



C H R I S T M A S 1 9 5 4

NEW JERSEY

Bell



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• Tucked under the Palisades on the western side of the city are these modern apartment buildings.

BOKEN

By ROBERT H. YARD
Assistant Editor



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Hoboken today is a city to stir the imagination, not only because of her worldly present, but also for her colorful past. Hobokenites are singularly unimpressed by tales of Indian raids in the Great West, casually noting "ours were so long ago we've forgotten them."

And, strange as it seems, Hoboken was twice razed by vengeance-seeking redskins resentful of treatment accorded them by early Dutch settlers. The Dutch took possession of the land of Hobocan Hackingh, "land of the tobacco pipe" in the language of the Lenni Lenape, early in the 1630's. These early settlers built a primitive settlement on the banks of the Hudson and somewhat later the angered redskins swirled out of the wilderness and burned the entire town, sparing only the village brewery, possibly because it was the first in America!

A second Indian war broke out in 1655 with the natives again recapturing the town. Three years later, the redmen sold the territory to Peter Stuyvesant for

80 fathoms of wampum, 20 fathoms of cloth, and an assortment of kettles and blankets, plus one barrel of strong beer.

By the late 1700's the stage was set for the entry of one of New Jersey's foremost families on the Hoboken scene—Colonel John Stevens. Hoboken, and the nation as well, owes a great debt to Colonel John, father of the American railroads, a pioneer in the steamship industry, and, most important, to Hoboken at least, the man who developed the city.

Colonel Stevens built the first commercially practical steamer built entirely in America, the *Phoenix*. The *Phoenix* made maritime history in 1809 by becoming the first steamship to navigate on the open seas by sailing from New York to Philadelphia where she was put into service shuttling passengers between Trenton and the Quaker City.

Many obstacles, natural and man-made, faced the Colonel during his development of the steamboat and his ferry line. Although these would have overwhelmed a lesser man, Colonel John was even then dreaming of the way railroads could develop the



• Talking over a recent experiment on the Stevens campus are student Jose Morcate of Santiago, Cuba, and Physics Instructor Andrew Lockett of New Orleans.



• Rerouting cable into Stevens Tech are Repairmen Joseph Morris and Jim McQuade with the city's busy waterfront making an imposing background.

HOBOKEN

• The new home of Hoboken's Business Office at 625 Washington Street.



• Business Office Manager J. R. Sullivan's capable staff in a "behind-the-scenes" view of the business office.

- A famous Hoboken visitor, the Holland-America liner, *Nieuw Amsterdam*, is eased out of her Fifth Street berth to begin her North Atlantic jaunt to Europe.



HOBOKEN

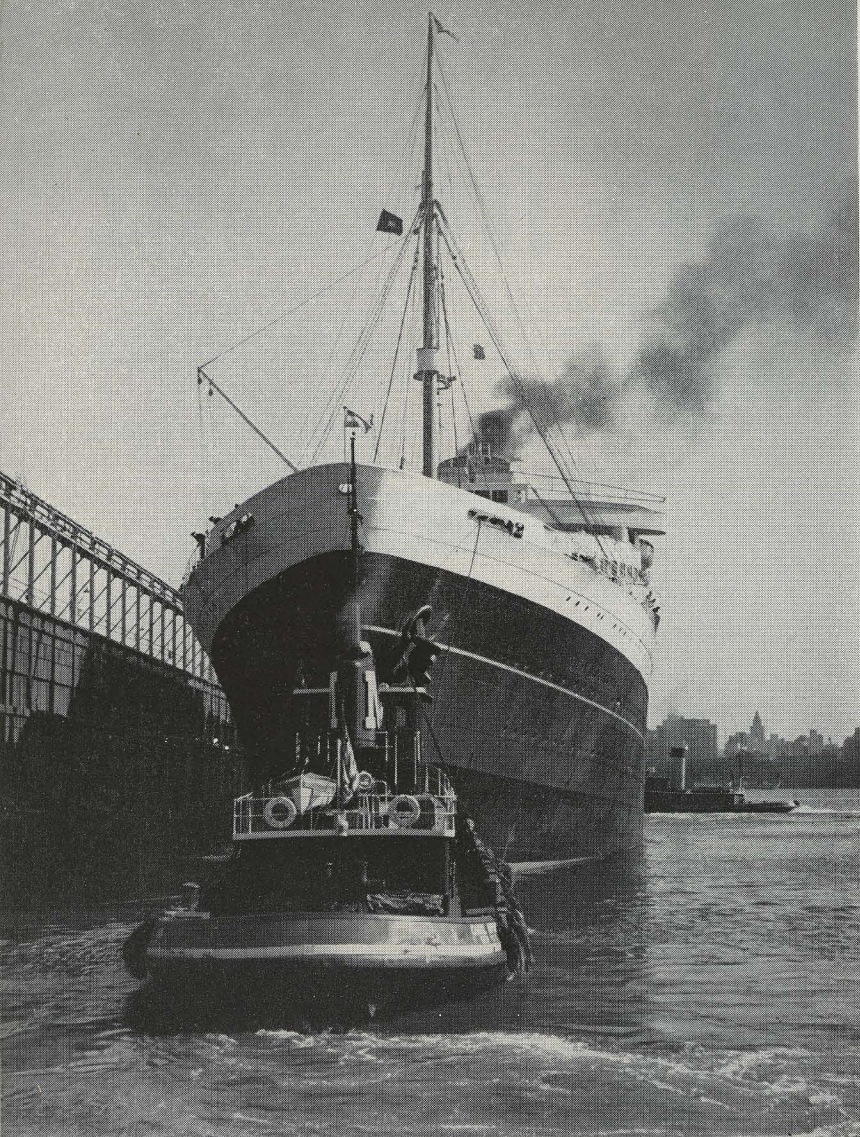
ALTHOUGH thousands of commuting New Jerseyans daily stream through its borders bound for New York jobs and suburban homes, Hoboken, butt of a thousand bad vaudeville jokes, is nothing more to them than the last stop on the Delaware, Lackawanna, and Western Railroad.

Long convinced of the futility of argument, the Hobokenite patiently endures the jibes knowing that few New Jersey cities can match the "mile-square-city" for sheer interest-per-acre.

For here, in just one square mile, is a fascinating array of industries, drawing raw materials to the city's busy waterfront from all parts of the world. Adding color to the already colorful city are the ships and seamen from the far corners of the world.

Here are built the great propellers which churn beneath many of the world's great ships, and here too, in startling contrast, are produced delicate instruments used throughout the world by surveyors, architects, engineers, and draftsmen. Two great ship repair yards straddle the waterfront at the north end

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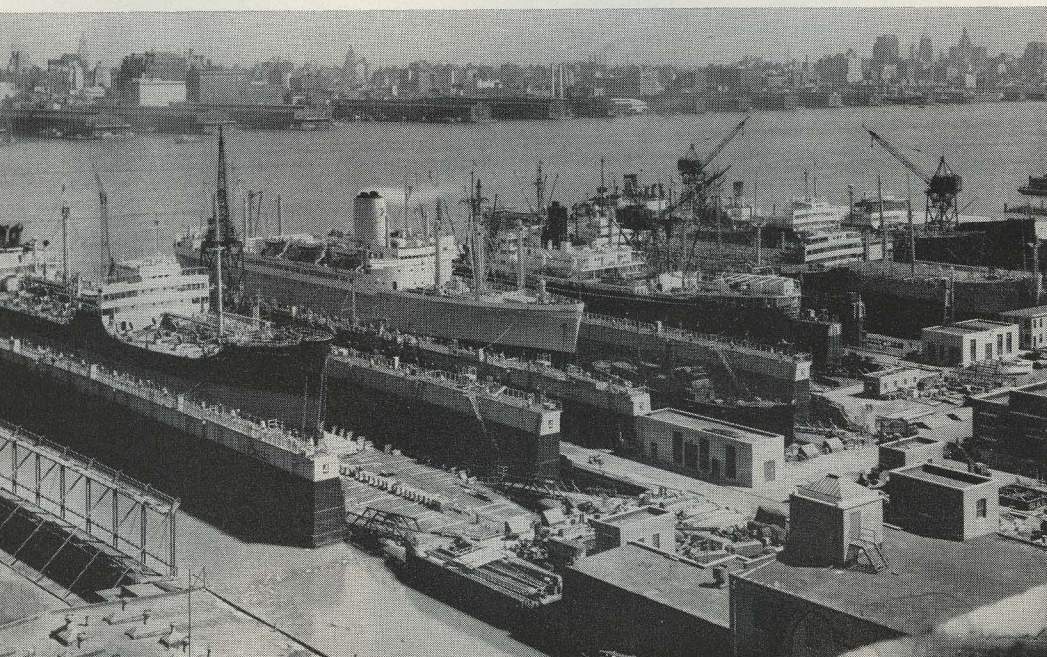
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- Once a frantically busy ferry port, the Hoboken Terminal ferry service has been whittled away until this month, with the scheduled discontinuance of the Christopher St. line, only the Barclay Street line will remain in service.



- Now nearing completion is the Port Authority's multi-million dollar pier leased to the American Export Lines.



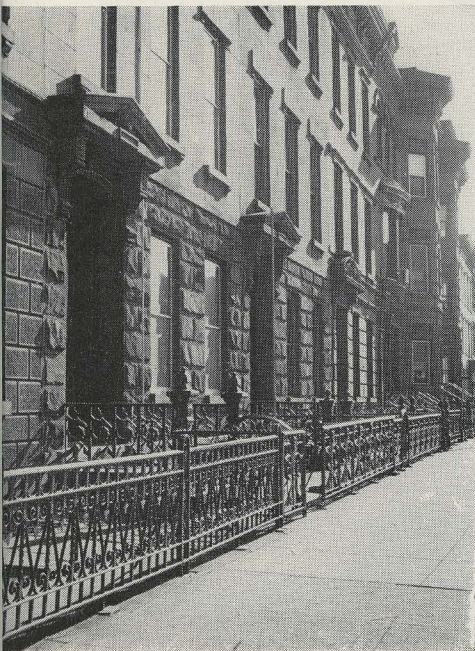
- Huge sea-going ships are lifted high and dry for repairs in the Bethlehem Steel ship repair yards, pictured here. The Todd Shipyards Corporation also maintains a repair yard in Hoboken.

latent vitality of this nation, then shackled by the bonds of stage coach and canal boat transportation. After a fruitless 14-year campaign to secure a railroad charter from the State Legislature, the Colonel realized that only a practical demonstration could convince a skeptical citizenry. So Stevens built America's first steam locomotive, laid a circle of track at Hoboken's Castle Point and whisked daring passengers around at a breathless 12 miles-per-hour!

Stevens' sons, Robert and Edwin, later became the president and treasurer respectively of the Camden and Amboy, the State's first railroad. Robert inherited his father's inventiveness and made contributions to railroading that have survived to this day. He was the inventor of the "T-rail," of the railroad spike, and of the "fishplate" which is used to connect two rail bars. Another of his significant developments was the crushed rock and wooden tie roadbed. Tracks previously had been borne by cut stone blocks, but it took so long for the hewn stone to be delivered from Sing Sing prison to the Camden and Amboy construction site that young Stevens had to seek a new type roadbed.

And although it was the elder Colonel Stevens who conceived the idea of founding an engineering school in Hoboken, it remained for his son Edwin to carry out his father's plans. Stevens Institute of Technology opened its doors in 1871, four years after Edwin Stevens willed \$150,000 for the erection of a building, and another \$500,000 as an endowment fund. In the years since that time, Stevens has grown steadily in both size and reputation, until today it is one of the nation's leading engineering schools.

Hoboken's big boom came in the last half of the nineteenth century. Five years after the city was incorporated in 1855, its population was reported as 9,662. By 1910, this figure had zoomed to 70,324 but this crest has now subsided to a figure of better than 50,000 as reported in the 1950 census.



• Wrought iron railings give this sidewalk scene along Washington Street an Old World flavor.



• Stevens Castle, once the home of the Stevens family, is a major Hoboken landmark. The historic castle celebrated its 100th birthday on November 10.

Representing the telephone company in Hoboken are business office manager J. R. Sullivan and his capable Commercial office staff. Telephone traffic is handled through central offices in Jersey City which is the home port of Plant men servicing Hoboken's telephone needs. Hoboken, incidentally, was the first city in the State to order the Bell and Lights air raid warning system. A network of private one-way telephone circuits leading to warning points throughout the city radiates from Hoboken Police headquarters. When an air raid warning signal is received at Headquarters, the officer on duty dials the color alert and it is flashed simultaneously to the various strategic points in the city.

The city today is looking forward to a renewal of its waterfront activity with the Port of New York Authority busily embarking on a \$22,000,000 rehabilitation program. One new pier is nearing completion and is scheduled to go into service in March 1955. Preliminary work on a second giant pier has already begun and both facilities have been leased to the American Export Lines which will transfer most of its shipping activity to Hoboken.

Hoboken is looking forward to the future with a real spirit of optimism—a spirit which was boosted greatly by the Port Authority's multi-million dollar program which promises to give Hoboken Hackingh a new bulwark against the ebbing and flooding economic tides.



• Seat of the city's municipal government is the imposing City Hall located on Washington Street between Newark and First Streets.



• The unusual is taken for granted by Repairman Vincent Moore as he takes a portable telephone aboard a ship moored at the giant Bethlehem Steel shipyards.