to our fostering care by the force of arms.





GRAPHIC ILLUSTRATION OF NAVY'S GROWTH.

BATTLE SHIP MEN GAIN IN STRENGTH

Representative Weeks Will Aid in Fight for Big Vessels Against Submarines.

HAS SERVED IN THE NAVY

HERALD BUREAU, No. 1,502 H STREET, N. W., WASHINGTON, D. C., Saturday.

Members of the House who are preparing to combat the recommendations of the Committee on Naval Affairs for only two battle ships and eight submarines as the naval programme for 1908 were reinforced to-day by the announced determination of Representative John W. Weeks, of Massachusetts, to fight for more battle ships and against the submarines.

Mr. Weeks is one of the strongest and most conservative members in the House, and, like Representative Hobson, of Alabama, is a graduate of the Naval Academy at Annapolis. It is noteworthy that those Representatives who have been in the navy have joined hands for the battle ship programme of the Navy Department and the President, against the views of a majority of the Naval Committee and the importunities of those who are not taking into account the national defence.

Representative Kahn, of California, declared to-day he proposed to fight for the submarine programme.

"Until the submarine is proved a failure it will always be a moral force in defence," Mr. Kahn said. "Our defences on the Pacific coast are notoriously inadequate. An enemy does not wait until you are ready to strike. We must have a permanent means of defence at all times, not only on our own coast, but at Hawaii and Southeastern Alaska."

Investigation of the petitions sent to Congress from the Pacific coast cities shows them to be almost identical in their wording and form. The charge has been made in naval circles that the sentiment on behalf of the Octopus type of submarines is a manufactured sentiment.

The Octopus type of submarine is mentioned specifically in these petitions.

Members of Congress in favor of a navy for national defence say it would be better to have no submarines at all in the present bil rather than for Congress to bow down to any such campaign against the Navy Department, especially when the whole system of national defence is being endangered by the House committee in taking the word of outsiders who have no concern beyond selfish interests.

New York Herald, February 16, 1908

COMPOSERS LOSE SUIT.

Mechanical Music Not Subject to the Copyright Law.

WASHINGTON, Feb. 24.—The Supreme Court today held that under the copyright law a composer of music had no protection against the maker of perforated rolls for mechanical pianos.

The main question involved was whether the law applied to a tangiblbe thing that could be read, or to a meth- of reproduction that conveyed the same sounds to the ear. The court held that the uniform rule of the courts, both in the United States and abroad, was that the law did not extend to the method.

The Morning Star, February 25, 1908

SCHEUER'S

Cor. Broad St. and Park Place.

TUESDAY SPECIALS

Almost Everybody Knows What That Means at Scheuer's. Call and See for Yourself.

EXTRA SPECIAL
Sugar Corn, Lima Beans, Succotash, String Beans, Baked Beans, 3 lb. Can Beets. **8c CAN**

UneedaBiscuits, Uneeda Milk Biscuits, Zu-Zu **4c**

CURTICE BROS' JAMS, Royalton Jams, Harley's Marmalade... **15c**

6-quart basket Baldwin Apples, Turnips, Onions..... **25c**
Cape Cod Cranberries, quart..... **10c**
Milkner Herring, keg..... **75c**
Strictly Fresh Eggs doz..... **27c**
Finest Elgin Creamery Butter, lb..... **34c**
Pound Cake, Raisin, Plain, Marble, Citron, lb. **10c**

Fresh Meats Fresh Fish
BROAD ST. STORE
A Car Load Fresh Killed Hogs will be sold this week
On Tuesday We Will Sell
Pigs' Heads - - 1c lb
Pigs' Feet - - 2c each
Spare Ribs - - 5c lb
Leaf Lard - - 8¾c lb
MARYLAND GEESE, 10½c lb
FANCY MAINE SMELTS, 8c lb

WINES and LIQUORS
5-YEAR-OLD Rock and Rye, Silver Wedding Rye, Holland Gin, Rimmel, Blackberry, Jamaica Rum. **73c**

Heinz's Catsup, Blue Label Catsup, Hazard's Shrewsbury Catsup, **18c bottle**

Santa Clara Prunes, Fancy Carolina Rice 3 lbs. for **20c**

Fig Bars..... Vanilla Wafers, Graham Wafers, Iced Coffee Cakes **10c lb**
Campbell's Soups, 3 cans for..... **25c**
Fine California Port, Claret, Sherry, bottle... **35c**
Florida or Navel Oranges, dozen... **25c**

FAIRBANK'S LARD COMPOUND, lb **9c**

BRANCH STORES EVERYWHERE.

The Morning Star, February 25, 1908

READE MADE GOOD SUICIDE IMITATION

Wife Told Him to Go Cut His Throat and Soon After Found Him Groaning in Bed.

[By Telegraph to the Star.]

PATERSON, Feb. 24.—Mrs. George R. Reade, wife of a silk weaver, of 134 Beech street, is in bed suffering from shock caused by seeing her husband groaning in bed, supposedly from a gash in his throat, following her refusal yesterday to give him some money to spend. Accompanying her refusal she incidentally remarked that he could go cut his throat.

About half an hour later Mrs. Reade heard wailing sounds issuing from her husband's bedroom. She investigated and nearly fainted at the sight of red stains over her husband's face and chest. A red-stained razor blade and gun lay on the bed coverings. She summoned Justice Fitzmaurice who, in groping about in the dark room, placed his hand on Reade's chest in a mass of thick, reddish mush. Sure that it was blood, he summoned an ambulance from the General Hospital.

Dr. Tarpey responded on the run. Rushing upstairs into the Reade home, he found Reade calmly sitting in a chair with his feet on a table.

"Where's the man?" asked Dr. Tarpley.

"O, he's all right," said Reade; "he didn't hurt himself much."

"Well, I want to see him, anyway," continued the doctor.

When Mr. Fitzmaurice opened the windows Dr. Tarpley saw that the red stains were caused by catsup.

The Morning Star, February 26, 1908



The Eton

Decidedly a new Derby for Spring 1908.

Made exclusively for Brill Stores by the very famous hatters, the John B. Stetson Co.

Design originated by Brill Brothers and confined to Brill hats.

Colors are Black, Brown, Elephant and Tan.

$3.50.

Brill Brothers

UNION SQ., 14th, n. B'way.
279 B'WAY, n. Chambers.
47 CORTLANDT, n. Gr'nw'h
125TH STREET, cor. 3d Av.
HARLEM STORE OPEN EVENINGS.

OPERA WAR WAXES HOT OVER CARUSO.

Hammerstein Trying to Get the Tenor, It Is Asserted—He More than Willing.

METROPOLITAN WILL HOLD HIM TO CONTRACT.

Conried, Too, It Is Declared, Is Not Averse to Managing a Concert Tour.

War to the bitter end and with no quarter asked or expected is on between the Metropolitan Opera Company and Oscar Hammerstein for the services of Enrico Caruso. How it is to end no one is in a position to say.

Should the Metropolitan lose the services of Caruso it will be the severest blow, it is asserted, that possibly could befall it. While the company next season will be exceptional, it is no secret that the great tenor is the most valuable commercial asset it has and that, in proportion to the amount of money he draws into the box office, he is the cheapest artist on the pay roll.

It is said that in the event of Caruso's withdrawal the subscription would suffer, as well as the door sale, which, apart from the loss of artistic prestige, would be a serious matter for the company to face net season, and could only increase the burden of the new director, Gatti-Cazazza.

The move which Oscar Hammerstein made to secure Caruso is the outcome of the Metropolitan's action in signing Bonci, Dalmores and the overtures which, it is said, were made to other members of his company, including Mary Garden.

Tried to Win Over Dufranne.

It is asserted that before Dufranne, the baritone who many say is the greatest on the operatic stage, had sung his first performance here, efforts were made to win him over to the Broadway house. This last reported move decided Mr. Hammerstein, it is said, to retaliate in the most decisive manner possible, and for several weeks he has been in close touch with Caruso to such an extent even as to pointing out how he legally could set aside the contract which now exists between the tenor and the Metropolitan Opera Company.

Mr. Hammerstein declined last night to say what negotiations he had had with Caruso, and would not admit that he believed the Metropolitan idol would sing next year at the Manhattan. Authoritative information, however, is that matters have progressed so far as to make Caruso's enrollment as a member of the Hammerstein company after this season something more than a possibility.

Otto H. Kahn last night said:

"Caruso is under contract with the Metropolitan Opera Company and not, as has been said, with Heinrich Conried personally. We believe that this contract, which was made last September and which has three years to run, is fire and water proof, and Caruso will sing with us and nowhere else in this city."

Caruso, talking to a representative of The World said: "I am under contract with the Metropolitan Opera Company and not with Mr. Conried personally. I cannot say whether Mr. Hammerstein has approached me with reference to singing at his house. All I can say is that I am under contract to sing for three years at the Metropolitan."

Dissatisfied with Contract.

That Caruso is dissatisfied with the amount of money to be paid him during the coming seasons under his contract is common talk, and it is said he feels that if Selma Kurtz is to receive $80,000 for her next season's work and $90,000 for the one following, and other singers are to be paid in proportion, he ought to have a large increase.

He knows he can obtain from Hammerstein a much larger salary than he is to receive from the Metropolitan, or if he desired, that he could get $3,000 a night singing in concert. Gossip last night had it that Caruso blames the Metropolitan Opera Company for the tying up of $40,000 which he had on deposit in the New Amsterdam National Bank, and this rankles.

From a reliable source it was learned that Mr. Conried is not as friendly inclined toward the Metropolitan Company as might be supposed, and while he is not anxious that Caruso should sing at the Manhattan he would not be averse to managing a concert tour for him.

New York Herald, February 26, 1908

FINK'S BOCKWURST

A Delicate Spring Sausage.

The **MARMON**

"A Mechanical Masterpiece."

AIR-COOLED AND WATER-COOLED

ELECTRIC PARK

FEBRUARY 21-29.

RICKEY MACHINE CO.

92 EATON PLACE - East Orange
Opp. Grove St. Station D., L. & W. R. R.
TELEPHONE 3761-R.

IN DEAD CARRIAGE TO SAVE HIS LIFE

Minister, Returning from Cemetery Rides in Hearse to Keep From Freezing.

[By Telegraph to the Star.]

PITTSFIELD, Mass., Feb. 25.—Riding eight miles inside a hearse to keep from freezing was the unusual experience of the Rev. Charles J. Palmer, an Episcopal minister, who was called to New Ashford to read the burial service over the body of one of the oldest residents of that town. The thermometer registered fifteen degrees below zero, and there was a bitter wind.

Committing the body to the earth, the rector took the place of the casket in the hearse and rode to Lanesboro, stretched out inside the carriage. The minister said today that he expected to have but one more ride of the kind.

JERSEY CITY TO WAIT.

No Speechmaking Till Downtown Tubes Are Opened.

[By Telegraph to the Star.]

JERSEY CITY, Feb. 24.—There will be no speechmaking tonight in the City Hall in celebration of the opening of the tunnel between Hoboken and Manhattan, as was originally planned by the committee of one hundred citizens. At a conference it was decided that as this city was not directly interested in the opening of the tunnel, action should be deferred until the second McAdoo tunnel between this city and New York and this city and Newark is put in operation a year hence.

A few public-spirited citizens who think there ought to be a celebration of some kind have arranged for a fireworks display tomorrow night on the City Hall plaza. This will be the only celebration.

CHEAP THEATRES BITTERLY SCORED

Lurid Melodrama Denounced as Cause of Many Boys' Downfall.

STILL WORSE ON THE GIRLS

Superintendent Heller, of City Home, Wants Protective Laws Enacted.

That the cheap theatres that cater to the public with melodramas are responsible for the downfall of many boys and girls, was a statement made last night by Carl Heller, superintendent of the City Home, at the meeting of the trustees of that institution in the Mayor's office last night.

"They are holes that bring children to the lowest level. The lurid melodrama, where wrong triumphs amid bloodshed, means no good for growing boys or girls, and like a strong drug, the habit grows on the young of both sexes until they will turn away from legitimate amusement and home and steal to attend performances that should be barred from the city," he said.

As an example the superintendent brought to the attention of the committee the case of one boy who had been paroled from the home and a good position given to him. The lure of the shows of the "blood and thunder" type caused him to steal from his employer, stay out all night and resulted in his return to the City Home.

The boy in question is John Reilly, who, after several years at the home, where he had been committed for stealing to see the shows, was paroled and a position given him in the cutlery factory of Wiss & Sons. He could not resist the "ten-twent-thirt," and stole shears and other cutlery from the factory. The boy is now back in the home, where he will have to stay until he reaches his majority. The superintendent says the boy would be good but for the example set for him in the plays he saw.

Still Further Denunciation.

Charles McCall, superintendent of the department of compulsory education of the Board of Education, also declared that most of the truancy cases were caused by boys who hung around the cheap theatres during the matinees, asking for passes, which developed them into beggars and bums. In several cases he had traced thefts to the desire of the youngsters to attend the shows.

Both Mr. McCall and Superintendent Heller declared that the effect on young girls is far worse than on the boys.

The trustees agreed with the speakers and will favor legislation to keep children from attending the theatres or other places of amusement unaccompanied. They will also urge Alderman Joseph A. Wright, of the First Ward, to keep up his crusade in the Common Council to have the evils abated.

The salary of Miss Mary L. Clarke, assistant probation officer, was increased from $40 to $50 per month, but the applications of the other employees for more money were referred to the committee on schools and supplies.

M. F. Offhouse was made farmer at the home in the place of J. E. Curtis, resigned.

The Morning Star, February 26, 1908

HUDSON TUNNEL OPENING CELEBRATION WEEK!



NEW YORK AND NEW JERSEY UNITED!

THE HUDSON TUNNEL AND SUBWAY SYSTEM will be opened to the public Tuesday.

It will be one of the most impressive events in New York History in so far as improved transit facilities are concerned.

The occasion will be fittingly and officially observed.

THE 14TH STREET STORE will be gayly decorated. The 11 big Subway shop windows will be flooded with electricity and sparkling with choice new merchandise popularly priced.

THE BASEMENT, with its huge stocks of China, Glassware, Crockery and Housefurnishings, will also display other attractions of the most tempting description. The Main Floor will celebrate NEW JERSEY WEEK with oceans of seasonable goods and charming decorations.

On all the other floors of THE 14TH STREET STORE you will note the same lavish preparations, the same eager spirit of reception.

IT'S GOING TO BE A MONSTER WEEK! A WEEK OF SELLING AND BUYING AT THE 14TH STREET STORE THAT THOUSANDS WILL LONG REMEMBER.

Our wagon and special express delivery service in New Jersey is thoroughly prompt and up-to-date. Facilities will be largely expanded to meet the demands of our immensely increasing Jersey trade.

You will find the Hudson Tunnel System tremendously convenient if you live in New Jersey. It won't be long before every railroad in Jersey will unload its hosts of passengers into the station at Hoboken. The cars are big, strong, safe and have side doors. In a dozen minutes or so after the signal to start is given, you find yourself alighting at the big, splendidly lighted busy station at 14th Street. A few steps up and you are on the street or in THE 14TH STREET STORE.

If the day is stormy, you have shelter all the way to the Store and back.

And all for a 10c. fare.

WOMEN'S WAISTS AT 95c

ANOTHER very important purchase of fine SHEER LAWN WAISTS in almost every conceivable style. Button in back or front; long or short sleeves. Fashioned of sheer White Lawns, Lingeries, Cross-Bar Linens and fancy figured Madrases. Odd designs or plainly tailored effects. Some trimmed with lace insertions and embroideries; some have sleeves trimmed to match waists; some have the backs and fronts trimmed to match; all sizes; $1.50 values.

WOMEN'S WAISTS

Lingeries and sheer White Lawns or Jap Silks. Trimmed with lace insertions and embroideries; very dainty styles; $2.98 values **1.95**

(THE 14TH STREET STORE, Second Floor.)

HOSIERY.

125,000 Pairs of Stockings for Men, Women and Children at ½ Usual Prices.

Stock of the Pennsylvania Knitting Company, now in the hands of a Receiver. Because of the concern's financial troubles we got the Hosiery at a very low price.

6½c
- Men's Cotton Half Hose; seamless; Black and fancies.
- Women's Seamless Stockings in Black, Gray and Printed effects.
- Children's Cotton Stockings; fast Black color.

8c
- Women's Seamless Black Cotton Stockings; double heels, toes and soles.
- Men's Seamless Cotton Half Hose in Black and Tan.
- Children's fine or heavy ribbed fast Black cotton Stockings; double heels, toes and soles.

10c
- Men's Seamless Cotton Half Hose; double heels, toes and soles; black, tan, gray and fancy colors.
- Women's Fast Black Stockings; double soles, fast black.
- Children's 1x1 and 2x2 Ribbed Cotton Stockings; double heels, toes and soles; all sizes.

15c
- Men's Cotton Half Hose; full fashioned; double heels, toes and soles.
- Women's Gauze Lisle Stockings; fast black.
- Children's 1x1 and 2x2 ribbed Cotton Stockings; double soles and heels and toes fast color.

19c
- Men's Imported Half Hose; plain blacks and fancies.
- Women's Imported Cotton and Lisle Thread Stockings in black and tan.
- Children's Cotton Stockings with double heels toes and soles; fast color.

29c
- Men's Imported Half Hose in black, tan and fancy colors.
- Women's Imported Lisle Thread Stockings in black, tan and fancy colors. Plain and lace openwork; all sizes.

(THE 14TH STREET STORE, Main Floor.)

The "Madame Alberta" Suit

Season's Most Stunning New Creation



THIS swagger Suit is going to be all the rage during the coming Spring, and we anticipate the demand by making an announcement of even more than extraordinary interest.

The Suits are fascinatingly fashioned from beautiful shadow stripes, Serges and Panamas. Very Prettily trimmed taffeta collars and cuffs. The new Raspberry colors; also Navy Blue, Copenhagen Blue and Black. Full plaited skirts, with deep fold at bottom. If marked at the price they really should be, each Suit would be $25. Monday and during Celebration Week **$18.98**

Other New Styles of Chic Suits for Women

Very striking Suits, made from two-toned shadow stripes, Panamas, with embroidered linen collars and cuffs. New full plaited skirts, with deep fold at bottom. $22.98 values **$16.98**

Handsome Suits in a Big Variety of New Styles

You choose from a wide range of styles and materials—no better assortment in town at this price. Prince Chap, Madame Butterfly and Mikado sleeve effects. Some are elaborately trimmed with braids. Materials are Serges, Worsteds, Stripes and Checks. Price **$14.98**

All Alterations Free of Charge—Expert Fitters. You Save $3 to $5.

(THE 14TH STREET STORE, Second Floor.)

$5 Embroidered Robes Monday at $2.25



In all 1,000. From 15 to 20 different patterns of embroidery, eyelet and shadow effect on White Lawns; they have 15-inch flounces of handsome embroidery. The skirt is strapped with rows of insertion. The flounce has a row of insertion on top, with French Beading, and ample material and trimming for the waist.

EMBROIDERED WAISTING. Ample length for the largest front; of wide, showy St. Gall embroidery. Hundreds of designs; worth to $1.50 a yard; waist length **29c**

NEW DOTTED DRESS NETS. All fine Brussels net grounds, with various embroidered dots, in white, cream and ecru, 42 inches wide, regularly $1.00 and $1.25 yard; Monday **49c**

(THE 14TH STREET STORE, Main Floor.)

'C. B.' Corsets, 74c

C. B. CORSETS—High and low busts; short and long deep hips; all straight front, bias cut corsets, with gored hips and bust; made of strong coutil, lace and ribbon trimmed tops; models to fit the average figures; sizes 18 to 30 inches. $1.00 values **74c**

SHIRT WAIST RUFFLES, excellent for slight figures; fine lawns, embroidery and swiss, fits out the neck low which is apparent in most slight figures. Prices. **25c to $1.25**

(Second Floor.)

Wall Papers.

WALL PAPERS. Bedroom and kitchen papers; small designs; well covered and serviceable papers; good assortment and good quality; worth 10c. and 12½c.; roll.. **5c and 7½c**

WALL PAPERS. Parlor, hall and dining room papers in gilts, tapestries and two tone effects; new designs and colorings; worth 18c. to 30c.; roll .... **11c and 14c**

(Fourth Floor.)

MILLINERY AND RIBBONS!

THE NEW STRAW READY-TO-WEAR HATS:—Freshest Spring ideas in street and wear-about Hats. Fancy and plain rough braids; new large Turbans, extremely large Sailors and Fancy Shapes. All colors; trimmed with military pompons or taffeta silk and velvet. Either modish effects or low common-sense styles.

$1.49 and $1.98

(Main Floor.)

300 TRIMMED STREET AND CARRIAGE HATS:—Every new and becoming shape shown in either straw or fancy silk braid. Handsomely trimmed in stiff or soft effects; black, white and colors **$5**

(Second Floor.)

RIBBONS—LOOM ENDS. Lengths from 2 to 5 yds., though any desired length will be cut. 10,000 yds. in all—all-silk Taffetas, Satin Taffetas, Messaline and Fancy Ribbons. All high grade goods; widths 3½ to 7 inches. Bows and Rosettes tied free by expert Bow Makers. Values to 50c. A yard.

10c @ 15c

(THE 14TH ST. STORE, Main Floor.)

Suspenders

Showing How They Are Made.

A miniature suspender factory in the Men's Furnishing Department, showing in all details how they are manufactured by the Eagle Suspender Co., of Philadelphia.

Suspenders made while you wait.

(Main Floor.)

Misses' Spring Suits

The new pointed Prince Chap models. Made with semi-fitting back, lined with satin; notched collars edged with white pique; allover plaited skirts with 6-inch fold at bottom; correctly cut garments in every particular; made of the new corded Panama cloth, in black, blue and brown. Sizes 14, 16 and 18 years. $12.98 values; on sale **$9.98**

ALTERATIONS FREE.

(THE 14TH STREET STORE, Second Floor.)

The World, February 23, 1908

BUICK MOTOR CARS

4 Cyl. 20 H. P. Runabout,	$ 925
2 Cyl. 22 H. P. Runabout,	1,175
2 Cyl. 22 H. P. Touring Car,	1,275
4 Cyl. 30 H. P. Runabout,	2,050
4 Cyl. 30 H. P. Touring Car,	2,050
4 Cyl. 40 45 H. P. Touring Car,	2 550

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TUESDAY, FEBRUARY 25

10 RED STAR STAMPS ABSOLUTELY FREE

to every visitor on the above date: you will also receive a new book with 10 stamps to start with. We invite everyone to call and inspect our beautiful and useful display of premiums, and we can then convince you why you should collect these little money-savers. You can furnish your house throughout FREE of charge, by collecting Red Star Stamps. Ask your dealer for them.

We also assist you in filling your books quickly by exchanging your Soap Wrappers, Tobacco Tags, Coupons, etc., for Red Star Stamps.

ASK FOR ONE OF OUR
COUPON AND TAG EXCHANGE LISTS

The Morning Star, February 26, 1908

Shot Down by Woman in His Law Office



DIAGRAM OF THE SHOOTING



JENNIE L BLUNT, LEAVING BROOKLYN COURT JAIL

Charles M. Sanford, of Brooklyn, Suddenly Fired Upon by Jennie L. Blunt, Who Declares He Wronged Her — Attorney, Critically Wounded, Denies Charges and Asserts He Befriended Assailant.

To avenge an alleged wrong done her Jennie L. Blunt twice shot Charles M. Sanford, a lawyer, at his office, at No. 23 Court street, Brooklyn, yesterday morning. After her arrest she made contradictory statements, which led to the belief that she was not responsible. Her victim, while in a critical condition in the Brooklyn Hospital, made a statement to the Coroner in which he denied her charges and said he had tried to aid her.

Miss Blunt, who is thirty years old, of medium size and well dressed, went to the Garfield Building at half-past nine o'clock. Isaac Lublin asked her to sit in his office until Sanford arrived. When Sanford appeared he asked the woman to enter his office, and in less than five minutes, Lublin said, he heard a pistol shot. He ran to Sanford's office, where the lawyer was shouting for help, but on seeing the woman step into an elevator followed her to the street. She hurried through Court street toward Montague street.

Scores of business men, lawyers, clerks and stenographers took up the pursuit, and at Court and Montague streets the woman tripped and fell. Robert H. Haskell, a lawyer, took the pistol, which she still had, and caused her arrest. She was led back to the office of Sanford, who was being treated by physicians.

"Yes, she is the woman who shot me," he said, and she replied:—"Yes, I shot him. I had to do it."

When the police undertook to remove Miss Blunt to the Adams street station they had to call out the reserves to handle a crowd which partly filled Borough Hall square. A dozen mounted and several foot policemen formed a square and, with Miss Blunt in the centre, they fought their way through the crowd to the station house.

Arraigned before Magistrate Steers the woman threw out her hands dramatically and cried:—

"These hands have at last killed Charles M. Sanford!"

In a rambling story she made many serious charges against the lawyer. She said she had known him several years, first as Bert Rice; that he had failed to keep promises to her, and that she "heard the voice of God telling her to shoot him."

Sanford, who is fifty-five years old and lives with his wife and five children in Smithtown Branch, L. I., told the Coroner:—

"Jennie Blunt came to me four years ago and asked that I bring an action for her against a man who had deserted her. I believed her story untrue and communicated with the man. She was very angry and accused me of dealing unfairly. She came frequently to my office and annoyed me. At last I gave her small amounts of money to get rid of her and gave her a little work in my office, for which I paid her because she said she was poor.

"When I saw her to-day I asked what I could do for her. She said there was nothing to do and asked if her sister had been there. Then she directed my attention to a picture on the wall, and I turned to my desk to open a letter. As I turned away she fired. I said, 'You have shot me,' and sank into a chair. She said, 'Yes, I shot you,' and hurried out of the office."

Mrs. Harry G. Tuttle, of No. 1,309 Nostrand avenue, Flatbush, a sister of Miss Blunt, said that for many weeks the woman had been restless and apparently much worried.

"Jennie was here yesterday," she said. "She was pale and excited and kept saying that Mr. Sanford was not doing the right thing for her. I tried to find out what was worrying her, but she refused to discuss the matter. I believe that her constant worry over her position and her relations with Mr. Sanford, whatever they were, affected her mind and that she was not responsible."

Physicians at the Brooklyn Hospital found that one bullet had entered Sanford's brain. His skull was fractured and it was feared there would be a hemorrhage. Late in the afternoon he was removed to the Seney Hospital, where an operation will be performed to find the bullet.

The Morning Star, February 26, 1908

SMALL CHANCE OF WAR IN BALKANS.

Sandschak Railway Question Acute, but Russia Not Likely to Provoke Hostilities.

(Copyright, 1908, by the Press Publishing Company, New York World.)

(Special Cable Despatch to The World.)

LONDON, Feb. 22.—Prof. Arminius Vambery, the renowned authority on the Balkans, which is now the centre of European unrest, telegraphs The World from Budapest as follows:

"The Sandschak railway question is not likely to produce war between Austria and Russia. The newspapers are responsible for the greater part of the present stir. Austria's right to carry out economic measures is deemed necessary and is stipulated by the Berlin Congress. The interests of neither England nor France in the Near East collide with Austria's. Russia must be quite unwilling at present to raise questions that might lead to war.

"There is no doubt that Turkey, always anxious to spoil the European concord, would like to see hostilities brought about, but its efforts in this direction will be of no avail. The Sultan is quoted as saying that he is glad to have railways built on Turkish territory and that the more the better. He believes that they will develop the material interests of the country. If Russia builds Transbalkan lines from the Danube to the Adriatic they will not run against Turkish interests.

"It is certain that if Russia keeps quiet Italy will not move. Complications may arise during the construction of the railways by reason of Russian intrigues, but for the present all talk of a war combination is entirely groundless."

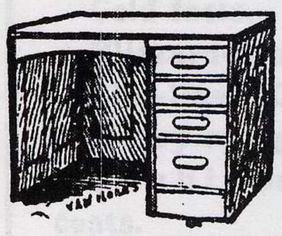
The Austrian representative of The Hague Conference says: "We cannot but see that in Russia withdrawing from us she returns to an anti-Austrian policy so far as the Balkans are concerned. No doubt England encouraged Russia at the right moment by showing herself indignant over Austria's egotistical Eastern policy. England still hopes for the isolation of Austria."

Richard Riedl, Secretary of the Vienna Chamber of Commerce and one of the best authorities on the Balkan countries, says that Austria need not object to the building of Transbalkan lines from the Danube to the Adriatic, but should approve of lines which serve the interests of all countries concerned. He further says that Austria must insist on being allowed its share of building railways starting from its frontier and leading to seas whose coasts it owns. Austria will have to fight for these rights, he says, as much as in the Uvac Mitrovitza Railway question.

New York Herald, February 26, 1908

The World, February 22, 1908

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TAFT CANNOT WIN INSISTS WOODFORD

Hughes League President Says Secretary Would Lose New York to Democrats.

[By Telegraph to the Star.]

BOSTON, Feb. 25.—If Secretary Taft succeeds in securing the nomination of the Republican party for President he cannot secure the electoral vote of New York State, according to General Stewart L. Woodford, president of the Hughes National League, who was here today.

The general also said that he is in favor of Governor Hughes, because the latter can secure the Empire State's indorsement, and he feels that, if Mr. Hughes gets the nomination, he can be elected. He further says that, in his opinion, the vote of New York will be necessary for the Republicans to elect the President this year, and if it is not given to the Republicans, Bryan will get it, and be sure to win.

WOMEN FAINT IN HOBOKEN CRUSH

Thousands in Crowd Attracted by the Opening of the New Tunnel.

Several women fainted in the crowd that turned out in Hoboken yesterday afternoon to witness the celebration attending the formal opening to traffic of the first twin tunnel under the Hudson River. Others became panic-stricken and fought one another in their efforts to get to the edge of the crowd where there was more room.

With the exception of the times when the Rev. Dr. Jenvey was invoking the Divine blessing and when Governor Fort was speaking, the crowd, numbering fully eight thousand persons, was very disorderly, and the police of Hoboken were utterly inadequate to cope with the throng.

They pushed and shoved and fought one another for places in the foreground. This is believed by some to have caused the panic among the women and to have been responsible for several losing consciousness.

In each of the five cases noticed from the platform the women were carried to the stores nearby on the shoulders of men. They were soon revived, and two of the five returned to the crowd, but made no effort to regain their old places in the thick of the mob.

Hudson place, which runs from Hudson street to the Lackawanna ferry, was packed from curb to curb in front of the new tunnel terminal, and extending from a point near Hudson street to a block from the ferry. Washington street was crowded for almost a block from Hudson place.

NEWARK OUTLOOK NEVER BRIGHTER

Hudson Tunnel's Opening Makes Its Opportunities Practically Unbounded.

ALL JERSEY BENEFITED

Interesting Talk with Calvin Tomkins, of New York and Newark Boards of Trade.

In speaking of what the opening of the New Hudson River tunnel means for Newark, Calvin Tomkins, who is a member of the New York and Newark boards of trade, said:

"New Jersey will undoubtedly benefit more than any other contiguous locality as a consequence of this change. Land is cheaper here than in New York, and with the exception of the New England railroads, and one line of the New York Central, the transcontinental systems of the United States will find this tidewater termini on the west bank of the Hudson River and in the lower Hackensack and Passaic valleys, including the Newark Bay district.

Residential Development.

"These railroads will at once afford the opportunity for cheap residential development through the instrumentality of the Hudson River tunnels, and will also bring about the speedy development of the entire lowland section of New Jersey as the most favored manufacturing district in the United States, since it will be possible to connect future manufactories with railway and steamship terminals and warehouses along the New Jersey water front.

"No such opportunity exists anywhere about the port of New York. Manhattan Island is peculiarly unfavorably situated, with its lack of direct railroad connection and its dock system, separated as it is by wide marginal streets from warehouse facilities.

"The successful development of New Jersey demands that its great natural opportunities should be availed of in the most effective way by planning for the future in advance of actual settlement. In other words, it is most desirable that the people of Northern New Jersey should now provide a comprehensive development plan for an imminent and inevitable increase of population.

More Water Terminals.

"Adequate railway terminals should be anticipated along the shores of Newark Bay, the Hackensack and Passaic Rivers; the rivers and bays should be deepened for steamship terminals, and the dredged material should be utilized for filling the low-lying adjacent lands. Railroad terminals should be planned to connect with steamship docks. Provision should now be made for equipping these terminals in turn with an ample and effective warehouse service, and connections between the several railroad lines and terminals should be planned for under an adequate degree of State and city control, and finally it should be made possible to ultimately connect every manufacturing site by rail with the general railroad lines and the joint terminals.

"The great community which is growing up about the shores of New York Harbor and its contiguous waters, including the cities of Long Island to the east, the cities of New Jersey to the west and the cities of Manhattan, the Bronx and Westchester situated between, will in the near future constitute the greatest and most powerful urban community in the world.

"Newark at the present time leads the New Jersey cities in population, and centrally located as it is, it naturally affords the nucleus for such consolidation about it, but it is to be remembered that intelligent, public-spirited leadership will be more effective in accomplishing this end than mere present size and population."

NOT IN SYMPATHY WITH SUFFRAGETTES

Miss Bradford Does Not Believe Tramping the Streets Will Help Their Cause.

"I am not in sympathy with the recent demonstrations of the suffragettes in New York," said Miss Cornelia F. Bradford, of the Whittier House, Jersey City, when questioned by a representative of THE MORNING STAR recently. "I do not think they will win the support that they would by exerting the same efforts in other directions.

"On the other hand, I do not condemn them at all, and if they wish to go tramping about the streets, all well and good. But they will not help their cause in that way."

Miss Bradford said she was a strong believer in the efficacy of public opinion, and that public opinion would turn and demand equal suffrage when it becomes familiar with conditions now existing, and which would be greatly ameliorated had women a chance to take an active part in the making of the laws.

"I have never realized," said Miss Bradford, "until I came in contact with the poor working girls, how much the ballot is needed to help them. They know precisely their conditions; they know wherein injustice is meted out to them by employers. They are intelligent and perfectly capable of voting for the best interests of the community."

When asked regarding the argument that immigrants would sell their votes and thus furnish the political evil-doers with a formidable weapon, Miss Bradford smiled and shook her head. "People of this country do not realize the ideals and sense of honor possessed by the foreigners who come to our shores.

The Morning Star, February 26, 1908

Court Limits Rights of Motorists.

BOSTON, Feb. 25.—The Supreme Judicial Court decided to-day that an automobile is not a carriage and that cities and towns are not liable for injuries sustained by automobiles on roads which may not be suitable for such vehicles but which are in condition for carriages.

The World, February 26, 1908

FORT BOOMED AT TUNNEL BANQUET

Jersey Governor Toasted as "the Next Vice-President of the United States."

MANY NOTABLES PRESENT

Brilliant Celebration at Sherry's of the Opening of the New Hudson River Tubes.

The candidacy of John Franklin Fort, Governor of New Jersey, for Vice-President of the United States, received a decided boom last night at the banquet of the Hudson and Manhattan Railroad Company, commemorating the opening of the Hudson River tunnels, held at Sherry's, Fifth avenue and Forty-fourth street.

In introducing Governor Fort as the first speaker at the banquet, William G. Oakman, president of the Hudson Companies and toastmaster of the occasion, proposed a toast to the Governor of New Jersey. The name of New Jersey's chief executive was enthusiastically received and it was several minutes before the applause subsided. When it did Senator Samuel K. Robb of Burlington County, arose and proposed three cheers for "Governor Fort, of New Jersey, the next Vice-President of the United States."

Three and a Tiger for Fort.

Senator Robbins was enthusiastic in proposing the "three and a tiger," and it was received with an equal amount of enthusiasm. Everywhere in the vast banquet hall men rose and waved their handkerchiefs as they gave the three rousing cheers which echoed and re-echoed.

When the cheering died away the men sang the campaign song, "Hold the Fort," with a vim. Hardly had those few who knew it completed the first line when the 300 men on the banquet floor and the hundred women in the boxes in the balcony caught the air and, assisted by the string orchestra, they sang the verse and chorus. It was certainly inspiring.

Before the verse was concluded Governor Fort, who occupied a seat at the left of the toastmaster, rose. It was several minutes before he even attempted to speak. When he did he was visibly affected, but quickly controlled himself and said: "For this very cordial greeting I return my grateful acknowledgment.'

Continuing, he said, in part:

"The events of this day mark an epoch and the beginning of an era. The rapid strides of invention, discovery and engineering skill astound even the most thoughtful of us as we contemplate their results on every hand. They contradistinguish our civilization from that of our fathers. They mark the difference between our greatness and that of Greece and Rome. Marshes, valleys, hills, rivers and mountains no longer are impediments to the opening of lines of transportation or to the advance of man on the road of progress. History is not repeating itself in our time. As our fathers in 1787 launched anew into an untried and experimental form of government under a written Constitution, so we are pushing on, under it, along untried and entirely new industrial lines. If we encounter difficulties in our day, we invent a means of overcoming them.

The Very Elements Obey.

"All steam transportation, all telegraphy, all electric power, all structural steel are of invitation since our fathers devised the Constitution that made us a republic. We have annihilated space; we have eliminated time as a factor in negotiation; we have brought the handiwork of man to such perfection that the very elements of nature do our bidding.

"Occasions like this are good times to stop and take reckonings. And the first thought that impresses us is that notwithstanding all our greatness as States and nation, our industrial progress is not due to that fact. It is due entirely to private capital and enterprise. The method of employing this capital has been by combination—or stated otherwise, through corporate organization. Without corporations these great transportation lines on land and sea could never have existed as private enterprises to any such extent as we find them today, both at home and abroad. And it is equally clear that the nation or State would never have built them.

"My State is called the mother of corporations. We take no offense at this. We are rather proud of it. We may not be either proud or even pleased with some of the things that some corporations, which were created under our laws, have done, but that was not the fault of our laws, but of the management of the men operating under them or in violation of them. Our first act defining the rights and powers of corporations, among which was the right to be perpetual, was passed in 1846, and our next, relating to manufacturing companies and those for inland navigation, were passed in 1849. All these powers with only slight changes have since been united in our later revisions.

New Jersey Corporations.

"Private enterprise all over the country has developed under New Jersey corporations. Why have they come to our State? You may say because we have had the most liberal laws. I think that is not the reason. Other States have outbid us in this respect. They found us a conservative State; they found our courts free from any kind of influences; they found our Legislatures not given to push 'strike' legislation; they found our people fair toward every honest enterprise and our officials ready to help and not to hinder. What do the results show? We have 11,000 corporations with a united capital of $8,500,000,000. They have 44,000 directors and over a million stockholders.

"During 1907 only twenty-nine of these corporations became bankrupt, and but fifty-one had receivers appointed. During the last five years not a State bank or trust company has failed or suspended payment, and of the 1,045 banking, insurance and local building and loan associations, not one has defaulted.

"New York and New Jersey may well congratulate themselves upon this day; upon the partial completion of this great tunnel enterprise; upon the assurance which it and other things like it give to the great future of the two States; upon the certainty of the great wealth and business interests and future prosperity which is to come to us as individuals and as States."

In Sherry's Gold Room.

The banquet, which was held in the gold room at Sherry's, was attended by about 300 men from various parts of the country, many of them being railroad and financial men of prominence.

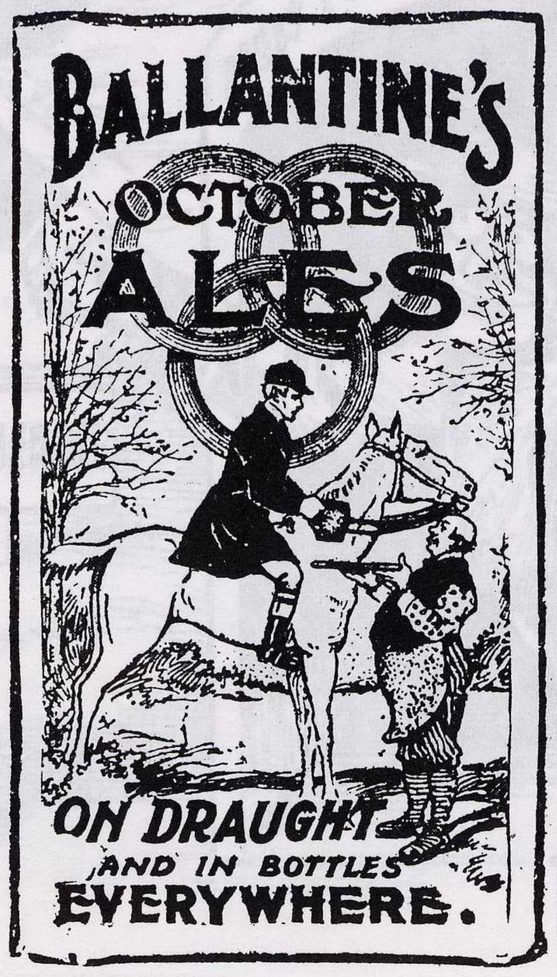
In inaugurating the speechmaking, Mr. Oakman read the letter received by Mr. McAdoo from President Roosevelt. This brought out cheers, after which the toastmaster proposed a toast to the President, which was drunk standing.

In his address William G. McAdoo, president of the Hudson and Manhattan Railroad Company, took occasion to laud the toastmaster for the important part he has had in making possible the celebration of yesterday. Referring to the great work, Mr. McAdoo said:

"The marriage of these two States is an unusual event, and it may interest the ladies here present to know that it has required 5,800 iron rings, sixteen feet in diameter, and weighing five tons each, to complete the ceremony. We have tied the communities together so securely that the most liberal divorce laws and the most astute lawyers will, for all time, be unable to break the bond. It is well that this is so; the closer union of these two States can only have beneficial results."

Governor Hughes a Speaker.

Governor Hughes was scheduled to speak at several other dinners last night, and was one of the last to speak at the tunnel dinner. In his address Governor Hughes took occasion to call attention to the vast importance of the inauguration of traffic under the Hudson River and the attendant benefits to be derived by both States.



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The Star

TUESDAY, FEBRUARY 25, 1908.

THE HUDSON RIVER TUNNELS' OPENING.

The opening of the Hudson River tunnels today is the beginning of an era for Northern New Jersey and means an immense growth for the State. The event today is merely an introductory, and the tunnels the first of a series that are to link New Jersey and Manhattan with steel bonds under the broad Hudson and be so many convenient outlets for the great congested population of the metropolis. The New York World perceives this with serious alarm, and says that through the McAdoo "holes" drilled into Manhattan the population will ooze out into New Jersey unless the people get real "rapid transit," a problem in New York as yet unsolvable. But the tunnels have come and are coming, and the outlet is made and the population is ready to move.

The first bridge across the East River began the wonderful growth of Brooklyn, which had been retarded so many years by the river ferries, but the Brooklyn Bridge has also become a barrier by reason of the enormous increase of travel. The East River is now tunnelled, but so great is the daily travel across the river that it will be long before sufficient transportation facilities can be provided. New Jersey can take a quarter of a million population, and with all the projected Hudson River tunnels in operation will have ample facilities for transportation. The superior attractions of home life in New Jersey, the convenience of commutation and the cheaper rents are advantages that will have a telling effect among the crowded population of Manhattan Island.

A SOCIAL VICE-PRESIDENTIAL INDORSEMENT.

Governor Fort's candidacy for the Republican nomination for Vice-President received an extraordinary social endorsement last night at the banquet at Sherry's, in New York, in commemoration of the opening of the first tunnels under the Hudson. The Governor was warmly greeted when he arose to speak in response to a toast, and before he had a chance to respond Senator Robbins, of Burlington, proposed three cheers for the "next Vice-President of the United States," and they were given with a will, followed by the singing of "Hold the Fort," which would indeed make a good campaign song in a Presidential canvass. The nomination of Governor Fort for Vice-President would mean the elimination of Governor Hughes, an Eastern man, as Presidential candidate, but nobody seemed to care for that.

GREETING FATHER KNICKERBOCKER.



SOME LOCAL COMMENT

The opening today of the first Hudson River tunnels to make a continuous and uninterrupted travel between Newark and Manhattan, when the new electric rapid transit road shall be built, recalls the years when communication between our city and Manhattan was not as quick as that between Newark and Philadelphia now is, and was much less convenient. A century ago the only conveyance by land was the two-horse stage coach, which stopped in Newark at Archie Gifford's tavern at the Four Corners. There was then only one house at Powles Hook, now Jersey City, and it was a tavern and ferry-house kept by one Major Hunt. For many years, and until the railroad came in, the stage coach was a daily feature of Newark life. There were four stage lines between New York and Philadelphia via Newark, and the fare ranged from $6 to $10 for the trip. In 1830 a meeting of citizens was held at the Mansion House, on Broad street, to consider the project of a railroad between the Hudson and Trenton. James Vanderpool presided. In 1832 the New Jersey Railroad and Transportation Company was chartered, and the stockholders included John S. Darcy, William Pennington, Amzi Dodd, William Edgar, Isaac Baldwin, Zephaniah Drake, John P. Jackson and other Newarkers. Darcy was made president and Jackson secretary. In 1834 the section between Newark and the Hudson was finished and the cars were operated by horse power. The fare each way was 37½ cents. After the meadow embankments had settled locomotives were introduced, and the first engine passed over the road in December, 1835. The Morris and Essex road was projected in 1835, the Central Railroad was incorporated in 1831, and the Newark and New York in 1866. There was slow and uncertain travel for many years, and none of the roads was operated on Sunday.

General Phil Kearny, whose effigy stands in Military Park, was born in New York, and not in Ireland, as a mistaken chronicler declares. His ancestor, Milton Kearny, came here early in the seventeenth centry and settled at Shrewsbury, N. J., and became Colonial Secretary of State. One of his sons served as a post captain in the British navy and afterward returned to this State and located in Morris County. Another son, Philip, lived at Amboy, and was the father of the hero. The latter studied law and procured a lieutenant's commission in the cavalry, serving under Jefferson Davis. Sent to France for military study he went to Africa with the Chasseurs d'Afrique and served in the war. He was on General Scott's staff in the Mexican War, and lost his arm at Cherubusco, where he was promoted to be major. In the Italian-Austrian War of 1859 he served as a staff officer and participated in the battle of Solferino, receiving the cross of the Legion of Honor. In our great Civil War he was commissioned by the Governor of New Jersey as Brigadier-General of Volunteers, and he became illustrious in the Army of the Potomac with his brigade. He was killed at Chantilly. Phil Kearny's social life in Newark just prior to the war was uneventful. He occupied the Kearny Castle, in Kearny, and was a frequent visitor at the old Park House on Park place. His statue stands in the park almost fronting the hotel site, now occupied by Proctor's Theatre.

The Morning Star, February 25, 1908

STORY OF POCAHONTAS IN MOVING PICTURES.

The romance of Pocahontas told in motion pictures and in a historical address by Will S. Rising is the attraction for this week at the Arcade Theatre. This production is the most pretentious ever offered at this cosy place of amusement and occupies two hours. Good old Southern songs and incidental Indian music add to the attractiveness of the entertainment. Miss Josephine St. Elmo, who is a direct descendant of the famous Indian princess, lends interest by her rendition of Iroquois and Ojibway Indian songs. George G. Grunewald offers "My Virginia," and John E. Whitaker is featuring "The Fair Fields of Virginia." Several old-time plantation songs by the entire Arcade group of vocalists, as well as music by the orchestra, are given. In conjunction with the story of Pocahontas the story of the early colonial days of Virginia is depicted by animated photography, covering all incidents of interest from the landing of the first British settlers at Cape Henry up to the colonial ball given in the honor of George Washington when taking command of the American forces. Scenes and incidents of the recent international exposition at Jamestown prove a most attractive addition. "The Burning of Jamestown" is one of the most thrilling of the moving pictures. The incident of Sir Walter Raleigh's first experience with tobacco and the "Bidding for Maiden Wives" furnish comedy. A special entertainment for school children will be given every afternoon at 4 o'clock.

"THE CURSE OF DRINK" AT BLANEY'S THEATRE.

"The Curse of Drink," in five acts and four scenes, is the attraction offered at Blaney's Theatre this week. The play is from the pen of Charles E. Blaney, and tells the story of railroad life. P. Aug. Anderson, in the principal role, portrays his part in a capable manner. The absence of gun play throughout the performance is especially noticeable.

The original company which scored a hit in this play in the initial performance in this city some time ago, has been retained. The scenic effects in the piece are good, the first act showing the office of the president of the railroad. The climax of the story is reached in the fourth act when a locomotive is seen running at full speed and the son of the road's president, Harry Rand, who is also the fireman on the engine, saves his sweetheart from death under the wheels of the locomotive, she having been bound on the track by villains desirous of getting her out of the way.

The comedy for the play is furnished by the Imperial Comedy Four. The company is an excellent one, and besides P. Aug. Anderson, includes Dorothy DeSchelle, Queenie Phillips, Albert Brighton, Jules Ferrer, Rose Bergere, and Helen Gildea.

CARNEGIE GIFT READY.

The East Orange Common Council received word last night from Andrew Carnegie's private secretary that the necessary money to erect the three branch libraries was ready. The letter was filed and will be taken up later.

Newark Automobile Show Now Open at Electric Park Auditorium; February 21-22. —Adv.

CAFE DES BEAUX-ARTS 80 W. 40 ST.
SOIREES ARTISTIQUES
EACH EVENING AT ELEVEN
DURING AND AFTER THEATRE
ICE SKATING St. Nicholas Rink. 2 sessions To-day. 66th St. and Columbus Ave.

BIJOU B'way and 30th St. Tel. 1530 Mad. Evgs. 8:20. Mats. Wed. and Sat., 2:20.
COMMENCING TO-MORROW NIGHT
MESSRS. HAZELTON & NORTH will present
MR. HENRY LUDLOWE
in
THE MERCHANT OF VENICE
Supported by a First Class Company of Shakespearean Players, including Messrs. ARTHUR FORREST, SHERIDAN BLOCK, MARK PRICE, CHAS. HARBURY, SYDNEY BOOTH, ERNEST WARDE, BERNARD MULLEN, etc.; Miss KEITH WAKEMAN, Miss JOSEPHINE MORSE and Miss FELICE MORRIS.
Week Following.....RICHARD III.

GARDEN THEATRE 27th St. and Mad. Ave.
Evenings 8:15. Regular Matinee Saturday 2:15
PROFESSIONAL MATINEE TUESDAY
"Unquestionably the finest performance of Mrs. Campbell's career."—Eve. Sun.
MRS. PATRICK CAMPBELL
(LIEBLER & CO., Managers)
Miss Stella Patrick Campbell, Mr. Ben Webster, Mr. Chas. Dalton and Mrs. Beerbohm Tree
in HOFMANN STAHL'S VERSION of
ELECTRA
Preceded by the Original Japanese Play.
THE FLOWER OF YAMATO
Mrs. Campbell in Both Bills.
"Not since Bernhardt in 'Phedre' have we seen anything to equal Mrs. Campbell's 'Electra.'"—Globe.

MANHATTAN OPERA HOUSE. 34th St., near 8th Ave.
To-night's concert will be omitted owing to the necessity for extra rehearsals of the new opera, PELLEAS AND MELISANDE.
TO-MORROW (MON.) at 8 (Eleventh appearance of MME. TETRAZZINI)—RIGOLETTO. Mmes. De Cisneros, Severina; MM. Bassi, Sammarco, Arimondi, Gilibert. Musical Director, Campanini.
WED. at 8 (first time in America)—PELLEAS ET MELISANDE (in French). MARY GARDEN, Gerville-Reache, Sigrist; MM. (Debut) Hector Dufranne, (Debut) Jean Perier, Arimondi, Crabbe. Musical Director, Campanini.
FRI. at 8 (Twelfth appearance MME. TETRAZZINI)—LUCIA DI LAMMERMOOR. Mlle. Severina; MM. Zenatello, Sammarco, Arimondi. Musical Director, Campanini.
SAT. MAT. at 2—PELLEAS ET MELISANDE. MARY GARDEN, Gerville-Reache, Sigrist; MM. Dufranne, Perier, Arimondi, Crabbe. Musical Director, Campanini.
SAT. NIGHT at 8 (popular prices, 75c.-$3)—SIBERIA. Mlles. Agostinelli, Trentini; MM. Zenatello, Sammarco, Crabbe, Cazauran, Gianoli-Galletti. Musical Director, Campanini.
MON., Feb. 24—LOUISE. MARY GARDEN.
Seats for All Above Now Selling.

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WALTER DAMROSCH . . . Conductor
This Afternoon at 3
By popular request Extra Performance of TSCHAIKOWSKY'S BEAUTIFUL OPERA.
"EUGENE ONEGIN"
Soloists, Orchestra and Chorus.
SAT. EVG., FEB. 22—SUNDAY AFT., FEB. 23
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"Beethoven Cycle."—Six Sunday Afternoon Concerts, beginning March 1, chronological performance of the 9 Symphonies and other works. Subscription opens To-morrow at 1 West 34th St. and box office.

Carnegie Hall, Tues. Aft., Mch. 3, at 3
Recital. Mme. MARCELLA
SEMBRICH
DIRECTION LOUDON CHARLTON
Tickets $1 to $2.50. (Baldwin Piano.)

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SCHUMANN-HEINK
SONG RECITAL.
Management.....Henry WOLFSOHN
Reserved seats $1 to $2 at Box Office and 10 E. 17th st

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MONDAY AND TUESDAY EVENINGS MARCH 2 and 3, at 8:15.
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JOSEF HOFMANN
PIANIST
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Tickets—$2.00, $1.50, $1.00

THE BIG 4. FOLLOW THE CROWD!

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MABEL TALIAFERRO
THE DRAMATIC SUCCESS OF THE YEAR
In FREDERIC THOMPSON'S Production of
POLLY OF THE CIRCUS
A Play by MARGARET MAYO

BROADWAY THEATRE B'way and 41st St.
LITT & DINGWALL Managers
Evenings at 8:15. Matinees Wed and Sat. at 2:15.
A WALTZDREAM
Music by OSCAR STRAUS
SEATS SELLING SIX WEEKS IN ADVANCE
BEST SEATS $1.50 AT THE WEDNESDAY MATINEE

NEW AMSTERDAM THEATRE "THE HOUSE BEAUTIFUL." West 42d St. Evs. 8:15. Mats. Wed. & Sat. 2:15.
KLAW & ERLANGER Managers
HENRY W. SAVAGE offers THE MUSICAL MARVEL OF THE AGE.
THE MERRY WIDOW
(DIE LUSTIGE WITWE)
A VIENNESE OPERETTA IN 3 ACTS.
SEATS ON SALE 3 WEEKS AHEAD
MAIL ORDERS NOW FILLED

KLAW & ERLANGER.....Managers
MATINEE SATURDAY ONLY.
GENEE THE INCOMPARABLE
(By arrangement with KLAW & ERLANGER.)
F. ZIEGFELD JR'S GREATEST SUCCESS.
NEW YORK THEATRE, B'way, 45th St. Evgs. 8:20. SEATS 4 WEEKS AHEAD.
WITH
THE SOUL KISS

DAVID BELASCO'S ATTRACTIONS IN NEW YORK.
DAVID BELASCO'S STUYVESANT
—THEATRE—
WEST 44TH ST., NEAR BROADWAY.
Evenings 8:15. Mat. Saturday, 2:15.
154TH TO 161ST TIMES.
DAVID BELASCO presents
WARFIELD
in the New American Play,
A GRAND ARMY MAN
By David Belasco, Marion Short and Pauline Phelps.
—MR. BELASCO Announces—
BEGINNING MONDAY, FEB. 24
Mr. WARFIELD
will appear
Every Eve. at 8:15 (Except Saturday) and at Saturday Matinee in Every Sat. Night in
THE MUSIC MASTER
A GRAND ARMY MAN
SEAT SALE NEXT THURSDAY.

BELASCO THEATRE. 42d St., West of Broadway.
DAVID BELASCO presents
THE WARRENS OF VIRGINIA
EVENINGS AT 8:15. MATINEES THURSDAY & SATURDAY AT 2.
A New American Play by Wm C. de Mille. Notable cast, including Charlotte Walker, Frank Keenan.
SEATS 6 WEEKS IN ADVANCE.

CARNEGIE HALL
Boston Symphony Orchestra
Dr. Karl Muck
(of the Royal Opera, Berlin),
Conductor.
Thurs. Evg., Feb. 20, at 8:15.
Programme:
REGER, Variations and Fugue on a theme, by J. A. Hiller, op. 100; BEETHOVEN, Concerto for Violin (first time in New York); J. S. BACH, Overture from Suite in D major. Soloist:
Kreisler
Sat. Aft., Feb. 22, at 2:30.
Programme:
CHADWICK, Symphonic Sketches (first time in New York); MARSCHNER, Aria, "An jenem Tag," from "Hans Heiling"; RICHARD STRAUSS, "Till Eulenspiegel's Merry Pranks"; WAGNER, Closing Speech of Hans Sachs, from "Die Meistersinger." Soloist:
Van Rooy
Seats $2.00 to 75c., at Box Office and at Tyson's (Fifth Avenue Hotel).

EMPIRE THEATRE. Broadway and 40th St. Evs. 8:20. Mats. Wed. and Sat., 2:15.
LAST 12 NIGHTS. LAST 4 MATINEES.
MAUDE ADAMS
In Her Greatest Triumph
THE JESTERS
MONDAY, MARCH 2—Seats Thursday, Feb. 27.
WM. H. CRANE FATHER AND THE BOYS.

GARRICK 35th St., nr. B'way. Ev. 8:30. Mats. Wed. and Sat., 2:15.
LAST 2 WEEKS
LAUGHS! LAUGHS!! LAUGHS!!!
IN THE YANKEE DOODLE RURAL PLAY BY
GEO. M. COHAN
50 MILES FROM BOSTON
EDNA WALLACE HOPPER AND BIG CAST
THE PLAY THAT HAS MADE ALL AMERICA LAUGH
MARCH 2 Seats Thurs., Feb. 27.
NAT. C. GOODWIN in Geo. Broadhurst's THE EASTERNER.

KNICKERBOCKER THEATRE. Broadway & 38th St.
AL. HAYMAN & CO.....Proprietors
Evenings 8:15. Matinees Wed. and Sat., 2:15.
THE NEW AMERICAN STAR
VICTOR MOORE
IN THE BEST OF ALL AMERICAN MUSICAL PLAYS
THE TALK OF NEW YORK
By GEO. M. COHAN
SOUVENIR MATINEE WEDNESDAY
POPULAR PRICES

METROPOLITAN OPERA HOUSE
TO-NIGHT at 8:30 at Pop. Prices.
GRAND SUNDAY NIGHT CONCERT
Soloists: Ruppold, Homer, Bonci, Chaliapine. Entire Metrop. Opera Orchestra. Cond., Bovy.
Mon. Evg., Feb. 17, at 8—MANON LESCAUT. Cavalieri; Caruso, Stracciari, Barocchi, Lucas, Reiss. Cond., Ferrari.
Wed. Evg., Feb. 19, at 7:45—SIEGFRIED. Fremstad, Kirkby-Lunn, Alten; Burgstaller, Van Rooy, Goritz, Reiss. Conductor, Mahler.
Thurs. Evg., Feb. 20, at 8—FAUST. Emma Eames, Jacoby; Caruso, Plancon, Stracciari. Cond., Bovy.
Fri. Evg., Feb. 21, at 8—Double Bill—PAGLIACCI. Farrar; Caruso, Scotti, Reiss, Sarto. Cond., Ferrari. Preceded by HAENSEL UND GRETEL. Mattfeld, Alten, Homer, Weed; Goritz. Cond., Hertz.
Sat. Aft., Feb. 22, at 2—DER FLIEGENDE HOLLAENDER. Alten, Langendorff; Burgstaller, Goritz, Dippel, Blass. Cond., Hertz.
Sat. Evg., Feb. 22 (pop. prices), at 8—LA BOHEME. Cavalieri, Dereyne; Bonci, Scotti, Journet, Dufriche, Barocchi. Cond., Ferrari.
WEBER PIANO USED.

The Morning Star, February 25, 1908

New York Tribune, February 16, 1908

Fashion Details Every Woman Should Know

Separate Tailor Made Jackets.

QUITE a feature of the coming season's fashions will be the separate tailor made cloth jacket, made for wearing with odd skirts and simple frocks in light weight cloth, pongee, &c. For some seasons past it has not been fashionable to wear separate jackets except of silk or lace. The jackets have all been made to match the skirts, and when a coat of different material has been used it has been a top coat quite long, or at least three-quarters, and loose in build, whether made of cloth or silk.

But the new fashions show a very definite place for the tight fitting separate tailor made coat of cloth, such as is shown in Figure 1, a tight fitting cutaway with very little trimming, and that little of the most severely tailored order.

White cloth is most attractive in these separate tailored skirts. It may be used with stitching or braid of the same material for its only garniture, but the smartest coats have collar and cuffs of black velvet. The style of coat which is most successful in this severe development is a double breasted cutaway, not very long and having only a slightly cutaway effect, not sharply shaped at the bottom only, but curving beautifully from the top of the front to the bottom.



FIG. 1.—SEPARATE CLOTH JACKETS.

A little braid is used in conjunction with the velvet on the collar of the coat, but on many of the most attractive models the braid is not otherwise employed.

Cloth Gown, Empire Style.

NOT only does the back of a fashionable gown invite attention, but it bears close inspection. It attracts the eye by the arrangement of trimming and it holds the eye by the grace of line and the wonderful way that the material follows, in a half elusive way, the figure upon which it is draped. There have been periods in the world of fashion when very little attention was given to the back of a gown, and trimming for that part of a costume was looked upon as quite a waste of time, thought and material. Now the back of a gown is considered in every way equally, if not more important than its other component parts.

In Figure 2 is shown a charming Empire gown of cloth elaborately trimmed with fringe and having a deep square collar and stole ends falling almost to the end of the slight train. While the front of this gown is adorned with a suitable decoration of lace, it does not show the same elaborateness as the back.

The lace bands are of filet over silk. They are narrower at the top, where they join the bottom of the deep open square collar of the same lace, and they widen perceptibly as they descend toward the hem.

An odd conceit in the design is seen in the way the fringe is applied to the cloth part of the costume, slanting toward the back as it descends from the front and finishing the bottom of the train. The sleeves and yoke are made of finely tucked white net and the high stock of the same material is embroidered lightly



FIG. 2.—EMPIRE CLOTH GOWN.

in silk to match the fringe. Following the fashionable trend of calling costumes, this one is quite long and gives the wearer added height as well as slenderness.

The Sleeveless Jacket.

AMONG the imported models of rather elaborate spring costumes are three piece suits which have a new feature that renders them both more attractive and more comfortable than the three piece suits of the past. The new idea is to have the elaborate jacket worn with these suits to match, not the material of the gown, but its trimming.

These costumes are made of voile or similarly light weight, springlike material and trimmed with cloth of the same color. The coats, which are part of the costume, are made of the cloth which trims the



FIG. 3.—SLEEVELESS COATS.

gown. The arrangement is not only very smart, but very sensible as well, because a cloth coat worn with so thin a gown is a more suitable weight for spring than a three piece cloth costume, which is generally much too warm, or a three piece voile costume, which may on occasion lack the necessary weight.

These coats or jackets to be worn with afternoon costumes are, as shown in figure 3, sleeveless, and the elaborate sleeve of the waist, which usually is composed largely, if not entirely, of lace and embroidery, is thus saved from being crushed. There is a remnant of the kimono sleeve suggestion in the straight line from the neck of the coat to the armhole, and the armhole is finished with a shallow cap, which is quite full, so that it does not crush the undersleeve and gives a graceful finish to the under garment.

These jackets do not close in front. They do not nearly come together, so that the front of the bodice is displayed, giving the effect of a waistcoat. The most effective trimming consists of bands of embroidery or braid put on in an elaborate design, confined within a straight band. Many of the quaint old designs in braiding are now used for this purpose.

Chinese, Japanese and Italian embroideries, in colors as well as those done in the same shade as the coat, are popular.

The coats are made of silk as well as



FIG. 4.—THE NEW WAIST LINE.

cloth to match with gowns which are trimmed with silk. There are also silk frocks trimmed with cloth which have cloth jackets.

The Fashionable Skirt.

IT requires either a beautifully shaped back or a dressmaker who is more than an artist to enable a woman to wear the new, long, high waisted costumes, which depend so much on the arrangement of the back for their charm.

Long, trailing skirts which begin almost under the shoulder blades must be lacking in any pronounced curves if they are to be effective, and the only way to manage to conceal the waist line break which is sure to accompany bulging hips is to eliminate the hips entirely.

The new waist line and the long, graceful back of the fashionable skirt are shown in the dainty house gown illustrated by Figure 4. The skirt falls with no fulness over the front and sides, and with just enough in the back to provide a becoming widening over the hips. This gown is of pale mauve chiffon cloth, with trimmings of mauve silk and yellow lace. The bodice is rather plain and widens into kimono sleeves, which are edged with a narrow band of gold lace trimming. This appears again around the shallow top of the bodice, where it is cut away in a point to show a yellow lace guimpe. The sleeves are made of a series of graduating folds of mauve chiffon and lace bandings.

WOMAN BUYS FIRST TICKET FOR TUNNEL

At Midnight Crowded Train Opens the McAdoo Tube Traffic to Hoboken.

To a little elderly woman belongs the honor of being the first paid passenger from New York to Hoboken by the McAdoo Tunnel. She had waited at the Nineteenth street and Sixth avenue entrance since nine o'clock, but even then half a dozen men were ahead of her when the ticket office opened. They were gallant enough to extend the privilege to her, however, and at ten minutes to twelve o'clock she passed a nickel through the window and received the precious bit of pasteboard. For the sake of posterity it should be said that she is Mrs. Barbara Schlatter, living in Bloomfield street, near Fifth street, Hoboken.

Behind Mrs. Schlatter stretched a line of about two hundred and fifty persons, but before the first train went out this had doubled in number. There was no crowding and Captain Young and thirty men from the East Twentieth street police station held the line to a mathematical exactitude. Most of these first patrons of the new subway seemed to be residents of Hoboken, who had come over to Manhattan to enjoy the experience, but there were a few theatregoers among them whose evening dress lent prestige to the occasion.

Promptly on the dot of twelve the first train started, to the accompaniment of a chorus of cheers. There were five cars and all were filled, although not uncomfortably. R. A. Mills was the motorman and Henry F. Buck the conductor.

Three stops were made on the way to Hoboken. They were at Fourteenth street, Eighth street and Christopher and Greenwich streets. At fourteenth street more than three hundred persons, most enthusiastic residents of Jersey, were waiting, but only a few were permitted to enter the train, the others being compelled to wait for the next. The trip from the Manhattan starting point to the Hoboken terminus consumed exactly seventeen minutes. On the way the crowd was hilarious and good natured. Several string bands of music played and innumerable toasts to the States of New York and New Jersey and to William G. McAdoo were drank from imaginary glasses. About one-third of the crowd consisted of women.

At Hoboken five thousand persons stood awaiting the arrival of the train, notwithstanding the stormy weather. As the first car pulled into the station a tremendous cheer went up and the demonstration lasted half an hour. Meantime other trains were on their way, for a schedule of seven at a five minute headway had been arranged, three from the New York side and four from the Jersey side. Two minutes after the departure of the first train from Nineteenth street the second drew up to take on the surplus crowd, and five minutes later it too was on its way.

It was exactly fifteen minutes after midnight, just as the rush for Hoboken was subsiding, that the first train from the Jersey end of the tube arrived at the station on the other side of Sixth avenue. Inspector O'Connor was in charge of the police arrangements there, but there was no occasion for the exercise of discipline, even though the crowd was larger. About eight hundred passengers were on this train, which was made up of eight cars. It had made the trip in fourteen minutes, stopping only at Christopher street and Fourteenth street before reaching the Manhattan terminus.

First out of the train was a group of Hoboken boys, who shouted, "Happy New Year!" and led those who followed in a chorus of cheers. Then a majority of those who had just come across from Jersey rushed over to the other station to go back.

Jersey City's contribution to the tunnel opening celebration consisted of a big fireworks display in front of the City Hall, in Grove street. Fully 15,000 persons enjoyed the show, which lasted half an hour.

New York Herald, February 26, 1908

OPERATE ON EDISON.

"Electrical Wizard" Resting Comfortably.

Word was received from the Manhattan Eye and Ear Hospital, last night, that Thomas A. Edison, the great inventor, was resting comfortably.

Mr. Edison went to the hospital Sunday night, and yesterday was operated upon for an abscess in his left ear. The operation was performed by Dr. Arthur E. Duel, the ear specialist, and was seemingly a success.

Mr. Edison probably will remain at the hospital for the remainder of the week. Mrs. Edison is with him.

The Morning Star, February 25, 1908

FIREWORKS IN JERSEY CITY.

[By Telegraph to the Star.]

JERSEY CITY, Feb. 25.—A big crowd witnessed the display of fireworks tonight on the City Hall plaza in celebration of the opening of the Hudson River tunnel. There were twenty-four set pieces, and the display was greatly enjoyed. A band of music played patriotic airs. Many officials witnessed the display from the windows of the City Hall. There was no other demonstration, the speech-making program having been abandoned.

The Morning Star, February 26, 1908

The Weather Today Will Probably Be: Rain.

Reductions in Men's and Boys' Suits and Overcoats.

BAMBERGER'S

"THE ALWAYS BUSY STORE"

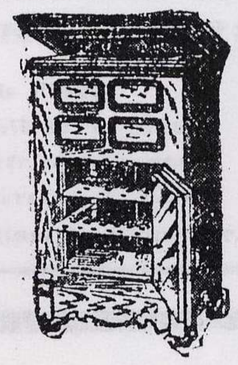
MARKET, HALSEY & BANK STS.

The Great Wash Goods and White Goods Sale.

Did You Get a "Dime Safety Razor?"

The sensation of the hour! Have sold thousands of them this week and still they come. The "Dime Safety Razor," for which we are the temporary sole agents in Newark and vicinity, is strongly made, and the blades are of the same quality Sheffield steel that you will find in safety razors of from ten to fifty times the cost. It is guaranteed, too, and if you do not like it after the first shave bring it back and we will refund you 10c. Extra blades for the "Dime Safety Razor" may be obtained at our store at the rate of 3 for 10c. Each blade is good for as many shaves as can be had from any safety blade. This splendid razor is now being sold complete with one blade in neat tin box at **10c**

Refrigerators $10



A very serviceable family size—holds eighty pounds of ice—27 inches in length, 20 inches deep and 43 inches high—hardwood lift cover, golden oak finish — removable easily cleaned waste pipe —regular $14.49. at ...

10.00

Marion Harland Coffee Pots



No home is complete without a Marion Harland coffee pot—has no equal as a delicious coffee maker, and the thousands now in use attest its popularity—four popular sizes on sale as follows: (No mail or 'phone orders.)

1-qt. size, for 1 to 4 cups, regular 1.15, special.. **80c**

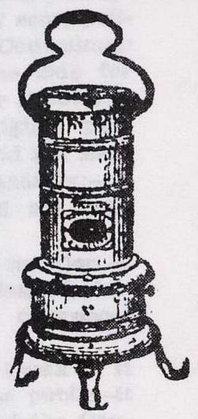
2-qt. size, for 3 to 7 cups, regular 1.50, special.. **1.10**

3-qt. size, for 4 to 10 cups, regular 1.79, special.. **1.30**

4-qt. size, for 5 to 16 cups, regular 1.98, special.. **1.50**

Oil Heaters 2.75

For one day (Wednesday) only we will offer large full size oil heaters at the above special figure. Has patent wick stop device, making it smokeless and odorless — fount holds enough oil to burn eight hours —regular $3.49, special.. .....



2.75



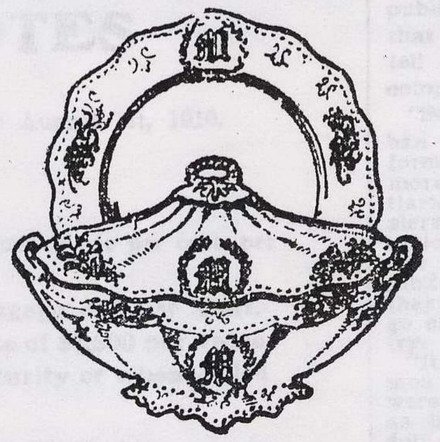
25c Champagne Glasses 10c — The illustration is an exact reproduction of the article. Best quality, thin blown, imported Bohemian glass—hollow cut stem. About 100 dozen—all perfect—never sold for less than 25c each, while they last at the low price of..... **10c**



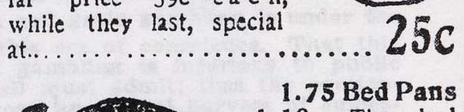
40c Sugar Bowls 15c--Best quality American porcelain sugar bowls—full size—fancy embossed shape—prettily decorated — underglaze pattern — slightly chipped, but none cracked — sell regularly at 40c each, while they last special at **15c**

11.98 Initialed Dinner Sets, 8.98

Fine light weight American porcelain sets of 100 pieces, including soup tureen and three meat dishes—the initial is bright gold encircled by gold wreath—all letters of the alphabet—dainty floral pattern— regular $11.98—introductory price . **8.98**



39c Tea Pots 25c— Well known Japanese china tea pots in popular blue and white decoration. Either wicker or china handle—all perfect—regular price 39c each, while they last, special at..... **25c**





1.75 Bed Pans 1.10 — These bed pans are white enameled both inside and outside—if purchased from the druggist they would cost from 2.00 to 2.50 each—our regular price 1.75 (no mail or 'phone orders filled) one day only special at **1.10**

A Big Sale Men's 50c Scarfs at 29c

We have just closed a deal with a large New York neckwear designer for his entire remaining stock of four-in-hand and batwing scarfs, and are ready with a sale that should stir the town. None worth less than 50c and many a good deal more.

Men's 50c Four-in-Hands 29c

French styles—full forty-five inches long—made of excellent quality silk—all plain colors—19 different shades to choose from—the newest grades and finest workmanship—regular 50c grade selling special at

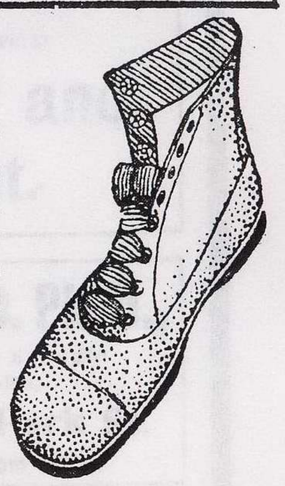
29c

Men's Bat Wing Scarfs

Made of the finest quality silks in a wide range of patterns and colorings—stripes, figures and plain—these ties can be worn with any style collar, tying in an excellent bow effect—none worth less than 50c, many a good deal more.



A Great Purchase of Children's Shoes



A certain Newark shoe manufacturer shipped eighteen hundred pairs of children's shoes to a large Pacific coast concern, and through some misinterpretation of shipping directions the entire consignment went astray. Before these shoes could be traced the Western store canceled the order, and when they were finally recovered the maker was naturally obliged to dispose of them at a big loss. This is the story — here are the shoes. Patent colt, vici kid, bronze kid — white tops, tan ooze tops. Lace and button. Divided into three big lots:

Children's Shoes— Sizes 2 to 6, no heels—values from 75c to $1.25, special at..... **55c**

Children's Shoes— Sizes 4 to 8, spring heels —$1.00 to $1.50 values, special..... **75c**

Children's Shoes— Sizes 8½ to 11, spring heels, values $1.25 to 1.75, special..... **95c**

L. BAMBERGER & CO.

Facsimile from The Morning Star, February 26, 1908

Federal Trust Company

747 BROAD STREET, NEWARK

TWO PER CENT.

Is paid on all balances of $100 or over, subject to check

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The Morning Star, February 25, 1908

Obesity and Abdominal Belts!

SPECIAL LOW PRICES For This Week Only:

French Obesity Belts Imported and the best **$2 to 4.50**

All Silk Elastic Supporters— usual price $8.00 to $10.00..... **$5 to 6.50**

After Operation Binders only..... **$2 to 3.50**

Wool Body Belts— warm, size to 42 inches **1.25 to $2**

Extra large sizes made to order at a slight additional charge.

Special apartment for Ladies. Lady in charge.

PETTY'S
Surgical Supply Store,
47 Bank St., Near Halsey.

FOLK ATTACKS ALL 'STOCK GAMBLING'

Declares Transactions Based on Rise or Fall of the Market Should Be Prohibited.

At the Civic Forum in Carnegie Hall last night Governor Joseph W. Folk, of Missouri, made the principal address, talking on "The Era of Conscience." Bankers, lawyers, representatives of business interests and of labor and members of all political parties were present.

On the platform were Dr. E. R. L. Gould, Robert Collier, J. Pierpont Morgan, A. M. Huntington, James Stokes, Emerson McMillin, Alexander Humphries, William C. Demarest, Henry Phipps, Samuel T. Dutton, John W. Alexander, Harry Walker, Professor Leslie M. Tomkins, Walter H. Clark and Charles Sprague Smith.

In the early part of his speech, Governor Folk, to illustrate the perverted conception of honesty in the minds of some politicians, told a story about a Councilman who first sold his vote to one side for $25,000, then to the other side for $50,000 and returned the $25,00 to the original purchaser. When asked why he did not keep both amounts he replied indignantly:—"I am an honest man. I would not take money from both sides."

The Missouri Governor's first mention of President Roosevelt was applauded, but his later and more extended references were not.

"Conscience in the sense we speak of it now, is the moral sense of the public—it is educated public opinion," said the Governor. "Up to a few years ago the public was considered as a stupid, ignorant creature, void of understanding and incapable of protecting itself. That the public has eyes that can see, and ears that can hear, and a conscience that can tell right from wrong, is a thought of comparatively recent origin.

"Stock and grain gambling is under the ban of this era of conscience. That this form of gambling is injurious to public morals all must admit; that the penitentiaries reap an annual harvest of embezzlers from it no one can deny. The transactions that amount to gambling on the rise or fall of the market should be prohibited and severely punished wherever they may take place, and with them will go one of the greatest evils of our country.

"It has not been long since it was a common idea that directors of corporations were privileged to do lawless things that as individuals they would not think of doing. The people are beginning to know that contempt for law is no less reprehensible when plotted over a directors' table than when shouted under a red flag at an anarchists' meeting, and they frequently stand related as cause and effect.

"The elimination of watered stocks and inflated values is not an unreasonable demand of the public conscience. Because they are unjust to the public and compel the public to pay dividends on fictitious values the public protests against them, and this same conscience, with its sense of justice, would as readily assert itself to protest against unfairness toward the individual aggregated under the form and fiction of a corporation as it would to protest against injustice toward the individual citizen."

New York Herald, February 26, 1908

HUDSON COMPANIES

SIX PER CENT. SECURED GOLD NOTES

LIMIT OF ISSUE $15,000,000

Dated February 1st, 1908. Due August 1st, 1910.

Interest Payable February 1st and August 1st.
Denomination $1,000, in Coupon or Registered Certificates.
STANDARD TRUST COMPANY OF NEW YORK, Trustee.

Redeemable at the option of the Company on any interest date upon 30 days' notice at par and a premium of one per cent. per annum upon the principal from date of redemption to maturity.

These notes are secured by the pledge of Hudson & Manhattan Railroad Company First Mortgage 4½ Per Cent. Convertible Gold Bonds, due 1957, TAX EXEMPT IN THE STATE OF NEW YORK, at the rate of $1,500 par value of bonds for each $1,000 note outstanding, and are convertible at the pleasure of the holder at maturity or when called for redemption into said Hudson & Manhattan Railroad Company bonds at par.

The First Mortgage 4½% Bonds of the Hudson & Manhattan Railroad Company are secured by a first lien upon all of its property, including the Terminal Buildings (valued at $15,000,000), subject only to an underlying mortgage of $5,000,000 on a section of the tunnel railroad, but not on the terminal property. Hudson & Manhattan bonds are reserved to retire this indebtedness.

The Hudson & Manhattan R. R. Co. owns and will operate the tunnel railroads under the Hudson River connecting Jersey City and Hoboken with New York City. Subways constructed along the New Jersey water front will connect the terminal stations of the **Pennsylvania, Erie, Lehigh Valley, New York, Susquehanna & Western and Delaware, Lackawanna & Western Railroad Companies,** through four tunnels under the river with the Hudson & Manhattan Railroad Company's own terminal station at Church, Cortlandt and Fulton Streets, one block west of Broadway, in downtown New York, and by a subway under Sixth Avenue with a present uptown terminus at 23d Street, New York. The vast traffic at present carried by the Hudson River Ferries will thus be afforded electric transportation facilities to and from New York City.

The lines from the Delaware, Lackawanna & Western Terminal in Hoboken to New York City, at 19th Street, will be in operation on or about February 25th. The Terminal Buildings at Church, Cortlandt, Dey and Fulton Streets, comprising the largest office building in the world, are largely rented for occupancy in May, 1908, to a most desirable list of tenants, including the U. S. Government Post Office Department, United States Steel Corporation, General Electric Company, American Locomotive Company, Erie Railroad Company, and other large industrial and railroad corporations. The entire system should be in operation by the end of the present year.

The Hudson & Manhattan R. R. Co. will, under an existing 500-year contract with the Pennsylvania R. R. Co., handle the traffic of that Company to downtown New York and will later with that Company operate a joint through service between Newark, N. J., and New York City.

Annual net earnings of the System are conservatively estimated at $4,000,000, a sum largely in excess of all fixed charges. From present schedules, rental sources alone, including the rentals from the Terminal Buildings at Church, Cortlandt and Fulton Streets, New York, where the company's station occupies the entire underground section, will produce more than half the amount of the interest charges on the Hudson & Manhattan R. R. Co. First Mortgage Bonds.

The Hudson Companies, the maker of these notes, is the company formed to build and equip this system of the Hudson & Manhattan Railroad Company. It has a paid-up capital of $21,000,000, and in addition to Hudson & Manhattan Railroad Company securities received in payment for construction, a part of which, viz., $22,500,000 First Mortgage Bonds, will be pledged to secure this note issue, the Hudson Companies owns over $5,000,000 in value in New York City real estate, situated largely at Sixth Avenue and 32d and 33d Streets, the underground section of which will be used for the Railroad Company's uptown terminal.

HAVING SOLD A LARGE AMOUNT WE OFFER $5,000,000 OF THE ABOVE NOTES AT 98½ AND INTEREST, YIELDING OVER 6½% PER ANNUM.

Payment to be made in New York Funds.
Temporary receipts will be issued pending the preparation of the definitive certificates.
We reserve the right to terminate this offer without notice.

Harvey Fisk & Sons,
62 CEDAR STREET, NEW YORK, N. Y.

New York Tribune, February 16, 1908

Pebbles
Rock Crystal
Coolest and Clearest.

HILBORN, O. Ph. D.,
Specialist in Eyesight Troubles,
19 West Park St.
"55 Steps from Broad."

The Morning Star, February 25, 1908

Opportunities for Home-Seekers in New Jersey Tunnel Zones.

PASSAIC IDEAL CITY.

HAS MANY FINE HOMES.

Tunnels Bring It Much Nearer to New York.

It is the consensus of opinion among realty experts that the Hudson and Manhattan and the Pennsylvania Railroad tunnels between New Jersey and New York will result in large areas of vacant land in New Jersey being quickly transformed into ideal suburban towns, and also in making all Jersey towns in the tunnel zones many times bigger and much more attractive places in which to live than they are to-day. On Tuesday the Morton st. tubes of the Hudson and Manhattan tunnel system will be opened, and in less than a year the Cortlandt st. tube being built by the same company is expected to be in operation. Later the Pennsylvania tubes will be in use. When all these tunnel projects are perfected New Jersey values will be considerably higher than now, so the present is the most opportune time for prospective homeseekers to purchase property in the tunnel zones in New Jersey.

Frank Hughes, one of the leading real estate experts of Passaic, said yesterday, in speaking about the advantages the residents of Passaic and of other towns in Northern New Jersey enjoy:

The average person living in New York has little or no conception of what Northern New Jersey has to offer a prospective resident as a place in which to live. To him the name of New Jersey implies a joke about mosquitoes and applejack, and he pictures it as a barren waste of either marsh or woodland interspersed here and there by an old-fashioned Dutch farmhouse.

We believe the opening of the McAdoo tunnel is going to open the eyes of all such and reveal to them New Jersey as it really is—a collection of beautiful towns and villages with every modern convenience and improvement; towns that the city dweller could demand; towns with easy and frequent means of access to the great metropolis, of which they will be an integral part, making them ideal suburbs for the city worker to rest and live in after his day's work in the city. This section of New Jersey, and Passaic especially, only needs to be seen by the ordinary rent payer of New York to make him become a permanent resident of a suburban town that will give him every advantage he could get in the city and many more that it would be impossible to secure there.

Passaic has a population now of forty thousand people, and it is growing faster than any other town in this country, its percentage of growth during the last decade having been more than 125 per cent. It has more than two hundred miles of flagged sidewalks, all of its streets are madacamized from curb to curb and it has the Waring sanitary system of sewers, acknowledged to be the finest in the world. It has a magnificent supply of absolutely pure water, which is filtered through the great filtering plant of the East Jersey Water Company before being delivered to the city's pipes; nearly all of its streets are lined with beautiful shade trees and handsome homes, and lying, as it does, on a sloping hillside, having an average height above tidewater of about a hundred and fifty feet, it commands views in all directions that can hardly be surpassed, while its elevation and location make it one of the healthiest towns within a hundred miles of New York. There are a hundred daily trains at the present time on the three railroads—the Erie, the Lackawanna and the Susquehanna—and the average running time, including the trip across the river in the ferryboat, is to-day only thirty-five minutes. When the trains can reach the city through the new McAdoo tubes this time will be reduced to twenty-five minutes, or less than the city dweller can get down town from any point above 100th st. Passaic is not a country hamlet or an unfinished town; it is metropolitan and cosmopolitan and has more than $40,000,000 invested in manufacturing, while hundreds of its citizens commute daily between Passaic and New York, making an ideal population for social or family purposes. It has numerous clubs, more than thirty churches and the finest school system and school buildings to be found anywhere in America.

HACKENSACK IS GROWING RAPIDLY.

Many Good Home Sites Can Be Bought There on Easy Terms.

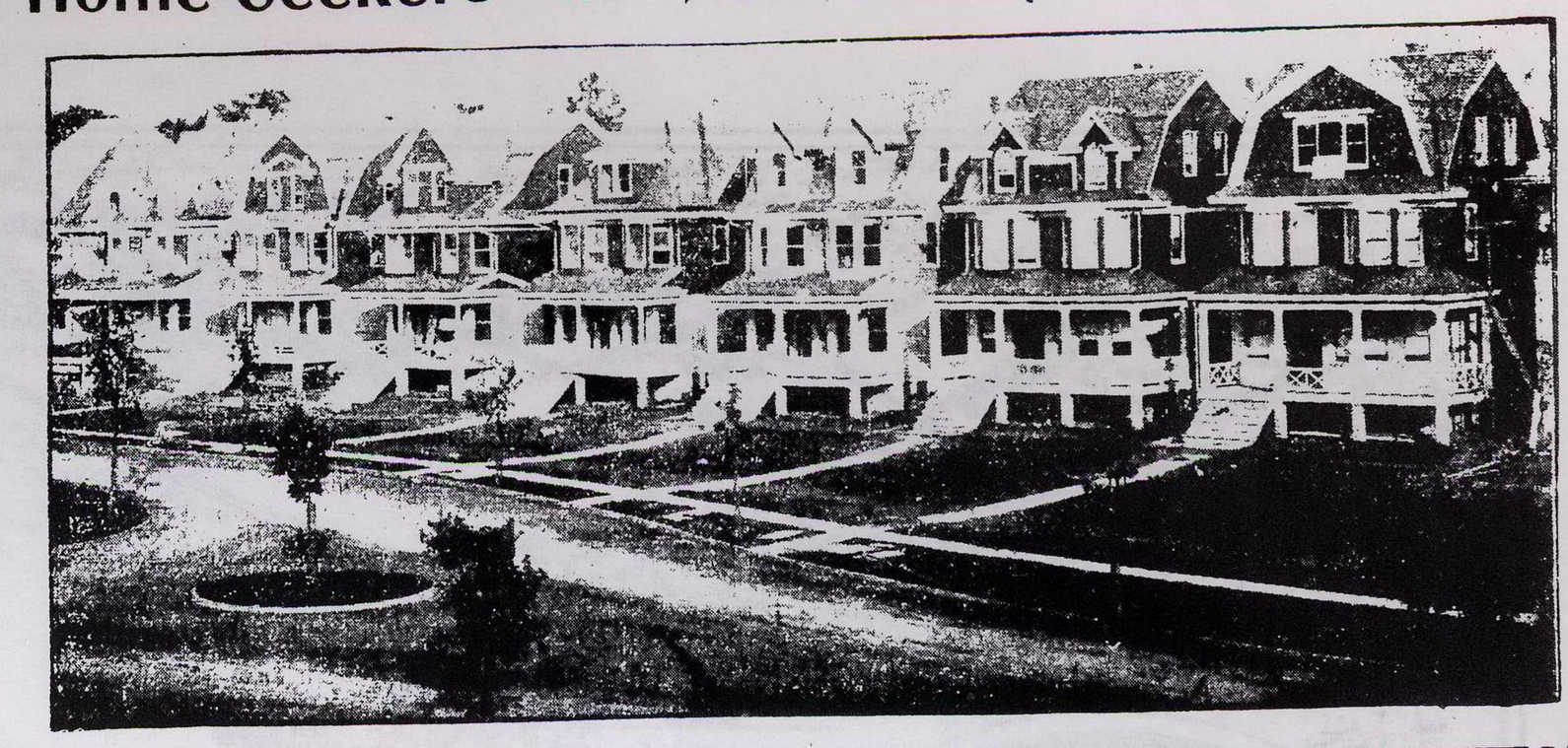
A rapidly growing city in the tunnel zones is Hackensack, N. J. It is twelve miles from New York. In speaking about the opportunities in Hackensack for homeseekers G. L. Burlew, of G. L. Burlew & Co., one of the largest real estate firms of that city, said yesterday:

"One of the nearby suburban places that will unquestionably benefit largely by the opening of the Hudson River tunnel is Hackensack. It is the county seat of Bergen County. I am firmly of the opinion that, owing to its favored situation and great accessibility, it is certain to forge away ahead in growth and prosperity of any other Jersey town equally as near to New York.

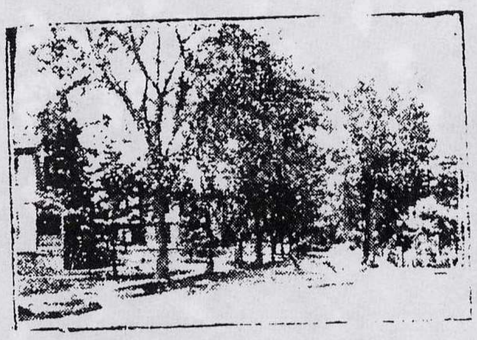
"My firm is agent for two of the largest estates in the city, namely, the Davis Land Company and the Voorhis estate, which are constantly improving their properties. Last year we sold more than one thousand lots and were identified with broadening building operations, so the sales showed the buying to be of the right sort—the kind that improves. We will sell on the easy payment plan to those who cannot pay at once.

"For the man who wants to locate in the prettiest part of Hackensack, it will be worth while to look over the realty holdings of the Davis Land Company, at Main st. and Johnson ave., Hackensack."

HOUSES.
$500 AND $600 DOWN;
BALANCE EASY TERMS.
ENGLEWOOD, RIDGEFIELD PARK, WESTWOOD.
Farms, Houses, etc., Throughout Jersey.
JAMESON, 203 BROADWAY, N. Y.



THESE BEAUTIFUL HOUSES ON BEAUTIFUL PARKWAY
For sale by owner and builder; 9 rooms and bath; all latest improvements, tiled bath, steam heat, parquet floors; finished in hard wood; price, $7,300.00. Easy terms if necessary. Two minutes from East Orange, Grove St. Station, on D., L. & W. R. R. Apply DAVIS, 6 North 15th St., East Orange. Three sold last week. Thirty-five minutes from New York by Hudson Tunnel.

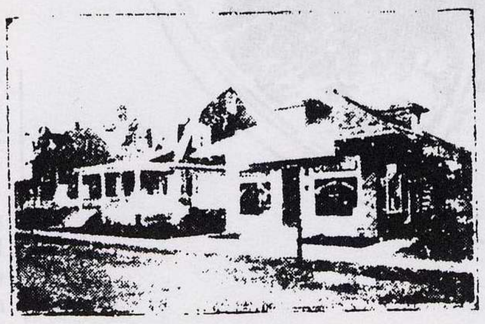


Lots on the above restricted avenue, with sewer, water and gas, at only $300. Unimproved lots on choice high ground at only $75, on easy terms, at

BURLEW'S,
Cor. Main St. and Johnson Ave.,
Hackensack, New Jersey.

For large profits buy realty where it is sure to enhance in value. The County Seat of Bergen County is Hackensack, N. J., which will be the nucleus of a large city. The Davis Land Co. controls the cream of Hackensack realty. Send for booklet

DAVIS LAND CO.,
Cor. Main St. and Johnson Ave.,
Hackensack, N. J.



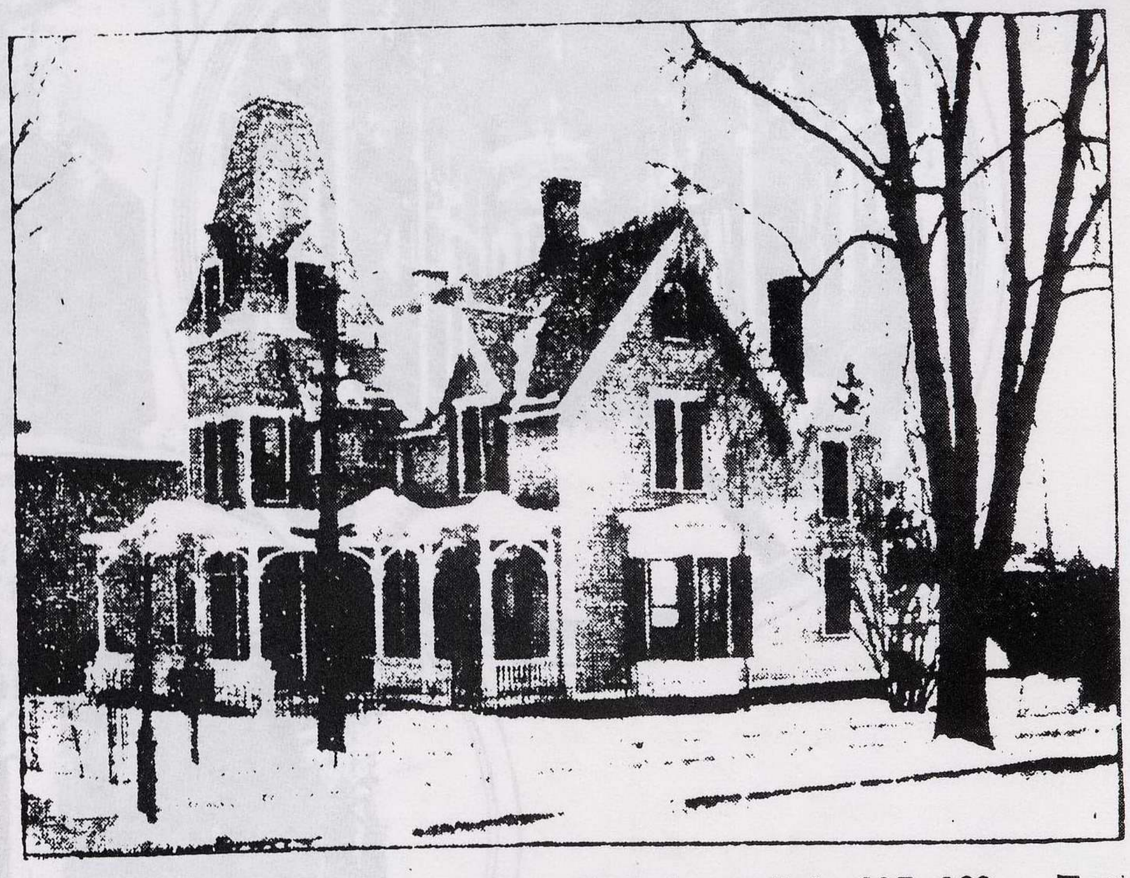
Our manager lives in house next to office, therefore can be seen any hour or any day convenient to prospective buyers.

COTTAGE SIDE, IN BROOKSIDE, N. J.; 4 MILES from Morristown; healthiest, most beautiful section of New Jersey; 7 acres; corner plot; no buildings; cultivated; price $1,750. Owner, A. KOEHN, 157 West 29th St., New York.

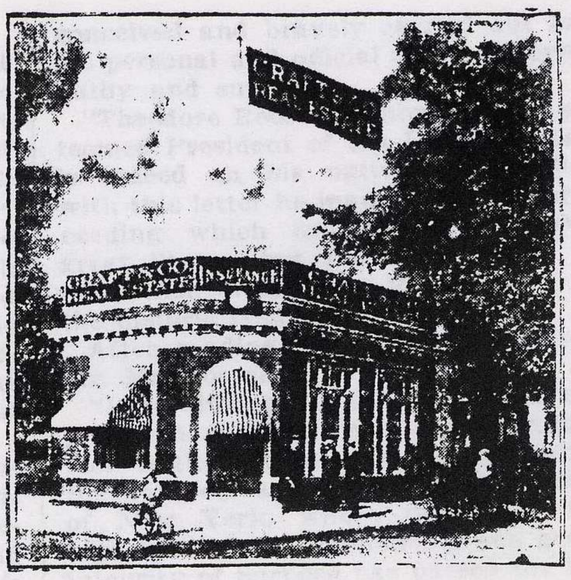
ROWLAND & SHAFTO,
16 LEXINGTON AVE., PASSAIC, N. J.
Make a specialty of selling houses, lots, farms and acreage in and near Passaic. Over three million dollars of property to select from. Tele. 1730 Passaic.

ENGLEWOOD, N. J.
6 ROOM HOUSE; 2 LOTS.
$50 DOWN $15 MONTHLY.
COMMUTATION, 10c.
E. SCHAEFFER & CO.,
500 5TH AVENUE.
Phone 2499—Bryant

"WHAT YOU WANT:
WHERE YOU WANT IT."
IN BAYONNE.
25 Minutes from City Hall. Write to
JOS. W. MOORE,
Real Estate and Insurance,
228 Avenue D, opposite 9th st.,
Bayonne, N. J. Tel. 430-L



Corner plot, 100x150, with adjoining plot, 105x160. Ten rooms, bath and reception hall; steam heat; water; gas; electric light; open plumbing. Fifteen different kinds of grapes; fruit trees; currants; rose bushes and shrubbery. Large chicken house, formerly a green house. Place surrounded by large and beautiful shade trees. House and grounds in excellent condition. An iron fence front and side of house and picket fence around balance. Macadam roads; stone sidewalks. Eight minutes walk from either Erie or D., L. & W. depots. Price, $14,000. Terms to suit.
ROWLAND & SHAFTO,
16 Lexington Ave., Passaic, opposite Erie Depot.



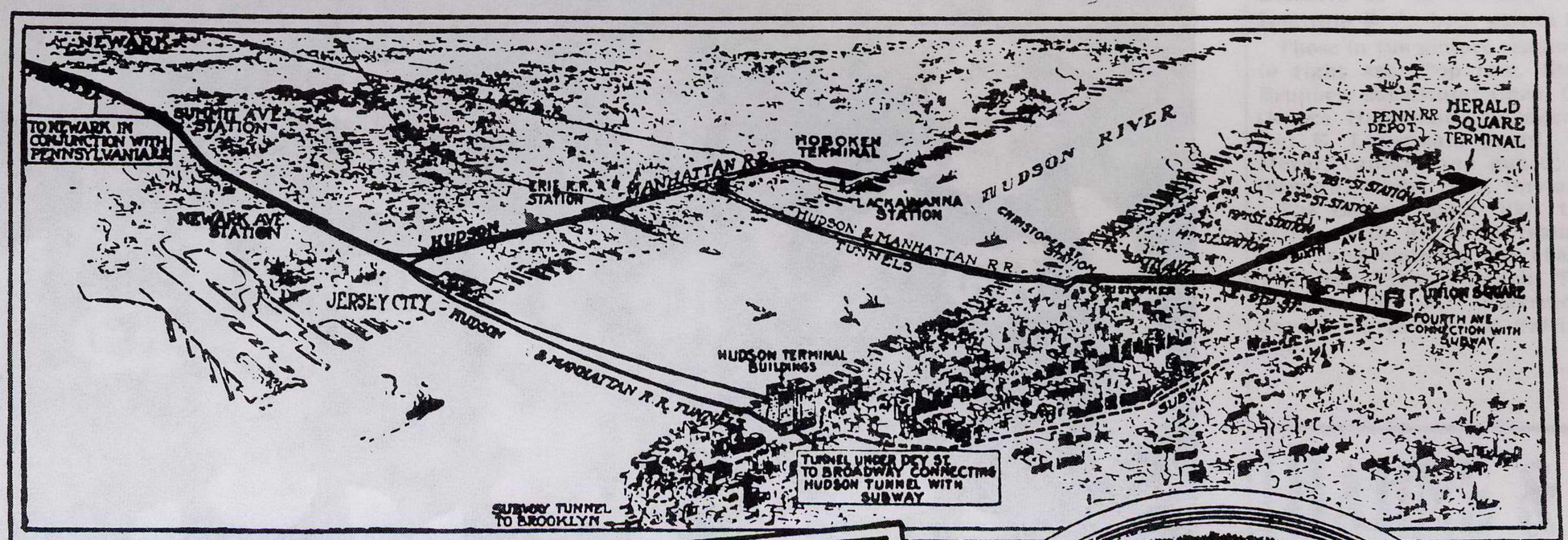
Best Lots in the City of Bayonne
ON EASY TERMS

BUY AND DOUBLE YOUR MONEY

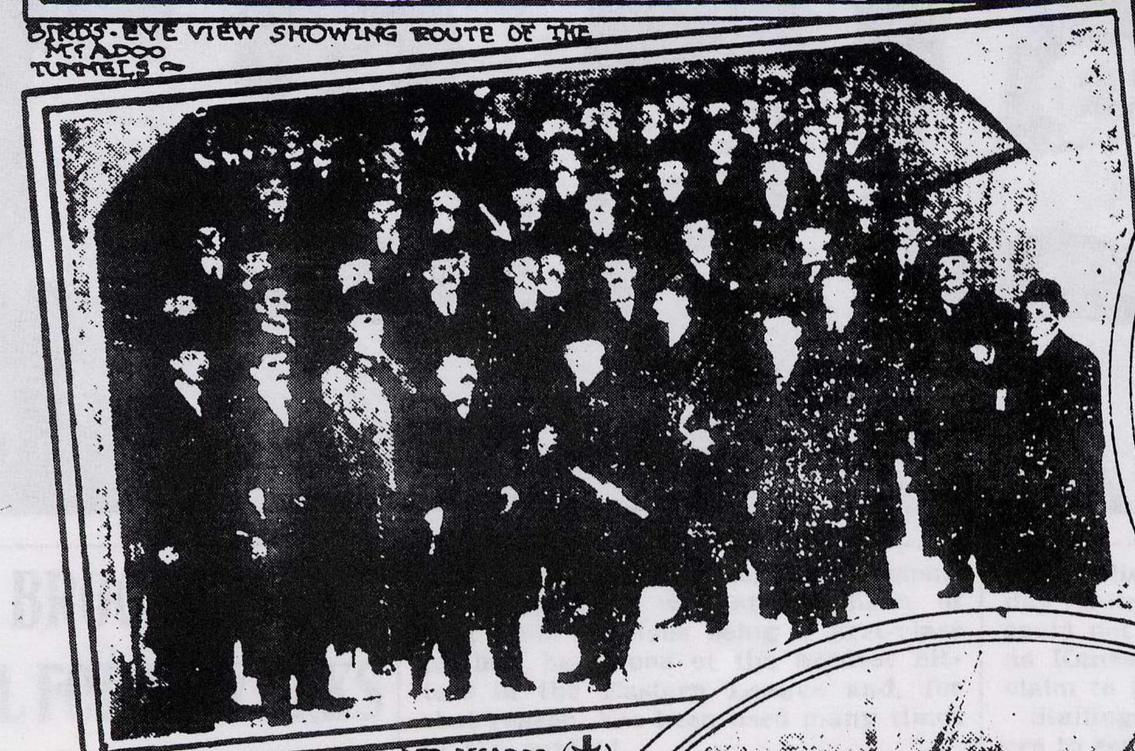
Do business with an old established firm of hustlers and get results.

CRAFT & CO.
WEST 8th ST., AVENUE C,
BAYONNE, N. J.

New-York Tribune, February 23, 1908



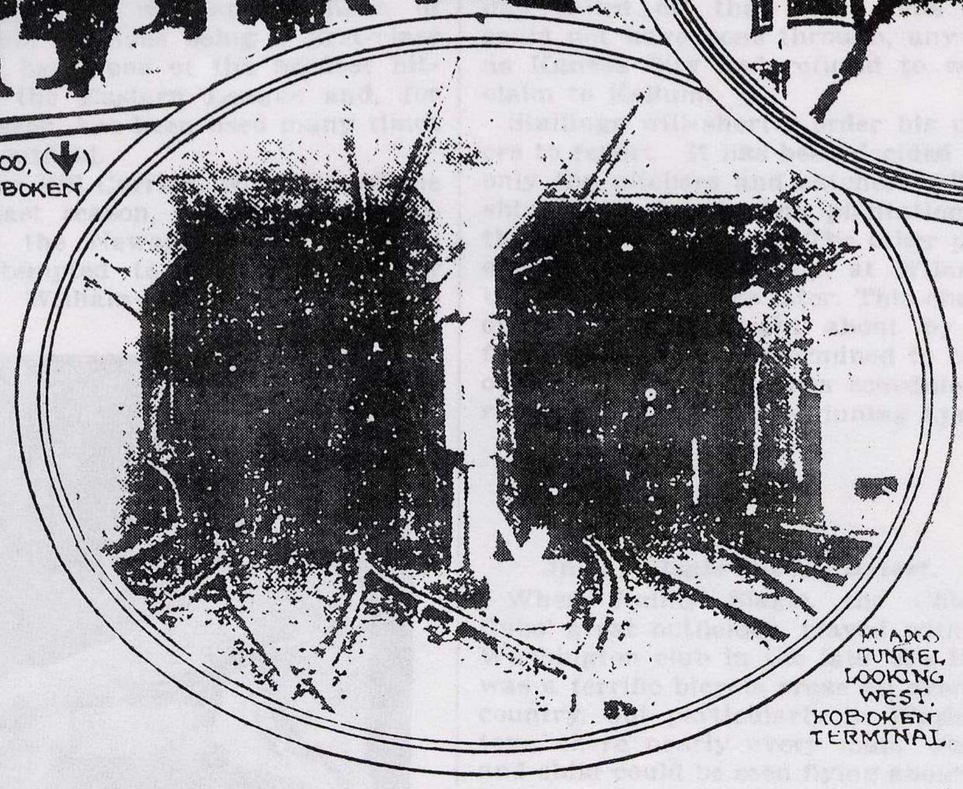
BIRDS-EYE VIEW SHOWING ROUTE OF THE McADOO TUNNELS.



MR. McADOO, (↓) OFFICIALS AND GUESTS AT THE HOBOKEN TERMINAL.



INTERIOR OF CAR USED IN McADOO TUNNEL.



McADOO TUNNEL LOOKING WEST. HOBOKEN TERMINAL.

New York Herald, February 16, 1908

Continued from Page 2

from you the railroad and tunnels extending from Hoboken to Nineteenth street and Sixth avenue, New York city.

"In so doing permit me to congratulate you particularly, and the engineers and men who, under your charge and direction, have for so long a time labored successfully for the completion of this great work. It has required courage, ability and skill of a high order to achieve it. And may I not say that no one connected with it has so preeminently exhibited the qualities so essential to the achievement as you yourself.

"I congratulate you on the manner in which you have discharged the heavy responsibilities which have so long rested upon you, and I felicitate you upon the happy conclusion of this part of the undertaking.

"It is my pleasant duty before taking any other proceeding to read to you a letter from the President of the United States, Theodore Roosevelt, who has honored all of us by touching the button at the White House which released the power that brought this train from the New York to the New Jersey side of the river.

"In the long struggle to perfect this great work it has been a cherished desire that the President of the United States might himself be present on this historic occasion when the vast continent to the west of us for the first time is united in a continuous link of railroad travel with the populous metropolitan region on the east bank of this great river. But I am sure you will all join with me in saying that under the circumstances his absence at the seat of the government is well justified.

"In touching the button today that started this train from the east to the west of the Hudson River he has done what no other President of the United States had an opportunity of doing, and none even among all of his illustrious predecessors could do it more worthily and properly, standing so high as he does in the popular esteem, and so secure in the confidence of the masses of our people. Temperamentally progressive in his ideals, he has been good enough to say the kindest things of this enterprise.

"We shall feel more than amply repaid for anything we have done if this great adventure in science and mechanics, in interstate commerce and social intercourse, proves worthy of his encomiums. The President has been good enough to characterize this not only as a matter of interstate but of national importance. He assured the business men associated with me, by this letter, that any commercial or economical venture which is honestly conceived and bravely carried out has his personal and official approval, sympathy and support.

"Theodore Roosevelt, honored and esteemed President of the United States, is indeed on his native heath when with this letter he inaugurates the proceeding which unites not only two great States, but the vast section of the Union which lies to the west of the historic Hudson River."

After reading the President's letter, Mr. McAdoo said:

"It is difficult for me to express the pride which myself and my colleagues feel in the presence of the honorable, the honored, and the honest Governor of New York, whose reputation for high intellectual attainments and great integrity of purpose has passed far beyond the confines of even the Empire State of New York, who has honored you and us with his presence here today. We have the sanction of his great name and elevated official station for the work which we have done and are yet doing.

"On my other hand, the Governor of your own State, a man of highest judicial attainments and whose statesmanlike utterances on the threshold of office have already arrested the attention of the Nation.

"It is no exaggeration to say that there is no greater trinity of exalted, respected and universally honored public officials than Theodore Roosevelt, Charles E. Hughes and John Franklin Fort.

"I have now the honor of introducing to you the Governor of the great State of New York, who is your guest and mine on the occasion of this, his official visit to the New Jersey shore."

Gov. Fort's Short Talk.

In introducing Governor Fort, Mr. McAdoo said that he didn't believe the Chief Executive of New Jersey needed any introduction to a New Jersey crowd and to few New Yorkers. As the Chief Executive of New Jersey stepped to the little platform he was greeted with an outburst of applause that continued several minutes. When he was finally able to make his voice heard above the cheers he said:

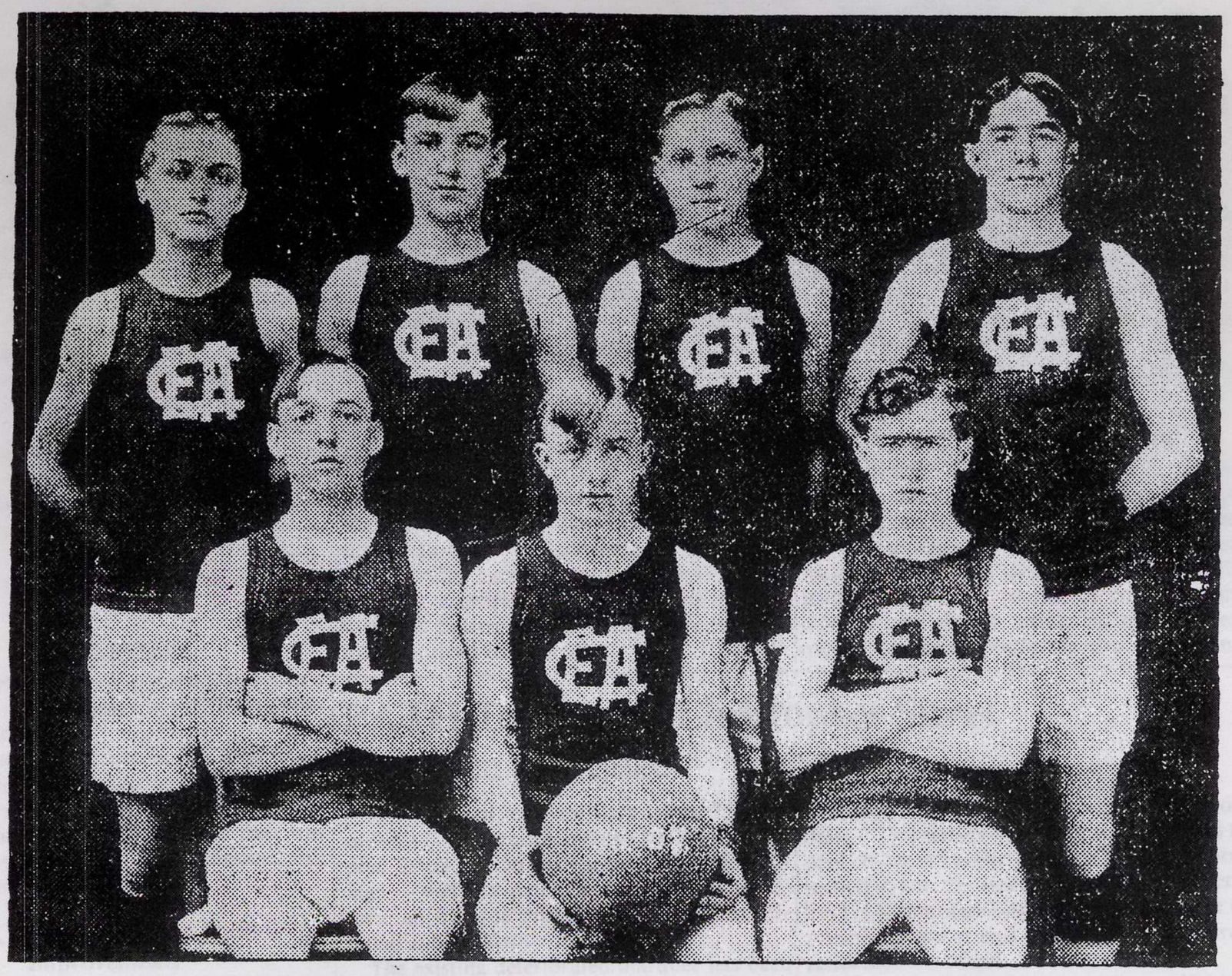
"This event marks a new era for New Jersey. The result of this achievement will be most far reaching. It means much for New York and much more for New Jersey. It means that we are not standing still, but by this public improvement shall be great, very great in history.

"We may well congratulate ourselves today upon this auspicious opening of the tunnels: on the result achieved and on the result to be achieved and upon the engineering skill manifested by the work.

"I congratulate you, Governor

Continued on Page 20

MEMBERS OF THE EAGLE SMALL BASKETBALL FIVE.



Among the third teams of the city the Eagle Athletic Club Small Five have made a record for itself, winning twenty games and losing two. It was defeated by the Newark Turners and Institute S. F., both games being close.

Those in the picture reading from left to right are: Top row. Standing. H. Brunner, substitute; Chas. Ost, guard; George Hartmann, manager and centre; E. Luderman, guard. Sitting: J. Meyer, captain and guard; Crist, left forward; Kelly, right forward.

The Eagles would like to arrange games with all third teams, barring none, and claiming the championship. The Bay View, Newark, Turner and Institute S. F. preferred. Address George Hartmann, 136 Fairmount avenue.

LOUIS BROCKETT TO TWIRL FOR NEWARKS

Stallings Secures Him from the New York Americans.

ZACHER HAS BEEN LET OUT

Stallings Begins the Work of Reconstructing the Local Eastern League Team—Havel and Abbott Also to Go. Southern Trip for Pitchers and Catchers Only.

Pitcher Louis Brockett is new player No. 1 purchased by Manager George T. Stallings in reconstructing the Newark Eastern League baseball team. The player's release was bought from the New York American League Club, which owned him, though he played last season with Montreal.

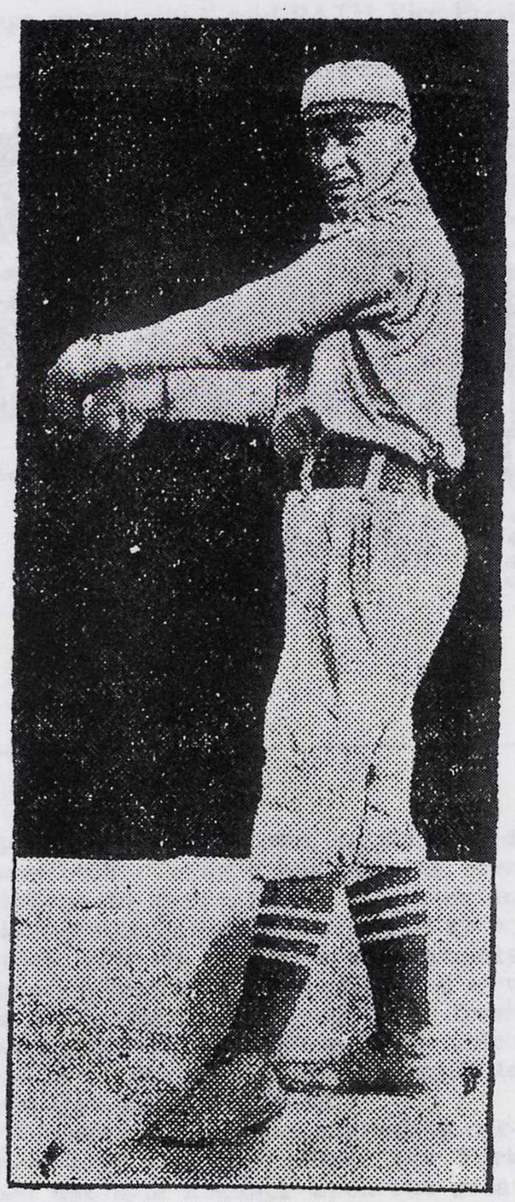
At the same time yesterday Stallings began unloading himself of some of the old players. Outfielder Elmer Zacher, Shortstop Ed Havel and Outfielder Ody Abbott have been sold to the New Haven club, of the Connecticut League.

Zacher was the regular centre fielder in the locals' lineup last season, having been drafted the year before from the Worcester New England League team. Havel came here from the Newark, O., club, late last season, but played only a few games. Abbott is a young college player who was signed by former Manager Burnham last fall.

Stallings has his lines out for four more players from the big league ranks, and may complete several deals today at the American League meeting in New York. Brockett's abilities are well known to Stallings. He played with Buffalo for two seasons, while Stallings was at the helm of that club. Besides being a first-class pitcher, he is one of the hardest hitters in the Eastern League and, for that reason, has been used many times in the outfield.

Pitcher Bill Carrick, who jumped the locals last season, is again the property of the Newark club. Burnham had attempted to trade Carrick for Pitcher William Kellum, of the Indianapolis club, but Stallings yesterday called off that deal. The deal could not have gone through, anyway, as Kansas City had refused to waive claim to Kellum.

Stallings will shortly order his players to report. It has been decided that only the pitchers and catchers will be shipped to the Georgia plantation for thawing out purposes. The other players will report, probably, at Wilmington, Del., two weeks later. This change of plans was brought about by the fact that Stallings determined to carry out the exhibition games schedule arranged by Burnham, beginning April 3.



LOUIS BROCKETT,
Nucleus of "New" Newark Baseball Team.

Jimmy Slagle's Keen Retort.

When Jimmy Slagle, the Chicago Cubs' great outfielder, played with the Washington club in the late '90's there was a terrific bicycle craze all over the country, but particularly in Washington, where nearly every man, woman and child could be seen flying about the city on bikes.

Almost the entire Washington ball team took up this fad to a man, but little Slagle seemingly went daffy over the sport; in fact to so great an extent that his older associates remonstrated with him over the violence of his exertions.

The team that year had put in its training down at Fort Monroe, and there it was that Slagle caught the malaria, which remained with him as long as he stayed in the Capital City, and was responsible for reducing the clever boy a whole lot in weight, although his excessive indulgence in bicycle riding, no doubt, also took a lot of flesh off of him.

One afternoon out at the grounds, when Jimmy rode in the gate in a great state of perspiration, Jack Sheridan, the umpire, who was standing near the entrance, said to Slagle:

"See here, Jimmy; if you don't stop that bicycle riding you will eventually ride to your grave."

"Well," said Slagle, as he mopped his face, "it's a cinch, Jack, that I am not going to walk there."

HAHNE & CO.

Broad, New and Halsey Sts.

BaseBall Outfits.



We are ready for the ball tossers with the most satisfying collection of Base Ball Supplies we have ever carried.

The 1908 lines include the product of the famous factories of

A. G. Spalding & Bros.,
A. J. Reach,
Draper & Maynard.

Balls, Bats, Bases, Uniforms, Gloves, Catchers' Masks, Chest Protectors, Shoes, Pennants, and all that goes to make up the complete base ball club outfit.

We make a specialty of **outfitting base ball clubs**, and the fact that each year we equip more clubs than the year before proves how thoroughly satisfactory our goods are.

Last season we equipped more teams than any other two sporting goods houses in Newark.

A postcard will bring our representative with **samples and estimates** on the cost of uniforms.

We are very sure our prices are the lowest in Newark.

Half Off in Underwear

We have too much winter underwear and will close out the stock at half price.

$1.00 Wright's, 45c

PEARSON 200 Market St.

Best $2 Hat in Town.

The Morning Star, February 26, 1908

Moving Forward: Innovation And Improvement At PATH

Innovation was a byword with the entrepreneurs and engineers who built the Hudson & Manhattan Railroad over 75 years ago.

Innovation and improvement have continued to be vital elements as PATH fulfills the needs for public transportation in the eighties.

The once glorious H&M had fallen into disrepair and bankruptcy when, at the direction of the two States, The Port Authority of New York and New Jersey acquired the rail line in 1962.

During the past two decades, PATH has been almost completely rehabilitated: modern transit cars designed and purchased, new signal and power systems installed, major track and roadbed replacement programs completed, and two major terminals constructed — the World Trade Center in New York and the Journal Square Transportation Center in Jersey City. Additionally, numerous innovative technical and patron service programs were begun.

New Car Fleet

A new fleet of modern, air-conditioned cars was the first major element in PATH's rehabilitation program.

An innovative point system was used to establish criteria to develop a car which was then the most advanced transit car in the United States. By the end of 1965, the new fleet was on the tracks — the first air-conditioned rail transit fleet in the world.

Power, Signal, Track and Station Improvements

PATH replaced the H&M's antiquated rotary converters with modern silicon rectifiers and increased traction power so that longer trains could operate between Newark and lower Manhattan. An advanced computerized control for traction power distribution was installed at Journal Square.

The new power system was a major factor in PATH's energy conservation program. The more efficient silicon rectifiers reduced power consumption by 12 per cent. In addition to energy savings, the new equipment required less supervision and maintenance.

The rehabilitation of PATH's signal system entailed rebuilding or replacing all equipment, modernizing automatic and interlocking signal control systems, centralizing control of the signal equipment and improving the distribution of signal power. The sophistication and the operating precision of the new signal system permit short headways and high density of train movements during peak periods.

At the heart of PATH is the John F. Hoban Operations Control Center at the Journal Square Transportation Center — one of the most advanced installations of its kind. There, key operating personnel monitor the entire PATH system, and rapidly respond to any crises or problems that may arise.

The operations team at the Control Center consists of the Trainmaster, the Power Director and the Central Towerman. The Trainmaster has overall responsibility for railroad operations. The Power Director controls PATH's seven substations. The Central Towerman supervises train routing and the alignment of signals and switches.

Also at Operations Control is a bank of video monitors connected to a closed-circuit television network to oversee passenger flow and provide around-the-clock surveillance of stations and facilities. The efforts of the PATH police force, combining foot patrols with video surveillance, have reduced criminal activity on PATH to one of the lowest in the nation.

Closed-circuit television also is a vital part of PATH's modernized fare collection program. The monitors observe the fare-control areas, where exact-change turnstiles and change-vending machines have replaced the old token system and eliminated the need for station agents — at substantial savings. But under PATH management policy, no employees were dismissed as a result of this innovation; the former station agents were successfully retrained for new jobs.

Communications and Information

PATH has improved the information and communication systems it requires for efficient operations and for assistance to passengers. A train-to-wayside radio network provides instantaneous communication between the Operations Control Center and all trains, stations and other facilities. All PATH cars have public address systems, and a public address communication network has been installed at all stations. PATH Info phones at all stations enable passengers to speak directly with the Control Center for information and emergency assistance.

World Trade Center Terminal

The World Trade Center Terminal, opened in 1971, replaced the 1909-vintage Hudson Terminal in lower Manhattan. It was the first new rail terminal built in the New York-New Jersey metropolitan area since 1937. The old Hudson Terminal's platforms could accommodate only six-car trains. At the new terminal, operating platforms are longer and wider and have more usable space for peak-hour passenger flow. PATH now operates seven-car trains on both the Newark-World Trade Center service and the Hoboken-World Trade Center service.

A particularly interesting distinction of the World Trade Center track and platforms is the integration of acoustic control. Neoprene padding is used under all rails and ties, and there are acoustic barriers between ends of track as well as at the ends of each platform. The World Trade Center Terminal now accommodates about 100,000 passengers on weekdays.

Journal Square Transportation Center

The Journal Square Transportation Center comprises two 550-foot long platforms, a consolidated bus station with off-street berths for buses serving nearly 20 routes, a concourse for PATH and bus passengers with a wide variety of convenient shopping facilities and other consumer services, a landscaped street-level plaza, the John F. Hoban Operations Control Center and two parking levels for over 600 automobiles. A ten-story building housing PATH offices and operating headquarters is an integral part of the complex.

The Transportation Center accommodates about 50,000 PATH passengers and 40,000 bus passengers each weekday.

A new entrance to Grove Street station in Jersey City also has been built. The deteriorating public park immediately surrounding the entrance was remodeled into a pleasant gathering place for the adjacent community.

In addition, improvements have been made to other PATH station entrances, platforms and passenger facilities, most signicantly in terms of repainting, installation of fluorescent lighting and TV monitors, and an improved level of maintenance and sanitation.

The Future

As PATH looks to the future, it has identified more than a half billion dollars in improvements that will be required in the next decade. Among these are purchase of new cars, rehabilitation of the cars delivered in the 60s, construction of a new car maintenance facility, and numerous safety improvements.

Already completed as part of the safety program are new fluorescent lights in the tunnels, a new emergency radio channel, and improvements to the cars to make them more fire-resistant.

In other aspects of the PATH safety program, planning and design work is being completed on three improvements for handling of fire-related emergencies: a standpipe system, tunnel and station ventilation, and emergency exits.

Work has already begun on the standpipe system which will provide water for use by responding fire departments. The first phase of this project — installation of standpipes in the two downtown tunnels, in five stations in New York and in Grove Street station in New Jersey — should be completed in about a year.

PATH To Restore Christopher Street Entrance Marquee

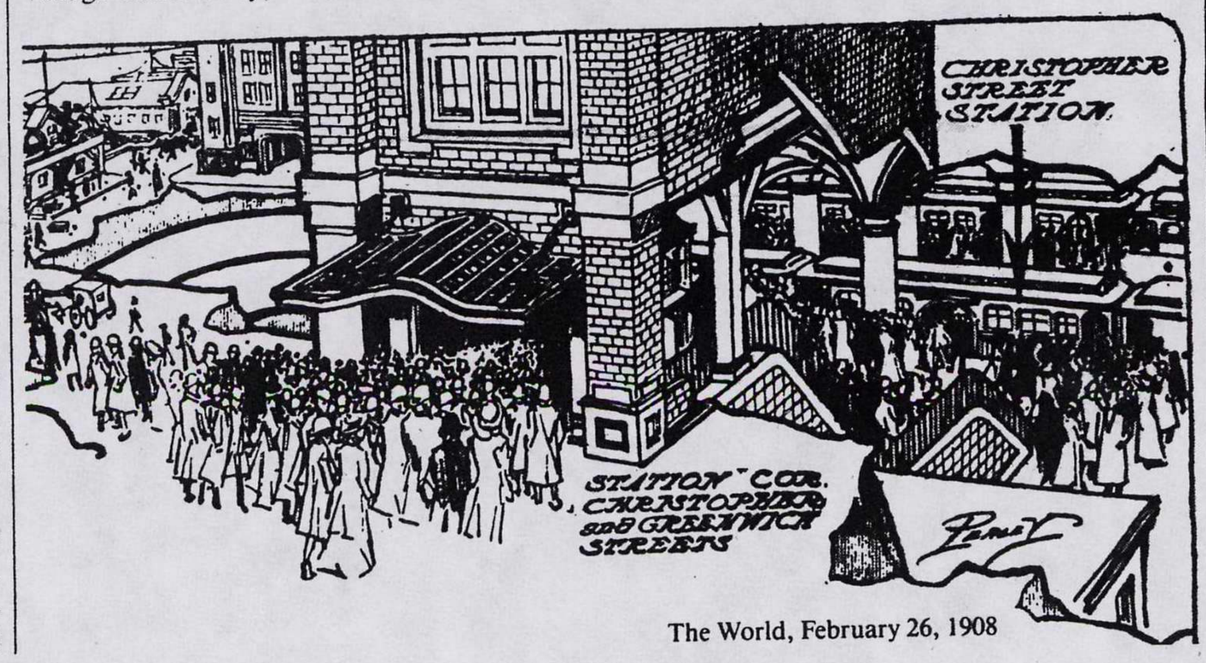
A little bit of old New York — the 75-year-old cast iron marquee over the PATH Christopher Street station entrance in Greenwich Village — will be repaired and restored to its historic appearance during 1983, PATH's Diamond Jubilee Year.

The existing deteriorated marquee has been removed and its repair and restoration is expected to be completed, and the marquee in place, around the end of the year.

The PATH Christopher Street Station, between Hudson and Greenwich Streets, is situated in the landmark Greenwich Village Historic District. It was built by PATH's predecessor, the Hudson & Manhattan Railroad for the opening of transit operations between New York and New Jersey in February, 1908.

"We are pleased to join in the architectural renaissance of the resurgent Greenwich Village community," said PATH Vice President and General Manager Francis A. Gorman. "This restored marquee will enable us to provide an attractive entrance as well as protection from the elements for station users. PATH trains operating below will continue to provide frequent and reliable service to area residents," he added.

The original station entrance bore the sign "HUDSON TUNNELS" above and below the marquee, and was located adjacent to an elevated station of what was then the Ninth Avenue Transit Line. The present station entrance bears the familiar blue and white PATH sign, but the marquee at 137 Christopher Street still retains its turn of the century character. All structural members of the canopy will be carefully inspected before the necessary repairs and replacements are made and the marquee reinstalled.



The World, February 26, 1908

Continued from Page 18

Hughes, and the great commonwealth you represent. We take some pride in ourselves, and we feel proud that we are so closely allied with you. It is a great thing to bind together these two great States with a circle of steel as they are now bound together. It means much for the people of New York and much more for the people of New Jersey. We are a great State, and this public improvement shall be great in the history, and we shall all be great as a people. It is with a profound feeling of gratitude that I am a passenger on the first of this company's trains."

Gov. Hughes's Remarks.

Governor Hughes, who was next introduced, said in part:

"New York is ready to greet New Jersey at all times, on land, on water and under both. Today it has been our rare privilege to congratulate ourselves on this metallic uniting of these two great States, and we can well congratulate ourselves because of this great and new piece of American enterprise, a fresh demonstration of American skill which is sure to work out a great benefit to these two commonwealths.

"We are constantly emancipating ourselves from local prejudices. New York does not look askance upon the great opportunities that this tunnel brings to New Jersey. It makes New York more accessible to your residents and we are content to let the future be vested with its workers. New Jersey can accord our people more comfortable homes than can be bestowed upon them by Manhattan. In fact, we are all one, and there should be no feeling because of the examples of opportunity bestowed upon the other, but look with favor upon all rewards of honest industry."

Mayor Stiel, of Hoboken, and Mayor Wittpenn, of Jersey City, each spoke briefly. Mayor Stiel said: "Hoboken is proud to be linked to the great metropolis of New York with steel bands. This is a great day for Hoboken and I feel that it means much to the city.

Mayor Wittpenn said:

"We may expect much of this event; its effect will be far-reaching. No, we cannot be too optimistic as to that."

After these brief speeches all boarded the cars and were whirled back under the river to New York.

The Morning Star, February 26, 1908

ACKNOWLEDGEMENTS

PATH gratefully acknowledges the cordial cooperation of the New Jersey and New-York Historical Societies in providing rare source material from their archives for the PATH Gazette.

The New Jersey Historical Society made available the original issues of *The Star and Newark Advertiser* of February 25 and 26, 1908.

The New-York Historical Society provided original issues of the *New-York Tribune* of February 16, 23 and 27, 1908; *The New York Herald* of February 16, 26 and 28, 1908; and *The World* of February 22, 23 and 26, 1908.

ALL ABOARD FOR JERSEY UNDER THE RIVER.



RUSH TO BUY TICKETS AT 19TH STREET STATION. 19TH STREET STATION.

make a speech along the same lines, after which the exercises came to an end.

The Return Trip.

On the journey back to Nineteenth street there were in the neighborhood of two hundred more persons than made the first trip under the river. They were enabled through police friendship to get into the station without the passes, which were rigidly demanded in Manhattan, and the result was a serious overcrowding. Everyone was good natured, however.

The trip occupied ten minutes and a half, and at five o'clock the eight cars, having completed the first official return journey ever made under the waters of the Hudson, came to a stop at Nineteenth street and the one thousand passengers moved slowly to the street, uttering exclamations of surprise at what had been accomplished.

As soon as the crowd had filed up the stairs the station was cleared and practice crews were put on running trial trains in anticipation of the regular service, to be installed seven hours later.

"There is nothing for me to say," said Mr. McAdoo on the way over, as he clung to a strap in front of John Bigelow and Myron T. Herrick. "The tunnel is finished and we shall operate trains to-night and from that time on. We are all glad we have got so far along and we hope that the system when completed will merit the praise that has been showered upon it. So far as I am concerned, I should be obliged if the credit should be placed where it belongs—on the engineers who overcame the tremendous obstacles they were constantly brought face to face with. They are the ones, not me."

In Washington a handsomely mounted button bearing a silver plate mounted on mahogany was placed in the East Room of the White House and pushed as the President received the following telegram from Mr. McAdoo:—

"The first official train of the Hudson and Manhattan Railroad Company under the Hudson River awaits your signal and pleasure."

The button will be returned to the offices of the railroad company in New York. On the silver plate is inscribed:—"At the White House in Washington. This is the push button with which President Roosevelt gave the signal which started the first train of the Hudson and Manhattan Railroad Company through the tunnel under the Hudson River between Sixth avenue and Nineteenth street, New York, and Hoboken, N. J., February 25, 1908."

LOOKS LIKE TAFT VS. BRYAN.

Gov. Joseph W. Folk, of Missouri, who arrived in the city yesterday, said:

"As things look out West there isn't much to speculate about, so far as the nominations for President are concerned. It looks as if it is already settled that Bryan and Taft will be nominated. In Missouri the sentiment of the Republicans is for Taft, and the Democrats of the State are united upon Bryan. There is no contest there, and there is no doubt that the State's delegation will be for Bryan."

"Could Bryan beat Taft in Missouri?"

"Oh, yes. Bryan would carry Missouri."

Gov. Folk expects to go to the national convention as a delegate. Regarding his fight for the United States Senate, he said:

"It is the same old fight. It will be settled at the election in November."

The World, February 26, 1908

M'ADOO TUBES JAMMED

JERSEY POURS THROUGH.

Thirty Thousand Tickets Sold in Twelve Hours.

"Hoboken train! All aboard! A little lively, please!"

This was the call every few minutes yesterday and last night down in the 19th street station of the new tubes under the Hudson River. From the moment the first public train started, at a minute after midnight on Tuesday, the trains were crowded, and there was no doubt that Jerseymen and New Yorkers had accepted with an almost literal whoop of satisfaction this new convenience in transportation.

Everything about the system, from the uniforms of the guards to the varnish on the ticket booths and the russet leather straps in the cars, was new. In fact, the clean, spick and span appearance caused persons blasé regarding the subway to test by the sense of touch all the fittings. The closest the guards came to being affected was when "Handsome Bill," at the Hoboken terminal, was teased by a pair of girls into giving them buttons from his uniform coat as souvenirs.

The history of the tunnel's first day of public operation showed its transition from a novelty or show place to a real business proposition. In the first hour of its operation two thousand tickets were sold, and it is safe to say that 90 per cent of the passengers made the trip to gratify their curiosity. Every train until 5 o'clock in the morning seemed to contain a great picnic party. There were songs and cheers and the drinking of toasts by those who carried flasks—and they were many. But after getting out at either Hoboken or 19th street most of the passengers boarded another train and returned to their starting point.

Up to 7 o'clock yesterday morning 5,230 tickets were sold in the Hoboken terminal. Then the merrymakers and celebrators of "tunnel day" disappeared and the first real rush hour of the new system began. From 7 to 8 o'clock 5,800 tickets were sold in Hoboken, the line of persons stretching from the booth up into Hudson Place and winding along beside the Public Service Corporation's trolley tracks. The trains had been put on a three-minute headway at 6 o'clock, and even at that there were straphangers and "pole swingers" in every car. The new system has a new type of standee in its cars, for a certain number of surplus passengers have a chance to link their arms around a vertical steel rod and swing gracefully to the motion of the train.

From 7 to 9 o'clock about thirteen thousand tickets were sold, and even then the rush did not diminish, although it took a different color. The workers had gone to Manhattan, but they were followed by the shoppers, mostly women. The fact that the new tubes land their passengers right in the heart of New York's shopping district had its effect on New Jersey women, and from 1 o'clock until the middle of the afternoon the trains for New York were filled with bargain seekers. After 3 o'clock the tide set back to Jersey, and to judge by the number of packages the women carried they had not wasted their opportunities in the big stores of New York.

There had been much speculation as to what extent the new tube service would "cut into" the patronage of the ferries that run from the Delaware, Lackawanna & Western terminal, which is beside the tube terminal in Hoboken. It was noticed yesterday that more than 50 per cent of the commuters coming in on the Lackawanna trains went into the tube to continue their journey to Manhattan, although they could have gone aboard a ferry from the trains without paying an extra fare. An official of the company, in discussing this, said: "We don't seem to have lost an appreciable percentage of our local traffic—that is, of persons living in Hoboken or nearby points who come here by trolley cars. In fact, comparing the number of such passengers carried by our boats to-day with those carried a week ago there is almost no difference.

"I can't understand how, with so many persons travelling in the tube, we have not felt a reduction of pressure on our boats, but you can see for yourself that every boat is filled. Persons who work downtown in Manhattan find that they save time as well as fares by taking our Cortlandt street ferries and Christopher street ferries. If we are affected at all before the tubes from Jersey City to lower Manhattan are opened and operating it will be in our 23d street service."

At the office of the Hudson & Manhattan Railroad Company a representative of Mr. McAdoo said that during the first twelve hours of operating the system about thirty thousand tickets were sold, of which about two-thirds were sold in Hoboken. For the present, it was said, no further figures regarding ticket sales would be given out. Mr. McAdoo denied the report that a thirty story hotel would be erected over the 33d street terminal, which is under construction. Just what sort of building there will be over it has not yet been decided.

The greatest crush of the present Manhattan terminal, at 19th street and Sixth avenue, began at 5 o'clock yesterday afternoon, when the thousands of persons living in and near Hoboken started for home. A mounted policeman and two men on foot were needed to keep the crowd in order, as the line reached from the ticket booth far out along the street.

The tremendous westbound or homebound traffic caused the saloons in Hoboken to do a land office business, and many places were compelled to put on extra bartenders to take care of the thirsty crowds. The tide of traffic turned toward Manhattan at 8 p. m. and many theatre parties, called "tunnel box parties" by the ticket choppers, came over from Hoboken. The crowds that rode back and forth between 9 p. m. and 11 p. m. were mainly sightseers, but after 11:30 p. m. there was a big rush westward when the Hoboken theatre parties started for home.

There was much congestion at the station on the west side of 19th street and Sixth avenue when the crowds lined up to purchase tickets. The two ticket windows, which are side by side, were no better than one would have been, as an iron railing prevented the purchasers from forming a line on each side. Mr. Dayton, the station master, said another ticket window would be opened to-day. The trains were compelled to continue under three-minute headway after the rush hour because of the demand.

New York Daily Tribune, February 27, 1908



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Every record listed in the Victor advertisement opposite on sale here commencing to-day.

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New York Herald, February 28, 1908