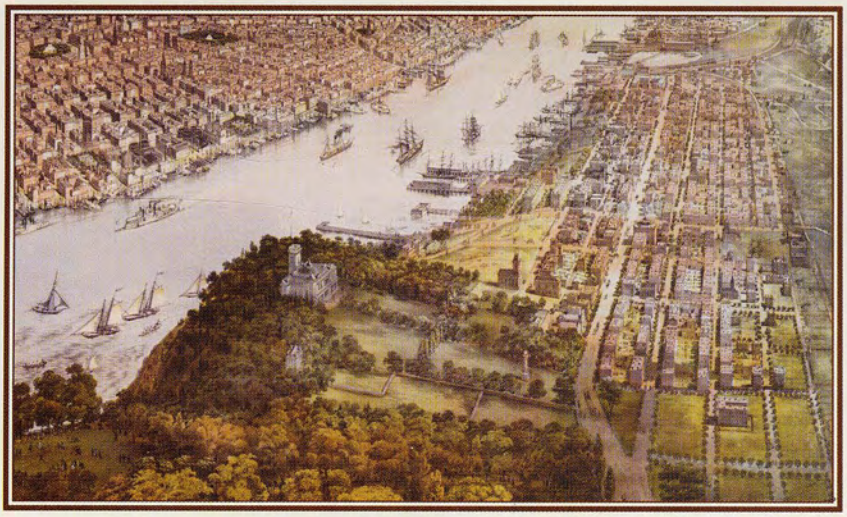
100 HOBOKEN



FIRSTS.

By Jim Hans

PUBLISHED BY THE
HOBOKEN HISTORICAL MUSEUM



100 Hoboken Firsts

This book is dedicated to my daughter Polly, who in her wisdom can sum up a situation, person or event in only a few seconds. With her well-chosen words I am always inspired to greater heights.

100 HOBOKEN



FIRSTS.

By Jim Hans

HOBOKEN HISTORICAL MUSEUM & CULTURAL CENTER

PUBLISHED BY THE
HOBOKEN HISTORICAL MUSEUM

100 Hoboken Firsts.

Accomplishments that were First in the County, First in the State, First in the Country, and even First in the World.

Compiled and written by Jim Hans.

Published by the Hoboken Historical Museum, Hoboken, New Jersey. The Museum received a general operating grant in 2005 from the New Jersey Historical Commission, a division of Cultural Affairs in the Department of State.

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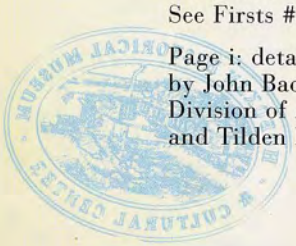
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Page i: detail of *Panorama of New York and Vicinity, 1865*. Chromolithograph by John Bachmann, I. N. Phelps Stokes Collection, Miriam & Ira D. Wallach Division of Art, Prints and Photographs, The New York Public Library, Astor, Lenox and Tilden Foundations.



Contents

Introduction	xi
100 Hoboken Firsts	1
History of Hoboken	112
The Stevens Family	116
The Clam Broth House	120
Timeline	120
An Advertising Sampler	122
Sources	124
Acknowledgments	126





Please note: During the years 1892-1893 the house numbering system in Hoboken was changed to its present form. A few of the entries give the address of a location before and after the change.

RIGHT AND OVERLEAF: HOBOKEN, 1865. STEVENS CASTLE IS NEARBY ON CASTLE POINT. ON THE PRECEDING OVERLEAF, OLD HACKENSACK TURNPIKE (WASHINGTON ST.) CAN BE SEEN BRANCHING NORTH NEAR 8TH STREET. *Panorama of New York and Vicinity, 1865*, LITHOGRAPH BY JOHN BACHMANN. I.N. PHELPS STOKES COLLECTION, DIVISION OF ARTS, PHOTOGRAPHS AND PRINTS, THE NEW YORK PUBLIC LIBRARY, ASTOR, LENOX AND TILDEN FOUNDATIONS.



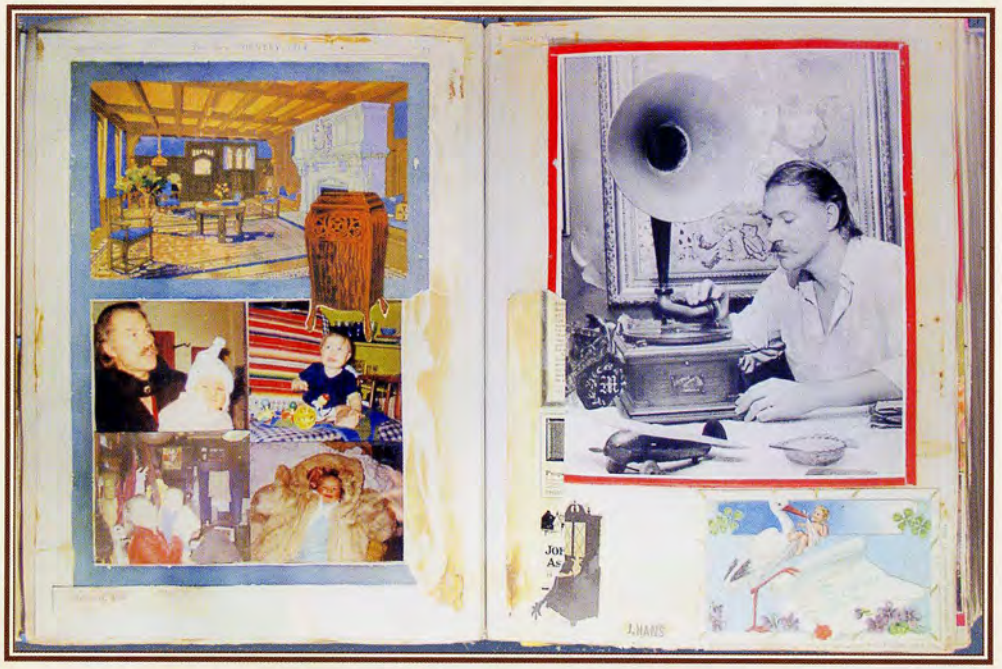
ELYSIAN FIELDS, HOBOKEN, DETAIL SHOWING TWO BASEBALL GAMES IN PROGRESS. THE KNICKERBOCKERS GROUNDS, RIGHT, JUST SOUTH OF THE COLONNADE, WAS BETWEEN WHAT WOULD BE 11TH AND 12TH STREETS TODAY. THE PRESTIGIOUS INN WAS BUILT BY JOHN STEVENS IN 1830 JUST PRIOR TO THE OPENING OF ELYSIAN FIELDS.

Hoboken, This Love of Mine

Hoboken, the "Mile Square City," is not merely another city out of hundreds, worldwide, of similar size. It is a special place that holds a unique position in history. For many years, it was an important seaport and gateway to America, one of the crossroads of the world. Hoboken's founders were pioneers in water and rail transportation, and its transatlantic liner passenger trade once rivaled New York City's. Because of this, Hoboken's fame has spread to the far corners of the Earth. It has an outstanding history to look back upon — as long as the history of the nation itself.

And yet, in land size, the city is only a mile square, actually nearly one and a half square miles. How much could have happened? Well, years ago I thought that very thing: "Oh, it won't take long to write a history of the place." How wrong I was! Just take a look at these 100 "firsts" for Hoboken, culled from a longer list collected over a period of some twenty years.

It all started in the mid-1960s when my wife Beverly and I first opened our Arts and Antiques/Curios and Collectibles shop at 52 Newark Street in Hoboken. We were often invited



JIM HANS AND FAMILY IN HOBOKEN, CA. 1967-1972, FROM BEVERLY HANS'S SCRAPBOOK.

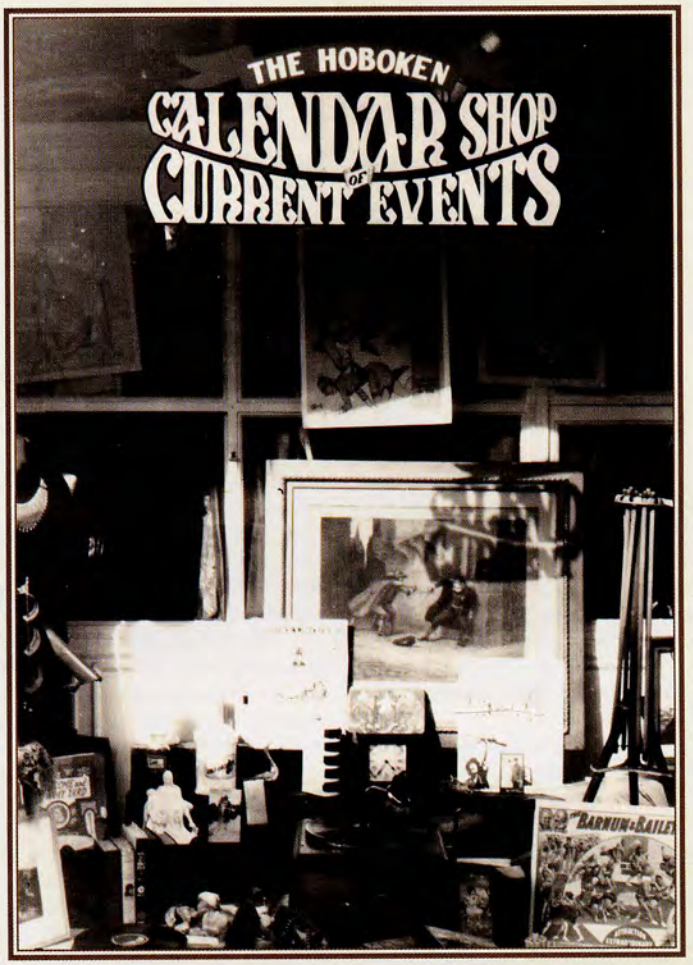
to peruse the contents of old run-down apartments and not so run-down brownstones, whose occupants had passed on or moved away. Often the places simply looked as though their occupants had gone off on vacation. All the props of their lives appeared intact, except perhaps for certain items that surviving relatives had recently carted off.

Sometimes the relatives or landlords would offer to sell certain items or just simply give them away. Those old apartments were like time capsules to us. In some cases, the occupants had lived there continuously from the early 1920s to the 1960s. Others, usually presided over by elderly ladies, had not changed since the turn of the century. (You might see one or two items to tip you off to what century you were actually in!)

It may have been from going through all those cabinets and drawers, and even pulling up old linoleum to reveal the local newspapers underneath (lying there from when they first moved in, or from the tenants before them!), that I first caught the history bug. It became a form of urban archaeology to me and, even then, felt like the beginning of a great adventure.

Thus began my curiosity about the history of this small city, which looked to me when we arrived as though time had forgotten it. Evidence of the old "Barbary Coast" still lingered along River Street between 1st and 4th Streets. The sight of mature but fit seamen, many with old world accents, and the tang of salt water in the air, brought to mind visions of romance of the seven seas. We began to hear stories that Hoboken, long ago, was once a bustling seaport village with masts, spars and rigging dominating its skyline. My interest was heightened by the many townspeople, the Hoboken-born-and-raised and others, who visited our shop and did not hesitate to inform us of Hoboken's long and unique history.

Marvelous bits and pieces would come forth from almost every customer who entered the shop, each one more fascinating than the next. Someone would ask us: "Did you know that Stephen Foster, America's great composer of ***Old Folks At Home***, ***Oh! Susanna*** and other popular songs, once lived in Hoboken? He did. He may have written ***Jeannie with the Light Brown Hair*** while living on Bloomfield Street." According to old newspaper articles we later uncovered in the Hoboken Public Library, Foster's sheet music for ***Jeannie***



THE AUTHOR'S SHOP WINDOW, 52 NEWARK STREET, HOBOKEN, CA. 1969. JIM HANS COLLECTION.

was indeed first published in 1854, while he was living at 601 Bloomfield Street.

Other times, the highly responsible and charming Paul Kostka, the proverbial neighborhood cop on the beat, would come into the shop and say something like, "Just a few feet from the store here, near Newark and Hudson Streets, John Stevens of Castle Point operated a circular wooden track railway. The locomotive, designed and built in Hoboken, was the first to be driven on a track by steam power in America." I discovered later that this historic 1825 demonstration was made by Stevens, who for all of his achievements would be called "the Father of the American railroad." Even his sons became noted in history, one of them founding the Stevens Institute of Technology, which to this day is still thriving here on Castle Point.

These connections with Hoboken would never cease to amaze me. For eight years this went on while we held the business, and even after. It seemed not a week went by without some new and fascinating detail on historical Hoboken was revealed to us. We learned that Frank Sinatra was born and raised in Hoboken (415 Monroe Street is his birthplace), a fact not as well known then as it is today. Later I could see that the style he projected in the media is very much a "Hoboken style," in both the best and worst sense of the term.

About a year ago I was communicating with a born-and-raised, former Hobokenite, Al Ferriulo, who used to visit our shop. He lives in Texas now but returns to Hoboken frequently. While discussing the uniqueness of Hoboken, he recalled as a child hearing this oft-repeated saying: "There's the right way, the wrong way and the Hoboken way." I too had heard that phrase at least once, in the 1960s. Neither of us knows how far back it goes, but one can imagine a young Sinatra picking up on it and later turning it into "his way." In honor of "The Voice," as he was called early on in his career, the Hoboken Historical Museum, in November of 1996, inlaid a three-foot bronze plaque, a star in the Hollywood fashion, in the sidewalk where once stood the house where he was born. People have been coming here since then, especially after he died (May 14, 1998), placing flowers, Martini glasses, miniature bottles of Jack Daniels whiskey, etc., all around the plaque as though it were his gravesite. In case the reader didn't notice, I also pay homage to Sinatra in the title to this introduction by using one of my favorite Sinatra songs, ***This Love of Mine***, which, by the way, he penned.

Soon I began spending a great deal of time at the Hoboken Public Library, at first just expanding on information that was brought to my attention, and later finding all sorts of wonderful history on Hoboken. Here, between old iron stacks, among row upon row of old and ancient books, the whole mystique of Hoboken cried out to be fathomed . . . I was hooked!

One such oddity that I investigated was the much talked about, the mysterious, "Sybil's Cave," an excavation into solid rock revealing a natural spring that was converted into a tourist attraction. The man-made cave opened in 1836 on River Walk as a spa where one could buy a refreshing glass of mineral water for one cent. A romance was wound around this intriguing waterfront site. Sybil's Cave remained a Hoboken attraction, presumably dispensing mineral water, for over 50 years, until it was closed to the public in the 1880s and became an outdoor tavern. In its last days, a heavy, iron-plated sliding door, which closed the cave entrance, was a noted feature. By 1937, the cave was being used for beer storage, and later that year, the ***Hudson Dispatch*** reported the original, Gothic-style entrance to the cave and an adjacent building had been demolished.

Ray Bryn, an excellent guitar player and customer in our shop recalled how, as a youngster in the late 1950s-early 1960s, he would camp out with his pals on Castle Point and play in "Dead Mans Cave." Their imaginary pirate escapades were some of the last events at the Cave.

Another adventurer, Jim Lloyd, said that when he was attending Stevens Tech in the 1960s, students would hang out at the cave, which at that time was in disrepair and overgrown with foliage. To get to the cave from the campus atop Castle Point, the students would lower themselves by a large rope (fastened near the cannon location) instead of going the long way around by the wooden stairway farther south. All that remained of the cave at this time was a damp hole which was shortly thereafter filled in and the entrance sealed. Today the once-famous landmark is being uncovered as I write, soon to be reopened, if all goes as planned according to Mayor Dave Roberts, who has been personally committed to the project.

But back to the 1960s, when Beverly and I became a focus of interest ourselves, since we had one of the few new stores in Hoboken. At first meeting, during our early days at the shop, our friend Al Ferriulo said he thought Beverly and I were eccentric, which I thought was funny because, when we first arrived, we thought the many "born-and-raiseds" (B & R's as they were called) were eccentric. Of course when we look back, we can see that we were also living at a time when everyone seemed a bit unusual. I enjoyed this very much, especially after moving to Hoboken. We thought Hoboken was the perfect place for those who deviate from the norm. We soon learned that the town's past, as well as its people, was quite exceptional. Even Al, though born here, said he felt "the vibrations of the past, a civilization gone by," as he put it.

We had arrived here when most young people, and others as well, were moving away. The population had stopped growing long ago, and in fact, was declining. We were not immediately aware that this was probably the reason that time seemed to have stopped here, while the rest of the country had gone through a period of change and growth.

It was noticeable to us that the people who stayed on, back in the 1960s, really loved Hoboken and managed to overlook its faults. We didn't see many either. What was also sort of



ELYSIAN FIELDS, LOOKING SOUTH. THE COLLONADE, ALSO CALLED THE PAVILION, IS VISIBLE ON THE RIGHT. "FOR THE LADIES' COMPANION", HAND-PAINTED LITHO, CA. 1831. JIM HANS COLLECTION.

strange was that a large number of customers came to us from out of town, more than you might expect. Of these, the ones formerly from Hoboken still had an outstanding fondness for the place. It appeared to us that they wished they had not moved from Hoboken.

We had found that the many old families still located here considered themselves as well protected and as comfortable as in a smaller town. There was a sense of solitude and independence about the place when we came. For us, life here seemed to move at a much slower pace; no one would meddle with or trouble you unless you undertook to make an aggressive display. We felt a warm, benevolent heartbeat in Hoboken, a frank and generous sociability that was fresh and inspiring. And to a great degree it is still that way today.

While a number of cities during the 1940s and '50s were experiencing so-called "progress," what we liked about Hoboken was its resistance to change — not so much out of some awareness from its leading politicians, but more from a lack of funding on the part of the present and former administrations and of the general population. Not long after we arrived, the Model Cities government-funded program began — beginning the recognition of the value of Hoboken. Hoboken was one of 147 cities chosen for funding. The nationwide program had been contemplated by Congress in the mid 1960s. Between 1967 and 1973, The ***Christian Science Monitor*** reported, "some $1.6 billion had been approved." Now, "what we need more than anything else," said a top official of Model Cities, "is a good success story at the local level." And that, several community development experts pointed out, "is where Hoboken with its four-year-old program comes in. Some housing officials argue that Hoboken may well be a 'model' Model Cities program; that as one local official puts it, 'if Model Cities won't work in Hoboken, it won't work anywhere.' "

Hoboken's press coverage has been extensive and of late very favorable, however when we arrived here, and for some time after, it was somewhat dubious. While local journalists gave the city its due, out-of-towners slighted it by presenting a slanted and somewhat stereotypical view. Even the so-called great gray (before color) ***New***



THE AUTHOR IN HIS SHOP "BEING SERVED COFFEE-TEA-OR-MILK BY HIS PRETTY WIFE, AMERICAN AIRLINES STEWARDESS BEVERLY ANN," AS THE CAPTION READS. NEWSPAPER ARTICLE, "19TH CENTURY COMES ALIVE IN HOBOKEN SHOP," *Hoboken Pictorial*, JANUARY 25, 1968. DAVID CAGNI, PUBLISHER, WROTE THE ARTICLE HIMSELF. JIM HANS COLLECTION.

York Times, which is supposedly our "newspaper of record," has been guilty, in this author's opinion, of taking cheap shots. Years later when certain newer restaurants in the city started serving quiche, for example, a reporter for the ***Times*** commented snidely to the effect that this chic French food was surely something new to the residents of Hoboken, causing the city's Italian community to get up in arms. Italians, after all, have been making their own variations on the dish for many years in Hoboken. Indeed, one lady Hobokenite in her fifties was overheard saying: "They're nothing in the world but an egg pie. We've been making them for years!"

This stereotyping of Hoboken as a city without culture (despite its quite extraordinary cultural heritage) seems to have stemmed, at least in part, from old Vaudeville routines in which Hoboken was lumped with Sheboygan as a rowdy, boozing town, a place of brothels, burlesque houses, saloons and dirty politics. Surely all these elements are a part of the city's history and local color. But there have been fine legitimate theaters, elegant restaurants, and high-class entertainments of various kinds in Hoboken as well.

As I look back now, I can see that the people who chose to stay in Hoboken were very proud, proud of their hometown, proud of their way of life here, proud of their history. Some twenty years later, as a Hoboken historian and founder of the Hoboken Historical Museum, I had the opportunity, again, to see the great interest shown in this unique city of Hoboken and its colorful history, and with that a great respect for the past. There were of course exceptions, as in the case of those who would buy into a fine old Hoboken dwelling and proceed to "renovate" it, erasing layers of history and defacing the legend by wallpapering, so to speak, over its colorful patterns. But even those insensitive to history were tolerated by those of us who saw Hoboken, in its vast variety, as a place of many contrasts. . . . More recently, the city has been very much in the news again, as a growing urban center, with a lively bar, restaurant and music scene. Its proximity to Manhattan makes it a popular place to live for young professionals and family people as well, many of who are just now becoming aware of its long and varied history. For Hoboken, while the present may be fleeting, the past is ongoing.

Now about Hoboken Firsts in general: In recent years some firsts have been mentioned in the press, a few at length. It is probably a surprise to the reader to discover that there are 100 Hoboken Firsts (this being the first comprehensive assemblage of Hoboken firsts ever published.) In fact there are, as of early 2005, almost 150! Some have been left out of this presentation for various reasons, although many entries contain more than one Hoboken First. A number of firsts credited to Robert L. Stevens are mentioned in the Stevens Family section. Some firsts have yet to be confirmed or were questionable. Others were thought to need more research to be complete.

This Hoboken Firsts project has been four years in the making — or over twenty, if you count from the day in the mid-1980s that I began sorting them out from my personal Hoboken archives. It was at that time that I picked up a little brochure on New Jersey in which six or seven Hoboken firsts were listed — the most of any city in the state. This inspired me to begin in earnest. Then about a year or so later, as I recall, I was amazed to discover that my count had grown to thirty! Within the covers of this little book the reader will notice that one thing is for sure: Hoboken is not lacking in interesting historical information.

Many cities across America claim to have been the site of the first this or the first that. But Hoboken probably can lay claim to more "firsts" in scientific, technical, social, industrial, commercial, and sporting endeavors than any other city of its size. In these and other categories, Hoboken can be proud of her connection with a long list of firsts, firsts that range from incorporating the simplest of ideas to the most complex, from the 17th century to the 21st. For indeed Hoboken has nurtured and inspired ordinary people and geniuses alike to become pioneers, from its earliest days to the present.



COURTESY JACK O'BRIEN.

Accompanying this collection of 100 Hoboken Firsts are numerous old Hoboken views and illustrations presented in an almost scrapbook-like fashion. Most of these relate to the entries, but there are a few pictures, old advertisements and miscellaneous graphics that stand on their own, all of which together help define that unique Hoboken character. Today many of our long-time citizens still consider Hoboken a special place. Just recently born-and-raised Jack O'Brien (who marches with the drum corps in every Hoboken parade he can, and many others as well) visited my wife and me at our Historic Hoboken booth at the Washington Street Arts and Music Festival and handed me a little home-made sign to put up: "HOBOKEN SPOKEN HERE." With a chuckle I accepted that sign as a personal compliment, and felt like an honorary born-and-raised Hobokenite.


Staten Eylant.
Hoogen Hoeck
Sant Pietr
5
4
5

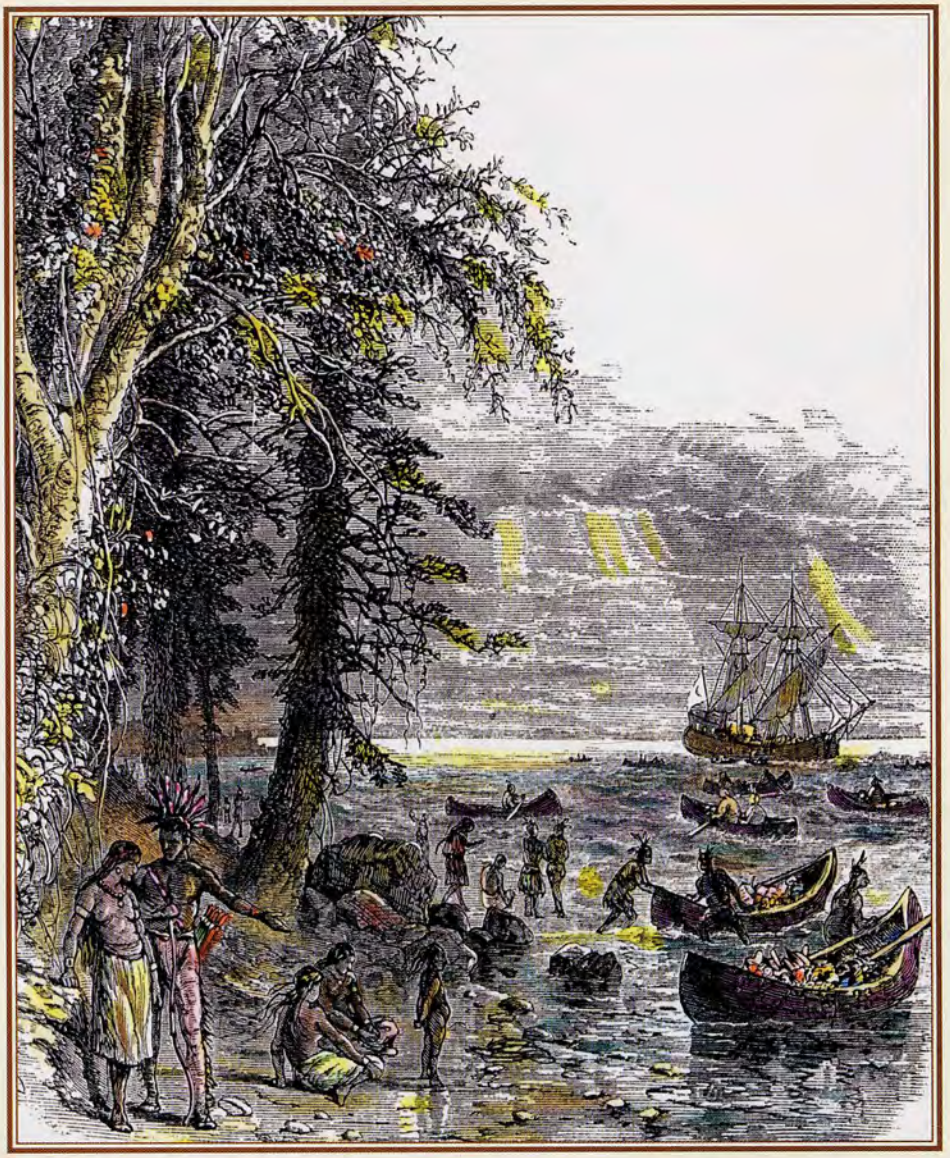


Aenwysing der voornaemste Placetsen op de

MANATVS

N° Comp Bouwerij met Een Treffel leyck Huys
2 3 4 5 6 vyff overvallen Bouwerijen vande Comp die sedich staen waer van nu Anno 1639 October 3 bewoont worden
7: Plantage van Tonis Sandersz
8: Plantage van Oct Jan
9: Plantage van Jan Pietersz
10: Plantage van Twiller
11: Plantage van Bobrie backeker
12: Planta van M.r Isls de Nice Sinx
13: Planta van Tomas Bits
14: Planta van Jan van Rotterdam
15: Planta van Hendrick Pietersz
16: Brouwerij van Bobrie Backer
17: Planta van Jacob Collaer.
18: Bouwer va Corn.lis van Thien Hoorn
19: bouwerij van soon ontangelo
20: Bouw van Twiller in't hillegat
21: Bouw van Jenikant
22: Bou van Antoni du Turck
23: Bou van Jan Clatsen
24: Plan van Davit de Provoost
25: Plan van Hendrick de Snyder
26: Plan van Tymen Jansz
27: Bou van van vorst
28: v
29: Bou van Jan Edwrts
30: Plan op de latter Hoeck
31: dry Plant op Poulus Hoeck
32: Plan van Maerytnes
33: Plan van David de Pietter
34: noorder Eylan met Een Plan van Twiller
35: twee begin en 3 Planta van Pauw backerij
36: 2 plan en 2 bou van oost sit Gebruijs met 2 van syn Consor
37: Plan van Gegeorgesyn
38: 3 Pelan van gegorgesyn
39: Plenta van Claes norman
40: Bou van Dibryck de norman
41: Bou van Cosyn
42: Begonten Bou van Pieter Pieter in syn begryp soo't geschist is van Rivier tot't hoogh sant
43 Begonten Bou van Jonas Bromck
44: Planta van Pieter Schorsteinvo
45: Planta vande Snyder

A: 't Fort Amsterdam
B: Coorn Moolen
C: Saeg Moolen
D: Saeg Moolen
F: 't Quartier vande Swarte de Comp Slaven



ABOVE: THE NATIVE AMERICANS IN THIS AREA, THE LENNI LENAPE ("THE ORIGINAL PEOPLE,") WERE GENEROUS AND HOSPITABLE TO STRANGERS. HENRY HUDSON'S SHIP, THE *Half Moon,* IS DEPICTED HERE OFF CASTLE POINT IN 1609. ON VISITS TO HOBOKEN FOR FISH AND OYSTERS THE LENAPE STAYED IN TEMPORARY SHELTERS OR HUTS MADE BY BENDING DOWN YOUNG TREES IN BUNCHES AND COVERING THEM WITH HANDMADE MATS MADE WITH BARK. ACCORDING TO EARLY EUROPEAN ACCOUNTS, THEY WERE A TALL AND BEAUTIFUL PEOPLE. "THE BEGINNING OF TRADE ON THE HUDSON," ENGRAVING, FROM THE *History of the City of New York,* 1877.

PRECEDING PAGES AND DETAIL OPPOSITE: THE 1639 "MANATUS" (MANHATTAN) MAP SHOWS "PRINCIPAL PLACES" WITHIN THE COLONIES OF NEW NETHERLAND. MANHATTAN LYING ON THE NORTH RIVER. *Manatvs gelegen op de Noort Riuier,* JOAN VINCKEBOONS, 1639, COURTESY LIBRARY OF CONGRESS, GEOGRAPHY AND MAP DIVISION.



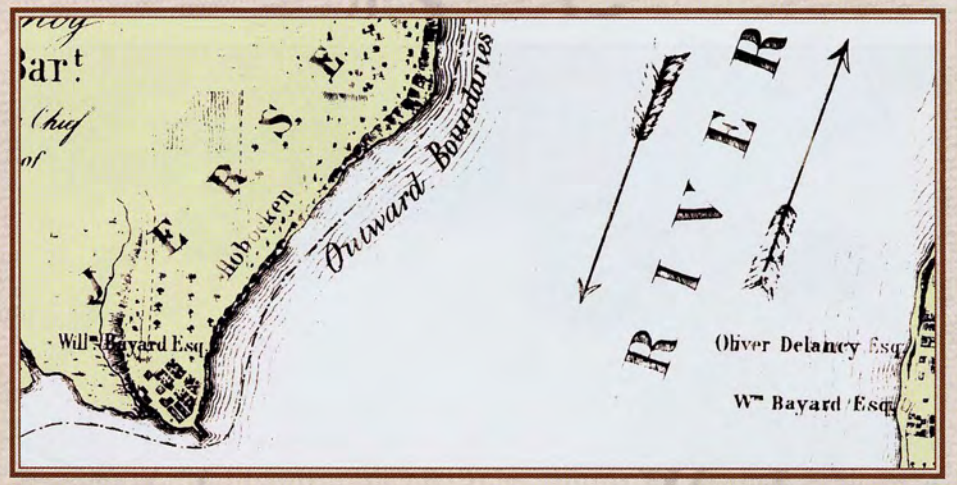
The Bouwerij (dutch for farm) of Cornelis Van Vorst (27) at Ahasimus, part of Jersey City, and a little further north, at Hoboken (28), the farm of his son Hendrick, who obtained the tract probably early in 1638. After some trouble with minor illegal fur trading charges, Hendrick returned to Holland where he died in 1640 and Hoboken was leased to Aert Teunissen van Putten.

First Landowner ☙ 1630

On January 10, 1630, the Dutch Lord Michael (or Michiel) Pauw registered his claim with the West India Company, of Amsterdam, Holland, to colonize territory in New Netherland, including what is now Hoboken. On July 12, 1630, this became the first individual appropriation of property in what is now known as New Jersey. Michael Pauw acquired this parcel of land opposite Fort Amsterdam (New Amsterdam, later New York), on the west side of the River Mauritius (Hudson River). The land was called "Hopoghan Hackingh" by the Native Americans, and "Hobocan Hackingh," or Hoboken, by the Dutch. Later Pauw also acquired Staten Island, Ahasimus, and the peninsula of Aressheck (part of Jersey City), and named his large Dutch colony, "Pavonia," after himself.







ABOVE: "HOBOCKEN" CA. 1767, PRIOR TO TODAY'S SPELLING, WHICH WAS FAVORED BY JOHN STEVENS. DETAIL, *Plan of the City of New York and its Environs*, B. RATZER, 1766-1767. PAGE BACKGROUND: THE HALF MOON ON THE HUDSON RIVER. *A History of the United States for Grammar Schools*, THWAITES & KENDALL, 1912. JIM HANS COLLECTION.

First Brewery in New Jersey 1641

It is fitting — with Hoboken's long reputation as a German saloon/beer garden town — that New Jersey's first brewery was built here in 1641. Starting on January 1, 1641, Hoboken was leased to Dutchman Aert Teunissen Van Putten for twelve years. He cleared the land, fenced the fields and constructed a brew house, becoming the state's first brewer. The Hoboken brewery was confirmed by documents later procured in Holland by John Romeyn Brodhead for his 1856 book *Documents Relative to the History of the State of New York*:

> Sibout Claessen, house carpenter, burgher, having married Susanna Janss widow of Aert Teunissen [sometimes referred to solely as Van Putten] who had entered into contract with Director Kieft to lease a certain bouwery [or bouwerij, Dutch for farm] named Hoboquin . . . for ten years commencing January 1, 1641 whereupon Teunissen fenced the lands, cleared the fields and erected a brew-house, which is yet standing there, signed Sibout Classen, 13 December, 1649.

It is fairly certain that the Hoboken brewery was not located on Castle Point, as some claims have stated. There is no indication or mention of that area being built upon until after 1767. At that time the estate of William Bayard, owner of Hoboken, was located near the ferry landing.



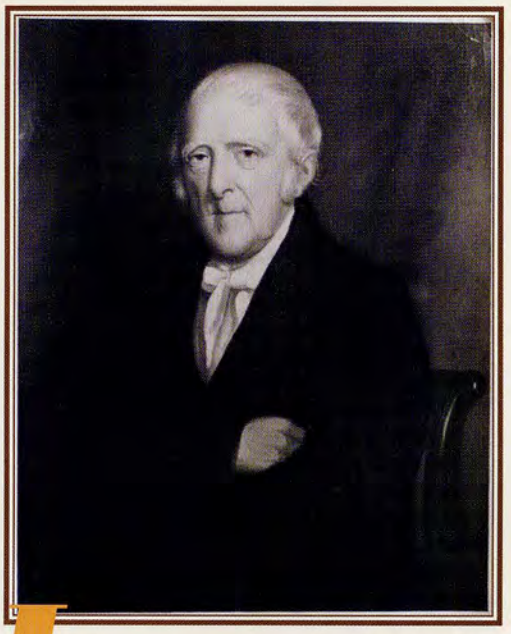


Peter Stuyvesant and His Sister Anna, who married Nicholas Varleth of Hoboken in 1656. Engraving, Jim Hans Collection.

First Justice 1665

According to the *1924 History of the Municipalities of Hudson County*, Captain Nicholas Varleth of Hoboken was appointed the first justice of New Jersey in 1665. Varleth had received a legal grant to Hoboken in 1663 from Peter Stuyvesant. This title was confirmed by Governor Carteret in 1668 after the English capture of New Netherland. Varleth, on October 14, 1665, married Anna, the sister of Governor Stuyvesant and widow of Samuel Bayard. On Varleth's death in 1675, his heirs succeeded to his estate and from them the Hoboken property was acquired by his stepson, Samuel Bayard Junior in 1711. The Dutch village of Bergen, including all of Hoboken and Jersey City, had been established here in 1660 and was the first permanent settlement in New Jersey.

3.



JOHN STEVENS, FOUNDER OF HOBOKEN AND ONE OF AMERICA'S FOREMOST ENGINEERS AND INVENTORS. FATHER OF THE UNITED STATES PATENT LAW AND THE AMERICAN RAILWAY. OIL PAINTING REPRODUCED IN *Three Centuries of Progress*, A. J. VOLK CO., HOBOKEN & TEANECK, NJ, 1940.

4. First Patent Law ~ 1790

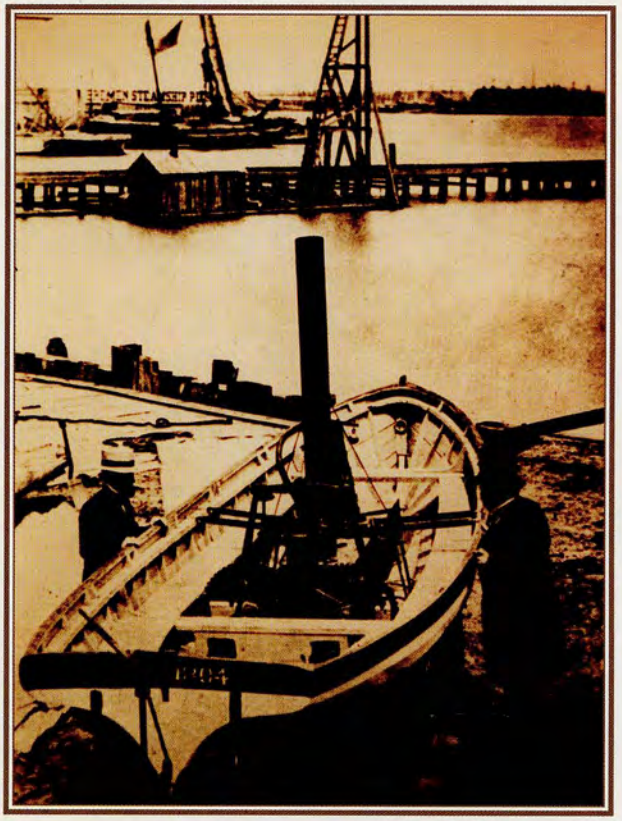
Colonel John Stevens, shortly after purchasing Hoboken in 1784, began to develop his remarkable ability as an inventor and engineer. As early as 1788, he began experiments in the application of steam. In 1790 he petitioned Congress for protection of inventors, which resulted in passage that year of America's first patent law. Stevens shared the honor of receiving the first U.S. Patent with two other inventors working on steam application, John Fitch and James Rumsey. The three patents all bear the date of August 26, 1791.

5. First Chrysanthemum ~ 1798

Colonel Stevens is now best known for his engineering accomplishments, but he also contributed to the development of American horticulture by importing flowering plants of Chinese origin. He was an avid collector of exotic plants, and his novel hot houses were said to be among the most elaborate and scientifically cultivated of the day. Stevens was the first, in 1797, to import a single red camellia from England to America, and, in 1798, to import the chrysanthemum. Two years later he asked one of his horticultural associates to return from England with a double, white-flowered camellia, another new introduction to America.



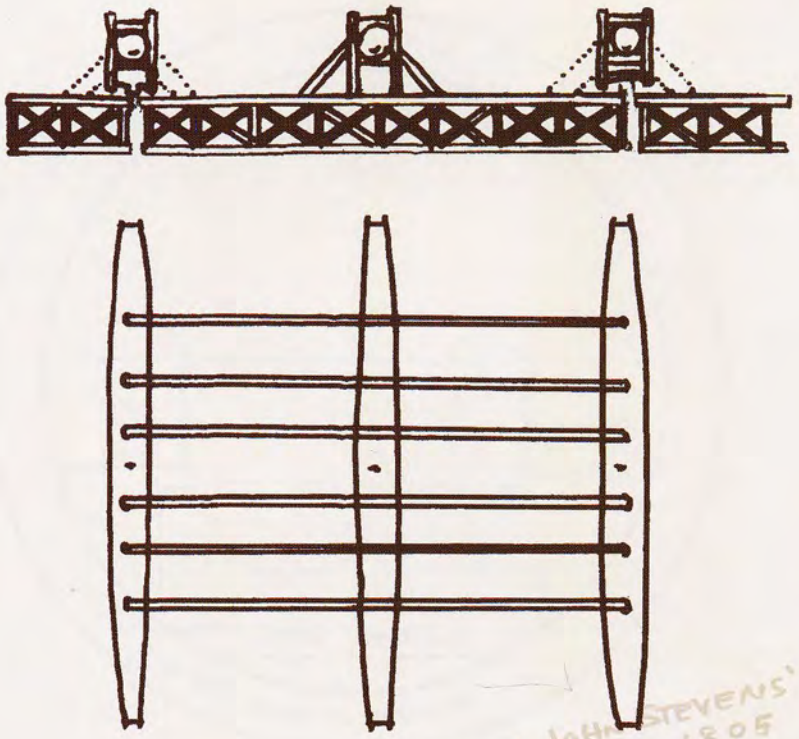
DARK PURPLE CHRYSANTHEMUM, FIRST IMPORTED FROM ENGLAND TO AMERICA BY JOHN STEVENS. *Curtis' Botanical Magazine*, VOLUME X, 1797. COURTESY THE NEW YORK BOTANICAL GARDEN, BRONX, NEW YORK.



Twin-Screw Engine and Boiler. reenactment preparation for the 1893 Chicago World's Fair. photo ca. 1892, probably at the foot of 2nd St., Hoboken. Hoboken Public Library Historical Collection.

First Steamboat on the Hudson River 1802

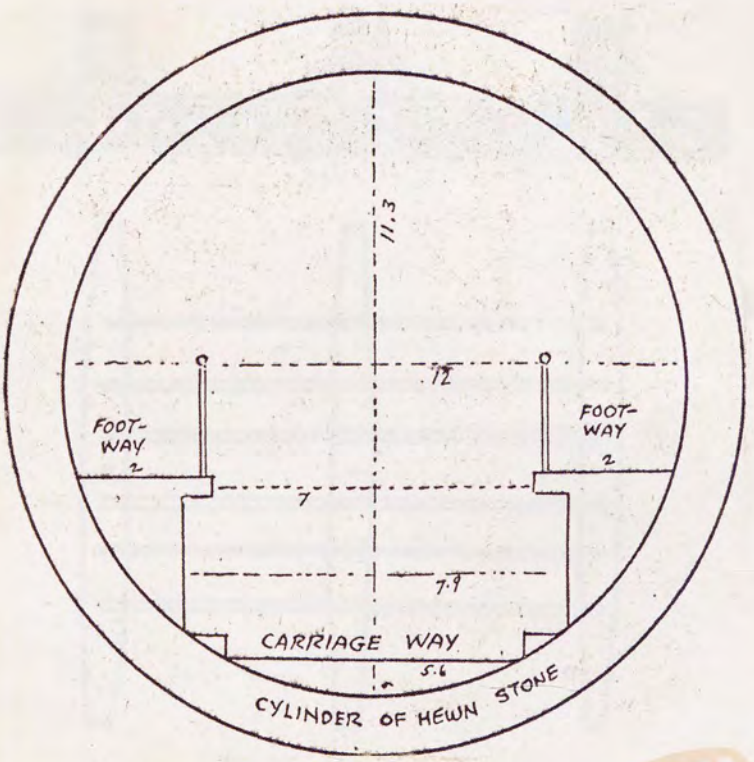
The first application of steam to a screw propeller — which would become standard on all ships — was made in 1802 by Colonel Stevens on the Hudson River. Stevens's steam screw propellers, in operation on the Hudson, were the first to navigate the waters of any country, the *Stevens Indicator* noted in April 1893. Stevens patented his engine and multi-tubular steam boiler, placed it in a boat, the *Little Julianna*, constructed for that purpose. With the assistance of his son Robert, a lad of seventeen, he successfully navigated the Hudson River in May 1804, many years before screw propulsion was introduced commercially.



COLONEL JOHN STEVENS'S "FLOATING BRIDGE" CA.1805. DRAWING BY JIM HANS, FAITHFUL TO STEVENS' ORIGINAL PRINTED IN *John Stevens: An American Record*, NY, CENTURY CO., 1928.

First Floating Bridge 1805

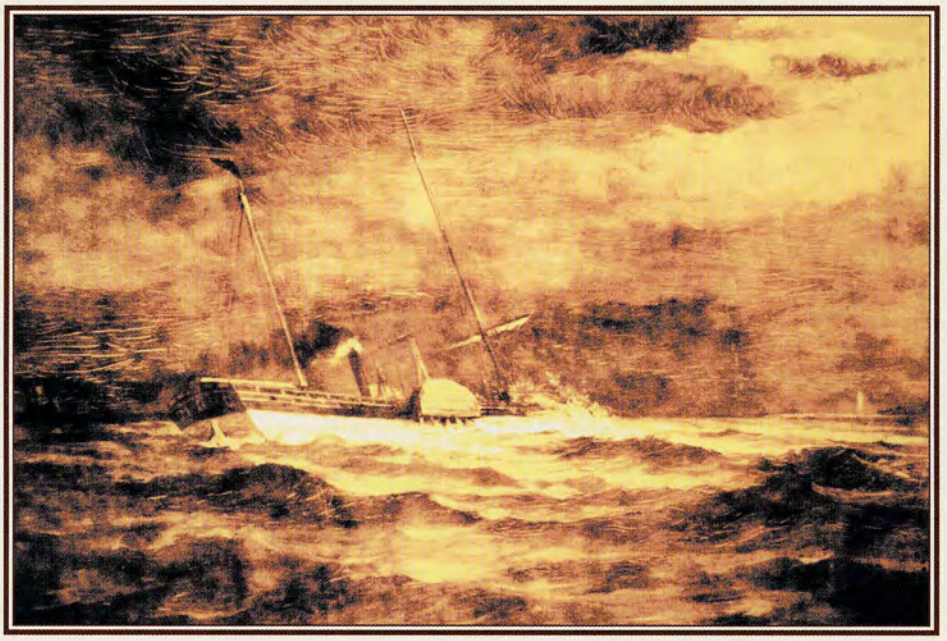
In his 1928 biography, *John Stevens: An American Record*, Archibald Douglas Turnbull noted that Colonel Stevens recognized the region's need for a trans-river crossing and, around 1805, proposed a "floating bridge" to reach "from the bluff at Hoboken . . . to the upper Battery" in New York. Huge hollow vessels were to form the foundation of his floating bridge, with drawbridges and planks resting on them, "and the bridge to be kept in place by anchors and cables." This was the first bridge proposed to cross the Hudson River.



JOHN STEVENS'S 1806 SKETCH FOR PROPOSED HUDSON RIVER TUNNEL FOR CARRIAGES, PUBLISHED IN THE *Hudson Dispatch*, DEC. 21, 1937. HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.

First Trans Hudson Tunnel *1806*

Colonel Stevens was again ahead of his time in 1806 when he drew plans for the first Hudson River vehicular tunnel ever proposed. He proposed a tunnel with footways on each side and two center lanes for carriages, to be built on the bed of the river. He drew up and presented his plans, but they were never taken seriously. The first tunnel construction under the Hudson did not begin until 1879 (see #41). The first tunnel completed was in 1908 (see #62). The Holland vehicular tunnel did not open until 1928.

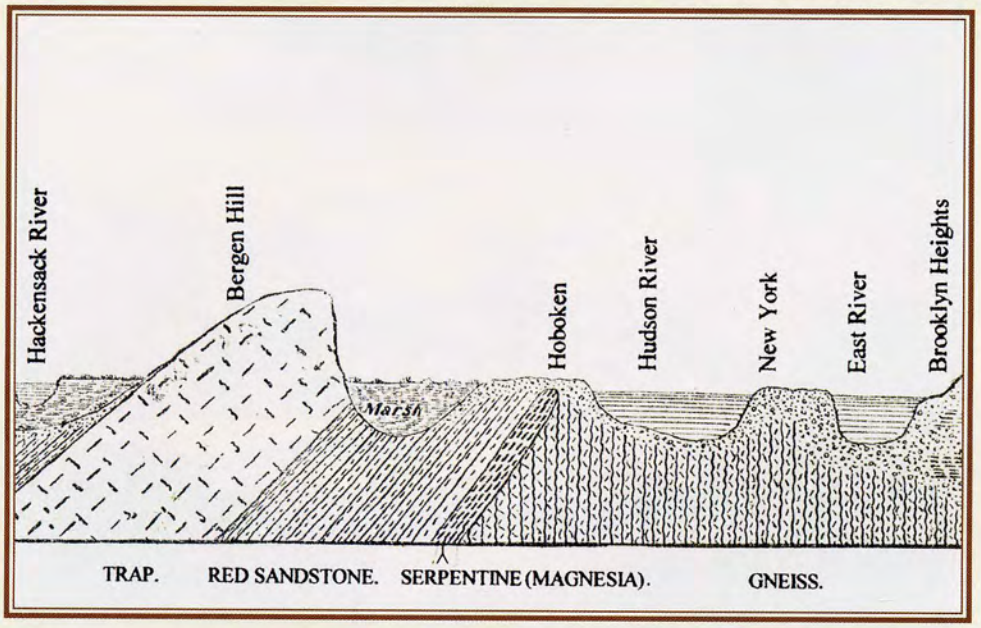


THE *Phoenix*. PHOTO OF UNDATED PAINTING: LIBRARY SPECIAL COLLECTION, STEVENS INSTITUTE OF TECHNOLOGY, HOBOKEN, NJ.

First American Steamboat Ocean Voyage 1809

The first steamboat to make an ocean voyage, the *Phoenix*, was built in Hoboken by the Stevens family in 1808-1809. Historian Archibald Douglas Turnbull noted that Robert L. Stevens took the *Phoenix* down the coast to Philadelphia, casting off the Hoboken dock at 11:00 A.M., June 10, 1809. This steamboat, the first to use vertical buckets on pivots, was also the first steam vessel to be built entirely in America. Robert Fulton and others had their engines or other parts imported from England.

9.

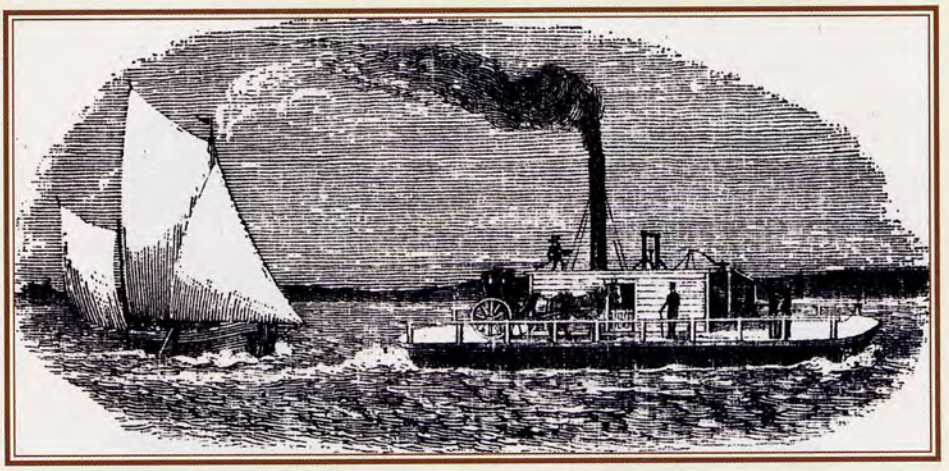


CROSS-SECTIONAL DIAGRAM, SHOWING THE LOCATION OF MAGNESIA WITHIN SERPENTINE FORMATION AT CASTLE POINT, HOBOKEN. *Geology of New Jersey by Authority of the Legislature,* GEORGE H. COOK, STATE GEOLOGIST, NEWARK: BOARD OF MANAGERS, 1868. HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.

First American Mineral Described 1810

Hoboken shares honors with Sussex County, New Jersey, for being the location of the first American mineral species to be described by an American mineralogist. The two new mineral species, the native magnesia of Hoboken found in the serpentine rock of Castle Point and the red oxide of Sussex County, were documented in *The American Mineralogical Journal,* 1810.

10.



THE STEAM FERRY REPLACED HORSE-TREAD PROPELLED BOATS, SAIL BOATS, AND EARLIER ROW BOAT FERRIES. ENGRAVING, *The History of Hudson County and of the Old Village of Bergen*, UNDATED, CA. 1920S. HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.

First Steam Ferry 1811

The first steam ferry in the world was established between Hoboken and New York by John Stevens, assisted by his son Robert. It made its maiden voyage between Vesey Street in Manhattan and Hoboken on September 18, 1811. On that date the following advertisement in part appeared in the New York *Columbian*:

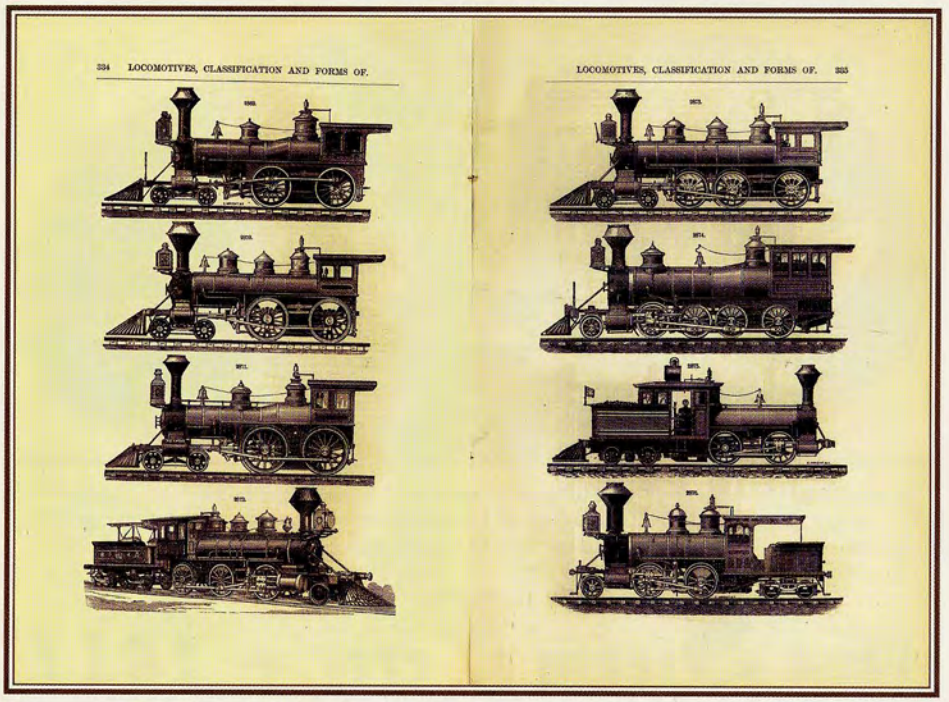
Hoboken Steamboat

> Mr. Godwin respectfully acquaints the citizens of New York and the public at large that he has commenced running a steamboat on the Hoboken Ferry, of large and convenient size, and capable of affording accommodations in a very extensive degree. The boat moves with uncommon speed and facility ... passage may be taken at any hour of the day.

And the following appeared in the same publication on September 24, 1811:

> Steamboats are rapidly getting into the full tide of successful experiment in this country. Last week one of Mr. Stevens' ferryboats, employed by Mr. Godwin of Hoboken, was started in operation, and yesterday made sixteen trips back and forth from that place to this City.
>
> Her machinery, we understand, is somewhat different from that of the North [Hudson] River boats, and we presume she sails considerably faster than any other heretofore constructed in our waters.

11.

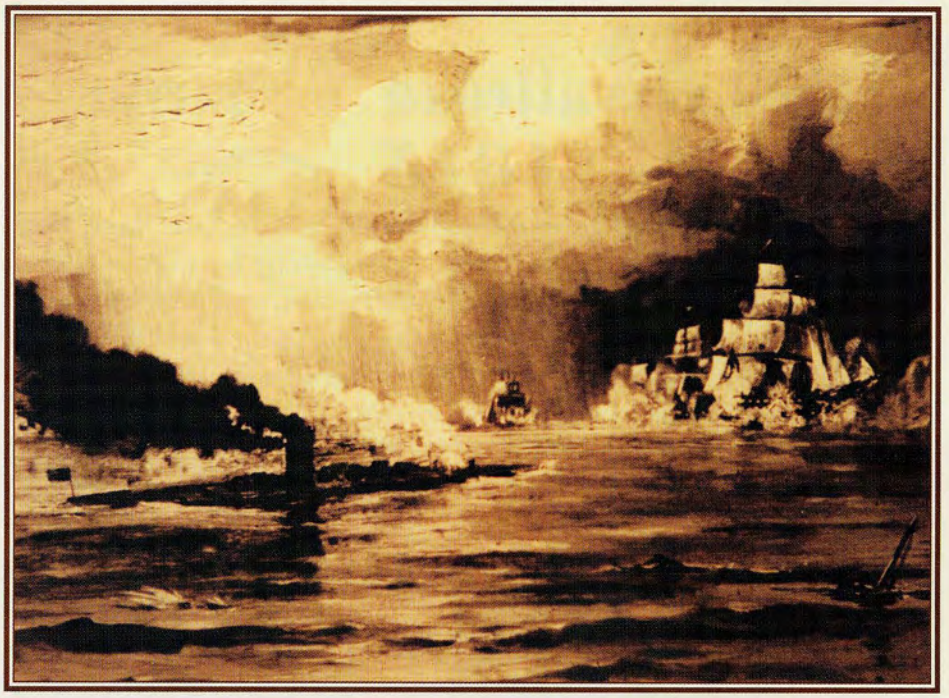


LOCOMOTIVES. *Appleton's Cyclopedia of Applied Mechanics*, PART 17, PARK BENJAMIN, PH.D, EDITOR, D. APPLETON & CO, NEW YORK, 1879.

First American Railroad Book 1812

John Stevens's *Documents Tending to Prove the Superior Advantage of Railways and Steam-carriages over Canal Navigation*, 1812, is the first American publication on railroads. Within this forty-three page pamphlet all imaginable facets of railway transportation were thought out, every engineering component was expounded upon, and construction cost broken down. It was prophetic in its accuracy.

12.



THE STEVENS BATTERY ENVISIONED AS IT WOULD HAVE BEEN IN ACTION AS A FLOATING IRON FORT AND BATTERING RAM. PHOTO OF UNDATED PAINTING BY THOMAS B. GRAIG. LIBRARY SPECIAL COLLECTION, STEVENS INSTITUTE OF TECHNOLOGY, HOBOKEN, NJ.

First Blueprint for an Ironclad Ship *1813*

In 1813 John Stevens designed an ironclad ship, the forerunner of all warships to come, which fully embodied the *Monitor*-type warship. A Stevens Institute of Technology booklet, *Fifty Years of Progress and Service*, 1921, boasted that it was the first ironclad ship ever worked out for construction.

13.

First Railroad Charter 1815

The Genealogical and Memorial History of the State of New Jersey, 1910, reported that the first charter granted in the country for a railroad "from the River Delaware, near Trenton, to the River Raritan, near New Brunswick" was secured from the state of New Jersey by John Stevens and his sons on February 6, 1815. No tangible result followed, because the scheme was then regarded as wild and visionary.



HOBOKEN AS IT APPEARED IN 1800, WITH NEW YORK IN THE DISTANCE. THE '76 INN AND FERRY HOUSE AT LEFT WAS LOCATED AT TODAY'S NEWARK AND HUDSON STREETS. "NEW YORK FROM HOBUCK FERRY HOUSE, NEW JERSEY." AQUATINT BY FRANCIS JUKES, LONDON, 1800. REPRODUCTION, JIM HANS COLLECTION.

First To use Clean Coal 1818

The 1910 *Genealogical and Memorial History* also noted that Robert Stevens was the first to burn anthracite coal in a cupola furnace, in 1818, and subsequently to introduce it as fuel in fast steamers. The Hoboken ferryboat *Passaic* was the first to use the cleaner burning coal in the special furnace.

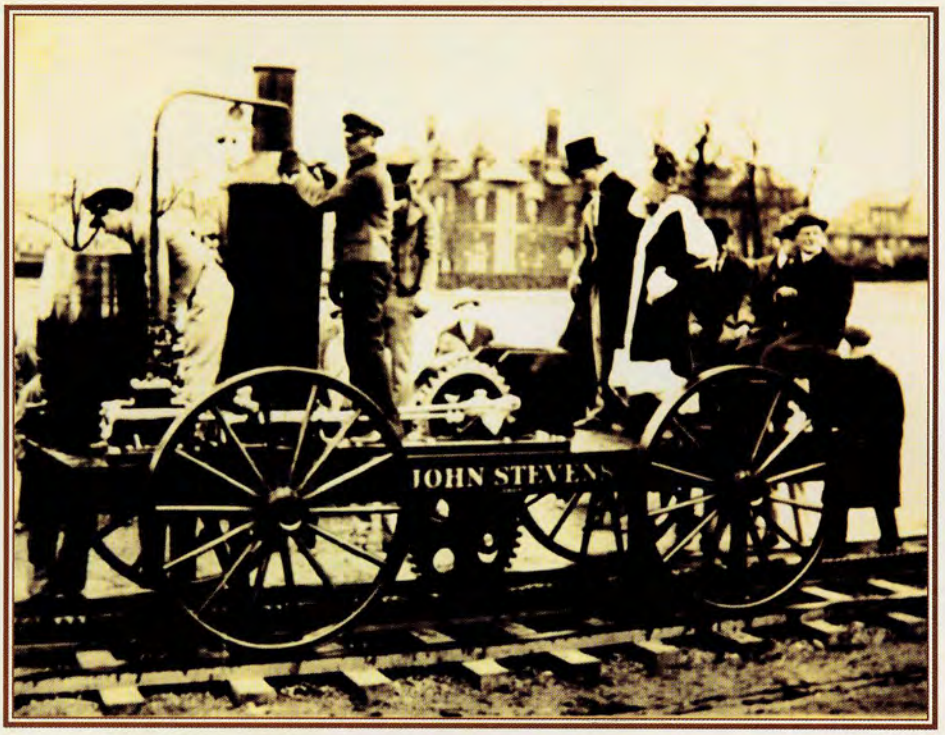


HOBOKEN FERRY-SLIPS, SHOWING PILE AND FENDER DESIGN FIRST USED BY THE HOBOKEN STEAMBOAT FERRY COMPANY IN 1822. POST CARD, CA. 1910. JIM HANS COLLECTION.

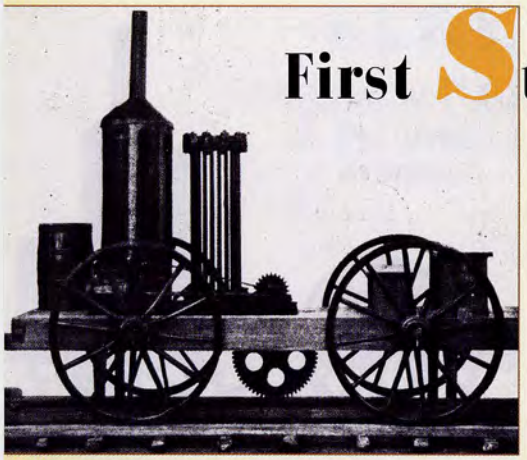
First Ferry Slip 1822

In 1822 Robert Stevens built the very first ferry slip for the newly formed Hoboken Steamboat Ferry Company. He had long piles driven into the river bottom and added oak and hickory fenders. This design became the standard throughout most of the world. Stevens's innovative pattern especially simplified docking double-ended crafts at ferry landings in strong Hudson River tides.

16.



Replica of the First American-built Steam Locomotive, stevens institute of technology, hoboken, 1925. the original was built in hoboken in 1825 by colonel john stevens. photo: hoboken public library historical collection.



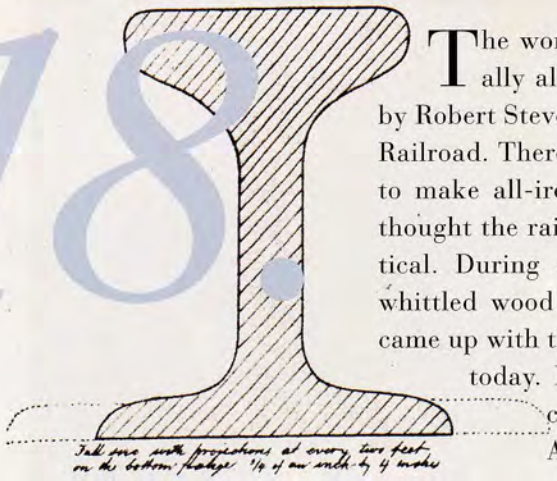
Stevens Rack Rail Engine, 1825. *Scientific American Supplement*, April 24, 1897. jim hans collection.

First Steam Railroad in U.S.

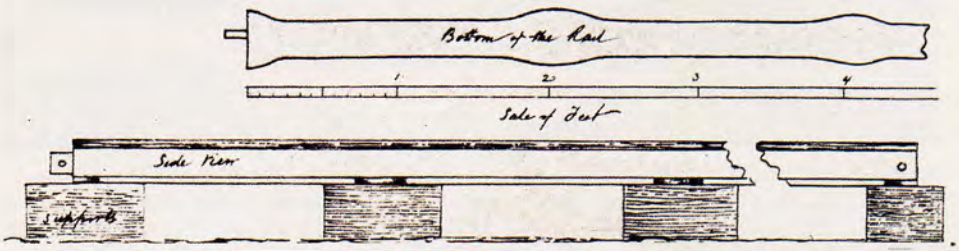
1825

The Stevens Institute of Technology publication, *Fifty Years of Progress and Service* notes that the first demonstration steam railroad in the United States was built by John Stevens in Hoboken in 1825. The locomotive, a steam carriage, could pull a half-dozen people on a circular track at twelve miles an hour by means of a larger gear wheel engaging a toothed rack placed on ties between the rails. This historic locomotive, with multi-tubular boiler, was built by a man verging on his eightieth year! And this was done at his personal expense, on his property in lower Hoboken.

18



The world's first "T-rail," used by virtually all railroads, was designed in 1830 by Robert Stevens for the new Camden & Amboy Railroad. There were no rolling mills in America to make all-iron rails at the time and Stevens thought the rails made in England were impractical. During a long voyage to Liverpool, he whittled wood into various shapes, and finally came up with the T-shaped rail that is still in use today. For over a half a century it was called the Stevens rail or the American rail.



First T-Rail 1830

Liverpool November 26 1830

Gentlemen

At what rate will you contract to deliver at Liverpool, say from five to six hundred tons of Railway, of the best quality, iron rolled to the above pattern in twelve or sixteen feet lengths, to lap as shown in the drawing, with one hole at each end, and the projections on the lower flange at every two feet. Cash on delivery. — How soon could you make the first delivery, and at what rate per month until the whole is complete. — Should the terms suit and the work give satisfaction a more extended order is likely to follow, as this is but about one-sixth part of the quantity required. — Please to address your answer (as soon as convenient) to the care of Francis B Ogden, Consul of the United States at Liverpool

I am

Your obedient Servant

Camden & Amboy Rail Road & transportation Company

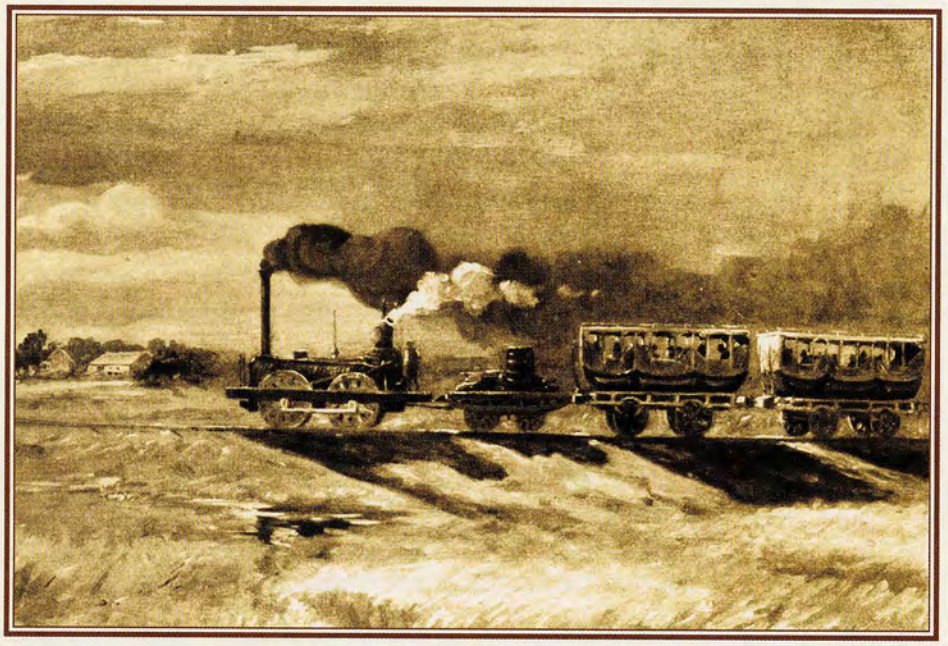
& Hook-headed Spike 1830

Besides designing the famed T-rail for the Camden & Amboy Railroad, Robert Stevens also designed (in 1830) the original hook-headed railroad spike, substantially the same spike used today.

19

TOP: CROSS-SECTION AND SIDE-ELEVATION OF THE FIRST T-RAIL BY ROBERT L. STEVENS, ADAPTED FROM A SKETCH.

MIDDLE: TRANSCRIPTION OF LETTER BY STEVENS TO ENGLISH IRONMASTERS, ASKING FOR BIDS. FROM *A History of the Stevens Institute of Technology*, FRANKLIN DE RONDE FURMAN, M.E., EDITOR, STEVENS INSTITUTE OF TECHNOLOGY, HOBOKEN, NJ, 1905. LIBRARY SPECIAL COLLECTION, STEVENS INSTITUTE OF TECHNOLOGY, HOBOKEN, NJ.



ROBERT L. STEVENS WENT TO ENGLAND IN 1831 AND ORDERED THE CONSTRUCTION OF A LOCOMOTIVE (PICTURED ABOVE PULLING A TRAIN OF CARRIAGES) TO BE SHIPPED BACK TO AMERICA. THE JOHN BULL BECAME FAMOUS AS THE ENGINE OF NEW JERSEY'S FIRST RAILROAD. PHOTO OF A PAINTING, *The Cosmopolitan*, MAY 1898. JIM HANS COLLECTION.

First N.J. Railroad
1831

The first railroad to operate in New Jersey, the Camden & Amboy (1831), was the brainchild of the founder of Hoboken, Colonel John Stevens, also referred to as the "Father of American Railroading." The Colonel's son Robert, as the Camden & Amboy Railroad's first president, purchased in England the first locomotive to run in New Jersey, the John Bull, which arrived in Bordentown in 1831. This famous engine hauled three omnibus bodies mounted on a single truck.

20.



(Right) 300-FOOT SECTION OF TRACKS of Camden & Amboy Railroad at Jamesburg, built in 1831. It was first in New Jersey and among earliest in country. Rails are set in granite blocks. Robert L. Stevens of Hoboken was first president. He designed the T rail and imported a locomotive from England, which won fame as "Johnny Bull."

First Railroad Ties and Ballast

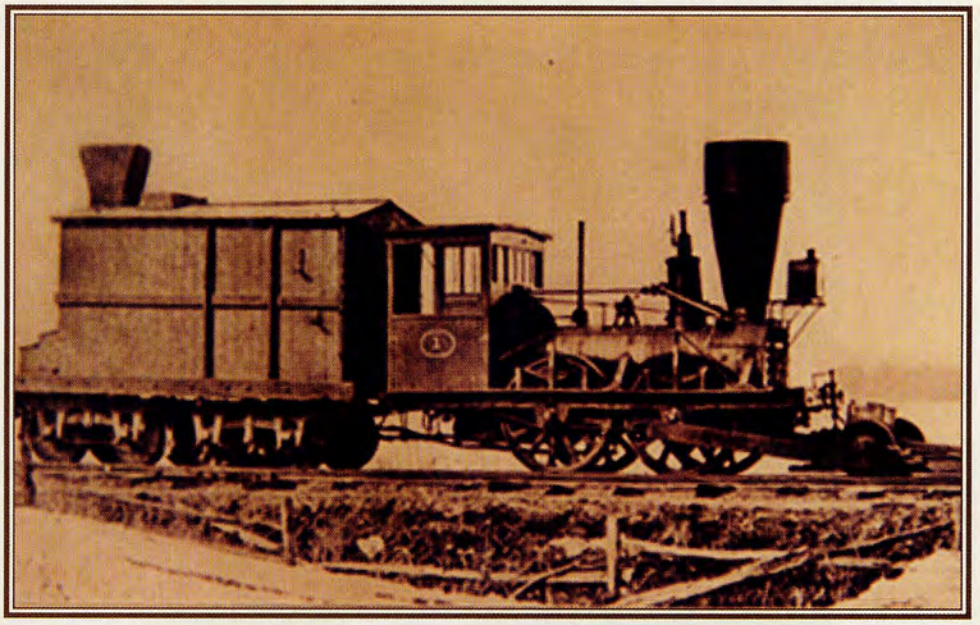
1832

While the Camden & Amboy Railroad was slowly being built, Robert Stevens conceived another "first." It was a case of necessity being the mother of invention. As Franklin Gregory, columnist for the *Newark Star-Ledger* aptly put it in his September 11, 1980 essay:

> The rails were laid on flat stones, produced by Sing Sing convicts. In 1832, when stones hadn't arrived, Stevens had the workers chop down trees, put them crosswise to the roadbed and lay the track on top. (These timbers came to be called 'sleepers.') They filled the space between the rails with dirt and rock. He found the rails easier to lay in less time, and the ride was smoother.

This first ties-and-ballast roadbed method is still in use today.

21.

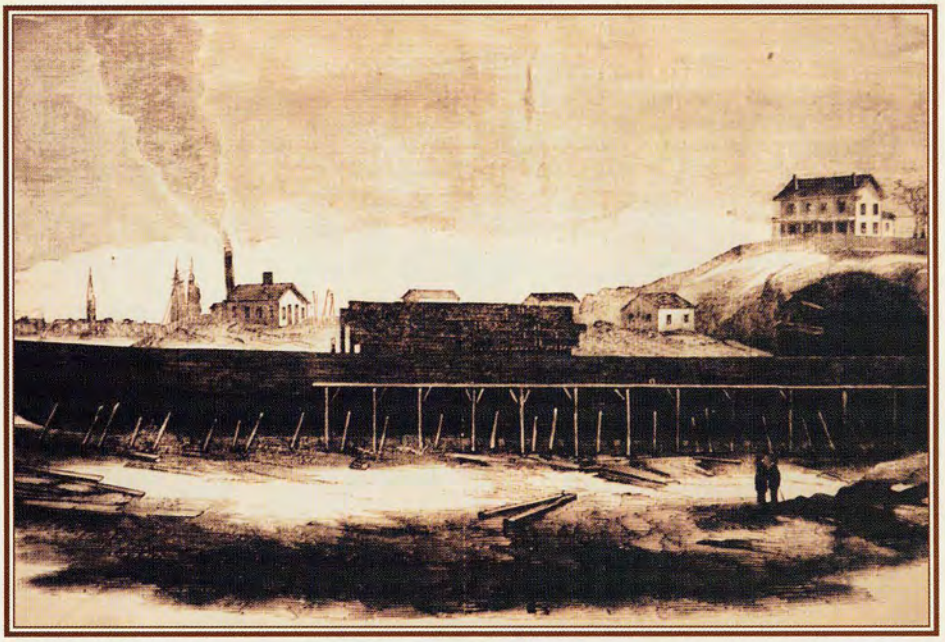


THE FIRST LOCOMOTIVE PILOT, OR "COW CATCHER", SEEN HERE ATTACHED TO THE FRONT OF THE JOHN BULL LOCOMOTIVE. PHOTO, JOHN HEANEY FILE, HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.

First Locomotive Pilot Wheel 1832

The building of the first locomotive pilot, planned by Robert Stevens, is attributed to the Camden & Amboy Railroad's shops in Hoboken. Early tests of the first C&A locomotive, the John Bull, had proved the wheels would run off the track when rounding sharp curves. To solve the problem, Stevens created in 1832 a four-by-eight-foot device made of oak, which was fitted with wheels at one end and attached to the front axle to pilot the locomotive. Because its use also empowered the slow moving engine to poke and sometimes catch, without harm, unyielding cows on the tracks, historian John Turnbull noted it was soon called the "cow-catcher." The Stevens innovative pilot eventually became standard equipment on virtually all locomotives world-wide.

22.

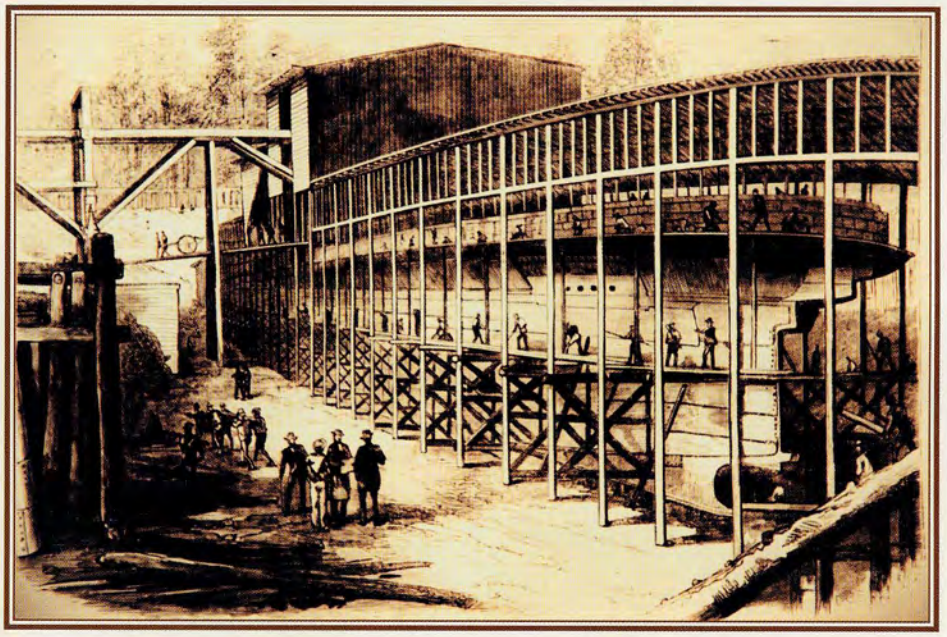


"Stevens's Bomb-Proof Floating Battery," under construction at the Stevens Dry Dock, below Hudson Street, Hoboken (prior to River Street being formed). Engraving, *Harper's Weekly*, May 4, 1861. Library Special Collection, Stevens Institute of Technology, Hoboken, NJ.

First Iron-plated Warship Construction 1842

After Edwin A. Stevens experimented with protective armor for warships in 1841, he prevailed upon President Tyler to appropriate the first federal funds for development of armor plating for vessels. His appeal resulted in the 1842 "Act Authorizing the Construction of a Steamer for Harbor Defense." In an age when all ships were being built entirely of wood, a contract was made with the Stevens brothers of Hoboken and the Secretary of the Navy for the construction of an iron-clad vessel. The dry dock was begun in Hoboken immediately and was finished within a year, and the vessel itself was planned and its construction begun. This was the famed Stevens Battery originally designed by John Stevens in 1813 (see #13). Later, with an

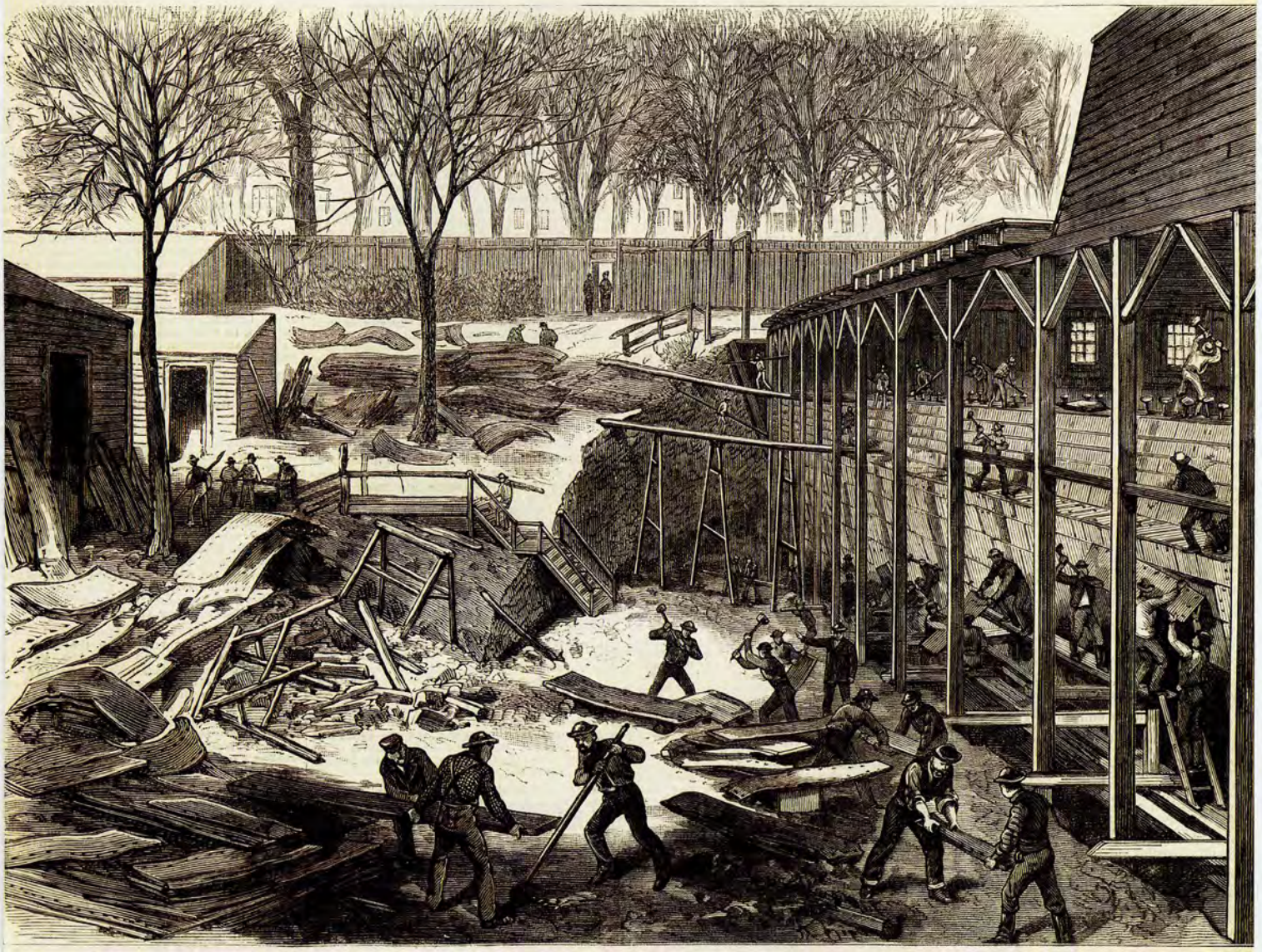
23.



Stevens Battery Under Construction. *The Cosmopolitan*, 1898.



Stevens Battery Under Construction. photo of a painting, stevens room, stevens library, stevens institute of technology, hoboken nj.



"The Last of a Projected Marine Monster," breaking up robert stevens's famous battery at the hoboken slip fronting hudson street. *Frank Leslie's Illustrated Newspaper,* march 5, 1881.

improved design by Robert Stevens, a contract with the U.S. Government was made for it to be "shot and shell-proof. . . . built principally of iron." It was to be 250 feet long, 40 feet beam, and of equal depth, and was to be driven by engines of 900 horse-power. Work on this first iron-clad vessel was slowed by government obstruction and doomed to failure. It was dismantled in 1881.

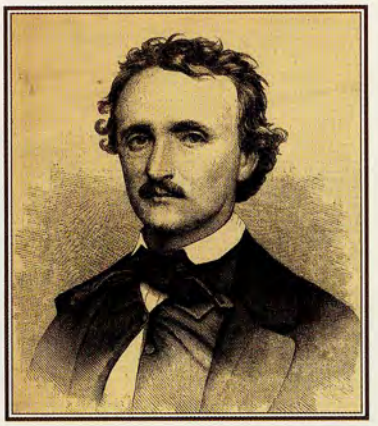


"One of the Curiosities of the Far-famed Hoboken, Opposite the City of New York . . . a short distance inside the cave is a spring of water slightly impregnated with magnesia," according to the caption of this early print. Serving mineral water at a penny a glass, the old cavern remained a tourist attraction until the 1880's. Hand-colored print ca. 1840's, Hoboken Public Library Historical Collection.

First Detective Series - *1840's*

In literary history Hoboken is the real-life scene of the crime in Edgar Allan Poe's short story, *The Mystery of Marie Roget*. In the 1840s, Poe wrote *The Murders in the Rue Morgue*, *The Mystery of Marie Roget* and *The Purloined Letter*. These three short stories, written in sequence and revolving around the crime-solving escapades of C. Auguste Dupin, comprise the first detective series ever written. The Hoboken connection comes from the fact that Poe wrote *The Mystery of Marie Roget* from newspaper accounts of the Mary Rogers murder, which took place in and around Hoboken and New York in 1841. Poe changed the name of the victim and shifted the setting from New York and its environs to Paris. The Barriere de Roule substituted for Hoboken, and the Hudson River, where the body was found floating near





LEFT: MARY ROGERS'S BODY WAS FOUND FLOATING IN THE HUDSON RIVER OFF CASTLE POINT, HOBOKEN, BUT MUCH FARTHER FROM SHORE THAN DEPICTED HERE. ILLUSTRATION FROM *Recollections of a New York Chief of Police*, CAXTON BOOK CONCERN, LTD, NEW YORK, 1887. JIM HANS COLLECTION.

RIGHT: EDGAR ALLAN POE. ENGRAVING CA. 1870S, UNIDENTIFIED NEWSPAPER CLIPPING, JIM HANS COLLECTION.

Sybil's Cave, became the Seine. Employed in a New York cigar store, Mary Rogers was transformed in Poe's tale into a dainty little grisette in a Paris parfumerie.

Mary Cecilia Rogers, described in newspaper accounts as about 21 years of age, was last seen alive in Hoboken on Sunday, July 25, 1841. Three days later, her body was found. The news shocked residents of New York, for "the beautiful cigar girl" behind the counter of John Anderson's tobacco shop had attracted many of America's most prominent citizens as customers, among them Washington Irving, James Fenimore Cooper, and Edgar Allan Poe.

Poe believed he possessed great ability as a detective, and claimed that by reading only newspaper accounts of the case, he would be able to solve it. He analyzed the character of Mary's acquaintances and the relationship each had with her, coming to the conclusion that a well-known officer in the United States Navy was her murderer. But the authorities involved in investigating the Rogers case did not agree with Poe's findings, and the real Hoboken tragedy remained unsolved, until 1971, when Raymond Paul, an assistant professor at Montclair State College revisited the facts in his book, *Who Killed Mary Rogers?*, and named the murderer.



NEW YORK YACHT CLUB HEADQUARTERS, TAKEN OVER BY THE NEW JERSEY YACHT CLUB, AT THE FOOT OF TENTH STREET IN THE ELYSIAN FIELDS, HOBOKEN, CA. 1904, POST CARD PUBLISHED BY E. F. WALTER, OF HOBOKEN. JIM HANS COLLECTION.

The New York Yacht Club

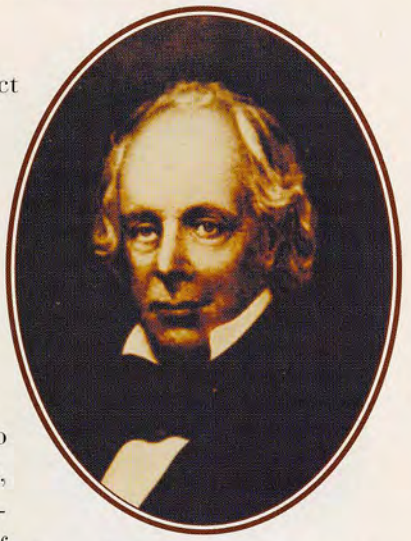
1844

On July 30, 1844, John Cox Stevens of Hoboken's "first family" founded the New York Yacht Club, America's oldest and the world's foremost yachting organization. By this time there were enough large yachts about New York to justify the organization. Stevens, often regarded as the "Father of American Yachting," donated land in Hoboken for the club's first headquarters. According to the *History of American Yachting*, for the first five years of its existence, the New York Yacht Club was "the only yacht club in the United States."

The New York Yacht Club was organized on board the fifty-one-foot schooner *Gimcrack*, built by William Capes at Hoboken for the brothers John Cox, Robert L., and Edwin A. Stevens. One month after launching the *Gimcrack*, Stevens founded the club with eight other prominent yacht owners: Hamilton Wilkes, John C. Jay, George L. Schuyler, Louis L. Depau, George B. Rollins, James Rogers, William Edgar, and James M. Waterbury. John Cox Stevens,

tentatively chosen commodore, was empowered to select a committee to report on rules and regulations.

On August 2, Stevens led the first club cruise to Newport, Rhode Island. Here, three new members were gained. "At the first regular meeting in New York, March 17, 1845, the Hoboken yachtsman was unanimously elected first commodore," according to a July 30, 1937 *Jersey Observer* article on Hoboken's yacht racing history by Nat Hicks (a relative of the famed baseball player, see #37). On July 15, 1845, club members moved into the handsome cottage clubhouse, situated on a little hill in Elysian Fields and overlooking the Hudson River from what is now the foot of Tenth Street. "The shallows off the clubhouse became the first New York Yacht Club anchorage, affording the best mooring spot about New York," wrote Hicks.

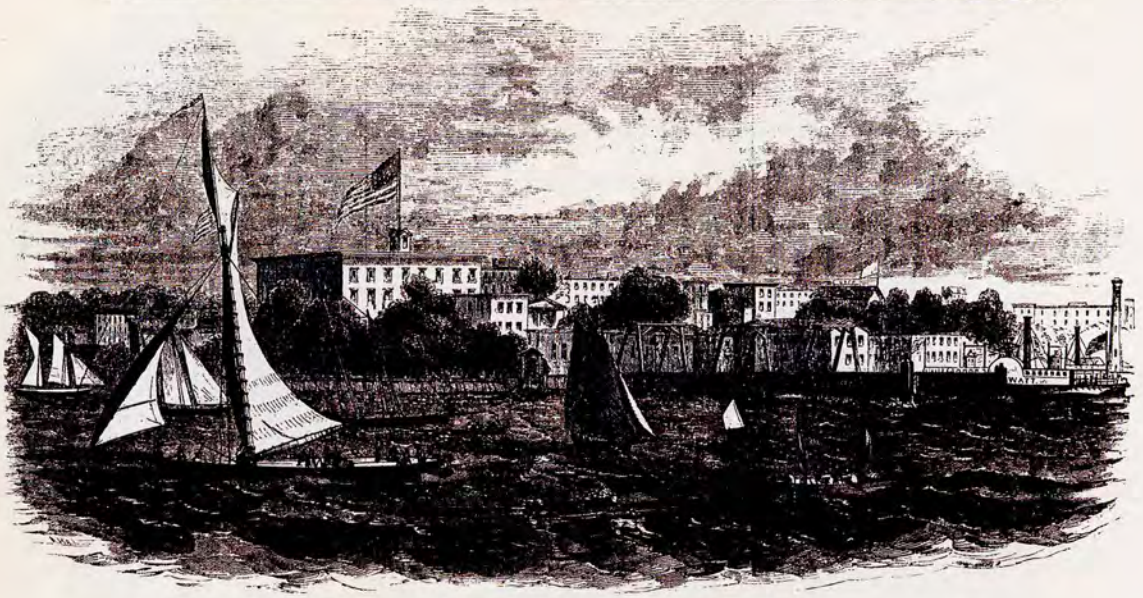


JOHN COX STEVENS, FOUNDER OF THE NEW YORK YACHT CLUB. FATHER OF AMERICAN YACHTING. STEVENS FAMILY, JOHN HEANEY FILE, HOBOKEN PUBIC LIBRARY HISTORICAL COLLECTION.

The NYYC's clubhouse was abandoned in 1868 and starting on November 26, 1875 and continuing for many years, it was occupied by the New Jersey Yacht Club (organized in August 1871), which sailed its races over very nearly the same course as the legendary NYYC.

When the Pennsylvania Railroad Repair Shops and Docks were built on the riverfront at 10th Street around 1904, the Club House was put on a float and taken to the New York Yacht Club Station at Glen Cove, Long Island. Today, after moving from Long Island in 1949, the Victorian gothic cottage, with its chalet style roof and gingerbread ornament, is restored and on display in the waterside marine museum in Mystic, Connecticut.

PAGE BACKGROUND: "THE *America's* ORIGINAL SAIL PLAN," IN "THE LOG OF THE YACHT *America*" JAMES R. STEERS, *Yachting* MAGAZINE, VOL. LXXX, NO. 6, DECEMBER 1946.



View of Lower Hoboken. engraving, *Ballou's Pictorial*, boston, september 6, 1854.

First American Regatta 1845

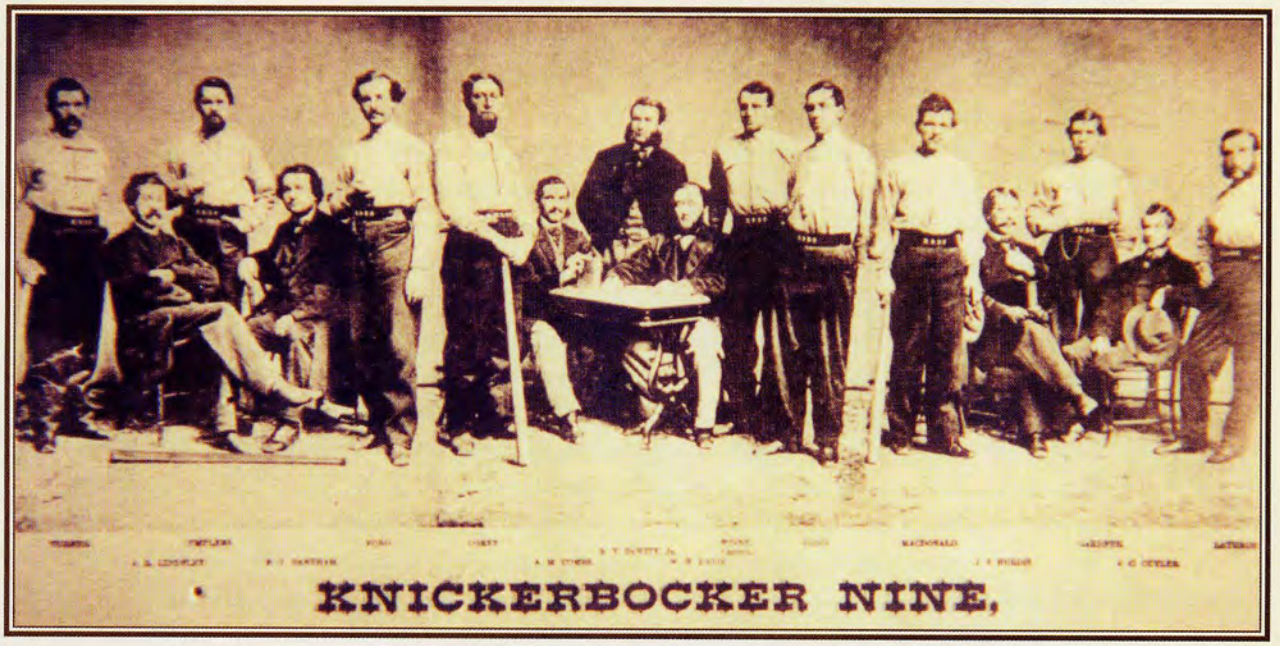
In his 1897 book, *Reminiscences of an Octogenarian*, Charles H. Haswell recalled that on July 17, 1845, the New York Yacht Club held the first regular regatta ever organized in America, the course stretching from the clubhouse located near the end of the River Walk at Elysian Fields to a buoy off Staten Island, then across to Owl's Head, Long Island, and back to the Elysian Fields' starting point. In 1846, the first "Corinthian," or amateur race, in America was held. The first race around Long Island (250 miles) began in Hoboken in 1858, with eight yachts competing for eight hundred dollars. Annual Club Regattas were held off Hoboken until 1865; consequently, the city was often called the "Cradle of American Yachting."

Program of the First Amateur Regatta in America. *American Yachting*, w.p. stephens, macmillan & company, ny, 1904. jim hans Collection.

FIRST AMATEUR (CORINTHIAN) REGATTA
OF THE
NEW YORK YACHT CLUB
October 6th, 1846

For a cup subscribed for by members of the New York Yacht Club.
None but members to sail and handle their yachts.
The allowance of time on this occasion was reduced to 45 seconds per ton, custom-house measurement.
The course was from a stake-boat (the *Gimcrack*) anchored off the club-house, Elysian Fields, thence to and around a stake-boat anchored off Fort Washington Point, thence to and around a stake-boat anchored in the Narrows, turning it from the east, and return to the place of starting, whole distance 40 miles.

Rig	Name	Owner	Tons	Start	Ft. Wash. Point	Narrows	Finish	Actual Time
Sloop	Maria	John C. Stevens	160	10.58.20	11.54.00	2.38.10	4.02.45	5.04.25
Sloop	Lancet	Geo. B. Rollins	20	10.00.00	10.54.00	——	4.36.09	6.36.09
Schooner	Siren	W. E. Miller	72	10.21.40	11.17.00	2.48.55	4.24.20	6.02.40
Schooner	Cygnet	D. L. Suydam	45	10.10.45	11.05.00	2.38.00	4.26.15	6.15.30
Schooner	Spray	Hamilton Wilkes	37	10.07.05	11.01.00	2.40.00	4.28.31	6.21.26
Schooner	La Coquille	John C. Jay	27	10.02.35	10.58.00	2.45.00	4.29.12	6.26.27



THE KNICKERBOCKER BASEBALL CLUB (1845-1882). THE FIRST ORGANIZED BASEBALL CLUB PLAYED THEIR EARLY GAMES IN HOBOKEN. THEY ADOPTED THE FIRST OFFICIAL CLUB BASEBALL UNIFORM IN 1849: BLUE WOOLEN PANTALOONS, WHITE FLANNEL SHIRT, AND STRAW HAT. IN 1855, A BROAD PATENT LEATHER BELT WAS ADDED AND THE STRAW HAT GAVE WAY TO A MOHAIR CAP. PHOTO, CA. 1864, HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.

First Baseball Match
1846

The date, June 19, 1846, has been handed down from publication to publication, from one varied source to another, for over 150 years (at least from 1866), as the date of the first organized match game of baseball played under a regular set of rules, also called the first formal game of modern baseball. But now in recent times those claims and date of the much touted game between the Knickerbockers and the New York Club, played at the Elysian Fields in Hoboken, where the New York Club won 23 to 1, has been challenged. It was pointed out in the *New York Times*, October 4, 1990, by clear evidence, that there were earlier "match games" of "base" or base ball, as it was first called to distinguish it from the other ball games popular at the time, such as round ball (rounders) and town ball. These ball games had been played for many years, although the rules varied. The *New York Times* repro-

duced an excerpt and box score from an October 21, 1845 account in the *New York Morning News*. *Times* writer Fox Butterfield noted that the discovery, made by Harvard student Edward L. Widner, was of a game "between the New York Ball Club and a team from Brooklyn." (In this game New York won, 24 to 4). John Bowman, a co-author of *Diamonds in the Rough: The Untold History of Baseball*, told Butterfield: "This looks like the first boxed score and the first published newspaper account of a game" — and it was also played in Hoboken. By Butterfield's own account, "the box scores" for this game and a return game by these same teams in Brooklyn on October 24, 1845 "played with eight men a team, follow the categories of cricket reporting only the number of runs and 'hands out,' or number of times a hitter made an out." Since nine players on a team is attributed to Alexander Cartwright of the Knickerbockers, from his rules made before their first match game (the one played in Hoboken, June 19, 1846), it is understandable that with that new rule and others, the Knickerbockers would later claim justifiably to be the first baseball team of modern baseball. According to Harold Peterson, author of a biography of Cartwright, the teams formed sides from within their own



Rodenberg's Tavern, Elysian fields, hoboken, ca. 1880's. formerly the old colonade inn, it was mccarty's hotel during the 1840's-1850's, meetingplace of the first baseball players. hoboken public library historical collection.

Background: Baseball Match for the Championship, Hoboken, Aug. 3, 1865 between the Atlantics and the Mutuals. engraving printed on a postcard by the hoboken calendar shop, 52 newark street, ca. 1968. jim hans collection.

club ranks and played a total of 16 non-match games before that historic game of June 19th. They had "bought a scorebook printed to their specifications, and on October 6, 1845, played (in Hoboken) the first recorded game of modern baseball."

There is no disagreement that the Knickerbockers played the June 19, 1846 game. In an early mention of that game in *The Book of American Pastimes*, 1866, which would have been well within memory, Charles A. Pererelly writes that the Knickerbockers had arranged "a match with the New York Base Ball Club." Then, about that team, he said: "It appears that this was not an organized club, but merely a party of gentlemen who played together frequently, and styled themselves the New York Club. However, the match was played at Hoboken on June 19, 1846, it being the first the club (the Knickerbockers) engaged in." In that quote the key word is "match". In other words, the first match game of the Knickerbockers was played on June 19, 1846. And the following is further credible evidence that the Knickerbockers were the first baseball team with organized rules, albeit their rules.

Cartwright kept in contact with the old Knickerbockers even from Hawaii, says Harold Peterson in his biography of the baseball pioneer. He quotes from a surviving letter Cartwright wrote on April 6, 1865 to Charles S. Debost, Esq., 318 Broadway, New York, a former captain of the club:

> . . . not forgetting you old Charlie with your ground and lofty tumbling and that particular knack you had of striking the Ball. Dear old Knickerbockers, I hope the Club is still kept up, and that I shall someday meet again with them on the pleasant fields of Hoboken. One time I heard that a lithograph of the old members of the 'Knickerbockers' was to be published. Was it ever done, or if not is it not possible still to have it done? It would be interesting as a memorial of the first Base Ball club of New York, truly the first, for the old New York Club never had a regular organization.

So it was that the Knickerbockers, in the spring or early summer of 1845, had chosen an ideal location in the Elysian Fields near the Colonnade, (McCarty's Hotel) where the team began to hold their club meeting, and after a game went there to celebrate their win or to mourn their loss, and to ponder the ways of the new game of "base ball." (It is hoped that clears up any doubt about the date and location of The Birthplace of Baseball.)



A Postcard mailed from Hoboken. Jim Hans collection.

First Woman Postmaster 1847

According to separate articles in both the *Jersey Journal* (December 11, 1975) and the *Hoboken Pictorial* (January 22, 1976), the first woman to be appointed postmaster in the state of New Jersey was Mary Mulford in Hoboken, on February 27, 1847. The *Centennial Edition* of the *Hudson Dispatch* (March 26, 1955) noted her accomplishment somewhat earlier, putting the date as February 25th. Her husband Galvin Mulford was named postmaster on February 27, 1844, and on February 25, 1847 Mary Mulford succeeded him (February 25th being a Thursday; it was more likely she was appointed that weekday instead of two days later on a Saturday). In the 1854 city directory Mrs. Mulford is listed as "Post Mistress." The Hoboken post office at that time was located on the east side of Washington Street near Second Street. During Mary's term of office, the U.S. postage stamp as we know it went into use and in 1852 the stamped envelope was introduced.

28.



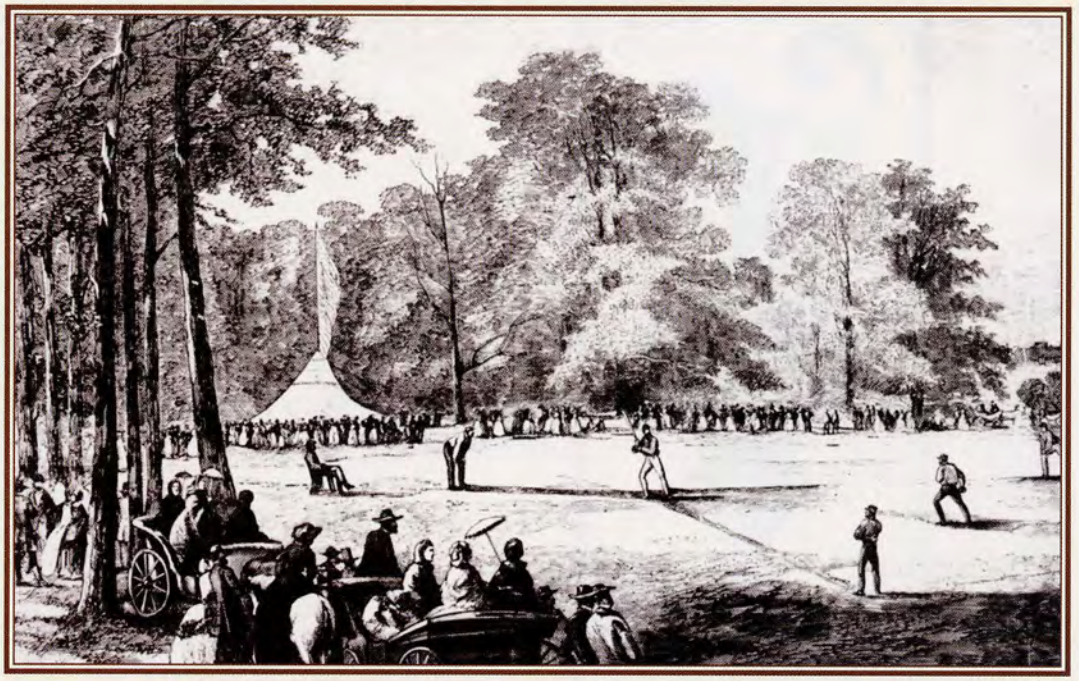
THE AMERICA'S CUP SILVER TROPHY, INSCRIBED "COMMODORE JOHN C. STEVENS. SCHOONER *America*. 170 TONS. BUILT BY GEORGE STEERS, NEW YORK, 1851." ENGRAVING, *Harpers Encyclopedia of the United States History*, VOL. I, HARPER & BROTHERS, NY, 1912.

First Winner of the America's Cup

1851

Hoboken was the home of the first recipient of The America's Cup. When the first world's championship yacht race was arranged as a feature of the great 1851 exhibition in London, the Royal Yacht Squadron offered a One Hundred Guinea Cup (worth about 500 dollars) to the winner of a sixty-mile race around the Isle of Wight. Representing the New York Yacht Club and the United States was the rakish ninety-four-foot centerboard schooner *America*. John C. Stevens, Commodore of the New York Yacht Club, and Edwin A. Stevens were part- owners of the famous yacht and were on board when it beat the British entrant by eighteen minutes on August 22, 1851. The trophy was taken home to the New York Yacht Club in Hoboken and despite repeated efforts by the British to win and return it to Britain, it remained here with the club for many years.

29.

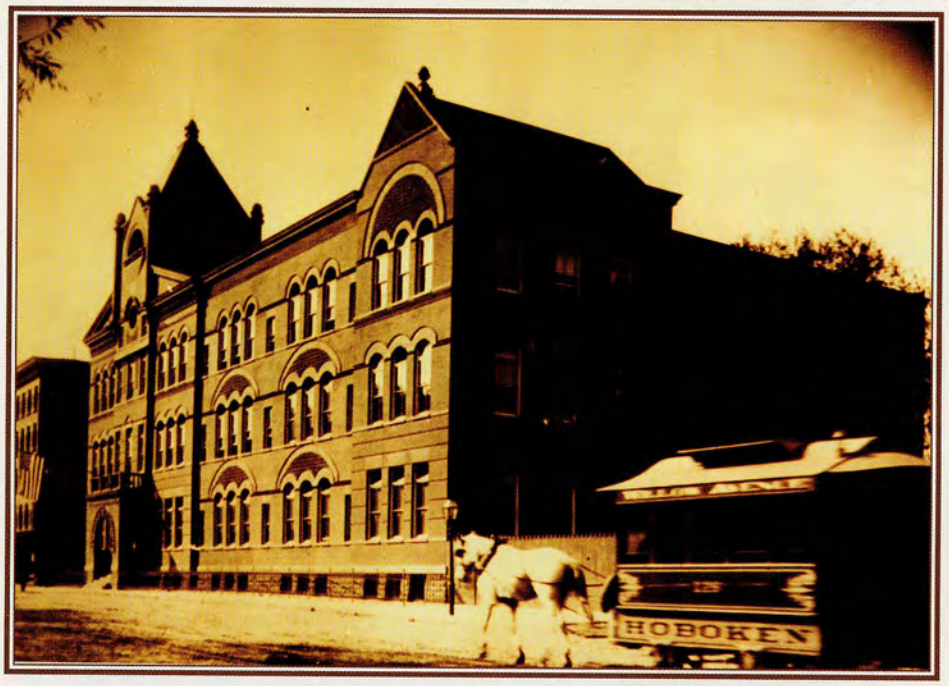


CHAMPIONSHIP BASEBALL AT HOBOKEN, THE 1859 GAME. DETAIL OF AN ENGRAVING, *Harper's Weekly*, OCT. 1859. HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.

First Baseball Series 1857

The first series of contests for a championship in baseball took place during 1857, 1858 and 1859 at the Elysian Fields in Hoboken. According to the *New York Clipper*'s 1884 Annual, Hoboken was then the center for baseball-playing in the nation.

30.



OLD WILLOW AVENUE LINE. LAST DAYS OF THE HORSE CARS; THE ONE SEEN HERE IS ABOUT TO PASS PUBLIC SCHOOL NO. 6 (WALLACE ELEMENTARY) AT 11TH STREET, CA .1892. PHOTO, HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.

First Horse Car Railroad in New Jersey 1859

The building of the first horse car railroad in New Jersey began in 1859. The Hoboken & Hudson City Horse Car Railroad Company had its offices at 73 Washington Street and officially began horse car service on Saturday, February 11, 1860. By 1885 the company, with a terminus at the Hoboken Ferry, had seven lines serving various locations in New Jersey.

31.



Cricket Match at Hoboken, 1859. the first game of the first international cricket tournament played in the united states. detail of an engraving, *Harper's Weekly*, october 1859. hoboken public library historical collection.

First American Cricket Tournament 1859

The first game of the first international cricket tournament played in the United States took place at Hoboken on October 3, 1859. This was part of a series of international matches played at Hoboken and other locations during 1859, 1868, 1872, 1879, 1881, and 1882, which were labeled by the *New York Clipper Annual* of 1884 as "the most noteworthy events in the history of cricket in America." The English beat the St. George's Cricket Club of New York, representing the United States, on that Monday October 3. In fact, they won all five match games played that first year, two being in Canada, the others in Hoboken, Philadelphia, and Rochester.

32.

HOBOKEN RIDING SCHOOL,



Corner Fourth and Willow Streets, Hoboken.

WALTERS & Co. Proprietors.

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DEALER IN
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WOOD BY THE CORD OR LOAD, SAWED TO SUIT.



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18

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81 MONTGOMERY ST.,
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THE CHEAPEST & MOST DURABLE ROOFING IN USE.

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NEW and OLD TIN or METAL ROOFS coated with GUTTA PERCHA CEMENT, and Warranted Water-Tight.

This CEMENT will protect all Metal Roofs from Rusting or Corroding for many years.

CEMENT furnished to parties wishing to apply it themselves.

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69 MONTGOMERY STREET, cor. Washington,
JERSEY CITY.

19

HOBOKEN COAL CO.

1859 & '60.



The undersigned have arrangements with CHAS. A. MECKSCHER & CO., one of the largest Miners and Shippers of Coal in the New York Market, to sell his COAL at HOBOKEN, at

"MINERS' PRICES!"

We have every possible facility for discharging and delivering, and we can sell COAL at the following prices:

Red Ash, Stove, Egg & Lump,	$4.25
White Ash, " " "	4.25
Nut Size Coal, ...	3.75

BEST VIRGINIA PINE AND NORTHERN HARD WOOD, by Load or Cord.

☞ A deduction of 25 Cents per Ton will be made to persons taking Coal out of the Yard with their own teams,—which is lower than the same quality of Coal can be sold by any other dealers. We can also sell to Dealers BY THE CARGO on More Favorable Terms. Parties wishing to lay by a supply of Coal at the present low rates, can have it delivered immediately, or at their convenience during the Summer.

N. B.—"CLEAN COAL" and "FULL WEIGHT."

☞ A large supply of CANNEL, CUMBERLAND, and LEHIGH COALS, as well as PINE and HARD WOOD, always on hand, and for sale on the *"LOWEST CASH PRICES."*

COVERT & MORTON, Ag'ts,
At the Old Established Yard, Washington St., between 2d & 3d Sts.
And also on River St., between 2d & 3d Sts., HOBOKEN.

WOODIN & WOOLSEY,



Grocers and Ship Chandlers,
3 Darcy Buildings, Hudson Street,
Bet. Montgomery and York Sts., JERSEY CITY.

HOBOKEN FERRY.

Time Table.

BARCLAY ST. BOATS

LEAVE HOBOKEN every 15 minutes, from 6 o'clock A. M. till 8 o'clock P. M. Every 30 minutes (on even time), from 8 o'clock P. M. till 1 o'clock A. M. After that time, at 2, 3, 3½, 4, 4½, 5, 5½, and 6 o'clock A. M.

LEAVE NEW YORK every 15 minutes, from 6½ o'clock A. M. till 8½ P. M. Every 30 minutes (on quarter time), from 8½ P. M. till 12½ A. M. After that time, at 1½, 2½, 3½, 3¾, 4½, 4¾, 5½, 5¾, and 6½.

CANAL ST. BOAT

LEAVES HOBOKEN every half-hour (on even time), from 5 A. M. till 7½ P. M. And at 7¾, 8½, 8¾, LAST TRIP.

LEAVES NEW YORK every half-hour (on quarter time), from 5¼ A. M. till 7¾ P. M. And at 8, 8½, and 9 P. M., LAST TRIP.

CHRISTOPHER ST. BOAT

LEAVES HOBOKEN every half-hour (on quarter time), from 5¼ A. M. till 7¾ P. M., LAST TRIP.

LEAVES NEW YORK every half-hour (on even time), from 6 A. M. till 7½ P. M., LAST TRIP.

DIRECTORY
OF
JERSEY CITY
AND
HOBOKEN,

Published annually on or about 1st June, by

JAMES AND WILLIAM GOPSILL.

The above work having a large and permanent subscription list, in addition to the gratuitous circulation of three hundred copies throughout the State, offers first class inducements to parties who appreciate the value of advertising.

Office, 33 Montgomery, cor. Greene,
JERSEY CITY.

Directory of Jersey City and Hoboken, JAMES AND WILLIAM GOPSILL, JERSEY CITY, 1856. HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.



Dr. Adolf Douai (1819-1888), director of the Hoboken Academy. Unidentified German language newspaper, ca. 1911. Hoboken Academy scrapbook, Hoboken Public Library Historical Collection.

First School Kindergarten 1861

The first school in the country to offer kindergarten classes as part of its regular curriculum was the Hoboken Academy at Fifth Street and Willow Avenue. The classes began on February 11, 1861 with 77 pupils present. In the beginning, the school consisted of six classes and kindergarten (children's garden), a system of education that was originated in Germany by Friedrich Wilhelm August Froebel. Children from the ages of four to six or seven were taught by means of toys, singing, and games, combined with math, reading and science. The newly formed Hoboken Academical Society had been founded by a group of prominent German-Americans, with the first officers elected June 9, 1860. It had 250 members by the end of that year, and they elected Dr. Adolf Douai, a social reformer and a professor of music, to be the Academy's first principal.

Born in Germany, Douai took part in that country's unsuccessful revolution in 1848 and after a short imprisonment, like many others, immigrated to the United States. Douai arrived in Hoboken, June 10, 1856, then began traveling and making political speeches in New York, New Jersey, and Connecticut. He traveled to Boston in 1859, and, with the support of a working man's soci-



The Hoboken Academy, ca 1911. postcard, Jim Hans collection.

ety he formed, organized an English-German elementary school. He established a kindergarten there, too, holding school classes in his home.

Elizabeth Peabody, an honored author and educator, is often solely credited with opening the first kindergarten in the United States, in Boston. But Peabody noted in her writings Douai's contribution to the education system through the creation of his Boston kindergarten. And research has uncovered that two other claims of earlier kindergartens in America also involved classes offered in homes, not part of a school's regular course, as with the Hoboken Academy.

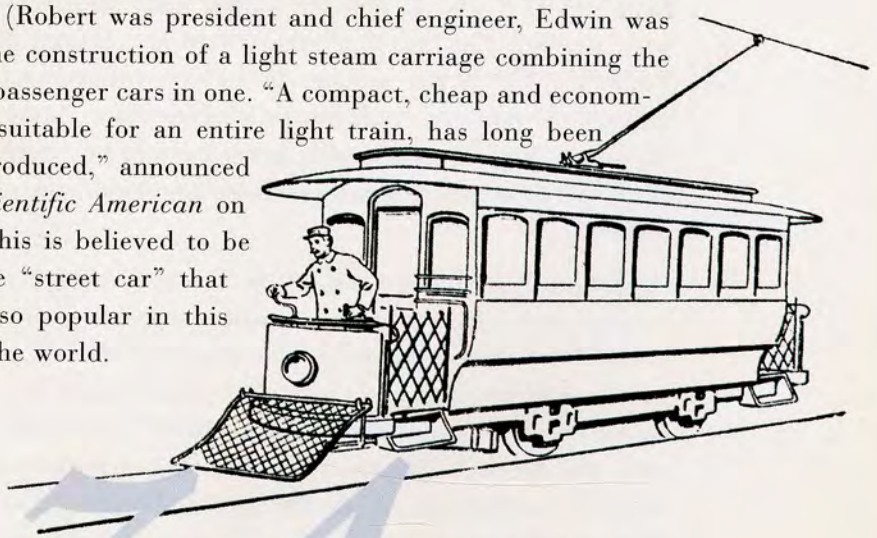
Dr. Douai distinguished himself as the Academy's first principal. He was a scholar, versed in educational theories, and sharply interested in the development of the adolescent mind. The Academy thrived under his direction and grew to 450 students in a year, which necessitated the addition of two wings. Douai resigned as principal in June 1866. Years later the Academy merged with the Stevens (Preparatory) School and became the Hoboken Stevens Academy, which evolved into the Stevens Academy. The building, designed by William Hexamer, was demolished in the mid 1970s. For a time, a small bank building was located there. A new building, modeled after the old Academy but a little taller, has recently been built on the site.



JIM HANS COLLECTION.

Street Car Invented
1861

Robert L. and Edwin A. Stevens of Hoboken, founders of the Camden & Amboy Railroad (Robert was president and chief engineer, Edwin was treasurer), ordered the construction of a light steam carriage combining the engine, baggage and passenger cars in one. "A compact, cheap and economical steam carriage, suitable for an entire light train, has long been sought, and at last produced," announced the front page of *Scientific American* on October 26, 1861. This is believed to be the forerunner of the "street car" that would later become so popular in this country and around the world.



STREET CAR, FROM *New Education Readers, a Synthetic and Phonic Word Method,* BOOK ONE, A. J. DEMAREST, SUPERINTENDENT OF PUBLIC INSTRUCTION, HOBOKEN, NJ, AND WILLIAM M. VAN SICKLE. AMERICAN BOOK CO. NY 1900. JIM HANS COLLECTION.



PORTRAIT OF CATHARINE SOPHIA VAN CORTLAND STEVENS, UNDATED. LIBRARY SPECIAL COLLECTION, STEVENS INSTITUTE OF TECHNOLOGY, HOBOKEN, NJ.

According to the *History of the Municipalities of Hudson County*, 1924, the first individuals to offer aid to the government at the outbreak of the Civil War were Esther Bowes and Catharine Sophia van Cortland Stevens of Castle Point, Hoboken. On April 29, 1861, each placed $1,000 (a large sum in those days) at the disposal of the governor of New Jersey. Esther and Catharine were the eleventh and twelfth children of John and Rachel Stevens. They never married and both lived to be about ninety years of age. "They lived the last years of their lives in Princeton," wrote Edwin A. Stevens, Jr. in his 1917 notes on family history, "and told me that they would not go back to Hoboken because the last time they had been there the City of New York had extended above Canal Street and ruined the view from Castle Point."



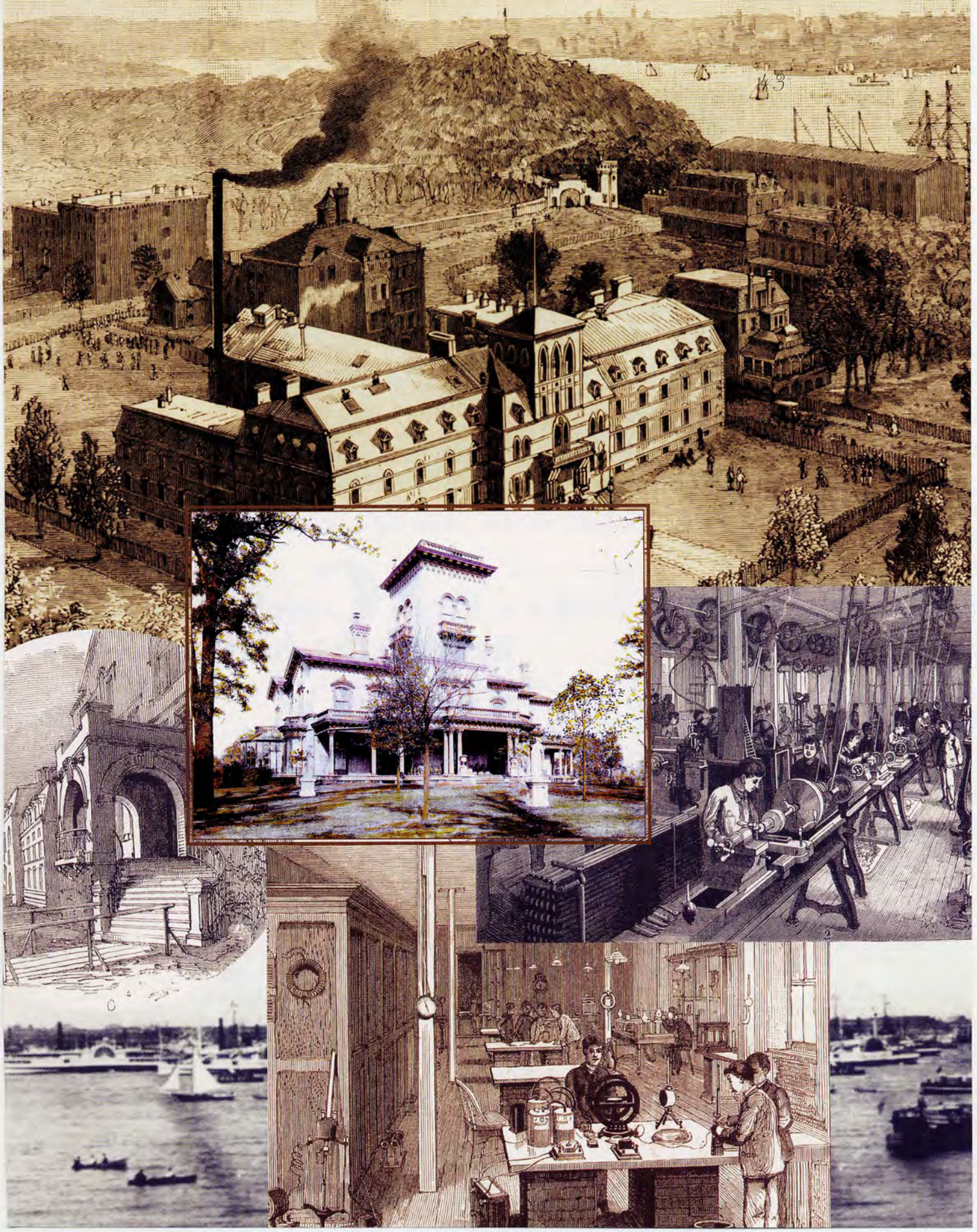
ABOVE: THE ORIGINAL STEVENS INSTITUTE IN ITS ENTIRETY, AT 5TH AND HUDSON STREETS, ON LAND DONATED BY EDWIN A. STEVENS UPON HIS DEATH IN 1868. THE BUILDING WAS DESIGNED BY RICHARD M. UPJOHN. THE NEW COLLEGE WAS OPENED TO STUDENTS ON SEPTEMBER 20, 1871. THE BUILDING, NOW CALLED EDWIN A. STEVENS, IS LISTED ON THE STATE AND NATIONAL REGISTERS OF HISTORIC SITES. ILLUSTRATION FROM *Scientific American*, AUGUST 26, 1871. JIM HANS COLLECTION.

OPPOSITE: STEVENS INSTITUTE. ENGRAVINGS FROM *Scientific American*, JUNE 18, 1892 AND PHOTOGRAPH OF VIEW FROM HOBOKEN TO NEW YORK CA. 1850, JIM HANS COLLECTION.

OPPOSITE, CENTER: "STEVENS CASTLE," THE STEVENS FAMILY MANSION COMMENCED BY ROBERT L. STEVENS IN 1855, COMPLETED BY HIS BROTHER JOHN COX STEVENS IN 1858. *Art Work of Hoboken*, W.H. PARISH PUBLISHING CO, CHICAGO, 1892. HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.

First Engineering College
1870

Stevens Institute of Technology's 1945 publication celebrating its 75th anniversary boasted that it was the first educational institution in the United States to offer a degree in Mechanical Engineering. Stevens Institute was also the first college of engineering, established 1870; it was founded by Edwin A. Stevens, son of Colonel John Stevens.





NAT HICKS, (FAR RIGHT) THE FIRST CATCHER OF MODERN BASEBALL. PHOTO CA 1870'S, *Jersey Observer*, JUNE 12, 1946, BASEBALL SCRAPBOOK, HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.

Nat Hicks - First Catcher behind the batter

1871

The first catcher in baseball history to place himself directly behind the batter was 26-year-old Nat Hicks of Hoboken, in 1871. Prior to this the established practice was to catch the ball on a bounce some thirty feet behind the batter. The padded catcher's glove and mask were not introduced until 1875. "By being the first backstop to take his place directly behind the batter," Hoboken historian George Moller points out, Hicks "threw out runners attempting to steal bases, a move that put an end to the big scores prevalent up to then." Hicks first experimented with his novel catching technique on Elysian Fields, playing with the Brooklyn Eagles. His innovations revolutionized the catcher's art and gave new life and interest to the game of baseball. Hicks had a long and successful career on the ball field, playing for the Stars (also of Brooklyn), the Nationals of Washington, the all-professional Brooklyn Eckfords, New York Mutuals, Philadelphia Athletics and the Cincinnati Red Stockings.

Although born in Brooklyn, Hicks spent most of his adult life in Hoboken. It's not known when he moved here permanently, but he was involved in the organization of Hoboken's Harmonic Singing Club, completed August 4, 1867, and he is listed on a June 5, 1869 roster of that club. By 1874 he was also listed — "Nathan W. Hicks, 264 Bloomfield Street" — in the city directory. Today that building is numbered 636 Bloomfield Street. Hicks later took up residence at 926 Garden Street, where he died in 1907, at the age of 62. George Moller noted in 1966 that the ballplayer's only surviving son, William J. Hicks, was still residing in Hoboken, at 1016 Park Avenue.



BASEBALL MATCH FOR THE CHAMPIONSHIP, AUG. 3, 1865 BETWEEN THE ATLANTICS AND THE MUTUALS, SHOWING CATCHER POSITIONED THIRTY FEET BEHIND THE BATTER. ENGRAVING PRINTED ON A POSTCARD BY THE HOBOKEN CALENDAR SHOP, 52 NEWARK STREET, CA. 1968, JIM HANS COLLECTION.

First Chewing Gum 1871

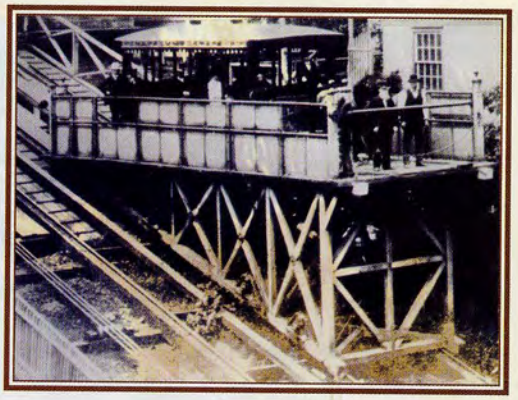
In 1990, a reporter for the *Hudson County Review* claimed Hoboken as the "Birthplace of Chewing Gum," but as it turned out, the writer was stretching the facts a bit (no pun intended). "Actually," the article noted, "Hoboken may share part of this distinction with Jersey City Heights." It is believed that Thomas Adams, recognized as the father of modern chewing gum, sold his new gum in a Hoboken drug store on Valentine's Day, 1871. Adams used to live near the corner of Palisades and Hoboken Avenue in Jersey City Heights just over the Hoboken border. He is believed by some to have actually begun hawking his "Adams New York No. 1 Snapping and Stretching Gum," on the streets of Hoboken and Jersey City as early as 1870.



Adas Emuno Temple, 637 Garden Street. photo ca. 1883. hoboken public library historical collection.

First Jewish Congregation in Hudson County 1871

For many years the Congregation Adas Emuno was the oldest Jewish religious body in Hoboken. Records show that there were few Jewish families in the city in the early days; it was not until the Civil War period that any effort was made to establish some form of organized Jewish worship. After some ten years of worshipping together, a small group met on October 22, 1871 at the Odd Fellow Hall, located then on Washington and Second Streets (upstairs at No. 135 Washington Street), to organize the first permanent Jewish congregation in Hudson County. They took the name Adas Emuno, the Congregation of Faith. From the start, the history of the congregation was closely tied to the history of the community. In 1883 a "temple" edifice was built at 637 Garden Street, on land donated by the Stevens family, and with funds raised by subscription from the entire community.



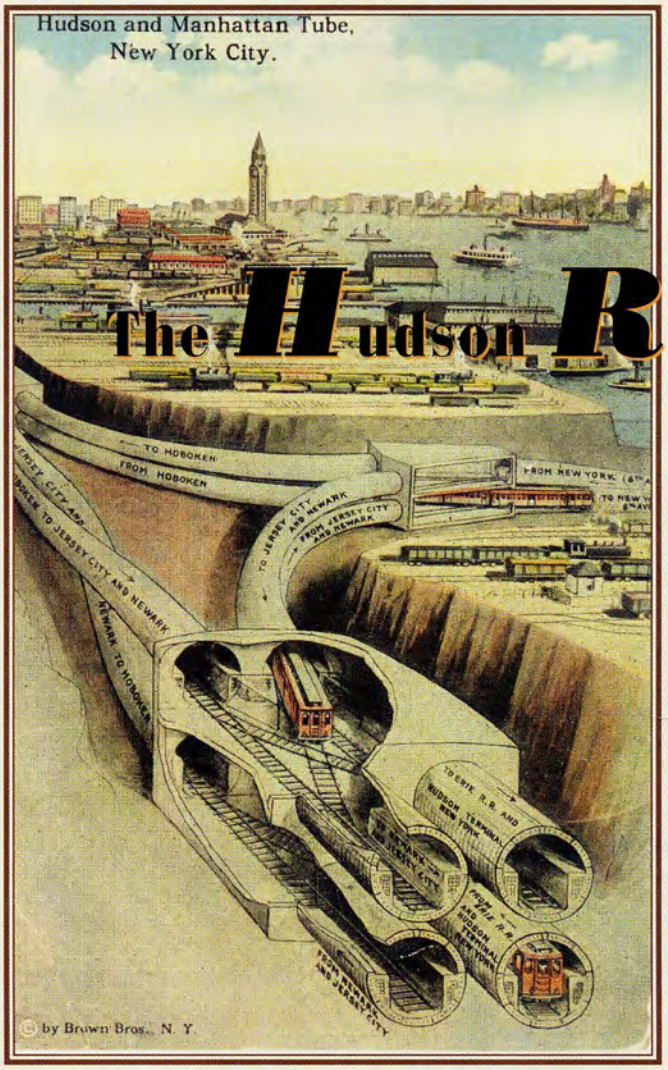
RIGHT: THE NEW HORSE CAR ELEVATOR FROM HOBOKEN TO JERSEY CITY. PHOTO UNDATED, CA. 1870. JIM HANS COLLECTION.

First Horse-car Elevator 1874

The first horse car elevator in this country or in Europe was constructed in 1874 by the North Hudson County Railway Company. It hoisted horses, vehicles and passengers up the hillside from Hoboken to Jersey City Heights, an elevation of about one hundred feet. This large outdoor elevator, called "the mechanical wonder of Hoboken," attracted worldwide notice. It remained in active service for over half a century before being dismantled in 1928

ABOVE: HORSE CAR ELEVATOR AT HOBOKEN-JERSEY CITY HEIGHTS BORDER. AFTER THE ELEVATED RAILWAY TRESTLE (LEFT) WAS BUILT IN 1886, THE ELEVATOR WAS USED AS A WAGON LIFT , AND LATER AS AN AUTOMOBILE LIFT. POST CARD, CA. 1908, JIM HANS COLLECTION.

40.



THE TUBES, TUNNELS FOR RAIL LINES UNDER THE HUDSON RIVER. THE HOBOKEN TERMINAL CLOCK-TOWER IS SHOWN PROMINENTLY IN THIS CA. 1908 CUTAWAY VIEW. POST CARD, JIM HANS COLLECTION.

The Hudson River Tubes 1879

The first compressed air tunnel construction in the world was used in the creation of the renowned Hudson River tubes between Hoboken and Christopher Street (originally Morton Street) in Greenwich Village, Manhattan. This untried method was introduced in 1879. The Hudson River Tubes are now known as the PATH (Port Authority Trans Hudson). The Port Authority took over the Hudson & Manhattan Railroad in 1960, and in 1987 produced a booklet commemorating its construction history.

Over 100 years ago, Colonel DeWitt Haskin, well known in Western railroading, had come East, with some novel ideas for tunneling and plans to construct a great rail tunnel under the Hudson River. From his patent application of 1874:

> Be it known that I, DeWitt Clinton Haskin . . . have invented a new and useful improvement in the art of tunneling. The distinguishing feature of my system is instead of using temporary facings of timber or other rigid material, I rely upon the air pressure to resist the caving in of the wall or the infiltration of water until the masonry wall is completed.

In 1879 the tunnel had begun to inch its way under the Hudson River from the shaft or caisson. Workers entered the tunnel from the caisson through an air-

lock, waited until at least 12 pounds of air pressure developed inside, and then opened the tunnel door to begin digging. At the head of the tunnel, silt was dug out in steps, and when all sides of the shell were completed, bricklayers followed to lay a two-foot brick lining.

Although it succeeded in building a considerable length of structure, the company completely abandoned the work in 1892 after it had met with numerous shut downs, difficulties and obstacles, including a "serious cave-in in 1880." The tunnel project, under new control by William Gibbs McAdoo, a Georgia-born lawyer, would resume in 1902 with the second tunnel added.

When McAdoo began to bore the parallel, or south, tunnel, he installed hydraulic jacks of enormous power. These jacks were able to push the shield straight through the silt without opening the shield doors, the material merely being pushed aside as the mechanical mole moved ahead. With the old Pearson shield used on the north tunnel, it had never been possible to advance through silt more than 24 feet in 24 hours. McAdoo's powerful shield pushed the work forward at the rate of 72 feet a day. It was the first time in the history of engineering that a tunnel could be bored without the labor of excavating and removing the earth that it displaced.

When completed in 1908, the building of the Hudson River tunnels was considered one of the most daring engineering feats ever accomplished. On December 28th of that year the first test train operated from Hoboken to Morton Street and returened. After the opening (see #62) the *New York Times* hailed the event as an accomplishment "greater perhaps than the Panama Canal will be when opened, considering the obstacles which had to be overcome."



PHOTO, *The Hudson & Manhattan Tunnels Uniting New York and New Jersey in Pictures and Story*, THE AMERICAN PHOTOGRAPH COMPANY, NEW YORK, 1908, JIM HANS COLLECTION.





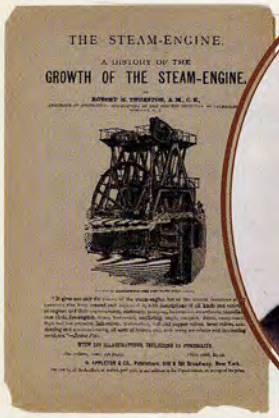
THE FIRST TELEPHONE SYSTEM IN NEW JERSEY WAS INSTALLED IN HOBOKEN BY HENRY GAEDE (LEFT) AND CHARLES S. SHULTZ IN 1879. PHOTOS: *The Evening News and Hoboken*, F.T. SMILEY & CO., 1893. JIM HANS COLLECTION.

First Telephone System in New Jersey 1879

In a March 1905 article entitled "First Phone System Here," the local *Inquirer* reported a remarkable Hoboken First that occurred three years after Alexander Graham Bell demonstrated his "speaking instrument," a device that would transmit speech over wires. In 1879, the newspaper stated, two Hoboken men, Charles Shultz, a mason who owned a lumber yard and brick works at the foot of Fifth Street, and Henry Gaede, a Hoboken lawyer with offices on Newark Street, strung their own wires along the city's rooftops and created the first telephone system in the state of New Jersey.

42.

First Society of Engineers 1880



AD IN *Appleton's Cyclopedia of Applied Mechanics*, PART 17, PARK BENJAMIN, PH.D, EDITOR, D. APPLETON & CO, NEW YORK, 1879.



The American Society of Mechanical Engineers, the first American society of its kind, held its first organizational meeting at the Assembly Hall in the original building of Stevens Institute on April 7, 1880. Founded by forty men from eight states, the first president was Robert Henry Thurston, professor of Mechanical Engineering at Stevens Institute of Technology. By 1980, the *Jersey Journal* reported, there were nearly 100,000 members.

ROBERT H. THURSTON PHOTO, *Stevens 75th Anniversary*, THE ALUMNI ASSOCIATION OF THE STEVENS INSTITUTE OF TECHNOLOGY, 1945. JIM HANS COLLECTION.

First Bottled Milk in N.J. 1880

The first dairy purveyor of bottled milk in New Jersey was Francis Douglas Jackson of Hoboken in 1880. Mr. Jackson had established a wholesale milk company at 211 Washington Street in 1870, and made deliveries to New York, Brooklyn, and Jersey City. In 1883, *New Jersey Industries and Commerce* hailed Jackson's milk:

> The milk is guaranteed to be absolutely pure and rich, just as it is drawn from the cows. The advantage of this method is the superior cleanliness of milk put up in this way, being kept free from railway dust or city dirt and as the packages are small, renders it impossible to be tampered with safely from exposure. The bottles being transparent, the customer can always see what they are buying, as the milk will show an inch of cream on top of every bottle.

The milk was brought to Hoboken in locked cases packed with ice, via the Delaware Lackawanna and Western Railroad, and delivered to the customer in the "usual way," by wagon.

F. D. Jackson Milk Co.

WHOLESALE DEALERS IN

MILK & CREAM,

211 Washington Street,

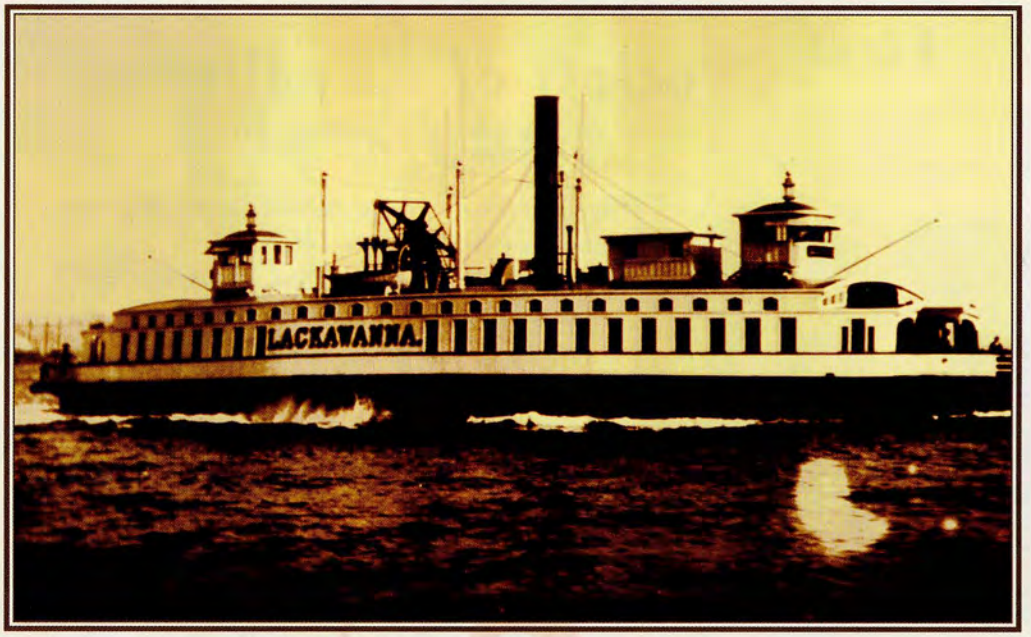
HOBOKEN, N. J.

Deliveries in New York, Brooklyn and Jersey City

The pioneer of bottled milk in the State of New Jersey—was first introduced by Mr. Jackson in 1880.

N. B.—Also good substantial horses to let for bnsiness purposes at reasonable prices Apply at office or Telephone. Stable, 318 Ferry Street.

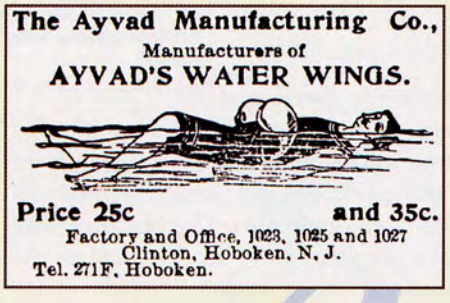
NEWSPAPER AD JULY 1904. JIM HANS COLLECTION.



THE *Lackawanna*, HOBOKEN FERRY COMPANY. PHOTO CA. 1880, HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.

First Steel-hull Ferry
1881

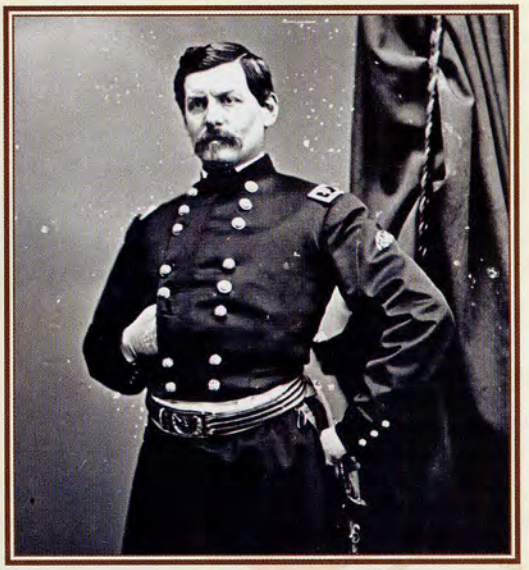
The first steel hull ferryboat was the Hoboken ferry, the *Lackawanna*. Built in 1881 at a cost of $76,000, she weighed 822 gross tons, 645 net tons, and was 200 feet long and 35 feet wide. The boat plied between Hoboken and New York City for many years.





LEFT: WATERWINGS AD, *Hoboken Directory*, 1905, AND RIGHT, UNDATED AD, CA. 1900'S, JIM HANS COLLECTION.





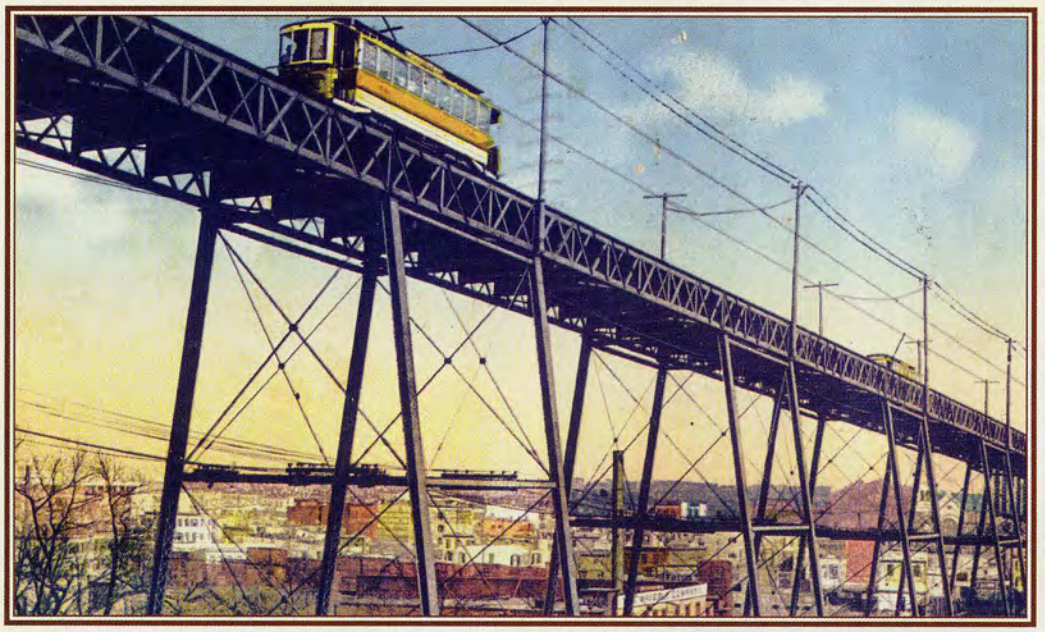
LEFT: MARTHA BAYARD DOD STEVENS (1831-1899), PHILANTHROPIST, WIFE OF EDWIN A. STEVENS, FOUNDER OF THE STEVENS INSTITUTE. PHOTO, UNDATED. JOHN HEANEY FILE, HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.

RIGHT: MAJOR GENERAL GEORGE B. MCCLELLAN, POPULAR CIVIL WAR GENERAL, LIVED ON RIVER STREET WHILE SUPERINTENDENT OF THE STEVENS BATTERY PROJECT (SEE #23). DETAIL OF PHOTO CA. 1861 BY FAMED CIVIL WAR PHOTOGRAPHER MATTHEW BRADY. JIM HANS COLLECTION.

First Industrial Education Association 1885

According to the 1924 edition of the *History of the Municipalities of Hudson County*, the first meeting of the Industrial Education Association of New Jersey was held on June 5, 1885 at the residence of Mrs. Edwin A. Stevens, Castle Point, Hoboken. A committee elected by the presiding officer, General George B. McClellan, of Civil War fame, held its first meeting at Castle Point two weeks later. The General and Mrs. George B. McClellan were great friends of Mrs. Stevens, according to historian John Heaney, and were often entertained by her. McClellan, for a time, lived in Hoboken, at 314 River Street (old No. 108 River Terrace). He was Governor of New Jersey and also ran for President of the United States, but lost to Abraham Lincoln.

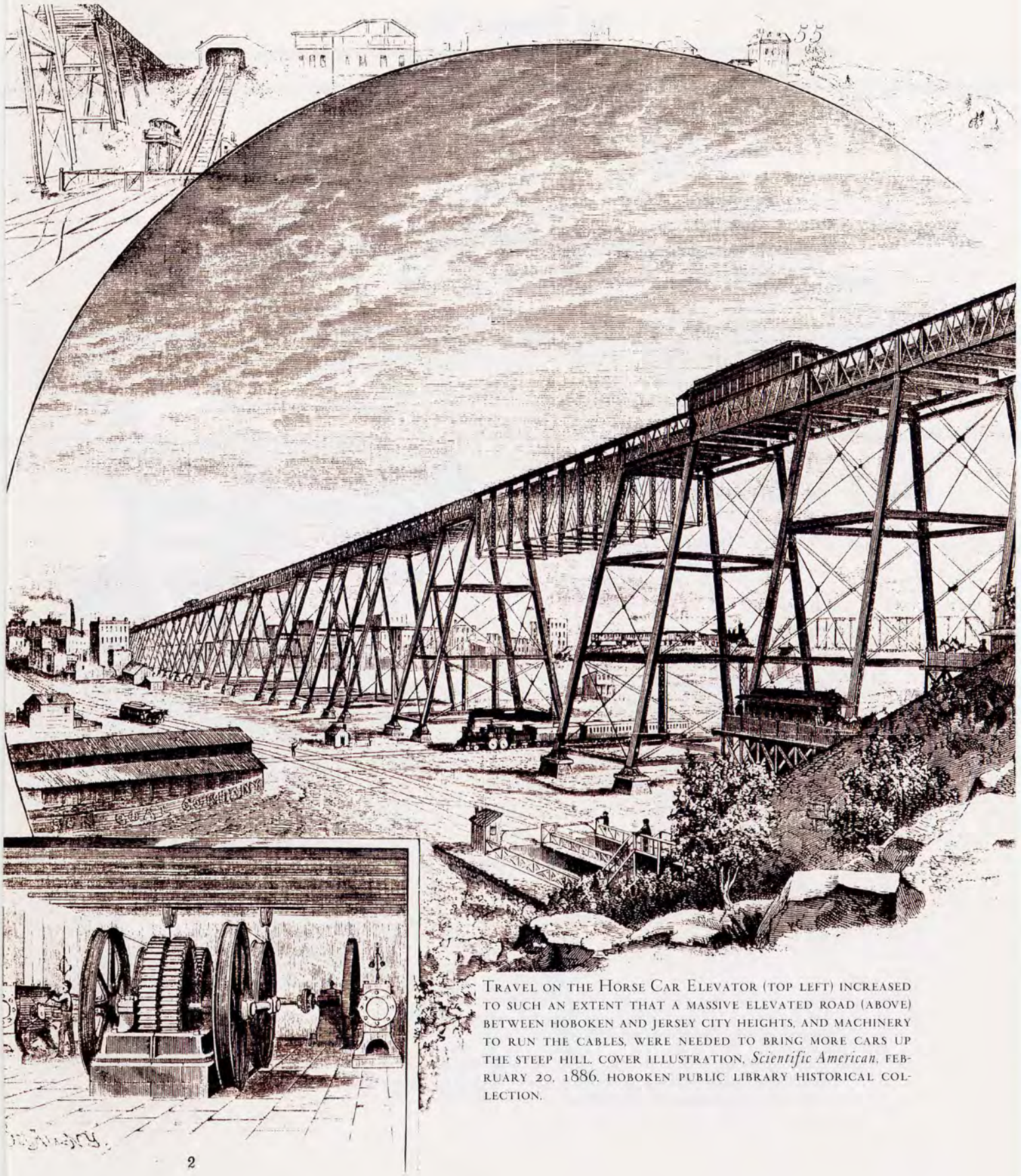
46.



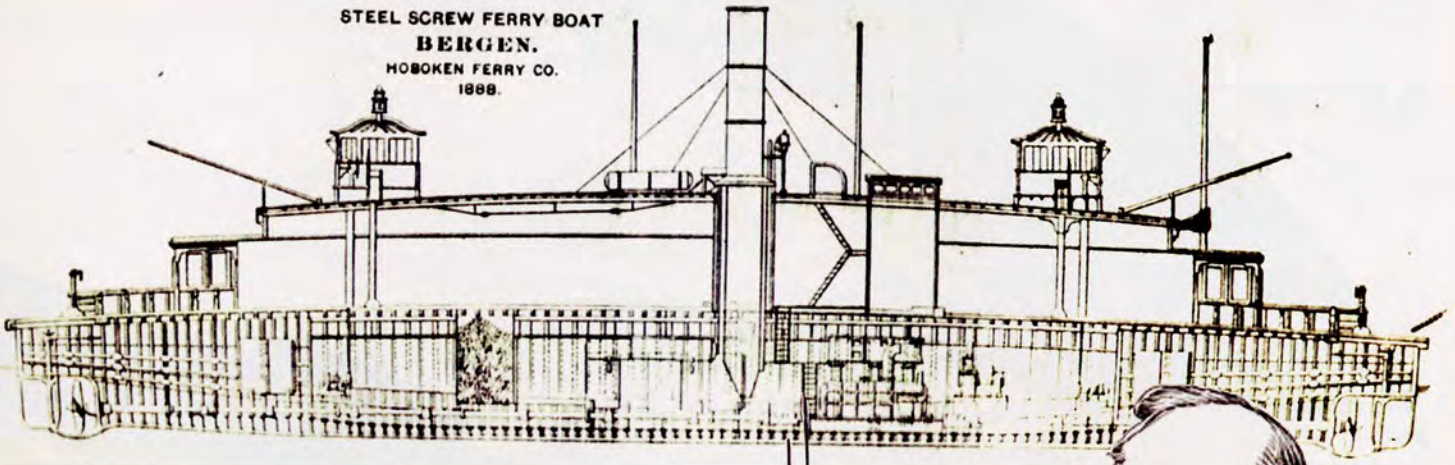
THE FIRST ELEVATED CABLE RAILWAY OPENED IN HOBOKEN, 1886. LATER, CA. 1892, THE RAILWAY WAS USED FOR TROLLEY CARS, ONE SEEN HERE DESCENDING INTO HOBOKEN FROM JERSEY CITY HEIGHTS. POST CARD, CA. 1907. JIM HANS COLLECTION.

First Elevated Cable Railway in America *1886*

The first elevated cable railway in America, which traversed a 95-foot-high trestle from the Hoboken ferry to Jersey City Heights, was opened by the North Hudson County Railway Company on January 25, 1886. The elevated road ran nearly level for about half a mile from the ferry, then ascended at a rate of five feet to the hundred while passing over the Hoboken meadows at its highest point. Its double track was entirely of iron. The only wood used was for cushion blocks, on which the rails rested. A depot, boiler-house, and engine house were located at the Palisade Avenue terminus at the top of the hill, in Jersey City Heights. Cables were used until the motive power was changed to electricity in 1892 and electric trolley cars supplanted the cable cars on the trestle, which was then reinforced. Public service replaced trolley cars with buses in 1949, and the giant trestle was dismantled shortly after.



TRAVEL ON THE HORSE CAR ELEVATOR (TOP LEFT) INCREASED TO SUCH AN EXTENT THAT A MASSIVE ELEVATED ROAD (ABOVE) BETWEEN HOBOKEN AND JERSEY CITY HEIGHTS, AND MACHINERY TO RUN THE CABLES, WERE NEEDED TO BRING MORE CARS UP THE STEEP HILL. COVER ILLUSTRATION, *Scientific American*, FEBRUARY 20, 1886. HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.



First Propeller-driven Ferry 1888

The world's first successful double-ended, propeller-driven ferryboat, the *Bergen*, was developed for the Stevens family-owned Hoboken Ferry Company by Edwin August Stevens Jr., son of the Stevens Institute founder. Writing in *Marine Engineering* in July 1897, Stevens described how the *Bergen*, built in 1888, put an end to the ferryboat paddle wheels of the past. Until 1897 the *Bergen* had but a single deck. In recent times she has been mistaken as the first double-deck ferryboat.



ABOVE: THE *Bergen* FERRYBOAT. *Marine Engineering*, JULY 1897. LIBRARY SPECIAL COLLECTION, STEVENS INSTITUTE OF TECHNOLOGY, HOBOKEN, NJ.

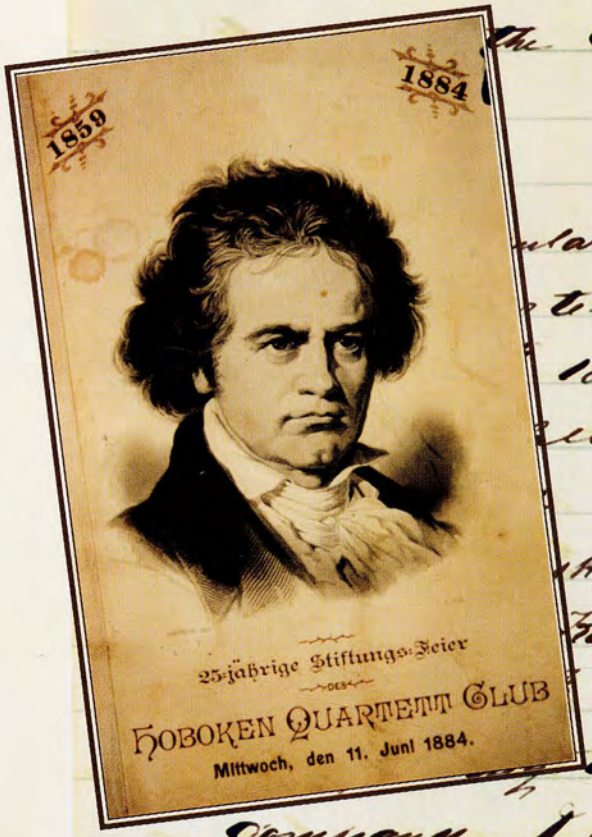
RIGHT: EDWIN A. STEVENS, JR. FROM AN UNIDENTIFIED COLLECTION OF CARICATURES, BELIEVED TO HAVE BEEN PUBLISHED AS PART OF LOCAL NEWSPAPER SERIES, CA. 1900-1909. HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.

Hoboken Quartett-Club.

Hoboken, February 10th 1879

To the Hon. the Mayor & Council
the City of Hoboken

Gents!
ular meeting of the
tett Club held on
1879 at Kapps
ll I was instructed
you Tickets for our
nnual Ball
Kapps Harmonia Hall
1879
the pleasure of your
company I remain yours
Respectfully
Wm. Kaufmann Sec.



LETTER FROM A HOBOKEN SOCIAL CLUB, 1879, AND 25TH ANNIVERSARY CARD, 1884. HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.



Nellie Bly on the cover of a board game promoting her trip. McLoughlin Brothers, NY, 1890. Hoboken Historical Museum collection.

First Woman around the World 1889

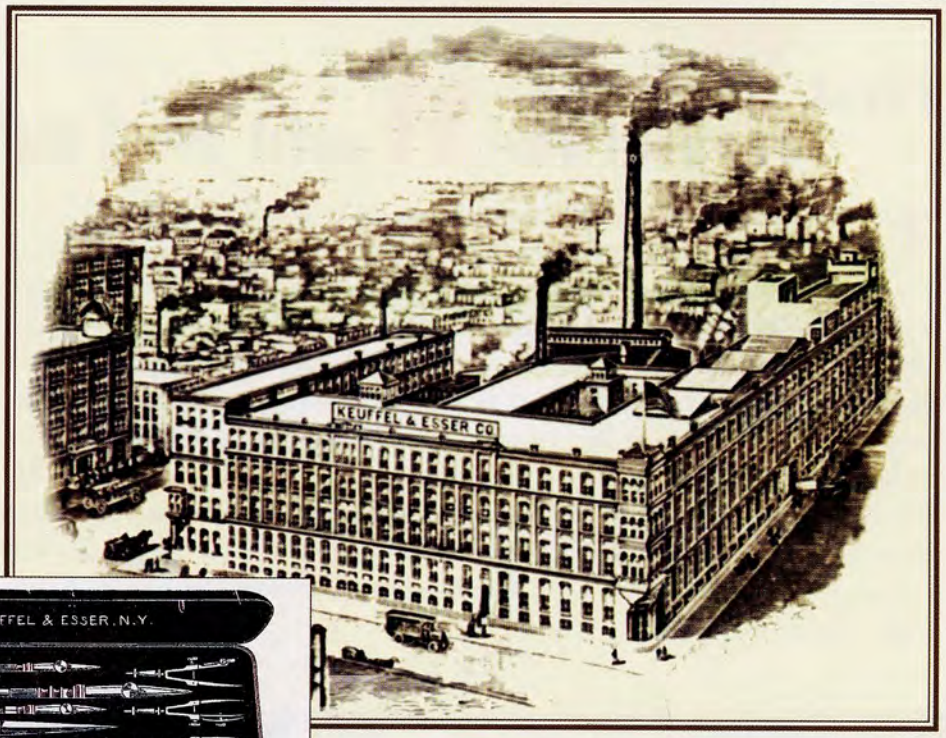
The first woman to travel around the world in less than eighty days left from Hoboken on November 14, 1889. Her name was Elizabeth Cochrane Seaman, better known in newspapers and literary circles nationwide as "Nellie Bly" (a *nom-de-plume* borrowed from Stephen Foster's popular song by that name.) Nellie became a celebrity by her daring undercover exploits; she got herself committed to an institution to expose abuses of the mentally ill. Out to beat the famous fictional eighty-day journey by Jules Verne, and described by many as the best reporter in America at the time, Bly left Hoboken on the steamship *Augusta Victoria* of the Hamburg-American line (located just north of Hoboken ferry slips and train terminal), and returned seventy two days, six hours and eleven minutes later at Exchange Place, Jersey City.



Model of the *Hamburg* Ferryboat, built 1886. Samuel C. Williams Library, Stevens Institute of Technology, Hoboken, NJ. Photo by Robert Foster.

First Double-deck Ferry 1891

The first double-deck ferry was the *Hamburg*, built for the Hoboken Ferry Company in 1891. Her length was 222 feet, compared to the *Bergen*'s 203 feet. The success of the two propeller-type ferryboats marked the passing of the side-wheel paddle boats.





ABOVE: THE KEUFFEL & ESSER CO., DETAIL OF AN ENGRAVING CA. 1929, KEUFFEL & ESSER CO. LETTERHEAD. JIM HANS COLLECTION.

LEFT: AD IN *The Link*, 1899. STEVENS INSTITUTE OF TECHNOLOGY, HOBOKEN, NJ.

First Slide Rule 1891

The first slide rules made in the U.S. were manufactured at the Keuffel & Esser Co. plant at Third and Adams Streets in Hoboken, beginning in 1891. William Keuffel and Hermann Esser, partners of the old German company known for the manufacture of fine precision instruments and various architectural, engineering and artists' materials, had moved to Hoboken sometime prior to 1880. At first they rented a vacant loft building at the corner of Third and Grand Streets, then constructed their own building on the northeast corner of 3rd and Adams Streets. Over time, other buildings were added and by 1906 the company extended from Grand Street west to Jefferson Street, fronting Third Street. The firm moved to Morristown, New Jersey in 1968. In 1986, the 100,000-square foot complex was converted to 99 rental apartments. It is listed in the National Register of Historic Places.



ABOARD A HAMBURG AMERICAN LINER, WITH A BAND ON DECK. POSTCARD COURTESY OF ROBERT FOSTER.

First Shipboard Band 1891

The tradition of the shipboard band originated on the Hoboken-Europe service of two German trans-Atlantic lines based in Hoboken, according to the 1891 publication, *Ocean Steamship*. "Some specially interesting features have been introduced into the North German Lloyd service, and also on the express steamers of the Hamburg-American Line, to make a voyage attractive," the publication stated. "Among these is the band that accompanies every vessel." The popular shipboard band soon evolved into the ship orchestra, a regular feature for many years on all the large ocean passenger liners.

52.

EDWARD RUSS, PRESIDENT. CHARLES A HICKS, TREASURER. CHARLES V. DARCY, CLERK.

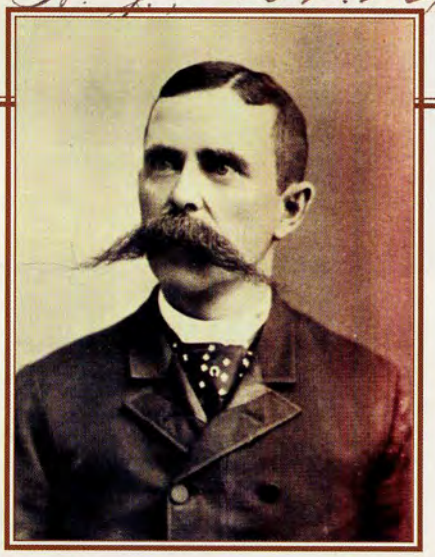
HENRY HESS, JR.,
ALFRED LEHMANN,
CHARLES A. HICKS,
C F. GUTH,
EDWARD RUSS,
JOHN REID,
A. P. SANDFORD,
JAMES HAVRON,
JOHN F. KEATING,
GEORGE GEBHARDT,
MICHAEL J. CANNON,
HENRY A. MARTINI.

DAVID E. RUE,
SUPERINTENDING PRINCIPAL.

OFFICE OF
BOARD OF EDUCATION,
HOBOKEN, N. J.

Hoboken, N. J. Nov. 24 1893.

To the Honorable



ABOVE: LETTERHEAD, JIM HANS COLLECTION.

RIGHT: MICHAEL COYLE CAME TO THE U.S. WITH HIS PARENTS AT AGE 5 AND SETTLED IN HOBOKEN IN 1866. HE OWNED A BAR AND CAFÉ FAMOUS AS A HEADQUARTERS FOR POLITICAL MEETINGS. HE WAS ELECTED TO THE ASSEMBLY IN 1891 BY A MAJORITY OF 1,700. PHOTO FROM *The Evening News and Hoboken*, F. T. SMILEY & CO., CA. 1893. JIM HANS COLLECTION.

First Pensions for Teachers 1892

The first measure providing for teachers' pensions introduced in any legislature of the United States was Senate Bill Number 171, introduced by Michael J. Coyle, Assemblyman from Hoboken, through Senator William J. Keys, in 1892. As described in the reception invitation for the 20th anniversary of the Teachers' Retirement Fund, the measure became law in the State of New Jersey on March 11, 1896. (See #69.)

33.

VON DEESTEN'S

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230 Washington Street - - - Hoboken, N. J.

HERMANN HOPPE & SONS

RAZORS & SCISSORS GROUND

UMBRELLAS Repaired & Recovered

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108 FIRST STREET (Opp. City Hall) HOBOKEN, N. J.

J. HOFFMANN

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Funeral Director and Embalmer

Coaches, Landaus, Broughams and Victorias

Livery Stables 224 Court Street

213 WASHINGTON ST. HOBOKEN, N. J.

IF IN NEED OF ANYTHING LOOK ABOVE.

ADVERTISEMENTS IN *Columbia Life*, 1908. JIM HANS COLLECTION.



MAURICE BARRYMORE AND GEORGIE DREW BARRYMORE. PHOTO COURTESY OF PICTURE HISTORY, LLC.

First Shakespeare Outdoors 1895

The first open-air presentation of a Shakespeare play ever held in America was offered on the grounds of the Stevens family estate, Castle Point, Hoboken circa 1895 or some time prior to the 1899 death of Martha Bayard Stevens. In his notes regarding "Castle Stevens," city historian John Heaney determined that Maurice Barrymore, father of the famous actors, took the role of Orlando in the Castle Point production of *As You Like It*. The contemporary actress Drew Barrymore, great granddaughter of Maurice, was named after Georgianna Drew, who married Maurice in 1876. That marriage produced the gifted stage and screen actors, Lionel, Ethel, and John.



New Jersey's First Woman Lawyer, Mary Philbrook, ca. 1904. Photo courtesy of the New Jersey Historical Commission.

First Woman Lawyer in New Jersey of 1895

The first woman admitted to the New Jersey bar was Mary Philbrook (1872-1958), who received her legal training while clerking at a Hoboken law office in the mid-1890s. (In the late 1800s, law clerks were not required to attend college or law school to become attorneys.) Mary Philbrook took the bar examination and was formally admitted on June 6, 1895. Ms. Philbrook was a leading member of the New Jersey Woman Suffrage Association, organized in 1890. She was active in the New Jersey Center for Women's Archives and chairperson of the Archives Committee of the National Women's Party. Ms. Philbrook also became the first New Jersey woman admitted to practice law before the United States Supreme Court, in 1906. She was a prominent leader in campaigns for the Women's Suffrage and the Equal Rights Amendments, pushing for equal wages for women, and the eradication of "White Slavery" and other causes. She was also noted for her work for the American Red Cross in France during World War I.



AD, 1908., unidentified source. Hoboken Public Library Historical Collection.



THE HOBOKEN PUBLIC LIBRARY BUILDING, NORTHWEST CORNER OF FIFTH ST. AND PARK AVE. POST CARD, CA. 1907. JIM HANS COLLECTION.

First Library Building 1896

Although the Hoboken Public Library was the third to be organized in the state under the General Library Act of 1894 (being preceded by Paterson and Newark), Hoboken was the first to erect and operate a library building under this act. According to Hoboken historian John Heaney and Hoboken Library documents, the present building on the corner of Fifth Street and Park Avenue was assisted materially and built on property donated by the Stevens family; Mrs. Edwin A. (Martha) Stevens laid the cornerstone on April 20, 1896. For six years prior, the Hoboken Public Library was housed in the Second National Bank Building, on the corner of River Street and Hudson Place.



Richard Stevens in his Hoboken Probation Office. from an unidentified collection of caricatures, believed to have been published in a local newspaper as part of a series, ca. 1900-1909. Hoboken public library historical collection.

First N.J. Probation 1896

Richard Stevens, born 1868, son of Edwin A. Stevens, founder of the Stevens Institute of Technology, established the first probation department in New Jersey in 1896. An October 19, 1950 article in the *Jersey Journal* reported that the first probation department was a private agency in a conservative little office on Newark Street in Hoboken. The agency had no legal status, but served as a powerful demonstration of a new school of thought. Stevens's position was later incorporated into law: Probation, an approach to saving the offender, was made legal in 1900 by the State Legislature and Stevens's small department was absorbed by the county. New Jersey was the fourth state to establish probation as an adjunct to the courts. Richard Stevens was deeply interested in social service work and is also known for establishing in Hoboken the state's first "milk station" for babies.

Are you going to Paint? Why not use the Best?
NEW JERSEY PURE PAINTS.
NEW JERSEY PAINT W OR
H. LOUDERBOUGH, Prop tor,
Wayne, Cor. Fremont St., Jersey ity, N.



Mannion Jos F, mach, 816 Willow av, H
Mannion Martin, mach, 786 Grand
Mannion Patk J, druggist, 457 Bergen av, h 10 Lexington av
Mannion Patk, gateman, 240 Warren
Mannion Thomas, lab, 208 17th
Mannion Thos A, clk, 316½ Webster av
Mannion Timothy, lab, 241 Grand
Mannion Walter J, engr, 630 Newark av
Mannix James, 61 Bright
Manoogian Harry, coal, 568 Palisade av
Manresa Hall (St Peter's Coll), 269 Summit av
Mans John, barber, 377 Summit av
Mansbendel Fredk, cabtmkr, 178 Monticello av
Manse France, pencilmkr, 63 Beacon av
Mansell Albert J, supt, 18 Enos pl
Mansell John, lineman, 98 Wayne
Mansfield Albert, 8 W Hamilton pl
Mansfield Alfred H, saloon, 560 Newark av, h 504 Pavonia av
Mansfield Ethel M, clk, 219a Summit av
Mansfield Henry H, mgr, 219a Summit av
Mansfield John J, inspr, 74 Pearsall av
Mansfield Martin, foreman, 525 Palisade av
Mansfield Wm, 29 Perry
Mansfield Wm J, livery stable, 155 Cambridge av, h 396 New York av
Mansmann James, molder, 136 Monitor

March Frank, saloon, 239 Central av
Marchand Aug, chef, 115 Hancock av

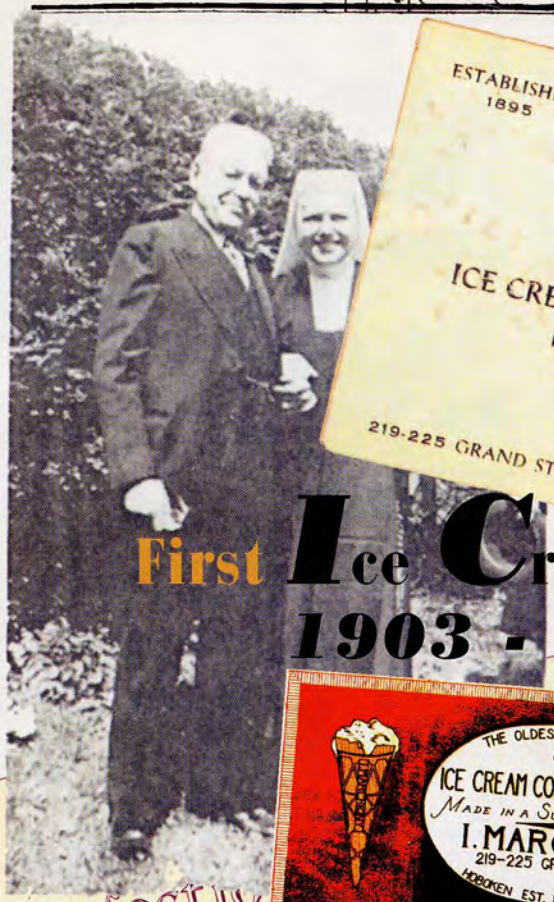
MARCHIONY ITALO, ice cups biscuit, 223 Grand, H, h 231 do

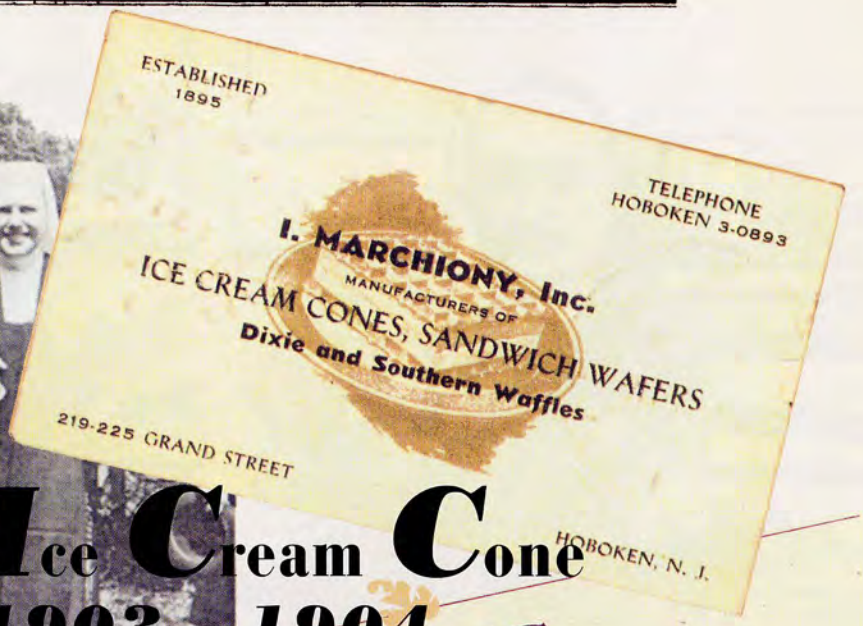
I. MARCHIONY,
—SOLE MANUFACTURER OF THE—
Celebrated Ice Cups Biscuit
Mould Patent in U. S. N. 746,971.
223-225 Grand Street, HOBOKEN, N. J.
Telephone 893 Hoboken.

Marchitto Pasquale, meats, 117 Willow av, H
Marck Frank, plasterer, 63 Wallis av
Marckfield Rose, wid Edwd, 254½ Clinton av
Marcks Otto, driver, 122 Zabriskie
Marcocci Leonard, barber, 111 10th, H
Marcom Michl, florist, 98 Harrison av
Marcus Jacob, tlrs' trimmings, 411 Grove
Marcus Julius, dry gds, 372 Summit av
Marcus Saml (Labovitz & Marcus), h N Y
Marcussen Wm, lighterage, 1023 Wash'n, H
Marcy Stove Repair Co, 340 Grove

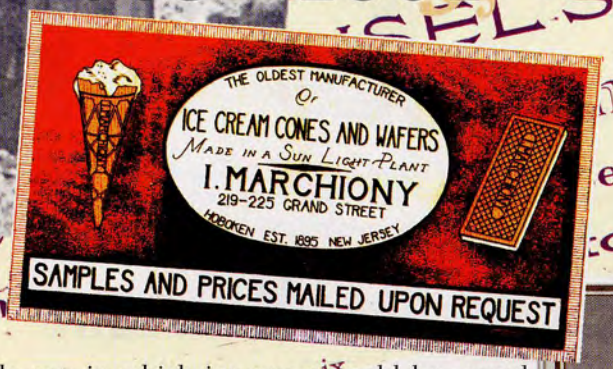
AN ORIGINAL ITALO MARCHIONY ICE CREAM SANDWICH MOLD. A WAFER PLACED INSIDE WAS COVERED WITH ICE CREAM, THEN TOPPED WITH ANOTHER WAFER, AND THE SANDWICH WAS PUSHED OUT. THE MOLD COULD ALSO BE USED AS A DOUBLE-ICE CREAM CONE HOLDER, DISPLAYED HERE WITH TODAY'S CONE AND PISTACHIO ICE CREAM. METAL WITH RAISED LETTERING: "I MARCHIONY INC., HOBOKEN NJ." CA. MID-1920S. JIM HANS COLLECTION. PHOTO BY ROBERT FOSTER.

PAGE BACKGROUND: MARCHIONY AD IN 1906 JERSEY CITY - HOBOKEN DIRECTORY, HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.





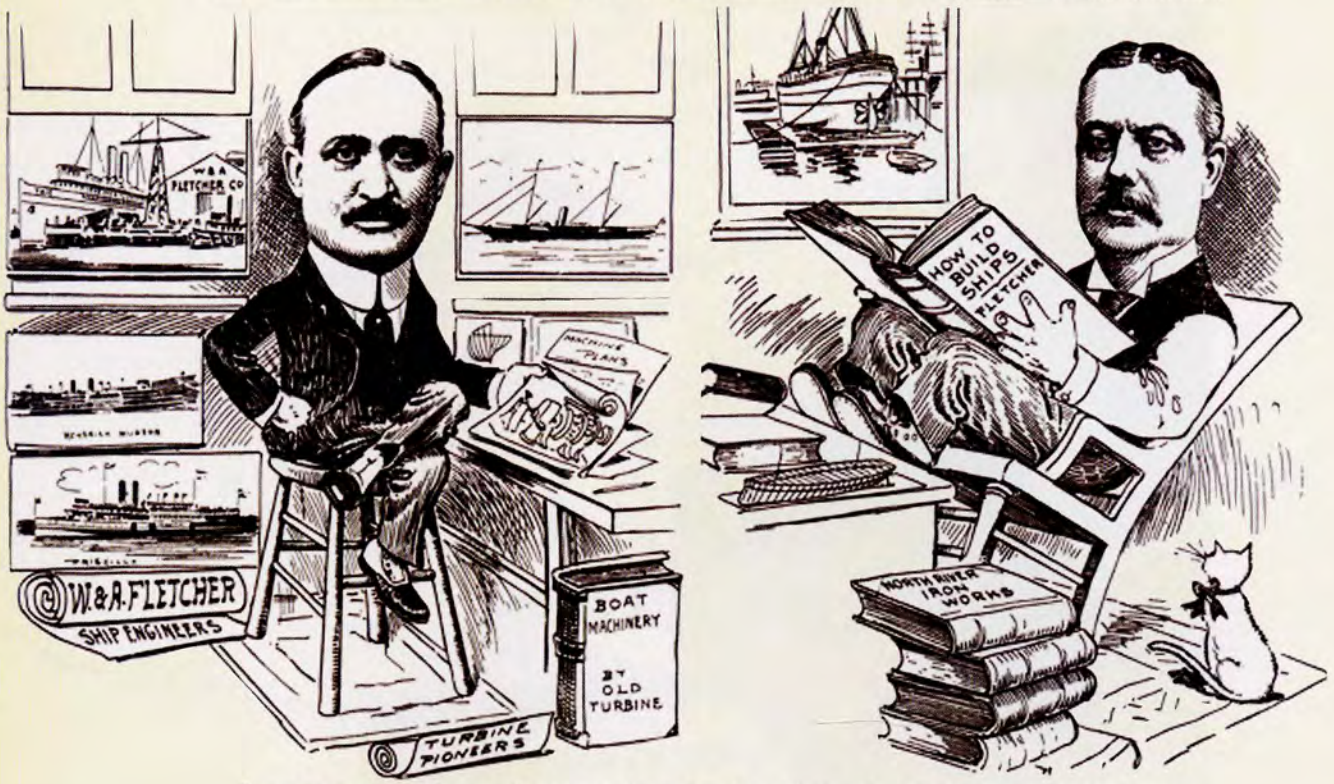
First Ice Cream Cone
1903 - 1904



The first edible cup in which ice cream could be served was created by Italo Marcioni, an Italian immigrant, who, after arriving in this country in 1895, Americanized his named to Marchiony. In 1903 he patented the first "mold" to produce "ice cream cups and the like." As Jane Marchiony Paretti recalled in "The Man Who Invented the Ice Cream Cone," published in *Hoboken History*, Winter 1992, Mr. Marchiony opened his "sun light plant" in 1904 at 223-225 Grand Street, Hoboken. The same year, while he was among the exhibitors at the St. Louis World's Fair, he ran out of his "Hoboken ice cups" and asked the waffle-maker at the next booth to roll the waffle into the next best thing — a cone.


ITALO MARCHIONY

ITALO MARCHIONY PHOTOS, AD AND BUSINESS CARD. COURTESY JANE MARCHIONY PARETTI.



OWNERS OF THE W. & A. FLETCHER SHIPYARD CO., HOBOKEN. UNIDENTIFIED COLLECTION OF CARICATURES, BELIEVED TO HAVE BEEN PUBLISHED IN A LOCAL NEWSPAPER AS PART OF A SERIES, CA. 1900-1909. HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.

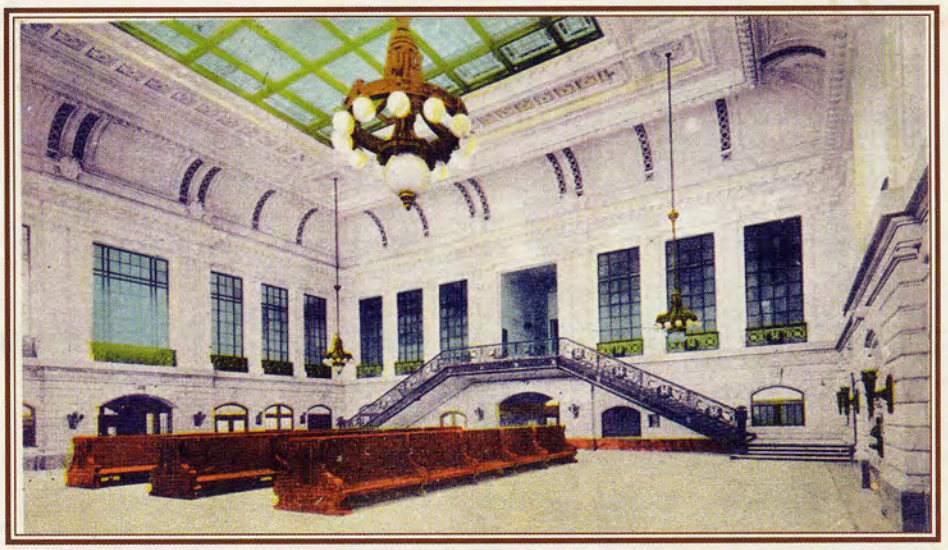
First Steam Turbine Vessel

1906

The W. & A. Fletcher Shipyard Company, established in Hoboken about 1890, introduced the steam turbine engine to the United States, after president Andrew Fletcher studied the product in England and Scotland and secured American patents. According to the January 1922 *Port of New York Harbor and Marine Review*, "the first Parson Turbine driven vessel built in America," the *Governor Cobb*, was constructed and equipped in 1906 at the prestigious Fletcher shipyard, founded by Andrew and his brother, William. The highly dependable Parson steam turbine engine was later installed on the largest steam ships, both warships and transatlantic liners. The Hoboken plant employed over 500 workers in 1893. A section of the original 1890 Fletcher machine shop now houses the Hoboken Historical Museum at 1301 Hudson Street.

The Honor System 1906

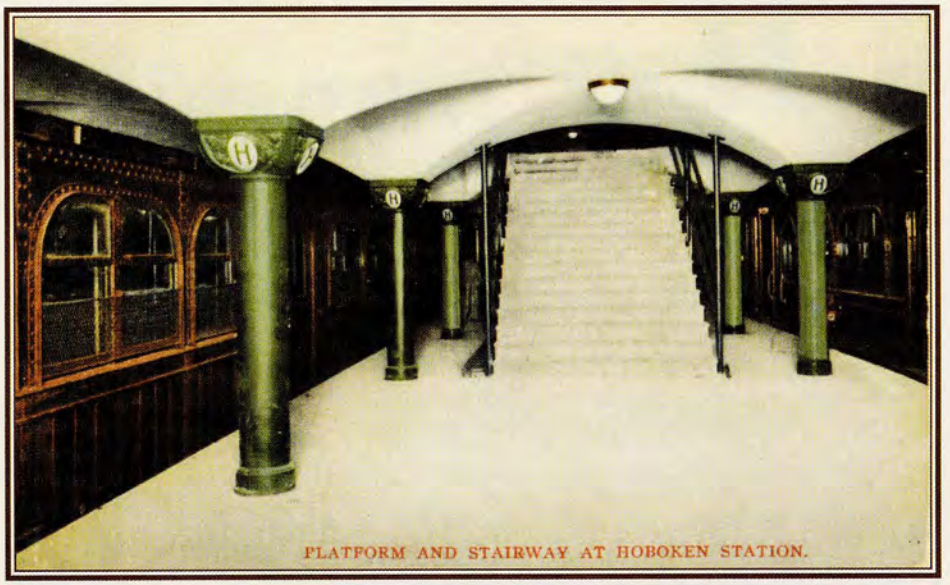
Following a petition initiated by the class of 1906, the Stevens Institute of Technology became the first engineering college to adopt the honor system for conducting its examinations and classroom work.



Waiting Room, Hoboken Station, Lackawanna Railroad. Post card, ca. 1908. Jim Hans Collection.

First Public Air Conditioning 1907

The old Delaware Lackawanna Railroad train station in Hoboken, a registered state and national historic site built in 1907, housed the first device meant to air-cool a public building in the United States: electric fans blew chilled air off large blocks of ice through air ducts and into the public area. (Usually referred to today as the "Erie-Lackawanna Station," it did not become that until 1960 when the Erie Railroad merged with the D.L. & W.R.R.)



New Subway Cars and Station Platform of the Hudson and Manhattan Railway Co. tunnel between Hoboken and New York. Post card ca. 1908. Jim Hans collection.

First Subway & First Passenger 1908

According to a report in the *New York Herald* the day after the event, to Mrs. Barbara Schlatter, "a little elderly woman living on Bloomfield Street, near Fifth Street, Hoboken, belongs the honor of being the first paid passenger from New York to Hoboken by the McAdoo [PATH] Tunnel." William G. McAdoo, who organized the Hudson and Manhattan Railroad opened the tunnels under the Hudson River on February 25, 1908. At a signal from President Theodore Roosevelt in the White House, a bell was sounded at the new Nineteenth Street Station, power was turned on, and the first official train traveled under the Hudson River from New York to Hoboken. Mrs. Schlatter had waited at the Nineteenth Street and Sixth Avenue entrance (the station, though closed, is still there) from early morning, but even then half a dozen men were ahead of her when the ticket office opened that night. They were gallant enough to extend the privilege to her, however. At ten minutes to midnight "she passed a nickel through the window and received the precious bit of pasteboard."

Behind Mrs. Schlatter stretched a line of about 250 persons, but before the first train went out this had doubled in number! "Promptly on the dot of

twelve the first train started, to the accompaniment of a chorus of cheers. There were five cars and all were filled although not uncomfortably."

Three stops were made on the way to Hoboken: Fourteenth Street, Eighth Street (Ninth Street) and Christopher and Greenwich Streets. The trip from the Manhattan starting point to Hoboken terminus consumed exactly seventeen minutes. On the way the crowd was hilarious and good-natured. Several string bands of music played and innumerable toasts to New York and New Jersey and to William G. McAdoo were drunk from imaginary glasses.

As the first car pulled into the station "a tremendous cheer went up." Despite stormy weather, 5,000 spectators awaited the arrival at Hoboken of the first train!



"Interior view of the tunnel car," postcard. Jim Hans collection.



First Decals 1908

The first American manufacturer of decals was located in Hoboken. This business, located at 611 Newark Street in the 1920s, was founded in 1908 under the name American Transfer Pictures & Printing Co. According to the *History of the Municipalities of Hudson County*, 1924, "during its early years the activities of the enterprise comprised chiefly the manufacture of printed toy goods, and the company is understood to have been the original American manufacturer of children's decalcomania transfer pictures." The business was incorporated in 1918 as Decalco Litho Company, Inc.

100 Hoboken Firsts.



SET Nº 3.

DOLL CUT-OUTS



CHILDREN'S CUT OUTS, DECALCO LITHO CO., HOBOKEN, CA. 1918. JIM HANS COLLECTION.

First Fire Prevention Course 1909

In 1909, the Stevens Institute of Technology started a class on "lectures in fire protection engineering" by H. E. Griswold. It was the first college in America to take up this course, reported the July 1911 *Stevens Indicator.*

First World Cruise ship 1909

According to the June 1917 edition of the *Hoboken Board of Trade Bulletin*, the first passenger ship to make a trip around the world was the *S.S. Cleveland* of the Hamburg-American Line, based in Hoboken at the foot of Newark Street, in 1909. The *Cleveland*, built in 1908, was one of the largest liners afloat at the time: 16,971 tons and 65 by 588 feet long. She had four masts and two steam funnels. The German-owned Hamburg-American Line, established in Hoboken at the foot of Newark Street in 1864, was the first passenger steamship line to offer around-the-world cruises.

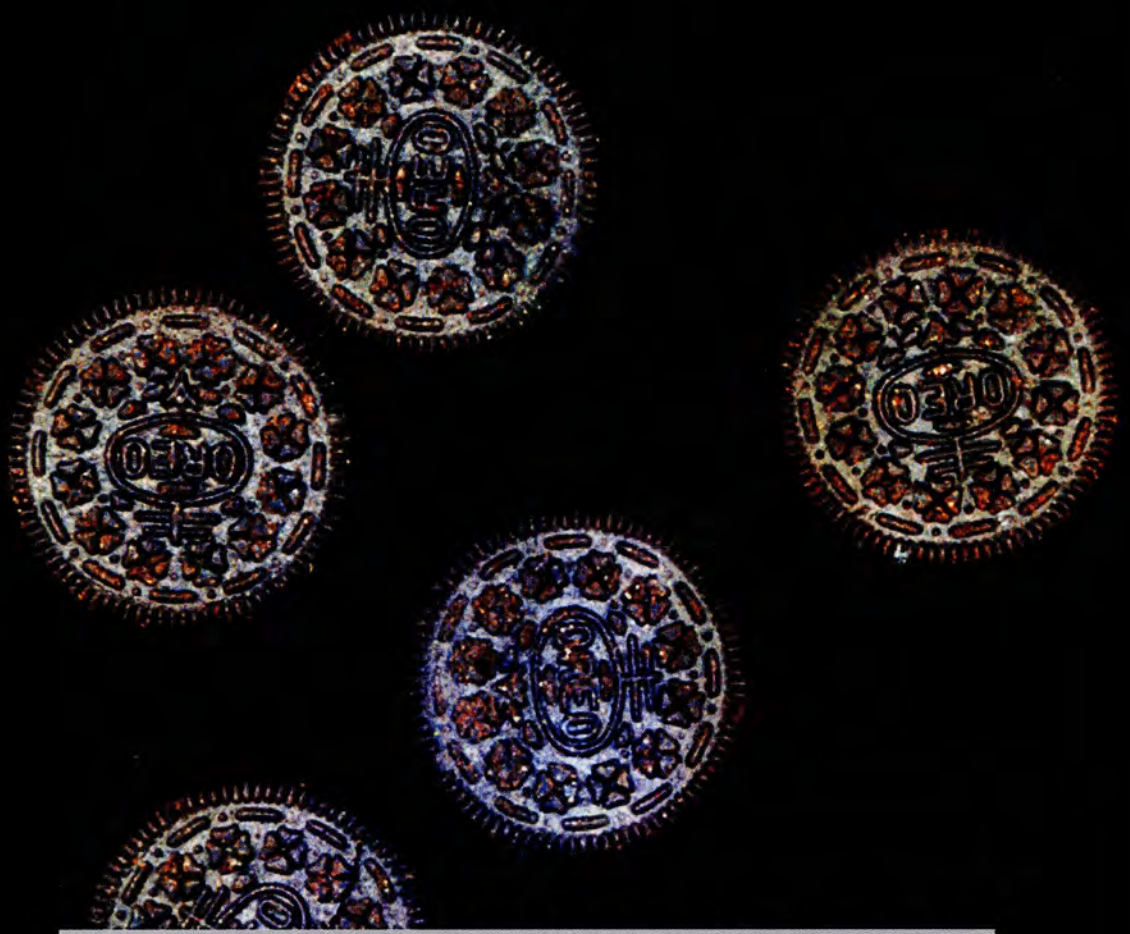


VIEW OF THE HAMBURG AMERICAN LINE PIERS AT THE FOOT OF NEWARK ST., INCLUDING A SIGN (RIGHT) ON THE CLOSEST PIER ADVERTISING THE STEAMSHIP COMPANY'S "AROUND THE WORLD" CRUISES ON THE S.S. *Cleveland*. POST CARD, CA. 1909. JIM HANS COLLECTION.



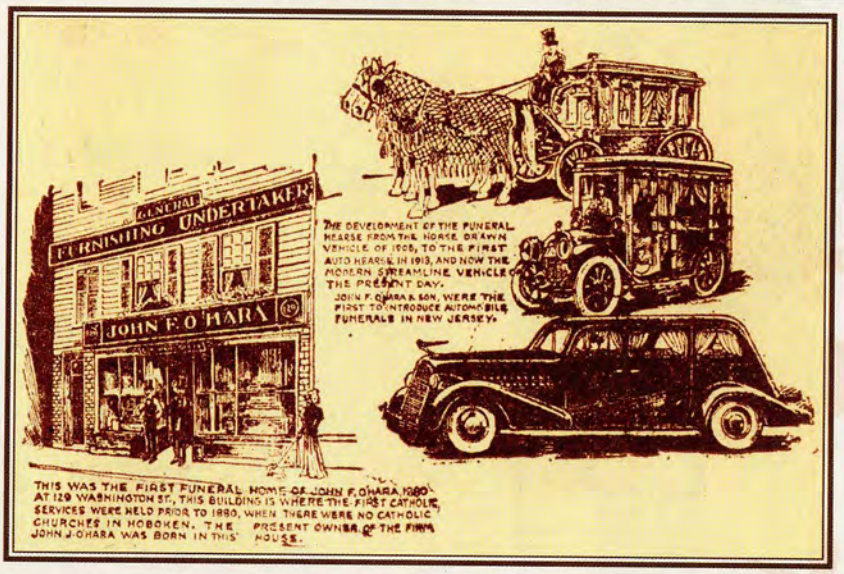
FRONT COVER OF A PASSENGER LIST, HAMBURG-AMERIKA LINE, 1888. JIM HANS COLLECTION.

First Oreo® Cookie 1912



The first purchase of an order of Nabisco's Oreo® cookies came from Hoboken in 1912. On March 6, S. C. Theusen of Washington Street ordered one can of the new Oreo® Biscuits from the National Biscuit Company headquartered across the river in Manhattan. Theusen, a *Hoboken Reporter* article noted in February 1997, owned a grocery store at 1026 Washington Street. The Oreo® is the largest-selling cookie in the world. "Over 9.1 billion Oreo® cookies are enjoyed each year," states a blurb on the back of a recent special Christmas ornament box, labeled "Oreo® Cookies for Santa," which also mentions that the first Oreo® was sold in Hoboken.

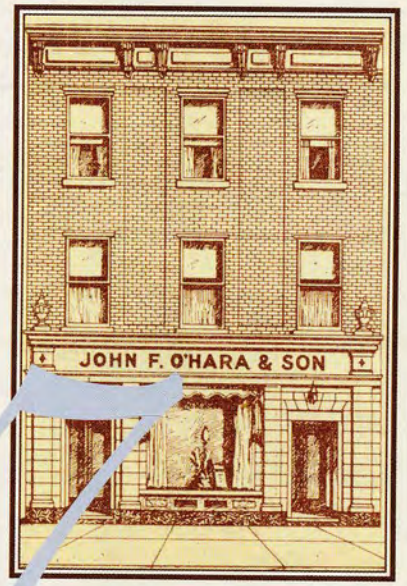
06.



EVOLUTION OF THE HEARSE, AND FUNERAL HOME OF JOHN F. O'HARA & SON, 323 WASHINGTON STREET. THE BUSINESS WAS FOUNDED, WITH JOHN J. DEVITT, BY THE ELDER JOHN F. O'HARA IN 1878. NEWSPAPER CLIPPINGS (ABOVE AND BELOW), *Jersey Observer*, FEBRUARY 7, 1942. JIM HANS COLLECTION.

First Auto Hearse
1913

In New Jersey, the shift from horse-drawn funeral hearses to automobile hearse was pioneered by a Hoboken firm. According to the *Jersey Observer's 1942 Jubilee* retrospective, John F. O'Hara & Son were the first to introduce automobiles in funerals in the state, in 1913.



67

G. SUNDBACK.

SEPARABLE FASTENER.

APPLICATION FILED AUG. 27, 1914.

1,219,881.

Patented Mar. 20, 1917.

80

Fig. 1.

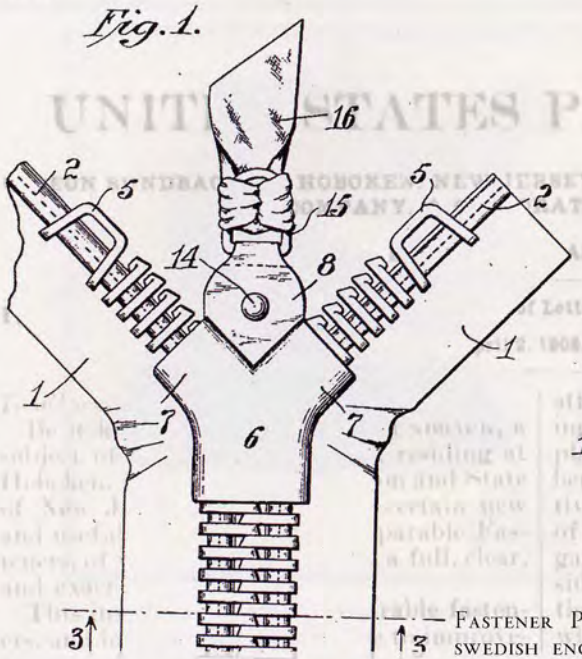


Fig. 2.

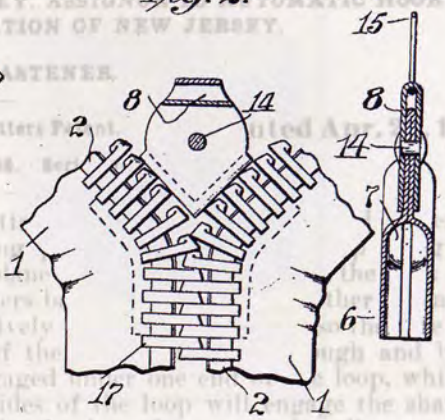


Fig. 8.

FASTENER PATENT GRANTED TO GIDEON SUNDBACK, A SWEDISH ENGINEER WORKING FOR THE AUTOMATIC HOOK AND EYE CO. OF HOBOKEN, NJ. COURTESY U.S. PATENT OFFICE.

First Zipper 1913

Everyone is familiar with the zipper, that ingenious little mechanism we probably use every day. The first successful zipper, the "hookless" fastener as it was originally called (the basic design we now use), was perfected in Hoboken in 1913. The man responsible was a Swedish engineer named Gideon Sundback who was assigned the task in 1906 at the Automatic Hook and Eye Company's factory at Eleventh and Adams Street (451 Eleventh St.)

Fig. 5.

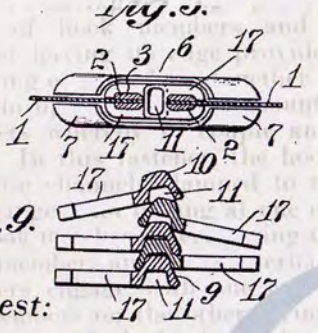


Fig. 9.

Fig. 6.

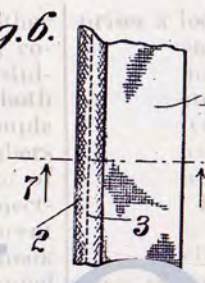
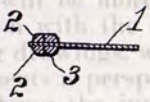


Fig. 7.



Attest:

J. D. Connelly, Jr.

Inventor:

Gideon Sundback,

by Edwards, Sager & Wooster

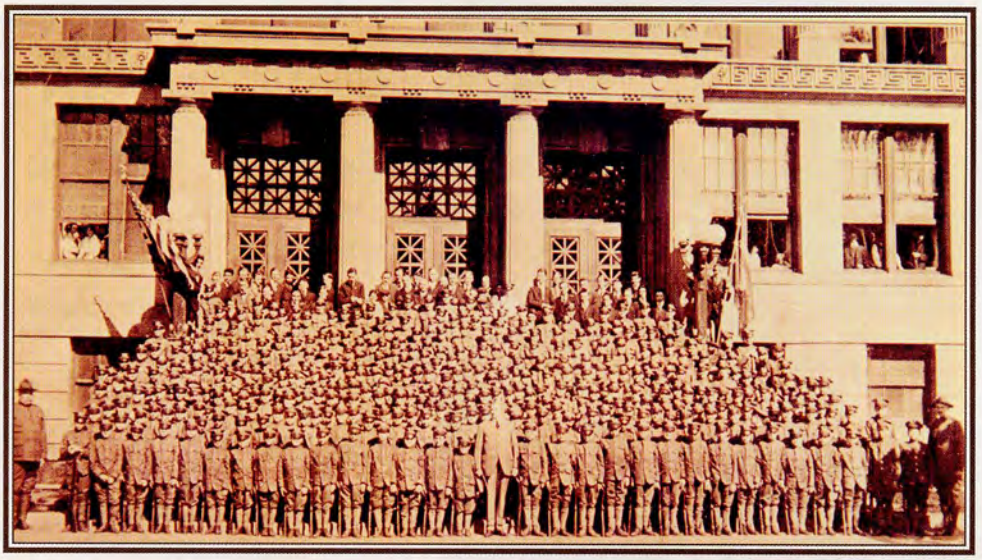
Attys.



ELIZABETH ALMIRA ALLEN, (1854-1919) FROM *The Life of Elizabeth Almira Allen*, THE NEW JERSEY EDUCATION ASSOCIATION, TRENTON, NJ, 1944.

First Woman President of Teachers' Association 1914

The first female to be elected president of the New Jersey State Teachers' Association (later called the New Jersey Educational Association) was Elizabeth Almira Allen of Hoboken in 1914. This Hoboken First was found, among other sources, in the *NJEA Review*'s March 1988 "Timeline of Women's Rights." A longtime, devoted schoolteacher, Elizabeth Allen had, by 1900, become secretary of the Teachers' Retirement Fund, a member of the Board of Trustees, and a member of several Committees of the New Jersey State Teachers' Association. (See #53). Her name is also closely associated with the establishment of the Teachers' Retirement Fund. While living in Hoboken Miss Allen found time to become president of the Women's Club, a vice-president of the Hoboken Red Cross, and a member of the Hoboken Chamber of Commerce. She was also a member of the Daughters of the American Revolution.



Boys Under Military Training, Hoboken High School, 1916. photo, "Right and Duty or Citizen or Soldier — Switzerland Prepared and at Peace, A Model for the United States, National Defense Institute," ny, 1916. hoboken public library historical collection.

First Military Training in Public School 1916

In 1916, while World War I was raging in Europe, (prior to our country's involvement in 1917) Hoboken Mayor Patrick Griffin advocated military training in the city's public schools, the *Jersey Observer*'s 1942 *Golden Jubilee Edition* reported. Demarest High School, which was at Fourth and Garden Streets, led New Jersey with the first uniformed group of high school boys under military training.

70.



Frank Cordts Furniture Company Letterhead, 1900, Jim Hans collection.

First Merchants' Association 1917

According to the Hoboken Board of Trade *Bulletin* of June 1917, "a big step forward in retail circles was taken May 23, 24, and 25 when a Merchants' Institute was held in Hoboken." This city made history during this period, as the Institute was the first statewide organization of retail merchants in the country.



U.S. Troops at Port of Embarkation, Hoboken, NJ, World War I, ca. 1917. photo, Hoboken Public Library Historical Collection.

First Great Army 1917



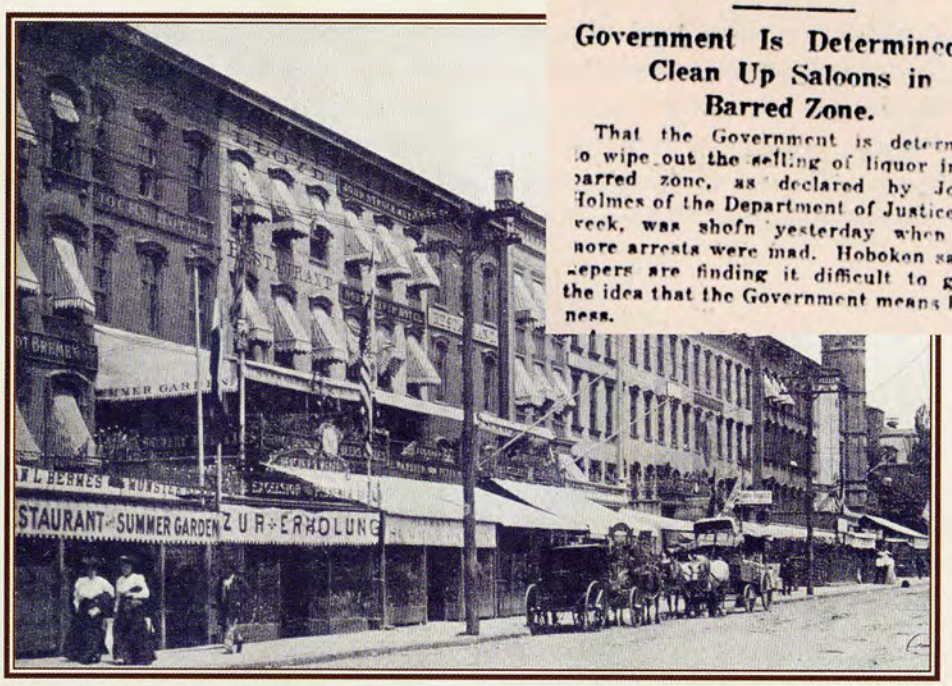
During World War I, the first great American Army, with over one million soldiers under the leadership of General John J. Pershing, began its historic journey from Hoboken to the battlefields of France. As reported by Major General David C. Shanks in his 1927 book, *As They Passed Through the Port*, the first convoy carrying troops — a total of 11,991 officers, enlisted men, and civilians boarding fourteen United States transport ships — left Hoboken, the Official Port of Embarkation, on June 14, 1917. A total of 936 sailings to France and

England were made from Hoboken after the United States entered the war. Troops were carried on every one of these ships — over three hundred vessels. By the time most of the troops had passed through Hoboken, the port had become synonymous with America, as disclosed in the frequently quoted question General Pershing presented to his troops near the end of the long struggle in Europe: "What will it be, boys, Heaven, Hell or Hoboken?"



BELOW: GENERAL JOHN J. PERSHING (MIDDLE) AT HOBOKEN DURING WORLD WAR I, RODMAN WANAMAKER (HIGH HAT) AND ARMY TRANSPORT SERVICE GIRLS SALUTING GENERAL PERSHING, BETWEEN PIERS 4 AND 5. PHOTO, HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.





River Street showing predominantly German beer gardens between 3rd and 4th Sts. prior to World War I and National Prohibition. Post card, ca. 1907. Jim Hans collection.

TWO MORE LIQUOR ARRESTS IN HOBOKEN

Government Is Determined to Clean Up Saloons in Barred Zone.

That the Government is determined to wipe out the selling of liquor in the barred zone, as declared by Joseph Holmes of the Department of Justice last week, was shown yesterday when two more arrests were made. Hoboken saloon keepers are finding it difficult to grasp the idea that the Government means business.

First Prohibition Declared ! 1917

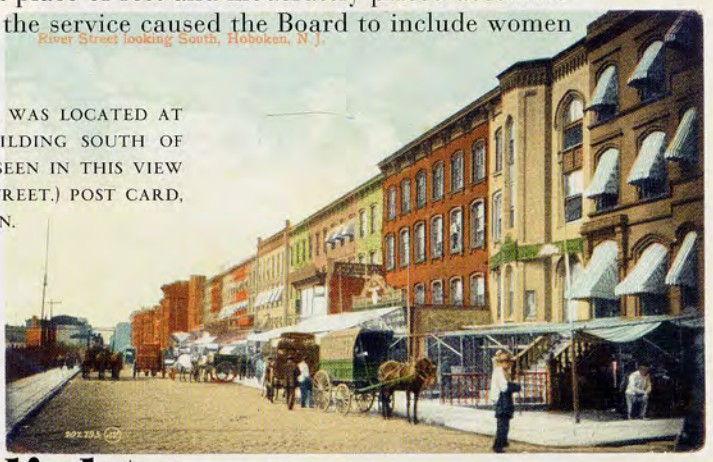
Although not happy about it, Hoboken in 1917 was the first city in the nation to experience federal prohibition — four years before passage of the Eighteenth Amendment and the Volstead Act brought alcoholic drought to the rest of the country. During World War I, only days after the Official Port of Embarkation was established at Hoboken on September 18, President Wilson ordered the city's near-the-waterfront saloons closed as a wartime measure. Although the U.S. government ordered that only saloons located within a half-mile radius of the army piers would be closed (as of October, 1917) at least 280 saloons in Hoboken were affected, most within the four blocks on River Street running parallel with Army-controlled piers.

TOP RIGHT AND PAGE BACKGROUND: NEWSPAPER CLIPPINGS, WORLD WAR I SCRAPBOOK. HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION. PROHIBITION.

74. Women Military Housed 1919

The opening of a community welfare house on January 29, 1919 (during the last months of World War I) at 324 River Street, Hoboken, by the Jewish Welfare Board, may be the first provision made for the inclusion of female members of the military service in housing accommodations. The U.S. first recruited its women for military service in World War I; 34,000 served. A *New York Herald* article from January 30, 1919, "Welfare House Also for Women in the Service," described the sign over its door, which read: "Officers, men and women in uniform welcome." The article continued,

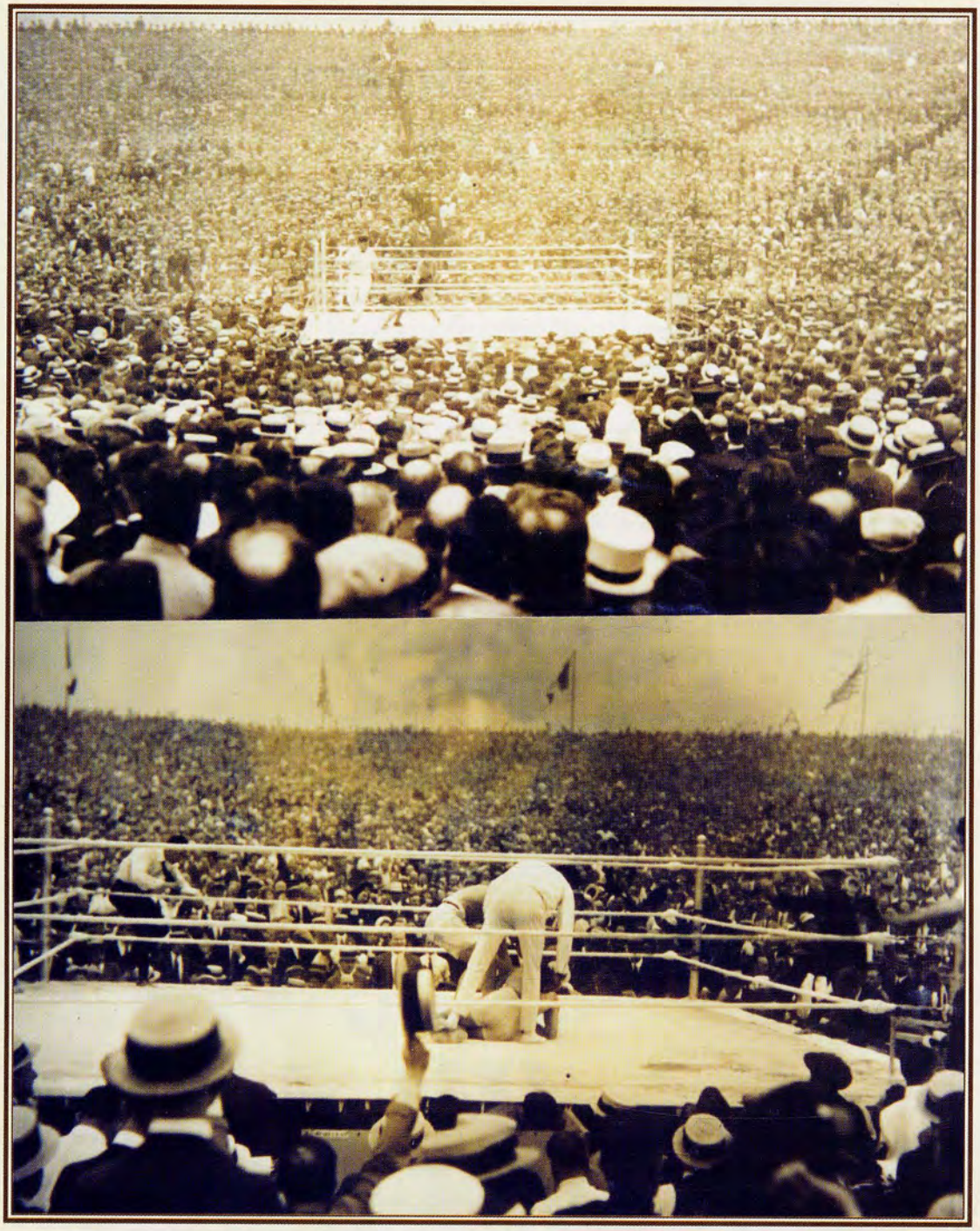
> more than two hundred and fifty yeomenettes are serving the government in the transport service in Hoboken, and the Jewish Welfare Board of the need of a place of rest and moderately priced accommodations for women in the service caused the Board to include women in its welcome.



COMMUNITY WELFARE HOUSE WAS LOCATED AT 324 RIVER STREET (SIXTH BUILDING SOUTH OF THE CORNER OF 4TH STREET, SEEN IN THIS VIEW LOOKING FROM 4TH TO 3RD STREET.) POST CARD, CA. 1908. JIM HANS COLLECTION.

75. First Daylight Savings in N.J. 1920

During the year 1920 the Hoboken Chamber of Commerce favored the recently proposed daylight savings time, implemented by the federal government, making Hoboken — according to the Chamber of Commerce's 1920 *End of the Year Report* — the first city in New Jersey to approve the ordinance dated that year.

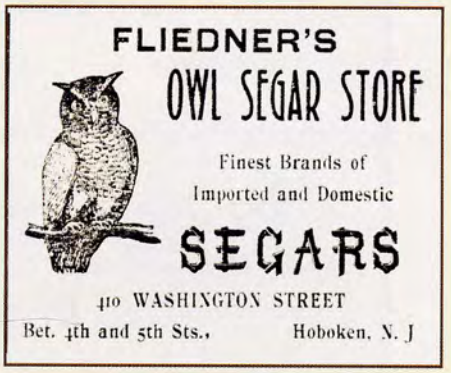


The Highly Publicized 1921 Dempsey-Carpentier fight became radio's first broadcast nationwide, via Hoboken. Photos, Hoboken Public Library Historical Collection.

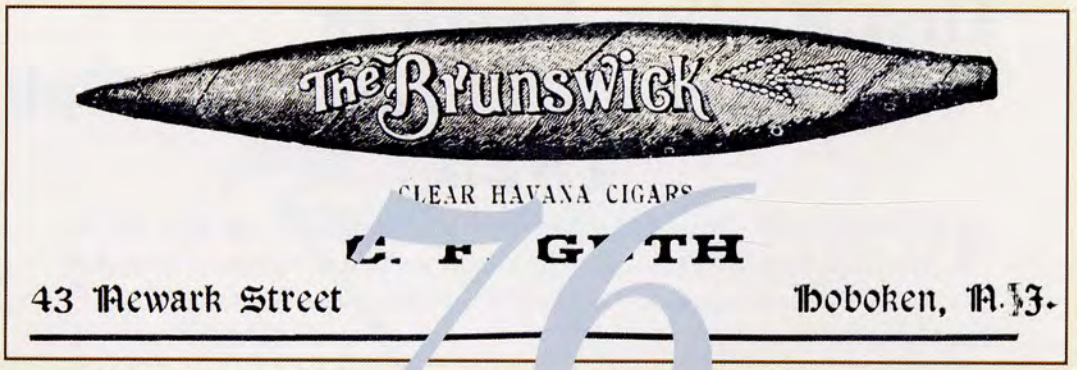
First National Radio Broadcast

1921

America's first nationwide radio broadcast took place on July 2, 1921, thanks to a Hoboken landmark. The occasion: Major J. Andrew White's blow-by-blow ringside description of the much-touted heavyweight match between champion Jack Dempsey and the colorful French challenger Georges Carpentier. Promoter Tex Rickard had secured special permission to erect a radio aerial at the arena being built at Boyle's Thirty Acres, Jersey City, but the city commissioners promptly vetoed, ruling that an aerial tower of steel would have to be built for the safety of the 90,000 expected fight spectators. The lowest bid for the erection of a tower was a prohibitive $10,000, so attention was turned a few miles away toward Hoboken and the terminal for the Delaware, Lackawanna and Western Railroad, with its landmark clock tower. Major White talked the railroad officials into letting them swing aerial wires from the tower's tip, and arranged with the telephone company for a one-day lease of a wire hook-up connection to ringside. A nation listened as the fight, the first million-dollar gate in the annals of boxing, was broadcast by White through station NJY, via Hoboken. Dempsey won, retaining his title, and history was made.



Ad from the Steven's *Link*, ca. 1907. Jim Hans collection.



Cigar Ad for C. F. Guth in local publication, ca 1910. Jim Hans collection.

Ricavata la presente Nota, nel mio Uf-
ficio, 506 - Fourth St. in Hoboken, N. J., li 19 Marzo 1897. —

Mrs. TENORE Ferdinando & MIELE Emilio

To F. MATURO, Dr.

Commission Merchant and Importer of

ITALIAN PRODUCE,

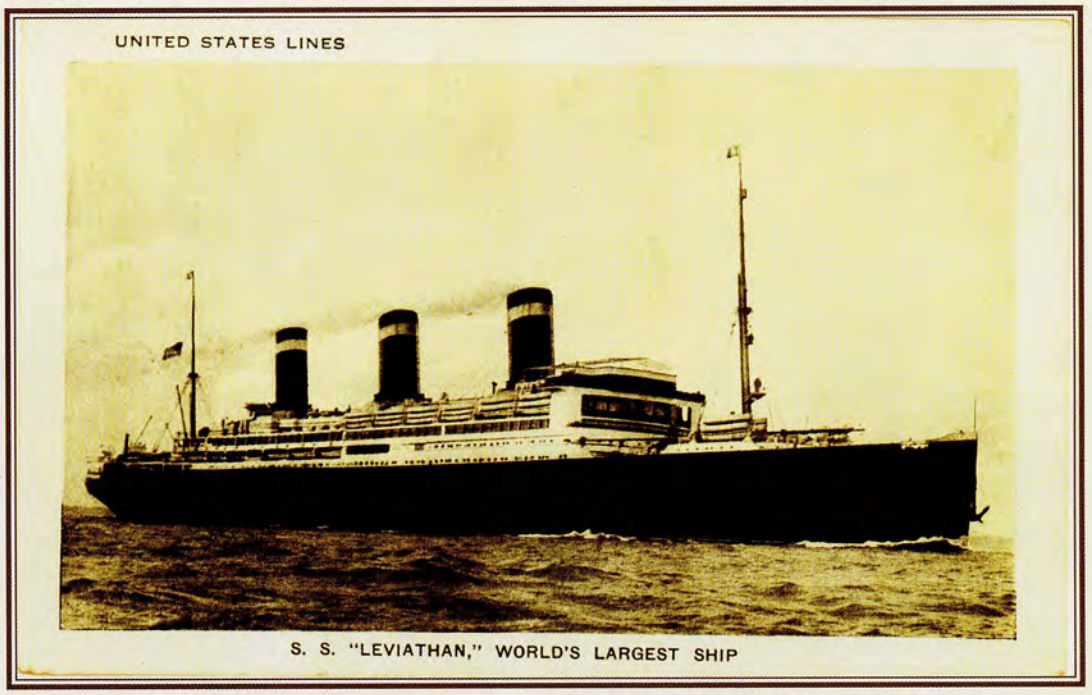
TERMS: 504 & 506 Fourth St.

		1° Bill: 9 gennaio 1897			
Casse	1	Salami		$.	12. -
Barili	2	Pasta rotta	a 1, 66.	„	3,32
Boxs	25	Maccheroni	a - 75	„	18, 75
Libre	200	Faggiuoli	a - 3	„	6, „
„	131	Piselli	a - 2	„	2,62
„	130	Fave	a - 3	„	3,90

HANDBILL, 1897. JIM HANS COLLECTION.

First Italian-American Women's Democratic Club 1923

The Young Ladies Democratic Club, Inc. of Hoboken was the first Italian-American women's Democratic club incorporated in the state. According to a *Jersey Observer* report on February 25, 1938, it was founded in 1923 by Miss Rose Curci.

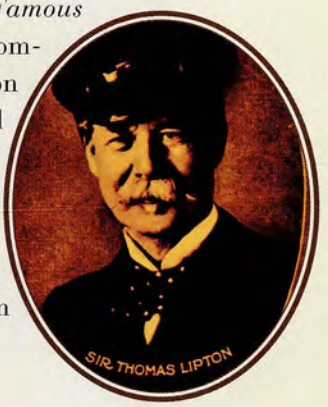


ABOVE: THE *Leviathan*, THE LARGEST SHIP IN THE WORLD, WAS FORMERLY THE GERMAN LINER *Vaterland*, CONFISCATED IN HOBOKEN DURING WORLD WAR I AND CONVERTED INTO A U.S. TROOPSHIP. (SEE #72) IN 1923 SHE WAS REFURBISHED INTO A PASSENGER SHIP FOR THE NEWLY FORMED UNITED STATES LINE. POST CARD, CA. 1923. JIM HANS COLLECTION.

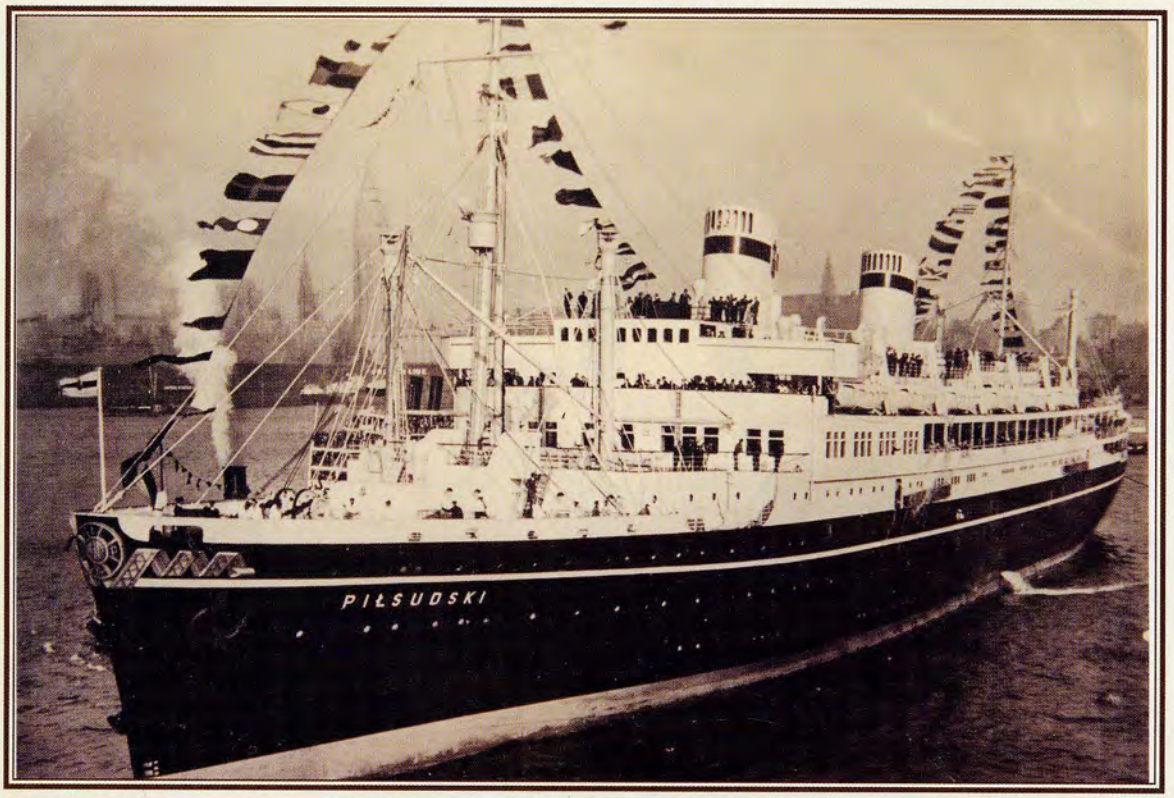
BELOW: SIR THOMAS LIPTON, MEMBER OF THE HOBOKEN CHAMBER OF COMMERCE IN 1919. HIS WORLDWIDE TEA FIRM HAD JUST MOVED TO HOBOKEN. DETAIL, UNIDENTIFIED CLIPPING.

First Ship to Shore 1929

Joseph Nathan Kane in "The Magic of Communication" (*Famous First Facts*, 1950) acknowledged that the introduction of commercial ship-to-shore radiotelephone service was inaugurated on December 8, 1929 on the *S.S. Leviathan*, a Hoboken-based passenger steamship, the largest in the world, and the first liner to be equipped for such service. The rate of a radiotelephone call varied between seven and eleven dollars a minute, depending on the zone. The first personal call, placed by Sir Thomas Lipton aboard the *S.S. Leviathan*, was to William Hector Rankin, a New York advertising man.



78.



THE POLISH PASSENGER LINER *Pilsudski* ON THE HUDSON RIVER, NEW YORK CITY IN THE BACKGROUND, (PROBABLY HER MAIDEN VOYAGE, JULY, 1936.) COURTESY OF THE LATE JOHN HEANY. REPRODUCTION, JIM HANS COLLECTION.

First Bartered Ship 1936

Passengers who left Hoboken in 1936 on the Gdynia (Polish) American Line's new diesel-powered liners, the *Pilsudski* (launched January 19, 1934) and the *Batory* (launched July 8, 1935), must have found it interesting to learn later that these two ships were the "first vessels in maritime history contracted for on a barter basis." The February 1938 issue of the Hoboken Chamber of Commerce's *Hoboken Review* noted that the liners had [entered service the previous year, 1937] "in exchange for 16 million tons of Polish coal." The popular line, owned by the Polish government and operating from Gdynia on the Baltic Sea, made Hoboken (at the foot of Sixth Street) its American "home" port in 1930, serving transatlantic and cruise passengers and providing freight service.

79.

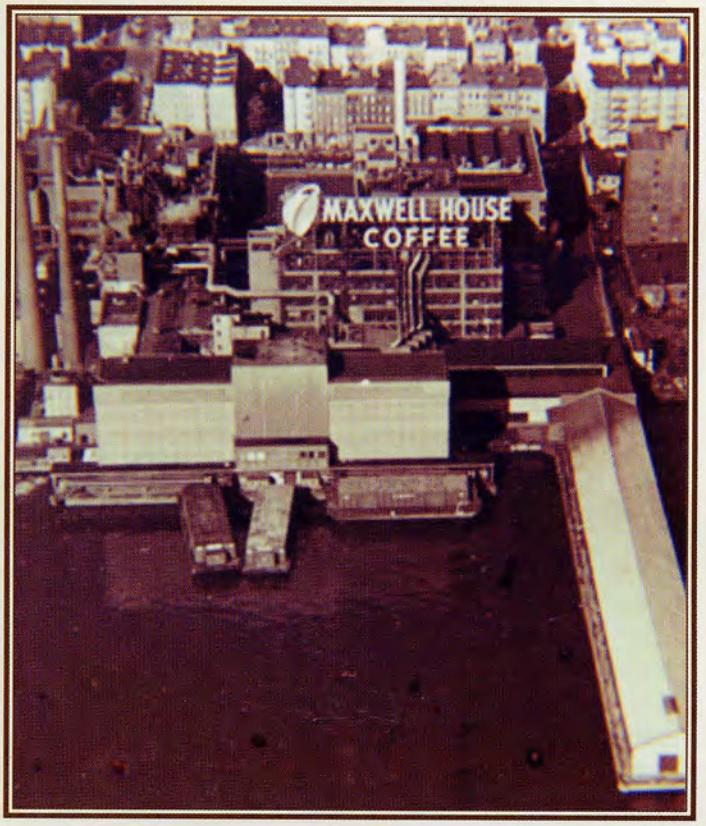


S. S. *Nieuw Amsterdam*, 759-FOOT FLAGSHIP OF THE HOLLAND-AMERICA LINE. POST CARD, JIM HANS COLLECTION.

First Steamship Amenities 1938

When the *Nieuw Amsterdam*, the 36,287-ton flagship of the Holland-America Line, ended its maiden voyage on May 16, 1938 at the Hoboken terminus, foot of Fifth Street, the city's Chamber of Commerce announced in its *Hoboken Review* that visitors would find every comfort on board "the first trans-Atlantic liner ever built with a private bathroom for every cabin-class stateroom." The rooms were also equipped with ship telephones. At the beginning of World War II, the *Nieuw Amsterdam* had been laid up in Hoboken until used by the British as a transport troopship. In 1961 it was extensively rebuilt and continued to sail for twelve more years. It was scrapped in 1974.

80.



Maxwell House Coffee Plant on the Hoboken Waterfront, foot of 11th St. Photo, ca. 1960. Hoboken Public Library Historical Collection.



Instant Coffee Invented ca. 1942

Back in the early 1930s, research was started by Maxwell House to develop a new type of coffee product — a coffee that could be available instantly, simply by adding boiling water. The company's Hoboken plant was put to work on the project. Opened in 1939, the Maxwell House Coffee plant was the largest coffee blending and roasting plant in the world. Located on the waterfront between Eleventh and Twelfth Streets on an eight-and-one-half-acre plot, the plant contained over ten acres of floor space. The research there brought results: Early in 1942, the first shipment of instant coffee was delivered from the Hoboken plant to the armed forces. In 1950, General Foods of Hoboken introduced the first one hundred percent pure instant coffee on the market, Instant Maxwell House. Hoboken's Maxwell House facilities operated until 1992.

81.



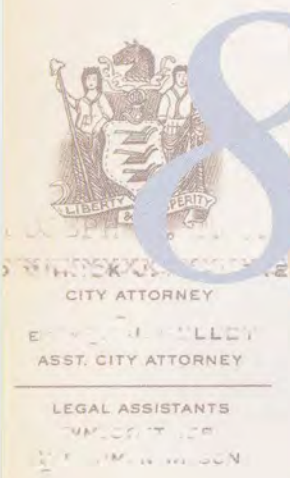
MRS. KATHERINE YOUNG, SHOWN HERE AT THE TODD SHIPYARDS IN HOBOKEN, DRIVING OAKUM INTO THE SEAMS OF THE BOTTOM OF A WOODEN VESSEL. THE *Jersey Journal*, SEPT. 15, 1943. JIM HANS COLLECTION.

First Woman to Caulk Ships

1943

The September 15, 1943 edition of the *Jersey Journal* asserted that Mrs. Katherine Young, wartime worker during World War II in the ship repair yard of the Todd Shipyards Corporation in Hoboken, circa 1943, was believed to be the first woman in this country, "if not the world," to have mastered the art of ship caulking. Todd Shipyards (formerly Tietjen & Lang Drydocks) occupied a large waterfront area on Hoboken Cove in Hoboken from 15th Street north to 17th Street along Park Avenue (a small portion lapped into Weehawken). Tietjen & Lang, before selling to Todd in 1916, had facilities in this area from 1888 and gained the reputation of fine quality craftsmanship. After extensive expansion, the shops, land and pier space covered over 21 acres, and with nine floating dry docks employed over 1500 workers.

82.

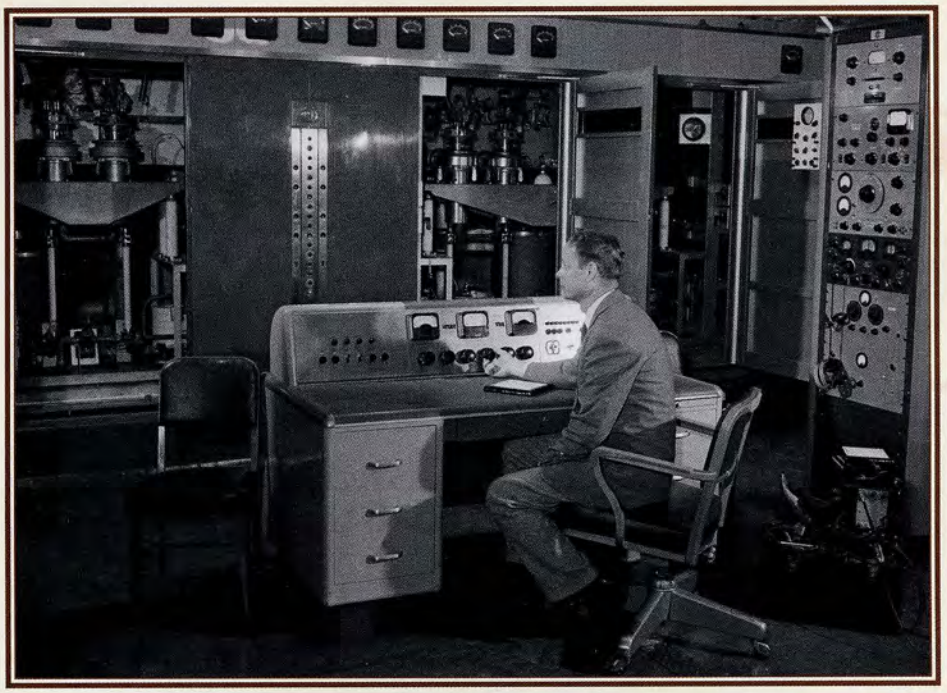


83. First Parachute Mail 1947

Hoboken became "the first community in the country to have mail delivered by parachute" when that service, on a trial basis, was inaugurated on January 6, 1947. The historical event took place at 11:00 a.m. at Lackawanna Plaza, just south and east of the Hoboken Post Office, where two bags of mail were dropped from a helicopter.

84. First Public Warning System 1951

A municipal public address system under the operation of the Hoboken Police Department was installed throughout the entire city in 1951. According to a March 26, 1955 *Hudson Dispatch* article, the 100-speaker system operated under 1,170 watts of audio power, with a control switchboard at police headquarters. Hoboken was the first city in the United States with such a complete system. As a safety alert method the public address system was welcomed by the community. For many years it effectively called off-duty police and firemen during emergencies and issued Christmas music over the holidays. During this period Hoboken also became the first city on the eastern seaboard to install the "bell and light" system developed by telephone company engineers as a disaster signal system.



JEAN SEYMOUR, PROJECT ENGINEER FOR THE VOICE OF AMERICA, SITS AT THE CONTROLS IN THE FIRST SEAGOING RADIO BROADCASTING STATION AT HOBOKEN, NJ, 1952. PHOTO © BETTMANN / CORBIS.

First Sea-going Radio 1952

The first sea-going radio broadcasting station was on the 5,800-ton, 338-foot U.S. Coast Guard cutter *Courier*, commissioned in Hoboken, February 15, 1952.

First Touch-Tone Telephone 1959

Dr. Francis T. Boesch, a Hoboken resident and professor at Stevens Institute of Technology, gave us the first touch-tone telephone in 1959. Celebrating the 30-year anniversary of the invention, the *Jersey Journal* reported in August 1988 that Boesch, part of a team at Bell Labs, had designed and received a patent for his unique system of electronic transistors.



MASONIC TEMPLE CA. 1964. HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.

87 First Church in the Round 1964

The first church in the state of New Jersey to seat its congregation "in the round" was the First Presbyterian Church of Hoboken in 1964. Hoboken historian George Moller, writing in *The Hoboken of Yesteryear*, noted that on June 14, "after moving their old church, located on the northeast corner of Sixth and Hudson Streets, the members of the congregation, on that date, dedicated their new church at Ninth and Washington Streets southeast corner, making religious history in the state of New Jersey by having renovated the former Masonic Temple for spiritual use to 'Worship in the Round.'" The interior of this church had been "designed so its members sat around the preacher and the communion table rather than before them like in most other churches." The arrangement of the pews in this fashion originates from Matthew 18:20, "based on these words spoken by Christ: 'Where two or three are gathered together in my name there am I in the midst of them.' "

88 First Closed-circuit T.V. System 1962

The first closed circuit television system installation by any city in the country to aid police in street surveillance took place in Hoboken in 1962. Special tests and surveys for fixed-location television cameras (one later installed on the southwest corner of First and Washington Streets) were approved in February and demonstrated in Hoboken in May of that year, according to *Jersey Journal* reports.



ABOVE AND BELOW: RIDING THE PATH TRAIN IN AIR CONDITIONED COMFORT ARE BEVERLY AND JIM HANS AND THE ACTOR BRUCE BYRON (*Scorpio Rising*). THE ACTOR IN CHARACTER IS THRONGED BY KIDS ON A HOBOKEN STREET. PHOTOS CA 1966, SCRAPBOOKS, BEVERLY HANS.

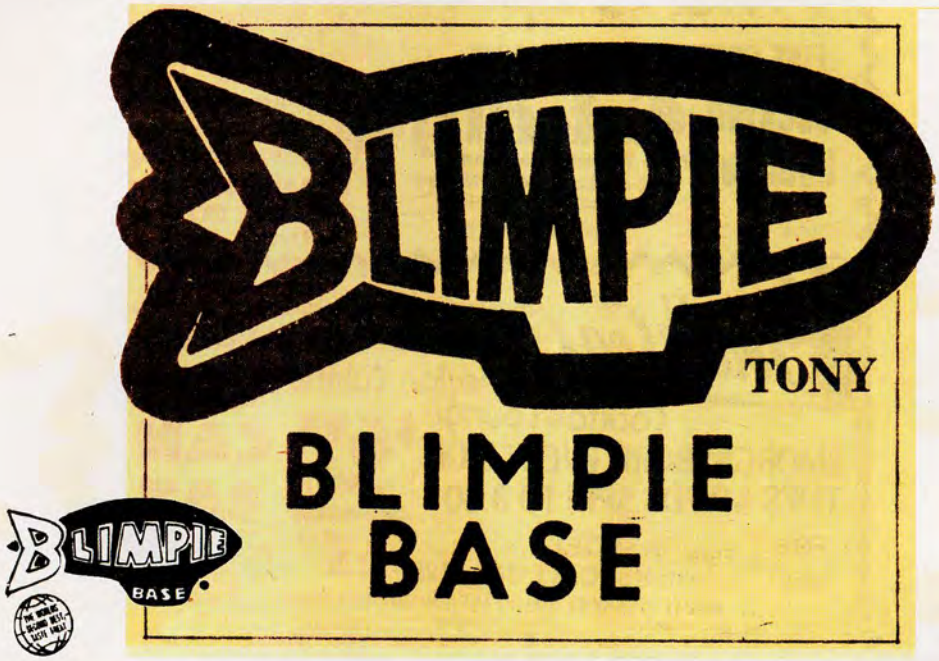
First Air-conditioned Subway

1964



By September 1964, travelers could board "the world's first fully air-conditioned rapid transit system" from the PATH terminal at Hudson Place, Hoboken, the Port Authority Trans-Hudson Corporation newsletter *Pathways* reported in October 1997. PATH had acquired the insolvent Hudson & Manhattan Railroad in 1962, including 50 air-conditioned cars H & M had purchased with Pennsylvania Railroad from the St. Louis Car Company. Stan Fischler, in his book *The Subway*, noted that the "new cars — 30 were owned by the Pennsy and 20 by H & M — [were] a marvel of their time, and completely refuted the New York Transit Authority's claim that air-cooled cars couldn't work under rush-hour conditions." PATH would later order "206 new air-conditioned cars from the St. Louis Car Company," to equip their entire rapid transit system.

89.



BLIMPIES

No.		REG.	GIANT
1	SPICED HAM - COOKED SALAMI - CHEESE	59c	1.15
2.	HAM - SALAMI - CHEESE	65c	1.25
3.	PROSCIUTTINI - SALAMI - CHEESE	69c	1.29
4.	SUPER (HAM, CAPPACOLA SALAMI, CHEESE)	75c	1.45
*	BLIMPIES BEST (COMBINATION 2-3-4)	89c	1.69
5.	BOLOGNA - CHEESE	59c	1.15
6.	PEPPERONI - CHEESE	65c	1.25
7.	TUNA SALAD	69c	1.29
8.	HAM - SWISS	69c	1.29
9.	ROAST BEEF	79c	1.49
10.	TURKEY (WHITE MEAT)	79c	1.49
	PEPPERS	5c	10c

Delivery - 5c Per Sandwi… …deliver Soda

All Blimpies garnished at n… …
lettuce, onions, oil, vinegar, oreg… …

ABOVE: Blimpie Base Logo. unidentified local newspaper ad, 1977. Jim Hans collection.

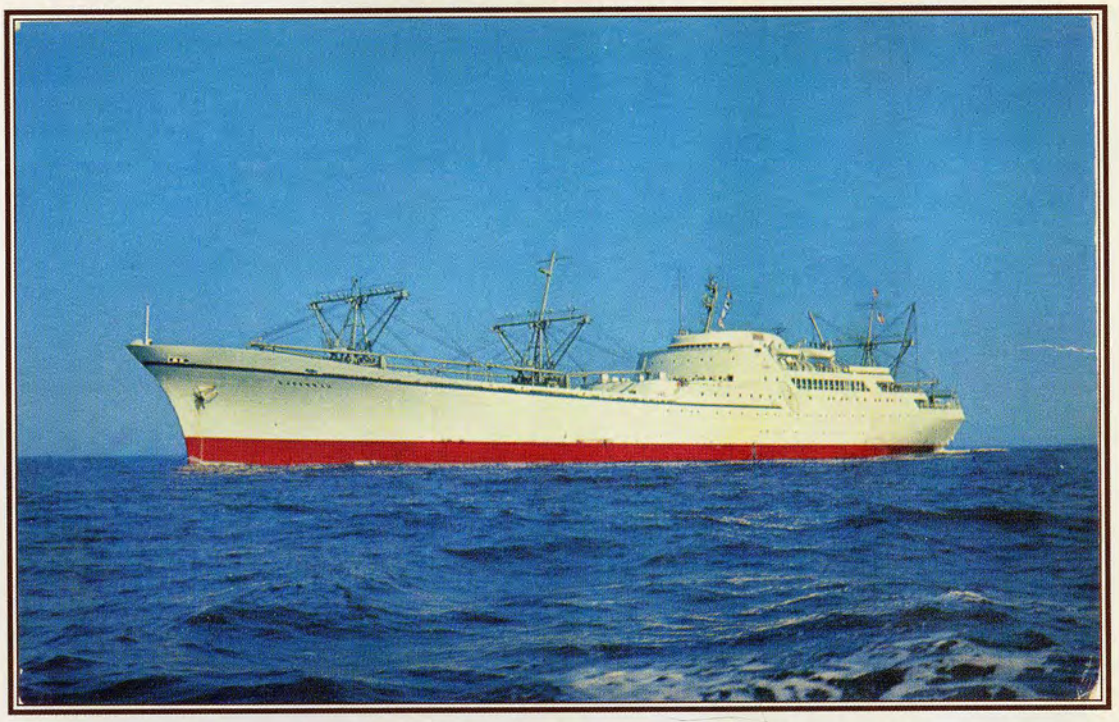
LEFT: An early menu. Jim Hans collection.

BELOW: Blimpie Base at 644 Washington St. prior to moving to 110 Washington St. in 1997. Photo, ca. mid 1990s, Jim Hans collection.



First Blimpie Base 1964

There are hundreds of Blimpie Base sandwich stores around the country today, but Blimpie Base #1, in Hoboken, was the first, opening on April 4, 1964 at 642 Washington Street. Later it moved next door to 644. In November 1997, an additional branch opened at 110 Washington Street. Caren Lissner noted in the *Hoboken Reporter* in April 1999 that the original shop was opened "by three friends who graduated from St. Peter's College together. Within months they opened two additional shops in Jersey City. Before that, there were no regional submarine sandwich chains."



NUCLEAR SHIP *Savannah*, CA.1967. POST CARD COURTESY ROBERT FOSTER.

First Atomic Merchant Ship 1965

According to a February 1967 report in the *Jersey Journal*, the world's first atomic-powered merchant ship, the N.S. (Nuclear Ship) *Savannah*, began commercial service from the Hoboken Terminal in September 1965. During this period, Hoboken's Port Authority Marine Terminal was leased to the American Export Isbrandtsen Lines. It occupied the three piers located between the foot of Newark Street and the foot of Fourth Street. For many years, the American Export Lines was one of the most active facilities in the harbor. During 1965 alone, 290 vessels berthed at the Hoboken Terminal, which served as the main operating base for the company's worldwide services.

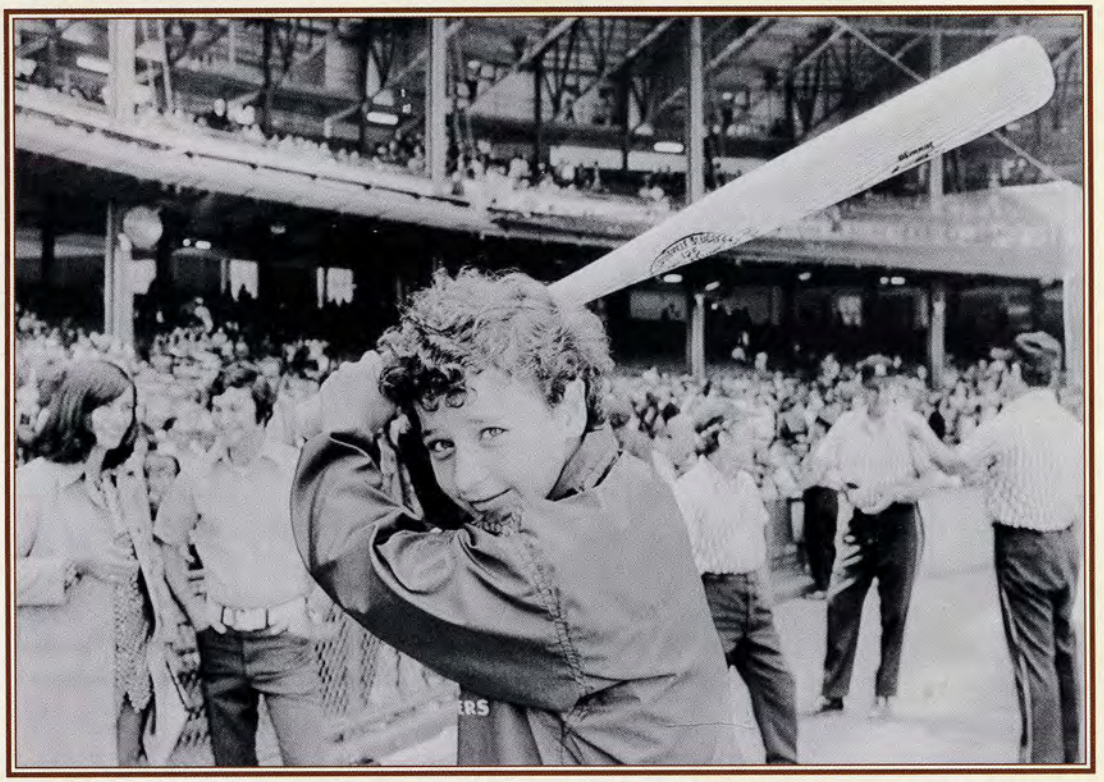
91.



THE S.S. *Stevens* DOCKED AT CASTLE POINT, HOBOKEN. DETAIL OF ADVERTISEMENT, *Time Magazine*, MAY 24, 1968. JIM HANS COLLECTION.

First Floating Dorm 1967

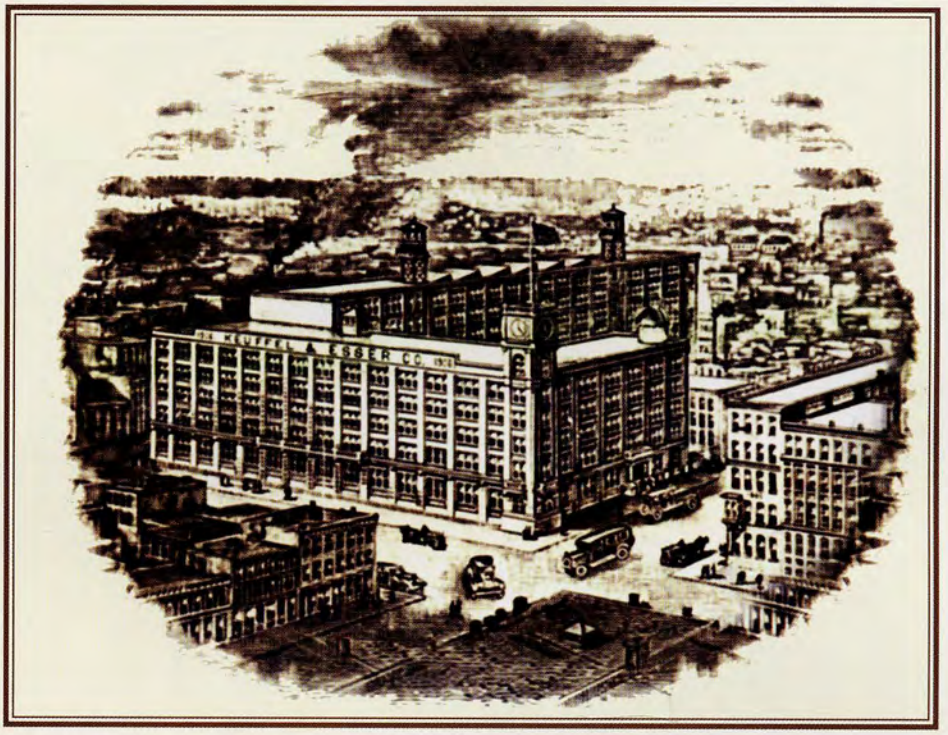
Stevens Institute of Technology found an inventive way to end to its student housing shortage in 1967 when it purchased the steamship *Exochorda* from the American Export Lines to house 175 undergraduates. With the name changed to the S.S. *Stevens*, the former passenger-cargo liner became the nation's first floating steamship dormitory. It was docked for a number of years on the Hudson River, below the Institute at Castle Point.



Maria Pepe pitched three games in Hoboken Little League until she was challenged under the "no girls" rule. Photo of Ms. Pepe at bat, 1974. © Bettmann / Corbis.

First Girl on a Little League Team 1972

In 1972, when Maria Pepe joined the Hoboken Young Dems Little League team, she was its first girl player and the first female Little League baseball player in the United States. Little League officials balked, saying that girls were not allowed. The lawsuit filed on her behalf (successfully concluded in 1974) allowed generations of girls to follow in her footsteps and play Little League baseball. By the time Little League rules were changed to allow both girls and boys, ages 8 through 12, Pepe, age 12, was too old to play. But, thanks to Jim Farina, the Young Dems coach who recognized Maria's talents and allowed her to try out, Maria Pepe was able to pitch in three Little League games. For this historic milestone, the lifelong Hoboken resident received a Hudson County Hall of Fame award in 2003.



KEUFFEL & ESSER CO. BUILDING. DETAIL, ENGRAVING CA.1929, KEUFFEL & ESSER CO. LETTERHEAD. JIM HANS COLLECTION.

First Factory Conversion 1976

The first conversion of a factory into a moderate-income family housing project in America took place in Hoboken in 1976. The old Keuffel & Esser Co. No.2 Building, constructed in 1906 on Third Street between Adams and Jefferson Streets, had provided employment for more than 200 people in the manufacturing of drafting materials and precision instruments. A five-million dollar conversion transformed the former K&E factory into a 173-unit housing complex known as "Clock Tower." Mayor Steve Cappiello declared it a "dramatic accomplishment and a classic example of what can be done with abandoned resources of our cities."

94.

First Computer Class Requirement 1982



Stevens student using a PC. photo in brochure, *The Create Project*, ca. 1982, Stevens Institute of Technology.

In the fall of 1982, Stevens Institute of Technology became "the first college in the country to implement a personal computer requirement," according to a 1986 Institute brochure. Eighty members of that year's freshman class were expected to own an Atari 800 microcomputer. Later all incoming freshmen were expected to own a professional desktop computer suited to engineering and technical applications. Computer workshops helped freshmen become acquainted with the sophisticated systems.

First American Baseball Team to visit Russia 1988

In 1988, who would have thought that 14 to 15-year-old ball players would be, according to Senator Frank Lautenberg (D-New Jersey) "the first Americans to play baseball in the Soviet Union?" The boys on a Sandy Koufax League team from Hoboken were just that. Maybe that's not so surprising, as Hoboken is the birthplace of baseball (see #27), a fact that instilled pride in the Hoboken sluggers. But they were also league champions, who had won the North Atlantic regional crown and earned a trip to the World Series in Puerto Rico.

Their trip to the Soviet Union began when a close friend of Senator Lautenberg's, Morton Goldfein, a vice-president of Hartz Mountain Industries, proposed a series of games between young American and Soviet baseball players as a way to promote good will between the rival world powers. The Hoboken team, renamed the "U.S. Ambassador's Baseball Team" became officially known as the "Ambassadors." Seventeen 14-to-15-year-old



Hoboken Baseball Team in Moscow 1988 - First Americans to Play Baseball in the Soviet Union. top row: David Torres, Michael Purvis, Jason Cassesa, Joe Sheeran, Ray Fiore, Jr., Coach Joe Reinhard, Joe Anderson, Coach Bill Culhane, "Chilie" Agosto, Coach Walter "Binky" Lehbrink, Jr., "Chipper" Benway, Danny Ortiz. bottom row, left to right: Dominick Dellafave, Marc Taglieri, Derek England, Blair DeGaeda, Ralph Eseubio, Derek Kusick, Rickie Huggins, Clay Castro. photo, 1988, by debbie culhane. thanks to walter lehbrink, jr. and martin leahy.

Ambassadors left Hoboken for Moscow on August 17th to face 20-year-old Soviet players. The Hoboken team was chosen partly because it had such a "mixture of African American, Puerto Rican and Caucasian members, and that diversity was very American," noted Coach Walter "Binky" Lehbrink, Jr. During the team's two-week goodwill tour of the Soviet Union they swept "five games in three Soviet cities before swapping players with a Georgian team for one last friendly scrimmage," Chris Mitchell wrote in the *Hoboken Reporter*, September 4, 1988. The team arrived back in Hoboken to hundreds of well wishers and a Wednesday afternoon parade on August 31.



THE NEW HOBOKEN HIGH SCHOOL ON CLINTON STREET BETWEEN 8TH AND 9TH, DEDICATED NOVEMBER 3RD, 1962. PHOTO FROM THE *Jersey Journal* SHORTLY AFTER THE DEDICATION. JIM HANS COLLECTION.

First College Credits in High School

1994

In 1994, Hoboken's high school became the first public school in the state to achieve acceptance into a program that allows juniors and seniors to earn college credits in some of the nation's most prestigious colleges and universities. As recorded in an article that winter in *Inside Education*, school district officials said Hoboken High had been "granted affiliate status" with the International Baccalaureate Program.

97.



DESIGN FOR THE AUTOMATED PARKING GARAGE. DRAWING IN A PROMOTIONAL PIECE CA. 1999. JIM HANS COLLECTION.

First Automated Parking Garage 1999

Hoboken's fully-automated parking garage at 916 Garden Street was designed to bring cars to parking spaces via a modern-day conveyor belt, a trolley-like housing arrangement to take cars from left to right in the 56-foot-high facility. Opened in 1999, the three million-dollar building is said to be the first of its kind in the country.

98.





LEFT: AUDRA CARTER AND MARIA DIAZ AT A CEREMONY AT HOBOKEN CITY HALL, 2002. RIGHT: DIAZ AND CARTER IN UNIFORM. PHOTOS COURTESY AUDRA CARTER.

First Woman Fire-fighters in Hudson County 2002

The Hoboken Fire Department made history in 2002 when Maria Diaz and Audra Carter became the first women firefighters on a paid force in Hudson County. Hoboken Fire Chief John Cassesa told the *Hoboken Reporter* on December 22, 2002: "It feels really good. Hoboken likes to be first and set the standard." Joining Diaz and Carter in a Hoboken "first" at their December 19th City Hall induction ceremony was Hoboken Police Lieutenant Karen Dimonde. Dimonde was promoted to captain, becoming the first woman police officer to hold that rank in the Hoboken department.

99.



The Frank Sinatra Post Office, corner of River and Newark streets. Photo, Robert Foster, colorized by Joy Sikorski.

First Automatic Postage in N.J. 2004

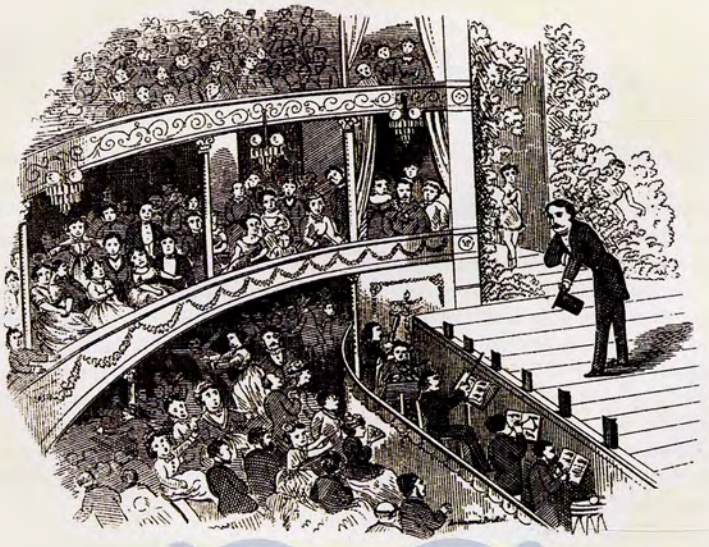
Hoboken's attractive River Street Post Office, officially named the Frank Sinatra Post Office in 2003, received the first multi-service automated postal machine in the state in October 2004. Customers visiting the main post office at 89 River Street may now experience the United States Postal Service's version of the ATM, to receive quick and easy access to postal services. About the same size as a ATM, the Automated Postal Center (APC) allows customers to obtain many of the same services offered at the retail counter, such as establishing package weight, calculating and providing postage, sending items via Express, Priority, First Class Mail and Parcel Post; and finding Zip codes — all with the use of a credit or debit card by the customer. According to Hoboken Postmaster Arthur Tate, the Hoboken Post office was selected to receive an APC because it is one of the nation's 2,500 busiest.

100.

Epilogue

This large and credible number of "firsts" related to Hoboken brings weight to the idea that Hoboken is a perfect microcosm for the nation and is historically representative of the nation's ambitious progress. In this list we see an array of scientific knowledge, brave achievements and everyday wizardry from which present and future generations will benefit, for we know that from fresh ideas, new knowledge and discoveries come far-reaching results. Hoboken is indeed favorably placed in the everlasting drama of human evolution and should be proclaimed in the grand scheme of things. Looking back over this completed work I can see this is a good beginning. This collection barely hints at the magnitude of future research of such an ongoing project. Even as I write, a new Hoboken "first" is probably shaping into form and yet another old one is about to be uncovered.

Jim Hans





Grand Match for the Championship at Elysian Fields, Hoboken, NJ, August 3, 1865. CURRIER & IVES COLOR PRINT, REPRODUCTION, JIM HANS COLLECTION.

A Short History of Early Hoboken

HOPOGAHN HACKINGH

Although the early Native Americans in the area now known as Hoboken visited the region frequently, they had no permanent settlement here. The Lenni Lenape (pronounced Len-au-pay) came mainly to fish and fashion their pipe bowls from the soft serpentine rock chiseled from the cliff of Castle Point, hence the Indian name for the area: "Land of the Tobacco Pipe."

The Dutch were the first to settle and establish colonies in our location. Holland's merchants had formed the Dutch East India Company and engaged Hendrick (Henry) Hudson, a skilled English navigator, to search for a more direct ocean route to the East Indies to enhance trade. Henry Hudson landed at Hoboken just north of Castle Point near the tiny bay now known as Hoboken Cove. Robert Juet, who was mate of the ***Half Moon***, tells us in his journal that the landing occurred on October 2, 1609, directly after Hudson's crew of eighteen to twenty men had been driven away from upper Manhattan by the Indians. "Within a while after," he writes, "we got down two leagues beyond that place, and anchored in a Bay, cleere from all danger of them on the other side of the river, where we saw a good piece of ground; and hard by it a Cliffe, that looked a colour of white greene, as though it were Copper, or Silver Myne." This description of the "Cliffe, hard by," with its peculiar color, fixes its location at Castle Point. It is the first reference in the annals of New Netherlands to the place now called Hoboken.

JOHN STEVENS BUYS HOBOKEN

During the American Revolution, William "Weeping Willy" Bayard exchanged the blue coat of the colonists for the red coat of the English. In 1784, his land, "Hoebuck," (also



SYBIL'S CAVE CA. 1836. LITHOGRAPH FROM UNDATED NEWSPAPER. JIM HANS COLLECTION.

often spelled "Hobuck") which had been confiscated by the Revolutionary Government of New Jersey, was sold at public auction to Colonel John Stevens Jr. of the Patriot Army for 18,360 pounds sterling, or about $90,000.

It was Colonel Stevens, the wartime "Treasurer on Horseback" of the state of New Jersey and a leading advocate for the ratification of the American Constitution, who founded Hoboken, and settled on the name, as we now know it.

Soon after his purchase of Hoboken, Colonel Stevens built a fine house on Castle Point, where the family lived in the summer season from 1786 to 1814. Winters were spent in New York, where the Stevens family had a residence, at No. 7 Broadway, opposite the Bowling Green. From 1814 onward the family lived at Castle Point all year round.

CLEARING CASTLE POINT

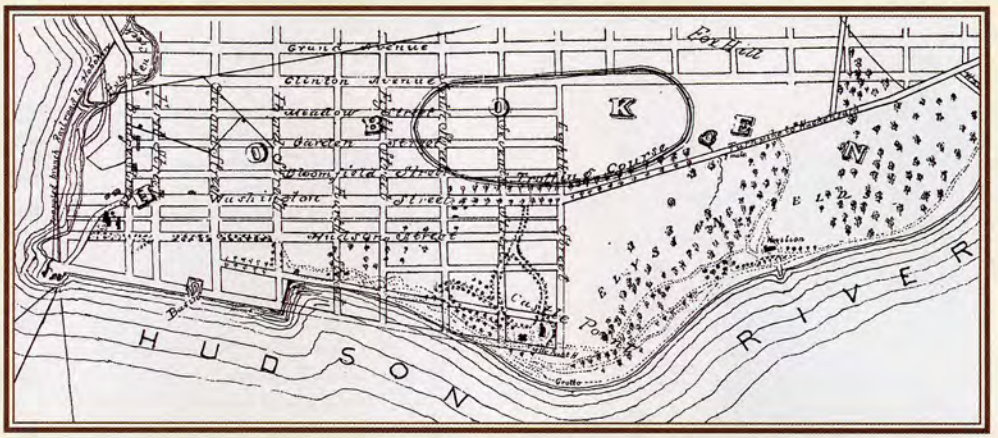
According to Hoboken historian George Long Moller, Stevens, shortly after purchasing Hoboken, mentions in a letter to his father: "I have near 200 boats of wood cut at Hobuck, and hope to have 3 or 400 more by Winter." It's not so much that trees were cut for firewood, although apparently many boatloads were sold and they would stock up for the house in the city ... but rather Stevens was having the land cleared for the roadways and where the house would be built. Areas leading to the top of Castle Point were cleared away probably for the first time ever. "Also," Moller points out (via John Turnbull), "in the early Spring of 1785, Colonel Stevens arranged to have Jacob Depuy and Gilbert Bodine 'to set out from Lebanon Township on Thursday next for Hobuck, and there undertake to build a House, Kitchen, and Barn for John Stevens, Junr.' "

The mansion, "Stevens Villa," was famous in its day. It appears in numerous pictures and decorates many blue china plates. Built in the Colonial style, with twenty rooms, the "Villa" stood until 1853, when it gave way to the "Castle," built by one of the Colonel's sons. It too became famous.

In 1804 "A Map of the New City of Hoboken" was laid out, and a four-day public auction of 800 lots was advertised by Colonel Stevens. Some lots were sold in the southeastern part of Hoboken, within a few blocks of the ferry.

But the population did not increase rapidly, owing largely to inadequate ferry facilities at that time. Even the transient traffic was small.

When he purchased Hoboken, Colonel Stevens was interested in the ferry that ran between its southeastern point and the lower part of New York. Before long he secured a lease. This ferry (later the Lackawanna Railroad ferry) originally terminated approximately 75 yards west of its current location. Over the years the ferry experienced many vicissitudes and various owners. Its mode of power changed from oars and sails to steam, then to horse power and at last back to steam again. Colonel Stevens acquired ownership in 1821, and the ferry remained in his family's control until its sale in 1899.



HOBOKEN IN 1841, SHOWING THE PAVILION (THE COLONNADE), THE GROTTO (SYBIL'S CAVE ON CASTLE POINT), AND THE TROTTING COURSE. DETAIL, *Topographical Map of Jersey City, Hoboken and the adjacent Country*, L.F. DOUGLASS, 1841, IN *Hopoghan Hackingh*, THE CAXTON PRESS, NY 1895. JIM HANS COLLECTION.

ON THE ROAD TO FAME

When Stevens established a better ferry service in 1821, a new era began. According to Boice DuBois's ***A Pocket Edition History of Hoboken***, "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." During the next thirty or more years Hoboken was the great attraction for New Yorkers and others. For the first half of the nineteenth century, this little island opposite New York was one of the most frequented resorts and pleasure spots in America. Often, in a single day, over 20,000 visitors would throng Hoboken and promenade the shaded walk along the bank of the broad Hudson River.

Long before the construction of New York's Central Park was begun in 1857, Hoboken was a pastoral setting for New Yorkers to go on picnics and family excursions, and a place where one could imagine lovesick swains declaring their passions. Each year, in New York's ***Evening Post***, there appeared an advertisement placed by the Stevens family, inviting the public to make the ferry trip — fare, each way, six cents — and promising that the pleasant time spent on the water would fully satisfy the passenger that the charge was not excessive.

The visitor, on arriving by ferry, would be deposited at the foot of a little hill, on which stood the '76 House, a little to the south of what is now Newark Street, between the river and Washington Streets. North of the '76 House, Hoboken's only inn for many years was the beautiful lawn known as "The Green," which sloped from Washington Street down to the river and was bounded on the north by First Street. Here the visitor might spend his or her hours enjoying the pleasant scene or indulge in some of the many amusements supplied by the Stevens family.

Among the popular attractions were the "aerial ways," a circular railway, a merry-go-round, a ten-pin alley, wax figures, a camera obscura, and a primitive form of the Ferris Wheel. If a visitor desired to find a quieter spot or to explore the natural beauties of the place, there was a path parallel with Hudson Street (River Street didn't come into full existence until after 1851) lined with fine elms, which led toward Castle Point and at that location was known as River Walk. It then turned off closer to the shore, where it ran between the cliffs and the river's edge. North of the Point, the Walk led into the "Elysian Fields," where tall trees stood in a fine, park-like expanse which extended from what is now Tenth Street to the Cove at Fifteenth Street, and from Clinton Street to the River.

In addition to its recreational potential, Hoboken's unique situation offered the Stevens family opportunities to build innovative transportation systems and industrial machine shops. The inventions and labors of Colonel John and other Stevens family members in the fields of rail

and water transportation and recreation unquestionably advanced the industrial and social development of America and the entire world.

In 1827, Hudson Street was still near the water's edge from the ferry up to Newark Street, beyond which a point existed upon where the sons of Colonel Stevens — John C., Robert L., and Edwin A. — built steamboats and ran a line to Albany. By 1842, their renowned steam battery yard and machine shop adjoined the basin between First and Second Streets. The brothers also manufactured ploughs and a sophisticated type of bombshell for which Robert Stevens had procured a patent. Later, the working waterfront of Hoboken extended on the north to Seventh Street only, where the grounds of the Stevens family's Castle Point Mansion began, and on the south to the line of the Morris and Essex Railroad, which separated it from Jersey City.

By 1830, the brothers had sold their steamboat line and entered into the Camden and Amboy Railroad venture, for which the family had earlier obtained a charter. The Stevens family also set out to develop Hoboken. At that time, the city had almost entirely been mapped out, but very few streets were opened. Nearly all of the land was still owned by Colonel John Stevens, with the key exception being fifty lots sold on the corners of Second and Washington Streets and between Third and Fourth Streets. Of the thirty-two buildings that were erected there, all but three were wood. Colonel Stevens had also parted with eight lots on the corner of Bloomfield and Fourth running through to Garden Street (for many years the site of the old Demarest High School) facing Church Square Park. The mini-resort/public house built there, called Vauxhall Garden, became very popular in the 1840s, under the proprietorship of Lewis Becker. Four lots were also sold on Hudson Street between First and Second to a Mrs. Hauson, who kept a similar garden for the sale of ice cream, spruce beer, and other delicacies. (Lager beer, which later prevailed here, the most common beer today, was then unknown to this region.)

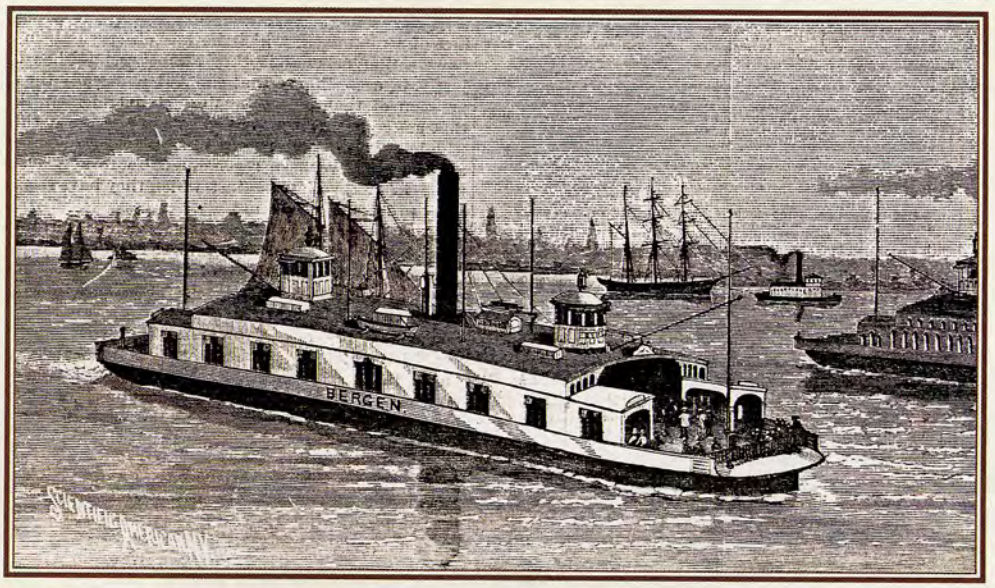


The first major "public sale" of real estate in Hoboken took place in 1839. The property or track sold was on Hudson Street, between First and Newark Streets, running back to Washington Street. The prices averaged 450 dollars for a lot twenty-five by one hundred feet. Building construction became active after this sale. (The same lots, twenty-eight years later were commanding about 13,000 dollars each.) The first house erected was a two-story frame building, owned by Mr. J.J. Benson, who included in it a small drinking saloon. Soon to follow was the Madison House, situated on Hudson Street between Third and Fourth, with a good, unobstructed view of the river. Above it were a few apple orchards and scattered bits of land sometimes referred to as "common grounds," possessed or used by various squatters such as roving Gypsies and fishermen and their families.

The natural fifty-foot-high hill, which started at the river and ran up to what is now Hudson Street was leveled off gradually and completely removed by about 1847. It was at the foot of this hill that the ferries originally docked. The growth of Hoboken from that time on was steady, under the auspices of the Hoboken Land and Improvement Company, composed of relatives of the Stevens family and sons of Colonel Stevens who seceded to the estate upon the death of their father.



CORNELIUS CLICKENER, CENTER, FIRST MAYOR OF HOBOKEN, WITH COUNCILMEN GEORGE W. BAMPTON AND JAMES K BRUSH, DETAIL OF A LITHOGRAPH, MAY 7, 1855. HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.



"THE SCREW FERRY BOAT *Bergen,*" (SEE #48) *Scientific American,* VOL LIX, NO. 23, NEW YORK, DECEMBER 8, 1888. JIM HANS COLLECTION.

The Stevens Family

HOBOKEN'S MOST PROMINENT FAMILY

Among Hoboken's many firsts are a number of accomplishments by the Stevens family, who are in every sense, Hoboken's First Family. Besides being its literal architects, they were the architects of the dream of what the city would become. For a great many years John Stevens and two of his sons, Robert L. and Edwin A., were prominently connected with the rise and progress of Hoboken and were notably a family of engineers and shipbuilders. It was their work that gave the first great impetus to mechanical engineering in America. The pioneer Camden and Amboy Railroad was built and operated by these men. For twenty years or more they were substantially the only builders and operators of steamboats on the Hudson and Delaware Rivers. The brothers retained their interest in navigation and made many improvements in that field, becoming prominent in the invention, introduction and development of appliances for railroads, locomotives and railway cars.



JOHN STEVENS

Edwin, in 1842, patented the air-tight fire room for the forced draught, an invention later used in all the great navies of the world. He also invented a steam plow (known as the "Stevens Plow") which was used extensively for years. He founded the Stevens Institute in Hoboken and bequeathed to it and the Stevens Preparatory School, a large plot of ground, $150,000 to the construction, and $500,00 for endowments.

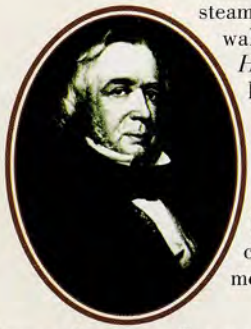
Most early members of the inventive and socially conscious Stevens family contributed to the advancement of this city — but Robert Livingston Stevens was outstanding among them. Up to his passing hour in 1856, he gave his time, his faculties, and his money to engineering innovations that brought about great public benefit. As the president of Columbia College noted in an 1851 lecture, Robert L. Stevens was an accom-

ABOVE LEFT: JOHN STEVENS (1749-1838), MARBLE BUST, IN "A FAMILY OF ENGINEERS," *Cosmopolitan Magazine,* MAY 1898, JIM HANS COLLECTION.



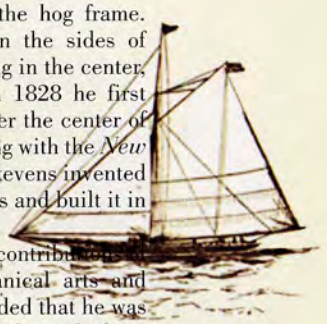
JOHN COX STEVENS

plished practical designer from boyhood. (Robert, like his father and brothers, attended Columbia, but unlike them, he left before graduation to work in the family's machine shops in Hoboken.) At the age of 21 years, in 1808, Robert built a steamboat with concave waterlines, the first application of the wave-line to ship building. In 1809, he became the first to suspend the "projecting guard-beam" with iron rods from above, which later became universal in river steamers. In 1813, he was the first to fasten planks and braces of steamboats (in the *Philadelphia*) with screw bolts, and to place "diagonal knees of wood and iron" inside them. Robert Stevens was the first to substitute the heavy cast-iron walking beam of steamboats with the skeleton wrought-iron walking beam (in the ferryboat *Hoboken* in 1822); the first to place a boiler on the guards, and divide the buckets on the waterwheels in a steamboat (on the *Trenton* in 1824.) In Hoboken in 1827, Stevens built the *North America*, the first steamboat that successfully applied artificial blast to the boiler furnace by means of blowers and the first to apply



EDWIN AUGUSTUS STEVENS

what was technically known as the hog frame. These large timbers, installed on the sides of boats to prevent them from bending in the center, were later used in fast boats. In 1828 he first applied steel spring bearings under the center of the wheel shaft in steamers, starting with the *New Philadelphia*; three years later, Stevens invented the balance valve for beam engines and built it in Hoboken.



After considering the many contributions Robert L. Stevens to the mechanical arts and public convenience, it must be added that he was the designer of all the vessels built by or for him, and that many of the fastest yachts of the period were of his design. Most notable is the *Maria* (designed by Stevens in 1844), which was faster than the victorious *America*, which in her turn carried the British trophy back to Hoboken for the New York Yacht Club (see the America's Cup, Hoboken Firsts # 29). The *Maria* remained the swiftest of her class until 1869, when she mysteriously disappeared.



ROBERT L. STEVENS

Robert Stevens, who was the first to use steam expansively for navigation, proposed and became famous for building steamboats, each successive boat faster than the last until 1832, when, with the use of forced draft in the *North America*, his boat attained a speed of fifteen miles per hour, an impressive achievement for the period. For a quarter of a century, Stevens stood at the head of the naval engineering profession in this country. His inventions and improvements were so valuable and numerous that a bare catalogue would fill pages.

TOP LEFT: JOHN COX STEVENS (1785-1857), OLDEST OF SEVEN CHILDREN BORN OF JOHN AND RACHEL COX STEVENS. UNDATED PAINTING, COURTESY LIBRARY SPECIAL COLLECTION, STEVENS INSTITUTE OF TECHNOLOGY, HOBOKEN, NJ.

BOTTOM LEFT: EDWIN AUGUSTUS STEVENS, (1795-1868) SIXTH SON OF COLONEL JOHN AND RACHEL STEVENS. FOUNDER OF STEVENS INSTITUTE. *1871 - 1921, Fifty Years of Progress and Service*, STEVENS INSTITUTE OF TECHNOLOGY 1921. COURTESY LIBRARY SPECIAL COLLECTION, STEVENS INSTITUTE OF TECHNOLOGY, HOBOKEN, NJ.

TOP RIGHT: THE YACHT *Maria*. *American Yachting*, BY W.P. STEPHENS, MACMILLAN & CO. NEW YORK, 1904. JIM HANS COLLECTION.

BOTTOM RIGHT: ROBERT LIVINGSTON STEVENS (1787-1856), SECOND SON OF JOHN AND RACHEL STEVENS. UNDATED PAINTING, JOHN HEANEY FILE, HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION.



THE REMAINING CLAM BROTH HOUSE SIGN, NEWARK AND RIVER STREETS, HOBOKEN. PHOTO BY BOB FOSTER.

The Clam Broth House
1899 - 2005

For me, and for the many people who remember it, the passing of the original Old Clam Broth House occurred on October 18, 1993, when that famous Hoboken landmark restaurant changed ownership. At that time the original bar and back bar were discarded and the business was temporarily closed for extensive renovations. I happened to see the broken sections of that beautifully aged woodwork in a dumpster unceremoniously parked in front on Newark Street. There it was for all to see — a valuable but unappreciated ancient relic sadly neglected. That day, I thought, marked the ending of an era in Hoboken history. With a new owner, and after many changes, the restaurant came back a fraction of its original size... Then, as fate would have it, the business closed permanently in May 2003, after the outer wall of the building holding the immense finger-pointing sign began to buckle. Fortunately the famous sign is safe in storage, according to Arturo (Arthur) Pelaez, long time owner of the landmark business. Arthur was responsible for



- Menu -

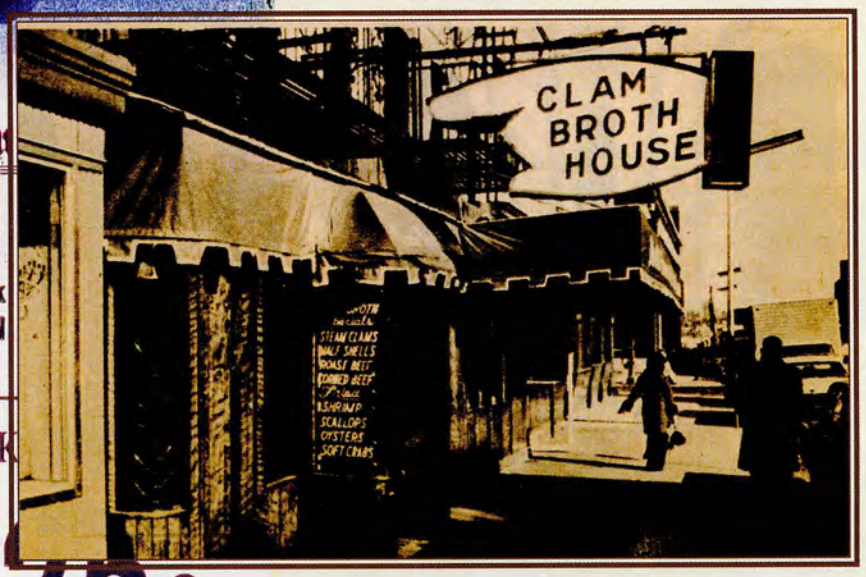
Clam Broth
36-38 Newark
Hoboken, N
EST. 1900

DRINK

Cocktail . . .
Barcadi . . . .
Clam Broth House
Bronx . . . .
Jack Rose . . .
Martini . . . .
Manhattan . . .
Old Fashioned .
Pink Lady . . .
Side Car . . .

25c
Each

Rye Whiskey - - -	15c
Rye Whiskey, Bonded -	25c
Scotch Whiskey - -	25c
Gin Rickey - - -	15c
Tom Collins - - -	15c
Whiskey Sour - - -	25c
EHRETS BEER - - -	**10c**



ABOVE: CLAM BROTH HOUSE, NEWARK STREET. THE *Newark Sunday News*, APRIL 18, 1971. JIM HANS COLLECTION.



LEFT: MENU, 1936, COURTESY ARTHUR PELAEZ. JIM HANS COLLECTION.

BELOW LEFT: CLAM BROTH HOUSE MATCHBOOK, CA.1972. JIM HANS COLLECTION.

the very spirited and congenial atmosphere of the unique restaurant. My wife Beverly will attest to the atmosphere, she worked in the old original bar room for 20 years and enjoyed every minute of it, (or almost every minute; on the weekends things did get a little hectic). For a time our young daughter Polly assisted in a pinch when the busy place got busier and was short of help. The person who was the longest employed was John "Blackie" D'Amico, bartender behind the original bar from ca. 1935 to 1993. Personnel and customers alike dearly loved the Clam Broth House. Sadly the original building was demolished in early January 2005. Will there be another Clam Broth House utilizing the great sign? Future unknown.

TIME*LINE





1600
First Landowner, 1630
First Brewery in N.J., 1641
First Justice, 1665

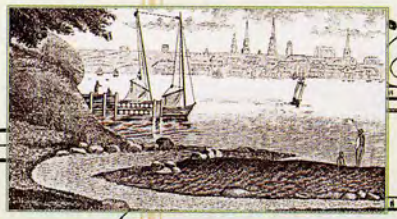
1700
First Patent Law, 1790
First Chrysanthemum, 1798

1800
First Steamboat on the Hudson, 1802
First Floating Bridge Proposed, 1805
First Trans-Hudson Tunnel, 1806
First American Steamboat Ocean Voyage, 1809

1840
First Iron-plated Warship Construction, 1842
First Detective Series, 1840's
The New York Yacht Club, 1844
First American Regatta, 1845
First Baseball Match, 1846
First Woman Postmaster, 1847

1850
First Winner of the America's Cup, 1851
First Baseball Series, 1857
First Horse Car Railway in N.J., 1859
First American Cricket Tournament, 1859

1860
First School Kindergarten, 1861
Street Car Invented, 1861
First Civil War Supporter, 1861



HOBOKEN

1810
First American Mineral Described, 1810
First Steam Ferry, 1811
First American Railroad Book, 1812
First Blueprint for an Ironclad Ship, 1813
First Railroad Charter, 1815
First to Use Clean Coal, 1818

1820
First Ferry Slip, 1822
First Steam Railroad in U.S., 1825

1830
First T- Rail & Hook-headed Spike, 1830
First N.J. Railroad, 1831
First Railroad Ties and Ballast, 1832
First Locomotive Pilot Wheel, 1832

1870
First Engineering College, 1870
First Catcher behind the Batter, 1871
First Chewing Gum, 1871
First Jewish Congregation in Hudson County, 1871
First Horse-car Elevator, 1874
The Hudson River Tubes, 1879
First Telephone System in N.J., 1879



1880
First Society of Engineers, 1880
First Bottled Milk in N.J., 1880
First Steel-hull Ferry, 1881
First Industrial Education Association, 1885
First Elevated Cable Railway in America, 1886
First Propeller-driven Ferry, 1888
First Woman around the World, 1889

1890
First Double-deck Ferry, 1891
First Slide Rule, 1891
First Shipboard Band, 1891
First Pensions for Teachers, 1892
First Shakespeare Outdoors, 1895
First Woman Lawyer in N. J., 1895
First Library Building, 1896
First N.J. Probation, 1896

TOP LEFT: PETER STUYVESANT AND HIS SISTER ANNA, WHO MARRIED NICHOLAS VARLETH OF HOBOKEN IN 1656. ENGRAVING, JIM HANS COLLECTION.

MIDDLE LEFT: "PERRIAUGERS AT THE HOBOKEN FERRY IN 1800," FROM *A Monograph on the Founding of Jersey City*, CHARLES H. WINFIELD, THE CAXTON PRESS, NY, 1891. JIM HANS COLLECTION.

RIGHT: HOBOKEN RAIL YARDS. POSTCARD, JIM HANS COLLECTION.

1900

First Ice Cream Cone, 1903-1904
First Steam Turbine Vessel, 1906
The Honor System, 1906
First Public Air Conditioning, 1907
First Subway & First Passenger, 1908
First Decals, 1908
First Fire Prevention Course, 1909
First World Cruise Ship, 1909

1910

First Oreo® Cookie, 1912
First Auto Hearse, 1913
First Zipper, 1913
First Woman President of
Teachers' Association, 1914
First Military Training in Public School, 1916
First Merchants' Association, 1917
First Great Army, 1917
First Prohibition Declared, 1917
First Women Military Housed, 1919


Hudson County Democrat.
HOBOKEN,
City of Hoboken, Mr. 5th 1864.
To HUDSON COUNTY DEMOCRAT, Dr.
Received payment,

1950

First Public Warning System, 1951
First Sea-going Radio, 1952
First Touch-Tone Telephone, 1959

1960

First Closed-circuit T.V. System, 1962
First Church in the Round, 1964
First Air-conditioned Subway, 1964
First Blimpie Base, 1964
First Atomic Merchant Ship, 1965
First Floating Dorm, 1967





1920

First Daylight Savings in N.J. 1920
First National Radio Broadcast, 1921
First Italian-American Women's
Democratic Club, 1923
First Ship to Shore, 1929

1930

First Bartered Ship, 1936
First Steamship Amenities, 1938

1940

Instant Coffee Invented, ca. 1942
First Woman to Caulk Ships, 1943
First Parachute Mail, 1947

1970

First Girl on a Little League Team, 1972
First Factory Conversion, 1976

1980

First Computer Class Requirement, 1982
First American Baseball Team in Russia, 1988

1990

First College Credits in High School, 1994
First Automated Parking Garage, 1999

2000

First Woman Fire-fighters in Hudson County, 2002
First Automatic Postage in N.J., 2004

TOP RIGHT: *Hudson County Democrat* RECEIPT, 1864. JIM HANS COLLECTION.

LEFT: VALENCIA BOAT CLUB HOUSE, PHOTO, 1926. JIM HANS COLLECTION.

RIGHT: THE TRUST COMPANY OF NEW JERSEY, 12-14 HUDSON PLACE, CA. 1908 JIM HANS COLLECTION.

1.

TELEPHONE 220 A. HOBOKEN

PAUL ZABRISKIE
WINE AND SAMPLE ROOM
№ 89 HUDSON ST
COR. NEWARK ST. HOBOKEN, N. J.

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REAL ESTATE AND INSURANCE

TELEPHONE CALL
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W

930 Washington St.
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Real Estate Bought, Sold and Exchanged, Rents Collected, Estates Managed, Houses, Flats, Stores, &c. Rented, Fire, Life, Plate Glass and Accident Insurance Effected in First-Class Companies.

Loans Negotiated Property Appraised.

FACTORY SITES A SPECIALTY.

Hermann Hoppe & Co.

Manufacturer of



Fine Umbrellas

REPAIRING PROMPTLY DONE

108 First Street

OPPOSITE CITY HALL. HOBOKEN, N. J.

Telephone 6027 Cortlandt D. TONJES, Proprietor

Lackawanna Hotel

ROOMS BY DAY OR WEEK

VESEY & WEST STREETS

Opposite

Barclay Street Ferry and American and Red Star Lines Steamships

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MANUFACTURERS OF

EXPRESS BUSINESS WAGONS AND TRUCKS.



FURNITURE TRUCKS AND VANS.

Newark Street and Park Avenue,
HOBOKEN, N. J.

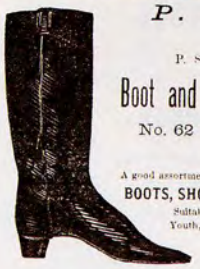
Catalogues and Prices on Application.

3 CHAS. MIESMER,



DEALER IN
Select Meats & Provisions,
Philadelphia Poultry & Game in Season,
1002 WASHINGTON STREET,
Telephone 1220-W. HOBOKEN, N. J.

4.



P. UPTON,
LATE
P. SCHNEIDER & CO.,
Boot and Shoe Manufacturer,
No. 62 Washington Street,
HOBOKEN.

A good assortment constantly on hand, consisting of
BOOTS, SHOES, GAITERS & RUBBERS
Suitable for Ladies, Gents, Misses, Boys, Youth, and Children's wear, at the Lowest NEW-YORK PRICES.

Deutsch Gesprochen.

5. P. C. GRAVES,

Hoboken Ornamental Wrought and Cast



Iron Railing Manufactory.

VERANDAHS, BALCONIES,
STOOP AND AREA RAIL, CASTINGS, SHUTTERS,
ANCHORS, ETC.

Cemetery Lots Enclosed at the Lowest Cash Prices.

Cor. 3d and Willow Streets, Hoboken.

All kinds of Housework and Jobbing done at Short Notice.

6.

Hoboken, N. J. June 24 1905

M. Mayor Council

Bought of **Fischer's Shoe Bazaar,**

E. FISCHER, PROPRIETOR.

210 & 212 FIRST STREET.

MAIL ORDERS PROMPTLY ATTENDED TO. ESTABLISHED 1871 BET. GARDEN STREET AND PARK AVENUE.

1904				
Aug	29	1 R. Shoes		1.50
Nov	10	1 "	"	1.50
"	17	1 "	"	2.00
"	19	1 "	"	1.50
Dec	6	2 "	"	2.25
"	13	1 "	"	1.50
1905	28	1 "	"	2.00
Jan	5	2 "	"	2.00
"	13	2 "	"	2.75
"	25	2 "	"	2.00
"	21	1 "	"	1.50
Feb	11	3 "	" Rubbers	4.25
"	14	1 "	"	1.50
"	20	1 "	" Repairing	2.00
"	27			2.00
Apl	12	1 "	"	
"	21	1 "	"	1.75
May	24	4 "	"	4.50
June	13	3 "	"	3.50
"	26	1 "	"	1.50
"	28	3 "	"	3.50
"	29	1 "	"	1.50
				$47.30

7.



Artificial eyes inserted
Broken lenses duplicated
Formerly cor. of 3d and Washington

Factory on premises
A full line of German Weather Houses

I wish to call your attention to my new place, fitted with up-to-date instruments. All glasses guaranteed whether $2.00, $3.00 or $5.00

Dr. GEO. A. SCHOLZ
Eyesight Specialist
517 WASHINGTON STREET, near 6th St., HOBOKEN, N. J.

---Divisions---

1. Doll Coaches, including costume of child
2. Toy Express Wagons, driven or drawn by one or more children
3. Baby Coaches and Go-Carts in any decoration
4. Costumes in Fancy Dress.
5. Costumes in Burlesque
6. Twins and Triplets
7. Floats [attendants in costume]
8. Pony Turnout

Boy Scouts and Cadets will lend assistance along the line of march

---



Roaches cleared in 24 hours or money refunded, by the use of our Remedy. No poison sold at store of the Hoboken Vermin Exterminator, 305 Washington Street, Hoboken, N. J. Telephone 1534w

---

FREE COUPON

Cut this coupon out and receive FREE 15 GREEN S. & H. Stamps besides regular stamps at

The Fox Shoe Store
258 First Street
Bet. Park and Willow Aves., Hoboken, N. J.
Better Shoes for Less Money

MEN'S WEAR
AT POPULAR PRICES
Dress Suits to Hire



LOUIS GOLL
908 Washington St., Hoboken, N. J.

8.

THE STEVENS PHOTOGRAPHIC SOCIETY



9.

MADE IN HOBOKEN



RE-ENFORCED BRASSIERE

E. H. HORWOOD & CO.

10.

Collier's *for November 10, 1928*

a soft black easy writer

VELVET PENCILS with the Blue Band



The best 5¢ pencil value

Used by Millions

SAMPLE OFFER
send $1.00 for 2 dozen

American Lead Pencil Co.
302 Fifth St. Hoboken, N. J.
Makers of the famous VENUS Pencils

An Advertising Sampler:

1. JERSEY CITY - HOBOKEN DIRECTORY, 1905. 2. JERSEY CITY - HOBOKEN DIRECTORY, 1887. 3. JERSEY CITY - HOBOKEN DIRECTORY, 1913. 4. & 5. JERSEY CITY - HOBOKEN DIRECTORY, 1859. 6. BILLHEAD, 1905. 7. PROGRAM FOR THE HOBOKEN BABY PARADE, SEPTEMBER 12, 1913. 8. THE STEVENS *Link*, 1899 9. AD, HOBOKEN BOARD OF TRADE BULLETIN, 1910. 10. AD IN COLLIER'S MAGAZINE, 1928. ALL ADS, HOBOKEN PUBLIC LIBRARY HISTORICAL COLLECTION EXCEPT FOR 6., 8., & 10., JIM HANS COLLECTION.



Birds Eye View of Hoboken, 1860. LITHOGRAPH. PUBLISHED BY J. BACHMANN, NO. 9 IRVING PLACE, HOBOKEN. JIM HANS COLLECTION.

Sources

Every effort has been made to include sources for each Hoboken First within the main text. The remainder are listed below, by number.

No. 1. First Landowner, 1630
Regarding Hendrick's possession of the Hoboken tract: William H. Richardson, ***Jersey Observer***, March 31, 1934.

No. 2. First Brewery in New Jersey, 1641
John Romeyn Brodhead, ***Documents Relative to the History of the State of New York***, Vol. I, 1856, pp. 328-330. ***The New York Gazette***, August 28, 1780.

No. 24. First Detective Series, 1840's
Ian Ousby, ***Guilty Parties, A Mystery Lover's Companion***, New York: Thames and Hudson, 1997, p. 15. Jon L. Breen, ***Introduction for The Fine Art of Murder***, New York: Carroll & Graf Publishers, 1993, p. 3. Raymond Paul, ***Who Murdered Mary Rogers?*** Englewood Cliffs, NJ: Prentice-Hall, 1971, p. 21. William Taft, "New Book Solves 1841 Hoboken Slaying," The ***Jersey Journal***, July 15, 1971, p. 13.

No. 27. First Baseball Match, 1846
Charles A. Perelly, ***The Book of American Pastimes***, 1866, p. 343.

No. 33. First School Kindergarten, 1861
Martin Wulstein (descendant of Adolph Douai), ***The Autobiography of Adolph Douai***, 1819-1888. Hoboken Stevens Academy publication, April, 1936.

No. 35. First Civil War Supporter, 1861
Original penciled notes by Edwin A. Stevens, 1917, copied by his son, Basil M. Stevens, August 1, 1940. Stevens Room, Samuel C. Williams Library, Stevens Institute of Technology, Hoboken.

No. 39. First Jewish Congregation in Hudson County, 1871
The ***Jersey Observer***, February 7, 1942, Golden Jubilee Edition.

No. 41. The Hudson River Tubes, 1879
Port Authority Trans-Hudson Corporation leaflet, October, 1978.

No. 43. First Society of Engineers, 1880
Stevens 75th Anniversary booklet, Stevens Institute of Technology, Hoboken, 1945.

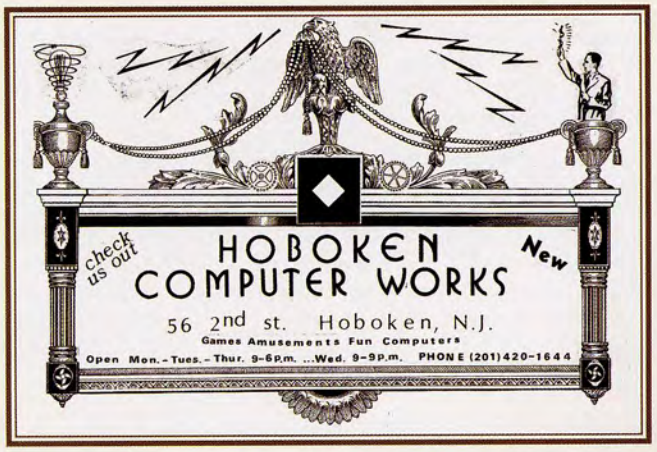
No. 47. First Elevated Cable Railway in New Jersey, 1886
Harpers Weekly, Sept. 5, 1885.

No. 56. First Shakespeare Outdoors, 1895
City Historian John Heaney, Notes on "Castle Stevens," Hoboken Public Library Historical Collection.

No. 63. First Decals, 1908
History of the Municipalities of Hudson County, Vol. I (1924) p. 647.

No. 89. First Air-Conditioned Subway, 1964
Stan Fischer, ***The Subway***, Flushing, NY: H & M Production II, Inc.,1997, p. 86.

No. 94. First Factory Conversion, 1976
"City of Hoboken," ***New Jersey Municipalities***, Dec. 1976, pp. 8-9.



First Computer Store in Hoboken. advertisement, *Time Machine Magazine*, June, 1976. Jim Hans collection.



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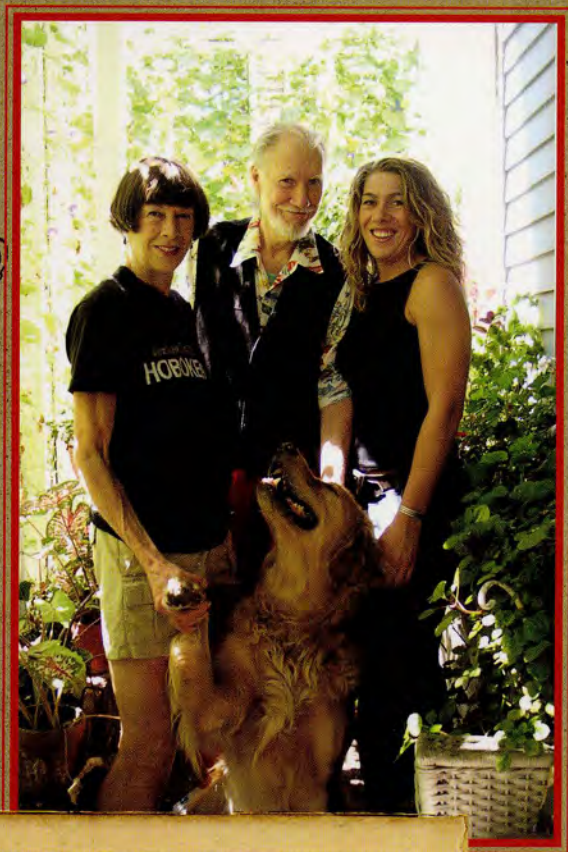
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Jim Hans
Hoboken, New Jersey
2005

THE HANS FAMILY, (left to right), Beverly, Jim, Polly, Clarence.



Photograph by Robert Peter

JIM HANS was born in Seattle, and brought up in that city and in Los Angeles. He studied art history at East Los Angeles Junior College and attended the New School for Social Research in New York City. A contributor to several area publications, including *Changes*, a music, art and literary newspaper, and the *Hoboken Reporter*, he is also the co-founder and publisher of the *Hoboken Herald*, and editor and publisher of *Time Machine Magazine*. Founding the Hoboken Historical Museum in 1986, he served as its president until 1991, and was editor and contributor to the Museum newsletter. In 1991, he wrote the introduction to David Plakke's *Portrait of a Mile Square City* (Hoboken: Art Ink Press). Mr. Hans is listed in *Who's Who in New Jersey* (1993). He is the author of *A Chronological History of Hoboken, 1609-1986* and *The History of Theatre, Vaudeville, and Movies in Hoboken* (Vol. 1-3), published by the Hoboken Historical Museum. In addition to his work as a Hoboken historian, Mr. Hans is also a visual and conceptual artist, and a collector of archival graphics. Since 1972, his business, Historic Hoboken, has been supplying the public with a large selection of vintage Hoboken views.

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