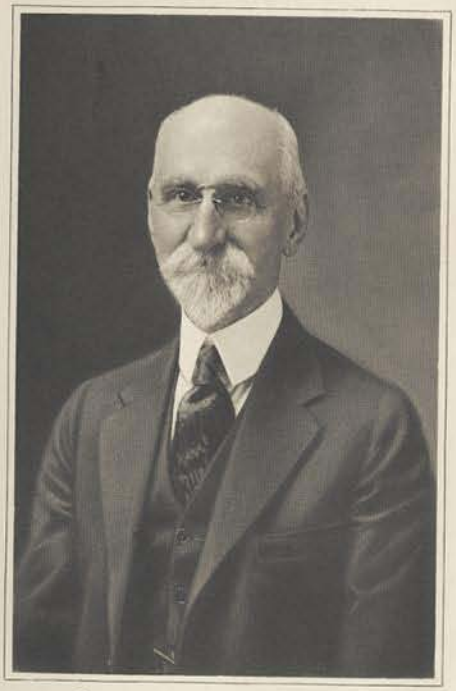


Daniel Van Winkle

HISTORY

— OF THE —

MUNICIPALITIES

— OF —

HUDSON COUNTY

NEW JERSEY

1630—1923

EDITOR-IN-CHIEF

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President of the Hudson County Historical Society

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CHAPTER I.

THE ISLAND OF HOBOKEN.

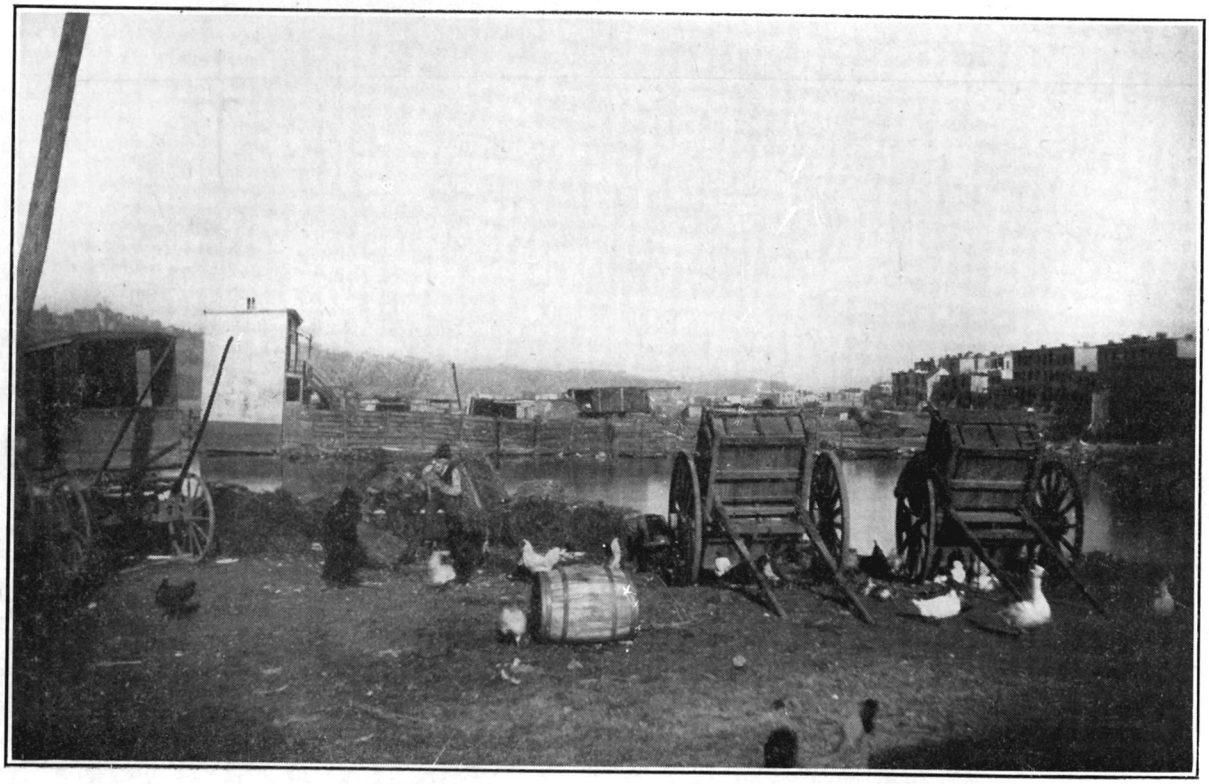
The names of cities, like the names of things and of concepts, are apt to stand for different ideas after different intervals of time. To-day we associate the name of Hoboken with an idea of varying complexity, in which the nucleus is a civic population predominantly German, with the social life and commercial virtues attached to the notion of the German character, and round this nucleus we associate marginal attributes of great industrial and mercantile activities, of a thriving community, and of vast systems of railroad and ocean transportation connecting up the city with all the rest of America and the globe. A couple of generations ago, however, and long after, the name of Hoboken stood for a different sort of signification. It stood then for the classic shades and walks of the Elysian Fields, a famous and beautiful resort, situated near Castle Point, Palisades, whither the tired Manhattanite was wont to sail to refresh his perturbed spirit by nearer communion with nature. Then far away at the beginning of time, as Hoboken knew it, we come across the name in its unregenerate and aboriginal state, for at that early period the place was known as Hobocan Hackingh, which was Iroquois and Manhican for "the land of the tobacco-pipe." Darkness rested on both place and name for a number of years after Henry Hudson, in 1609, explored the shores of the river to be called after him. Then merchants from Holland began to arrive and simultaneous with the settlement of Manhattan Island the western shore of the river began to harbor other inhabitants besides warring Mingoes and Mohegans. So Hoboken issued from the dim antiquity of aboriginal America into the broad light of the white man's civilization. But many generations passed before Hoboken became an organized civic entity or other than a vague woodland region, known mainly to lovers and picnickers of New York on the other side of the Hudson.

Thus behind the prosaic veil represented by the industrial Hoboken of to-day there lies a stream of romance descending from an Indian childhood in the passage of time through green fields and primeval woodlands and cozy farm lands till the first factories of our modern era began to take the place of copse and green field. When the curtain first lifts on that Indian period, Iroquois, Mohegan, Mackwaes, Navesink, and Hackensacs, peopled the hinterlands on both sides of the Hudson, away to the Atlantic and deep into Long Island. When the first European explorer sailed up the river, Hoboken presented the appearance of an island. The bold promontory of Castle Point, with its white and green cliff, extended out into the river and sloped gradually back to the marshes that separated it from what we now call West Hoboken and Jersey City Heights. Through this marsh ran the Hoboken Kill, that on the occasion of a high tide overflowed its banks and completely inundated the adjacent swamps, rendering Hoboken in appearance a perfect island. It was very probably this green and white promontory that attracted the attention of Henry Hudson and his crew on their return down the river after their first passage upward. The reference in the journal of Robert Juet, one of the navigators of the Hudson, seems to make the locality quite clear. "Within a while," he writes, "after wee got downe two leagues beyond that place, and anchored in a bay cleer from all danger of them (the savages), on the other side of the river, where we saw a very good piece of ground, and hard bye it there was a

cliff, that looked of the color of a white green, as though it were either copper of silver myne; and I think it to be one of them, by the trees that grow upon it. For they be all burned, and the other places are as greene as grasse; it is on that side of the river that is called Mannahatta."

Heckewelder, writing in 1801, gives the following tradition, told him forty years earlier by an aged Delaware and Mohegan chief, concerning the first appearance of Europeans on the waters of the Hudson. The tradition is that while out fishing, a number of Indians described a huge monster swimming or floating on the water; they hastened to the shore and sent out runners to all their chiefs with news of the arrival of this strange object. The chiefs and warriors, assembling quickly on the shore, and long scrutinizing the apparition, inferred that it might be the canoe of the great Mannitto coming to visit them. Sacrifices were prepared and rites performed. When the strangers ventured on to the land they were given a reception. It is easy to imagine the curiosity aroused in the Red Men who must have regarded the strangers much as we would to-day regard visitors from another planet. The story goes on to say that one of the strangers after quaffing a drink from a flagon, refilled and offered the beverage to the chief nearest to him. The chief passed it to the next untasted and so it went along till an adventurous warrior, exclaiming that it was treating the strangers with discourtesy to refuse the proffered flagon, drained it and shortly afterwards fell down in a drunken stupor. On regaining consciousness the warrior described his sensations and said he had never had an experience of such happiness before. He at once sought for more of the magic flagon and the other chiefs went with him. So the Red Man on the Hudson became acquainted with the potent exhilaration of the white strangers that more easily than the passage of the Hudson was to be the passport to the Elysian Fields.

It has been said that the incident thus described gave to the place where it occurred the name of Mannahattanick or Mannahacktannink, meaning the "island of general intoxication," but out of it has arisen a wrangle among historians as to the application of the name of Manhattan, and the claim is made that Hoboken was the original Manhattan Island. Moulton, in his "History of New York," gives the honor of the name to Hoboken. Asher, however, in a footnote to his edition of Hudson's voyage, controverts the application. "Moulton," he says, "places this site near Hoboken, opposite New York. This opinion of the else so accurate historian is very improbable," and he adds that "the early chroniclers, as well as the early maps and views, agree in giving to that land (New York) the Indian name which it still bears; while the opposite shore, though, perhaps, also inhabited by the Manhattan tribe, is never called Manhattan. It had on the contrary an Indian name of its own, Hopaghan, now corrupted into Hoboken." However, again Heckewelder speaks up in favor of Hoboken, or the land of the western bank, as the original Manhattan of the Indians, and Gallatin, an equal authority, in his "Synopsis of the Indian Tribes," reiterates the Delaware tradition that Manhattan tribes first received the Dutch at Hoboken. The following is a quotation from Heckewelder: "By this time the chiefs of the different tribes were assembled on York Island and were counselling on the manner they should receive their Manitou." In the conflict of varying historical views it seems almost impossible now to decide where the original Manates of the natives were situated, though Hoboken likes to think that the major weight of opinion places it on the western shore. It is argued that Hoboken might well have been the original Manhattan Island of the aborigines, for its complete isolation at high tide must have been clearly apparent to the early



THE MEADOWS—HOBOKEN, 1860

voyagers up and down the river, while it would have taken a careful explorer, one who would have had to penetrate and follow up Spuyten Duyvil creek through its entire length, to determine the island character of New York.

In the early maps, within a very short period after the appearance of the Dutch, the name of Manhattan was exclusively applied to New Amsterdam, later New York, while the land on the opposite side of the river, in New Jersey, bore the name of Pavonia, and this brings us to a definite fact and date that stands out on the threshold of Hoboken history, for under the conditions stipulated by the Dutch Government that those who planted colonies of fifty adults would be entitled to sixteen miles of river front, provided they compensated the Indians properly for the land taken, one Michael Pauw, in 1630, obtained from the Indians, through the Director of the Council of New Netherlands, the right and title to the lands which now comprise Hoboken, and it would appear that it was after this Michael Pauw, one of the earliest directors of the West India Company, and the Patroon of the new colony, that the shore of New Jersey received its name of Pavonia. On Hudson's return to Europe the tidings of his discoveries had soon spread over Holland, and the glowing descriptions given of the newly discovered country, abounding in all kinds of valuable natural products, tempted the merchants of Amsterdam and other cities in the United Netherlands to fit out vessels and send them to this El Dorado of the Western Hemisphere. Numerous expeditions were dispatched, and settlements were made on the Jersey side as well as in New York. For many years the settlements continued mere trading posts, though documents addressed to the United Netherlands Government, shows that forts were built at an early date. In 1621 the States-General granted a charter establishing the Dutch West India Company, and this organization, in 1626, formally purchased from the Indians Manhattan Island, Staten Island, Hoboken, and some other places in the vicinity, paying for the first-named island, said to contain about 22,000 acres, the sum of sixty guilders, or about twenty-four dollars. They erected upon it during the same year a fort called "Fort Amsterdam" and established there the capitol or government of the province of New Netherlands. The grant to Michael Pauw, who was burgomaster of Amsterdam and lord of Actienhoven, which included what is now Hoboken, is the first recorded conveyance of land in the province of the New Netherlands. The patent is dated July 12, 1630, and the text has been preserved. Five years after the purchase the title became vested in the West India Company.

In the generations that followed, the times were troublous. There were Indian wars and troubles between the English and the Dutch, and the lands that comprised Hoboken had many owners—Hendrick Van Vorst, Aert Teunissen Van Putten, Nicholas Varleth, and the Bayards. William Bayard was the proprietor at the outbreak of the Revolution, and although he first sided with the colonies, he afterwards went over to the British, and even joined the King's army. In consequence, Bayard's Hoboken estate was confiscated by the State of New Jersey, and at the close of the Revolution it was sold at public auction. Colonel John Stevens was the successful bidder, and acquired the whole of Hoboken for about $90,000, in the year 1784.

Colonel John Stevens may be called the founder of the modern city of Hoboken. He was born in New York in 1749, and died in 1838. Early in the last century, having purchased the ferry franchises to New York, he developed the Elysian Fields. The resort consisted of a series of walks and shaded footpaths, starting almost from the ferry gates, some winding along the river bank, other skirting the hill known as Castle Point. Long avenues of trees

were laid out, and on holidays the place was thronged by Manhattanites. Its appearance in 1834 is thus described:

> Built chiefly on one street, it contains about one hundred dwellings, three licensed taverns and many unlicensed ones, four or five stores, and between six and seven hundred inhabitants. It is remarkable, however, chiefly as a place of resort for the citizens of New York during the hot days of summer; the bank of the river is high, and the invigorating sea breeze may be enjoyed at almost any hour when the sun is above the horizon. In the walks along the river banks, over the grounds, and in the beautiful fields studded with clumps of trees and variegated by shady woods, the business-worn "Yorker" finds a momentary relaxation and enjoyment in the Elysian Fields, and the gastronomes, whether of the corporation of New Amstel, or invited guests, find a less rural though not a more sensual pleasure in the feasts of Turtle.

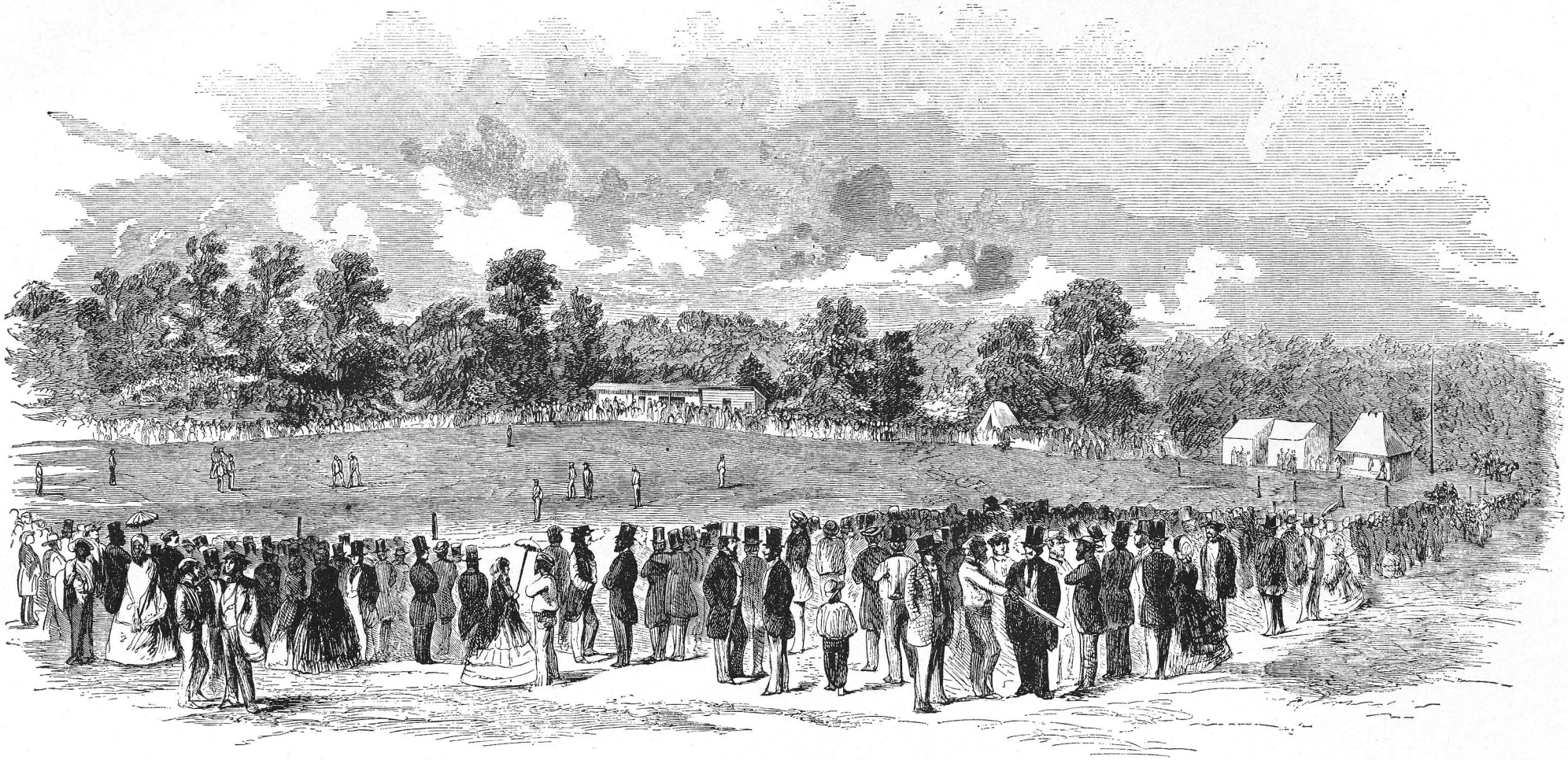
Under the code of rules formulated by the Knickerbocker Club, the first recorded game of baseball was played on the Elysian Fields of Hoboken on June 19, 1846. The New York Club defeated the Knickerbocker Club 23 to 1 in four innings.

Thirty-five years after Colonel Stevens had first laid Hoboken out as a town, the Hoboken Land and Improvement Company came on the scene. The company was incorporated by an act of the Legislature of the State of New Jersey, passed February 21, 1838, with power to purchase, improve, mortgage and dispose of lands and other estates in and about Hoboken, for the purpose of grading and laying out the streets and squares, erecting wharves, and similar work. On May 6, 1839, the heirs of Colonel Stevens conveyed the unsold property of the family to the company. The Hoboken ferries were taken over by the company. Up to 1811 the Common Council of New York had leased the ferry to different parties, although from 1784 John Stevens had been the owner of Hoboken. In 1802 he made known the fact that he had successfully applied steam as a motive power to navigation and he claimed that he was the first to do this. In April, 1811, he obtained a lease of the ferry and at once set out to complete his steam ferryboat. It was called the "Julianna," carried one hundred passengers, and bore the distinction of being the first ferry boat propelled by steam in the world. The Hoboken Land and Improvement Company took over the management of the ferries, the docks, and all the property of the Stevens family, the capital stock being taken by the heirs. The influence of the company in Hoboken was henceforth preponderating.

CHAPTER II.

THE TOWNSHIP OF HOBOKEN.

Before the early part of the last century Hoboken was a rural region on the western shore of the Hudson. Its area was largely farm land. Though white civilization had been resident on it for over two centuries the natural features of primeval America still dominated the tentative development and design of generations of settlers. The population was not large and it was scattered. The houses had become a predominant feature of the landscape, but they had arisen as the trees and rocks had arisen, haphazardly, and with no evidence of a general plan. Some of the residences were isolated, others chance had thrown together in neighborly clusters, and here and there the beginnings of broad thoroughfares might be seen. In April, 1814, Samuel Swartout and his brother Robert had purchased from John Stevens the marsh portion of Hoboken, which was later known as the "Coster Estate." They made a vegetable garden in the section and made an effort to reclaim a large portion of it. They met with indifferent success and in 1819 their mortgagee, John G. Coster, took



GREAT CRICKET MATCH BETWEEN THE UNITED STATES AND CANADA, AT HOBOKEN, N. J., SEPTEMBER 11 AND 12. UNITED STATES VICTORIOUS! AMBEOTYPED BY BRADY, WHILE THE GAME WAS IN PROGRESS.

OCT. 4, 1856.

Hoboken Cricket Grounds

CANADA.

		1st *Innings.*
Parsons	b Barker	3
Heward	run out	4
Harlinge	b Cuyp	3
Gale	b Barker	0
Jones	b "	0
Pickering	b Cuyp	1
Lousada	b "	4
Dexter	b "	2
Boultbee	b Senior	16
Phillpotts	b Cuyp	6
Draper	not out	5
b 9, lb 4, w 1		14
	Total	64

		2nd *Innings.*
Parsons	b Cuyp	1
Heward	b "	10
Hardinge	run out	0
Gale	run out	2
Jones	not out	11
Pickering	b Barker	8
Lousada	c Gibbes b Cuyp	3
Dexter	b Cuyp	0
Boultbee	b "	8
Phillpotts	run out	6
Draper	b Cuyp	3
b 4, lb 4, w 1		9
	Total	82

UNITED STATES.

		1st *Innings.*
S. Wright	b Hardinge	4
Wilby	run out	4
Senior lbw	b Hardinge	22
Bingham	b Parsons	0
Barlow	c Pickering, b Hardinge	1
Gibbes	b Hardinge	43
Waller	b Pickering	6
Higham	b "	18
Sharp	c Dexter, b "	2
Barker	not out	0
Cuyp	b Pickering	1
byes 4, wides 11		11
	Total	111

		2nd *Innings.*
Bingham	1 bwb Hardinge	14
Barlow	not out	3
Sharp	not out	9
byes 3, lb 4, w 3		10
	Total	35

title to the tract. In 1860 Coster laid it out into building lots, according to a map made by Daniel and Austin D. Ewen, civil engineers, of New York.

Meanwhile the time had come when Hoboken had to be incorporated as a town. In 1843 that portion of Hudson county north of the New Jersey railroad had been set off and called North Bergen. Hoboken continued part of of this township of North Bergen until April 16, 1849, on which date it was organized as a separate township under the name it was henceforth to bear. The incorporation included Weehawken. The population had been gradually growing and when the question of incorporation was being discussed the area provided homes for over two thousand people. In 1850, shortly after the site had arisen to the dignity of a township, the population was 2,608. Not a large figure assuredly in over two centuries of growth—not a striking rate of increase in comparison with the growth of population that was to follow. But the ratio was in conformity with the rate of increase in other townships on the Atlantic border. The organization of the region into a town brought Hoboken to its period of adolescence. It attained to civic consciousness. It had assumed a corporate character. It could look back on a past and forward to a future big with promise. The civic consciousness led it to take pride in its history, and the people of Hoboken, particularly those whose families had early connections with the western shore, took pride in considering the early records. From 1849 to Michael Pauw and Pavonia represented more than two hundred years. Hoboken was then no arriviste, but one of the very oldest communities in the United States. Already at a very early date Hoboken was known by repute even in Europe. Thus in a manuscript without date, in the Royal Archives at the Hague, on the file entitled "West Indie, 1630, 1635," the land of "Hobokina," it was noted, was mentioned in connection with the Island of Man-Hattes, Fort George, and Staten Island, as being reserved by the Lords of the States-General. Hoboken, now a town, and aspiring to be a city, liked to think that such authentic witness to long descent existed.

In 1850 Hoboken, then an infant town, looked strong and rosy with a population of nearly three thousand. Its new clothes and civic dignity were agreeable to it and it began to thrive mightily. Five years later its population had more than doubled, and in 1855 it blossomed out into the full investiture of a city. The city charter bears the date of March 28, 1855, a proud date in Hoboken history. From that time on, Hoboken was never to look back. Beginning as a chartered city with fewer than seven thousand inhabitants, it was to increase henceforth in population at the rate of more than a thousand a year. Hoboken forty years later contained 270 acres of upland and 450 acres of meadow, of which about 200 acres of upland and 160 acres of meadow were built upon. Serpentine is the underlying rock of the Hoboken upland, while blue mud underlies the meadow. The borings taken from time to time through this mud indicated that it rested on a foundation of sand or gravel and that it gradually increased in depth easterly from the upland to the Palisades, being in some places over 100 feet deep. The surface of the meadow before the tides were cut off was about on the leval of mean high water, but since the river to a certain extent had been kept off the meadow by gates and street embankments, the surface at that time had sunk from one and one-half to two feet below mean high tide.

By the years in the early nineties the meadow streets of Hoboken that had been graded were generally filled in to the height of about two feet above high water. The city was originally founded on the uplands bordering the Hudson river and west of the promontory known as "Castle Point," but

shortly after its incorporation it began to spread in a westerly direction over the swampland lying along the foot of the Palisades. The average altitude of the city relative to the high water mark is about twelve feet, while that of Castle Point is one hundred feet, and the top of the precipitous heights of the Palisades range, which bounds Hoboken on the west and north, and on which are located Jersey City Heights, West Hoboken and Weehawken, vary from one hundred to two hundred feet above the sea level. The uplands of the city, except Castle Point, vary from eight to twenty-five feet above high water. The soil is of a stiff, clayey nature, with no rock near the surface, except in the vicinity of Castle Point. The uplands of Hoboken, no doubt, originally formed an island which was cut off from the Palisades by the waters of the Hudson river for a width of about 1,550 feet. The depth of water in the channel of the Hudson, opposite Hoboken, is about sixty feet, the bottom being of blue mud, similar to that found underlying the Hoboken meadowland. The average difference between mean high and mean low water in the Hudson river at Hoboken is four feet and six inches. During northeasterly and westerly storms, and especially during high spring tides, the level of the water in the Hudson is several feet higher than mean high water, the greatest difference that has been noted being three feet nine and a half inches; that is to say, there have been times even at low tide when the water in the Hudson river has been nearly four feet higher than the surface of the meadows. There have been occasions when the water has risen more than three feet higher than mean high water, and, of course, at such times the water has been four feet and a half higher than the meadows, and one foot higher than the established grade of the meadow streets.

Weehawken separated from Hoboken, as Hoboken had separated from North Bergen, in 1859, and became a separate township. Its name is purely Indian and is said to mean "maize land." It is situated to the north of Hoboken on the shore of the Hudson and opposite New York. It has never quite lost its character as a suburb of Hoboken. But though small in area and not large in population, its extensive waterfront is lined with wharves, some of which can accommodate the largest ocean-going steamers. On a ledge below the crest of the Palisades is the famous duelling ground where the bloods of an earlier time once settled their quarrels. Certainly the high precipices of the Palisades in those days looked on many a tragic scene, where in the cold grey dawn human passion came to the rapier point or sought solution in the crack of the pistol. Now sentiment would have to look widely for haunts in modern Weehawken. The West Shore railways have their terminus in the township. It is served also by the New York, Ontario and Western; suburban electric lines are numerous, and it is connected by steam ferries with New York City. It looks extremely prosperous and up-to-date. Its river frontage extends a distance of one mile from Hoboken to West New York. It has all the conveniences of a large city—besides its fine river frontage, a perfect sewer system, an unlimited supply of pure water, electric and gas lighting, extensive trolley service, with transfer privileges to all points in Hudson county. Its transportation facilities by rail and water link up directly with all the great systems. Its population is commercially minded and has an international outlook. Every kind of industry is welcomed, and there is a disposition to seek development in silk and embroidery manufactures. The population grows in proportion with that of Hoboken, with which, in spite of its formal separation, it is indissolubly connected. The cities and towns between the Hudson and the Newark meadows constitute in reality one vast civic entity, and Wee-

hawken is nearer Hoboken than any of them. It is detachable only by the disentangling power of the mind. In function and reality the whole area operates as a unit and individual center of metropolitan life and industry.

Reviewing the story of Hoboken and looking forward to its future nearly thirty years ago, a prominent citizen of Hoboken thus wrote:

As a city Hoboken has existed less than forty years, having been incorporated in 1855. It then had less than seven thousand inhabitants. It grew in population steadily at the average rate of about one thousand a year. The population, according to the United States census of 1890, was 48,026. In the nature of things, because of its location and natural advantages, the city must continue to grow and prosper in the present decade in proportions greater than before. In schools, churches, public institutions and business enterprises, Hoboken manifests, perhaps, as many evidences of progress as any city of similar size in the country. There is excellent ferry service to the metropolis, an adequate and satisfactory water supply, good telephone and telegraph service, unexcelled street car conveniences, safe local bank facilities, and immediate railroad connection with New Jersey towns, as well as with the country-at-large, through the Delaware, Lackawanna and Western railroad. An important source of business revenue to the city is the traffic of the great ocean steamship lines, whose piers are situated along the Hoboken waterfront. The city boasts a splendid National Guard regiment, and well equipped police and fire departments.

Besides its well attended public schools, including a high school, Hoboken's educational spirit is manifested in an academy founded by German-Americans, in which, although the German character of the institution is not lost sight of, a wide curriculum of education from the kindergarten upward is afforded. Hoboken, however, is most especially proud of its great school of mechanical engineering known as the Stevens Institute of Technology, whose fame is as wide as the continent and is indeed not unknown among the learned in foreign lands. The Academy of the Sacred Heart for young ladies, and other Catholic schools, besides many private schools of a non-sectarian character, add much to the educational advantages of the city. Improvements of a public and private nature in Hoboken have progressed with marvelous rapidity during recent years. During the year 1891 nearly one million dollars' worth of buildings were erected in Hoboken. Public improvements kept pace with private enterprise, and work is still being done extensively in constructing and improving streets and sewers. A new post office, fire house, and police station were added to the city's facilities during 1892. The public officials are considering an extensive taking up and relaying of the pavement in the upper part of the city. The paving of these streets was originally done by private individuals prior to the dedication of the streets for public use. Improvements in the matter of street cleaning are constantly being perfected. The present street cleaning is done by the street commissioners, with men hired by the day.

Elsewhere the same writer adds:

We would make one brief suggestion, that as the different cities and towns lying between the west bank of the Hudson and the Newark meadows will very soon become incorporated in one vast city—what more appropriate name could it have than that given a prominent part of it by the aboriginal inhabitants, a name filched from it by its more populous neighbor, only to be shortly discarded for that of New Amsterdam, that in turn being displaced by New York—The City of Manhattan.

It is thus apparent that there was no lack of local patriotism in Hoboken in the early nineties of the last century and that the city was associated in the minds of its inhabitants with big ideas. Some of the suggestions are of a character calculated to make the New Yorker gasp. But who can doubt that the promise which Hobokenites foresaw thirty years ago has been largely fulfilled and that all that has hitherto been added to the development of the region is small compared with what the future has in store.

CHAPTER III.

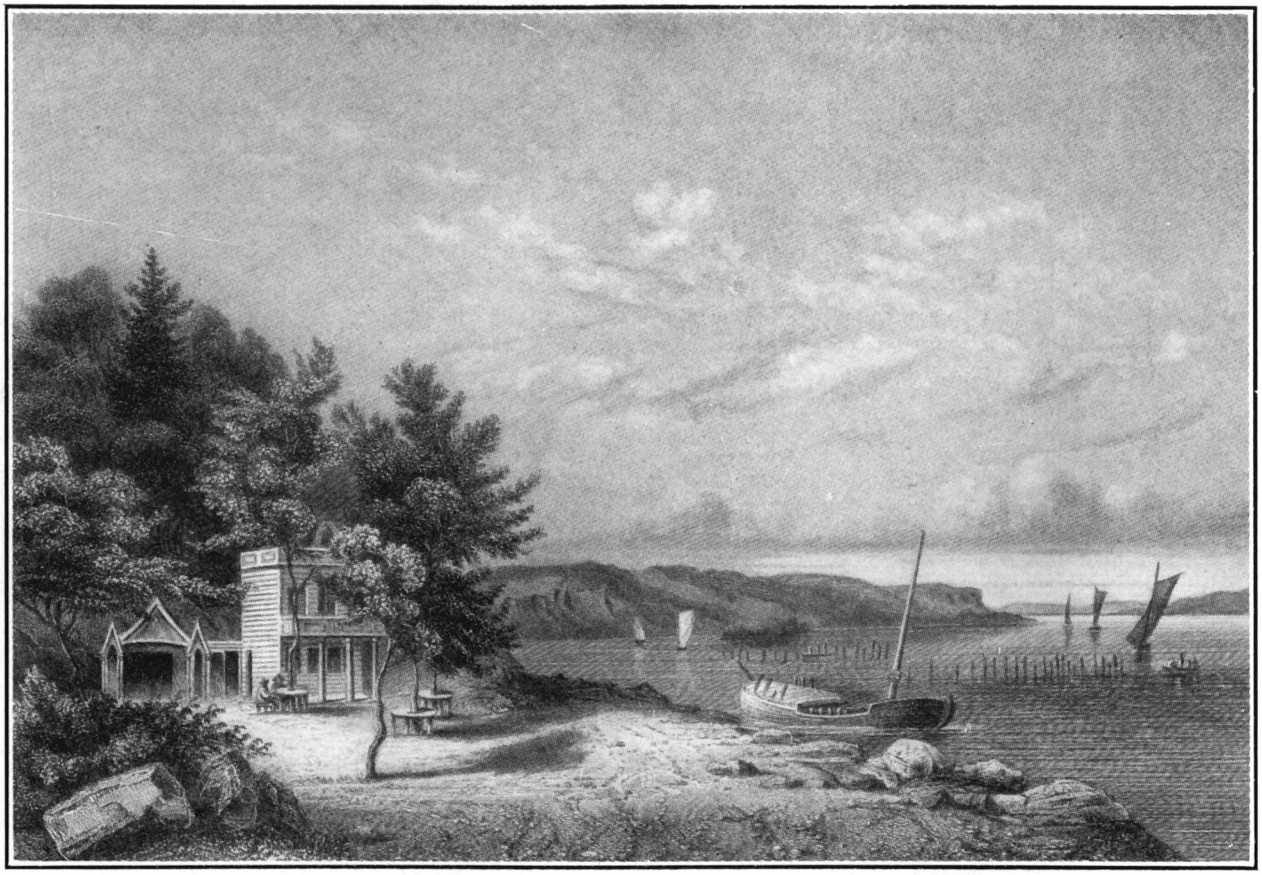
HOBOKEN—THE MILE SQUARE CITY.

Commission Form of Government—The commission form of municipal government in New Jersey was provided for by the Walsh Act of the State Legislature in 1911, and the city of Hoboken adopted it in 1915. The plan

had worked well in other municipalities, though there were cases of municipalities, which, after giving it a trial, had reverted to the older form of government. The government of a city by a commission, instead of by a mayor and other city officials, was first instituted in Galveston, Texas, in 1901. Its usual form provides for the election of a certain number of commissioners from the city at large, who, in turn, elect one of their number to act as mayor and divide with each other the administration of the city departments. One commissioner may take charge of the police department, a second of the fire department, a third of the health department, and so on. A limited number of members of the Commission, usually only five, has been the customary practice, in order to concentrate responsibility of government. Another object in limiting the number of commissioners is to secure a short ballot. The Commission Government has added to it, in the case of some cities, the Initiative, the Referendum and the Recall. In some cases, no recognition is given to political primaries or political parties, candidates for the office of commissioner being nominated by certificate.

Hoboken Under the Old Regimé—Before the adoption of the commission plan, the legislative branch of the Hoboken government consisted of a mayor and a Board of Common Council, the latter being composed of ten members, two representatives from each ward, from which one was elected at the general election each year to serve two years. The term of the mayor was one year. The appropriations and all financial transactions were under the control of the mayor and council. They alone had power to issue bonds or certificates of indebtedness. The mayor had the veto power over all legislation and was *ex-officio* member of the various boards. The several boards received by monthly requisitions upon the mayor and council the funds for their respective departments. The appropriations for the support of all the departments were made annually by the Board of Tax Commissioners; two were elected yearly from each ward, each of them being required to be a freeholder and elector in their respective wards. The board fixed the amount of money to be raised by taxation for the current year for certain specified purposes. Among these purposes were the support of the fire department, the police, public schools, water department, repairing and cleaning streets, improving public grounds, lighting the streets and public buildings, erecting and keeping in repair such public buildings as might be needed for city purposes, militia, salaries of city officers, supporting the poor, and such other purposes as might be necessary to carry on the city government. The board met on the second Monday in May, in each year, and was required by law to file with the mayor and council its report on or before the first day of June. A confirmatory ordinance was then passed by the mayor and council, whereupon the Commissioners of Taxes and Assessments proceded to apportion the amount appropriated upon the taxpayers. The action of this latter board was reviewed and, if necessary, corrected by a county board appointed by the Governor. All taxes were payable to the city collector, who was elected for a term of three years. He passed from time to time the moneys collected to the city treasurer, who was under $200,000 bond. The treasurer was also elected and held office for five years. The auditing of the city finances was done by the comptroller. He was appointed by the Common Council for a term of three years.

According to the pre-commission plan the members of the Board of Health, Police, Education and Fire were appointed by the mayor and council. The mayor was president of the Police Board. He was not a member of the Fire Board. The trustees of the public library and commissioners of taxes were



THE SYBILLE GROTTO OF HOBOKEN

appointed by the mayor alone. The Water Department was under the control of the water commissioners, which board was composed of five members elected for a term of five years. The chairman of the council was a member of this board. The water mains and appurtenances were managed as the property of the city, but the water was supplied by the Hackensack Water Company, under a contract of twenty-five years, which expired in 1922. Under this contract, house and other rates were provided for, to which was added five per cent. to pay the current expenses of the water board. All city improvements were done under the control of the mayor and council upon a petition of a majority of abutting land owners. These were carried out upon plans prepared by one of the city surveyors. The payments for such improvements were made by the issue of improvement certificates, which were finally redeemed out of the assessments collected from the property assessed. The assessments were proportioned by the Board of Assessment Commissioners, composed of three members appointed by the mayor and council, who held office three years. All assessments so made had to be confirmed by the mayor and council. The mayor and council had entire control over the finances of the city.

The Board of Police Commissioners, chief of police, and recorder had charge of the public peace and good order of the city, and it was their office to see that the laws and ordinances were properly observed and all penalties for transgressions thereof duly enforced. All of these officers except the chief of police were elected directly by the people. The Fire Department, under the township of West Hoboken, was controlled by a board of trustees, but after the incorporation of the city, the department went under the direct control of the council. The chiefs of police have been Charles A. Donovan (1866-1902), Patrick Hayes (1902-23), and Edward J. McFeeley, the present chief. There was no engineering department, but several city surveyors were appointed by the mayor and council for life, from which number selection was made by the mayor and council when such service was required. The institution of the commission form of government modified this general arrangement, though the broad features of the old plan of administration was necessarily retained.

The Board of Water Commissioners and Water Registrars had control of the water supply of the city. They were elected by the people and the commissioners served without salary. The chairman of the council was a member of the board. Hoboken was supplied with water from the Jersey City system prior to 1882. The first mains were laid in Hoboken in 1857. All the mains became the property of the city. The rates charged Hoboken by Jersey City for water thus supplied was ten per cent. higher than the rate charged to the consumers in Jersey City. In 1882 a contract was made with the Hackensack Water Company, which henceforth supplied the city. Hoboken is not unlike many of our western cities in the respect that it is situated upon a practically flat area, and as its water supply is drawn direct from different reservoirs, the elevations of which are one hundred and eighty and one hundred and ninety-four feet above tide, it means with mains of such diameters as would best insure low velocities and low friction losses that there should be no material variation in the water pressure throughout the entire city. The mains which connect with the reservoirs and which enter the city through Willow avenue and Park avenue, consist of a twelve-inch, a sixteen-inch, and a twenty-four inch, the combined capacity of which to the north line of the city is more than twelve million gallons per day. The combined capacity of the reservoirs located in Weehawken is 85,000,000 gallons. The water supply to the city is

still further guarded by the fact that three separate lines of mains, a twenty-inch, a twenty-four-inch, and a thirty-six-inch, connect directly the water company's main pumping station at New Milford with their reservoirs at Weehawken, and, as the mains are laid over different routes, it is quite unlikely that anything would happen that would simultaneously affect the three mains, or cause them all to be temporarily out of commission at the same time. The supply is drawn from the Hackensack river at New Milford, the daily flowage of which has for many years exceeded one hundred million gallons. The Hackensack river rises in the high grounds west of Haverstraw, flows south through an unpopulated country, and its volume is constantly being added to by numerous natural springs and brooks. Rockland lake is an important feeder and the Pascack brook is the principal tributary of the main river. On the Pascack brook the Hackensack Water Company completed an empounding reservoir, with a capacity of 835,000,000 gallons, the object being to store a sufficient supply to provide for a long period of dry weather. This reservoir is one and a half miles long, practically one-half mile wide; water at the dam, which is some 1,500 feet in length, is thirty feet deep. The watershed of the Hackensack river covers a drainage area of 114 square miles, all of which continued under regular and systematic inspection for pollution of any and all classes. In cases of pollution, where it was found impossible to secure abatements by the company, or through the local health boards, such cases were referred to the State Board of Health, the practice being to notify immediately the offending parties, fixing a limited time in which the pollution should be permanently abated to their satisfaction, any recalcitrancy being followed by a necessary participation in legal proceedings. The water furnished to the city began at an early date to be carefully filtered, rendering the quality practically pure and colorless, so that the citizens of Hoboken have from an early date been able to claim that for quality, abundance and potentiality of service their water supply was second to none in the State.

The Hackensack Water Company was formed a year before it began to supply Hoboken and it immediately began to supply the towns of Union, West Hoboken, Weehawken, North Bergen, Hackensack and adjoining places, as well as Hoboken, through more than fifty miles of pipe-mains. The principal works of the company were situated at New Milford, on the Hackensack river, about five miles above Hackensack, Jersey City drawing its supply from the Passaic river, near Belleville. The company when it began to supply this cluster of towns had a reservoir of three million gallons' capacity at Cherry Hill, two miles above Hackensack; another in Weehawken, about two miles north of Hoboken. At the latter point their high-service works were located, consisting of a brick tower one hundred and fifty feet high, supporting at the top an iron tank containing one hundred and fifty thousand gallons of water. This tower, as well as the whole works, were supplied with a complete outfit of the latest and most improved pumping apparatus made by Henry R. Worthington. The average daily draft of Hoboken shortly after the company began its supply was three million five hundred thousand gallons, West Hoboken and the town of Union together one hundred and twenty-five thousand gallons, Hackensack seventy-five thousand gallons, and of all other consumers two hundred and twenty-five thousand gallons. Needless to say, these figures grew in a short time to figures very much larger. The president of the company in the beginning was R. C. Bacot; the treasurer, W. W. Shippen.

The Hoboken Gas Company was organized in 1863, having its works on Willow street, between thirteenth and Fourteenth streets. From the date of

its organization it supplied not only Hoboken, but Union Hill and West Hoboken. In the early eighties it furnished an annual output of fifty-five million cubic feet of gas, the price ranging from $2.25 to $2.75 per thousand cubic feet. In the early nineties the company was furnishing annually about sixty-five million cubic feet of gas. The gas company passed through several reorganizations and is now part of the Public Service Gas Company, which supplies most of the northern part of the State of New Jersey.

The New York and New Jersey Telephone Company started business in Hoboken May 1, 1881, and at the end of a couple of years had one hundred and thirty-five subscribers. The average rate for each subscriber was then seven dollars and fifty cents per month. It had one hundred and five miles of wire in use, and employed two female operators during the day and one male operator at night. Three Williams improved switchboards were in use. The office was at 82 Washington street. The Hoboken telephone exchange is now located in a fine building at the corner of Park avenue and Seventh street.

Sewers and Drainage—Owing to the peculiar topographical position of Hoboken, the city had long a great deal of trouble with its sewers, and the problem of bringing the system to perfection proved a great perplexity. The tidal box drain system for the meadows cost the city a great deal of money without producing any results that could be called satisfactory. The box sewers were often out of order during heavy storms, and there was no escape for the sewage except by evaporation. The sewerage system on the uplands was quite efficient, but attempts to improve the drainage of the meadows did not for long prove successful, and an obstacle to its success was found in the opposition of the residents of the lowlands, although, it would appear, the residents of the upper sections of the city, though themselves satisfied with the system so far as it applied to them, were not unwilling to bear taxation for improving the lower sections. Things came to a head in the early nineties and Mayor Edward K. Stanton said in dealing with this important matter in his message to the Hoboken Common Council in May, 1892:

> The residents of the highlands of the city do not realize the importance of this question and naturally they object to being burdened with an expense that is apparently destined to benefit only the lowlands. Being a resident of the latter locality, I am all the more fully acquainted with its needs and requirements. The people of that locality suffer because of the city's failure to provide proper outlets for all lateral sewers. Thousands of dollars have been invested by the people of the meadow districts in providing lateral sewer facilities, but they require and should have main outlet pump sewers. It is necessary and more apparent every day that speedy relief should be given in view of the rapid strides made in building up streets and populating the westerly portion of the city, especially when you realize that First, Second, Third, and Fourth streets are extended to the westerly boundary of the city, and vast tracts of meadowland have been reclaimed. The success attending the suggestion I made last year that the Delaware, Lackawanna and Western Railroad Company should pave the south side of Ferry street without expense to the city, convinces me that proper application and conference with the officials of this railroad on the subject of improving or reconstructing existing sewer outlets in the railroad basin would result in securing relief that would benefit all our people. Doctors, civil engineers, and other learned authorities on sanitary matters advise me that prompt action should be taken.

Action was taken and in the years that have followed, the sewerage system of the city has been gradually developed to a point more nearly approaching satisfaction. Expert engineers were employed and in a comparatively brief period the drainage system of the higher ground was made generally adequate to its purposes. The lowlands have all along proved a stiff problem, but modern sanitary methods have gradually secured the upper hand.

After the incorporation of Hoboken as a city and its gradual enlargement, the reclaiming of the marsh lands soon became a problem that engrossed the attention of the authorities, it being necessary to fill these low and wet surfaces with wholesome earth before buildings could be erected or streets made. The reclamation of the uplands was a comparatively simple affair, because it could be easily effected by tidal sewers, that is, by sewers built on such a grade and at such elevations above low mean water that they would freely discharge their contents directly into the tidewaters. The drainage of the marshlands proved a much more intricate problem. They are a formation of blue clay or silt, the depth in places being over a hundred feet, with a crust of matted stems and roots about five feet thick, continually in process of accumulation. They lie east of the Palisade Ridge and are separated, for the most part, from the river by a knoll comprising the uplands of Hoboken (including Castle Point), extending north and south about one and a half miles, with a width of one-half mile.

The earliest drainage map of these marshlands was made by civil engineers Bacot and Post, on February 1, 1866, who proposed to have lain sewers running east and west in Ferry, First, Third, Tenth, and Fifteenth streets, and discharging at low tide into the Hudson river. By an act of the Legislature in 1866, a commission of three gentlemen from Hoboken and two from Weehawken were appointed to take charge of the drainage of these lowlands. Supplements to these acts were passed in 1867, 1868, and 1869. In April, 1869, William Hexamer, as secretary of this commission, reported that about three miles of box sewers and ditches had been built, principally in Ferry and First streets, two main sluices, one gate on Ferry street, various sewer connections and repairs, and 4,369 cubic yards of filling on the old line ditch. The next important map in connection with the drainage of these lowlands was made by William Hexamer in 1869. Mr. Hexamer proposed a plan for dividing the city into three districts, with main sewers in Ferry, Third, and Thirteenth streets, running from the westerly boundary of the city to the Hudson river. Except that he reduced the mains from five to three, Mr. Hexamer's plan in 1869 was practically identical with the plan of the civil engineers Bacot and Post in 1866. Only one of the three main sewers proposed by Mr. Hexamer was built, namely, that in Third street, which extends from the Hudson river to Adams street, and receives the drainage of the sewers in Garden street, Park avenue, Willow avenue, Clinton street, in Grand and Adam streets, and on incoming tides deposits their contents on the back meadows at Monroe street. In 1870 the council directed Arthur Spielmann to prepare a plan for a sewer in Ferry street from the Hudson river to the westerly boundary of the city, and to submit a report and estimate regarding the entire plan. On February 14, 1871, this plan with the report was submitted. The estimated cost of the sewer was $130,000. Mr. Spielmann in his report most emphatically advised the council not to build the sewer, because it would fail to answer the purpose for which it would be constructed. He called the attention of the council to the utter inefficiency of these tidal sewers and claimed that there was only one way of properly draining these lowlands. First, by raising the grade sufficient to give good drainage. Second, by making the reservoirs and forcing the drainage matter out into the river by means of steam pumps.

The first method he found impracticable on account of the expense that would be incurred from the amount of filling required, and also the cost of raising most of the houses already built. The second method he recommended



THE DOCKS OF THE STEAMSHIPS OF THE "NORTH GERMAN LLOYD'S" AND "HAMBURG-AMERICAN PACKET COMPANY," AT HOBOKEN, N. J., FOOT OF THIRD STREET

NEW YORK, SATURDAY, OCTOBER 30, 1858.

as being much cheaper and entirely practicable. In accordance with this report the Ferry street sewer was not built, but from that time on the propositions advanced by him were most earnestly discussed. Several acts were passed by the New Jersey Legislature in relation to the drainage of these lands, but not a great deal was done. The report in 1874 of James P. Kirkwood, a hydraulic engineer of high repute, is one of the most valuable records, in many respects, in the possession of the city. He decided that the drainage of these lands must be done by pumping, and after giving his reasons, he arrived at the conclusion that when the lowlands were all graded and built upon, it would be necessary to provide the following pumping capacity for the heaviest storms, which, it is true, occur only a few times a year, but which, nevertheless, must be provided for: 78,856,000 gallons in twenty-four hours for the district south of Eighth street, and 54,634,000 gallons in twenty-four hours north of Eighth street, a total of 134,500,000 gallons per day, and for the maximum flow of sewage proper, exclusive of storm waters in each twenty-four hours, he estimated 4,000,000 gallons per day in the district south of Eighth street, and 2,650,000 gallons per day in the district north of Eighth street, a total of 6,650,000 gallons per day.

It would not be necessary, Mr. Kirkwood believed, to make provision for this flow at the time of his report, because of the ungraded condition of the lots and streets; and the fact of their being only partially occupied would greatly diminish the amount of water and sewerage which would have to be provided for within a given time. He believed that if provision was made south of Eighth street for 26,000,000 gallons per day of storm waters, and north of Eighth street for 18,000,000 gallons per day, or a total of storm waters at that time of 54,000,000 gallons per day, it would be sufficient; while for the sewerage, 2,000,000 gallons per day for the district south of Eighth street, and 1,325,000 gallons per day for the district north of Eighth street, or a total of 3,325,000 gallons per day of sewerage flow, would be ample.

The first application of the pumping system on these meadows was carried out under the acts of 1873-74. A nine-inch pump was set to work in Meadow street, now Park avenue, between Ferry and First streets. It was found that all the water south of Third street could be easily controlled by the pump except during time of storms. A number of bids were also received for building the sewers and for furnishing the pumps and pumping stations. For six months the practicability of the pumping system was again tested, a number of property owners erecting at their own expense a six-inch pump in the southwestern section of the city on one of the worst portions of the marshlands. By pumping about twenty minutes every two hours all the water from an area of about twenty-five acres was removed except during storms.

The mayor and council in May, 1881, invited Spielmann and Brush, civil engineers, to submit plans and report on the meadow drainage. These engineers went over the problem again and made various recommendations. Their summing up came to something like this: "In a word, a proper tidal system of drainage for the marshlands when built upon (exclusive of the cost of the sewers, which we estimate at $700,000), will require a preliminary expenditure of at least $3,000,000, or $180,000 per annum; while a complete pumping system will require a preliminary expenditure of $150,000, or $30,000 per annum." Hardly any attempt was made, however, to act under these suggestions, and the sewers continued to be constructed as they were petitioned for by the property owners, connections with the old sewers being made as well as the circumstances in each case would allow.

Writing in 1884 on the general condition of the drainage and sewerage question in Hoboken, one authority says:

> There are six sewer outlets from Hoboken; two of these main sewers are of wood, about four feet square, and lie in and are intended to drain only the meadow lands; one is a large brick sewer which is very deep and is intended as an outlet for lateral sewers on the upland as well as for draining the meadows; the other three main sewers all drain the uplands. All the meadow sewers are unsatisfactory. The upland sewers are efficient. The tidal box drain system for the meadows has already cost the city during the last fifteen years about one hundred and fifty thousand dollars. They have proved to be simply elongated cesspools, which retain all the refuse drained into them. They are almost entirely useless in times of heavy storms. Sometimes they are tidelocked for days together, and there is no escape for the sewage except by evaporation. There is seldom any escape for the refuse except by putrefaction. A careful examination of health statistics in 1875 showed the death rate on the worst portion of the meadow districts to be thirty-seven per thousand annually, while on the better portion of the upland it was only twenty per thousand. Earnest and repeated efforts during the last twelve years to introduce a low level system of drainage on the meadows were unsuccessful notwithstanding the fact that the practicability and economy of a pumping system has not only been demonstrated in other cities, but in certain portions of this city as well. The more intelligent portion of the community, as well as the majority of the landed interest, has strongly advocated the low level system, but it has been invariably defeated by those who are the greatest sufferers from the present condition of affairs, to wit: those living in the meadows.

In 1890 Thomas H. McCann, city surveyor, and Alphonse Eteley, chief engineer of the New York Aqueduct Commission, were employed by the mayor and council to prepare plans for and report concerning this question of drainage and sewerage, which had agitated opinion from the time when Hoboken's peculiar situation and the character of the ground on which it was situated were first generally understood. A practice of over twenty years in the city, together with professional study and examination of the modern methods employed in this country and abroad in the solution of similar troubles in draining lowlands, enabled Mr. McCann with the coöperation of Mr. Eteley, to give an exhaustive report on the evils and their remedies. He submitted two complete plans showing the proper sized sewers in every street, and all the technical information relating thereto, for the guidance of the council and other officials. The first plan, and the one he most strongly represented, was based on the pumping system. He arranged first of all to exclude the sewerage of the uplands entering the sewerage of the lowlands. Then by cutting off the tide from the lowland sewers, they were to empty into two wells, one at Fifteenth street and the other at Clinton, near Ferry street. Pumps were to lift the rain water and sewage and discharge it into the Hudson river. His estimate of the cost to build the necessary preliminary sewers and pumps to drain all the land south of Eighth street was one hundred and ten thousand dollars ($110,000), and the amount of annual cost to operate the pumps was fifteen thousand dollars ($15,000). As there seemed to be in Hoboken—as has always been found to be the case in every city in the world where improved and expensive methods of draining have been introduced—opposition on the part of certain property owners to the pumping plan, Mr. McCann advised the mayor and council that as long as the sewers were constructed on the tidal system, they should follow the details set forth on the second plan for tidal sewers, which he submitted. On this second plan was shown large outlets in Ferry, Fourth, Eleventh, and Fifteenth streets, together with all the necessary future sewers.

Sanitary Conditions—Particular attention has been paid to sanitary conditions in Hoboken from an early date. In 1879 the New Jersey State Sanitary Association selected Hoboken as a city peculiarly well-fitted for deter-

mining the effect of soil, contour, and drainage on the death rate. An entirely original and exhaustive examination was made, from which the following facts were ascertained. The examination was confined to the year 1875, that being the latest census year and the first complete year of the Hudson County Board of Health. No deaths were considered except in the case of those who had previously resided in Hoboken; all decedents from the public hospitals, formerly non-resident, were omitted. The general death rate in the United States in 1870 was 21.60 per 1,000; New York City in 1875, 29.47 per 1,000; Hoboken in 1875, 27.80 per 1,000.

The death rate per thousand living at certain ages of life were given as follows: United States—under one year, 170, between one and five years, 35, between five and twenty-one years, 7.10, over twenty-one years, 20; New York—under one year, 307.4, between one and five years, 63, between five and twenty-one years, 8.2, over twenty-one years, 22; Hoboken—under one year, 139, between one and five years, 58, between five and twenty-one years, 7.8, over twenty-one years, 19.30. It was found that before the influence of soil and drainage upon the death rate could be ascertained, there were certain elements in relation to the population which would have to be considered and among these were, first, the age distribution, and, second, the nationality. The tables roughly showed that one-half approximately of all deaths occurred among children under five years of age, being 56.30 per cent. in Hoboken, 48.40 in New York, and 41.40 in the United States, while the proportion of children under five years of age to the total population was 18.10 per cent. in Hoboken, 12.20 per cent. in New York, and 14.30 per cent. in the United States.

The method and calculation used in getting at these elements seemed to indicate that the death rate among the native-born population of Hoboken was forty-two per thousand, and among the foreign-born population from twelve to sixteen per thousand. While the data given in the tables was in accordance with the facts, it was, nevertheless, considered that the judgments they invited would have been quite misleading. It was, indeed, from such tables as those that the false notion was built up that the native-born population was decreasing and that to the continual influx of people from abroad with their larger families the increase in our population was mainly due.

It was then recalled that the ages of nearly all the immigrants ranged from five to fifty years, between which ages the rate of mortality was in the minimum. Thus out of the foreign population of 444,166 in the city of New York only 2,891, or three-fifths of one per cent., were under five years of age, and about ten per cent. If, it was argued, the children of these immigrants were all ranked as natives, then the deaths among these children were charged to the native population. The consequence was that the native population was charged not only with the deaths among its own numbers and its own children, but also with the deaths among the children of the newly arrived population. In cities where there was a large foreign element as in Hoboken, the effect of this improper distribution was very marked, eighty-five per cent. of the total population being of foreign parentage, and, as was seen, fifty-six per cent. of all the decedents being under five years of age.

The census of New York at that time illustrated the error likely to arise from that calculation by nativity in a striking manner. Thus the number of native-born married women for a certain year taken at random was shown to be 54,734, and of native-born children, under five years of age, 123,962. The

number of foreign-born married women was found to be 124,989, and of foreign-born children under five years of age, 2,889.

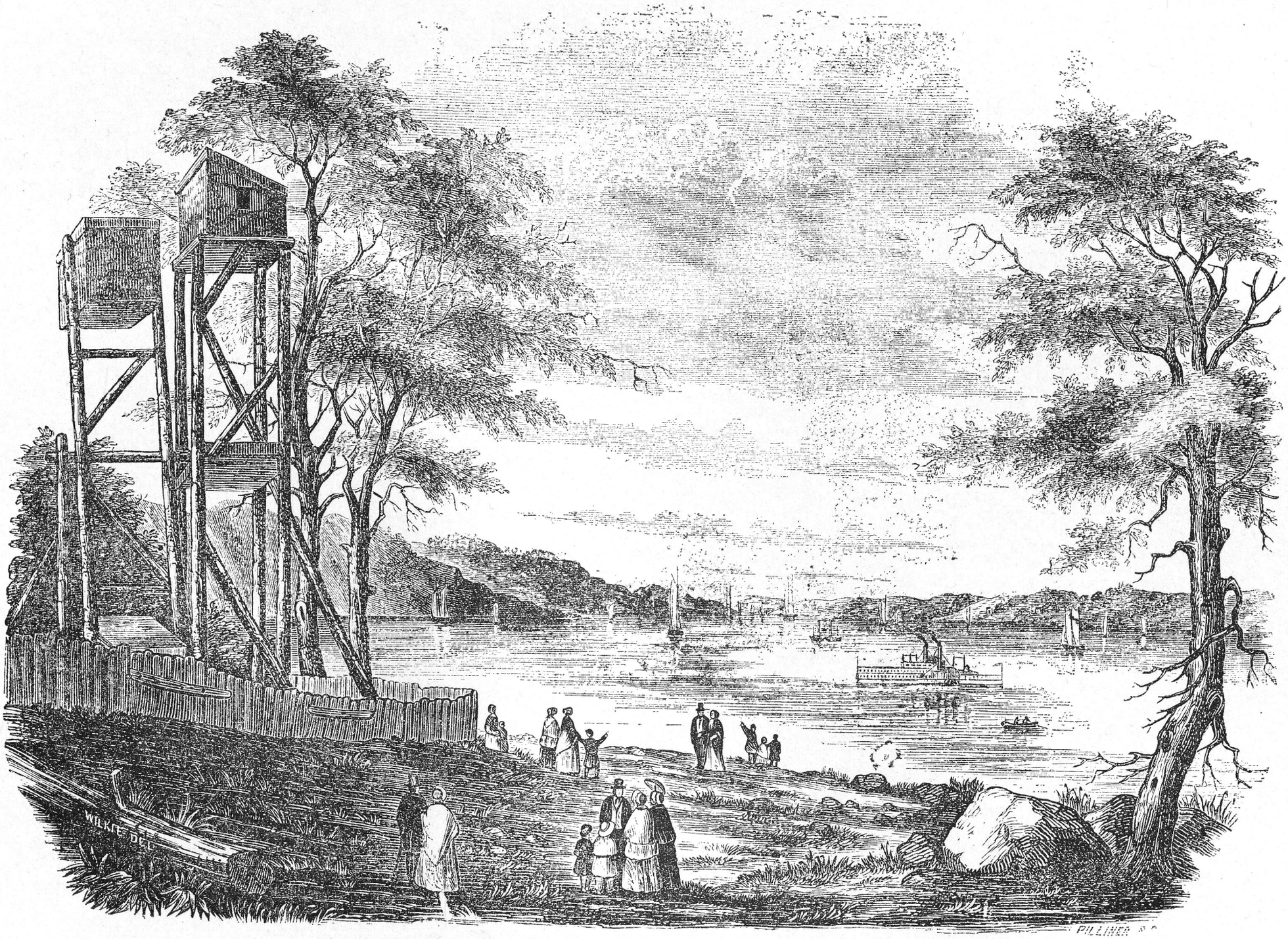
Another method of determining the effect of nationality upon the death rate was to consider the parentage of the population. The results indicated that between specified ages the death rate in each case was smaller among those of native than among those of foreign parentage, and the census of Massachusetts was corroborative of this. It said, following on a study of similar tables:

> From these considerations the conclusion is inevitable that notwithstanding the remarkable fact that the births among the native or American born, constituting 79.05 per cent. of the total population of the State, are at present annually exceeded by the births among the foreign born, constituting 20.95 per cent. of the total population, the native element is constantly growing in numbers owing to the relatively less mortality of those of early age.

Other tables seemed to account for an excessive death rate among those of foreign parentage. It was recalled that the mere fact of immigration aggravated the tendency to disease due to failure in acclimation. The following at that period was found to be the average number of persons living in each dwelling in Hoboken as compared with other cities: Hoboken, 9.10; New York, 14.72; Boston, 8.46; Philadelphia, 6.01; Jersey City, 8.37; Toledo, Ohio, 5.20.

Until 1891 the health of the city of Hoboken was in the care of a committee of the council, but its powers were subordinate to those of the Board of Health of Hudson county. The Board of Health of the city of Hoboken was created by an ordinance of the Common Council, under the laws of 1887, chapter 68, and organized after the appointment by Mayor Stanton of the following named citizens on June 11, 1891: John Tallon, Stephen Isola, L. V. Hengstler, and Palmer Campbell. A sanitary code was passed, which is a complete codification of the ordinances of the board, regulating the public health in accordance with the ordinance creating the board. Under this code the board was given power to prevent the adulteration of food and drink, and the sale of unwholesome food; to define and declare nuisances; to use all means to prevent the spread of contagious diseases; to regulate control or prohibit the keeping or slaughtering of all kinds of animals, and to remove all kinds of nuisances detrimental to health, to complete sanitary statistics; births, deaths and marriages; and to control and regulate the sanitary conditions of tenement houses and other buildings, public or private. The board made house to house surveys, taking cognizance of all nuisances and causes of ill health, and as far as possible had the nuisances abated. They began moreover to look into the problem of sewerage and drainage, which was forced on them in their endeavor to abate nuisances which were found to exist by reason of the bad condition of the sewerage system.

City Officials—In the preceding pages we have aimed at giving a bird's-eye view of Hoboken as a village community, as town, and as city, outlining the civic history from the early date when the first European explorers and settlers reached a *modus vivendi* with the aborigines of the western bank of the Hudson, bringing down the view of the city and its public franchises to the present day. We shall complete this part of our review with an enumeration of the city government officials at the time of writing, with the names of some of their predecessors. Hoboken has had a long history and on the whole her officials have served her well. Under the commission form of government, the responsibilities and offices of these officials have not materially changed—



VIEW OF HUDSON RIVER, FROM ELYSIAN FIELDS, HOBOKEN, NEW JERSEY

SATURDAY, MARCH 4, 1854.

Incipient Ferris Wheel

the development has only been in the method of their election and appointment. In the view of most of the citizens of Hoboken the commission plan has worked well.

The chief officers of the city government of Hoboken are: The mayor, the city clerk, board of tax commissioners, the city tax assessor, collector of revenue, city treasurer, corporation attorney, and police and fire commissioners. The following is an enumeration of the officials (1923):

Mayor and Director of Public Affairs, Patrick R. Griffin; commissioners, Gustav Bach, James H. Londrigan, Bernard N. McFeeley, and Harry L. Schmulling; secretary to the mayor, William H. Gilfert.

Board of Assessors—Director, Patrick R. Griffin; Assessors, Julius H. Kruse, August Koenig, Edward Borrone, Walter Carling, Charles Serventi; Chief Clerk, Peter J. Murray.

Board of Health—Health Commissioner, Joseph F. X. Stack; Chief Inspector, William Londrigan; Milk and Food Inspector, Julius Hoffman; Sanitary Inspector, Frank G. McGinty; Inspectors, Louis Rossi, and Edward Gillander; Nurses, Anna Stack, and Mary Gardner; Chief Clerk, John Meronio.

Department of Charities and Corrections—Overseer of the Poor, Harry L. Barck; Physician, Aaron Friedman.

City Hall—Custodian, Thomas F. McLaughlin; Janitor, Lawrence Prendergast; City Clerk, Daniel A. Haggerty; Deputy City Clerk, Edward G. Coyle; Coroner, Charles Hoffman.

Department of Revenue and Finance—Director, Gustav Bach; Assistant Director, Edward Hunter; Clerk, William J. Field.

Comptroller's Department—Assistant to Comptroller, Frederick Kaufman.

Collector of Revenue—Assistant Collector, William Reynolds; Chief Clerk, John P. Halloran.

Department of Water Taxes—Registrar, Richard F. Buckley; Clerks, John Field, Albert Podesta, Henry Martini.

Treasurer's Office—Assistant Treasurer, Edward Hunter.

Department of Streets and Public Improvements—Director, James H. Londrigan; Street Commissioner, Frederick Anderson; Secretary to Commissioner, Gerald Haggerty.

Department of Public Safety—Director, Bernard N. McFeely; Secretary, Mark L. Ryan; Inspector of Buildings, Joseph H. Cummings; Inspector of Weights and Measures, Daniel J. Gray.

Police Department—Chief, Edward J. McFeely; Inspector, Daniel J. Keily; Surgeon, William J. Arlitz; Bertillon Expert, James F. Lavezzo.

Fire Department—Chief Engineer, John J. Gilday; Assistant Chief Engineer, Andrew W. Keller; Battalion Chief, Michael Kennedy; Inspector of Telegraphs and Telephones, John Regan; Chief Clerk, Patrick A. Foley; Inspector of Motor Vehicles, Frank Drewes; Mechanician, Frederick Schaaf; Relieving Captain, Dennis O'Leary; Chaplains, the Rev. Charles T. McDaniel, the Rev. Edward Bigley.

Department of Parks and Public Property—Director, Harry L. Schmulling; Superintendent of Parks, Louis Bender.

Courts—District Court, City Hall—Judge, Willcon J. Hanley; Clerk, Harry Bennett. Recorder's Court, City Hall—Recorder, Adolph C. Carsten; Clerk, James J. Haw. Legal Department—Corporation Attorney, John J. Fallen; Assistant Corporation Attorneys, Horace L. Allen, William A. Kavanagh; Stenographer, Mortimer Mortensen.

Free Public Library—Under the direction of the Department of Public Affairs. Patrick R. Griffin, Commissioner; Thomas F. Hatfield, Librarian.

Board of Education—Members—President, James P. Laverty; Vice-President, Cornelius F. Fitzsimon; Richard J. Butler, J. Henry Koenig, Stephen F. Hackett, Theodore Taistra, John F. Zatta, Morris Druz, William J. Duffy; Superintendent, Daniel L. Kealey; Business Manager, Arthur Clayton; Assistant Business Manager, Frederick Steigleiter; Secretary, John F. Lewis; Custodian of School Moneys, Gustav Bach.

Post Office—Postmaster, August Graf; Assistant Postmaster, Michael F. Burgor; Superintendent of Mails, Michael J. Griffin; Assistant Superintendent of Mails, Martin Huhn. Railway Mail Service—Samuel J. Hixson, Clerk-in-charge.

The following is a list of mayors of Hoboken since its formation as a city:

Cornelius V. Clickner (1855-56); Franklin B. Carpenter (1857 and 1859); George W. Morton (1858); John R. Johnson (1860-62); Lorenzo Elder (1863); Charles T. Perry (1864); Frederick B. Ogden (1865-66); Frederick W. Bohnsted (1867-68); Hazen Kimball (1869-1870); Frederick H. Schemersahl (1871-72); Peter McGavisk (1873-74); Joseph Russell (1875-77); E. V. S. Besson (1878-79 and 1881-82); John A. O'Neill (1880); Herman L. Tim-

ken (1883-86); Edwin J. Kerr (1886-88); August Grassmann (1888-91); Edward R. Stanton (1891-92); William H. Ellis (1892-93); Lawrence Fagan (1894-1901); Adolph Lankering (1901-06); George H. Steel (1906-10); George Gonzales (1910-12); Martin Cooke (1912-15); Patrick R. Griffin (1915-24). Patrick R. Griffin, mayor, and Gustav Bach, James H. Londrigan, Bernard N. McFeely, and Harry L. Schmulling, commissioners, elected under the commission form of government in 1915, were reëlected in 1919 and 1923.

The Hoboken postoffice, growing with the growth of the city, entered newly erected quarters in May, 1893. At that time the postmaster was Cornelius Kiel, receiving his appointment in 1889, under President Harrison. Mr. Kiel extended the free delivery system in the city, increasing the force by five carriers and two clerks. He also arranged for the dispatch of foreign mails direct to outgoing steamers, thus saving the delay occasioned by sending them through New York. The new postoffice building is located on River street and Newark street, making it convenient of access for the commercial and general public. The erection of the building was begun in the autumn of 1891, and the amount expended in its construction was $75,000.

The Hoboken postoffice was originally located at No. 60 Washington street. In the early eighties a rough estimate shows an average something like this: Annually 2,000,000 pieces of mail matter were handled. The income was about $16,000; the expenses, $8,500; foreign money orders, $45,000; domestic money orders, $52,000; payments, foreign and domestic, $50,000. The volume of business transacted during 1892 showed a considerable increase: Receipts, $35,423.88; expenditures, $21,735.65; amount sent to United States Treasurer, $13,688.23; domestic money orders issued, 3,200; domestic postal orders issued, 2,000; foreign money orders issued, 9,000; domestic money orders paid, 2,000; foreign money orders paid, 1,100; domestic postal notes paid, 1,500. These figures were based on an estimate of the business done during the busy season. Fifteen carriers were employed for general delivery in that year, and it was at that time that a working schedule was made out to make it possible that the employees should work only eight hours per day. In the special delivery department 3,175 pieces were received, a large number for the Hoboken office at that time, as only one carrier was provided for the work. The practice of counting the mail was discontinued at that time, except in the case of special delivery packages.

CHAPTER IV.

HOBOKEN AS OCEAN TERMINAL.

If Hoboken is a name known in the farthest confines of the rest of the world, if the children of Poland have heard of it and the old men of Jugo-Slavia attempt to write it, that fame is directly due to the fact that Hoboken is not merely a city, but the port of entry to a continent. From her extensive waterfront the largest and swiftest ocean vessels of the world move out each week to the four corners of the earth. A large share of the development of Hoboken is due to the presence on its waterfront of the trans-Atlantic lines with their vast requirements, the tremendous ebb and flow of commerce which they occasion, and the ever-flowing stream of new blood and new ideas that are poured into it. Hoboken is an important neck or strait between oceans. Through it an entire half of a hemisphere pours its freight eastward. Through it again the continents of the Old World pour their humankind and their merchandise westward. Little wonder if, in the vision of the future, loyal Hobokenites glimpse a city that will rise above the waters of the Hudson in a



RIVER WALK—FIFTH STREET, HOBOKEN, 1865

strength and grandeur to which the city of the present stands merely as a symbol and prefiguration.

Hoboken's career as a trans-Atlantic port of entry might be said to begin on the day when Hendrick Hudson in the "Half Moon" first anchored off her shore in 1609. But this would be going into the mythological age of Hoboken. The particular date of Hoboken's entry into the trans-Atlantic trade began, for all modern purposes, when the Hamburg-American steamship line established itself on her waterfront in 1863. From that event the growth of the city's coastline commerce has been remarkable. The Hamburg-American Packet Company was established in 1847 and from the beginning began to make records that have been closely identified with the development of intercourse and commerce between the United States and Europe. When it had been established at Hoboken thirty years, the records showed that in that period the company had carried over two million passengers. Its fleet then consisted of fifty-five ocean steamers, as follows: Twin-screw express steamers, 10,000 to 12,000 tons and 13,000 to 16,000 horsepower—"Augusta-Victoria," "Columbia," "Normannia," and "Furst Bismarck." Other steamers—"Bohemia," "California," "Dania," "Europa," "Gellert," "Gothia," "India," "Italia," "Moravia," "Rhaetia," "Rugia," "Russia," "Scandia," "Suevia," "Wieland," "Polaria," "Polynesia," "Slavonia," "Albingia," "Allemannia," "Ascania," "Australia," "Bavaria," "Borussia," "Cheruskia," "Colonia," "Croatia," "Flandria," "Francia," "Cheruskia," "Galicia," "Holsatia," "Helvetia," "Hungaria," "Markomannia," "Rhenania," "Saxonia," "Teutonia," "Thuringia," "Valesia," "Venetia," "Virginia," "Wandrahm," "Steinhoft," "Stubbenhuk," "Pickhuben," "Grimm," "Baumwall," "Cremon," "Kehrwieder," "Grasbrook"—and with these steamers the Hamburg-American Company maintained the express service between New York, Southampton, and Hamburg; regular service between New York and Hamburg direct, returning via Havre; Mediterranean Express Line; New York-Gibraltar, Naples-Genoa; Baltic Line, between New York, Copenhagen and Stettin; Hamburg-Baltimore Line; Hamburg-Antwerp-Montreal Line; Hamburg-Boston Line; Hamburg-Philadelphia Line; Hamburg-St. Thomas-Venezuela Line; Hamburg-Porto Rico-Colombia Line; Hamburg-Aspinwall Line; Hamburg-Hayti Line; Hamburg-Havana Line; Hamburg-Mexico-New Orleans Line, and two intercolonial lines from St. Thomas. Its express steamers, plying between New York, Southampton and Hamburg, were acknowledged to be the finest in the world, and made it possible to reach England, and the European Continent with complete safety, and with a speed and a degree of comfort up to that time unattainable.

The great twin-screw steamers of the Hamburg Line, with which it had at that time inaugurated its express service between New York, Southampton and Hamburg, from the start attracted general attention in Europe and America for their construction and speed. The twin-screw system, and with it the division of the ship into halves, each equipped with a complete set of machinery, was regarded as a masterpiece of engineering at that time and proved an immense step forward from the point of view of trans-Atlantic travel.

The first ship of the new service was the "Augusta-Victoria," the construction of which had been entrusted to the Vulcan Shipbuilding Company in Stettin. The success of the "Augusta-Victoria" was immediate. On her first voyage from Hamburg to New York she made the fastest maiden trip on record. The "Columbia," the second twin-screw steamer, an exact counterpart

of the "Augusta-Victoria," was built in the yards of Messrs. Laird Bros., in Birkenhead, on the Mersey. The third twin-screw steamer, the "Normannia," corresponding in most particulars with her predecessors, was constructed by John Elder & Company, in Govan, Scotland. The construction of the fourth, of what were in those days leviathans, the "Furst Bismarck," was entrusted to the Vulcan Company, in Stettin. The "Furst Bismarck" proved to be the fastest ship afloat sailing between the continent of Europe and America. To begin with, she made the quickest maiden trip on record, beating all the "ocean greyhounds" of other lines, later reducing the passage across from Southampton to six days eleven and three-quarter hours (equal to five days twenty hours from New York to Queenstown), and passengers from this steamer were landed in London in the short time of six days fifteen hours from New York, including necessary delays in passing the customs in Southampton—a feat till that time unequalled. The steamers of the Hamburg-American Line, particularly the twin-screw steamers, became great favorites with the travelling public, so that there was great competition for accommodation. The problem which the owners and designers aimed at solving in building these vessels was to produce ships which would furnish absolute safety at the maximum of speed. The result was seen in steamers that were models of marine architecture, beautiful in outward aspect in addition to the practicality of their arrangements.

Up to the advent of these superb models in ocean craft, forerunners of the still larger vessels, with which the ocean-going public are now familiar, a steamer had simply its boiler and engine, its shaft and screw. These more developed vessels had their entire working machinery duplicated. In them there were two distinct sets of boilers, two engines, two shafts and screws, both sets working independently of each other, and separated by the solid longitudinal bulkhead running from the keel to the upper deck, and dividing the vessel into two non-communicating halfs, of which each was fully equipped to propel the ship. This is the great principle of the twin-screw steamers, and the great degree of safety secured by this principle is obvious, for an accident to one side of the ship can in no wise affect the other, the machinery of which can continue to work and propel the ship with perfect ease. Thus also the delay and inconvenience consequent upon a breakdown—which, with our large modern steamers and their highly developed engines, is reduced to a minimum of hazard—are done away with, for one set of machinery may run uninterruptedly while the disabled set is being repaired. Each side of the ship is again sub-divided into numerous water-tight compartments which do not communicate with each other, so that anyone passing from one compartment to another must ascend to the main deck. The hull of the ship has a double bottom, the space between being divided, after the Bracket system, into chambers, which can be filled with water or emptied by means of automatic pumps, thus increasing and decreasing the draught at will, and guarding against accidents from grounding. The engines of 6,500 to 8,000 horse-power each, making a total of 13,000 to 16,000 horsepower, were of the triple expansion type, and constructed of the finest steel obtainable. They were, as has been stated, entirely separated from each other, and each set was capable of propelling the ship at a high rate of speed.

There were in these first trans-Atlantic vessels of the giant type nine main boilers, in three groups of three each, and each group, together with its coal supply, was placed in a separate water-tight compartment, so that even if two

of the boiler compartments should be flooded, the boilers in the third compartment would be able to keep one of the engines working. These steamers had two keels, one on each side, which had not only the effect of lessening the draught, but also to a great extent prevented the rolling motion, thus tending to keep the screws always under water and increasing the speed. The rudder was of large size and of new and improved shape, and so connected with the steam steering gear that the maximum of ease and rapidity in maneuvering was secured; moreover, if ever the rudder should become unmanageable or be lost, the ship could still remain under control, its course being readily directed by the independent action of the twin screws. To provide life-boats on such steamers seemed at that time hardly necessary, the guarantees of safety appearing almost complete. Nevertheless, they carried ten of the largest Francis patent life-boats, and the Andrews patent machinery was adopted for lowering them in heavy seas.

These steamers were, of course, a great advance in the latest decade of the nineteenth century and they naturally took first place among all the vessels plying the trans-Atlantic trade. Great efforts were made to make records in speed and numerous records were made, later to be beaten by the giant vessels that were launched preceding the World War. The records were chiefly attempted between New York and Southampton. The landing arrangements at Southampton are considered superior to the arrangements in any other port in England, the trains starting from the docks and the Hamburg-American Packet Company's trains awaiting the passengers there. A regular fast weekly express service between New York, Southampton and Hamburg, was established, taking passengers to London within seven days, and to Hamburg within eight days, while the actual average ocean passage was reduced to little more than six days. That line, according to the annual report of the United States Superintendent of Foreign Mails, took the first place in the conveyance of the mails between New York and London. Their great regularity is indicated by the fact that almost all their trips were made within the margin of a few hours. Passengers leaving New York on Thursday were landed in Southampton on the following Thursday, reaching London on the same day, thus bringing them from New York to London in less than a week.

The following runs, remarkable at that time, were made by the steamers of this line: From New York to Southampton—"Furst Bismarck," June 18, 1891, six days, twelve hours, fifty-eight minutes; "Columbia," October 9, 1890, six days, fifteen hours; "Normannia," November 20, 1890, six days, seventeen hours, three minutes; "Augusta-Victoria," September 18, 1890, six days, twenty-two hours, thirty-two minutes. From Southampton to New York—"Furst Bismarck," May 9, 1891, six days, fourteen hours, fifteen minutes; "Columbia," June 27, 1891, six days, fifteen hours, fifty-eight minutes; "Normannia," May 23, 1891, six days, sixteen hours, forty-five minutes; "Augusta-Victoria," October 2, 1890, six days, twenty-two hours, forty minutes.

The appointments on these steamers were new in those days and excited much curiosity. Large and luxurious salons made their appearance; there were ladies' boudoirs, music and smoking rooms, lounges, and balconies, on which European artists of great fame had lavished their best skill. Every device had been installed calculated to relieve passengers of any form of discomfort likely to be incident to an ocean voyage. For the first time, too, a complete electric light installation was seen on board ship. In the larger of these vessels the promenade deck ran almost the whole length of the ship, so

that there was no lack of space for exercise and the enjoyment of the open air. A number of staterooms were located on this deck, and in addition ladies' salons, music room and smoking room, all easily accessible from inside passageways. The main salon was on the upper deck, well forward of the machinery, where the motion was least felt. This great room covered nearly the whole breadth of the ship, well lighted by day from the side portholes and a large glass cupola, and illuminated at night by clusters of electric lights. The decoration was expressive of the German art of varying periods, impressive effects being secured by a combination of dark wood and gold in the rich style of the Renaissance. Most of the staterooms were on the main deck, but half the space was taken up by another large salon. Broad and convenient stairs led to the upper decks. There were a lower and an orlop deck under this deck, which accommodated steerage passengers and freight. The rooms on these steamers are all of large size, airy and comfortable. Some of them were furnished in the style *chambres de luxe,* and others with private bathrooms attached. All rooms, outside as well as inside, received direct light either through sidelights or portholes, or from the upper deck. All the state-rooms were provided with electric bells connected with the steward's pantry; they had also wardrobes and other conveniences. In many rooms the lower berth could be extended so as to form a double berth, and the upper berth could be removed. There were large and comfortable berths and sofas, so that a whole family often found sufficient accommodation in one room, but to provide for large parties a number of rooms were arranged en suite. The ladies' salon was situated in the best part of the ship, on the promenade deck, well forward. A great deal of good taste had been displayed in the furnishing of these rooms. There were large oil-paintings, mirrors, rich hangings of silk and damask all grouped to produce the best effects and to enhance the impression of luxury. The favored position of the salon provided for fresh air and an outlook even in bad weather. Adjoining the ladies' salon was the music room, which was also exquisitely furnished and upholstered in silk of delicate tints, the furniture being white and gold, and the decorations in keeping. The smoking room was amidships on the promenade deck, the walls being inlaid with procelain panels of different designs.

The accommodations for second-class passengers were on the same decks as those of the first-class. The whole aft part of the promenade deck was specially appropriated to the use of second-cabin passengers, thus giving them ample opportunity for exercise on one of the finest portions of the deck. On the same deck there was a ladies' salon and a well-appointed smoking room. The main salon was on the upper deck, occupying almost the whole width of the ship. State-rooms were on the upper as well as on the main deck. They were all large, commodious and well furnished, and the provisions for air and light were excellent. Bath rooms for hot and cold water were also provided, besides a number of lavatories. All the rooms were fitted with electric light. The steerage rooms on these vessels were unusually large and high, and provided with a complete system of ventilation. Passengers were placed in separate rooms, thus securing a degree of comfort and privacy which steerage passengers before that time could not attain. The company's later great ships, the "Vaterland," now the "Leviathan," the "Imperator," now the "Berengaria," were taken over after the war by the United States and Great Britain.

Apart from its express service the company also maintained a regular service, plying between New York and Germany, stopping at Havre, France,

on the return trip to New York. The company had also in operation a Baltic Line, running from New York to Copenhagen and Stettin, a line from Montreal to Hamburg, one from Baltimore to Hamburg, and in addition ran steamers from Boston, from Philadelphia and from New Orleans to Hamburg. The service on these routes was maintained by the same class of steamers that ran on the regular service between New York and Hamburg.

We have taken the Hamburg American Line as representative of the great steamship companies that have had a marked effect in the development of Hoboken, and particularly as representative of the German interests so prominent in the city's history. But little Holland is by no means a bad second. The Netherlands-American Steam Navigation Company, popularly known to the public under the names of the Holland Line, the Rotterdam Line and the Rhine route, vied with the Hamburg Company and the other German companies in their heyday as one of the most important trans-Atlantic services, having their termini in Hoboken. The line was established in 1872 by a number of wealthy merchants in Holland and the company was incorporated under the laws of the Netherlands. The company had leased for a term of years docks in Jersey City, but their swiftly growing business compelled them to look for more roomy terminal facilities, with the result that they built a magnificent pier and dock at the foot of Fifth street, Hoboken, in 1891. When the line was first established it was on a small scale, as things went in those days, only two steamers being in commission, namely, the "Rotterdam" and "Maas." The line was later composed of a splendid fleet of steamers, employed in the service between Rotterdam, New York, and Baltimore. In the New York service were the "Maasdam," weighing 5,000 tons; "Veendam," 5,000 tons; "Spaarndam," 5,000 tons; "Rotterdam," 4,500 tons; "Obdam," 4,500 tons; "Werkendam," 4,500 tons; "Amsterdam," 4,500 tons; "Didam," 3,500 tons; "Dubbledam," 3,500 tons. In the Baltimore service were the "Zaandam," 4,500 tons; "P. Caland," 3,000 tons; "Edam," 4,500 tons; and "Schiedam," 4,000.

The "Veendam" and "Maasdam," formerly known as the White Star liners "Baltic" and "Republic," were the best known of the line's vessels. The "Veendam" made her first trip in the service of the Netherlands Line in November, 1888; the "Maasdam," her sister ship, was put into the service of the line in the beginning of 1893, after being entirely rebuilt, fitted with new triple expansion engines, electric lights, and other machinery and appointments. The salons on both steamers could accommodate all the salon passengers at one table, a convenience which passengers on crowded steamers greatly appreciated. The "Obdam" and "Werkendam" were sister ships to the "Amsterdam" and "Rotterdam," but somewhat more powerful. The "Obdam" went into the service of the line in the spring of 1889, and the "Werkendam" in the beginning of 1893. The cabin accommodations of both steamers were rebuilt, as were those of the "Amsterdam," but somewhat more luxuriously fitted. The "Rotterdam" went into the service of the Netherlands Line in 1886, her sister ship, the "Amsterdam," in the latter part of 1887. The "Spaarndam" was larger than the "Veendam" and the "Maasdam." She made her first trip in the service of the Netherlands Line in the beginning of 1892. Later, fine liners were the "Nieuw Amsterdam" and "Rotterdam."

All these steamers were very fast; in short, the regularity with which they made their trips was at that time remarkable. They had four decks, four masts, eight water-tight compartments, and were provided with very powerful engines. They were built at the Harland & Wolf shipyards in Belfast. The

salons, both for first and second-class passengers, were located on the upper deck amidships, and a large promenade deck was especially reserved for salon passengers. A salon for ladies, a gentlemen's smoking room, bath rooms for ladies and gentlemen, music and library rooms were also provided, while the steamers were lighted by electricity and steam heated throughout.

Painstaking care was taken by the Rotterdam Line in the appointment of captains and officers, who were all men of tested character and large experience. Every steamer carried an American surgeon and medical attendants, and medicines were gratuitously supplied. The sanitary arrangements of the steamers were supplied with every known device. The line did an extensive passenger business both first and second cabin.

The first-class cabins had state-rooms for two and for three passengers; and also some very large family rooms for four passengers, all airy and comfortable. Most of the staterooms had a lower and an upper berth, also a sofa, which could be made into a sleeping berth if desired. A bi-weekly line was later run between the ports of Rotterdam and Amsterdam in Holland and New York and Baltimore. The passenger steamers in the New York service called, going and coming, at Boulogne-sur-Mer (France) to land and embark passengers and their baggage. The steamers of the line remained at Boulogne-sur-Mer one hour, after which they went direct to Rotterdam. The route via Rotterdam-Amsterdam, it was well understood, was one of the shortest to and from Central Europe, especially Germany, the Rhine, France and Switzerland. The journey via Rotterdam afforded travellers the opportunity of becoming acquainted with the points of interest on the Rhine and of the country through which is flowed—and this point was made much of by the company. It was pointed out that a daily line of excellent Rhine boats started directly from Rotterdam; they had splendid accommodations, cheap rates of passage, and permitted much luggage to be carried free. It was indicated that there was quick and direct railroad communication between Rotterdam and Amsterdam and the more important places in Central Europe, and this fact was an element in the success of the Netherlands Line in drawing passengers from those whose rendezvous was not immediately Holland, but other portions of Europe.

The Scandinavian service also established its terminus at Hoboken. The opening for settlement of the great Northwest and its subsequent rapid development caused a great number of Danes, Swedes and Norwegians to seek homes in the United States, and as a consequence of the need thus created, the Thingvalla Steamship Company was organized in 1879, thus supplying the demand for direct transportation between the great northern peninsula of Europe and the United States. Its terminal facilities on the other side were at Copenhagen and its docks on this side were opened up at the foot of Fourth street, Hoboken. Beginning with two vessels the fleet was soon doubled. In the early nineties they had four commodious steamers in commission: The "Helka," with a displacement of 3,500 tons; the "Norge," with 3,500 tons; the "Island," with 3,000 tons; and the "Thingvalla," with 2,800 tons. The boats sailed every other Wednesday from Copenhagen, calling at Christiania and Christiansand, and on alternate Saturdays from Hoboken. Three European agencies transacted the business of the company, the main office being in Copenhagen.

Not merely by reason of its nearness to the Atlantic, its commodious waterfront and passenger and freight steamers of the highest type and the

connections of the companies operating them, is Hoboken the natural point of departure for communications with foreign ports. Its railroad communications are also unsurpassed and add to its importance as port and center of communication. The city is the terminal of the great Lackawanna system—reputed the wealthiest railroad for its mileage in the world—the Erie has a branch terminal at the northern line of the city, the West Shore has a station in the southwestern section, and the Hoboken Manufacturers' Railroad Company, better known as the "Shore Road," connects the city with the railroad system of the State and country. The original Delaware, Lackawanna and Western Railroad Company was chartered January 29, 1835, and was then known as the Morris and Essex Railroad Company. It was leased to the later company in 1868. The Lackawanna tunnel under Bergen Hill was excavated in 1876.

Through the several companies controlled and operated by the Public Service Corporation, Hoboken is likewise provided with a highly developed trolley service to all sections of Hudson county, and through its connections to points in Essex, Hudson and Passaic counties. The tunnels under the Hudson connect the city with all parts of New York and also with Long Island, so that all the suburbs of greater New York with its unrivalled systems of transportation can be reached expeditiously and without the delays occasionally incident to travel by water. To this are supplemented the steam ferries, which cross the Hudson river, now operated by the Delaware, Lackawanna and Western Railroad Company, as swift and commodious as any to be found in the world. There are two ferry terminals in Hoboken, and three in New York, connected with Hoboken, so that both lower and middle upper New York can be directly reached.

CHAPTER V.

TRANSPORTING TROOPS FOR WORLD WAR—ARMISTICE.

Only a little behind the Hamburg-American Line in repute, in volume of traffic, in the number of its vessels and in gross tonnage, was the North German Lloyd Steamship Company, which was established in New York in 1857 and in Hoboken in 1863. Pretty nearly all we have said about the Hamburg-American Line could be said about this company also, the development of which was continuous from the date of its establishment till the period of the World War. Even in the early eighties the Hamburg-American Line had twenty-six steamers plying the Atlantic trade, each vessel carrying from one thousand to fourteen hundred passengers, the steamers with a displacement ranging from 2,500 to 3,500 tons each. In that same period the North German Lloyd Steamship Company had fourteen vessels, ranging from 3,500 to 7,000 tons each, so that the North German Lloyd Company had the bigger ships. In the nineties the North German Lloyd Company had fourteen vessels ranging from 4,500 to 6,500 tons register. The vessels plied between New York, Southampton, and Bremen, and the chief offices of the company were at Bremen. The company maintained a tri-weekly service to and from Europe, and continually grew, till with the Hamburg Line its vessels were the largest in the world. Its later big ships were the "Kaiser Wilhelm der Grosse," "Kaiser Wilhelm II," "Kronprinz Friedrich Wilhelm," "Kronprinzessen Cecelie," and "George Washington."

In the early eighties another important line at Hoboken was the Wilson Line. It carried no passengers as a rule, but freight exclusively, and it had

eight steamers with an average of 2,700 tons displacement. It plied between New York and Hull, England.

All these services grew up to the period of the World War. The official statistics of four of the six lines docking in Hoboken, namely, the Hamburg-American, the North German Lloyd, the Holland-American, and the Scandinavian-American lines, showed an aggregate of 651,646 passengers and 2,381,438 tons of freight carried in the year 1906. Thus for the Hamburg-American Line the number of sailings to Hoboken were 127; number of sailings from that port, 108; total number of sailings to and from that port, 235. The Atlantic passengers carried to Hoboken for the Hamburg-American Line (all classes) amounted to 200,000; Atlantic passengers carried from Hoboken, 62,000; total passengers carried to and from that port, 262,000. The amount of freight exported totaled 450,000 tons; the amount of freight imported, 400,000 tons; the total of freight exported and imported amounted to 850,000 tons.

In the same year the number of vessels employed by the North German Lloyd between Hoboken and foreign ports amounted to sixteen, having a total displacement of 241,000 tons, gross register. The number of passengers carried to and from Hoboken totalled 273,560. The number of tons of freight carried to and from Hoboken amounted to 526,000. The number of vessels employed in the same year by the Holland-American Line between Hoboken and foreign ports amounted to six, with a total tonnage of 89,170 tons, maintaining weekly service. The number of passengers carried to and from Hoboken by the same company amounted to 80,384. The tons of freight carried to and from Hoboken amounted to 583,438 tons. The number of passengers and freight steamers of the Scandinavian-American Line, plying between Hoboken and foreign ports, amounted to twelve, with a displacement of 78,000 tons. The number of passengers carried to and from Hoboken in the same year by this company amounted to 36,262. The number of tons of freight carried from Hoboken amounted to 232,000; the number of tons of freight carried to Hoboken amounted to 188,000. The total freight exported and imported by the Scandinavian Line thus amounted to 420,000 tons. To all these lines new steamers were constantly being added up to the date of the World War, and both passenger and freight business showed rapid increases from year to year, the traffic for each following year exceeding all the years that preceded.

When war broke out between the United States and Germany the necessity immediately arose for the creation of an adequate transport service for the carrying of American troops and supplies to the field of operations. It was apparent that such a division of American service had to be organized with the least possible delay and in such magnitude as to insure the transportation of an army to France comparable in force to those of the belligerent nations which had not to contend with the problem of shipping troops by sea, over three thousand miles distance. When the United States Congress began considering the organization and development of an adequate transport service it became apparent that the small army maintained in the territory of the United States and its insular possessions were the only troops fitted to meet the exigencies of actual combat, but even with so small a force the existing transport service was too limited to become a factor in the transportation of troops to the theatre of operations. When the Draft Act was passed, the problem of shipping was still unsolved and it was a question as to when ships

could be provided to transport a large force to foreign soil. The shipping of the world was at the time effectually tied up with the transportation of supplies to the armies in France, and the submarine warfare was then at the apex of its power, menacing every ship that plied the high seas.

To overcome these obstacles it was clear that the United States had to create a transport fleet, man it with officers and seamen, and establish ports of embarkation with staffs competent to insure the least delay in the shipment of troops. By the time the first troops were ready for movement overseas, the department had a well-formulated plan for the organization of an efficient transportation system. The first convoy carrying combatant troops left Hoboken on June 14, 1917, with the following organizations: Sixteenth Infantry, Eighteenth Infantry, Twenty-sixth Infantry, Twenty-eighth Infantry, Second Field Battalion Signal Corps, Field Hospital No. 6, Ambulance Company No. 6, detachment of stevedores, sixteen casual officers, 103 nurses, and sixty casual civilians, with a total strength of 11,991 officers, enlisted men, nurses, and civilians; these were carried on the following vessels: "Antilles," "Dakotan," "El Occidente," "Finland," "Lenape," "Edward Luckenbach," "McClellan," "H. R. Mallory," "Momas," "Pastores," "San Jacinto," "Saratoga," "Tenadores," "Havana." With the exception of the "Finland" none of these ships had ever been used in the trans-Atlantic trade, but were, with this one exception, coastwise vessels that had been running from New York City to the West Indies, Gulf Coast and Mexican ports, and had been taken over by the Shipping Control Committee for use as army transports.

In July, 1917, three base hospitals, six railway engineer regiments, and the Fifth, Sixth and Seventh Regiments of Field Artillery, and two detachments of the Aviation Section, Signal Corps, were sent overseas. These were followed in August by various organizations of the Regular Army needed to complete the First Division. In September the First Division of the National Guard began to move, being the Twenty-sixth Division, comprised of troops from the New England States. The first unit of the former National Guard regiments to move was the One Hundred and First Infantry, which sailed on the United States Convoy Transport "H. R. Mallory" on September 7, 1917. This division was moving during September and part of October, together with a large number of aviation sections of the Signal Corps, and about the middle of October the Forty-Second Division (known as the "Rainbow Division"), composed of former National Guard troops from various divisions of the United States, began to move. From that month until March, 1918, there was a steady movement of Regular Army and National Guard divisions and various auxiliary organizations without any great increase in the number transported each month. On March 22, 1918, the First Division, composed of National Army troops, began to move overseas, being the Seventy-Seventh Division, made up of drafted men from New York City. With the coming of warm weather the supply of ships was greatly augmented with the consequent increase in the number of troops transported, and beginning with March every succeeding month up to and including July showed an increase in the number of troops transported over the figures of the previous month. During the months of May, June, July, and August, 1917, all troops sent overseas were forwarded by way of Hoboken and New York. After that date other ports were used—Boston, Baltimore and Canadian ports among them—but all the ports outside of New York, other than Newport News, Virginia, remained as sub-ports of the Port of Embarkation, Hoboken, New Jersey, and were gov-

erned by the embarkation regulations promulgated by the commanding general at Hoboken.

At the beginning of the war only two government-owned ships on the Atlantic coast were equipped for the transportation of troops. These were the army transports "Buford" and "Kilpatrick," both ships of moderate size. Yet these two were the nucleus of a transport fleet that in time numbered over two hundred. The ships actually operated by the United States included about twenty former German vessels owned by German and Austrian interests and interned at various United States ports early in the war. When these were formally taken over by the government together with the docks, piers, and machinery of the German companies, it was found that many of them had been damaged by their crews to such an extent that several months were necessary to set them all in commission. For the most part these ships were placed in active service as troop ships during the months of August, September, October, and November of 1917, and with few exceptions were used to the end of the war as transports. The ships at Hoboken taken over had been almost entirely used as passenger-carrying vessels and were fitted to carry large numbers of troops at each sailing. These ships were known as navy-manned transports and were operated by the United States Navy as were also an equal number of American-owned ships chartered by the government early in the war for use as transports. It has been claimed that the ex-German ships were operated more economically and with a smaller personnel under the United States Navy than under the German flag, but this is probably due to the fact that superfluities were out of place in war time. At the close of the war the navy was operating, with Hoboken as the main point of departure, forty-three transports, all of them fitted as such and capable of carrying several thousand troops at each trip. Added to the naval transports the government had at its disposal one hundred and seventy-three trans-Atlantic liners, owned and operated by Great Britain, France, and Italy from ports in the United States. These vessels totalled over a million tons of shipping and made an enviable record in safely transporting troops to the seaport cities of France, England, and Italy. An idea of the efficiency of operation of the great fleet of transports may be gained from the fact that a total of nine hundred and thirty-six sailings to France and England were made after the United States entered the war. Troops were carried on every one of these ships. Several former German and Austrian vessels, taken over by the government at the beginning of the war, made a total of a hundred and ninety-eight voyages carrying troops to Europe.

Of the three hundred or more vessels used in the transportation of troops fewer than three per cent. were sunk and these with a minimum loss of life. In short, the entire loss of life at sea as a result of the transport of troops was altogether fewer than five hundred, most of this number perishing in the sinking of the "Tuscania" at a time when the measures taken for combatting the U-boat activities were not as efficient as they later became. The loss of shipping was indeed small in comparison with the effort made by the United States, the number of trips, and the extraordinary efforts of the Central Powers to cripple the transport fleet. The losses of transports during the war were as follows: The "Tuscania," the "Moldavia," the "Dwinsk," the "President Lincoln," the "Covington," the "Carpathia," the "Justicia," the "Otranto," the "Antilles," the "Aurania," and the "Audania." Of this number the "Covington" and the "President Lincoln" were vessels formerly owned by the

Central Powers, the remaining number having been commercial or allied transports.

Credit for the success of the Embarkation Service is largely due to Major-General David Sharks and his efficient staff. Those in command at Camp Merritt, Camp Mills, and Camp Upton, through which practically the entire number of troops passed before they arrived at the piers, also deserve credit. These camps, especially Camp Merritt, were known as "Embarkation Camps" and offered a brief respite for men and officers prior to going overseas. At these camps men were equipped for overseas duty and made ready for the long voyage. Necessary records and passenger lists were accomplished here and men were given the opportunity to see New York for a few hours before going to France. The commanding officers at the camps and at Hoboken were experienced regular army officers and their part in the successful work of transporting troops is testified to in the archives of the War Department. Colonel Marmon, later chief of staff at the port of embarkation, was in command of Camp Merritt during the busy months of the war and successfully arranged the passage through the camp of upward of a million men.

It is no longer a secret that the men who supervised the work at the piers of Hoboken were for the most part officers who "grew up with the embarkation service," the personnel at the close of hostilities being in most cases identical with those who saw the beginning of the heavy troop movements. There were of necessity many different branches of service represented in this work of shipping troops. There was the Depot Quartermaster, who placed rations aboard ships for use as a debarkation ration in France and England; the Transportation Division, which arranged the railroad schedules which brought troops to such camps as Merritt, Upton and Mills, and from there direct to the Hoboken piers where they were to embark; the Personnel Division under Major J. Perry Moore, and later Captain C. F. Itzen, which checked each man aboard the ship and ascertained if such men were properly represented by the necessary records; the Medical Corps, whose representatives examined each man physically before boarding the ship; the Quartermaster Division, which directed the men to their proper gangplanks and positions on the ship; the Mail and Baggage Divisions; and the personnel connected with the chaplain's office. The port chaplains at Hoboken directed the work of numerous separate and distinct welfare organizations. A great many of the soldiers were married before they left for France and the chaplains at the port of embarkation tied many a love knot. The chaplain's office would, occasionally, on one day marry nearly forty couples, and this was only a small part of the romance that made Hoboken enskyed and sainted in those tremulous days of hope and fear.

Hoboken and the other lesser ports of embarkation saw a great deal of the worked performed in those days by the canteen service of the Red Cross, the Young Men's Christian Association, the Knights of Columbus, the Salvation Army, and the Jewish Welfare Board. The workers, both men and women, connected with these organizations were always on the ground when the men were being shipped, supplying the departing soldiers with coffee, rolls, cigarettes and safe arrival cards, as well as ministering to their moral encouragement. The "Y" hut in Hudson Square Park, near the piers, was the largest in the country.

Hoboken saw a great deal of the work of the Shipping Control Committee, at the head of which was P. S. A. Franklin, president of the International Mercantile Marine. The committee had, at the port of embarkation, offices

which obtained ships for transport, and rearranged their schedules according to the needs of the troop carriers. The committee was organized at an early date in the course of the war and proved a potent factor in the successful shipment of the army.

It was the Shipping Control Committee which first took over the giant "Leviathan," at that time the Hamburg-American "Vaterland," and several other ships belonging to the Central Powers after the German and Austrian crews had been removed by United States Regulars of the Twenty-second Infantry. The committee also arranged with the owners the details of taking over cargo carriers, scores of which were in service when the war came to a close.

The Cruiser and Transport Force, organized at the port of embarkation, transported about forty per cent. of the American army which reached France. Shortly after the beginning of the war this force was commissioned as a branch of the Atlantic fleet. Starting with a few vessels taken from the Central Powers, the service within a few months operated over a hundred ships. At the close of the war several large German ships which escaped internment and which had lain idle at their piers in Hamburg and Bremen during the conflict, among them the giant "Imperator," and the "Kaiserin Augusta Victoria," were employed with the American fleet in carrying back our soldiers to Hoboken and the other United States ports. Up to the actual day of the signing of the armistice, troop movements eastward had continued. On the very day of signing, several thousand soldiers had been placed on board transports at Hoboken piers with the full expectation of leaving for France as soon as anchor could be weighed. Nevertheless, on that day expectation was on tiptoe not merely at Hoboken, but everywhere else throughout the United States. No word had come from Washington, no order relative to an armistice had been received, but every one had an intuitive feeling that a crisis was at hand. The feeling had been induced by a number of different events. There was the debacle of Austria a couple or days before. There was rumor of the peace note on the same date. There was the sense that Turkey and Bulgaria had acknowledged defeat. There was the news of demoralization in Germany. There was the direct evidence that for the first time in the war the German line had begun a retreat that was not merely strategic. People can be absolutely sure of a thing without being able to say exactly what makes them sure. Absolutely to give sound reasons for a given state of mind is a feat to which only a man of clear and strong intellect is fitted. Yet ordinary people can have a state of certitude equal to that of the philosopher without possessing his talent for analyzing that state and describing its rationale. Suffice it to say that at the time of the armistice, expectation was great at Hoboken, where all the energy of a great country, concentrated on launching its strength across the ocean, had on its practical side been assembled. But people had become so accustomed to the presence of war that it seemed as if this particular war would never end. Then the great news came, and the people of the United States soon made it clear how the war had oppressed them and what was the measure of their relief. At Hoboken the mental state of those engaged in the shipment of troops was peculiar. They had grown accustomed to the work, and the feeling was one of anxiety when, consequent on the declaration of peace, orders came to debark all combatant troops and send them back to the camps. The feelings of the soldiers themselves were mixed. They had steeled themselves to the thought of death and of the attendant horrors they were likely to face. Tension of nerves gave way in the great relief. They were

all young and life looked more valuable than ever in the presence of wounds and death. But the thought of the great adventure had been thrilling too. The thought of seeing France and of living on a high plane of action and moral feeling had excited the young men from the farms and the counting houses. But relief, happy and glorious, was the major chord in their feelings. Hoboken was an hilarious city that night when the spectre of death, the miasma of dread and gloom attendant on the "lean abhored monster," had at last been banished from it.

On the morning of the armistice the people of New York and Hoboken came out of their houses and turned the street into tidal waves of humanity. At the Hoboken piers and on all the waterfronts the harbor boats whistled with a chorus and sustenance never known before. The sirens and factory bells added strength to the uproar; transports lying at the piers ordered out their bands; it might be said that nothing living on that day but added to the articulate din. The world looked fair. Unending happiness, a long stretch of days of happiness and peace, formed before the eyes of an assembled planet. Hoboken that had seen perilous days, that saw the forge of war at its busiest, that had been a grey city of broken spirits and ruined hopes, that had been tense, muffled, shrouded in pall and overalls, looked up again and became the town of its prime. The Elysian Fields came down and transformed the city. It lived its youth again.

CHAPTER VI.

HOBOKEN DURING THE WORLD WAR.

The war, so prolonged that the world had resigned itself to it as a permanent thing, came to an end suddenly. With its cessation there was a period of indecision, a looking this way and that, a slowing down as men adjusted their minds to the new environment of peace. Then the reconstruction period began, and Hoboken became as active in the work of peace as in the work of war. It still remained the vital channel between America and the various battlefields. From Washington orders followed orders covering the various phases of the work at the port. From being the greatest point of departure on a whole continent for the hosts of American soldiers, it had then to be transformed into a great welcoming ground to receive the hosts of those whom it had formerly sent on its mission. New regulations were drawn up, new guard orders issued. The general order of events were entirely reversed in readiness for the big return of shipments.

On December 2, 1918, twenty-two days after the signing of the armistice, the first returning troops reached America on the S. S. "Mauretania." There were great celebrations in honor of the returning troops, though, the truth is, this particular batch, most of them, had never been nearer the firing line than England, some of them having spent no more than thirteen days in that country. The men from the fighting line were glad it was all over, but everybody was not so pleased and "those of us who had fought the war at Hoboken could not but feel that a corking good war had been literally drawn from under us" writes one of them.

Following that date, the line of returning troop ships increased with each week, until nearly three hundred thousand men were being returned each month. Until they were brought back Hoboken remained a United States Government port, functioning still as the area of contact between the mechanical configurations of two pulsating worlds.

Something should be said in the name of the personnel who worked in the departments at Hoboken. Writes the author of "With the Army at Hoboken:"

While it is a source of deep regret to have done your fighting in the United States, it may be here stated that in fully ninety-nine cases out of a hundred, the officers and men who were detailed for embarkation service would much rather have taken their chances among their brothers in the trenches of Flanders. In fact, so many applications for overseas service were made by officers at Hoboken, that an official order from headquarters was necessary to put a stop to it. To many ill-informed people our service was mediocre—and it was—if bullets, machine guns, cannons, and battlefields and many other sides of actual combat concert to make a great war, but to one who takes an intelligent analysis of the conflict, it is clear that this war could be likened to a great spectacle in which all the armies with their millions of soldiers were the players, each assigned his part, and in this great drama the Port of Embarkation cannot but be assigned to a principal role.

Especially critical has been the public in relation to the officers of the Staff Corps assigned here for duty, and in answer it is my desire to pay a tribute to the Quartermaster, A. G. O., Medical and other Staff Officers assigned to this port. A great many of these were men, who, in civil life were prominent in business, science, and letters, and who through their particular executive ability were commissioned in the staff. With few exceptions the men so commissioned and detailed for duty here are gentlemen whom I have considered it an honor to know and of whom I shall always retain pleasant recollections. They did their work well and efficiently, as the records in Washington eloquently testify, and if they lacked in some of the elements of military training it failed to detract from their efficiency at this port. A well-known regular army officer paid a tribute to officers of the staff in the following words: "To the men behind the desk, who, being away from the excitement of battle, is usually denied popular favor, yet who clothes, feeds, pays, shelters, transports and otherwise looks after the man behind the gun, whose health, comfort, contentment and success often depend on the less spectacular though no less important work of 'The man behind the desk.'" That quotation briefly tells the story of the staff officers and every fair-minded man will concur in the tribute.

It was very much against their wishes to be interned in the United States when their friends were really in the big show over in France, but those who served at the greatest port of embarkation, may well be proud of their record in office; and although they will have little of the glamor and excitement of real warfare to tell their grandchildren in years to come, they can speak up without shame and say: "I was one of those who helped to ship them over in 1917-1918 and bring them back when the war was won."

The story of the A. E. F. and the convoying of over 2,000,000 men to Europe, is the story of another and a greater crusade than that of Richard Coeur de Lion or his Knights who went Eastward to the Holy Land seven hundred years ago. It is the story of a crusade of democracy—a crusade that will stand as the greatest in history. But back of the story of the 2,000,000 fighters, back of the transports and the convoying destroyers, is the story of the men who put it through. There is little of the glamor of war here, and little of the music and the cheers. But there is a great romance, the romance that we find in every great work well done. It is routine, endless labor, reports, papers and drudgery,—but without it the fine organization and the fine work of the A. E. F. fighters would have been impossible.

The first step in the organization of the Port of Embarkation was on Saturday, June 9, 1917. On this day Colonel Carson, Captain Cabell, Captain Shelton, Captain Powers, Captain Ruddell and Mr. Frank Czieslik came to Hoboken to make arrangements for the first convoy. It was a new job and a big job. No one quite knew what the work would be, or how it would be done. There was just one motto—"Do it." Early in the afternoon the detail came over on a tug and landed at Pier No. 1, beginning work immediately. Almost simultaneously the first of the troops arrived. Hoboken, a few days before, the first German city in America, became a great army camp. Khaki-clad regulars overran the town. Veterans of the Border, the Filipino campaigns and the days in Cuba, oiled their Springfields and talked of the big scrap that was coming "Over There." In their summer O. D., their now old-fashioned campaign hats, their trim leggins and sharp regulation appearance, they bore little resemblance to the newly equipped men who later came through the Port. They were sent at once into rest billets to prepare for the voyage. They were the men of the 16th, 18th, 26th and 28th Infantry Regiments of the Regular Army. Their senior officer was Major General Siebert, who later established the record of his fighting forces.

Along River street, where the old Bock beer signs of the German occupation still marked the Deutsche Gartens and Kursaals, tramped the men of San Antonio and the Rio Grande. Fat German saloonkeepers and the fraus and frauleins looked askance at this new invasion. Their Kaiser had said that America would never enter the war—that troops would never sail the seas; and now, only a few weeks after our declaration of hostilities, an army was in motion. Something was wrong in the firm of "Me and Gott." At first the men were held in their troop trains at the Jersey City yards, but they were soon brought into town. So silently and so efficiently was the work done that few of the millions across the water knew that the eastward tide of American soldiers had begun.

We give the lieutenant's words verbatim, as they not only bear on the conditions, but are an unconscious description also of the psychology of the war period:

It was a new game, and the rules were not yet made. There was just one order of the day—"get the troops on." Alongside the dock of the Hamburg-American Line lay the transports. Jamming the gangway, burdened with overseas gear, strange new weapons and accoutrements, tired after their long trans-continental ride on hot troop trains, the regulars arrived. They were shoved into below deck compartments, berths were hastily assigned, and with the out-tide the vessels put to sea.

There was none of the glamor and the glory of war in their going. No crowds lined the Battery Sea and no bands and citizen's committees sped them on their way. These men were the Regulars—the U. S. A.—they were fighting men, and they were going to fight. Silently the big transports were warped out of their docks, and silently they put to sea. Perhaps along the Staten Island Hills home-coming commuters wondered as the big gray ships slipped through the Narrows to sea. No doubt the tug-boat captains wondered as a line of lightless ships dropped down the long causeway of Ambrose Channel and put off their pilots at the lightship. Perhaps the next morning, far at sea, the off-shore fishing boats drew up their nets to watch as the great convoy, guarded by destroyers, came over the western rim of the sea.

But back in the city none knew of their going. The 6,000,000 people of New York little guessed that America's job of smashing the Imperial Government of Germany had begun. Possibly that's the way the best work in the world is done after all is said and over with. It isn't the cheering or the bands and street parades that win a war—it isn't the songs or the martial music or the waving of flags in club windows—its just the silent, steady relentless drive of men who are determined that when they have begun a job they will finish that job or die. That was the spirit of the American soldier. He had begun a dirty job and he was going to see it through; he wasn't going to yell, or cheer or boast—he was going to settle down to the job, and stay with it till the job was finished.

And perhaps, too, that has been the spirit of the men of the Port of Debarkation, who, for two years, have stuck by the job of getting the troops across. There were jobs that got more glory, and jobs that got more praise. There was fun and excitement and the joy of battle to those who fought along the Flanders line, but behind them stood the array of communications, the men who kept the railheads going forward, the troop trains moving on.

This is the story of the first convoy. They are the men who began the job, and those who came after finished it. And now that the war is over and the men are coming home—it's the Port of Debarkation—but the job is just the same. Names may come and names may go, but the work goes on forever.

After the signing of the armistice the censorship on pictures and news relating to the activities at the Port of Embarkation was lifted and many are the excellent news items which appeared in print concerning the work at the port. The men who had been engaged in the work at Hoboken were held in small esteem and there were many references to "swivel chair heroes" who wanted the war to continue forever to be kept in their jobs, but it was gradually made clear that they were doing an indispensable work, that they kept the Khaki stream floating eastward till a two-million figure was reached. Recognition came to Hoboken from Washington as well as from the public. Thus not long after the armistice Secretary of War Baker announced that Major-General David C. Shanks, commanding officer of the Port of Embarkation, had been awarded the Distinguished Service Medal. It read:

Major Gen. D. C. Shanks, U. S. A., is awarded the Distinguished Service Medal for especially meritorious and conspicuous service in the administration of the Port of Embarkation, Hoboken, New Jersey, in connection with the shipment of troops overseas.

Later, other decorations filtered through in the general direction of Hoboken, though the men of the Embarkation Service preserved a becoming modesty about their work. "The work had to be done by somebody, otherwise the 1,795,411 officers, men, and nurses shipped to France by the Embarkation Service might still be waiting for transport. But who wants to be interned in Hoboken when the main show is three or four thousand miles away? It was like standing outside the big tent and punching tickets to a three-ringed

circus. We worked like dogs and never got a chance to see the main performance." So spoke a captain whose work was at Hoboken during the war, and the public admitted there was something to what he said. The attitude was taken as expressive of the sentiment of the 2,400 officers and 24,000 enlisted men engaged in the Embarkation Service. They were all glad to have been able to do their bit, but most of them looked at their silver chevrons and felt, they said, that they had been cheated out of something.

During the entire period of embarkation from May, 1917, to November, 1918, the average number of American soldiers placed daily on French soil was 3,500. In a single day—the last day of August, 1918, 46,214 doughboys were shipped out of Hoboken and New York. This is claimed as a record for a single day's shipment of troops. The figures for the previous month, July, are held by the Port of Embarkation Service to constitute another record in troop transportation. In this month 268,117 officers and men were put aboard vessels and sent overseas by the Embarkation Service. This was the highest number reached during the period of the war. The number of men shipped to France had steadily increased from May, 1917, when the figures for the month were only 1,543. It required 936 sailings to transport a sufficient number of troops to France to win the war. These sailings were carried out by 307 vessels, 108 of them being naval, 182 commercial, and 17 allied transports.

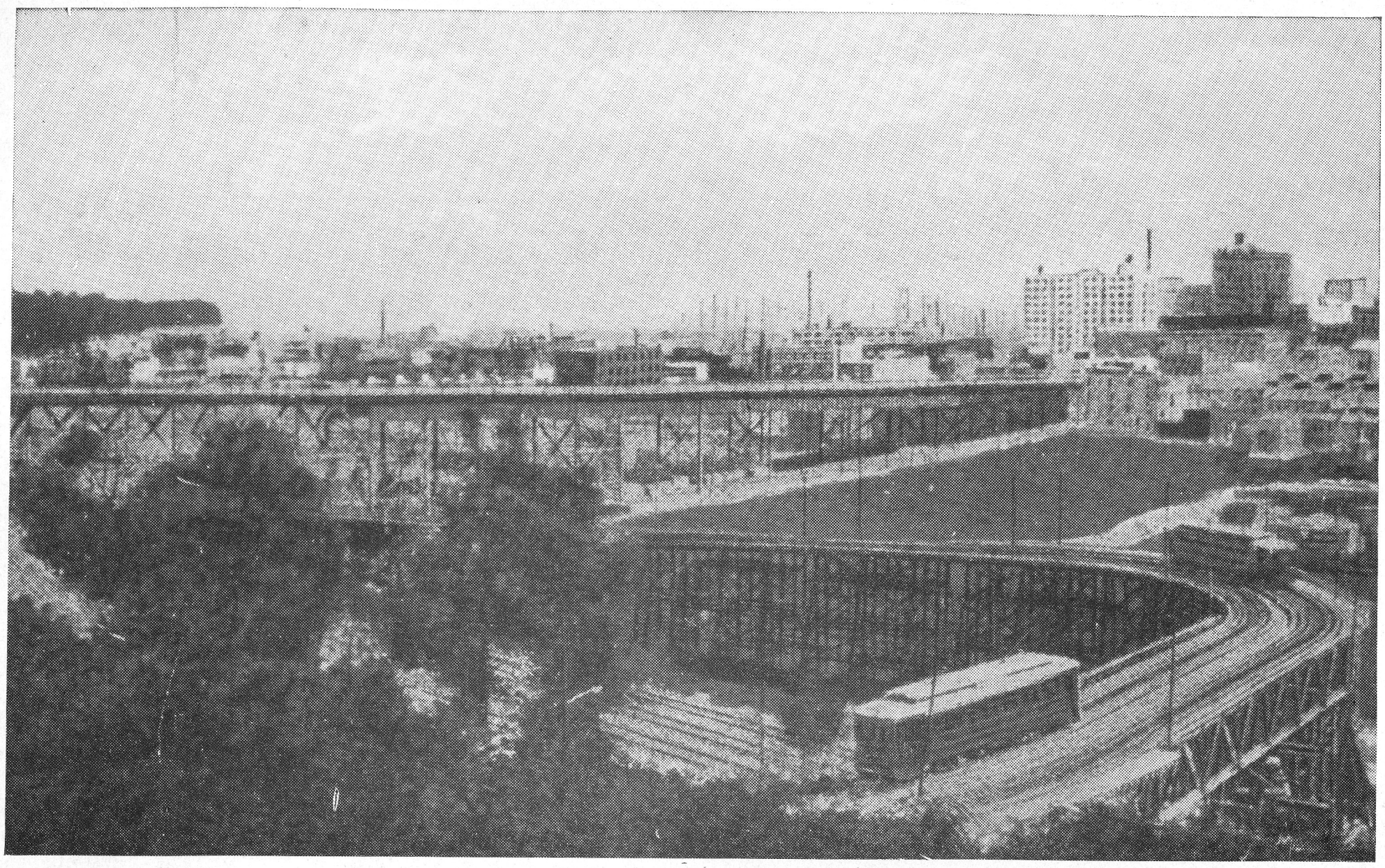
At the Port of Embarkation in Hoboken it was declared that the work of fitting these vessels out as transports was done entirely by the army instead of by the navy, as was generally believed. Major-General Shanks served as commanding officer of the port of embarkation practically through the period in which the United States was engaged in the war. The officers who served with him and with Brigadier-General McManus were men who had grown up with the Embarkation Service, the personnel changing very little. Brigadier-General McManus and Colonel John Robertson were heads of the Troop Movement Office of the Port of Embarkation, under them being thirty line officers, several of whom were West Point graduates. The thoroughness that marked the shipment of the soldiers eastward was likewise displayed in bringing them home again. When it is recalled that vessels like the "Leviathan," the old "Vaterland," came and went with over twelve thousand men on her decks, the amount of provision required from the debarkation authorities at Hoboken for a single task is easily suggested. As a rule in fewer than three hours after these giant liners had docked there was neither a soldier nor a scrap of equipment in sight. Those were epic days; the men stationed at Hoboken responded in the epic spirit; and Hoboken lived for a period as a city seated on a hill, to which two vast contending armies, each with a different spirit, strained anxious eyes, an epic scene pulsating with the prodigious, peaceful preparation for war.

CHAPTER VII.

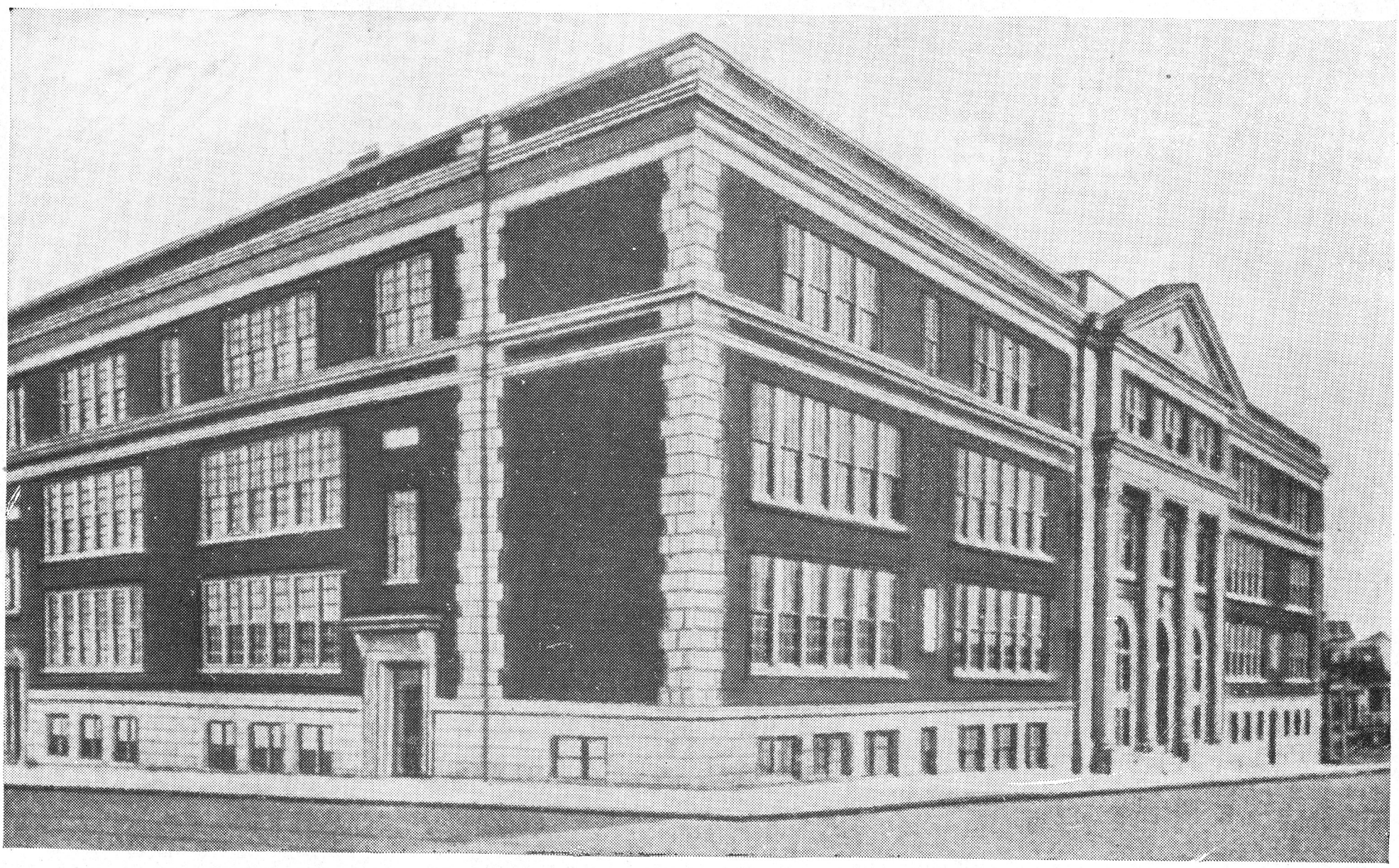
EDUCATIONAL INSTITUTIONS.

Hoboken has a highly developed public school system and its public schools are not surpassed by any in the State. They comprise primary schools, grammar schools, high schools, and training and model schools. The enrollment of pupils and the teaching force have grown with the population. In 1892 the pupils numbered 5,600 with an average attendance of 5,100. In 1906 there was an enrollment of 10,362 pupils, with a force of 215 teachers.

Since then the enrollment has doubled and every endeavor has been made



HILLSIDE ROAD FROM HOBOKEN TO WEST HOBOKEN



HIGH SCHOOL—WEST HOBOKEN

by the city to see that its educational institutions keep pace with the city's growth. Prior to 1854 the schools were under the charge of a superintendent appointed by the town committee. After that date the Board of Education had charge of the public schools of the city, the members of the board being elected for a term of three years and serving without salary. The introduction of the commission form of government changed the manner of appointment.

David I. Stagg was the first of the superintendents of public schools of the township of Hoboken before incorporation. During the five years between 1849 and 1854 he was followed by John D. Littell, Rodman M. Price, and John H. Scheffield. The trustees elected after incorporation were as follows: 1855—George W. Morton, Hoyt Sandford, Thomas W. Thomas; 1856—William Gelston, Edward R. Morton, Charles Speilmann; 1857— Frederick Gerhard, John B. Petherbridge, Hagelton Walkley; 1858—William Gelston, Andrew W. Rose, Louis Stoltze; 1859—Jacob L. Odell, Andrew W. Rose, Peter Ritter, Jr.; 1861—William Gelston, James R. Hill, Fred. B. Ogden; 1862—Michael Cadmus, James R. Hill, Peter Ritter; 1863—Erastus Hedges, William H. Peckham, Daniel P. Westervelt; 1864—Benjamin G. Campbell, Julius E. Lowenthal, James H. Ward. After 1864 the schools were in charge of a Board of Education consisting of a president, clerk, and treasurer, and six other members, the membership being later enlarged to twelve. Each of the four wards sent to the Board three members. The Board elected its own president and treasurer. The office of the clerk of the Board was a permanent one with a salary and it was arranged that its incumbent should not be, as formerly, a member.

As the years went on, the public schools system was developed. A thoroughly equipped and up-to-date kindergarten was connected with each primary department. The purpose here was to deal with children from four to six years of age, so arranging their work as to lead to a proper development of their young minds through the proper training of the senses. The aim of the primary department was to give a thorough preparation for more advanced study. It was decided that the work in numbers and arithmetic should receive particular attention, quickness and accuracy being sought by continuous exercise. In the grammar department it was sought to provide a good, all-round education on the basis already laid down in the primary schools. From the first year in the primary to the last in the grammar school the course was laid out to cover a period of eight years.

Manual training received especial consideration. The regular course in manual training was so arranged as to begin in the fifth year and continue through the grammar grades with one year of special work in the high school. In this work the first ideal aimed at was to relate the work intimately to the life and interest of the pupil. Closely connected with all work in manual training were set the production and use of working drawings. This work was not confined to boys alone. It was agreed that girls should get a training in domestic affairs which would enable them to make their homes more attractive. A commodious and well equipped building in the center of the city was provided for the manual work. It was arranged that while the boys were receiving instruction in wood carving, modeling in clay and varied forms of joinery, the girls would be taking lessons in sewing and domestic economy, such as cooking, table setting and marketing.

The high school prepares young men and young women for the higher colleges, for scientific schools and for mercantile pursuits. With this aim it prescribes three courses of study, the classical, the scientific, and the com-

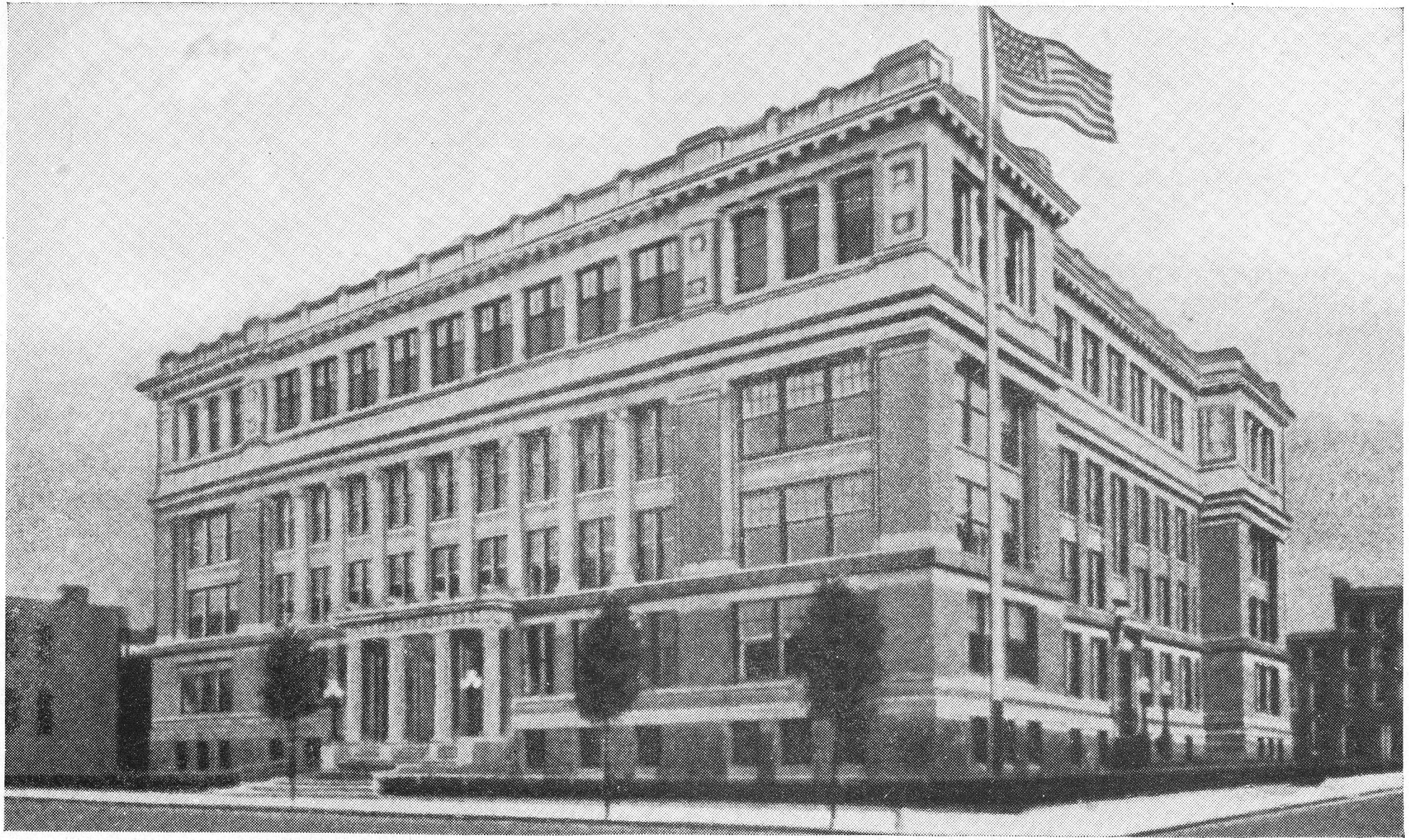
mercial. The classical course is especially designed to prepare young men and women for entrance into colleges whose chief course contemplates a liberal education; and the work of this course is shaped in accordance with the requirements of the higher institutions. In several colleges the diploma of the Hoboken High School is accepted in place of an entrance examination, notably by Cornell, Rutgers, New York University, Lafayette, and by the Regents of the University of the State of New York for entrance to professional schools. It is also accepted in lieu of an examination by the New Jersey State Normal School and the State Normal Schools of the State of New York.

The scientific course was especially arranged for those young men and women who did not intend to go to a classical college, but desired to take a course in a technical school such as the Stevens Institute of Technology. The trustees of Stevens Institute of Technology offered to the graduates of this course twelve free scholarships as rewards of merit. Three of these scholarships were to be given each year and were awarded by competitive examination. None but *bona fide* residents of the city of Hoboken were allowed to compete for these free scholarships. In chemistry and physics suitable apparatus was supplied for the training of the students. The chemical laboratory was from time to time enlarged, and each student was given his place at the laboratory table, so that both in physics and chemistry he might perform experiments on his own volition under the guidance of an instructor.

The commercial department of the high school aimed at providing a training which would be broad and liberal, while initiating the student in the principles and technique of concrete commercial transactions. It was arranged that in addition to subjects usually styled commercial, bookkeeping, stenography, typewriting, modern languages, mathematics and economics should be taught. The Training School was established in 1897 for the purpose of training teachers for the schools of the city. Graduation from high school with an approved course of study was made the standard of admission.

The particular pride of Hoboken in the educational field is the Stevens Institute of Technology. The Institute owes its existence to the liberality of Edwin A. Stevens, who, in his will, dated April 15, 1867, bequeathed a block of ground between Fifth and Sixth and Hudson and River streets, Hoboken, and one hundred and fifty thousand dollars, for the erection of buildings "suitable for the uses of an institution of learning," and also such sum of money, not to exceed five hundred thousand dollars, as his executors might consider necessary for maintaining said institutions of learning. The executors of the will, Mrs. Martha B. Stevens, W. W. Shippen, and the Rev. Samuel B. Dod, decided in effect that the entire sum of five hundred thousand dollars was necessary to the materialization of Mr. Steven's idea, and accordingly appropriated it, as an endowment fund to the institution, less the sum of forty-five thousand dollars which the United States Government collected as collateral inheritance tax. Numerous efforts were afterwards made to get back this money from the overflowing treasury of the Government, and were finally successful in 1921.

In 1870 the trustees, having obtained a plan of building, and having made good progress with the erection of a home for the Institute, selected Professor Henry Morton, Ph. D., then occupying the chair of chemistry in the University of Pennsylvania, and the office of resident secretary of the Franklin Institute, as president of the "Institution of Learning" which they were to create under the will of Mr. Stevens and a charter under the law of the State



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of New Jersey, approved February 15, 1870, and to which they had given the name of "The Stevens Institute of Technology."

During the summer of 1870 and the succeeding seasons of 1870 and 1871 the building was completed and furnished, and a faculty selected, so that by the end of the summer of 1871 all was ready for occupancy. In September, 1871, the Institute began its active existence as a school of mechanical engineering, with the following officers: Trustees: Mrs. Martha B. Stevens, Rev. Samuel B. Dod, and William W. Shippen. Faculty: Henry Morton, Ph. D., president; Alfred H. Mayer, Ph. D., professor of physics; Lieutenant Colonel H. A. Hascall, U. S. A., professor of mathematics; Albert R. Leeds, A. M., professor of chemistry; Robert H. Thurston, C. E. professor of mechanical engineering; Charles W. McCord, A. M., professor of mechanical drawing; Charles F. Kroeh, A. M., professor of languages; and the Rev. Edward Wall, A. M., professor of belles lettres.

As the desirability of a preparatory school under the control of the Institute was realized, arrangements were made contemporaneously with the opening of the Institute, by which a preparatory school already in existence was placed under the management of Professor Wall as the Stevens Institute High School. During the college year 1872-73 Lieutenant Colonel Hascall resigned on account of ill health, and Professor De Volson Wood, C. E., of the Michigan State University, Ann Arbor, was appointed to the chair of mathematics and mechanics. During the same years the east wing of the Institute building was erected and occupied by the high school of the Institute, which was removed from its temporary location at Sixth street and Park avenue.

In 1875 a mechanical laboratory was established at the Institute on the suggestion of Professor Thurston. As director of this laboratory he conducted numerous investigations, the result of which were from time to time published in various engineering journals. Considerable addition was also made to the machinery of the department through the business of this mechanical laboratory. During the years from the opening of the Institute up to 1876 numerous original discoveries in research had been made and published by various members of the faculty, so that when, in the catalogue of that year, a list of the titles of these publications was printed it occupied ten large pages. The printing of this list with additions, as new papers were published, was continued until 1879, when it was discontinued in order to decrease the bulk of the catalogue. It had then reached the dimensions of sixteen large pages. In 1876 the Institute sent to the Centennial Exhibition at Philadelphia an exhibit consisting of apparatus and instruments of research, and also drawings and pieces of machinery, the work of students, sufficiently extensive to fill an ordinary freight car.

In 1880 an addition was made to the faculty of the Institute by the appointment of Professor James E. Denton, M. E., a graduate of the Institute in 1875, as instructor in experimental mechanics and shop work, and during the same college year of 1880-81 the workshops of the Institute, which had before occupied the east basement, were transferred to a location of their own. Originally this location had been fitted up as a lecture-room for public lectures and had been so used in the early days of the Institute. Being afterwards little used for this purpose it was converted into a gymnasium, but in this shape also soon ceased to be utilized to any adequate extent. When, therefore, on the occasion of the Institute's course in the direction of applied mechanics, it became very desirable to increase the workshop facilities of the Institute, the trustees willingly accepted a proposition from President Morton

to alter the gymnasium by building galleries and instituting other improvements, and to fit the gymnasium with steam engines, machines and other tools at his expense. This was done at an outlay of about ten thousand five hundred dollars, and the new workshop was formally presented to the trustees by President Morton on May 14, 1881. In 1882 another addition was made to the faculty of the Institute by the appointment of Professor A. Riesenberger, M. E., a graduate of the Institute in 1876, as instructor in mechanical drawing.

In 1883 a further addition was made to the faculty by the appointment of Professor Clarence A. Carr, assistant engineer, United States navy, as professor of marine engineering and instructor in mathematics; also by the appointment of Professor William E. Geyer, Ph. D., as professor of applied electricity. In connection with this last appointment and to aid the establishment of the new department of applied electricity, Professor Morton donated to the Institute, for the purchase of new apparatus and other expenses, the sum of three thousand five hundred dollars, which sufficed to carry on this department until the general resources of the Institute were able to support it. In September, 1885, W. W. Shippen, one of the trustees, died, and President Morton was elected to fill the vacancy thus occasioned. In 1885 two changes occurred in the personnel of the faculty: Professor R. H. Thurston resigned the chair of mechanical engineering to become director of Sibley College, Cornell University, and was succeeded by Professor De Volson Wood, whose former chair of mathematics and mechanics was filled by the appointment of Professor J. Burkitt Webb, formerly of the University of Michigan. Professor Carr, being recalled by the Navy Department, also resigned his chair, and was replaced by Professor William H. Bristol, M. E., a graduate of the Institute in 1884, who was appointed instructor in mathematics. In 1887 the trustees decided to increase their number by electing an additional trustee from among the Alumni Association of the Institute. In accordance with this plan A. P. Trautwein, M. E., of the class of 1876, was duly elected a trustee.

Nor were the interests of the high school overlooked. During 1887 and 1888 a new building was erected at a cost of fifty thousand dollars for the accommodation of the high school, and the building was occupied after the Easter holidays of 1888. During the summer of 1888 the wing formerly occupied by the high school was fitted up on its first and second floors as an electrical laboratory and lecture-room respectively, and on its third floor as a mathematical laboratory and lecture-room. Extensive changes were made also in the other parts of the building, such, for example, as those to increase its security against fire, by the creation of four "party walls," iron-plated doors and the like; also other alterations and additions such as the arrangement of cases and tables in the library, the erection of a set of lockers and the like.

In 1887 Professor Thomas B. Stillman, Ph. D., who had been instructor in the chemical department for some years, was appointed to the chair of analytical chemistry, and Professor D. S. Jacobus, M. E., a graduate of the Institute in 1884, was appointed instructor in experimental mechanics and shop work. In 1888 the titles of Instructors Riesenberger, Bristol and Jacobus, were changed from "Instructor" to "Assistant Professor." A new chair was also established under the title of Engineering Practice, and the sum of ten thousand dollars was donated to the trustees by President Morton as a first installment towards the endownment of this chair. Coleman Sellers was

elected to the chair and delivered his first course of lectures during the fall of 1889.

In 1902 President Morton died, after thirty-two years of devoted and brilliant service. Besides his time and energy, he had given largely of his personal means to the upbuilding of Stevens Institute. He was succeeded by Alexander C. Humphreys, a Stevens graduate of the class of '81, who had become one of the leading gas engineers of the world. Dr. Humphreys has had a very successful administration and is still very active in the discharge of his duties.

During the World War, the United States Navy Steam Engineering School was established at Stevens, and trained hundreds of naval engineer officers. In 1921 the semi-centennial of the opening of the Institute was celebrated. The college grounds now cover an area of about twenty-two acres, including Castle Point, the historic estate of the Stevens family with its stately castle. The buildings include, besides the original main building, now known as the Administration Building, the Carnegie Laboratory of Engineering, the Morton Memorial Laboratory of Chemistry, the Recitation Hall, the William Hall Walker Gymnasium, the Library, the Navy Building, and the castle. There is a fine athletic field and a practical field. The number of students is between five and six hundred.

Edwin A. Stevens, to whom the Stevens Institute of Technology owes its existence, was the seventh son of Colonel John Stevens, with whose name the history of Hoboken is indissolubly connected, and was born at Castle Point, Hoboken, July 28, 1795. He received his engineering education from his father, and from his brother Robert Livingston Stevens, his senior by eight years, with whom he was associated in business partnership from his early manhood. On this account the individual work of the two brothers cannot easily be unravelled, but it may be said that while both were men of great capacity as engineers and business men, the elder took the lead as engineer, and the younger as business man.

The laborious and useful life of Edwin A. Stevens was occupied in the life-long management of his father's estate; in the organization, construction, and operation of the Camden & Amboy railroad, of which he was the active business manager; in making improvements in steam navigation; in the great part taken by him in the introduction of iron armor on ships of war; and in devising methods of attack and defense for ironclads. At the age of twenty-five, by family agreement, he was made trustee of the greater portion of his father's estate, including what was then the island, but what later became the city of Hoboken, thus relieving his father, then seventy years of age, of the burden of his business cares. He remained at Hoboken until he was about thirty, taking care of the estate and assisting his father and his brother, Robert, in their engineering labors. During that period he invented and patented the Stevens plough, which was used extensively for years. This gave him a large acquaintance among the land owners of New Jersey.

In the latter half of the year 1825, at the age of thirty, he took charge of the Union Line, which then carried nearly all the passengers and freight between New York and Philadelphia. The Union Line was organized in 1820, and it consisted of steamboats on the Raritan and Delaware, and of coaches on the turnpike between Trenton and New Brunswick. After the year 1827, it was chiefly owned by the brothers Robert Livingston Stevens, Edwin A. Stevens, and John C. Stevens, Edwin remaining its business manager until it was merged into the Camden & Amboy railroad in 1832. The coaching of the Union Line surpassed anything of the kind ever known till

that time in the United States. Long trains of four-horse coaches, at times amounting to thirty or forty daily, awaited in line the arrival of the steamboats at each end of the turnpike, and were then drawn rapidly, frequently on a gallop, across the State. The coaches were lighter than the English coach; they were limited to ten passengers each, and many of the horses were thoroughbred.

The Camden & Amboy railroad was chartered in 1830, when Robert L. Stevens was made president and engineer, and his brother Edwin treasurer and manager; and the great business capacity of the latter was then shown by the speedy organization of the company and the construction of the road. He gathered round him as associates in the company the ablest lawyers of the State, by which means a timely settlement was made of the legal questions raised against privileges necessary for a railroad, but antagonistic to what was then considered the common law of highways. And he selected for the work to be done the best available business men, mechanics and contractors; the result being the extremely short time in which the legal objections were met, the right of way secured, and the road built and put into operation.

He remained the business manager of the Camden & Amboy railroad for upward of thirty-five years, during which time the stock constantly depreciated in value and no dividend was passed. It was within this period that the American railroad system was developed, differing materially from that simultaneously developed in England and on the continent of Europe: First—in the adoption of means of running safely on tracks not inclosed; second—in the alteration of the form of passenger coaches, so as to have intercommunication between them; third—in the greater simplicity and hardihood of the locomotive; fourth—in the increased weight and strength of the rolling stock; fifth—in the better system of carrying both passengers and freight. In the development of this American system Robert and Edwin Stevens were prominent. As engineers they invented and constructed many of the countless appliances found necessary; and as business men they adopted those introduced on other railroads.

During the time when his sons were being educated, Colonel Stevens resided in the summer at Castle Point, Hoboken, and they were obliged to cross the Hudson to school and college by sail or rowboats, then the only means of transit. This early experience on the water added to and directed the interest they took in afterlife in the improvement of steam navigation, and it also led to their becoming devoted yachtsmen. Edwin was in his boyhood when his brother Robert made his early improvement in steam navigation, but after he grew up he greatly assisted his brother. The most notable of his individual improvements was the air-tight fire room, patented by him April, 1842 (No. 2,524), and now in use in all the navies in the world. He died in Paris, France, in 1868, by his will endowing the Stevens Institute, the earliest college of mechanical engineering. It was not merely in his will, however, that Edwin A. Stevens showed his interest in the progress of education in Hoboken. The first of the large public schools in Hoboken was built by him in 1858 and the second in 1862, his will dedicating them to the use of the city, containing the proviso that in them should only be taught the ordinary educational branches of study.

School No. 1 is the oldest of the schools in the city. The original building, though answering amply the needs of the city at the date of its erection, in later years was made the subject of considerable repairs to make room for the growing generation of pupils, and has within the past few years been replaced by a fine, modern structure. The meeting room of the Board of

Education and the office of the superintending principal were arranged for in this building. Then the schools of Hoboken began to multiply and became larger and more ornate. Schools No. 5 and No. 6 were the first thoroughly modern school houses, the first being devoted to primary work alone, the second being used as a grammar school with a primary department. School No. 4 was erected as a primary school building. The high school was placed here, occupying the ground floor, until it was provided with a building of its own. The Normal School was planned as a training school for those of the graduates of the grammar and high schools who wanted to become teachers. School No. 2 has recently been provided with a great up-to-date building, which also houses the junior high school, and there are now nine public schools besides a high school and an industrial school.

Before the war, the large German element in Hoboken was recognized and the importance of the German language as a factor in the education of the youth of Hoboken had its counterpart in the establishment of a department of German instruction. This branch of the public school system was placed under the control of a principal and two assistants. In recent years the value of modern languages generally has been recognized as a factor in culture and as a political defense in a country like America, made up of diverse racial strains but employing a language that is not its own but belongs to a single nation in Europe. But other accomplishments are looked to in the schools. Instruction in drawing was made the subject of a separate branch, with two teachers. A special instructor was provided for the teaching of music. Evening schools were opened during the winter months.

Particular attention has been paid all along to industrial education in Hoboken. A meeting in response to an invitation to assist "in the formation of an Industrial Education Association" was held on June 5, 1885, at the residence of Mrs. E. A. Stevens. The meeting was called to order by the Rev. G. C. Houghton, M. A., who nominated General George B. McClellan as presiding officer. General McClellan spoke at some length on the objects for which the meeting had been called and then requested certain of the educational experts present to give the result, gathering the fruits of their reflection. After several addresses, resolutions expressing the sentiments of those who had initiated the conference were adopted. These resolutions were:

Resolved, That this meeting be organized as the "Industrial Education Association" of New Jersey.

Resolved, That a committee be appointed by the president of this meeting to draft a constitution and by-laws, and adopt the same.

Resolved, That the committee be authorized to select from their number officers of the association, who shall serve until their successors are chosen by the society.

Resolved, That the committee be requested to obtain permission from the trustees of the public schools of Hoboken, and of the several academies, to make a trial of one or more branches of the industrial system in the schools under their care; and further

Resolved, That we pledge our hearty support to the committee in their endeavors.

The following committee was then announced by the chair: Rev. G. C. Houghton, M. A.; Professor Henry Morton, Ph. D.; August Stein; Professor James E. Denton, M. E.; David E. Rue; Thomas F. Hatfield; Thomas H. McCann; Emil Cuntz; Mrs. Edwin A. Stevens; Mrs. Daniel S. Merritt; Mrs. Archibald Alexander; Miss Annie Sierck.

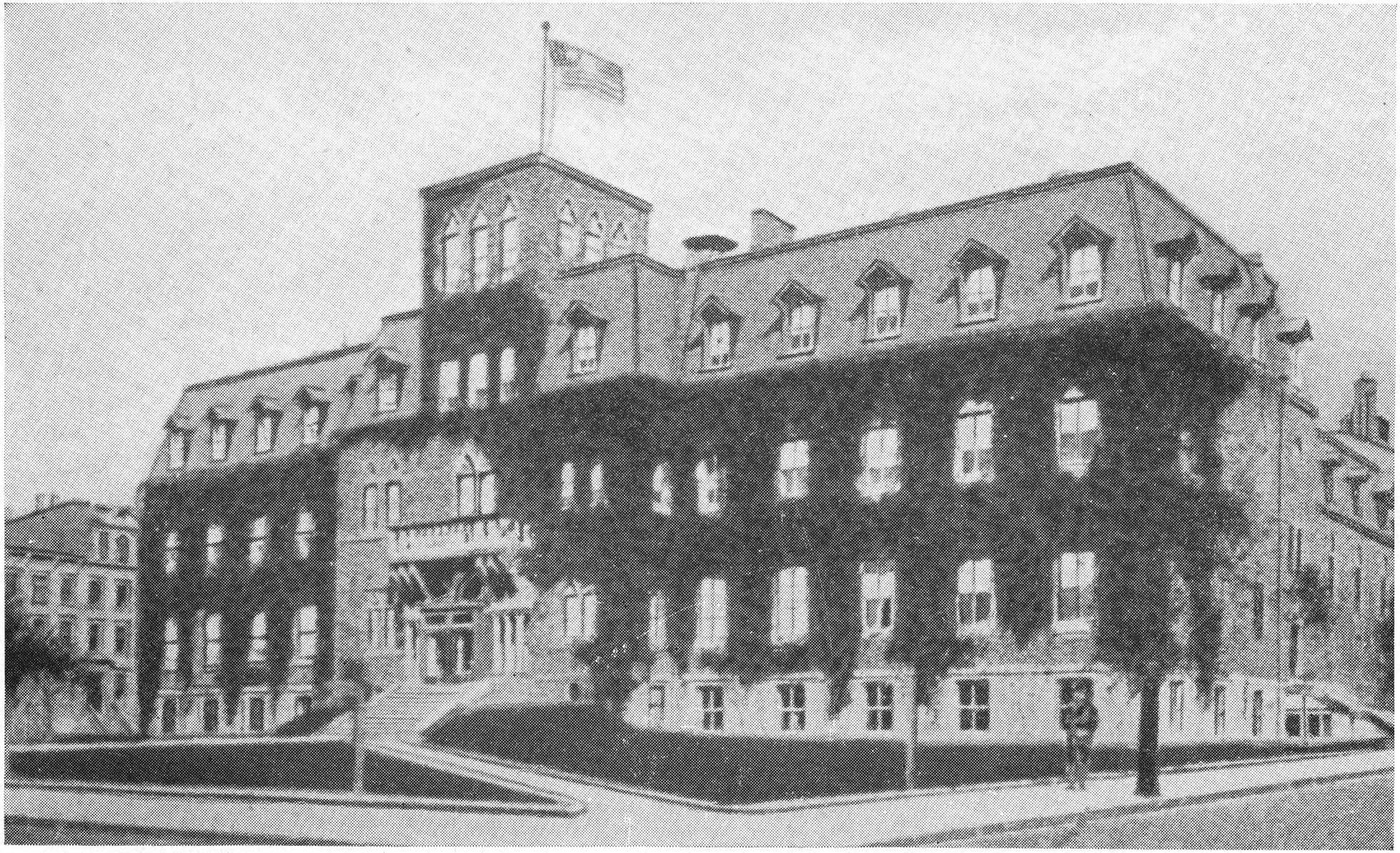
The committee appointed by General McClellan held its first meeting at Castle Point on June 19. The Rev. G. C. Houghton was elected chairman of the committee and it was decided that the name of the association should be the "Industrial Education Association of New Jersey." Officers were elected,

constitution and by-laws adopted, and arrangements were made looking to the introduction of industrial education in the public schools of Hoboken in the autumn, giving systematic instruction in sewing to the girls and in clay-modelling to the boys, provided that all expenses attending such instruction should be borne by the "Industrial Education Association of New Jersey." A teacher competent to give instruction in both branches was secured and a subscription list was circulated among members only. This realized a sufficient amount to cover the expenses of the outfit for eight classes and the teacher's salary, so that an appeal to the citizens in general was not necessary until the attempt to introduce industrial education into the public schools proved to be successful.

The association opened its first exhibition of children's work in the Stevens Institute of Technology, in Hoboken, April 15, 1886. The attendance was large and much interest was displayed. The president spoke, making known the purpose of the association, and introduced Governor Leon Abbott, who promised to do all he could for the association. The exhibits were arranged in the physical laboratory of the college and a large crowd attended each night while the exhibition was open. The products of the work in the Hoboken schools showed progress and were the subject of favorable comment.

In response to a second circular invitation, a meeting of the "New Jersey Industrial Association" was held at Castle Point, Hoboken, in November, 1886, at the Stevens home. A number of prominent people from all over Hudson and Essex counties, as well as from New York, were at the meeting, at which Governor Abbett presided. Henry N. Alexander described what was being done in Europe in the way of manual training for children. Professor Leipziger, principal of the Hebrew Technical School of New York, made an interesting speech, in which he referred to the value of manual labor. Dr. Houghton reviewed the purposes those who called the association together had in mind, and explained the provision of the State law which gave $5,000 out of the State funds on condition that an equal amount was contributed by the city. He gave it as his opinion that there ought to be no difficulty in raising that amount. President Morton spoke on the advantages to be derived from the twin development of head and hand, showing how one kind of training had a bearing on the other. Other people spoke, among them Alexander S. Sullivan, Chancellor Alexander T. McGill, State Superintendent Chapman, Colonel Charles Fuller of the State Board of Education, and Richard Wayne Parker, assemblyman from Newark. Enough was subscribed at the meeting to enable the work to be carried on for the year that was to follow.

In 1887 an application was made by the "Industrial Education Association" for the appointment of a board of trustees of manual training in the city of Hoboken under the act of Legislature of 1881. Permission was given for the organization of the board, which was to consist of the Governor of the State, two members of the board appointed by the State Board of Education, two members to be appointed by the (Hoboken) City Board of Education, two members to be appointed by the Industrial Education Association, and one member to be appointed by the Common Council of Hoboken. The Board was regularly organized in Hoboken, on February 20, 1888, by Governor Robert S. Green. The following properly authorized representatives from the various public bodies, as required by law, were duly accredited: From the State Board of Education—Charles W. Fuller, State Superintendent; Nicholas Murray Butler, Ph. D. From the Board of Education of Hoboken—John Reid; David E. Rue, City Superintendent of Schools. From the Mayor and Council of Hoboken—Thomas H. McCann. From the Indus-



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trial Association of New Jersey—The subscribers to the funds: Mrs. Martha B. Stevens, and Dr. Houghton, County Superintendent. The Governor, by virtue of his office, being president of the board, the following other officers were elected: Vice-President, Dr. Houghton; treasurer, Thomas H. McCann; secretary, David E. Rue. The Board decided to continue the instructions which the Industrial Education Association had been conducting in the public schools following December, 1885, and the teacher employed by that body was reëngaged. The treasurer of the Industrial Association turned over to the Board the entire balances in his hands, being $871.55, belonging to the Association; $1,800, appropriated by the city of Hoboken in 1887; and $4,079 appropriated by the State, making in all $6,750.55. A report of the secretary to the Board of Trustees, given out in 1892, showed the progress made by the schools and gave particulars of their organization and equipment:

Your committee appointed to organize the industrial classes would respectfully report that the following teachers have been engaged, with the privilege on the part of the Board to dismiss them at any time if, in your judgment, it is for the interest of the schools to do so: Mrs. D. E. Rue, salary, $50.00 per month, teacher in plain sewing, who visits one school each day and instructs five classes daily; Mr. George H. Schorey, salary $50.00 per month, teacher in clay modelling; Miss Jeanette Palen, salary $50.00 per month, teacher in drawing and wood carving; Miss Elizabeth Huger, salary $50.00 per month, teacher in domestic economy; Mr. James S. Bloomer, salary $100.00 per month, teacher in wood working. These teachers, except Mrs. Rue gave their instructions in four special class rooms, fully equipped, in a portion of the Martha Institute building, leased for this purpose, and pupils are sent by classes to these instructors from the grammar schools each day except Friday, the latter day being devoted to pupils sent from private schools of Hoboken. All the classes are in full operation and both the teachers and children evince the liveliest interest and enthusiasm in the work. The following is the number of pupils of the public schools now being taught in industrial studies: Mechanical Drawing, 146; Clay Modelling, 260; Wood Carving, 246; Plain Sewing, 495; Domestic Economy, 218; Wood Working, 222. Total 1,587.

The exhibit of the work in the several departments, the report went on to say, which was given in the month of May, in the large hall of the Martha Institute building, was a notable one. There were about five thousand children, including a thousand or more who came from Jersey City, West Hoboken, Union Hill, and North Bergen, and, but for the storm which prevailed during both days, the large hall would not have been sufficient to accomodate the throngs of people who thus manifested their interest in Hoboken's industrial education. Many of the visitors, indeed a very large portion, were from neighboring cities and interested in other industrial schools. The board was still in constant receipt of letters from different parts of the country, making inquiry about the methods, and this had led the board to contemplate issuing a simple primer of their own manual training. In regard to the practical results of the work as shown in this annual exhibit, the following quotation from a report made by one of the faculty of an institute of manual training in a neighboring city and published in the "New York Evening Post" was given:

The exhibition of a year's work in sewing, cooking, clay modelling, wood carving and joinery, from the pupils in public schools of Hoboken, which was held on Friday and Saturday last in that city, was a showing of much interest to many people. The instruction in manual training is in the hands of a board of trustees, who have brought together a small, but earnest and efficient band of teachers. The actual funds are now in great part, if not entirely, derived from city and state grants. The work is carried on in a building apart from the schools, in which all well-equipped work-rooms are fitted up.

The course in sewing, which is given in the last five classes of the grammar school, begins with outline running, stitching of geometric and freehand figures, and then extends through a series of well-graded exercises in overhanding, hemming, felling, sewing on buttons, making buttonholes, etc. The specimens of darning on stockinet and cashmere were exceedingly well done, and some very neat patching on striped calico was shown. The course ends with some

simple work in embroidery. All the exercises use but little machinery, and no elaborate finished pieces are attempted. Practice in paper cutting and folding is introduced into the course in order to teach proper methods of cutting and of using the scissors, and also as affording an opportunity for instruction in the proper combination of colors. Cooking is taken in the upper three classes for an hour and a half each week and the tempting array of practical results seen on Saturday testifies to the thoroughness and excellence of the instruction. The many specimens of breads, soups, jellies, and cooked meats certainly appeared to be in every way what they should be. It was evident that the endeavor had been to give a training of direct service in homes of moderate circumstances. Particular attention had been given to the saving of things that are commonly wasted, and a number of soups and other dishes were shown made from odds and ends not generally so used. A quantity of soap has also been made by the pupils from the grease left over from the lessons. The pupils have the entire use of the kitchen, which is a model of neatness and order, and in every case they clean and put away their own utensils. They are taught the washing of dishes and the care of towels. To bring, so far as possible, an intelligent appreciation of the subject, instruction is given to the classes in the simple facts of digestion and the chemistry of foods.

In the fourth class the boys practice clay modelling for one hour and a half a week. This is their first manual work. The exercises begin with the making of the type solids and the familiar appearance of these forms in nature, and end with simple work from casts. The results are, of course, crude in execution, as is inevitable with eleven-year-old pupils, but show a good foundation in form and perception, and the practice is prepared for further hand work. Wood carving is practiced during the next year, in an admirably graded series of lessons. The later exercises in this work showed in many cases a surprising degree of artistic feeling, and throughout the course a very broad and free treatment was noticed.

The exercises in joinery, which occupy two and one-half hours a week in the second class, resulted in a most interesting collection. The average age of the boys in this class is thirteen years and the course presents a very happy illustration of the well adapted and well graded exercises. After the first simple exercises in sawing and planing, a series of joints are made, running from the simple half lap to the single dovetails. All of the pieces are small and consume but little time and material, while the neatness and accuracy with which they are made show that they are well within the growing capacities of the pupils. At the end of the year one month is devoted to constructive pieces which illustrate the application of the elements previously covered. The articles exhibited comprise many small models of tables, stools, bootjacks, easels, sleds, and doors.

Altogether the exhibition showed a most efficient year's work, and, considering the small amount of time given to the practice, reflects great credit on the ability and devotion of the instructors. These teachers, who have been in most cases specially trained for the work, have evidently studied the best practices in their different lines and availed themselves of the latest thought on the subject. Compared with these well arranged courses, the work of the New York public schools, exhibited last year at the Teachers' Bazaar Fair, was mere trash, and can hardly be classed in the same category. In adaptation to purpose, in economy of material and in the character of the work, the Hoboken exhibition was a success where the other was a lamentable failure.

In course of time the good example given in the Martha Institute building was followed generally in the schools throughout the city, the course being taken up with the grammar grades and in the high school.

In 1896, through the generosity of Mrs. Martha B. Stevens and her son, Richard Stevens, and other members of her family, a commodious and well-equipped building was erected at the corner of Park avenue and Fifth street. Part of this building was used for the Hoboken Public Library, and part for the Manual Training School, which later became the Industrial School. Here the work is still being actively carried on under the able superintendent, Richard A. Beyer, a "continuation school" being conducted in the daytime, and classes in sewing, dressmaking, millinery, cooking, and many other useful vocations, being instructed in the evenings.

The Hoboken Academy, another of the historic educational institutions of Hoboken, was established by American citizens of German descent who wanted to secure for their children the advantages of the advanced methods of education which made Germany long famous and to preserve the German language and promote it. The idea had long been discussed by the German element in Hoboken, and in May, 1860, a number of prominent Germans got

together to see what they could do with the project. The meeeting ended in the organization of the Hoboken Academical Society. The first officers were elected June 9, 1860. A board of trustees was formed as follows: L. Huesmann, president; L. Korbett, vice-president; L. J. Stiastny, treasurer; J. Linnemann, financial secretary; C. L. Ruebsamen, corresponding secretary; L. Althof, F. Boelting, H. Huster, Dr. H. Kudlich, A. Aschenberg, G. A. Lindner, J. E. Keller, M. L. Cohen, A. Pfautz.

Before the closing of the year the Society had 250 members, who had subscribed over $6,000. Four building lots were bought of the Hoboken Land and Improvement Company, the price for which was partially paid in cash, a mortgage of $3,000 remaining, the interest on which was donated by Edwin A. Stevens every year until his death in 1868. The original building, erected as designed by Architect Hexamer, had an extension of sixty-three feet eight inches by thirty-one feet four inches. In 1861, at the end of January, the Hoboken Academical Society received its charter. In December, 1860, the Society had elected Dr. A. Douai to be the first principal of the Academy. In February, 1861, the school was inaugurated with appropriate exercises. In the execution of the programme, the Hoboken Quartette Club took a prominent part. On Monday, February 11, 1861, the regular work of the school began, one hundred and seventy-seven pupils being present.

As principal, Dr. Douai made his mark. He was a man of large scholarship, versed especially in educational theories, and keenly interested in the development of the adolescent mind. His name is inextricably bound up with the history of education here, for he was the founder of the first American kindergarten. The organization of the society on the other hand, composed of men of practical ideas, prevented any experimenting with fads or untested methods. The school consisted in the beginning of six classes and a kindergarten, and Hoboken may claim to have been the first city in this country having a school which made the kindergarten an integral part of its organism. The organization of the school was completed in 1868, when it took its permanent shape, with four departments, to wit: The kindergarten, for children under six or seven years of age; the primary department, the intermediate department, and the academic department, of three grades each. The original building was successively enlarged, first in 1864, next in 1874, when the wing on Willow avenue, containing a gymnasium and the singing hall, was erected. By these additions the mortgages on the building had grown to the amount of $9,000. The ladies of Hoboken arranged a fair in the spring of 1881, as a result of which they made the society a present of $7,800. This amount was applied to pay off the first mortgage and to repair the building. In 1882 the school received a legacy of $1,000 by will from L. Stein. This enabled the trustees to pay the rest of the debt, so that after January 1, 1883, the school became free of debt. In 1892 the school received a donation of $1,000 from the heirs of B. Huesmann, brother of the first president of the Academical Society. Dr. A. Douai resigned the principalship in June, 1866. His successors were: Philip Klund, who died December 11, 1873; Magnus Schoeder, who resigned July, 1880; Joseph Schrenck, who died March 10, 1890; Arnold Zuellig, who resigned June, 1891; Dr. Ernst D. Richard (1891-97); Dr. Heinrich Kaiser (1897-02); Dr. Walter F. Knox (1902-06); and then William C. Raymond, who began work in 1906.

In 1892 the University of the City of New York placed in the gift of the Hoboken Academy four prize scholarships, the holders of which would be admitted to the college courses without entrance examination. Stevens Institute allows the Academy four scholarships, one each year. The graduates of

the Academy, both boys and girls, have taken high rank in many of the leading colleges of the country, and are filling prominent and useful positions in business, professional and civic life.

Notable also among the educational institutions of Hoboken are the Catholic schools, which are run on much the same lines as the public schools, teaching the same branches of study, but giving particular care to religious education. A landmark in the progress of Catholic education in the city was the erection of the School of Our Lady of Grace, which at the time of its erection was exceeded in size and accommodation by few public schools in the State of New Jersey. The school house cost over a hundred thousand dollars, not counting, the cost of the land, and was made to accommodate 3,000 children. The building was due to the initiative of Father Patrick Corrigan, pastor of the Church of Our Lady of Grace. Since the erection of this fine school other important Catholic schools have been established in the city. Notable, too, is the Academy of The Sacred Heart, conducted by the Sisters of Charity, in which some higher branches of study are taught.

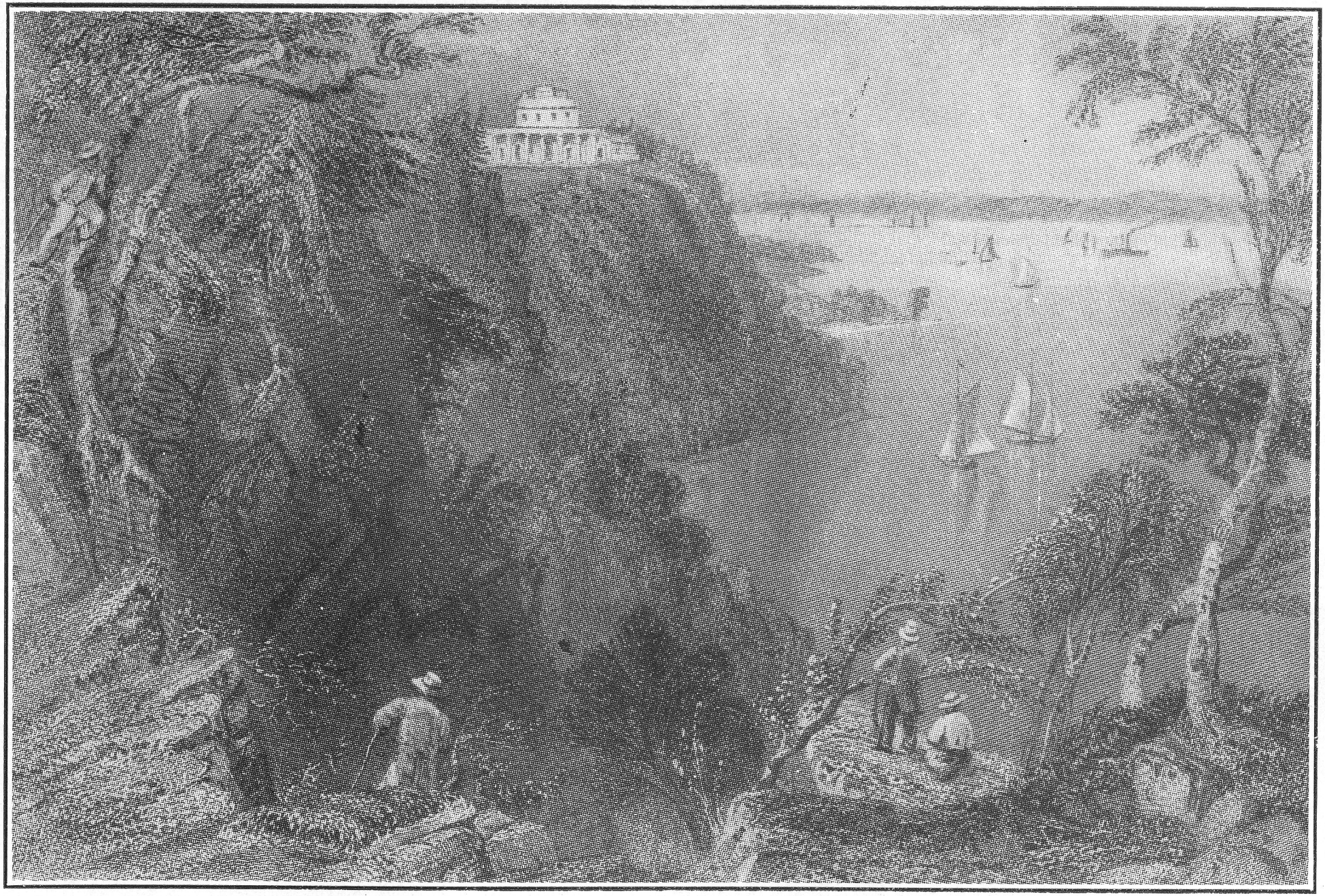
A word is in order here about an educational institution as valuable as any—the Public Library—which was established in accordance with the general Jersey law on libraries in 1890. The revenue of the library is fixed by the law and comes from a tax of one third of a mill on real and personal property of the city and is levied annually by the assessor. This is sufficient to cover expenses and allow the trustees to buy books every year. The library was started with 3,900 books, to which over a thousand were soon added by purchase and gift, making the total number of books in the library at the end of the first year over five thousand. Nearly a thousand German books were soon added to this total. At the present time, that is in 1924, the Library has over 115,000 books. It has an excellent law library, which it calls the Russ Library, the gift by will of Edward Russ, a prominent Hoboken lawyer, who died in 1914. Mr. Russ had deeded the proceeds of the sale of his law books to the Public Library, but the library preferred to take them over rather than sell them. The law library is kept up-to-date. Thomas F. Hatfield, a former member of the Board of Education, still continues as librarian, having now held that position for thirty-four years, that is from the year 1889.

CHAPTER VIII.

CHURCHES OF HOBOKEN.

There have been always people of various denominations in Hoboken, but the larger religious organizations date from the period of its township. Hoboken with its variety of people from different lands has been as cosmopolitan in belief as in origin, but it has been a quiet town, despite its vicinity to a great metropolis, and it has been particularly attractive as a home town to people grave in character and of settled ways of life. Its religious life has been thriving, and there are numerous churches. About a third of the population is Catholic and the other denominations are distributed in the proportion usual in cities on the east coast. The oldest important religious organization is the Episcopalian, while the German Lutheran has perhaps a larger proportion of members than is usual in the average American city.

Episcopal—St. Paul's Protestant Episcopal Church is the oldest in Hoboken. The first services of which there is any record were held in 1832. William Tryon, a teacher in the village school, a candidate for holy orders, and a licensed lay reader, began the services, which were held in the small village



VILLA ON THE HUDSON NEAR WEEHAWKEN

school building. Objection being made to the use of the building for such purposes, the services ceased for a time. The Van Buskerck brothers, Abraham L. and John, caused another building to be erected, and in this the services were continued. It soon became evident that a church organization could be effected, and in March, 1835, a meeting was held for the purpose of effecting such an organization. Names appear in the records of this meeting which have never left the parish books. John Stevens, then over eighty, provided the land and money for the church and he was elected senior warden. James Gore King, who also helped the young enterprise, was elected junior warden and treasurer, and so remained till his death. William Tryon was made secretary. The vestrymen were: Robert L. Stevens, Thomas A. Conover, Thomas B. Gautier, John Van Buskerck, Abraham L. Van Buskerck, Peter Ritter, P. D. Van Rensselaer, George W. Morton, and Dr. Richard F. Cook. The Rev. Robert Davis, a visiting missionary who came when his services were needed, acted as chairman of the meeting. On March 16, 1835, the same people met again and formally consumated a church organization in accordance with the laws of the State of New Jersey and the canons of the Protestant Episcopal Church. On the motion of George W. Morton, it was resolved that the corporate name and title of the church be "The Rector, Church Wardens, and Vestrymen of St. Paul's Church of Hoboken." Subscriptions were made for the erection of the church building. Old Trinity Church of New York gave $1,000. Other sums were donated by the Astors, the Lorillards, the Stevens, the Kings. The corner-stone of the church building was laid May 27, 1836, by Dr. Doane, bishop of New Jersey. The building was completed on October 27 of the same year. On All Saints Day of the same year it was formally set apart and consecrated to religious service. The building was a frame structure, and was used for thirty-five years, being enlarged in 1851. In 1870 it was decided to sell the old church property and to build farther uptown, for business was encroaching on the church premises then at the corner of Hudson and Third streets. The sale of the church premises was made to the Hoboken Land and Improvement Company for $23,400. The new lot and church building cost $52,000.

The first rector of the parish was the Rev. John M. Ward, who officiated for the first time on the fourth Sunday in Lent, 1835. He was succeeded by Dr. Cruse (1840-44), the Rev. R. F. Burnham (1844-48), Rev. Ralph Hoyt, Rev. Mr. Moore, (1849-51), Rev. V. Bruce, (1851-66), Rev. N. Sayre Harris, (1866-71), Rev. Mr. Hartmann, (1872); Rev. J. E. Johnson, (1873-77), Rev. C. L. Newbold, (1878-82), and the Rev. W. R. Jenvey.

In 1883, the Rev. William R. Jenvey came out of the Far West and began his thirty-year rectorate, which was of far-reaching importance and benefit, not only to the parish but also to the Diocese of Newark, and the whole community. Besides being rector of St. Paul's, Dr. Jenvey was also archdeacon of Jersey City, secretary and finally president of the Standing Committee of the Diocese, president of Christ Hospital, president of the United Aid Society of Hoboken, and president of the Board of Trustees for Industrial Education, and he was active in many more organizations for the welfare of the community. He had served in the Union army throughout the Civil War, and he was a prominent member of the Grand Army of the Republic, and on every Memorial Day he would preach to all the veteran organizations assembled in the church. When Dr. Jenvey resigned in 1913, after thirty years' service as rector, he was elected rector emeritus. He was succeeded by the Rev. Waldo Adams Amos, who served until 1918, when he resigned to go into Red Cross work with the United States army in the World

War. The Rev. Henry Baldwin Todd then became rector, and served until 1922 when he accepted a call to Trinity Church, Waterbury, Connecticut. After a few months' interval, the Rev. George F. Collard became rector in October 1922, and served until July, 1923, when he resigned to return to Christ Church, Hackensack.

After several months' interregnum, St. Paul's has now the Rev. Dr. Frank C. Armstrong, who assumed the regular duties of rector in February, 1924. Dr. Armstrong has served for several years as chaplain in the United States army. He went overseas with the First Division, American Expeditionary Forces, and was wounded in action.

The new St. Paul's was erected in 1870 during the rectorship of Mr. Harris. Great things were done during Mr. Johnson's administration. The bonded debt was greatly reduced, the church interior improved, and foundations laid for the prosperous future. Mr. Newbold still further reduced the indebtedness. Mr. Jenvey found the church unadorned and incomplete, the chancel having never been built. In 1888 the congregation donated over $5,000 and with the addition of another $3,000 a fine chancel was built. In 1886 a rectory was also built. On Easter Sunday the offerings of the congregation extinguished the indebtedness, made repairs possible and put the church in a fit condition for consecration. On November 5, 1891, fifty-five years after the consecration of the former church building, the new building was also consecrated. The bishop of Newark was the consecrator; the bishop of Pennsylvania was the preacher; the bishops of New Jersey, Nevada, and Utah, with about sixty-five clergy, were in attendance.

In 1853 it was thought necessary to have another Episcopal church in Hoboken, and in September of that year a number of people met at the "Town Hall" and organized the parish of Trinity Church by the election of wardens and vestrymen, the Rev. N. W. Camp being elected rector. The first services held by the new rector were in the parlor of his residence on Washington street. Services were afterwards held in Odd Fellows' Hall until September, 1856. In April, 1854, the Sunday school was established. In October, 1855, the Rev. John W. Clark was called to the parish and, shortly after, the vestry purchased lots on the corner of Washington and Seventh streets. The ground was broken for the new building in November, 1855, and the corner-stone was laid on December 18, following. The church was finished in August, 1856, and the first service was held in September of the same year. A memorial chapel was built at the southeast corner, known as Grace Chapel, in memory of Miss Grace Wright. The church was dedicated in October, 1858. The Rev. John W. Clark was succeeded by the Rev. N. S. Harris, who resigned, after eight years' service, in 1865. A rectory and school house were completed in 1865 at a cost of $40,000. The Rev. Frederick Fitzgerald was the next rector, who at the end of a year was succeeded by the Rev. R. W. Howes who remained from 1866 to 1874, when he was succeeded by Dr. Hodgson, who was succeeded by the Rev. G. C. Houghton, M. A. Later the chancel of the church was taken down and an extension, about forty feet in length, was built at a cost of $10,000. Then a new parish building was added to be used for Sunday school purposes. Attached to the church was the Trinity Church Guild, the objects of which were the furtherance of social and literary gatherings of the people, and parochial works and improvements. Mothers' meetings were organized in aid of the poor. There were organized an Altar Society, a house-work class, an industrial school, and a choir. In commemoration of Dr. Houghton's successful rectorship, the vestry had a celebration consisting of a full week of services, festivals and social meetings. Each

day of the week had its celebration, and a reception to the rector was given in the parish building, and there was also a choir festival. A gothic pulpit, stained glass windows, choir banner, eagle lectern and reredos were added to the church on this occasion. In 1891, after meeting all obligations, including charity work, there was a surplus of seven hundred dollars. The Trinity Chapter of the "Brotherhood of St. Andrew" was organized to work among the young men. The St. Agnes Chapter of the "Daughters of the King" was organized to work among the young women. Trinity Church is one of the largest religious organizations in Hoboken, with the exception of the Catholic Congregation of Our Lady of Grace. The rectors of Trinity Church since Dr. Houghton, have been the Rev. James C. Mitchell, the Rev. William Bernard Gilpin, and the Rev. Malcolm A. Shipley.

The Church of the Holy Innocents, also Episcopal, is a Memorial Free Church endowed under a trust given by Mrs. Edwin A. Stevens, after the death of her daughter, Julia Augusta, at Rome, Italy, in 1870. The trustees, Robert J. Nevin, Martha B. Stevens, and John Stevens, were empowered to found a free memorial church in Hoboken, with charitable institutions attached to it, and with the power of afterwards founding other churches and institutions in Hoboken or elsewhere, or of assisting those already existing. In August, 1872, the corner-stone of the church was laid by Dr. Odenheimer, bishop of the diocese. In August, 1874, the church was consecrated by Bishop Odenheimer. The church is an artistic building, and one of its windows is extremely ornate—triangular or fan shaped, of Ohio stone richly carved with foliage and flowers, adorned with shafts of polished granite, the whole enclosed in double arches of Ohio and brown stone. It has a design of the infant Christ in glory, with worshipping angels; below, the figure of Rachel weeping for her children. The church is built entirely of incombustible materials. The present rector, the Rev. G. Ernest Magill, has had a long and successful term of office.

Catholic—The Catholic element in Hoboken is numerous and powerful, and at the time the church of Our Lady of Grace was built it was the largest church edifice in New Jersey, while the school attached to it was said to be one of the largest parochial schools in the United States. There were about twenty thousand Catholics in Hoboken at that time, more than a third of the whole population, and considerably more than half of the church-going population. The proportion has been pretty well maintained to the present time. Hoboken had not long developed in its career as a city before it had four Catholic churches: The Church of Our Lady of Grace, St. Joseph's Church, The Church of St. Peter and St. Paul, and St. Francis' Church. Before 1844 there were few Catholics in Hoboken, and these attended church in New York or Jersey City, or a priest from those centers visited Hoboken. The Rev. John Rogers, a young Gael educated in Ireland, was appointed the first pastor in Hoboken. He used to say mass in the Phoenix Hotel. His appointment to New Brunswick in 1845 left Hoboken without a Catholic pastor until the arrival of the Rev. Antonio Cauvin in July of 1851. This Italian priest attended to all the Catholics that were scattered over North Hudson. In 1851 he built a frame church in West Hoboken. In 1855 he erected the little brick church and rectory that were taken down in 1891 to make room for the great school. He introduced the Sisters of the Poor in 1863 and he built a school in 1864. After a labor of twenty-two years, during which he purchased all the block—twenty-four lots—on which the great church and school later stood, he went back to Europe in 1873. The cost of the ground pur-

chased by him was forty-seven thousand dollars and the building erected on it cost twenty-two thousand, while only twenty-one thousand of debt remained. Father Cauvin was succeeded by Father Major C. Duggan, an energetic Gael, ordained in the United States. In May, 1874, he began the foundation of the great church designed by F. G. Himpler in the Gothic style of the thirteenth century, but gave up the work after spending about fifty thousand dollars. Father Senez, pastor of St. Mary's Church, Jersey City, followed, but deterred by the financial prospect, he asked Father Patrick Corrigan, who had succeeded him in Jersey City, to permit him to return to his church. Father Corrigan agreed and as a result came to Hoboken in September, 1876.

Father Corrigan was a Gael of great spirit and will. He entered a discouraged parish, with few resources in comparison with the demands upon them. He called on his friends of Jersey City for a loan of twenty thousand dollars and resumed work. His leadership was effective. The congregation responded and the great church was dedicated in November, 1878, after an expenditure of a hundred thousand dollars. Father Corrigan was not only a man of action, but a scholar who did his own thinking and whose personality won for him a national reputation. In 1883 he wrote and published pamphlets in which he insisted with eloquence and argumentative skill that the clergy should have a voice in the election of bishops, as a means of strengthening the Catholic church and bringing it into harmony with modern representative methods. Much of the spirit of the famous Columcille and the medieval pathfinders of the Gael, who did so much for European culture, lived in him. He attached to his church numerous societies who were imbued with his leadership. He guarded the interests of a school of nearly fifteen hundred children, the total expenses of which from year to year without one cent from State, county or city continued, then as now, to be borne by the congregation. Father Corrigan was succeeded by Monsignor Kelly, and he in turn by Monsignor Eugene Carroll, the present rector, under both of whom the parish has continued to grow and prosper.

St. Francis' Church, on Third and Jefferson streets, was erected for the use of the Italian Catholics of Hoboken. In April, 1888, the site, a hundred by a hundred feet, was purchased by Father Dominick Marzetti at a cost of $5,000, and in June of that year the first pile was driven. In the subsequent August, Bishop Wigger laid the corner-stone. In May, 1889, Dr. Conroy, bishop of Albany, New York, dedicated the church on the anniversary of the dedication of the patriarchal church of St. Francis, at Grisi, Italy. The total outlay aggregated $30,000. Father Marzetti, who from 1880 had been pastor and superior of the Franciscans of St. Joseph's Church, gave up the charge of St. Joseph's and the superiorship to give himself more largely to the work at St. Francis'.

In 1889 Bishop Wigger of the Newark Diocese commissioned the Rev. L. Hofschneider to find a site for a church for German Catholics in Hoboken. As a result two lots were acquired in Hudson Square Park for $28,000. The parlor of the house on one of these lots was used as a chapel, the first services being held in May, 1889. The corner-stone of the church was laid on December 15 of that year by Bishop Wigger. In the summer of 1890 Bishop Wigger dedicated the church in honor of the apostles, Saints Peter and Paul. Afterwards a school was attached in which German as well as English was used as medium. A house for Sisters was later attached. Father Hofschneider, after many years of service, was succeeded by the Rev. F. E. Bogner, the present rector.

St. Joseph's Church was founded in 1874 and the first pastor was Father Alphonsus Zoeller, O. M. C. He was succeeded by Father Marzetti, later pastor of St. Francis'. A parochial school was added, which was managed by the Sisters of St. Francis.

Lutheran—One of the oldest congregations in the city is St. Matthew's Lutheran Church. The Rev. C. M. Wossidle, a native of Pomerania, who had served a German Lutheran church in Albany, New York, began his work among the Lutherans in Hoboken in October, 1856. He was aided in his work by the churches of St. Matthew and St. Mark in New York City. At that time he had only sixteen communicants. In 1858 there were forty-eight and two years later forty-six. The congregation was started in 1856, and in 1864 the communicants, numbering eighty-eight, were able to buy the old Presbyterian church property at the corner of Washington and Third streets for $6,700, of which $4,000 was paid at the time of purchase. The church was dedicated the same year. In 1867 the communicants numbered a hundred and twenty-nine. His successor was the Rev. Mr. Hafermann, who was called directly from Germany, but whose tenure was unfortunate despite his learning. Nevertheless it was during his time that the fine new church was built at Eighth and Hudson streets, with a steeple 150 feet high, containing clock and bells, with comfortable parsonage attached. The Rev. P. Eirich succeeded Dr. Hafermann. His tenure was even more stormy than that of Dr. Hafermann. Difficulties at once arose and he encountered strong opposition, and after successive struggles the congregation deposed him and demanded his departure. He was succeeded by the Rev. Alexander Richter in 1890, who proved a popular preacher and whose tenure was peaceful. Rev. Alexander Richter, after serving with credit for many years, was succeeded by the Rev. H. Brueckner.

Presbyterian—Another old church is the First Presbyterian. In 1851 the Rev. I. P. Stryker, acting under the direction of the Third Presbytery of New York, began holding Sunday services in the old Baptist church, on Washington and Third streets. In 1852 he had gathered a congregation and Sabbath school, so that the property was purchased from the Baptist society, and on June 9, 1852, the church was formally organized, and Andrew Rose and Joseph Boynton were ordained as elders. Mr. Stryker was pastor and served till 1856, when he was succeeded by the Rev. W. H. Babbitt, who acted till 1867. In 1864 a new church was built. The old church was sold to St. Matthew's German Lutheran Church for $6,700, and a new plot was purchased on Hudson and Sixth streets. The corner-stone was laid in 1864, and the building dedicated in 1865. There were additions made and in 1872 the Women's Foreign Missionary Society was organized. Later were formed a Ladies' Aid Society, Young People's Association, Young People's Society of Christian Endeavor, Boys' Brigade, and Mission Sabbath School. The present pastor, the Rev. Dr. H. T. Beatty, has been in charge for more than thirty years, and he is the senior clergyman in Hoboken, in time of service there.

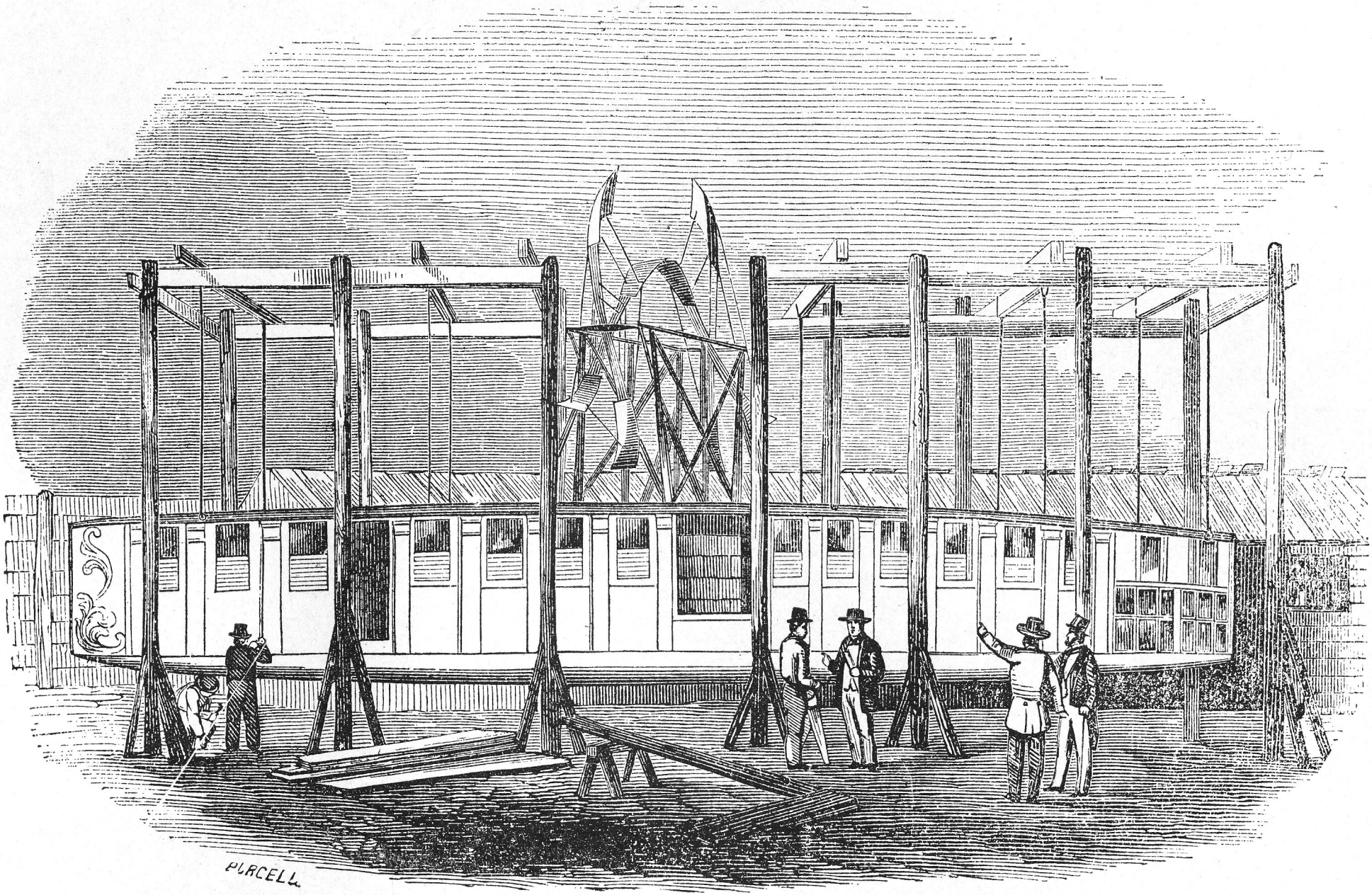
The First United Presbyterian Church was organized in 1854. It was originally a congregation of the Associate Presbyterian Church. In 1858, by the union of the Associate Reformed Presbyterian and Associate Presbyterian churches there was formed the United Presbyterian Church. In 1856 the congregation erected a church on the corner of Seventh and Bloomfield streets. During the pastorate of Dr. Henry Allen, a mission was established on Jersey City Heights, and this mission developed into the Second United Presbyterian Church of Jersey City. From 1885 to 1891 the congregation

was without a stated gospel ministry, but in the latter year Dr. Stewart, of Pittsburg, was installed pastor, and the church was thoroughly repaired. Since then a get-together spirit has characterized the church.

Methodist—Methodism began in Hoboken in September, 1838, by establishing a mission in the school house of the "Square," the preacher being Richard Horton, of New York. In 1846 the first society was organized by the Rev. David Graves with fewer than twelve members. In that year Bishop Janes laid the corner-stone of a church building. Another was completed in 1851. In 1865 the city of Hoboken disputed the right of the church to hold the property, claiming that Colonel Stevens had set apart the land for a public square. The matter came to trial October 12, 1865, and six days later the jury returned the verdict: "That they find the defendants (the church) guilty of trespass in ejectment and assess plaintiffs (the city) six cents damages, and recommend that the city pay the said church liberally for the expense they have been to in building on said square." The next session of the Legislature passed a law authorizing the electors of Hoboken to decide whether they would pay the church for the loss of its property or not. At the next election it was decided by an almost unanimous vote to reimburse the church. The society was allowed to worship in the building until 1868, when it was dispossessed and found a home in the Martha Institute. A new chapel was dedicated on Washington street. In 1875 "The Free Tabernacle" was organized, but in 1883 was reunited with the "First" Church. Another offshoot was the German Methodist Episcopal Church, and this in 1900 had about a thousand probationers.

Baptist—The First Baptist can also look back on three-quarters of a century of history. In 1845 the church was organized by a few Baptists, and meetings were held in the "Hoboken Institute." In 1847 a hall was dedicated to worship, and another was built in 1852 in which the Baptists worshipped for nearly forty years. This, in 1889, was sold to St. John's Lutheran Church and a new church was dedicated in 1891. The church also carried on a successful mission on Second street.

Reformed—The German Evangelical Church is the oldest German church in Hudson county and is connected with the Reformed Church of America (Classis of Bergen, Particular Synod of New Brunswick). The church was founded with twenty members in 1856 by the Rev. Leopold Mohn, who was formally called as pastor and installed May 14, 1857. The corner-stone of the church was laid June 2, 1859. The first church fair was held in December, 1864. On October 8, 1866, the corner-stone of the "Martha Institute" was laid, and till the death of Mr. Stevens, ten years later, the academy was in a flourishing condition. Later, one half of the building was rented by the city and occupied by the Manual Training School, while the parochial school was run on a smaller scale. In 1874 the church was rebuilt and enlarged. The twenty-fifth anniversary was celebrated in September, 1881. Dr. Mohn died in 1885, the church honoring his memory by a marble plate in the sanctuary. In 1892 the church had six hundred communicants and seven hundred children in the Sunday school. A split in the church in 1889 greatly affected the membership. Dr. J. Rudolph was installed pastor in 1889. Since then the church has shown healthy progress. The Tabitha Verein (Ladies' Aid Society) and the Jugend Verein (Young People's Society) are church societies that have done good work. Dr. Rudolph, after a long and successful ministry, died in 1922, and was succeeded by the Rev. Adalbert Wettstein, the present pastor.



FLYING SHIP, AS NOW IN PROCESS OF CONSTRUCTION AT HOBOKEN, N. J.

SATURDAY, MARCH 25, 1854.

Miscellaneous—Among other old and important churches in Hoboken are the First Protestant Reformed Church, the German Evangelical Lutheran, St. John's Church, the German Methodist Episcopal Church, the Norwegian Free Church, and the Temple Adas Emuns. The religious and cultural life of Hoboken has from the beginning run broad and full. The city is quite free from sectarian jealousies, and every man is free to accept whatever answer to the riddle of the universe he pleases. Man in the presence of the infinite is an indecisive figure whose especial need is a metaphysics of sympathy rather than of cocksureness and intolerance. A progressive city of the most modern type, the cast of mind native to Hoboken is not material. The ever heightening wave of modern culture washes too this ancient city on the Hudson and its brightest minds are quite cognisant of the value of religion and of ethical ideals in their bearing on even the mortal course of man apart from the world that may lie beyond.

CHAPTER IX.

INDUSTRY AND COMMERCE.

The commercial and industrial interests of Hoboken are important. Few cities of its size can refer to a busier community. Its manufacturing interests give employment to a great population that finds its home not merely in Hoboken but in New York and in the adjacent townships and cities. Hoboken is preeminently a manufacturing city, favored, as we have shown, by water and railroad communications that are not excelled. From the beginning of the century the growth in its manufactures has been steady. It may indeed be said, according to the latest census, that in given periods it has progressed more rapidly in the number of new industries, the capital invested, the value of products, the number of employees and amount of wages than any neighboring city. It may also be said that there are very few cities in the United States with industries as diversified as Hoboken. This of course, is due in part to its unrivalled situation in close proximity to the world's most remarkable city of which indeed it forms an integral part, for the narrow strip of the Hudson which separates it from New York is little more than an artery or tissue naturally serving the differentiation of one organ from another in an individual corporeal system.

To take a single period at random—in 1900 the number of manufacturing establishments in Hoboken amounted to 194; in 1905 the number of manufacturing establishments amounted to 279, an increase represented by 43.8 per cent. In 1900 the capital invested in Hoboken—and here as in the previous item only manufacturing establishments are taken into account, neighborhood industries and hand trades, such as building trades, dressmaking, custom millinery, custom sawing and grinding, cobbling and black-smithing being left out of account—amounted to $7,475,164; in 1905 to $11,776,607, representing an increase of 57.5 per cent. In 1900 salaried officials numbered 402; in 1905 salaried officials numbered 725, representing an increase of 80.3. In 1900 the amount of salaries paid in manufacturing establishments, limited in the manner we have indicated, amounted to $495,394; in 1905 the amount of salaries paid amounted to $913,407, representing an increase of 84.4 per cent. In 1900 the number of wage earners in the circumscribed industries amounted to 5,712; in 1905 the number was 7,228, representing an increase of 26.5 per cent. In 1905 the wages paid in those industries totalled $2,625,042; in 1905 the wages paid amounted to $3,572,667, an increase of 36.1 per cent. In 1900 the cost of ma-

terials in these industries amounted to $5,025,963; in 1905 the cost of materials amounted to $6,580,233, an increase of 30.9. In 1900 the value of products in these establishments amounted to $10,483,079; in 1905 the value of products amounted to $14,077,305, representing an increase of 34.3 per cent.

As showing the comparative rate of increase in the several items named in neighboring cities in the same years the following may be presented:

Per cent. of increase in number of establishments—Hoboken, 43.8; Jersey City, 17.2; Newark, 1.7.

Per cent. of increase in capital invested—Hoboken, 57.5; Jersey City, 4.8; Newark, 22.5.

Per cent. of increase in number of salaried officers, clerks, etc.—Hoboken, 80.3; Jersey City, 47.4; Newark, 23.2.

Per cent. of increase in salaries to officers, clerks, etc.—Hoboken, 84.4; Jersey City, 46.7; Newark, 27.2.

Per cent. of increase in number of wage earners—Hoboken, 26.5; Jersey City, 17.0; Newark, 18.2.

Per cent. of increase in amount paid wage earners—Hoboken, 36.1; Jersey City, 25.6; Newark, 25.8.

Per cent. of increase in value of products—Hoboken, 34.3; Jersey City, 3.9; Newark, 33.1.

The following is a list of the principal manufacturing establishments in operation in Hoboken with the approximate number of persons employed, the number in many cases being liable to increased figures: American Ink Company, printing inks, 20; American Lead Pencil Company, pencils and penholders, 1,400; American Novelty Printing and Embossing Works, textile printing, 40; American Veneer Company, built-in veneer panels, 60; William H. Atkinson Company, dredging machinery, 75; Autographic Register Company, autographic registers, 150; Barr, Thaw & Fraser Company, cut stone, 20; Beck Brothers, silk goods, 12; Bijur Motor Lighting Company, electric lighting and starting equipments, 900; John Brede's Sons, wagons and trucks, 10; C. Buchholtz Company, fireplace fittings, 30; The Button Machinery Company, vegetable ivory buttons, 75; Casazza Hat Works, ladies' straw and felt hats, 10; Clark Machine Works, machinery, 5; Chocolat-Menier, cocoa, chocolate, candy, 100; Commonwealth Chemical Corporation, chemicals, 13; Consolidated Iron Works, tubular steel wheelbarrows, 30; Cooper-Hewitt Electric Company, electric lamps, 250; F. Conversano & Son, children's dresses, 50; Cravenette Company, U. S. A., waterproofing fabrics, 35; R. B. Davis Company, baking and dry yeast powder, 350; the Davis-Speyer Company, architectural woodwork, 35; J. Deltour, Inc., bamboo novelties, 7; T. W. Dorsett Company, sheet metal work, 6; D. V. G. Manufacturing Company, wooden boxes, 300; Ebbecke Furniture Company, Inc., furniture, 175; Elevator Supplies Company, elevator accessories, 600; European Color & Chemical Co., colors and chemicals, 10; Federal Metal Bed Co., metal beds—iron and brass, 140; Ferguson Brothers Manufacturing Company, screens and furniture novelties, 425; F. Ferguson & Son, propeller wheels and grate bars, 70; Fischer-Sweeney Bronze Company, bronze and aluminum castings, 100; S. Fisher & Co., Inc., confectionery, 100; W. & A. Fletcher Company, marine engines and boilers, 750; Flynn Brothers, foundry—brass and copper, 14; George Focht Sons, hoisting buckets, etc., 6; Front Drive Motor Company, automobile fire apparatus tractors, 50; Gefes Machine Company, Inc., automatic paper working machines, 40; M. Gross & Company, Inc., fur dressing, 18; Helkulin Chemical Company, aniline colors, 5; Hobbs Wall Paper Company, wall paper and decorations, 150; Hoboken Box Company, packing boxes, 8; Hoboken Paper Mill Company, paper, 95; Hoboken Ribbon Company, silk ribbons, 250; Hoboken Sanitary Company, insecticides and disinfectants, 5; Hoboken Skein Silk Dye Works, skein dyeing, 5; E. H. Hor-

wood & Company, underwaists and brassieres, 200; Hotopp Varnish Company, varnish, 8; William Hunter Machine Company, machinery—rock drilling, 13; Ideal Middy Waist Company, children's dresses, 14; Interstate Shade Cloth Company, window shade cloth and shades, 60; Iron Renovating Company, refinishing and recoloring carpets, 55; Italo Marchiony, ice cream cones, 15; H. J. Jaeger Company, incandescent electric lamps, 52; Jacobs Brothers, children's dresses and rompers, 50; Jefferson Tungsten Company, tungsten metal, 16; P. H. Kearney & Sons, coppersmithing, 12; Kemmett Paper Box Company, paper boxes, 20; Keuffel & Esser Company, surveying and nautical instruments, 50; Joseph Kitz, brewers' specialties, 4; Klein & Greenspan, cloaks and suits, 30; Knoburn Company, fireproof doors and windows, 40; Koscherak Siphon Bottle Works, bottlers' supplies, 50; D. Krakower, cloaks and suits, 6; Lehman & Company, leather goods, 150; Lehman Brothers, refined brass and copper, 30; Leshnover Brothers & Perrin, cloth and straw hats, 125; Lightfoot-Schultz Company, toilet soaps, glycerine, 60; Alois M. Lutz, lighting fixtures, 20; Lux Manufacturing Company, tungsten and nitrogen electric lamps, 175; Robert Mayer & Company, lithographic inks and zinc plates, 17; McCleery Button Company, cloth covered buttons and tacks, 60; Henry A. Miller & Company, bookbinding, 9; Minnet & Company, willow furniture and baskets, 25; Mir, Codina & Marques, corks and specialties, 32; Henry Moller, castings, 8; Neumann & Company, fancy leather, 200; New Jersey Tungsten Lamp Company, incandescent electric lamps, 15; New Process Cork Company, cork disks, crown caps, 100; New York Bottlers' Supplies Manufacturing Company, siphons and machinery, 35; New York Silicate Book Slate Company, book slates, silicates, 25; New York Switch & Crossing Company, railroad equipment, 75; Nilson-Miller Company, auto parts, gas engines, etc., 55; Old Jersey Model Baking Company, bread, 15; Oldmer Iron Works, structural iron and steel, 30; Owens & Traeger, paper boxes and ribbon blocks, 385; Prana Carbonic Syphon Company, syphons and carbonets, 19; Preston Shirt Company, men's shirts, 60; Progressive Silk Finishing Company, silk finishing, 75; George Quackenbush, corset fabrics, 50; Rattan & Cane Company, carseating, 20; Reade Manufacturing Company, insecticides and disinfectants, 9; Reedy Elevator Company, elevators, 50; Reliance Tire & Rubber Company, automobile inner tubes, 25; Remington Arms (U. M. C.) Company, brass cases and bullets for shells, 3,000; Riches, Piver and Company, lead and copper compounds, 15; F. J. Rooney Lamp Company, incandescent lamps and commercial fuses, 130; William Schimper & Company, silver and plated novelties, 210; Schrenk & Company, mirrors, 85; J. Schwarzwalder & Sons, Inc., wooden tanks and casks, 100; Shults Bread Company, bread, 325; Charles S. Shultz & Son, mason's materials; Springmeyer, Pattberg & Company, fancy leather goods, 100; Summit Brass & Iron Works, brass and bronze church goods, 5; Thomson & Gouze, veils, 5; Three Point Truck Corporation, motor trucks, 14; Tidewater Iron Works, steel smoke stacks, contractors' buckets, etc., 20; Tietjen & Lang Dry Dock Company, shipbuilding and repairing, 1,900; Tucker Machine Works, machinery, 5; Union Iron Works, pipe, hammer, derricks, etc., 100; United States Rattan Company, rattan furniture, 50; United States Willow Furniture Company, willow furniture, 70; Universal Macaroni Company, macaroni, 15; White Metal Manufacturing Company, collapsible tubes, etc., 160; Wilson-Abegg Company, fountain pens, 10; Wilson Brothers Iron Works, forgings, 15.

The American Lead Pencil Company is not only one of the largest of the industries of any kind in Hoboken, being surpassed in the number of people employed by it only by Tietjen & Lang Dry Dock Company, and by the

Remington Arms Company (during the war), but is also one of the largest establishments of its kind in the world. The company was founded in 1860 by Edward Weissenborn, something of a mechanical and chemical genius, who made vast improvements in the manufacture of lead pencils, and who from the beginning set the company on the path of progress which it has followed to this day. The works of the company comprise in area a city block, apart from outstanding buildings and offices in New York. The cedar wood required in the manufactory was from the outset collected in various parts of Florida and rafted to Cedar Keys, where the company maintained a large depot for cedar logs. The string of differentiated processes required to produce an article as simple as a lead pencil would not be easily inferred by the uninitiated. About twenty different professions are called upon to contribute a quota of their skill. Chemists, machinists, carpenters, lumbermen, wood-sawers, printers, dyers, miners, millers, polishers, japanners, varnishers, gilders, gold leaf beaters, steel engravers, die-makers, brass-workers, nickel platers, rubber-makers, are only some of the various craftsmen who preside over operations needed for the production of the perfect lead pencil. And the varieties in purpose and style are likewise remarkable. The American Lead Pencil Company manufactures about eight hundred varieties of lead pencil and colored pencil adapted for every purpose to which a pencil is likely to be put; it manufactures also over three hundred styles of penholders; an immense range of steel pens; rubber bands and rubber erasers of all sorts; and in addition to these, it has a line of metal goods and novelties. They have agencies in South America, Canada, England, France, Germany, Russia, China, India, Australia, Egypt, and other places, and their pencils and other goods are known in every part of the world where pencils are in use. The company supplies all the departments of the United States Government, and colleges, academies and schools all over the country. The management of the company is in the hands of L. J. Reckford, J. K. Reckford, S. J. Reckford, and E. L. Ashton.

Among the older industries whose career is entwined with the manufacturing history of Hoboken should be also named the Keuffel & Esser Company, located at the corner of Third and Adam streets. Thirty years ago the establishment was a large brick structure, five stories high, having a frontage on Adams street of 125 feet and 140 feet on Third street, and fifty feet on Grand street, forming an L. Since then alterations and extensions have been made, and a large new building of reinforced concrete has been erected covering the block between Adams and Jefferson streets. This house was founded in 1866 by William Keuffel and Hermann Esser, and in 1889 the company was incorporated under the management of the original proprietors. The company's output comprise everything in drawing materials, surveying, and mathematical instruments. The heads of the company have been marked by originality in their field, continually producing new instruments, and increasing in refinement the older instruments. Their drawing and surveying instruments have been rewarded with numerous medals. The present heads of the company are: W. G. Keuffel, C. M. Bernegau, W. L. E. Keuffel, C. W. Keuffel, A. W. Keuffel, and Karl Keller.

Another of the older companies is the W. & A. Fletcher Company, founded in September, 1853, by William Fletcher, Joseph G. Harrison, and Andrew Fletcher, associating themselves under the firm name of Fletcher, Harrison & Company, establishing the North River Iron Works, at 266 and 267 West street, New York City. For the first two years of their existence they confined themselves entirely to repair work, but in 1854 they built their first new engine and boiler for the steamer "James M. Elmore." In 1856 they built



AIRPLANE VIEW OF LIPTON BUILDING, HOBOKEN

the engine and boiler for the steamer "Sylvan Shore," and two years later those for the steamer "Sylvan Grove." The firm continued unbroken until 1880, when Mr. Harrison retired and the firm name was changed to W. & A. Fletcher. This concern was continued until 1883 when, upon the death of William Fletcher, the concern was formed into a stock company with Andrew Fletcher as president. In 1890 the company left New York and came to Hoboken, establishing themselves at Twelfth and Hudson streets, where new shops were built and ample dock room was obtained. Their engines are found on steamers in every part of the world. The present heads of the company are: Andrew Fletcher, Sr., H. N. Fletcher, and Andrew Fletcher, Jr.

Another old establishment is Lehman & Company, formerly Lehman and Raudnitz, manufacturers of leather goods. The business was originally established in New York in 1854, the later firm succeeding to the business in 1877. In 1888 they moved their establishment to Hoboken, where they erected a large plant at the corner of Willow and Ferry streets, a large brick structure five stories in height with a frontage of 100 feet on Ferry street and 75 feet on Willow avenue, to which alterations and extensions have been added. At the period of the firm's establishment in Hoboken its annual output was more than half a million dollars worth of goods. To-day the company has a market in every country in the world. The goods are manufactured by machinery of the latest type, and the firm manufactures likewise its own dies, tools, and machinery, for a machine shop forms also a department. The present heads of the firm are O. A. Lehman, and A. O. Lehman.

Apart from these, the more important industrial establishments in Hoboken at the present time are: The Cooper-Hewitt Electric Company, the heads of which are W. A. D. Evans, and R. D. Mailey, which is said to have a nation-wide control of vapor lighting apparatus; the R. B. Davis Company, manufacturers of baking powder; the Ferguson Brothers Manufacturing Company, the heads of which are Louis Ferguson, Harry Ferguson, and William Hamley, manufacturers of furniture novelties; F. Ferguson & Son, the head of which is John Ferguson, foundry; Lawson and MacMurray, the heads of which are James J. Lawson, Edwin D. MacMurray and C. Frederic Albert, lumber and law-mac houses; Thomas J. Lipton, Inc., the heads of which are Sir Thomas Lipton, Thomas Crane, H. R. Field, and Louis C. Keller, tea, coffee, cocoa, etc.; Owens & Traeger, the heads of which are E. A. Owens, and C. W. Traeger, who manufacture paper boxes; the Tietjen & Lang Dry Docks Company, of which the heads are William H. Todd, George G. Raymond, E. Henry Dendel, and Henry Frelinghaus; and the Union Iron Works, the heads of which are Max Schalscha and Walter Schalscha.

For the last twenty years Hoboken has been fortunate also in having its industrial interests guarded by an energetic Board of Trade, now known as the Chamber of Commerce. On June 9, 1904, a number of prominent manufacturers and merchants met at Meyers' Hotel for the purpose of organizing a Board of Trade for the city of Hoboken. These gentlemen were: James F. Minturn, Oscar Frommel, Adam Riesenberger, William C. Wood, H. H. Dierksen, T. W. Dorsett, Frederick A. Schwartz, E. D. Vanderbilt, William M. Cahill, George A. Berger, Frederick K. Hopkins, Palmer Campbell, and Charles Fall. The discussion showed that all the gentlemen present were in favor of the project and the Board of Trade of the city of Hoboken was forthwith organized, and by-laws drawn up for its government. The first meeting of the new Board of Trade was held on June 22, 1904, at which the following officers were elected: Palmer Campbell, president; William M. Cahill, vice-president; F. K. Hopkins, sec-

retary; E. D. Vanderbilt treasurer. The following were named as trustees: Charles Fall, George A. Berger, Robert R. Debacher, and Henry Mehl. The first meeting of the trustees was held on June 28, 1904. Since then regular meetings of the Board and its successor, the Chamber of Commerce, and of the trustees have been held on the dates specified in the by-laws, and in addition there have been special meetings as the occasion seemed to require.

Questions bearing on the industrial interests of Hoboken have been discussed and acted upon at the meetings of the Chamber of Commerce, and have been referred to committees, who have communicated with the proper authorities expressing the opinions of the Chamber. Hearings have habitually been given to the Chamber by the city authorities and the latter have also appeared before the Chamber to ask its coöperation. Matters considered and acted upon by the Chamber have included: Sewerage, the consolidation of municipalities; county park in Hoboken, grade crossings, water supply, viaduct, public utilities, and the Hudson river bridge. At the meeting of the Board on March 15, 1905, Mayor Adolph Lankering and the members of the City Council appeared and asked the coöperation of the Board in making the commemoration of the Fiftieth anniversary of the city of Hoboken a credit to the city. A committee was appointed to assist the city authorities and on March 28, 1905, the Board took a conspicuous part in the celebration, being well represented in the parade, and giving its first annual banquet on the evening of that day. Since then annual banquets have been given by the Board and the Chamber. The Chamber claims that while it has done a great deal of work which has been of material benefit, its main value has been its service in calling attention to things needing accomplishment and in educating public spirit and civic pride. Since its formation, there has been hardly a year in which the Chamber has not secured action on a number of public needs. During 1922 and 1923 it dealt with taxation problems, it coöperated in the halting of the Plaza plans, reorganized the Industrial Bureau, dealt with the water supply problem, helped to reduce the ferry rates, protected the investors of the city, formed a law and order committee, brought about new regulations of traffic, dealt with the docks and terminals problem consequent on the war, saw to improved fire prevention, reëstablished the forum, and considered county consolidation, commercial arbitration, tunnel connections, and a number of other major problems. The officers of the Chamber of Commerce are: Anthony J. Volk, president; Julius Lichtenstein, first vice-president; C. B. Ace, second vice-president; A. N. Terbell, treasurer; Philip Stephan, assistant treasurer; A. W. Coffin, manager; Stuart Compton, assistant manager; and W. D. Kilpatrick, director Bureau of Municipal Research.

CHAPTER X.

FINANCIAL INSTITUTIONS.

Perhaps no city containing a population comparable to the population of Hoboken is in possession of banking facilities equal to those at her command. Including National banks, trust companies and savings institutions, there are nine financial institutions, all managed on safe financial lines, and furnishing all the accommodation requisite for a large and developing volume of business such as that of which Hoboken is the channel. At the present time the following are the great banking institutions in Hoboken with the names of their responsible officers:

First National Bank: President, W. W. Young; vice-presidents, Palmer

Campbell and Herman Goeltz; cashier, William H. De Veer; assistant cashier, William Muller, Jr.

Hoboken Bank for Savings: President, Charles S. Shultz; vice-president, Fred. J. Meystre; treasurer, August Hanniball; assistant secretary, Harry E. Pickenbach.

Hudson Trust Company: President, John S. Mabon; vice-president and treasurer, James R. Ferens; vice-president and secretary, J. H. P. Reilly.

Second National Bank: President, C. H. C. Jagels; vice-presidents, A. N. Terbell, J. W. Bellis, D. F. Nichols, and R. W. Byers; cashier, Philip Stephan; assistant cashier, William C. Rue.

The Trust Company of New Jersey: President, William C. Heppenheimer; vice-presidents, Edward P. Meany, George A. Berger, F. E. Armbruster, Joseph Harrison, Louis Formon, and Walter Meixner; secretary and treasurer, Edward H. Stafford; assistant secretary and treasurer, Edward O'Toole.

Hoboken Trust Company: President, Charles Fall; vice-president, Palmer Campbell; treasurer, Samuel F. Hartzel; secretary, August J. Blanken.

Steneck Trust Company: President, John Steneck; vice-presidents, G. Vintschger, Charles Rohe and Henry C. Steneck; secretary- treasurer, Nicholas H. Steneck; assistant secretary and treasurer, Henry Wessling; assistant treasurer, Cav. F. Santomassimo.

Jefferson Trust Company: President, Charles H. Focht; vice-presidents, Leo Stein and Christian F. Guth; secretary and treasurer, Otto Zaremba, Jr.; assistant treasurer, Fred S. Lang.

Columbia Trust Company: President, Anthony J. Volk, Sr.; vice-president, Frank Cordts; treasurer, Adolf Rado; secretary, Rudolph Schroeder; assistant treasurer, Edward Bullwinkel; assistant secretary, V. B. Marcussen.

In addition to its banks, Hoboken has a building and loan society, with assets amounting to $434,000.

The history of banking in Hoboken began in the middle of the last century. The Hoboken City Bank was organized as a bank of deposit and discount under the general banking law March 25, 1857, with a capital of fifty thousand dollars, beginning business April 28, 1857. Benjamin S. Taylor was elected president with J. W. Van Boskirck as cashier. The directors were: William Cooper, F. B. Carpenter, J. D. Littell, E. Montague, E. W. Dubois, Benjamin S. Taylor, S. H. Jessup, W. W. Shippen, Louis Becker, W. J. Plummer, J. W. Stickler, Robert Hankins, John Gardner, George W. Morton, Frederick Bare, Samuel R. Syms, and Charles T. Perry. On December 30, 1858, the capital was increased to one hundred and ten thousand dollars. In 1858 J. W. Van Boskirck, cashier, died, and was succeeded by J. H. Johnson, who served to July 30, 1863. On September 3, 1863, W. G. Shepherd, teller, was elected cashier, and served until the death of President Taylor, in July, 1871, when he became president. In June, 1865, the bank was reorganized under the national banking law, with the title of the First National Bank of Hoboken. F. T. Lillindahl was cashier from July, 1871, to July 1880, when he was succeeded by W. B. Goodspeed. In January, 1874, W. G. Shepherd, president, was succeeded by Samuel R. Syms, who held the office for many years. In 1880 the capital was one hundred and ten thousand dollars, surplus and undivided profits ninety-two thousand dollars. Dividends were paid semi-annually and an extra twenty per cent dividend was declared to the stockholders at the time of the bank's conversion to a national bank.

It had in 1891 a full paid capital stock of $110,000, surplus fund and undivided profits amounting to $313,129.50, while the total resources footed up to

$1,905,174.87. Figures in the office of the Comptroller of Currency at Washington show that out of 3,590 national banks reporting in 1891, only two hundred and seventy were able to show surplus and undivided profits equalling or in excess of the amount of their capital stock. One of the banks in this list was the First National of Hoboken. The officers in 1892 were: President S. Bayard Dod; vice-president, Theophilus Butts; cashier, William D. Goodspeed. The directors were: Louis Becker, Robert Gardner, J. W. Stickler, Theophilus Butts, S. Bayard Dod, D. M. Demarest, John C. Besson, A. E. Crevier, William Shippen, John Stevens, E. A. Stevens, Myles Tierney, and Cornelius Zabriskie.

Mr. Dod was elected to the presidency of the bank in 1892. He had been connected with the bank for twenty-two years and had acted as vice-president. He was, in addition, president of the Hudson County Trust and Savings Institution; president of the North Hudson County Railway Company; president of the Hudson County Gaslight Company; chairman of the board of Geological Survey of the State of New Jersey; and a trustee of Princeton College, and the Stevens Institute. He was for many years secretary and treasurer of the Hoboken Land Improvement Company. The report of the condition of the First National Bank at the close of business, September 30, 1892, showed resources amounting to $2,011,133.25, undivided profits $315,220.15, and the surplus fund $22,000. In 1907 the capital stock was $220,000; the surplus and undivided profits, $581,488; deposits, $2,500,000; and assets $3,384,752. Since then the bank has grown continually in resources and influence, and at present its capital stock is $500,000, surplus $500,000, undivided profits, $574,000, and total resources over $13,000,000.

The Hoboken Bank for Savings had its birth almost contemporaneously with the Hoboken City Bank. It was incorporated on March 29, 1857, by Edwin A. Stevens, Edmund Charles, Charles Clinton, and twenty-seven others, all of whom composed the first board of managers. Edmund Charles was elected the first president, and F. W. Bohnstedt secretary. For a few years after the opening of the bank its path was thorny. On May 17, 1859, the statement showed the deposits amounted to but $3,738, with a large amount of liabilities, the deficiency being $388. In 1860 Benjamin S. Taylor was elected president, W. W. Shippen vice-president, and Samuel R. Syms secretary. When President Taylor died in July, 1871, W. G. Shepherd succeeded him as president, Fred Klennen became secretary, and L. Huesmann treasurer. Mr. Shepherd resigned as president in 1874, and Charles Clinton acted in that capacity until S. B. Dod was elected, with George Fritz, vice-president, and J. G. Pickenbach, secretary. Mr. Fritz was made president in April, 1876, Bryan Smith vice-president, and G. W. Sherman treasurer. In December of the following year Mr. Sherman became president and William Machold treasurer. Four years later Mr. Sherman died and Mr. Bryan Smith became president, with Theophilus Butts vice-president. Mr. Butts resigned in 1883, and Mr. Smith was succeeded by Robert Stobo, who resigned on account of ill health eight months later, and was succeeded by Charles S. Shultz. In 1892 the officers of the bank were: President, Charles S. Shultz; vice-president, Frank Nichols; treasurer, William Machold; secretary, J. G. Pickenbach; directors and managers, James Benson, August Moller, H. H. Hankins, James C. Morgan, J. H. Rosenbaum, Charles S. Shultz, Frank Nichols, William Machold, Bryan Smith, James Benson, Henry Feirabend, Louis M. Stein, Charles W. Benson, L. S. Davis, Richard Bowes, Charles F. Mattlage, Leonard Pfeiffer, A. S. Baldwin, E. W. Ketcham, and William Machold, Jr.

The statement of the bank at the beginning of 1892 showed the assets amounted to $3,405,828.03, with a surplus of $220,564.61. All figures of cash passing out were carefully checked daily and the great safes were governed by two locks and by double keys and combinations, held by different persons, thus providing against the property being abstracted by any one person. The new savings bank, then the finest in the State, was begun in October, 1889, and completed in 1890. In 1907 the surplus and undivided profits of the bank amounted to $616,062; deposits, $8,946,603; assets, $9,567,484. The development thus indicated has kept pace to the present time, the surplus fund now being $2,180,000, the deposits over $18,750,000, and the total assets nearly $21,000,000.

The Second National Bank was organized in July, 1887. In the report to the Comptroller of the Currency, in 1891, it showed a full paid cash capital of $125,000, a surplus fund of $25,000, and undivided profits amounting to $35,234.44, while the total resources amounted to $895,132.30. Its officers and directors at that time were: President, Rudolph F. Rabe; vice-president, William Machold; cashier, John P. Scholfield; directors: Rudolph F. Rabe, Charles F. Mattlage, William C. Huertler, Henry Mehl, William Machold, John H. Rosenbaum, William Utz, Philip Hexamer, and Lawrence Fagan. President Rabe was a prominent attorney and was formerly a State Senator of New Jersey. Vice-President Machold was a retired merchant who had been engaged in the fur business for over a quarter of a century. Cashier Scholfield was one of the organizers of the bank. From its organization the Second National owned its own building which was built at a cost of $75,000. The report of the condition of the Second National Bank at the close of business on September 30, 1892, showed resources of $922,551.53, undivided profits of $40,983.87, and a surplus of $25,000. The capital stock of the Second National Bank in 1907 amounted to $125,000; the surplus and undivided profits, $202,113; the deposits, $1,907,603; and the assets, $2,400,000. Every year since has represented an increase, and at present its capital stock is about $700,000, surplus and undivided profits $162,500, and total resources $8,758,500.

The banks of Hoboken in the order of their date of chartering in Hoboken are as follows: Hoboken Savings Bank, 1857; First National Bank, 1865; Second National Bank, 1887; Hudson Trust Company, 1890; New Jersey Trust Company, 1899; Hoboken Trust Company, 1902; Jefferson Trust Company, 1905. Later institutions are the Columbia Trust Company, and the Steneck Trust Company.

CHAPTER XI.

HOBOKEN MILITARY HISTORY.

Hoboken touched the high-water mark of its military history during the World War, but the historical prologue that went before it is not unworthy of a chronicler. Before the breaking out of the War of the Rebellion, General James T. Hatfield, of Hoboken, and other gentlemen in Hudson county were desirous of organizing a battalion. The beginning of the war compelled the abandonment of the project and several of the movers in the scheme enlisted at once in the various companies then being mustered into service for the defense of the Union. Shortly after the conclusion of the war the martial spirit began to show itself again and the movement for the reorganization of a battalion was renewed. B. Franklin Hart, a war leader with a good record, had located in Hoboken and through his efforts a company was

raised and he was elected captain. There was no provision for maintaining the militia at the time, there were no uniforms, and there was no armory. Captain Hart called on W. W. Shippen, who was then president of the Hoboken Land and Improvement Company, and he also called upon the mayor and Common Council for help. It was finally agreed that the H. L. & I. Co. would divide the rent of Odd Fellows' Hall with the city, and thus provide an armory for the company. Governor Ward agreed that the State would furnish the company with uniforms. In the meantime the captain was drilling his men in civilian dress, and finally the uniforms came and the boys were happy. Patrick J. Meehan commanded an organization of Gaels from Ireland and they came into the State militia. George Neuscheller organized a company at Union Hill. These three companies were merged and called the First Battalion. At the election of officers held by Adjutant-General Stryker, Captain Hart was elected major of the battalion. He then organized another company in Hoboken, which was commanded by the late Herman L. Timken. The fifth company was formed in West Hoboken and was commanded by Captain Weeks. The First Battalion was a well-drilled, well-uniformed body of men, and a credit to the city and the State.

In course of time an additional company was organized in the city and captained by T. W. Griffith. This made in all six companies, and the battalion was made a regiment and called the Ninth, Major Hart being elected colonel. The Ninth Regiment participated in the inauguration of President Garfield and carried off high honors, receiving compliments from General Sherman in a letter to the wife of the colonel. It was ordered out to suppress the Orange riots, and during the great railroad strike of 1877, when the railroads were all stopped, it was on duty for eight days in the Elysian Fields. The regiment marched in all the big parades in and around New York, the last one being the Grant funeral parade, when it received great praise for its fine appearance and marching. While in camp at Sea Girt, in 1885, trouble arose in the regiment over the charge that some of the line officers had misbehaved. The rank and file of the regiment, according to Colonel Hart's friends, endorsed their colonel's position in the matter. Governor Abbett ordered a court of inquiry, at which a different view was taken, however, and the result was that the Governor disbanded the regiment and placed the colonel, lieutenant-colonel, major, and commissioned staff officers upon the retired list. The companies which were detached remained practically intact, and in March, 1886, were re-formed into what was later known as the Second Regiment of the National Guard, Edwin A. Stevens being elected colonel. Major Charles Erlenkotter was made lieutenant-colonel.

In 1892 the officers of the Second Regiment, according to the report of the attorney-general of the State, were as follows: Edwin A. Stevens, colonel; Charles Erlenkotter, lieutenant colonel; Ramon M. Cook, major; First Lieutenant William J. O'Toole, adjutant; First Lieutenant Peter Semler, quartermaster; Captain John R. Stevens, paymaster; Major William T. Kudlich, surgeon; Albert W. Warden, assistant surgeon; Captain George C. Houghton, chaplain; Captain James F. Minturn, judge advocate; Lewis R. McCulloch, inspector of rifle practice; gun detachment, Henry C. Holton, first lieutenant. The company officers were: Company A—H. W. Sagendorf, captain; Frank G. Boye, first lieutenant; Frank A. La Pointe, second lieutenant. Company B—Theodore Buttenbaum, captain; Jules H. Thourot, first lieutenant. Company C—Cornelius F. Rabold, captain; R. P. Van Zandt, first lieutenant; Lucien Alces, second lieutenant. Company D—Henry Lohmann, Jr., captain; John A. Greten, Jr., first lieutenant; George W. Meighan, second

lieutenant. Company E—Francis D. Jackson, captain. Colonel Edwin A. Stevens became a first lieutenant and adjutant in the old Ninth Regiment in May, 1880, and in the following year was made a colonel and appointed aide-de-camp on the staff of Governor Ludlow. He succeeded to the same position on Governor Abbett's staff and was appointed colonel of the Second Regiment on April 7, 1886.

Prominent in the military history of Hoboken in the last century were Colonel B. Franklin Hart and Francis Douglass Jackson. Colonel Hart was born November 15, 1836, at Burlingham, Sullivan county, New York. After 1858 he engaged in the wholesale commission business in New York. He lived in Hoboken, where he was a member of the Columbia Club, and of the Grant and Colfax Club. When the war broke out he enlisted in the 37th New York Volunteers under Colonel Charles Roome, serving through all the campaigns of that regiment, and being successively sergeant, second lieutenant, and first lieutenant. His regiment took part in the Gettysburg campaign and at Carlisle, Pennsylvania, where he was struck and slightly wounded by a shell. He worked hard in connection with the organization and development of independent military units in Hoboken.

Captain Jackson was born in Brooklyn, his ancestors on the paternal side being prominent as soldiers. General Michael Jackson, his great-great-grandfather, was conspicuous in the Revolutionary War. In 1881 Mr. Jackson was made first lieutenant and adjutant of the Ninth Regiment. In 1886 he became captain of Company E, Second Regiment. As a member of the Seventh Regiment, National Guard, State of New York, he participated in the War of the Rebellion.

In the Spanish-American War, Hoboken fitted out the "Badger," a naval reserve ship manned by Hobokenites, who did good service in that war, and captured several prizes on the coast of Cuba. The conspicuous part played by Hoboken in the great World War is told in detail elsewhere in this volume.

CHAPTER XII.

BENCH AND BAR.

In 1877 a District Court was established in Hoboken by the State Legislature. The status of the court was purposed to perform the duties formerly devolving upon the justices of the peace, as well as some classes of cases of lesser importance, which were formerly decided in higher courts. Fred B. Ogden was the first judge in this court in Hoboken, and he was succeeded by Judge Abel I. Smith. Judge Smith was succeeded by Judge William D. Daly, who resigned in January, 1893, to take his seat in the State Senate of New Jersey. Judge Daly was succeeded by Judge Elijah Paxton.

Later, the trial for the violation of a city ordinance was before the recorder, who was elected for a term of three years. The City District Court was presided over by a judge appointed for a term of four years by the Governor of the State. All the expenses of this court are sustained by the city. The law department was placed in charge of the corporation attorney, who was appointed by the mayor and Council for a term of three years. The assumption of the commission form of government by Hoboken modified these arrangements.

In the legal history of Hoboken there have been judges and practitioners of the bar who are to be numbered among the representative lawyers of New Jersey. In the last century a few of them may be picked out as worthy

of citation, for example, Judge Ogden, William S. Stuhr, Henry A. Gaede, John Case Besson, Samuel Austin Besson, Abel I. Smith, John Scott Mabon, and others. Judge Smith was born in Hudson county in 1843, and was educated at Rutgers College, graduating with the class of 1862. He entered the law office of J. Dickerson Miller, of Jersey City, and was admitted to the bar in 1866, becoming counsellor in 1875. He began to practice in the Town of Union, and in 1868 opened an office in Hoboken, John S. Mabon being later associated with him as partner. In 1888 he was appointed Judge of the District Court of Hoboken and of the many cases decided by him during his three years of office few were taken to the upper courts for review, and of these all were affirmed except two. He confined his practice almost entirely to civil suits in the Court of Chancery, Circuit, Supreme and Orphans' courts. He was counsel for prominent improvements in the county—the "Bull's Ferry Road," the "Bergen Line Road," and the "Bergen Wood Road," and figured in many cases of prominence.

John Case Besson, another of the older representative lawyers of Hoboken, studied law in the office of Edward R. Bullock, of Frenchtown, New Jersey, where he remained for one year, after which he was graduated as Bachelor of Laws in 1860, being admitted to the bar in 1863. He practiced in different towns of New Jersey and settled in Hoboken in 1867, there building up a practice that was among the largest in Hudson county. He became a director of some of the banks of Hoboken, and published a law book known as "Besson's New Jersey Law Precedents." He was corporation counsel for six years, and served as assemblyman for two years.

Other lawyers are: Henry A. Gaede, admitted to the bar in 1878, and counsel for the Hoboken Bank of Savings, and The Industrial Mutual Building and Loan Association of Jersey City, and attorney for Hudson county in the condemnation proceedings for land for the opening and laying out of the County Boulevard; John Scott Mabon, who was a partner of Judge A. I Smith, and who published "The Searcher's Pocket Book," a work bearing on the examination of land titles in Hudson county, that won for itself extended use in the profession; Malcolm W. Niven, who was corporation attorney from 1878 to 1881, and during whose term the most important litigation that had affected the city up to that time was conducted. He is now president of the Hudson Trust Company. Mr. Niven carried the celebrated Kamena cases to a successful issue after three years' litigation and recovered for the city the entire principal of the amounts taken from the city treasury and costs, together amounting to $63,000. In the noted improvement certificate cases he effected a compromise which saved the city about $150,000. He figured conspicuously in the waterfront suit against the Hoboken Land & Improvement Company, and was active in securing the passage of the District Court act. He was secretary of the commission provided for the building of a high level bridge over the Harlem river, the result being seen in the Washington bridge, one of the finest arched bridge structures in the world.

To these may also be added the name of Edward Russ, one of the foremost educationalists in the State, a United States commissioner, and a prominent legal light, who died in 1912. His law books constitute the Russ Library, deeded by him to the city, and the Hoboken chapter of the von Steuben Society calls itself the Russ Branch after him. Among many other lawyers of prominence may be mentioned Julius Lichtenstein, John J. Fallon, corporation counsel, and J. W. Rufus Besson.

CHAPTER XIII.

CLUBS AND SOCIAL LIFE.

There have been numerous references in the course of this work to the part played in the development of Hoboken by its clubs, its social and fraternal organizations and the groups that have grown out of the coöperation for intellectual and spiritual ends in the city. Man does not live by bread alone. When human needs have been satisfied, other needs less insistent, but vital to human well-being arise to take their place. It has been said that the two great human passions are love and hunger. Hunger comes first undoubtedly and it is the necessity of satisfying that call for self-preservation that is the impetus to the work of life. Love in its varying degrees, its friendships, its expression in the various forms of human gregariousness seems to be at the bottom of what are called luxuries of life. But luxuries are apt to look like necessities as one after one of the great human needs are satisfied, and human intercourse, the growth that comes from the contact of mind with mind, blossoms out into these social groups that represent human striving for intellectual development, the furtherance of some spiritual end, or the mere call of one individual for association and sympathy with another. Hoboken has not been behind in this respect. As one of the old play-grounds of the metropolis, its atmosphere was from the beginning social. Its social organizations have been numerous and some of them to the average New Yorker, date from the period when Hoboken was the Elysian Fields.

One of the old clubs of Hoboken is the Quartette Club, one of the foremost singing societies in the State of New Jersey. It was organized June 12, 1859, and was incorporated on March 14, 1871. Before the nineties the Quartette Club had no home of its own and meetings were held in the Odd Fellows Hall for a number of years. It was during the summer of 1891 that the members agitated the idea of erecting a new building. The idea met with favorable responses. A building committee was selected and a site purchased on Washington street, near Tenth, upon which the structure was erected. Architect J. Ihnen's plans were accepted, and on October 28, 1891, the corner-stone was laid by Grand Master Thomas W. Tilden, of the Grand Lodge, Free and Accepted Masons of New Jersey, with impressive ceremonies. Governor Abbett and Prosecutor Charles H. Winfield spoke in English and Dr. Hans Kudlich spoke in German. The new building covered nearly the entire plot of ground and consisted of four stories and a basement. The architecture was composite, with the Nuremberg the conspicuous element. The front was of fancy Tiffany brick, with brownstone trimmings and ornamental ironwork, including balconies from different windows. There were three entrances, the main one being fourteen feet wide and located at the south end. A large entrance near the north end led into the cafe and another led to the hall and lodge rooms. The basement contained four bowling alleys with kitchen, pantries and storeroom. The ground floor, on a level with the sidewalk, contained a cafe and two large reception rooms. A double stairway led to the first floor, the front portion of which contained the club room, and the back the dining room. The second floor contained the ball-room, one of the finest in the city with a gallery overlooking it. On the third floor were arranged the club-rooms of the organization. On December 20, 1892, the club took possession of its new home. Governor-elect George T. Werts and an interesting crowd of people were present at the festivities.

Columbia Club, another of Hoboken's interesting social organizations, was organized in February, 1890, the call for the first meeting bearing the names

of Samuel A. Besson, James F. Minturn, James Smith, Joseph Thomas, Thomas A. Butler, and Ernest H. Kahrs. It was not until June of that year, however, that a permanent organization was formed. The officers elected at that time were: President, William A. Macy; vice-president, Dr. William R. Fisher; treasurer, S. Dana Kimball; secretary, Joseph S. Parry; historian, John S. Mabon. The earlier meetings were held in the assembly rooms on Hudson street. The club increased in membership and influence, and although at the close of the first fiscal year it could not offer new members anything but the social and friendly feelings of club members, it held together. In June, 1891, it had a membership of about a hundred, a balance in the treasury of $2,250, besides a building site on the corner of Bloomfield and Eleventh streets, purchased for $9,000, free from encumbrance. The club was then meeting in a private house at No. 903 Washington street, kindly tendered for its use by Colonel E. A. Stevens. The sale of the property compelled a move to No. 1204 Garden street, where the club held forth until it secured its new club house at Bloomfield and Eleventh streets, ground for which was broken on September 1, 1891. The building was begun under the direction of an efficient committee, consisting of G. P. Erkenbrach, S. Dana Kimball, E. H. Kahrs, H. C. Pfefferle, and Arthur Seitz. The completed structure cost, without its furniture, about $27,900. Through a successful fair held November 28 to December 3, 1892, the money was raised for furnishing the club-house. The new building had three stories, a basement, and an attic, the peak of the tower rising seventy-four feet. The first floor was divided into offices, parlors, reception-room and billiard room. The basement was provided with fine bowling alleys. The second floor was provided with ladies' parlor, reception room, library, two card-rooms and an entertainment hall, this last serving as gymnasium and concert hall. At the date of the opening of the new building the officers were: President, William A. Macy; vice-president, Frank S. Ketcham; treasurer, S. D. Kimball; secretary, Joseph S. Parry; historian, John S. Mabon; trustees: John C. Besson, Captain F. D. Jackson, John Stevens, C. K. Cannon, E. H. Kahrs, H. V. Meeks, E. H. Horwood, and Frank Frommel. In addition there were various committees, an art committee, an entertainment committee, and a house committee of seven members each. Within recent years the Columbia Club lost many members by death and removal from the city, and was finally dissolved. Its house became the Masonic Club headquarters.

The German Club, now the Union Club, goes back perhaps farther than any of the other social organizations in Hoboken. It was organized on June 17, 1857, and the first meeting was held at Harmonia Hall, a second being held a couple of weeks later at the Park Hotel. Edward Feltner acted as temporary chairman until the completion of the organization on October 27, 1857. Dr. Hans Kudlich was the first duly elected president after the organization was completed, holding office from October, 1857, to October, 1861. The vice-president was M. W. Siebert, who held the office from October, 1857, to October, 1858. The first club meetings were held in a small building located on Garden street, between First and Second streets, the permanent home of the club being erected at the corner of Hudson and Sixth streets in 1863, at a cost of $50,000. The club shortly after taking possession of its new building organized a dramatic committee which gave a private theatrical performance every month. Following the tradition of German culture, it also held gatherings for the promotion of the intellectual interests of the members and got together a library containing several thousand volumes. General Franz Sigel, Carl Schurz, William Stein-

way, of piano fame, and Dr. Hans Kudlich are figures that with more modern men of similar distinction the club is proud to point out on its role of membership.

The Union Athletic Club was organized on May 29, 1891, by a number of gentlemen interested in games and sport. They included Alfred Kerr, Charles V. Geary, Ray T. Molly, and Frank Moore. The first officers were: John C. Besson, president; Henry Lohman, Jr., vice-president; Edwin J. Kerr, treasurer; and Henry Hess, Jr., secretary. The governors at that time included: Henry Lohman, Jr., Edwin J. Kerr, Charles W. Billings, Henry Hess, Jr., John N. Crusius, Henry A. Bente, Francis M. McDonough, Francis G. Himpler, James Curran, Frank B. Tinnelli, and T. Harry McCann. A building was also erected—a handsome, three-story structure of granite, and located on Washington street, between Eleventh and Twelfth streets. In the basement there were fitted out a bowling alley sixty feet long, a rifle range, and shuffleboard. On the first floor were arranged the parlors, and cloak-rooms. The second floor was divided into billiard room, private reception rooms, and restaurant. On the third floor was laid out the gymnasium, fitted up and equipped with everything necessary for athletic exercises. The schedule was arranged so that athletic entertainments could be given on Saturday nights as well as on more particular occasions. The club throve from the beginning and turned out a great number of excellent athletes.

Yachting was another form of recreation indulged in. Hoboken, with its Castle Point and Elysian Fields, its River Walk and long stretch of shore, existed for several generations as a favorite playground of New York, and it also had certain special connections with the yachting history of the United States not generally known to its present inhabitants. The earliest American yacht club, and by far the most famous, is the New York Yacht Club. This was organized on board the schooner "Jimcrack" in the year 1844. The "Jimcrack" was the property of the brothers John C., Robert L., and E. A. Stevens, all of Hoboken, and the first of these is regarded by many as the father of American yachting. He was a man of sporting instincts and tastes. It is hard to set any date when he may be said to have taken up yachting, unless the building of the first boat, which would now be dignified by the name of yacht, can be taken as a beginning. This boat was the "Trouble," built in 1816. It was followed by a number of other boats, famous among which were the "Wave," "Jimcrack," "Onkahya," "Maria," and the "America." These last two were the best known yachts up to the date of the "Sappho," which made its first dive in 1868. The "Maria" was built in 1846 by Capes & Allison, the sons of the latter becoming prominent in the dry dock business in Jersey City. The "Maria" was built at the old shipyard, in the location later covered by Campbell & Company's warehouses at the foot of Fourth street, Hoboken. She underwent a number of numerous alterations at various times, which generally tended to increase her speed. On her were successfully tried many devices which after her day were abandoned to be re-adopted in later years. The "Maria" was originally a sloop, but was altered later into a schooner, in which latter rig she did not attain her previous speed. Old steamboat men and sailors in the vicinity of New York used to tell marvelous tales as to her speed and weatherliness. At the time of the visit of the Prince of Wales, later King Edward VIII of Great Britain, in 1860, the prince was brought up from the lower bay on board the revenue cutter "Harriet Lane," then said to be the fastest steamer in the United States. The "Maria" came up in company with the "Harriet Lane" and beat her decidedly. The "America" was modelled and built by George Steers on the East river. Her

connection with Hoboken arose out of the fact that two of her five owners, John C. Stevens and E. A. Stevens, were Hoboken men. The career of this vessel is part of the history of the United States. It may be said that the building of "America" and her eventual successes, without detracting anything from the just fame of so great a builder and naval architect as George Steers, were greatly due to the enterprise and yachting skill of her managing owner, John C. Stevens.

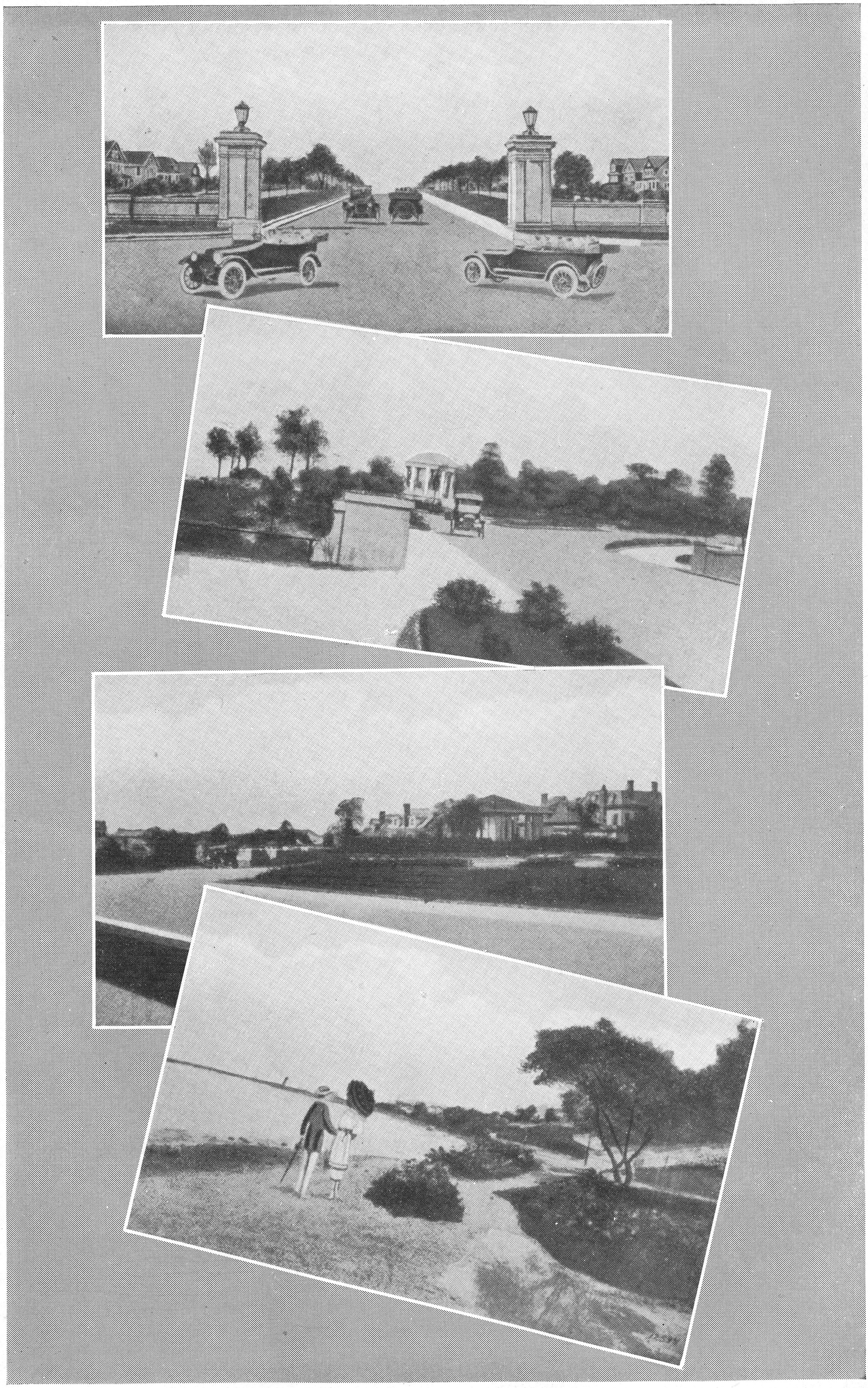
Among the yacht clubs in this country, the New Jersey Yacht Club, which drew its membership largely from Hoboken, may be said to have had the distinction of owning the oldest club-house in America. It was on the Elysian Fields in Hoboken that the first yacht club-house was built in this country in 1845, and here for a number of years the New York Yacht Club had its headquarters with an anchorage for its yachts in the North river, and a course from there to the Southwest Spit buoy and return. The New Jersey Yacht Club was organized in 1871, and incorporated in 1878. On the removal of the New York Yacht Club to new quarters at Tottenville, Staten Island, Hoboken was left without a yacht club, so in August, 1871, about fifteen of its citizens, together with some New Yorkers, organized the New Jersey Yacht Club. From a small beginning it steadily grew, becoming one of the most successful and best known clubs in the country. The club when organized was located at the foot of Fourth street, Hoboken. On November 26, 1875, it moved into the old New York Yacht Club house. The first regatta of the club was sailed in June, 1872, and for long after that in June of each year a regatta of the club was sailed. Within twenty years from its organization the club had over fifty yachts, from the large 100-foot steam yacht down to the small 15-foot catboat.

With the growth of the city and the increasing demands of commerce, the yacht club was finally crowded out of its quarters, and when the new Pennsylvania railroad shops and docks near the foot of Tenth street was built in the early years of the present century, the old house of the New York Yacht Club was put on a float and towed to the New York Yacht Club station at Glen Cove, Long Island, where it is preserved as a precious relic of the beginning of America's yachting. It is said that the late J. Pierpont Morgan paid the expenses of this removal.

The Atlantic Boat Club was organized on June 8, 1858. It turned out some notable oarsmen, notably Dick McQueen, the champion oarsman of the New York Fire Department, and William B. Curtis and Harry Buermeyer who were the founders of the New York Athletic Club. At the date of its organization, T. M. Tuthill was made president and presided till 1866, with J. P. Gibson vice-president, Charles E. Tuthill secretary, and W. W. Gibson treasurer. Numerous trophies came to the club and it consistently made a good record.

The Valencia Boat Club was organized as a rowing club on October 6, 1874, with H. Witte, as president, A. Hauger vice-president, and A. Sonnthal secretary and treasurer. The club's house was totally wrecked in the storm of September, 1888, and the boats, oars, and uniforms were swept away, but as a result the members got together and built a fine new house costing over $10,000, which enabled them to hold a succession of agreeable social gatherings. The Valencias were from the beginning consistent winners of prizes in the regattas on the Hudson river.

The Germania Boat Club was organized June 3, 1872, with twenty-five members and the following officers: President, F. Schoenfeld; captain, A.



VIEWS IN HUDSON COUNTY PARK

Hartmann; treasurer, C. G. Willig; secretary, M. Bader. The club did not enter many races, but was active as a social organization.

The Active Boat Club was organized first, December 25, 1876, as a social club, the members, seven in number, ranging from fourteen to eighteen years. The members being fond of aquatic sports decided that it should be a boat club and organized as such on May 9, 1881. The members showed themselves good boatmen. For several years after organization they remained unbeaten and won numerous awards, among them gold medals, banners, silver trophies, gold lockets, and silver cups. The officers shortly after organization were: President, R. Brummerhop; vice-president, William Ditzel; recording secretary, John A. Thoms; financial secretary, Fred Rogers; treasurer, Fred H. Gunkel; captain, H. W. Thoms; lieutenant, Charles Puls; steward, Jeremiah Breen; trustees, R. Brummerhop, W. Ditzel, F. Rogers, and H. Fayen.

The Rosedale Boat Club was organized February 16, 1880, with four members composed of H. Stiling; J. H. Bruning, captain; G. H. Rosenbaum, secretary and treasurer; and Emil Fuchs. They bought the old Castle Point Boat Club house, but three years later left those quarters and built a two-story floating house, situated at the foot of Fourteenth street. The club entered numerous regattas held on the Hudson river and did very creditably.

The German Riding Club of Hoboken was organized in 1855 under the name of the Hoboken Riding Club. In 1864 it was reorganized under the name of the German Riding Club, and in 1875 it was again reorganized. After this last reorganization, Louis Schreiber was the first president of the club, the members being from among the wealthy men living at Hoboken.

Other interesting organizations that played a part in the social history of Hoboken are the New Jersey Philatelic Association, and the Chess and Checkers Club. On October 7 1890, a number of people met at the residence of Arthur Seitz, drawn together by their interest in the collection of rare stamps, and the Philatelic Association was formed in that month. An exchange department was organized and meetings were held at which auction sales of stamps were the chief feature. It was also at the home of Arthur Seitz that the idea of a Chess and Checkers Club was canvassed, later to be organized at the residence of Eugene B. Cook in April, 1889. The officers at the date of organization were: Eugene B. Cook, president; Arthur Seitz, vice-president; E. L. Kerr, secretary, and Charles B. Rudolphy, treasurer. A member of the club, August Vorrath, won the New Jersey Chess Association championship in 1891, and it was won by another member, S. Lissner, in 1892. The Columbia Club tournament in 1890-91 was won by Arthur Seitz, who won every game in which he played. In the years that followed, the success of members of the club was conspicuous. Of late years the Hoboken Tennis Club has occupied a prominent place in the athletic and social life of the city.

The fraternal orders, influential in Hoboken, are the Masons, Elks, Odd Fellows, Foresters, Knights of Columbus, Eagles, Moose, and others.

CHAPTER XIV.

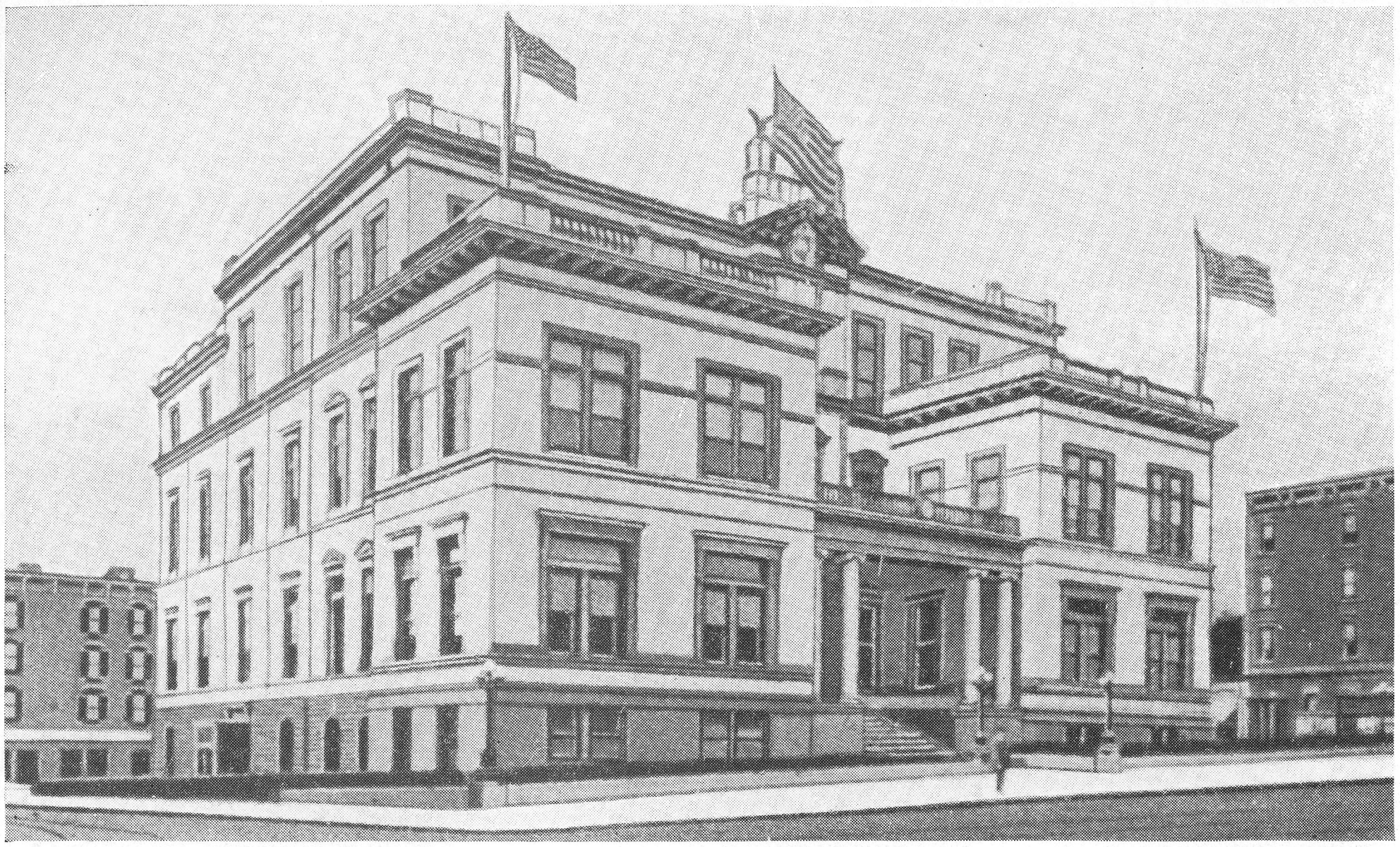
MISCELLANEOUS.

Welfare Organizations—Reference has been made here and there in the course of this work to the welfare organizations of Hoboken. The United Aid Society coördinates the work of many of these organizations. The Mary

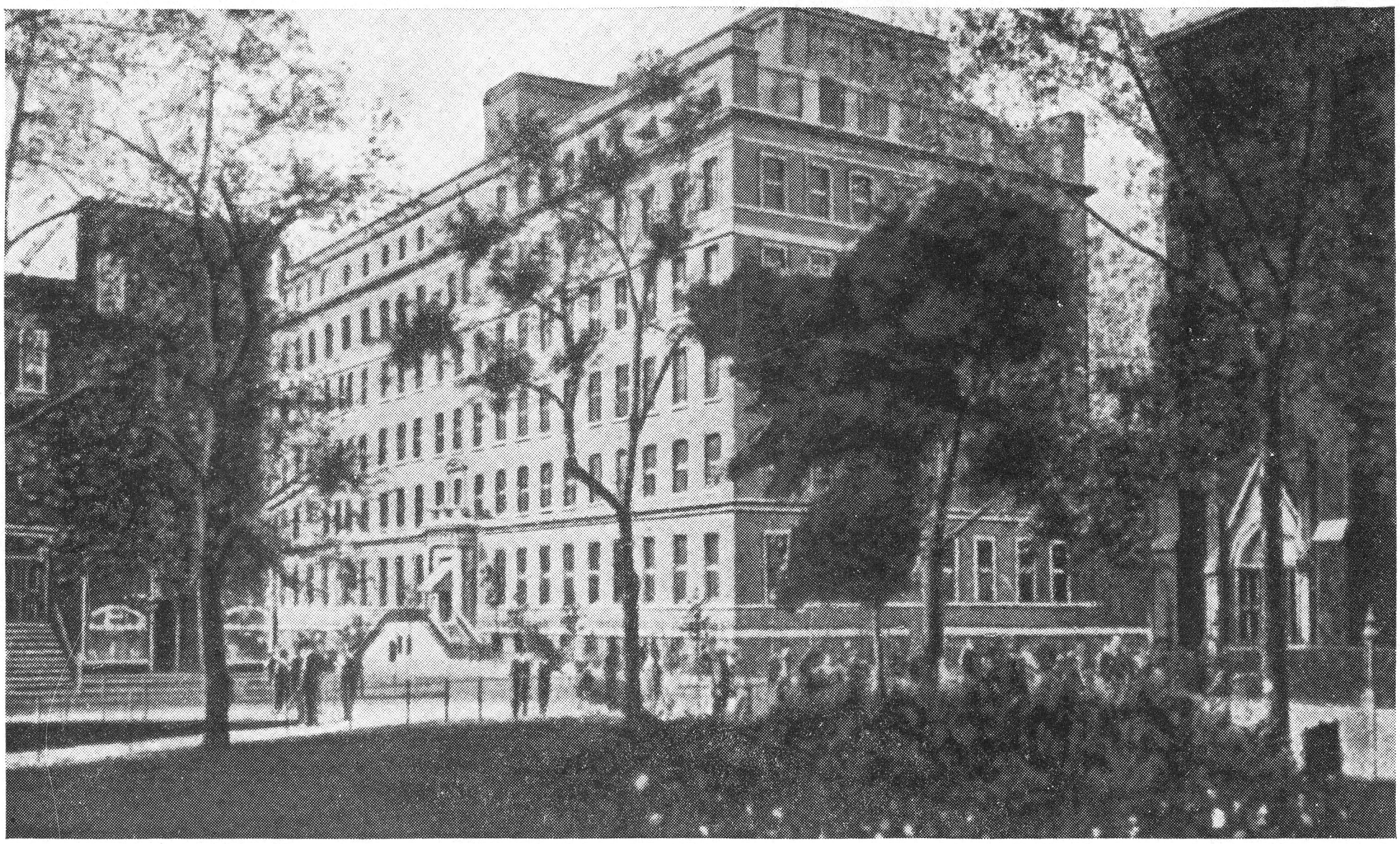
Stevens Hammond Memorial Home provides care and shelter for many young children. The Memorial Day Nursery is conducted by a number of ladies who provide care and shelter for the helpless children of parents who are employed during the day and cannot provide caretakers for them. Conspicuous among other welfare organizations are: The Helping Hand Coal Club, the State Charities Aid Association, the Widows' Home, the Society for the Prevention of Cruelty to Children, the Frauen Huelfs Verein, the Women's Club, the Heads and Hearts Society, the King's Daughters, the Ever Willing Circle, the Mercy and Help Committee, the Scatter Good Circle, the Hebrew Ladies' Society, and the Moses Montefiore Ladies' Aid Society. Others are the American Red Cross (Hoboken Chapter), the American Life Saving Society, the Hoboken Eagles' Home Association, the Hoboken Hebrew Institute, the Hudson County Tuberculosis Clinic, the Society for the Care of German Seamen in the Port of New York, and the Sons of Italy Benevolent Committee.

St. Mary's Hospital—A great Catholic organization and of great pride to Hoboken is the St. Mary's Hospital. It is conducted by the Sisters of the Poor of St. Francis, which gives shelter and takes care of all the sick and injured of the city who apply for admission, regardless of provenance or creed, or lack of creed, and extends a helping hand moreover to the unfortunate sick and disabled in all parts of Hudson county. Few cities the size of Hoboken can boast of a benevolent institution so large in design and function. The hospital is a quadrilateral building of glazed brick and marble, and with the church of Our Lady of Grace and the attached convent, schools and presbytery, makes up an impressive architectural pile, taking in a number of blocks that look on one of Hoboken's chief breathing spots, the interesting Church Square. It is an old hospital, having been incorporated in the year 1863, and is said to have been the realization of a young practical genius among the Sisters of the Poor of St. Francis, though a good deal of credit is likewise due to the coöperation of successive energetic rectors of Our Lady of Grace. It is said to be the first foundation in the East of this Order, which, in addition, conducts five other hospitals in New York. In 1916 a new wing was added, and the work of the hospital is indicated by the fact that during 1923 over four thousand patients were cared for within the hospital wards, apart from the number of those who are classed as out-door patients. St. Mary's Hospital in Hoboken is also interesting on other grounds. It was at this hospital that Mayor Gaynor was cared for when he was shot on board ship while preparing to sail for Europe on August 10, 1910. The care extended towards him by the Sisters is commemorated by a tablet on the hospital walls. During the great war the hospital was turned over by the Order to the United States Government to serve as an army hospital. It is classed as first in equipment in New Jersey.

During the year 1923 there were 401 deaths reported to the Department of Public Affairs, Board of Health and Bureau of Vital Statistics, from St. Mary's Hospital, of which one hundred and sixty-eight were non-residents. The vital statistics from the whole of Hoboken for 1923 were as follows: January, 88; February, 86; March, 72; April, 59; May, 59; June, 64; July, 35; August, 44; September, 40; October, 37; November, 58; December, 55; total, 697. The causes of death were as follows: Tuberculosis, 45; pneumonia, 112; hemorrhage, 35; cancer, 42; apoplexy, 32; accidental injuries, 36; suicide, 6; diphtheria, 9; typhoid fever, 1; measles, 1; drowning, 1; whooping cough, 1; scarlet fever, 1; influenza, 4; other causes, 371. The death rate in Hoboken



CITY HALL—HOBOKEN



ST. MARY'S HOSPITAL—HOBOKEN

was thus 9.95 per thousand, being based upon a population of 70,000, non-residents excluded. There were 1,477 births, with a birth rate of 21.05 per thousand. There were 1,140 marriages.

Mortality in Hoboken—During the year 1923 the deaths by ages in Hoboken were: Under one year, 96; one to three years, 24; three to five, 22; five to ten, 15; ten to fifteen, 15; fifteen to twenty, 17; twenty to thirty, 38; thirty to forty, 55; forty to fifty, 79; fifty to sixty, 98; sixty to seventy, 123; seventy to eighty, 74; eighty to ninety, 37; ninety to one hundred, 4.

The following list of the number of deaths in 1923 will give an indication of the relative nativity of the inhabitants: Ireland, 73; Italy, 54; Germany, 112; Poland, 2; Austria, 10; Belgium, 2; Finland, 7; England, 9; Hungary, 3; Scotland, 7; Russia, 15; Denmark, 3; France, 1; Switzerland, 1; Holland, 2; Sweden, 4; Lithuania, 1; Argentina, 1; Greece, 1; Canada, 2; Czecho-Slovakia, 1; China, 1; unknown, 9; United States, 476.

Old and New Hoboken—Thus Hoboken—intended by nature as an island between swamp and river—is moulded by the organizing genius of man into a progressive modern city. To the west, the rocky ridge that links up with the Palisades, to the north the towering heights of King's Bluff, to the east the Hudson, nature crowds heavily on the plucky little city, old in years, yet as industrious as the youngest of them. While Hoboken draws advantages from its proximity to the world's most remarkable city, it draws disadvantages also. If that proximity has given Hoboken its great trans-Atlantic depots and an immense human reservoir to draw upon for the upbuilding of its factory life, it draws its price by its irresistible influence on the wealth and fashion of Hoboken, sucking under its more powerful spell the youthful ambition of the city, the great emporia of Broadway drawing the wealth of Hoboken, the clubs and society of the great metropolis drawing also its *jeunesse doree* so that the parallel organizations in the smaller city are apt to be inferior in structure and function from what they would be if the city had not as its neighbor a city as vast as New York. Nevertheless, Hoboken has a character and dignity all its own. It has a history to look back upon almost as long as the history of New Amsterdam and New York itself. Its earlier slow progress was in part due to its geographical handicaps. Brooklyn is tied to New York by several magnificent bridges, but Hoboken can be reached only by boat or passenger tunnel, and to leave it one must literally climb out. There are iron stairways, ravine roads, zig-zags, viaducts, wagon elevators, railroad tunnels, and elevated trolley lines, the building of which required engineering skill of no mean ability. The peculiar natural boundaries presented great difficulties to the pioneer settlers of Hoboken. They found the place an island with a vast swamp stretching towards the present Jersey City Heights and as we in our day traverse this reclaimed section with its many miles of city parks, factories, schools, churches and substantial brick residences, we begin to realize that those early pioneers commenced a work in their day that practically lifted a city out of the water. It may be said indeed that through many years of industrious tugging at its own bootstraps Hoboken has pulled itself and all that its name stands for above the level of the sea.

The Hoboken creek was not an irregular expanse of swamp water, but a well-defined stream, within its own channel, and it was this that made Hoboken an island in point of fact. It flowed near the edge of the swamp, at the base of the hill, and for many years it could be relied upon to flood the neighborhood at the foot of First street, after every heavy rain. The Hoboken creek

was, in reality, a long encircling arm of the Hudson, and subject to its tides. Hoboken remained in its aboriginal state long after Hudson landed, but things changed greatly when the property came into the possession of the Bayards, who were wealthy and took pride in their island home, converting it to a high state of cultivation, as we learn from the daily journals of 1760. There was a garden of five acres, a wonderful orchard, including trees which bore cherries, plums, nectarines and apricots. There were, too, a summer residence, a farm house, an extraordinary kitchen, a smoke house, a tool house, and a herd of sixty cattle. With the Bayards in possession, we must once more think of a long period of peace and quietness in Hoboken—sixty-three years, indeed, of grazing cattle among rural glades, as this family retained the island farm from 1711 to 1774. The Revolutionary War put an end to this period. The Bayards at the crucial moment gave their sympathies to the Tories, so that their estates were confiscated and they betook themselves to Canada.

With an adequate ferry service established in 1821, Hoboken began to boom. By 1829 there was a post office, four hotels, four groceries, three smithies, one wheelwright, two carpenter shops, one livery stable, one distillery, one steel manufactory, three schools, and a population of between four and five hundred persons. The old maps of that day disclose the fact that a real estate boom and summer resort were dividing Hoboken between them. It was no uncommon thing for twenty thousand persons to visit the Elysian Fields in a single day. Upon leaving the ferry boat the visitors took the shady paths leading along the river front and walked towards the Elysian Fields, and within the memory of the present generation this walk was in evidence at Fourth street and continued as far as Tenth street, where the Elysian Fields began. The fields extended north to Fifteenth street and west to Clinton. A writer of that day comments upon their beauty as follows: "It is hardly possible to imagine a public park of greater attraction; a broad belt of underwood and flowering shrubs, studded at intervals with lofty trees, run for two miles along a cliff which overhangs the matchless Hudson." The old "'76 House" and the Sybil Cave were the two superior attractions. The last was formed by an excavation in the rock at Castle Point, and its fame was spread far and wide.

As the years passed, the new order began, and Hoboken, the ideal woodland, the summer resort, the Elysian campus, where youth played and adolescence made love, and old men dreamed dreams, sank into the twilight. The great industrial age blotted it out and prose took the place of poetry. Floating cities, as numerous in population as the Hoboken of a generation or two ago, swung at her brand new piers. Pan became a sleek and prosperous manufacturer. The satyr evolved into a banker and corporation lawyer. In place of Colonnades and Sybil's caves arrived the Chambers of Commerce and Hudson Tunnel Terminals. But Hoboken still likes to think of the Indian childhood that was its ancient charm. When dusk falls, Iroquois and Mohegan fight again in its walks. Sybil with Pan and his goats pipe in the green. The Hudson murmurs underneath its piers of the dream that once was and now is not—the great elms, the enchanted caves, the meads of Elysium, the murmuring streamlets, the happy cries of childhood on the enamelled green, the bearded men fighting their battles over again, the woodland gods playing hide-and-seek with lovers who thought the earth bloomed for them alone. Little wonder that Hoboken, a thing of mirth to the benighted metropolitan, remains a place dear to the Hobokenite who sees in its pleasant streets and unpretentious dwellings a memory of older days when the place was less industrially rich, but a treasury and cornucopia of all the wealth and loveliness of nature.