The Evening News and Hoboken

974.928

INTRODUCTORY.

A local writer some years ago describing Hoboken declared that it occupies a more unique position in many respects than any other city in the world. No other city of its size is so well known by name, and so little known in fact; no other suburb of New York is so accessible, and its notoriety is due to circumstances which in great measure never really existed.

"Situated on the west bank of the Hudson River, between that portion of New York lying between Twenty-third and Grand streets, it was for years a kind of picnic ground for the residents of the great metropolis. Its 'Elysian Fields' and 'River Walks' were visited by thousands, especially on Sundays. Its preponderating German population entered with all their national zest in its summer garden recreations, taking their entire families with them. Central and Prospect Parks had not been contemplated in those days, and Coney Island and Long Branch hardly known. Hoboken was then, in fact, the great pleasure resort of all New York."

Now all is changed. The great increase of population has encroached upon the fields until they have almost disappeared. A capable city government maintains order. Other nationalities besides the German are largely represented among the population, and diverse summer attractions have turned the face of the pleasure-seeker away from Hoboken.

PUBLISHERS' INTRODUCTION.

In the following pages may be found a comprehensive history of the City of Hoboken, from the days of its early settlement up to its present condition of creditable size and prosperity. Some brief reference is also made to the neighboring townships of West Hoboken, Union and Weehawken.

It has been the aim of the publishers to make this record comprehensive of the most trustworthy facts about the past progress and present status of this prosperous community, and to include within these pages some mention of the institutions of Hoboken and its vicinity—its schools and churches, its factories, workshops and stores; its public officials and its professional citizens in the spheres of law, education and medicine; its clubs and social organizations; and last, but not least, its substantial business men, of large or small degree, whose energy and enterprise have contributed to the growth and development of this substantial American city.

That the work outlined above has been accomplished with satisfaction to the not too critical reader is the hope and expectation of the publishers.



G. A. SEIDE,

MANAGER OF THE EVENING NEWS.

THE EVENING NEWS AND HOBOKEN

The Record of the Progress of

THE HOBOKEN EVENING NEWS, Hoboken, N.J.

Together with the History of

THE CITY OF HOBOKEN,

From Its Settlement to the Present Time.

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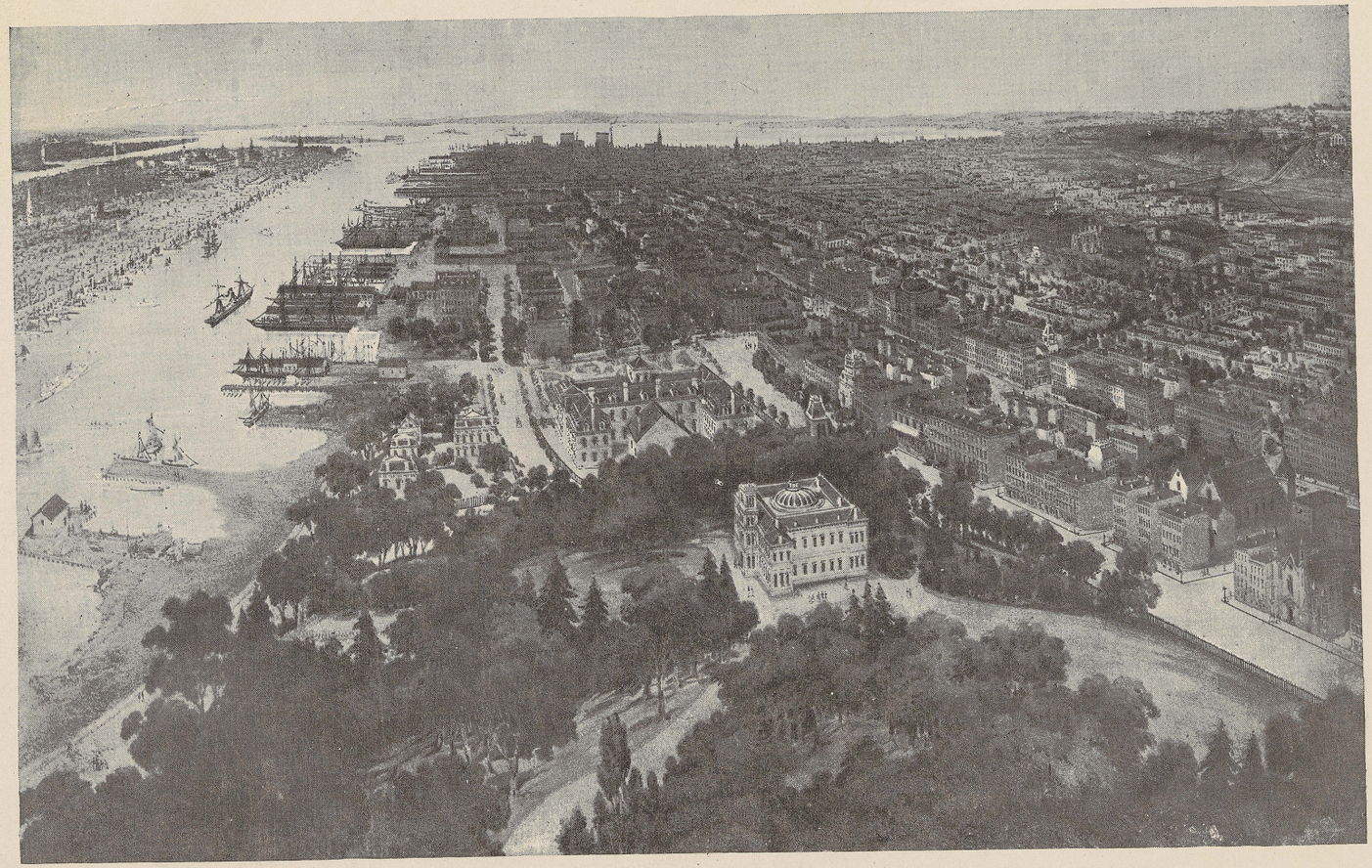
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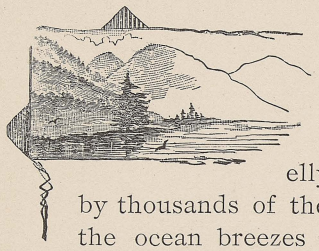
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HOBOKEN, N. J.

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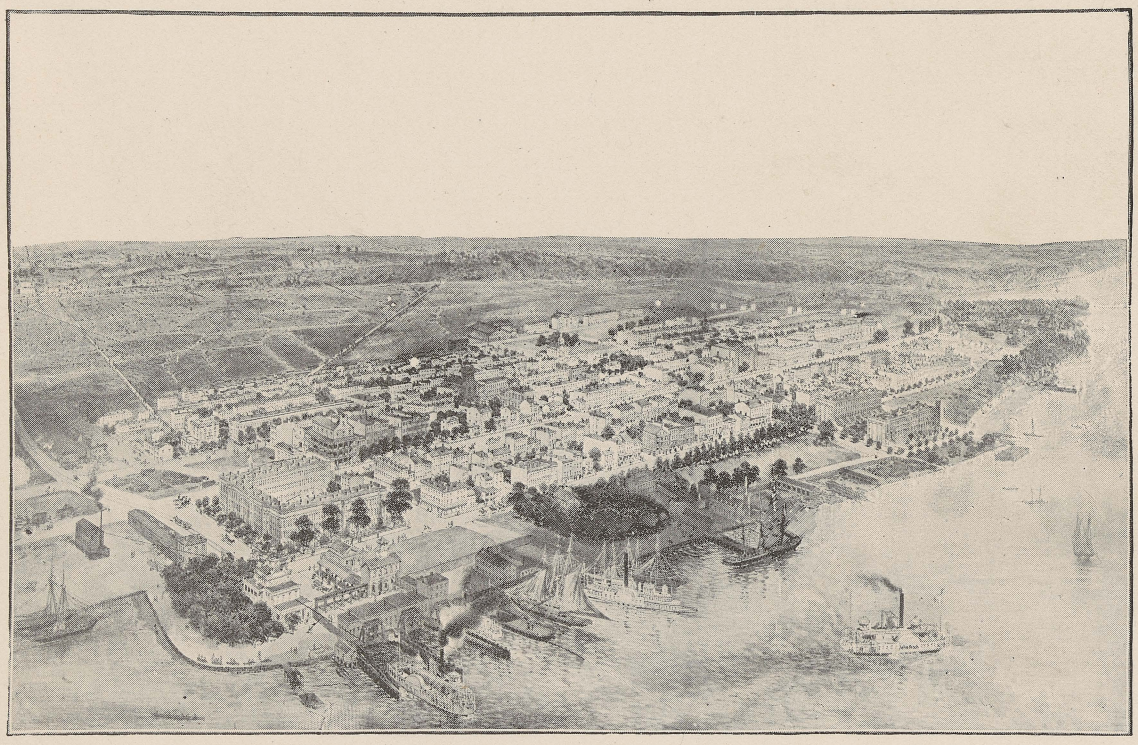


The City of Hoboken.

HOBOKEN OF OLD.



A FEW years more and the classic shades and walks of the Elysian Fields at Hoboken will be a thing of the past, the last remaining landmarks of that once beautiful and famous resort will be swallowed up by the bricks and mortar of progressive improvement, and the grassy banks and gravelly beaches, for such things once were there, that were formerly frequented by thousands of the heated and tired inhabitants of the metropolis, seeking to gain a whiff of the ocean breezes that came through the Narrows, will be lined with wharves and storehouses; in reality at the present time a continuous city of 250,000 people extends along the shores of the Hudson from Weehawken to the mouth of the Kill Van Kull, and along that Kill as far as Newark Bay, with but a short line of green at Castle Point, beneath the site of the old Stevens Mansion.



THE CITY OF HOBOKEN IN 1860.

A sketch of this pleasant resort of our fathers and grandfathers long ago, from the time of its discovery by Hendrick Hudson, till the close of the Colonial Revolution, may prove of interest to those engaged in studying the history of early New York and its vicinage.

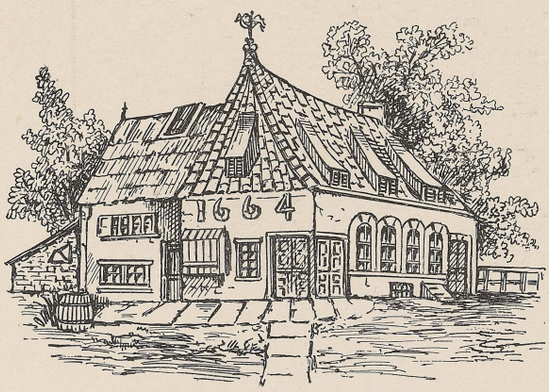
When European explorers first made their appearance, the country lying adjacent to both banks of the Hudson River was peopled by various tribes of Indians, frequently engaged in long and bloody wars with each other. The Iroquois, or "Five (afterwards "Six") Nations," occupied the western

shore as far down as the southern end of the Highlands, at times making incursions lower down till they encountered hostile tribes. On the upper portion of the eastern side dwelt the Mohegans, or Manhicans, who were continually at variance with the Mackwaes, Maquas or Mingoes belonging to the Iroquois Nation. Many of the earlier writers and maps place their settlements on both sides of the Hudson (Heckwelder's Traditions of American Indians, page 52), which they style the Mohicannituck, or river of the Mohegans. Further down on the western bank dwelt the Sanhikans, or Mahkentiwomi, and other branches of the Lenape, or Delawares, while opposite to them lived the Manhattans. De Laet, who wrote in 1624, says that the eastern bank of the river was from its mouth inhabited by the Manathanes, a cruel nation at war with the whites. He mentions the Delawares, or Minsi, as living on the opposite shore, and speaks of them as being more friendly.



INDIAN MASSACRE AT HOBOKEN, 1634.

Sandy Hook, Staten and Long Islands, and that portion of New Jersey watered by the Hackensack and Passaic Rivers, now embraced in Hudson, Bergen and Passaic counties, were occupied by bands of the above mentioned tribes, such as the Navesinks and Hackensacs. At the time of the advent of Hendrick, or rather Henry Hudson, for he was an Englishman, Hoboken presented at high tide the appearance of an island. The bold promontory of Castle Point, with its white and green cliff, extended out into the river (about opposite Fourteenth Street, New York), and sloped gradually back to the marshes that separated it from Weehawken and Bergen Heights. Through this marsh ran the Hoboken Kill, that on the occasion of a high tide overflowed its banks and completely inundated the adjacent swamps, and rendered Hoboken in reality and appearance a perfect island. It was undoubtedly this green and white promontory that attracted the attention of Henry Hudson and his crew on their return down the river in 1609.



TYPICAL HOBOKEN HOUSE, 1664.

Robert Juet, of Lime-house, one of his navigators, in the journal written by him of Hudson's third voyage (the one in which he discovered and explored the river that bears his name and perpetuates his memory), says (G. M. Asher's "Henry Hudson," page 91): "Within a while after wee got downe two leagues beyond that place, and anchored in a bay cleer from all danger of them (the savages), on the other side of the river, where we saw a very good piece of ground, and hard by it there was a cliffe, that looked of the color of a white green, as though it were either copper or silver myne; and I think it to be one of them, by the trees that grow upon it. For they be all burned, and the other places are as greene as grasse; it is on that side of the river that is called Mannahatta."

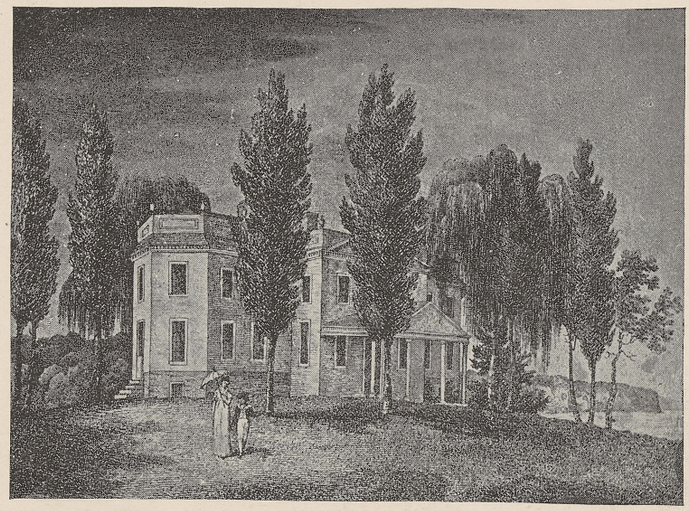
It is from this description that many reliable early writers locate the spot called Manhatee by the Indians on the western bank of the river, notably Mr. Moulton in his history of New York (Yates and Moulton's History of New York, 1826).

Mr. G. M. Asher, in a foot-note to his edition of Hudson's voyage, combats this view and says that "Moulton (p. 272) places this site near Hoboken, opposite New York. This opinion of the else so accurate historian is very improbable," and gives as his reason for this statement that "all the early chroniclers, as well as the early maps and views, agree in giving to that land (New York) the Indian name which it still bears; while the opposite shore, though, perhaps, also inhabited by the Man-

hattan tribe, is never called Manhattan. It had, on the contrary, an Indian name of its own, Hopaghan, now corrupted into Hoboken."

The Rev. J. Heckewelder corroborates the view that Hoboken, or the land on the western bank, was the original Manhattan of the Indians, and A. Gallatin, another high authority, in his "Synopsis of the Indian Tribes," states that the Delaware tradition, as related by Heckewelder, that that nation first received the Dutch, to be the correct one. Mr. Heckewelder was a missionary to and lived among the Delaware or Minsi Indians for many years. Writing in 1801 he gives the following tradition, which was told him forty years before by an aged Delaware and Mohegan chief, as to the first appearance of Europeans in the waters of the Hudson. The tradition was that while out fishing some Indians descried a huge monster swimming or floating on the water; they hastened to the shore and sent out runners to all their chiefs with news of the arrival of this strange object. The chiefs and warriors, assembling speedily on the shore in great numbers, concluded it to be the canoe of the great Mannitto coming to visit them. Sacrifices were prepared and rites performed. A reception followed, and during its continuance a Mannitto or his representative having quaffed a drink from a vessel, refilled and handed it to the nearest chief; he passed it to the next untasted, and so it went along till an adventurous warrior, exclaiming that it was treating the Mannitto with discourtesy to refuse his hospitality, drained the bowl and shortly fell down in a drunken stupor. On regaining consciousness he said he had never been so happy before, and asked for more; the other chiefs then followed his example. All partook of the strangers' exhilarating drink and became intoxicated.

It was on account of this incident that the Indians styled the place where it occurred Mannahattanick, or Mannahacktannink, meaning the "Island or place of general intoxication."



CASTLE POINT, RESIDENCE OF JOHN STEVENS, 1820.

Among the conflict of authorities, it is difficult to decide where the original Manates of the natives was situated, though the majority and most reliable of the early historians place it on the western shore. The probability is that Hoboken was the original Manhattan Island of the aborigines; its complete isolation at high tide from the mainland being clearly apparent to the casual voyager down the river, while it would have taken a careful explorer, one who would have had to penetrate and follow up Spuyten Duyvil Creek through its entire length, to determine the island character of New York.

One thing is clearly demonstrated by the early maps, that within a very short time after the appearance of the Dutch the name of Manhattan was exclusively applied to New Amsterdam, or New York, while the land on the opposite side of the river, in New Jersey, its Indian name of Manhates having been appropriated, was styled Pavonia, probably after Michael Pauw, one of the earliest directors of the West India Company, and the Patroon of the new colony, Hoboken being part of it.

On Hudson's return to Europe the tidings of his discoveries soon reached Holland, and the glowing descriptions of this fertile country, abounding in all kinds of valuable natural products, tempted the merchants of Amsterdam and other cities in the United Netherlands to fit out vessels and send them to this El Dorado of the Western Hemisphere. Numerous expeditions were despatched and a settlement was made on the Jersey side, probably on the present site of Hoboken, as early as 1610 (De Laet and A. Gallatin).

Schipper Cornelius Hendrix, who had already made one voyage, was sent by the Dutch authorities to verify previous discoveries and more accurately to locate them. He sailed thither in a small

yacht of eight lasts burden (about sixteen tons), called the Onrust, or Restless, and returned in 1616. His report was a meagre one, but showed that a settlement had already been made and trading posts established (Holland Documents, Vol. I., p. 14).

A map which was found among the old archives in Holland, and which was supposed to be the original one that was attached to his report, places the island Manhates on the site of New York, but differs from the actual island greatly in size and shape. On this map the Sangicans occupied the peninsula of Pavonia, embracing Hoboken, Ahasimus, Paulus Hook, Gamoenapaw, Pemrepogh, and Bergen; the Nahicans, Long Island; the Mackimanes, Connecticut east of the river of that name; the Mahicans, both sides of the Hudson, or, as it was then termed by the Netherlanders, the "rivierre Vander Vorst Mauritius;" the Manguas, the valley of the Mohawk and adjacent country; the Acquamakukes, East Jersey; and the Minguas, the banks of the Delaware, or South River. Of course, at this early date, the description of the country lying back from the great streams was purely imaginary, never having been explored by the white man.

With regard to the origin of the name of Hoboken, authorities widely differ. Mr. G. Asher, as we have seen, said it was an Indian name derived from Hopaghan. In corroboration of this view, Mr. Charles H. Winfield, in his "History of Hudson County," says that Hoboken is derived from an Indian word signifying "tobacco pipe," because the Indians obtained from thence a peculiar kind of stone from which they made the bowls of their pipes (Winfield's Hist. of Hudson Co., page 15), while Gordon, giving the same translation to the Indian word Hopaghan, says it was frequently used in a symbolic sense to express crookedness, and is here so used in reference to the form of the river shore" (Barber's Hist. Colls. of N. J., p. 512). The earliest official paper extant in which the name occurs is the patent to Michael Pauw, of Hoboken, and is of the date 12th of July, in the year 1630, and was in the shape of an agreement between the Directors and Council of the New Netherlands and the aboriginal inhabitants and owners. In this deed it is styled "the aforesaid land *by us* called Hobocan Hackingh.

From the fact that there was then in existence a village called Hobooken, situated on the river Scheld a few miles south of Antwerp (Atlas printed for Steven Swart, Bookseller, Amsterdam, 1680); that the Dutch were very particular to give all their American possessions names belonging to their fatherland—*e. g.*, Paulus Hook, Pavonia, Gamoenapau, Bergen, Wiehawken, New Barbadoes, etc.; that the name in almost every one of the numerous methods of spelling it preserved the b and final k instead of the p and gh; that in no important paper is it spelt Hopaghan, and that the authorities claiming for it that name produce no better or more positive authority than the above stated, we think there is very little doubt as to its nomenclature being derived from the Fatherland. The orthography of the word Hoboken in the old deeds and manuscripts is varied; it is differently spelled Hoboken, Hobooken, Hoobooken, Hobocken, Hobucken, Harboken, Hobokina, Hoboquin, Hobock, Hoobock, Hobuck, Howbuck, Hobocan, Hopaghan, Hoebocken, etc.

For many years the settlements continued mere trading posts, though a document addressed to the States-General of the United Netherlands by the Assembly of the XIX., states that one or more little forts were built even before the year 1614. On June 3d, 1621, the States-General granted a charter establishing the Dutch West India Company, but they occupied the country by sufferance only, and did not acquire a legal title to any of the territory so granted to them till 1626, when they formally purchased from the Indians Manhattan Island, Staten Island, Hoboken, and some other places in the vicinity, paying for the first-named island, said to contain about 22,000 acres, the sum of sixty guilders, or about twenty-four dollars. They erected upon it during the same year a fort called "Fort Amsterdam," and established there the capitol or government of the province of New Netherlands.

To encourage permanent settlements they, in 1629, gave the privilege to such members of their company as desired to plant colonies under the title of Patroons, the right to possess and hold under a full title, provided they satisfied the native holders or owners, four leagues of shore front on the side of any navigable stream not already taken up, or one-half that distance on both sides, with the country extending in the rear as far as the occupiers would permit.

Among those who took advantage of this permission was Michael Pauw, Burgomaster of Amsterdam, and Lord of Actienhoven, near Utrecht, who purchased Hoboken, and the grant to him of that place is the first recorded conveyance of land in the province of New Netherlands. It was made on the 12th day of July, 1630, and reads as follows:

PATENT TO MICHAEL PAUW, OF HOBOKEN.

"We, the Directors and Council of New Netherlands, residing on the island of Manhatas, and at the Fort Amsterdam, under the authority of their High: Might: the Lord States-General of the United Netherlands and the Incorporated West India Company, Department of Amsterdam, do hereby testify and declare that on this day, date underwritten, appeared before us personally Arromeauw, Tekwappo, and Sackwomeck, inhabitants and joint owners of the land called Hobocan Hackingh, lying opposite the aforesaid island of Manhatas, who both for themselves and pro rata for the other joint owners, declared that for and in consideration of a certain quantity of merchandise, which they herewith acknowledge to have received for their full satisfaction before the passing of this act, they have sold, transported, ceded and delivered as true and lawful freehold, as they herewith, according to a certain bill of sale and contract, transfer, cede, convey and deliver to and for the benefit of the Honorable Mr. Michael Paauw, in whose absence we receive it ex-officio under the usual conditions, the aforesaid land by us called Hobocan Hackingh, extending on the south side to Ahasimus, eastwards along the river Mauritius, and on the west side surrounded by lowlands, which sufficiently designates the boundary of this land, with rights and jurisdiction, belonging to them individually or collectively, or which they might derive hereafter, constituting and subrogating the aforesaid Honorable Mr. Paauw, in their stead and place, giving him actual and real possession thereof, as well as complete and irrevocable authority and special power, that he, the aforesaid Honorable Mr. Paauw, tamquam actor et procurator in rem suam ac propriam, or his heirs and successors, may take possession of the aforesaid land, live on it in peace, inhabit, own and use it; also do with it, trade it off or dispose of it, as his Honor would do with his own lawfully obtained lands and dominions, without that they, the conveying party, shall have or retain the least pretention, right, power or authority, either concerning ownership or sovereignty, but herewith they desist, abandon and withdraw and renounce, in behalf as aforesaid, now and forever, totally and finally, promising further not only to fulfill in perpetuum, firmly and safely, inviolably and irrevocably, this their conveyance and transfer, and what may be done by its authority, but also to deliver the said land and to keep it free from all claims, pretensions, suits, challenges and troubles, all under the obligations of the laws referring hereto, a bone fide, sine fraude. In testimony whereof we have affirmed this with our signature and affixed our seal thereunto. Done on the island of Manhatas, in Fort Amsterdam, the 12th of July, in the year 1630."

Pauw afterwards acquired the adjacent lands of Ahasimus and Aressick, on the 22d day of November, in the year 1630, and later on Gamoenepau, now Communipaw and Staten Island, though the patents for the latter places are missing. His whole tract was named after himself, Pavonia. While taking advantage of the offer of the Dutch West India Company, he does not appear to have fulfilled the conditions required of him by them, and finally after a long controversy he re-transferred the above acquired territory for the sum of $10,400. The date of the re-transfer is uncertain. V. Callaghan places it in 1634, but other authorities make the date as late as 1637 or 1638.

In a MS. without date, in the Royal Archives at the Hague, file entitled "West Indie, 1630, 1635," the land of Hobokina is mentioned in connection with the island of Man-Hattes, Fort George, Staten Island, etc., as being reserved by the Lords of the States-General.

On the 12th day of March, 1639, the land having reverted back to the W. I. Co., Director Kieft, on behalf of that company, leased to Hendrick Comelissen Van Vorst the bouwerie situated at Hoboken, and occupied by him at that time for a term of twenty years, commencing January 1st, 1640. By the terms of this lease Van Vorst agrees to put up barns and all other necessary buildings, the company furnishing 4,000 bricks for the chimneys; he was faithfully to cultivate and plant it, rendering to the company one-quarter of the crops and twelve capons yearly. At the expiration of the lease the land unsown, but with all improvements and buildings thereon, was to revert back to the company.

Mr. Van Vorst was the son of Michael Pauw's manager of Pavonia, while he held it, and the language of the above lease, stating Hoboken was occupied by him at the time of the lease, indicates he cultivated it or occupied it before, and the claim that Jan Evertson Bout, who obtained a deed for a farm in 1638, was the first settler in Bergen County, may reasonably be doubted. The shores of New Jersey, directly opposite the island of Manhattan, offered the greatest inducements to those of the Dutch colonists who desired to occupy lands for the production of what is now called vegetable truck. The land was excessively fertile, was protected from bleak winter winds by the Bergen and Weehawken hills, and sloping to the south, it got the full benefit of the warm suns which beat upon it in the

early spring and hastened the ripening of the coming crops. The accessibility of the river banks provided a ready means of access to the markets of New Amsterdam, and a speedy mode of escape from the incursions of hostile bands of Indians.

Hendrick Comelisen Van Vorst occupied Hoboken, by deed dated March 12, 1639. Cornelius Van Vorst, his father, Horsimus, and about the same time Abraham Isaacsen Planck, Paulus Hook, by deed of May 1, 1638.

Jan Evertsen Bout Gamoenepau (now Communipaw), and Pemrepough (now Pamrapo), by lease July 20, 1638.

Director William Kieft, a bouwerie in Pavonia, by lease July 20, 1638.

Maryn Adriaensen, a tract at Awiehawken, by patent dated May 11, 1647.

Jacob Jacobsen Roy, a tract of land at Constapel's Hook, by patent dated 164—.

In the summer of 1639, Hendrick Comelisen Van Vorst returned to Holland and died there. He seems to have abandoned his plantation at Hoboken, for Aert Tewnissen (Van Patten) leased a certain bouwerie called Hoboquin, situate in Pavonia, for ten years from January 1, 1641, "Whereupon he fenced the lands, cleared the fields, and erected a suitable brew house which is yet standing there, and brought thither twenty-eight head of cattle, besides various small stock, swine, goats, together with his own fruit trees." At the irruption of the Indians in 1643 all the livestock was killed, the dwelling house, barns and stacks of grain and seed burned or destroyed, the brew house alone being left standing, and Van Patten himself murdered. His widow, Susanna Janss, fled to the Manhattan and was afterward married to Sibert Claessen, a house carpenter.



SYBIL'S CAVE, HOBOKEN, 1840.

After the destruction of the bouwerie and plantation it was leased to Dierk Claessen about 1646, who shortly abandoned it, probably on account of its insecurity from the attacks of hostile savages. It lay thus abandoned for some time, as on December 13, 1649, Sibert Claessen petitioned to the States-General for indemnification, as he was the next to enter into possession of this bouwerie and the residuary property which was to be inherited, and states that it now lies empty or waste.

The cause of the Indian outbreak was proved to be entirely the fault of the Dutch settlers. It originated as follows: In the Spring of 1643 certain of the settlers complained to the Director General Kieft of the frequent attacks upon them by hostile savages, and Maryn Adriaensen, Jan Jansen Dames, and Abraham Planck requested him to allow them to attack the Indians while God hath fully delivered them into our hands. On the twenty-fifth of February the Director General, in response to this petition, authorized and empowered Maryn Adriaensen and his associates to attack a party of Indians lying behind Corlear's plantation, and in pursuance of this order, on the night of the twenty-fourth of February, a body of soldiers crossed over to Pavonia, and there murdered a party of Indians, with their women and children, who were sleeping in fancied security on Jan de Lacher's Hook, near the bouwerie of Jan Evertsoon. Previous to this the Dutch and natives had been living together in harmony, save for an occasional individual outbreak caused by a too great indulgence in "fire water," but this "accursed deed," as it was at the time termed, of the Director General and his soldiers, aroused the fierce passions of the neighboring tribes, and a swift and speedy retribution followed. Many of the bouweries were plundered, the houses burned and the crops destroyed, among them those of Jan Evertsen Bout and Van Patten of Hoboken, the latter losing not only his property, but his life. Outbreaks constantly recurred till the summer of 1645, when in August of that year a treaty of peace was signed and war was concluded.

After the destruction of the property at Hoboken in 1643, the plantation appears to have lain idle for some time, but on September 15, 1655, we read that a band of savages, consisting of Mohegans, Hackensacs and others, landed at New Amsterdam and attacked the inhabitants; after being driven off with loss they crossed the river, and "in a moment a house at Hoboken was on fire and the whole of Pavonia was wrapped in flames." With the exception of Michael Jansen's family every man was killed, together with all the cattle, etc.

In 1656 Nicholas Varleth evidently occupied the bouwerie, for we find him applying to the Council for permission to remove the frame of a house standing at Hoboken which he had sold to Michael Jansen for 230 florins, Jansen having some time before purchased Jan Evertsen Bout's bouwerie at Pavonia, and obtained additional land in the vicinity by patent from the Council. He also applied to the Council for a guard of eight or ten soldiers for protection against the savages. Captain Nicholas Varleth was at that time one of the most prominent of the members of the colony. His name first appears in the records of New Netherlands, December 9, 1652. On October 14, 1656, being a widower, he married Anna Stuyvesant, the sister of Governor Petrus Stuyvesant and widow of Samuel Bayard. She is described as possessing a tall and commanding presence without great personal beauty, a woman of very strong character and imperious in her manner.

On April 7, 1657, Captain Varleth was appointed "Commissary of Imports and Exports;" April 17, 1657, he was admitted to the rights of small burgher; April 23, 1658, became collector and also Farmer of Duties on Exports and Imports to and from New England and Virginia. In the same year, being an old and suitable person, he was invested with the "Great Burgher Right," and appointed "Searcher and Inspector" and "Commissary of the Company's Stores;" February 27, 1660, he was sent with Brian Newton as Ambassador to Virginia; was named Commissioner to agree on terms of capitulation, September 6, 1664; appointed Captain of the Militia in Bergen, Gamoenapau, Ahasimus, and Hoboken, October 6, 1665; on the same day a member of the Court at Bergen, and on the first of November following a member of Cartaret's Council. We find him on November 22, 1665, taking the oath of allegiance to King Charles II., signing himself "Captain Nicholas Verlett, Justice." He died in the summer of 1675.

In the spring of 1658, the settlers who had so often been driven by the savages from their homes returned to their lands, and having received orders to concentrate their dwellings, formed, in 1660, a village behind Gamoenapau, which obtained in the course of the year following a patent of incorporation, and was called Bergen, after a town of that name in North Holland; three magistrates were appointed, Michael Jansen being one of them. This was the first regularly constituted court of justice established in New Jersey.

On January 30, 1658, the Indians deeded to Petrus Stuyvesant all the land in the county between the Hackensack and Hudson Rivers; the deed included Weehawken, Hoboken, Jersey City and Bayonne City, and the price paid was eighty fathoms wampum, twenty fathoms cloth, twelve kettles, six guns, two blankets, one double kettle and one half-barrel of beer.

On February 5, 1663, Nicholas Varleth obtained from Governor Stuyvesant a patent for Hoboken, which was confirmed by Governor Phillip Carteret on the twelfth day of May, 1668. This patent contained about 276 acres, and was bounded on the north by a creek that parted Hoboken from Weehawken; on the west the line ran along the base of the Weehawken, now called the West Hoboken Hill; the southern line was the creek that separated it from the Harsimus Meadows, and the eastern boundary was the Hudson River. On the fifteenth of October, 1663, an Indian invasion was again threatened, and a minute of the Council states that Sir Cornelis Steinwyk reported that Secretary Van Ruyven told him that a northern savage had related at Jan de Schilder's house that a band of Indians 500 or 600 strong had kintekoyed and deliberated, and made a plan to attack Hoboken, Harsimus, the corn land and Manhattan Island, to burn, to kill everybody, or take prisoners. This roundabout rumor proved a groundless one.

Nicholas Varleth left two children by his first wife, Abraham and Susanna. In the division of his property after his death, Hoboken was apportioned to his daughter, who on June 8, 1673, married Jan De Forest. Susanna De Forest left but one child, a daughter, also named Susanna, who in turn intermarried with Robert Hickman. On the 19th of June, 1711, Hickman and his wife sold the bouwerie of Hoboken to Samuel Bayard, a merchant of New York, for five hundred pounds. On his death it fell to his son Stephen, who left it by will, dated January 31, 1753, to his son William. During the occupancy of the Bayard family, it appears to have been used simply as a summer residence, though

from the size of the gardens and orchards, they made it a source of profit as well as pleasure. Win field, in his history, says that in 1760 the daily journals describe the land around Castle Point as being in a high state of cultivation, containing a garden of five acres, filled with a choice collection of foreign fruit trees of the finest varieties—apples, peaches, cherries, plums, nectarines and apricots. There was a large dwelling house which was used by Mr. Bayard for his summer residence, and another adjoining under the same roof was used as a farm house. It had convenient cellars, an extraordinary kitchen, outhouses, a new smoke house, tool house and a large stable with stalls for ten horses. Upon the farm were thirty cows, thirty young cattle, twenty fat hogs, six fat cattle, and one pair of oxen. Besides an old orchard capable of producing eighty barrels of cider a year, there were about one thousand young trees, all grafted with the best of fruit. It was considered that scarcely anything in America could equal its convenience for marketing, as in good weather one might cross, take one time with another, in half an hour.

At the outbreak of the Revolution it was occupied by William Bayard, of the mercantile house of William Bayard & Co. This Mr. Bayard was a man of great wealth and importance in the colony, owning large tracts of land at Bergen and on the Secaucus Flats. Gov. Frankin, under date of October 5, recommending him for the vacancy in the Council caused by the death of Lewis Morris Ashfield, says that his character and abilities are such that he will do credit to that station, and though obliged to name two other candidates, specially requests that Mr. Bayard receive the appointment. At first he was a patriot, being associated with Jay, Lewis and others as a member of the committee of fifty. In 1773, Mr. Quincy, of Massachusetts, records in his journal, May 12th, "Spent the morning in writing and roving, and dined with Col. William Bayard at his seat on the North River."



OTTO COTTAGE GARDENS, RIVER VIEW, 1842.

In 1775 the Massachusetts delegates to the Continental Congress were also his guests, but after the capture of New York by the Tories in 1776, thinking the cause of liberty hopeless, he became a turncoat and fierce loyalist, joining the army of the king on May 1, 1777. On the twenty-fourth of August, 1780, his mansion at Hoboken was burned by the patriots, and at the close of the war he went to England and died at a great age at his seat, Greenwich House, Southampton, England. His Hoboken property was confiscated and sold by Cornelius Haring, agent of forfeited estates in Bergen County, to Col. John Stevens, Jr., of Trenton, N. J., on the 16th of March, 1784, for the sum of £18,360. The deed was dated July 6, 1784, and included 564 acres.

In the early part of the present century Col. Stevens, having purchased the ferry franchises to New York, constructed what was termed the Elysian Fields. They consisted of a series of walks and shaded foot-paths, starting almost from the ferry gates, some winding along the river's bank, others skirting the hill known as Castle Point; long avenues of foreign trees were laid out, and it soon became a favorite resort, especially on Sunday afternoons during the early spring and summer. A writer thus describes its appearance in 1834:

"Built chiefly on one street (now Washington street), it contains about one hundred dwellings, three licensed taverns and many unlicensed ones, four or five stores, and between six and seven hundred inhabitants. It is remarkable, however, chiefly as a place of resort for the citizens of New York during the hot days of summer; the bank of the river is high, and the invigorating sea breeze may be enjoyed at almost all hours when the sun is above the horizon. In the walks along the river bank, over the grounds, and in the beautiful fields studded with clumps of trees and variegated by shady woods, the business-worn Yorker finds a momentary relaxation and enjoyment in the Elysian Fields,

and the gastronomes, whether of the corporation of New Amstel, or invited guests, find a less rural though not a more sensual pleasure in the feasts of Turtle."

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

HOBOKEN OF TO-DAY.

In giving the reader of this work a sketch of Hoboken and its neighboring towns as they are to-day, reference should be made to the well-told story of Hoboken of old, as presented in preceding pages by the lineal descendant of the founder of the city, whose family name has been so intimately connected for over half a century with the progress of the place. As a city, Hoboken has existed less than forty years, having been incorporated in 1855. It then had less than seven thousand inhabitants. It grew in population steadily at the average rate of about one thousand a year. The population, according to the United States census of 1890, was 48,026.

In the nature of things, because of its location and natural advantages, the city must continue to grow and prosper in the present decade in proportions greater than ever before. In schools, churches, public institutions and business enterprises, Hoboken manifests, perhaps, as many evidences of progress as any city of similar size in the country. There is excellent ferry service to the metropolis, an adequate and satisfactory water supply, good telephone and telegraph service, unexcelled street car conveniences, safe local banking facilities, and immediate railroad connection with New Jersey towns, as well as with the country at large, through the Delaware, Lackawanna & Western Railroad. An important source of business revenue to the city is the traffic of the great ocean steamship lines, whose piers are situated along the Hoboken water front. The city boasts a splendid National Guard regiment, and well equipped police and fire departments, all of which will be referred to more in detail.

Besides its well attended public schools, including a high school, Hoboken's educational spirit is manifested in an academy founded by German Americans, in which, although the German character of the institution is not lost sight of, a wide curriculum of education from the kindergarten upward is afforded. Hoboken, however, is most especially proud of its great school of mechanical engineering known as the Stevens Institute of Technology, whose fame is as wide as the continent, and is, indeed, not unknown among the learned in foreign lands. This institution is the splendid gift of the late Edwin A. Stevens, whose beneficence not only provided the ground and buildings, but the princely fund whose investment now furnishes the institute's chief source of support. Elsewhere in this volume the advantages of this splendid institution are fully described. The Stevens High School is the preparatory department of the Stevens Institute. The Academy of the Sacred Heart for young ladies, and other Catholic schools, besides many private schools of a non-sectarian character, add much to the educational advantages of the city.

There are sixteen churches and a Jewish synagogue in Hoboken, which are referred to more fully hereafter. All denominations are represented. Of one of the churches, Our Lady of Grace (Catholic), it may be said that it is the largest in the State of New Jersey, and one of the largest in the country.

The city government, and the corporate and business enterprises of Hoboken; its citizens who lead in trade, and commerce, and the professions, are all treated of in detail in the pages which follow.

PUBLIC AND PRIVATE IMPROVEMENTS.

Improvements of a public and private nature in Hoboken have progressed with remarkable rapidity during recent years. During the year 1891 nearly one million dollars' worth of buildings were erected in Hoboken. Public improvements kept pace with private enterprise, and work is still being done extensively in constructing and improving streets and sewers. A new postoffice, fire house and police station were added to the city's facilities during 1892. The public officials are considering an extensive taking up and relaying of the pavement in the upper part of the city. The paving in these streets was originally done by private individuals prior to the dedication of the streets for public use. Improvements in the matter of street cleaning are constantly being perfected. The present street cleaning is done by the Street Commissioners, with men hired by the day. The sweepings are used to fill in the lowlands, garbage is removed by contract, the same also being used to fill in the lowlands. Dead animals are removed out of the city by contract at no cost to the city.

HOW THE CITY HAS GROWN.

In April, 1814, Samuel Swartout and his brother Robert purchased from John Stevens the marsh portion of Hoboken, now known as the "Coster Estate." They made a vegetable garden of it, and attempted to reclaim a large portion of it. They failed, however, in 1819, and their mortgagee, John G. Coster, took title to the tract. In 1860, Coster laid it out into building lots, according to a map made by Daniel and Austin D. Ewen, civil engineers of New York.

On February 10, 1843, that portion of Hudson County north of the New Jersey Railroad was set off and called North Bergen. Hoboken continued part of this township of North Bergen until April 16, 1849, when it was organized as a separate township under the name of Hoboken. This included Weehawken. Hoboken, as a city, was not incorporated until March 28, 1855. On March 15, 1859, a portion of it, including Castle Point, was annexed to Weehawken, but in 1876 this portion was re-annexed to Hoboken. The population of the city in 1850 was 2,608, which had grown to 6,727 five years later, and to 9,659 when the war broke out. In 1865 the population was 12,976, and in 1870, 20,297. In 1875 it was 24,766, and in 1880, 30,999. In 1885 the population was over 38,000, and according to the last census, as has been stated above, the population was over 48,000, showing a steady, prosperous and healthful growth. Hoboken contains about 270 acres of upland and 450 acres of meadow, of which about 200 acres of upland and 160 acres of meadow are built upon. Serpentine is the underlying rock of the Hoboken upland, while blue mud underlies the meadow. The borings which have been taken from time to time through this mud indicate that it rests on a foundation of sand or gravel, and that it gradually increases in depth easterly from the upland to the Palisades, being in some places over 100 feet deep. The surface of the meadow before the tides were cut off was about on the level of mean high water, but since the river to a certain extent is kept off the meadow by gates and street embankments, the surface has sunk from one and one-half to two feet below mean high tide.



THE CITY HALL, HOBOKEN.

FACTS ABOUT "THE LAY OF THE LAND."

The meadow streets of Hoboken that have been graded are generally filled in to the height of about two feet above high water. The city was originally founded on the uplands bordering the Hudson river and west of the promontory known as "Castle Point," but during the last thirty years it has spread westerly over the swamp land lying along the foot of the Palisades. The average altitude of the entire city above high water mark is about 12 feet, while that of Castle Point is 100 feet, and the top of the precipitous heights of the Palisade range which bounds Hoboken on the west and north, and on which are located Jersey City Heights, West Hoboken and Weehawken, range from 100 to 200 feet above the sea level. The uplands of the city, except Castle Point, which is largely the private ground of the Stevens family, range from 8 to 25 feet above high water. The soil is of a stiff clayey nature, with no rock near the surface. The uplands of Hoboken, no doubt, originally formed an island which was cut off from the Palisades by the waters of the Hudson River for a width of about 1,550 feet. The depth of water in the channel of the Hudson, opposite Hoboken, is about 60 feet, the bottom being of blue mud, similar to that found underlying the Hoboken meadow land. The average difference between mean high and mean low water in the Hudson River at Hoboken is 4 feet and 6 inches. During northeasterly or westerly storms, and especially during high spring tides, the level of

the water in the Hudson is several feet higher than mean high water, the greatest difference that has been noted being 3 feet 9 1–2 inches; that is to say, there have been times even at low tide when the water in the Hudson River is 3 feet 9 1–2 inches higher than the surface of the meadows. On several occasions the water has risen more than three feet higher than mean high water, and, of course, at such times the water was four and one half feet higher than the meadows, and one foot higher than the established grade of the meadow streets.

THE SEWERAGE SYSTEM.

Owing to its peculiar topographical position, Hoboken has had a great deal of trouble with its sewers, and the problem of perfecting this system has perplexed the citizens for many years. The indications now are, however, that improvements will be made in this direction before many years. The tidal box drain system for the meadows has cost the city a great deal of money without providing it with a satisfactory system. The box sewers are often out of order during heavy storms, and there is no escape for the sewage except by evaporation. The sewerage system on the uplands is quite efficient, but attempts to improve the drainage of the meadows have not been in the past successful, owing to the misguided opposition of the residents of the lowlands, although the residents of the upper sections of the city, being themselves satisfied with the system so far as it applies to them, have not been willing to bear taxation for improving the lower sections. On this important question Mayor Edward R. Stanton said in his message to the Hoboken Common Council in May, 1892:



HUDSON STREET, HOBOKEN, LOOKING NORTH.

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

RECLAIMING THE MARSHES.

For many years the city authorities and many enterprising citizens have agitated the proper reclaiming of the marsh lands, it being necessary to fill these low and wet surfaces with wholesome

earth before buildings can be erected or streets made. The drainage of the uplands is a comparatively simple problem, because it can be easily effected by tidal sewers; that is, by sewers built on such a grade and at such elevations above low mean water, that they will freely discharge their contents directly into the tide waters.

The drainage of the marsh lands is a much more intricate problem. They are a formation of blue clay or silt, the depth in places being over 100 feet, with a crust of matted stems and roots about 5 feet thick, still in the process of accumulation; they lie east of the Palisade Ridge, and are separated, for the most part, from the river by a knoll comprising the uplands of Hoboken (including Castle Point); extending north and south about one and one-half miles, with a width of one-half mile.



SOLDIERS' MONUMENT, HUDSON SQUARE, HOBOKEN.

The first drainage map of these marsh lands was made by civil engineers Bacot & Post, on February 1, 1866, who proposed to have main sewers running east and west in Ferry, First, Third, Tenth and Fifteenth streets, and discharging at low tide into the Hudson River. By an act of the Legislature in 1866, a commission of three gentlemen from Hoboken and two from Weehawken were appointed to take charge of the drainage of these low lands. Supplements to this act were passed in 1867, 1868 and 1869. In April, 1869, Wm. Hexamer, as secretary of this commission, reported that about three miles of box sewers and ditches had been built, principally in Ferry and First streets, two main sluices, one gate on Ferry street, various sewer connections and repairs, and 4,369 cubic yards of filling on the old line ditch. The next important map in relation to the drainage of these low lands was made by Wm. Hexamer in 1869. Mr. Hexamer proposed to divide the whole city into three districts, with main sewers in Ferry, Third and Thirteenth streets, running from the westerly boundary of the city to the Hudson River. Except that he reduced the number of mains from five to three, Mr. Hexamer's plan in 1869 was practically the same as Bacot & Post's plan in 1866. Only one of the three main sewers proposed by Mr. Hexamer has been built, namely, that in Third street, which extends from the Hudson River to Adams street, and receives the drainage of the sewers in Garden street, Park avenue, Willow avenue, Clinton street, in Grand and Adam streets, and on incoming tides deposits their contents back on the meadows, at Monroe street. In 1870, the Council directed Arthur Spielmann to prepare a plan for a sewer in Ferry street from Hudson River to the westerly boundary of the city, and to submit a report and estimates in regard to the same. On February 14, 1871, this plan and report was submitted. The estimated cost of the sewer was $130,000. Mr. Spielmann in his report most emphatically advised the Council not to build the sewer, because it would fail to answer the purpose for which it would be constructed. He called the attention of the Council to the utter inefficiency of these tidal sewers, and claimed that there were only two ways of properly draining these low lands.

First:—By raising the grade sufficient to give good drainage.

Second:—By making reserviors and forcing the drainage matter out into the river by means of steam pumps.

The first method he found impracticable on account of the expense that would be incurred from the amount of filling required, and also of the cost of raising most of the houses already built. The second method he recommended as being much cheaper and entirely practicable. In accordance with this report, the Ferry street sewer was not built, but from that time until now, the propositions that

were advanced by him have been most earnestly discussed. Several acts have been passed by the New Jersey Legislature since 1870 in relation to the drainage of these lands, but not a great deal has been done. The report in 1874 of James P. Kirkwood, a hydraulic engineer of high reputation, is one of the most valuable records, in many respects, in the possession of the city. He decided that the drainage of these lands must be done by pumping, and after giving his reasons, he arrived at the conclusion that when the low lands are all graded and built upon, it will be necessary to provide the following pumping capacity for the heaviest storms, which, it is true, occur only a few times a year, but which nevertheless must be provided for: 78,856,000 gallons in twenty-four hours for the district south of Eighth street, and 54,634,000 gallons in twenty-four hours north of Eighth street, a total of 134,500,000 gallons per day, and for the maximum flow of sewage proper, exclusive of storm waters in each 24 hours, he estimated 4,000,000 gallons per day in the district south of Eighth street, and 2,650,000 gallons per day in the district north of Eighth street, a total of 6,650,000 gallons per day.



CHURCH SQUARE, HOBOKEN.

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

THE PUMPING SYSTEM.

The first practical application of the pumping system on these meadows was under the acts of 1873–4. A small nine-inch pump was set at work in Meadow Street, between Ferry and First streets. It was found that all the water south of Third street could be easily controlled by the pump except during time of storms. A number of bids were also received for building the sewers and for furnishing the pumps and pumping stations. Again under the law of 1876 the Council received other bids for furnishing pumps and pumping stations. For six months the practicability of the pumping system was again tested, a number of property owners erecting at their own expense a six-inch pump in the southwestern section of the city on one of the worst portions of the marsh lands. By pumping about twenty minutes every two hours all the water from an area of about twenty-five acres was removed except during storms.

On May 4, 1881, civil engineers Spielmann & Brush were employed by the Mayor and Council to submit plans and a report on the meadow drainage, which they did, and from which the above data as to sewerage legislation and prior reports are obtained. In their report these engineers say: "In a word, a proper tidal system of drainage for the marsh lands when built upon (exclusive of the costs of the sewers, which we estimate at $700,000), will require a preliminary expenditure of at least $3,000,000, or $180,000 per annum; while a complete pumping system will require a preliminary expenditure of

$150,000, or $30,000 per annum." Nothing, however, was done under any of these suggestions, and the sewers were continued to be built as they were petitioned for by the property owners, connections with the old sewers being made as well as the circumstances in each case would allow.

In 1890 the Mayor and Council employed City Surveyor Thomas H. McCann, and Mr. Alphonse Fetley, the Chief Engineer of the New York Aqueduct Commission, to prepare plans for and report upon this much vexed question. A practice of over twenty years in the city, together with professional study and examination of the modern methods employed in this country and abroad in the solution of similar troubles in draining low lands, enabled Mr. McCann, with the concurrence of Mr. Fetley, to give an exhaustive report on the evils and their remedies. He submitted two complete plans showing the proper sized sewers in every street, and all the technical information relating thereto, for the guidance of the Council and other officials. The first plan, and the one he most strongly recommended, was based on the pumping system. He arranged first to entirely exclude the sewage of the uplands entering the sewers of the low lands. Then by cutting off the tide from the low land sewers they were to empty into two wells, one at Fifteenth street and the other at Clinton near Ferry street. Pumps were to lift the rainwater and sewage and discharge it into the Hudson River. His estimate of the cost to build the necessary preliminary sewers and pumps to drain all the land south of Eighth street was one hundred and ten thousand dollars ($110,000), and the amount of annual cost to operate the pumps was fifteen thousand dollars ($15,000). As there seemed to be in Hoboken—as has always been found to be the case in every city in the world where improved and expensive methods of drainage have been introduced—opposition on the part of certain property owners to the pumping plan, Mr. McCann advised the Mayor and Council that as long as the sewers were constructed on the tidal system, they should follow the details set forth on a second plan for tidal sewers, which he submitted. On this second plan is shown large outlet sewers in Ferry, Fourth, Eleventh and Fifteenth Streets, together with all the necessary future sewers. Nothing officially, however, was carried out.



OLD COLONNADE HOTEL.

WATER SUPPLY.

The city until 1882 got its water supply from Jersey City on a yearly lease. In 1882 a contract was made for a term of fifteen years with the "Hackensack Water Company," reorganized, and since then that company has furnished a good, pure and liberal supply of water. The pump-works are at New Milford, on the Hackensack River, and about seventeen miles from Hoboken, from whence the water is forced to a reservoir at Union Hill, 180 feet above high tide. This reservoir contains fifteen million gallons, or about three days' supply. The terms of the contract are such that at its termination, if the city desires to purchase the plant, arbitrators shall be appointed to appraise the value of the same, in the interest of both parties. All the water mains in the city belong to the Mayor and Council, they having been laid by the Water Commissioners who were appointed in 1857. A water register collects the water rates, and after deducting five per cent. for office expenses, the Commissioners pay the balance from time to time to the water company. Expense for laying mains is met with by the issue of bonds, on the part of the Mayor and Council.

HEALTH.

Until 1891 the health of the city was in the care of a committee of the Council, but its powers were subordinate to those of the Board of Health of Hudson County. The Board of Health of the City of Hoboken was created by an ordinance of the Common Council, under the laws of 1887, chapter 68, and organized after the appointment by Mayor Stanton of the following named citizens on June 11th, 1891: John Tallon, term one year (re-appointed on expiration of term); W. Hollister Wall, two years (resigned); Stephen Isola, three years (resigned); L. V. Hengstler, four years; Palmer Campbell, five years.

Mr. Palmer Campbell was elected President and Mr. L. V. Hengstler Treasurer. The Board appointed C. W. Fosdick, Clerk; Dr. C. I. Simon, Health Warden; G. M. Sinclair, Consulting Plumber; Antonio Grannelli, Inspector. Dr. E. T. Steadman was appointed to fill the vacancy caused by the resignation of Commissioner W. H. Wall, May 18, 1892, and Commissioner Fugazzi was appointed to fill the vacancy caused by the resignation of Commissioner Isola. A Sanitary Code was passed, which is a complete codification of ordinances of the Board, regulating the public health in accordance with the ordinance creating the Board. Under this code the Board has power to prevent the adulteration of food and drink, and the sale of unwholesome food; to define and declare nuisances; to use all means to prevent the spread of contagious diseases; to regulate, control or prohibit the keeping or slaughtering of all kinds of animals, and to remove all kinds of nuisances detrimental to health; to compile sanitary statistics, births, deaths and marriages; to control and regulate the sanitary conditions of tenement houses, and other buildings, public or private.

During the first year of its existence the Board was as active as circumstances would permit. They have made a house to house survey, taking cognizance of all nuisances and causes of ill health, and as far as possible have had the nuisances abated. They are now looking into the question of sewerage, which has been enforced upon them in their endeavor to abate nuisances which have been found to exist by reason of the bad condition of the sewerage system.

THE POLICE AND FIRE DEPARTMENTS.

The Police and Fire Departments of Hoboken are equal in efficiency to those of any other city of its size in the United States. Speaking of the Police Department in his last annual message, Mayor Stanton said: "The Police Department has shown a great improvement, and is conceded by our citizens to be thoroughly efficient. Discipline is known and carried into effect in all branches of the service. The men are thoroughly drilled and with rare exceptions are well behaved. Taken as a whole, they are capable and command public confidence. The police signal system is a great factor in promoting the usefulness of the department. All localities are protected, and the members of the department are fully cognizant that any neglect in the performance of duty will be severely punished. The citizens should congratulate themselves upon the absence of serious crime. Remarkably few offenses have been committed where the offenders have not been apprehended and brought to justice. These results abundantly indicate the wisdom of the recent increase of the force, although at the time it was made it provoked some opposition."

Hoboken's Police Department is in charge of a Board of Police Commissioners, and the members for 1892 were as follows: Michael J. Coyle, William Utz, Martin Daab, Jr., Charles W. Kauffman, with Mayor Stanton as ex-officio President.

The Chief of Police is Charles A. Donovan, and the Chief Captain Patrick Hayes, who has as aides Henry Rathgen, John Fanning and James Marnell. The Police Board Clerk is M. V. McDermott. This department consists of 83 men, graded as follows, viz: One chief, one captain, three sergeants, four roundsmen, one acting roundsman and license inspector, four detectives, three doormen, one patrolman detailed as clerk to the Recorder, one patrolman detailed as Health Inspector, one patrolman detailed as Truant Officer, one patrolman detailed on the docks and wharves, four patrolmen detailed at the two ferrys, fifty-eight patrolmen on regular patrol duties. There are also on the roster 34 chancemen and 26 special officers, who are employed as watchmen on different docks, storehouses and other places within the limits of the city.

It is only a short time since Hoboken has had a paid fire department, and it has completely revolutionized the fire protection system of Hoboken. The present fire department is a credit to the city. Its affairs and management are conducted as economically as an individual conducts his private

business, and every citizen is assured that at a moment's warning a well equipped department responds to an alarm. The Fire Commissioners are old and experienced fire-fighters.

The first volunteer fire department in Hoboken was organized on Sept. 4, 1848, with John W. Van Boskirk as its first Chief Engineer. The paid department was organized on June 1, 1891, with these Commissioners : Jacob D. W. Kuper, President ; William O'Donnell, James S. Patrick, George Fuessel and J. N. Stegman. Ivins D. Applegate, Jr., is the present Chief Engineer, and Philip Kirshner, clerk to the Commissioners.

There are six companies, commanded as follows: Engine Co. No. 1. Captain Charles Sofel and seven firemen; Engine Co. No. 2, Captain John Green and six firemen; Truck Co. No. 1, Captain John Green and six firemen; Engine Co. No. 3, Captain William McGrath and seven firemen; Truck Co. No. 2, Captain William C. Stanton and six firemen; and Chemical Engine Co. No. 1, Captain Simon Donohue and four firemen. Arthur K. Bonta is the Superintendent of the Fire Alarm Telegraph, and Richard R. Letz, Veterinary Surgeon. Hugh Clark is the Examining Engineer.

Ivins D. Applegate, Jr., the present Chief of the Hoboken Fire Department, was born in Hoboken in 1853, and educated at the Hoboken public schools. He became a member of the volunteer fire department in May, 1877, by joining Engine Co. No. 1, and continued a member of that company until the organization of the paid department in September, 1891. During this time he represented his company for two terms as the Trustee of the Widows and Orphans' Relief Fund, and was elected foreman of his company five times. He was elected chief of the volunteer department in 1889 and again in 1890, afterwards being appointed Fire Marshal and Building Inspector, which appointment was succeeded by his appointment as Chief of the paid department.

HOBOKEN CHARITIES.

Among the charitable institutions of Hoboken, none is more notable than St. Mary's Hospital, which was founded thirty years ago by the Sisters of the Poor of St. Francis, a French order, some members of which had been brought to this country in 1858 by Mrs. Sarah Peters, a wealthy convert to the Catholic faith, who with them had established hospitals in Cincinnati, Covington, Ky., and Columbus, Ohio, before coming to Hoboken. St. Mary's Hospital was started in a small house on Meadow street in 1863. The Sisters began the erection of a more perfect hospital building at the corner of Willow and Fourth streets in the autumn of 1865. The funds were largely collected by the Sisters. In 1870, through the extraordinary liberality of a benefactor, the hospital was considerably enlarged and a roomy chapel was added. Between 1866 and 1884 more than 12,000 patients were treated in St. Mary's Hospital. Laborers injured in the dock yards, around the railroads, victims to maladies of the climate, sufferers from overwork, orphan children and the indigent and aged of both sexes have found shelter and gentle care within the walls of this beneficent institution. Dr. Chabert and the late Dr. Benson gave their invaluable services to the hospital from its very beginning. Other physicians connected with it were Dr. Fisher, Dr. Kudlich, Dr. Rue and Dr. Pitts. The hospital in an emergency will accommodate nearly 200 patients.

In the same category can be classed the Memorial Day Nursery, a charity that protects and cares for the weak and helpless children, whose parents are compelled by poverty to daily toil for an existence. The Nursery is managed and directed by esteemable ladies.

CLIMATE.

The highest recorded summer temperature is ninety-nine degrees. The average highest temperature is about ninety-three degrees. The lowest recorded winter temperature is three degrees below zero. The lowest winter average is about 6 degrees. The adjoining waters of the Hudson River mitigate extremes of heat and cold, while the city is much protected from winds from the northwest and west by the Palisade of trap rock, which has an altitude opposite Eighth street of 130 feet and at Seventeenth street of 200 feet.

STREETS.

There are twenty-three miles of steeets improved, nineteen of which are paved with trap blocks. The streets are constructed by contract, the cost falling on the property benefitted.

PARKS.

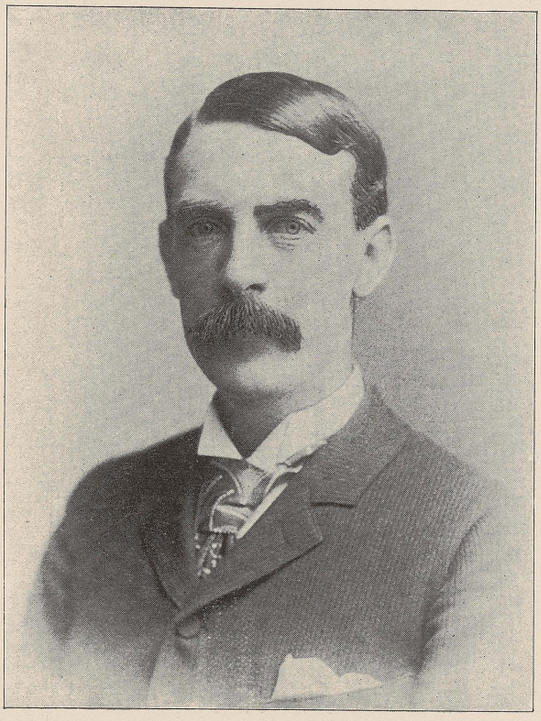
There are two parks in Hoboken, "Hudson Square" and "Church Square," each containing 138,000 square feet. The land for both parks, together with 23,000 square feet upon which the City Hall stands, was dedicated by the city's founder, John Stevens, in 1804. Civil Engineers Speilmann and Brush designed Hudson Square in 1875, and Civil Engineer Otto F. Wagener was the designer of Church Square in 1873.

CEMETERIES.

The city owns one cemetery located at New Durham, about four miles north of city on the west slope of the Palisade range. It is a picturesque location and very popular with all classes of citizens. Prior to 1859 an old Potter's Field stood at the corner of Hudson and Sixth streets. In 1859 this was sold to John H. Bonn, and in trade he deeded the plot of 18 acres in New Durham, taking in exchange $4,000. The present board of six trustees was formed in 1868, each serving six years, all of whom must be lot owners. The Mayor is a member ex-officio. All moneys received are paid into the City Treasury, although the expenditures are made at the direction of the Board of Trustees, the Board reporting to the Mayor and Council four times a year.



St. Mary's Hospital, Hoboken.



Edw. R. Stanton
Mayor

THE CITY GOVERNMENT.

THE chief officers of the City Government of Hoboken are the Mayor, the City Clerk, Board of Tax Commissioners, the City Tax Assessor, a Collector of Revenue, a City Treasurer, a Corporation Attorney, and Police and Fire Commissioners. The Mayor is elected every two years, and is a member ex-officio of several of the public boards of the city, and has the power to veto city legislation. The late Mayor, Mr. Stanton, is an active business man who has for many years interested himself in the welfare of the city.

THE CHIEF CITY OFFICIALS OF HOBOKEN FOR 1892.

E. R. Stanton	Mayor.
James Smith	Treasurer.
Frederick Kaufman	Comptroller.
Martin V. McDermott	City Clerk.
Henry Lohmann, Jr.	Water Registrar.
Wm. D. Daly	Judge District Court.
John W. Lewis	Clerk District Court.

Francis M. McDonough.....Recorder.
James F. Minturn.....Corporation Attorney.
Andrew Miller.....Overseer of Poor.
Charles B. Brush, Beyer & McCann, Tivy & Smith.....City Surveyors.
Richard Bowes.....Collector of Revenue.
James E. Dollard.....Assessor.
E. A. Stevens, President; A. S. Baldwin, Edward Russ; Clerk, J. P. Laverty .....Commissioners of Adjustment (Hoboken).
William Tallon, James Harksen and Patrick Hayden, Commissioners of Assessments.
William Ryan.....City Sealer.
C. J. Kelly.....Street Commissioner.
C. Irving Simon.....City Physician.

BOARD OF EDUCATION.

President—Edward Russ.
Clerk—Charles V. Darcy.
Treasurer—Charles A. Hicks.

Regular meetings every second and last Monday of each month.

High School, Park Avenue, near Sixth Street. Public School No. 1, Garden Street, near Third Street. Public School No. 2, Garden Street near, Tenth Street. Public School No. 3, Adams Street near Second Street. Public School No. 4, Park Avenue, near Sixth Street. Public School No. 5, Clinton Street, corner of Second Street. Public School No. 6, Willow Avenue, corner of Eleventh Street.

TRUSTEES.

First Ward—Alfred Lehmann, Charles W. Hicks, Henry Hess, Jr.

Second Ward—John Reid, C. F. Guth, Edward Russ.

Third Ward—James Havron, W. J. Dynan, A. P. Sandford.

Fourth Ward—Michael J. Cannon, George Gebhardt, Henry Martini.

POLICE COMMISSIONERS.

President—Mayor William H. Ellis.
Chief of Police—Charles A. Donovan.
Captain—Patrick Hayes.
Clerk—M. V. McDermott.
Aids—H. Rathjen, J. Fanning, J. Marnell.
Michael Coyle, Patrick Hayden, Martin Daab, Jr., William Utz.

BOARD OF COUNCILMEN.

Chairman—Charles Erlenkoetter.
First Ward—August Bewig, J. S. Weinthal.
Second Ward—Charles Erlenkoetter, J. Henry Stegman.
Third Ward—Timothy Kelly, C. J. Tahen.
Fourth Ward—Wm. F. Fenton, H. Snyder.

BOARD OF HEALTH.

President—Palmer Campbell.
Clerk—Francis L. Laverty.
Treasurer—John Tallon.
Inspector—A. Granelli.
D. B. Pindar, Louis S. Fugazzi, Louis V. Hengstler, Evan T. Steadman, M. D.

WATER COMMISSIONERS.

President—Henry E. Quidore.
Treasurer—Felix Aronheim.
Registrar—Henry Lohmann, Jr.
Inspector—Edward Stack.
Richard Carrara, Michael J. Murray, Charles Erlenkoetter, Daniel Haggerty.

FIRE DEPARTMENT.

President—J. E. W. Kuper.
Clerk—Philip Kirschner.
Commissioners—Gustav Hauser, William O'Donnell, James S. Patrick, Wm. H. Letts.

Engine Co. No. 1, Hudson Street, between Second and Third Streets. Engine Co. No. 2, Washington Street, near Fourteenth Street. Engine Co. No. 3, Second Street, near Adams Street. Truck Co. No. 1, Washington Street, near 14th Street. Truck Co. No. 2, First Street, near Jefferson Street. Chemical Engine No. 1, 98 Park Avenue.

FORMER MAYORS OF HOBOKEN.

Cornelius Clickner.....1855–1856
Franklin B. Carpenter.....1857 and 1859
George W. Morton.....1858
John R. Johnson.....1860–1862
Lorenzo Elder.....1863
Charles T. Perry.....1864

Frederick B. Ogden.....1865–1866
Frederick W. Bohnsted.....1867–1868
Hazen Kimball.....1869–1870
Frederick H. Schemersahl.....1871–1872
Peter McGavisk.....1873–1874
Joseph Russell.....1875–1877
E. V. S. Besson.....1878–1879 and 1881–1882
John A. O'Neil.....1880
Herman L. Timken.....1883–1886
Edwin J. Kerr.....1886–1888
August Grassmann.....1888–1891
Edward R. Stanton*.....1891–1892
William H. Ellis†.....1892–1893

The City Clerk has entire control of the records of the city. He keeps the minutes of the Council, and all warrants against the city are drawn by him.

The Tax Commissioners are elected annually by the people; two from each ward. It is their duty to fix the amounts of money to be raised by taxation for the support of the city government. The value of city property in 1856 was $173,081. In 1873 it was $500,500, and in 1884, $938,478. In 1892 it was $1,171,955.81

TOTAL ASSESSED VALUATION OF HOBOKEN.

1855	$ 7,948,311
1873	14,099,100
1884	16,016,641
1885	16,246,841
1886	16,740,705
1887	17,109,940
1888	17,383,060
1889	17,835,453
1890	18,898,462
1891	21,026,190
1892	22,204,555

In 1855 the city had no debts. The debt for 1892 was $1,224,350.

The City Assessor is elected every three years. Prior to 1871 there was an assessor from each ward, but since that time there has been only one assessor for the whole city. His duty is to apportion upon the taxpayers the amount necessary each year for city, county, and state purposes.

The City Collector is elected for the term of three years by the people, and has to collect the taxes after they have been assessed and confirmed by the Council.

The Treasurer of the city is elected for five years. He is under heavy bonds and has charge of the city funds, and is responsible to the Mayor and Council.

The Corporation Attorney is the law officer of the city, appointed by the Mayor and Council for three years.

The Council of the City has entire control of local legislation. The Mayor and Council have entire control over the finances of the city.

The Board of Police Commissioners are appointed by the Mayor for four years. The Chief of Police is appointed by the Mayor. The Recorder is elected for three years, and has charge of the public peace and good order of the city.

The Fire Department is under the control of the Board of Fire Commissioners. Its chief executive officers are the Chief Engineer and his assistants.

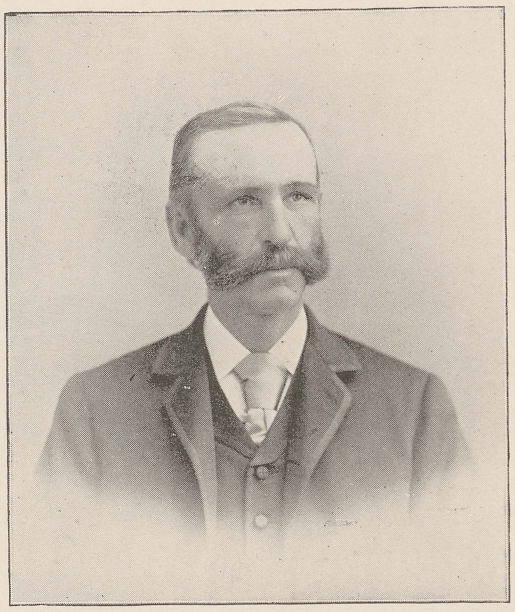
The Board of Water Commissioners and Water Registrars have control of the water supply of the city. They are elected by the people, and the Commissioners serve without pay and give bonds of $10,000 each.

* On Dec. 21, 1892, Edward R. Stanton retired from the Mayoralty to accept the appointment of Sheriff from Governor Abbott. On the same day the City Council appointed Mr. W. H. Ellis to fill Mr. Stanton's unexpired term as Mayor. Mr. Ellis has long been prominent in political and business circles in Hoboken.

† Unexpired term of Edward R. Stanton.

MAYOR WILLIAM H. ELLIS.

William Henry Ellis was born in Sackett's Harbor, N. Y., November 2d, 1838. After receiving a public school education he began his business career. Mr. Ellis gained a distinction that few men have attained—that of receiving six honorable discharges as a soldier. He enlisted in the 14th N. Y. Volunteers, April 24, 1861. On May 15, 1862, he was discharged from the service by reason of promotion to second lieutenant. On the 18th of July, 1862, he was mustered out of the service as a second lieutenant and on the same date was mustered in as a first lieutenant. On the 23d of May, 1863, he was mustered out as a first lieutenant, owing to the expiration of the term of service of his regiment. On December 21, 1864, he enlisted in Hancock's Veteran Volunteers as a private; in May, 1865, he was honorably discharged as first sergeant; on the same date he was mustered in as a second lieutenant; in August of the same year he received his discharge as a second lieutenant, and on the same date he was mustered in as a first lieutenant. On February 26, 1866, he received his final discharge from the service. After the war he returned to Hoboken and engaged in the grocery business for three years. In 1869 he sold out and turned his attention to general contracting, in which he was very successful. Mr. Ellis married twice. His first wife was Miss Margaret Moran, of Utica, N. Y., whom he married in 1863. She died in 1885. Four children were the issue of this marriage, all of whom are dead excepting a son, W. H. Ellis, Jr., who resides in Hoboken. On July 20th, 1892, Mr. Ellis married Mrs. Catherine Geghart, of Hoboken. He resides at 200 Monroe Street. He is a member of Major Woerner Post 81, G. A. R., the M. J. Coyle and the W. H. Ellis associations, he being the standard bearer of the latter. He was elected a Freeholder in the fall of 1889, a position he still retains. He served three terms as a member of the City Council, and two years as Street Commissioner. On December 21st, 1892, Mr. Ellis was appointed Mayor of Hoboken by the Board of Councilmen to fill the unexpired term of Edward R. Stanton (resigned), the latter gentleman having been appointed Sheriff of Hudson County by Governor Abbott to fill the unexpired term of John J. McPhillips (deceased).



William H. Ellis.

EDWARD RICHARD STANTON.

The late popular Mayor of Hoboken, Edward Richard Stanton, is a native-born Hoboken boy. His father settled in Hoboken in 1830 and lived there until his death in 1863. Mayor Stanton was born August 13, 1852. In 1859 he attended the public school and spent two years there. In 1863 his father died and he was forced to battle with the world single-handed. In 1864 he presented himself at the old barracks on Jersey City Heights for enlistment as a drummer-boy, but was refused on account of his youth. A few months later he enlisted in the navy as a cabin-boy and served until the close of the war. For a few years afterwards he followed the sea, voyaging in the merchant marine to South America. All his spare time on board ship was spent in study. He returned to Hoboken in 1867 and engaged in mercantile pursuits. At the age of 21 he was elected constable, and was re-elected for five successive years. He was then appointed special officer to the Hudson County Prosecuting Office, and served under ex-Judge Garretson, Chancellor McGill, and Prosecutor Winfield. Governor Green made him port warden. In 1885 he was elected to the Hoboken Common Council from the Fourth Ward. He was re-elected in 1887 and again in 1889. He was five years on the floor of the Council and was Chairman of the board for one year. When he went to the Council the Fourth Ward was a neglected quarter of the city, but through Councilman Stanton's labors it soon became one of the attractive sections of the city. Now the streets are lighted by electricity, new streets have been opened and paved, sewers laid, a fire department organized and an adequate school house built. In 1885 the tax valuation of the ward was $1,439,800; to-day it is

$2,166,400. This increase is due to Mr. Stanton's efforts. Mr. Stanton started the agitation which resulted in the acceptance of the provisions of the Martin Act and the payment of thousands of dollars into Hoboken's treasury. Through his efforts the Hoboken Free Public Library was established. The public from the very first set its stamp of approval on this grand institution. There are many other public benefits, fruits of agitations inaugurated by Mayor Stanton. Mr. Stanton has traveled in many lands, and his ideas and comprehension of affairs is not alone local. He is well qualified both by ability and temperament for a leader and office-holder. He is an excellent debater, bright and energetic, always speaking to the point. In 1891, while still a member of the Council, he was nominated and elected for Mayor by the largest majority ever given a Democrat.

Mayor Stanton married Miss Mary Connel of New York City, September 8, 1878. He has four children and resides at No. 64 Monroe Street. While Mayor Stanton is sociable and fond of amusement, yet withal he is a thoroughly domestic man. He worships his family, and most of his leisure time is spent in his own parlors with his charming wife and bright boys, William, Walter, Francis and James.

MARTIN V. McDERMOTT.



MARTIN V. McDERMOTT.

Martin V. McDermott, the efficient City Clerk of Hoboken, was born in Ireland, August 8th, 1849. His parents emigrated to America while he was a boy, settling in New York, where his young McDermott received education in the public schools. After leaving school Mr. McDermott entered the employ of Hannemann & Co., cotton brokers, at No. 52 Exchange Place, New York, as an assistant shipping clerk, where he remained five years. In 1874 he accepted a position with the White Star Steamship Company, Custom House carting department of that line. In May of 1876 he was appointed Assistant City Clerk of Hoboken, which position he filled until May of 1879. In 1881 he was again appointed to that position, holding it for another term. In May, 1883, he was made City Clerk and has continued to hold the office ever since. Mr. McDermott is a member of Hudson County Council, No. 674, Royal Arcanum, St. Mary's Council Catholic Legion, Dennis McLaughlin, M. J. Coyle, P. H. O'Neil, and C. J. Tahen associations, the Union Athletic Club, and Lyra Singing Society. During his residence in Hoboken Mr. McDermott has made many friends, and is very popular with all classes.

ROBERT V. CURRY.

Assistant City Clerk Robert V. Curry was born in New York City, March 1st, 1860. He received his rudimentary education in the public schools and completed his studies in a private school in Jersey City. After leaving school Mr. Curry obtained a position in the wholesale butcher establishment of M. J. Coyle in New York City, where he remained for about ten years. Leaving there, he accepted a position with E. W. Harrison, a civil engineer, with whom he remained until he was appointed to his present position as Assistant City Clerk, May 4th, 1892. Mr. Curry is an efficient and reliable official, courteous and gentlemanly in his relations with the public. On September 24th, 1884, he married Miss Sophia Snyder, a daughter of Councilman Snyder. Mr. and Mrs. Curry have five interesting children, four sons and a daughter, and reside at No. 14 Washington Terrace. He is a member of the Michael J. Coyle Association.

PHILIP KIRSCHNER.

One of the present Assistant City Clerks, Philip Kirschner, is a native Hobokenite. He was born January 9th, 1859, having been educated in public and private schools of this city. After completing his studies he accepted a position as clerk in a large importing house in New York, where he

remained for a number of years. In 1884, after the resignation of M. T. McDermott, he was appointed Assistant City Clerk of Hoboken, a position he held about four months, and which he resigned to accept a more lucrative one of clerk in the railway mail service. After serving in that capacity for six months he was made deputy postmaster of Hoboken by Mr. James Curren, who had been appointed postmaster under President Cleveland's administration. His services in this capacity were valuable. He held the position until May, 1888, when he was again given his old berth, that of Assistant City Clerk. He is the present incumbent of that office, and it is needless to state his capability in that direction.

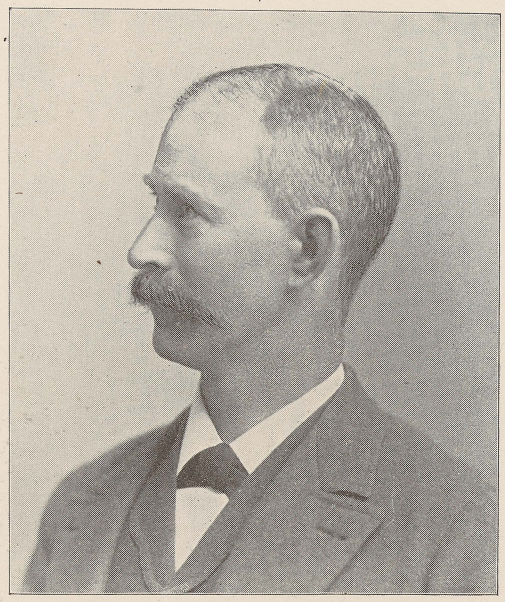
JAMES F. MINTURN.

Corporation Counsel James F. Minturn is a member of the well-known law firm of Niven, Minturn & Hawkes, whose offices are located in the Second National Bank Building. Mr. Minturn was born in Hoboken July 16, 1859. He received his education in the public schools, which he attended until 1871, when he was sent to Martha Institute, where he remained until 1873. He was then placed under the tuition of the Rev. Father Blanc, a French Catholic priest, to prepare for college. Here he acquired a preliminary classical education and a thorough Latin course. Instead of entering college he concluded to embrace the study of law and determined to equip himself for his profession by strict application to the classics. About this time he made the acquaintance of Prof. Lewis Barton, of Rutgers College, under whose tutorship he remained for two years. In 1878 he commenced the study of law in New York City with the late John McKeon, who was United States District Attorney. At this time Mr. Minturn was a student at Columbia College Law School and was graduated with honors in 1879 as Bachelor of Laws. In October of that year he was examined before the Supreme Court of New York and admitted to the bar of that State as attorney and counsellor at law. After his admission to the bar he located in Hoboken, entering the office of Ogden & Niven, where he remained for about fifteen months in the study of the laws of New Jersey. In November of 1880 he was admitted to the bar of the State of New Jersey as an attorney at law. He then began the practice of his profession for himself. Three years afterward he was admitted as counsellor. He has been a busy man ever since. In 1885 he was made Corporation Attorney of the city, a position he still holds. In 1886 he became involved in a bitter controversy over an opinion rendered by him as City Counsel advocating a compromise of the city's claim to the water front. He maintained that the city's success in the suits then pending and which had been pending for fifteen years was very doubtful, and insisted that a compromise should be made. The neighboring press roundly abused him for his stand, but the *Evening News* upheld him in his position. The defense offered to compromise by giving valuable water front and land, and by building public docks to the amount of $250,000, but the bitterness which existed prevented a sensible arrangement and the agitation for a settlement fell through. In 1888 the river front suits came up to be heard, and he appeared before the United States Supreme Court in the celebrated case of the Pennsylvania R. R. Co., the North German Lloyd and the Hamburg American Packet Company against the city of Hoboken. The most eminent legal talent in the State was arrayed in these cases. The result of the argument justified the stand taken by Mr. Minturn in the water front



JAMES F. MINTURN.

agitation, as the cases were lost and judgment given against the city, and the city's claim to the entire water front was lost. He has given opinions to the city in the most important public subjects, some of which have been carried before the Supreme Court and invariably sustained. In 1889 he was retained in a famous case to defend the will of a citizen who had left a large bequest to be applied to the purchase and sale of the books of Henry George, the famous political economist. The case had been tried before the Court of Chancery and the will set aside. Mr. Minturn advised an appeal to the Court of Appeals, which was taken. Eminent counsel appeared against the will, but after three days' argument, in which the most intricate questions of constitutional law and political economy were discussed, the Court of Appeals reversed the Court of Chancery and sustained the will. The generosity of Mr. George in providing for the testator's widow in this case is well known. In 1891 he was retained to attack the will of Sarah Evans, and after a long argument succeeded in having the will declared void, $15,000 being paid his client. In 1891 he was appointed by the late Judge Knapp to defend Gildea, a boy, charged with murder. He offered a plea of man-slaughter, which the State refused. After a lengthy trial the jury found for manslaughter. In 1885 Col. Stevens made him Judge Advocate of the 2d Regiment, N. G. S. N. J. In 1889 he was appointed by the Governor as one of the Hudson County Commissioners of Registration. In November, 1890, he was married to Miss Anna C. Foley, daughter of the late Timothy Foley, a prominent contractor of the city. One child is the fruit of the marriage, James Franklin Minturn. In 1890 Mayor Grassmann appointed him one of the first Trustees of the Free Public Library, which he was very active in organizing. He made the presentation speech in opening the library to the city. He was one of the organizers of the Hudson County Bar Association. He is now President of the 10th District Democratic Club and an honorary member of the Camera Club. He is a member of the Columbia Quartette, Valencia Boat Club, Union Athtetic Club, and the Cosmos Club. He is also a prominent member of the Catholic Club of New York City, and a member of the Royal Arcanum.



JAMES SMITH.

JAMES SMITH.

City Treasurer James Smith is a well known and respected citizen of Hoboken. He was educated at old public school No. 1, being one of its first scholars. He finished his studies at St. Francis Xavier College, New York City. After leaving college young Smith entered the wholesale and retail butcher establishment of Smith Brothers, corner of Third and Garden streets, this city, as a clerk. After working in that capacity for a few years he was admitted as a partner, taking charge of the financial part of the business. Mr. Smith still retains his interest in the firm, which enjoys the greatest prosperity. Mr. Smith married a daughter of ex-Police Commissioner Judge. They have three interesting children, two sons and a daughter, and reside at Seventh and Hudson streets, this city. In May, 1888, Mr. Smith was elected Treasurer of the City of Hoboken, and has held the office with credit to himself and to the satisfaction of the public ever since. He is a member of the Columbia and the Union Athletic clubs. Mr. Smith's father, who is now deceased, was a well-known contractor and an old and respected citizen of Hoboken.

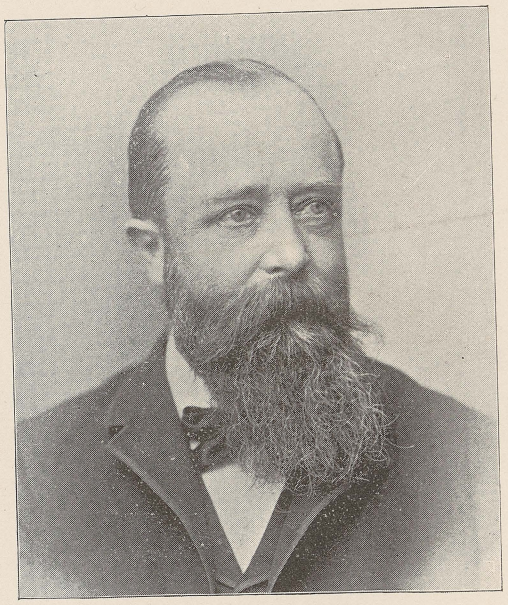
RICHARD BOWES.

One of the most highly esteemed citizens and public officials of Hoboken is Richard Bowes, the Collector of Revenue. Mr. Bowes was born in Hoboken in August, 1858, and is the son of Michael Bowes, who came to Hoboken in 1853. In his youth Collector Bowes was a bright pupil at St. Mary's School, and later at the public schools. At the age of eighteen, in 1876, he started out to carve his

own fortune. He was first engaged as bookkeeper by his brother, Thomas Bowes, of the firm of Thomas Bowes & Brother. He made friends fast and received encouragement to enter the political arena. In 1881 Mr. Bowes became a candidate for the office of Collector of Revenue. His opponent, Mr. McMahon, was declared elected by a majority of 63. Mr. Bowes' friends contested the election, but Mr. McMahon remained in office. In 1884 Mr. Bowes was appointed Collector of Revenue by Mayor Timken, to fill the unexpired term of Mr. McMahon. In 1887 he was elected to the same office by both Republicans and Democrats. A re-election followed in 1890, the two parties again uniting in electing Mr. Bowes to office.

EDWARD SCHREIBER.

The Assistant Treasurer of Hoboken, Edward Schreiber, is an old and respected resident, and a veteran of the late war. He was born at Hessen Cassel, Germany, September 10th, 1839, and came to America in March of 1855. He was engaged in business in New York City until the first call for 75,000 troops by President Lincoln in 1860. He enlisted on April 23d, 1861, with the Eighth Regiment, New York Volunteers, under the command of Colonel Louis Blenker, afterwards promoted to Major General of the Volunteers. Mr. Schreiber was present at the first battle of Bull Run, July 21st, 1861, when his regiment covered the retreat to Washington. He was all through the campaign in the Shenandoah Valley, crossing the Blue Ridge Mountains in mid-winter, through snow and ice, at an altitude of from 3,000 to 4,000 feet above the sea, suffering many hardships and privations Mr. Schreiber was in many hotly contested battles, and finally received his honorable discharge May 8th, 1863. Mr. Schreiber was appointed Assistant to John Kamena, Treasurer of Hoboken, July 1st, 1874. In November, 1877, he was re-appointed by August Bente, and in May, 1888, was retained by the present City Treasurer, James Smith. He has filled the position for eighteen consecutive years. On September 23d, 1867, Mr. Schreiber married Miss Elizabeth Schneider, daughter of the late Peter Schneider, who was one of the oldest citizens of Hoboken. Mr. and Mrs. Schreiber have four interesting children, a son and three daughters, and reside at 935 Garden Street. Mr. Schreiber is very popular socially and otherwise. He is a member of the Tenth District Democratic Association, Germania Council No. 1,208, Royal Arcanum, and Protection Lodge No. 634, Knights of Honor.



EDWARD SCHREIBER.

FREDERICK KAUFMANN.

Frederick Kaufmann was born in New York City, February 5th, 1856, and is of German ancestry. He was educated in the public schools, which he attended until he entered the Lesseman School at College Point, Long Island. After remaining in that institution for some time he came to Hoboken, attending the Martha Institute. He also took a course in Packard's Business College of New York. In 1871 he went to Germany, where he spent some time in a noted German school. After his return to America he engaged in the brewery of Kaufmann and Hauck, after which he accepted a position with William Peters of Union Hill. Not finding the brewing business agreeable to him, he entered the law offices of Judge, Daly and Puster, to take up the study of law. In 1879 he was urged by his friends to make the race for Councilman from the Fourth Ward. He was defeated only by a small majority. In 1880 Mr. Kaufmann again received the nomination and was elected by a good majority. He filled the office four years, with credit to himself and his constituents. During the last year he was Chairman of the Board. In 1884 he was appointed Comptroller, a position he has held ever since. He married Miss Wilhelmina Seidler in 1883. They have four children, three sons and a daughter. Mr. Kaufmann is a member of the M. J. Coyle Association, Royal Arcanum, Knights of Honor, Liberty Lodge, and the Union Athletic Club.

ALBERT BEYER.

Albert Beyer, architect and civil engineer, has been a resident and citizen of Hudson County since October, 1865. Mr. Beyer was born in Prussia, near Halle, on the river Saale, on the 18th of February, 1846. He received his education in the college of Landsberg on the Warthe. In 1863 he was employed as an assistant surveyor by the government, but left bright prospects behind to gratify his love for America. He reached the United States in July, 1864. His first employment was in the Bethlehem, Pa. zinc works as draughtsman for the erection of new zinc rolling mills, the first ones in the country. He was then under the direction of Mr. Alexander Tripple, an eminent metallurgical engineer. After the completion of the mills Mr. Beyer came to New York and was employed by different firms for special work. He made complete plans for a plant to make wood pulp. He was also employed for a time by Mr. Bassinger, the chief engineer of the Morris & Essex Railway in Hoboken. In 1864, before going to Pennsylvania, Mr. Beyer met the late William Hexamer, who promised him work as soon as the war was over. Mr. Beyer entered Mr. Hexamer's employ in the summer of 1865, but only for a short time, as, through Mr. Bassinger's strong recommendations, he was engaged by the Atlantic & Great Western Railway as special draughtsman and engineer, for making plans of a big railroad bridge across the Niagara River at Fort Erie. The company failed utterly, after the plans were all completed, in May, 1866. In October of the same year Mr. Beyer opened an office in Hudson City. He was appointed one of the City Surveyors. In 1869 the firm was Fouquet & Beyer, which was dissolved in 1871, and in 1877 Mr. Beyer moved to Hoboken and opened offices, first under the firm of Beyer & Tivy, and this being dissolved in 1889, the present firm was formed (Beyer and McCann). Mr. Beyer was the architect of the present iron stairway at the foot of First Street in 1860. He has been connected, in fact, with all improvements in North Hudson for the last twenty-seven years. Mr. Beyer became an early benedict, for the girl of his choice followed him to this country in 1866, and they were married on May 9th, 1866, by the late Rev. Mr. Mohn. They have three children, Richard, Clara and Max, all born to be good Americans. Mr. Beyer is a member of the Royal Arcanum, Knights of Honor, the German Club of Hoboken, the Union Athletic Club, and a prominent member of the Hoboken Camera Club.



ALBERT BEYER.

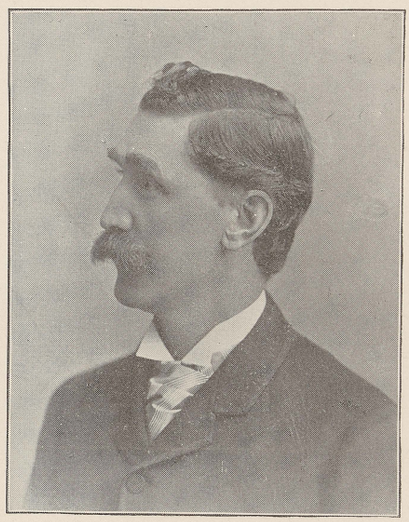
JAMES E. DOLLARD.

City Assessor James E. Dollard was born in New York City, May 1st, 1851. When he was eight years of age his parents removed to Hoboken. He received his rudimentary education in the public schools, after which he attended the old St. Mary's School, completing his education in the private institution presided over by Dr. Leopold Mohn. After leaving school he filled positions as clerk in a grocery store and a grain establishment. Later he accepted a position in the grading department of the New York Produce Exchange, where he remained for eight months. He resigned that position to accept the one of constable, having been appointed by Sheriff Laverty of Hudson County. He was reappointed by Sheriff Toffey and continued in that capacity until 1880, when he accepted a government position at the Brooklyn Navy Yard in the provision and clothing department. He held the position until May of 1884, when he was elected to his present office. He has filled the trust conferred upon him by the people with credit to himself and the public at large. On April 30th, 1872, Mr. Dollard married Miss Ellen Costello of New York. Seven children have been born to the union, four of whom are living, two sons and two daughters. Mr. Dollard is a member of the Exempt Firemen Association, and has been a member of the old volunteer company for eighteen years. He

is also a member of the order of United Friends, A. O. F. of Forresters of America, Young Men's Catholic Association, is the President of the Ninth Assembly District Democratic Association, and has been one of the directors of the Hoboken Building and Loan Association.

THOMAS H. McCANN.

Thomas H. McCann is a war veteran, having served over four years in the Ninetieth Regiment, New York Veteran Volunteers. He took part in the campaigns with General Burnside in North Carolina, General Banks at Port Hudson and Red River, and with General Sheridan in the Shenandoah Valley. After returning from the war in 1866, he was appointed on the engineering staff of the Aqueduct Board in New York City, which was afterwards merged into the Department of Public Works, and served for several years under chief engineers Alfred Cravens and George Green who had charge of the Department at various times. In 1870 he took up his residence in Hoboken and entered professional practise in the engineering firm of Spielman and Brush. It was in that year he married Miss Amelia E. Kelly of Albany, the daughter of a promineut citizen of that city.



THOMAS H. McCANN.

Mr. McCann has been identified professionally with all the important engineering impovements of North Hudson County during the last twenty years, among which may be mentioned the Boulevards, County Roads, Elevated Roads, Water Front Improvements, Main Drainage of the towns of West Hoboken, Weehawken and town of Union and the tunnel under the Hudson River, having just left the tunnel a few hours prior to the terrible accident which occurred there in 1883. He has been associated in the various engineering improvements in Hoboken, including the water supply and the Hudson Square Park, and was an important witness on behalf of the city in the famous uptown street suit, by the success of which the city was saved over $100,000. He was also associated with the varions Corporation Counsels in compiling data and information for use in the numerous legal controversies in the water front suits. In 1890 he designed a complete system of sewerage for the drainage of the Lowlands, and also for the entire city, but which, so far, the city authorities have not carried out. He also designed and carried out the construction of the Guttenberg Race Track and the new buildings of the Saratoga Race Track. Besides being City Surveyor of Hoboken and Engineer for the Adjustment Commissioners, he is official Surveyor of all the other towns in North Hudson County.

Although enthusiastically attached to his profession Mr. McCann has always taken a deep interest in public affairs. He represents the City on the Board of Trnstees of Industrial Education and was among the prominent citizens who introduced that important branch of training into the city. He served as School Trustee from 1884 until 1887, and was President of the Board of Education in 1886. His technical training was of great use to him in these positions and he succeeded in introducing many modern methods in School House construction and sanitation. School No. 5, one of the best schools in the State, was projected during his Presidency of the Board, and it was largely due to his energetic influence that the Council was prevailed upon to adopt the radical changes, especially in sanitary improvement, in construction which are so strongly exemplified in that building. In 1890 his firm was given the charge of the designing and constructing School No. 6 and which is regarded by experts as one of the best public school buildings in the country.

He is enrolled in nearly all the leading clubs and social associations of the city, and a zealous supporter of the Royal Arcanum, and Ancient Order of United Workmen, being in this connection author of a valuable treatise on the subject of "Fraternal Life Insurance." Mr. McCann is also an active and very interested member of the State Charities Aid Association.

PATRICK J. RYAN.

Assistant Water Registrar Patrick J. Ryan was born in Ireland in May, 1850. After receiving a liberal education at home he came to America in 1880. Locating in Hoboken to live he at once

obtained a position in a wholesale butcher establishment at the West Washington Market, New York, where he remained until 1880, when he was appointed Assistant Water Registrar of Hoboken by the Board of Water Commissioners to succeed Mr. Lohmann. Mr. Ryan held the position until May, 1890, when he retired and accepted a position in the Brooklyn office of the Armour Packing Company, of Kansas City, and remained there until he was re-appointed Assistant Water Registrar of Hoboken, April 1st, 1891. Mr. Ryan has held this position with credit ever since. In December, 1890, Mr. Ryan married Miss Lydia T. Lynch, a daughter of the late Dr. Lynch of this city. Mr. and Mrs. Ryan reside at 258 Tenth street. They have one child, a daughter. Mr. Ryan is popular socially. He is secretary of the 10th Assembly District Democratic Association and of the local branch of St. Vincent de Paul Society, and is collector for St. Francis Council, C. B. L.

ALOYS TIVY.

Aloys Tivy was born in Prussia in 1840 and was educated at Coblenz. He attended school until he was seventeen years of age, when he began the study of civil engineering in his native city, learning the business thoroughly. He came to America in 1864, and for a time worked at the different branches of his profession under William Hexamer, then City Surveyor. He became connected with the Alleghany Valley Railway and continued his connection for four years. He also followed his profession in the oil regions for several years and then came back to Hoboken and formed a copartnership with Albert Beyer, with whom he continued until 1889. Upon the dissolution of the firm, he formed a copartnership with Eugene Smith. The new firm established an office at No. 19 Newark street, and were made city surveyors the same year. Mr. Tivy, besides taking an interest in the public affairs of the city, takes an active interest in its social affairs, and is a well-known member of the Quartette Club.

EUGENE SMITH.

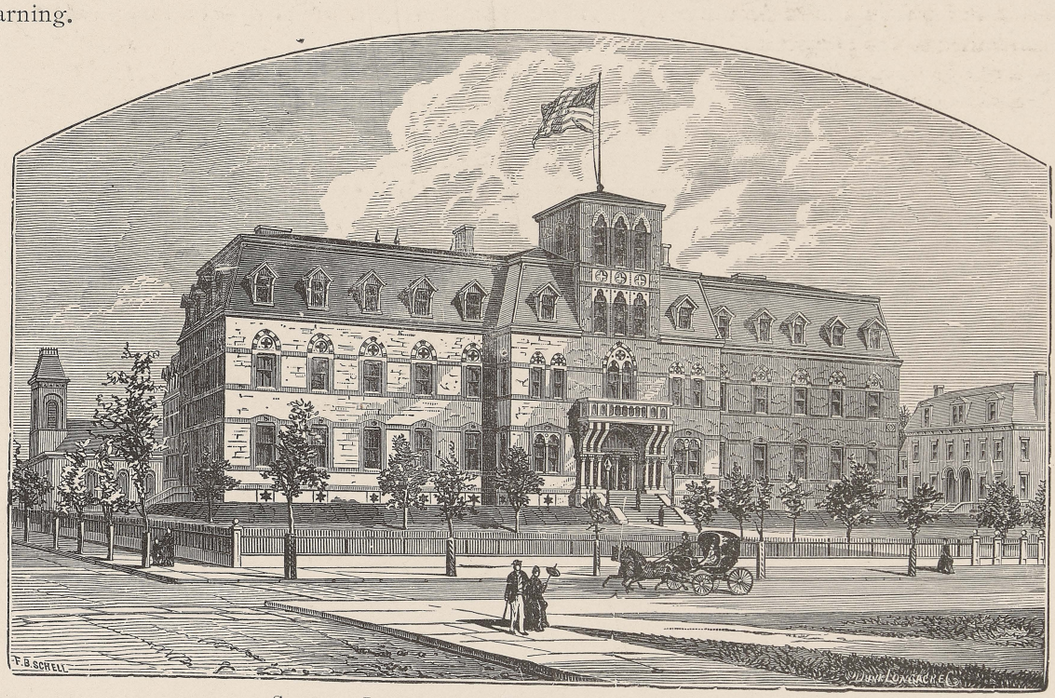
Eugene Smith, the junior member of the firm of Tivy & Smith, was born in New York City in 1860, and is a son of Professor N. Smith, a well-known resident of Jersey City Heights. He received his early education in the public schools, and in 1879 he entered the office of Beyer & Tivy to study engineering. He took kindly to his adopted profession and proved an apt scholar, and upon the dissolution of the firm of Beyer & Tivy, one of his employers, Mr. Tivy, being convinced of his worth, formed a copartnership under the firm name of Tivy & Smith. Mr. Smith, in connection with his partner, has done a great deal of public work in connection with his profession.

EDUCATIONAL INSTITUTIONS.

THERE is no community in New Jersey, and hardly a city in the United States, where educational advantages for the young are more numerous than in Hoboken. Aside from the noted institute whose fame is as wide as the Continent, and whose graduates are found as leaders in many great public enterprises where engineering skill and high technical education are needed, Hoboken boasts a fine academy, a splendid public school system and a number of private and parochial schools of a high order. It is the boast of her citizens that in schools and churches Hoboken is abreast with the best spirit of the age, and these are features which are generally accepted as indications of the highest civilization.

STEVENS INSTITUTE OF TECHNOLOGY.

The Stevens Institute owes its existence to the munificence of Edwin A. Stevens, who, in his will, dated April 15th, 1867, bequeathed a block of ground between Fifth and Sixth and Hudson and River streets, Hoboken, and one hundred and fifty thousand dollars, for the erection of buildings "suitable for the uses of an institution of learning," and also such sum of money, not to exceed five hundred thousand dollars, as his executors might consider necessary for maintaining said institution of learning.



STEVENS INSTITUTE OF TECHNOLOGY—FRONT VIEW.

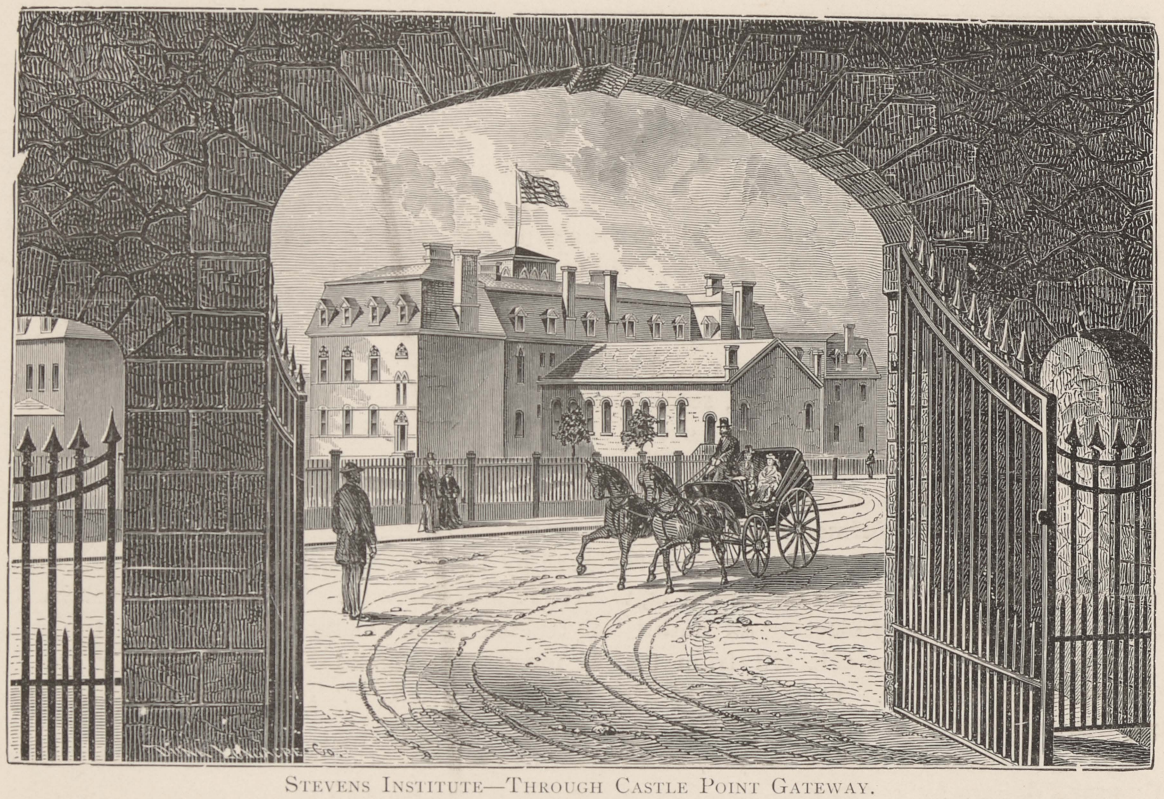
Mr. Stevens' executors, being his widow Mrs. Martha B. Stevens, Mr. W. W. Shippen, and the Rev. Samuel B. Dod, considered the entire sum of five hundred thousand dollars necessary, and accordingly appropriated it, as an endowment fund to this institution, but the United States Government shortly afterwards demanded and collected about forty-five thousand dollars as a collateral inheritance tax, diminishing the endowment by that amount. Numerous efforts have been made to secure the return of this money from the overflowing treasury of the Government, but without success.

In the early summer of 1870, the trustees, having obtained a plan of building from a prominent architect, and made good progress with its erection, selected Prof. Henry D. Morton, Ph. D. (then occupying the Chair of Chemistry in the University of Pennsylvania, and the office of Resident Sec-

retary of the Franklin Institute), as President of the "Institution of Learning" which they were to create under the will of Mr. Stevens and a charter under the State of New Jersey (approved February 15, 1870), and to which they had given the name of "The Stevens Institute of Technology."

During the Summer of 1870, and the succeeding seasons of 1870 and 1871, the building was completed and furnished, and a faculty selected, so that by the end of the summer of 1871 all was ready for operation. On the third Wednesday of September, 1871, the Stevens Institute of Technology began its active existence as a school of Mechanical Engineering, with the following officers: *Trustees:* —Mrs. E. A. Stevens, Rev. Samuel B. Dod and William W. Shippen. *Faculty:* Henry Morton, Ph. D., President; Alfred H. Mayer, Ph. D., Professor of Physics; Lieut. Col. H. A. Hascall, U. S. A., Professor of Mathematics; Alfred R. Leeds, A. M., Professor of Chemistry; Robert H. Thurston, C. E., Professor of Mechanical Engineering; Charles W. McCord, A. M., Professor of Mechanical Drawing; Charles F. Kroeh, A. M., Professor of Languages; Rev. Edward Wall, A. M., Professor of Belles-Lettres.

Realizing the necessity of a preparatory school of some sort under the control of the Institute, arrangements were made cotemporaneously with the opening of the Institute, by which a preparatory school already in existence was placed under the management of Professor Wall, as the Stevens Institute High School.



STEVENS INSTITUTE—THROUGH CASTLE POINT GATEWAY.

During the college year 1872–73 Lieut. Col. Hascall resigned on account of ill-health, and Professor De Volson Wood, C. E., of the Michigan State University, Ann Arbor, was appointed to the chair of Mathematics and Mechanics. During the same years—1872–73—the east of the Institute building was erected and occupied by the Stevens Institute High School, which was removed from its temporary location at Sixth and Garden Streets.

In 1875 a mechanical laboratory was established at the suggestion of Professor Thurston; as director of this laboratory he conducted therein numerous investigations for scientific and commercial purposes, the results of which were from time to time published in various engineering journals. Considerable additions were also made to the machinery of the department through the business of this mechanical laboratory.

During the years from the opening of the Institute to 1876 inclusive, many original researches had been made and published by various members of the faculty, so that when, in the catalogue of that year, a list of the titles of such publications was printed, it occupied ten large pages. The printing

of this list, with additions, as new papers were published, was continued until 1879, when it was discontinued in order to decrease the bulk of the catalogue. It had then reached the dimensions of sixteen large pages.

In 1876 the Institute sent to the Centennial Exhibition at Philadelphia an exhibit consisting of apparatus and instruments of research, and also drawings and pieces of machinery, the work of students, sufficiently extensive to fill an ordinary freight car.

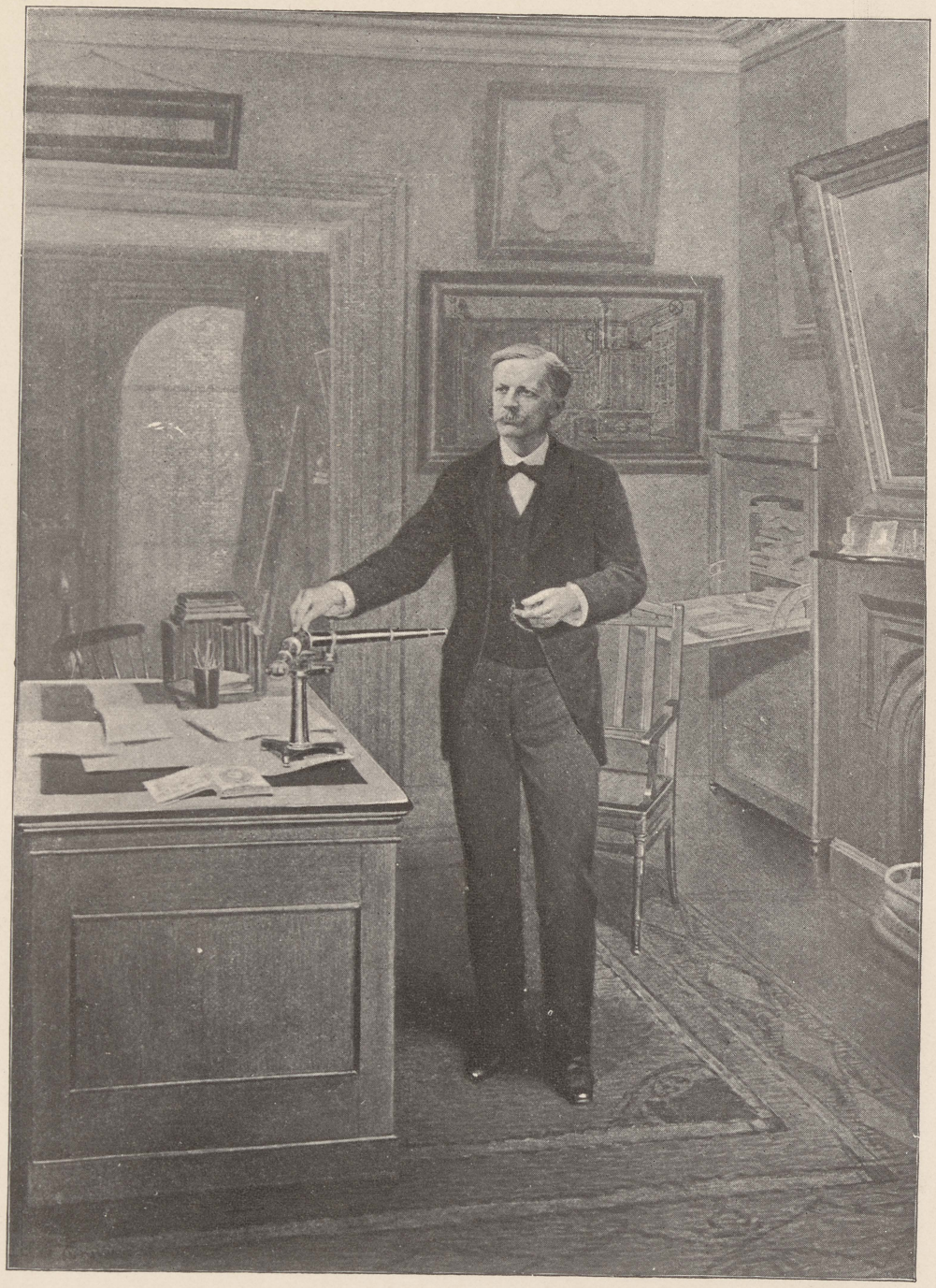
In 1880 an addition was made to the faculty of the Institute by the appointment of Professor James Denton, M. E., a graduate of the Institute of 1875, as instructor in experimental mechanics and shop-work, and during the same college year of 1880–81 the workshops of the Institute, which had before occupied the east basement, were transferred to their present location.

Originally this location had been fitted up as a lecture-room for public lectures, and had been so used in the early days of the Institute. Being afterwards little used for this purpose it was converted into a gymnasium, but in this shape also soon ceased to be utilized to any adequate extent. When, therefore, on the occasion of the Institute course in the direction of applied mechanics, it became very desirable greatly to increase the workshop facilities of the Institute, the trustees willingly accepted a proposition from President Morton to alter the gymnasium by building galleries, etc., and fit it up with steam engines, machines and other tools at his own expense. This was done at an outlay of about ten thousand five hundred dollars, and the new workshop was formally presented to the trustees by President Morton on the 14th of May, 1881. In 1882 another addition was made to the faculty of the Institute by the appointment of Professor A. Riesenberger, M. E., a graduate of the Institute of 1876, as instructor in Mechanical Drawing.

In 1883 a further addition was made to the faculty by the appointment of Professor Clarence A. Carr, Assistant Engineer, U. S. N., as Professor of Marine Engineering and instructor in Mathematics; also by the appointment of Professor William E. Geyer, Ph. D., as Professor of Applied Electricity. In connection with this last appointment and to aid the establishment of the new department of Applied Electricity, Professor Morton donated to the institution for the purpose of new apparatus and other expenses, something over three thousand five hundred dollars, which sufficed to carry on this department until the general resources of the Institute were able to support it. Mr. Denton's title was also changed from Instructor to Professor at this time. On the 2d of September, 1885, the trustees lost by death Mr. William W. Shippen, and, some months later, elected President Morton to fill the vacancy thus occasioned. In 1886 two changes occurred in the personnel of the faculty: Professor R. H. Thurston resigned the Chair of Mechanical Engineering, and was succeeded by Professor De Volson Wood, whose former Chair of Mathematics and Mechanics was filled by the appointment thereto of Professor J. Burkitt Webb, formerly of Cornell University. Professor Carr, being recalled by the Navy Department, also resigned his chair, and was replaced by Professor William Bristol, M. E., a graduate of the Institute in 1884, who was appointed instructor in Mathematics. In 1887 the trustees decided to increase their number by electing an additional trustee from among the alumni of the Institute, such alumnus trustee to be selected from two or more who should be nominated by the Alumni Association of the Institute. In accordance with this plan Mr. A. P. Trautwein, M. E., of the class of 1876, was duly elected a trustee, October 12th, 1887.

During the summer and fall of 1887 and winter of 1888 a new building was erected at a cost of fifty thousand dollars for the accommodation of the High School, and was occupied after the Easter holidays of 1888. During the summer of 1888 the wing formerly occupied by the High School was fitted up on its first and second floors as an electrical laboratory, and lecture-room respectively, and on its third floor as a mathematical laboratory and lecture-room. Extensive changes were also made in other parts of the building, such, for example, as those to increase its security against fire, by the creation of four "party walls," iron plated doors, and the like; also other alterations and additions such as the re-arrangement of cases and tables in the library, the erection of a set of post-office boxes, etc.

In 1887, other additions were made to the faculty by the appointment of Professor Thomas B. Stillman, Ph. D., to the Chair of Analytical Chemistry, and by the appointment of Professor D. S. Jacobus, M. E., a graduate of the Institute in 1884, as instructor in Experimental Mechanics and Shop Work. In 1888 the titles of Professors Riesenberger, Bristol, and Jacobus were changed from "Instructor" to "Assistant Professor." A new chair was also established under the title of Engineering Practice, and the sum of ten thousand dollars was donated to the trustees by President Morton

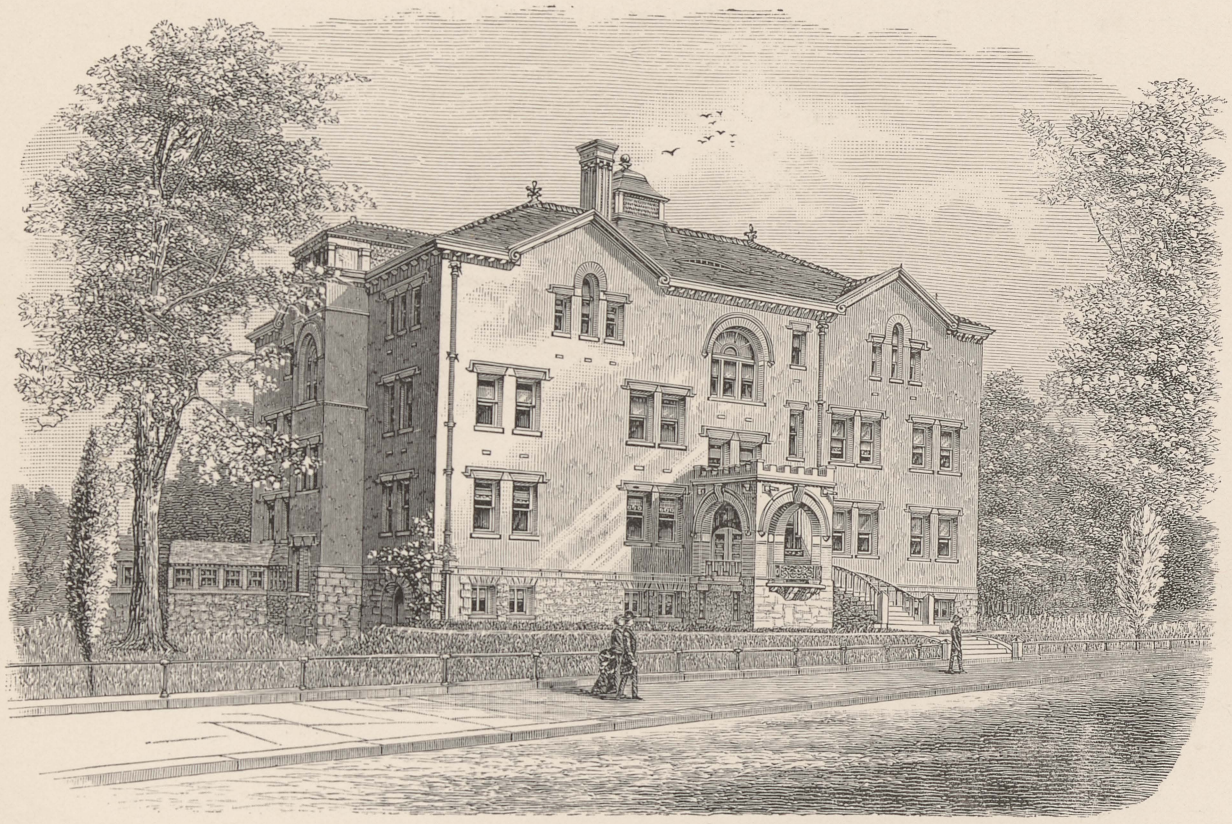


PRESIDENT HENRY MORTON, PH.D.

From a Painting by A. D. Turner, Esq.

as a first installment toward the endowment of the same. Mr. Coleman Sellers, E. D., was elected to the Chair, and delivered his first course of lectures during the fall of 1889.

The names of the trustees and faculty of 1892, given below, are eminently calculated to inspire confidence that the future administration of the Institute's affairs in all branches will be of the best character. The trustees are: Andrew Carnegie, of New York; S. B. Dod, of Hoboken; A. C. Humphreys, M. E., of Philadelphia; Wm. Kent, M. E., of New York; Chas. Macdonald, C. E., of New York; Hon. A. T. McGill, Chancellor of New Jersey; Henry Morton, Ph. D., of Hoboken; E. A. Stevens, of Hoboken, and Mrs. E. A. Stevens, of Hoboken. The faculty consists of: Henry Morton, Ph. D., President; Alfred M. Mayer, Ph. D., Professor of Physics; De Volson Wood, A. M., C. E., Professor of Mechanical Engineering; J. Burkitt Webb, C. E., Professor of Mathematics and Mechanics; Charles W. MacCord, A. M., Sc. D., Professor of Mechanical Drawing; Albert R. Leeds, Ph. D., Professor of Chemistry; Charles F. Croeh, A. M., Professor of Languages; Rev. Edward Wall,



STEVENS SCHOOL.

A. M., Professor of Belles-Lettres; Coleman Sellers, E. D., Professor of Engineering Practice; James E. Denton, M. E., Professor of Experimental Mechanics and Shopwork; Wm. E. Geyer, Ph. D., Professor of Applied Electricity; Thos. B. Stillman, Ph. D., Professor of Analytical Chemistry; Adam Riesenberger, M. E., Assistant Professor of Mechanical Drawing; Wm. H. Bristol, M. E., Assistant Professor of Mathematics; D. S. Jacobus, M. E., Assistant Professor of Experimental Mechanics and Shopwork; Robert M. Anderson, M. E., Instructor in Applied Mathematics. Graduate Assistants: J. H. Cuntz, C. E., M. E.; William J. Beers, M. E. Instructing Mechanic in Workshops: Matthew Lackland

ALBERT RIPLEY LEEDS.

Professor Albert Ripley Leeds was born in Philadelphia, June 27, 1843. He was graduated from the High School of that city in 1860, and then passed through the sophomore year at Haverford College, being subsequently made an honorary member of its alumni. Having devoted a lesser part of his time to classical studies, and desiring to remedy this defect, he then entered the freshman class at Harvard University and remained there four years, graduating in 1865. Before graduation he was appointed Professor of Chemistry in the Philadelphia High School and, during the following year, to the same chair in the Franklin Institute, the Philadelphia Dental College, and Haverford College.

Resigning in 1869 he went abroad and spent two years in various countries of Europe, including a semester at the School of Mines, Berlin. On his return he was requested to organize the department of Chemistry at the Stevens Institute. Since 1872 he has been chemist to the water boards of Newark, and Jersey City, and has filled the same position for Hoboken, Albany, New London, Jamestown, Philadelphia, Reading, Wilmington, Plymouth, Ottawa, and other large cities. The college of New Jersey conferred the degree of Doctor of Philosophy in 1878. Since 1881 he has been a member of the State Board of Health and chairman of its Council of Analysts. In 1886, on election as foreign member of the British Association for the Advancement of Science, he spent the summer in England, and also that of 1889 and 1890. He is a Fellow of the similar society in America, and of the American, English and German Chemical Societies, member of the American and New England Associations of Waterworks Engineers, consulting chemist of the National and president of the International Water Purifying Companies. In 1871 he married a Miss West, the grandaughter of General Reed, first president of the State of Pennsylavnia, and in 1891 to the daughter of William Webb, Secretary of the Reading Railroad.

JOHN STEVENS AND HIS SONS.

The Stevens family has been so intimately connected with the rise and progress of Hoboken that biographical sketches of its chief members in the past and in the present cannot fail to interest the student of Hudson County, N. J., history. Prof. J. E. Watkins, in a paper read before the Philosophical Society in Washington in May, 1892, declares that in his study of history he knows of no other instance where a father and his sons have left behind them such a remarkable record of usefulness.

JOHN STEVENS.

The paper of Prof. Watkins shows that John Stevens, the father, was among the greatest engineers and naval architects living at the end of the last century. He was born in New York, of English lineage, in 1749. He was graduated at King's College (now Columbia), 1768; was admitted to the New York bar in 1771; was treasurer of New Jersey during the active period of the Revolutionary War; and in the succeeding sixty years resided in New York and on his estate in Hoboken.

Throughout this long period he labored continuously for the introduction and application of steam to navigation and to railroad locomotion.

John Stevens' attention was first attracted to steamboat navigation while driving along the banks of the Delaware River near Burlington, N. J., when he saw, in 1787, John Fitch's steamboat pass up the river against the tide. His interest was so much excited that he followed the boat to its landing, where he examined the engines and the mechanism of the pushing paddles carefully. From that hour he became a thoroughly excited and unwearied experimenter in the application of steam to locomotion. It was in this year that the Legislature of New York granted to Fitch the exclusive right to navigate the waters of that State with steam propelled vessels.

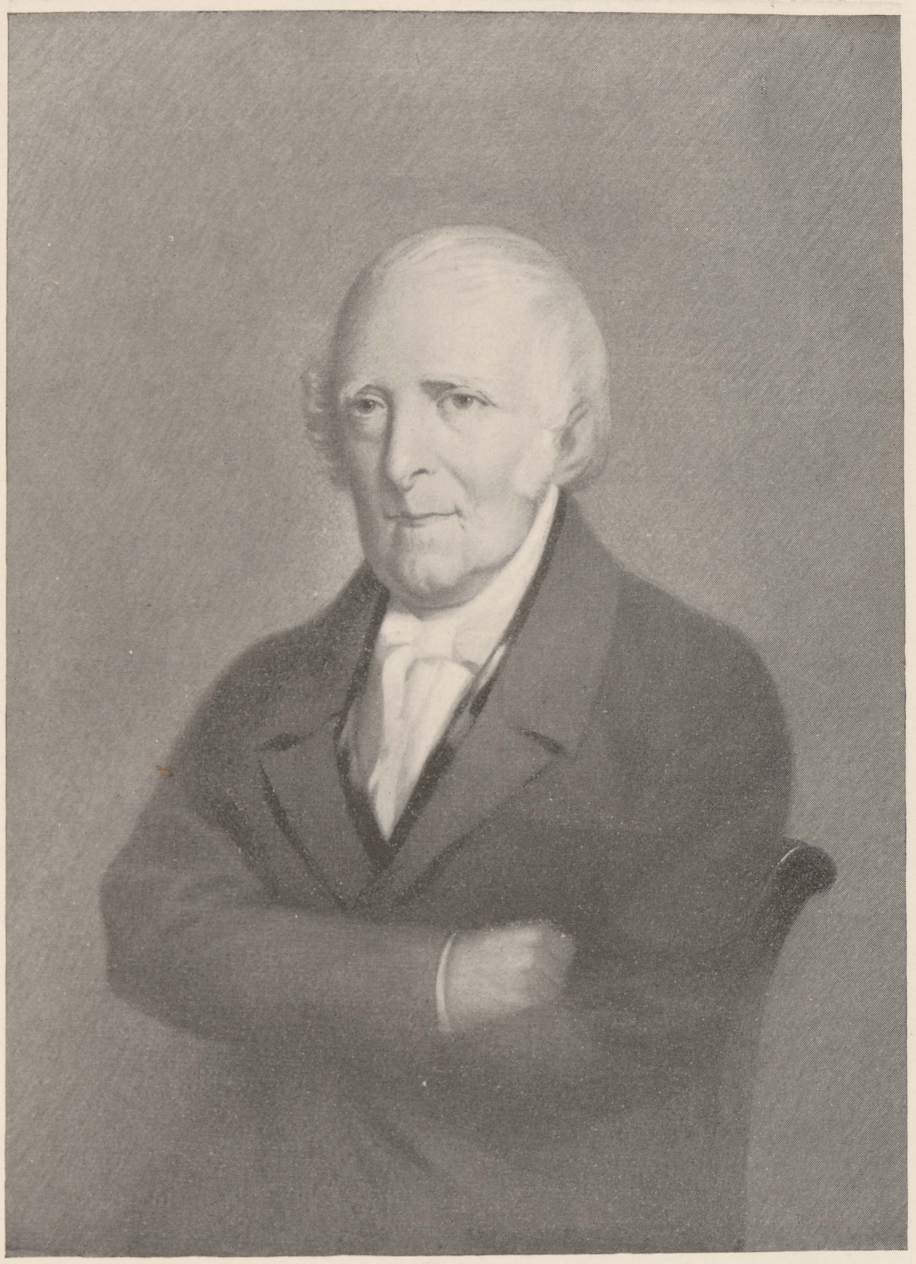
It was on the petition of John Stevens that the patent law of 10th April, 1790—the foundation of the American patent system—was framed. (See Journal of House of Representatives, p. 30)

In 1792 he took out patents for propelling vessels by steam-pumps, modified from the original steam-pumps of Savary. He made many experiments on different modes of propulsion by steam, having as his associates the elder Brunel, constructor of the Thames Tunnel, Chancellor Robert L. Livingston, his brother-in-law, and Nicholas J. Roosevelt. In 1798 he constructed a steamboat that navigated the Hudson.

He made the first practical application of steam to the screw-propeller in 1804; and although the screw-propeller did not come into use until thirty-five years afterwards, his engine and screw, which are still preserved, show the correctness of his ideas, as well as the imperfection of the workmanship of that period, that prevented commercial success. His short four-bladed screw has survived many forms afterwards tried.

He patented the multi-tubular boiler in the United States, 1803; in England, 1805; established the first steam ferry in the world, between New York and Hoboken, October 11, 1811, with the "Juliana." (See Valentine's Annals of the City of New York.)

In 1812 (five years before the commencement of work on the Erie Canal) he addressed a memoir to the New York State Commission, urging the immediate construction of a railroad instead of a canal.

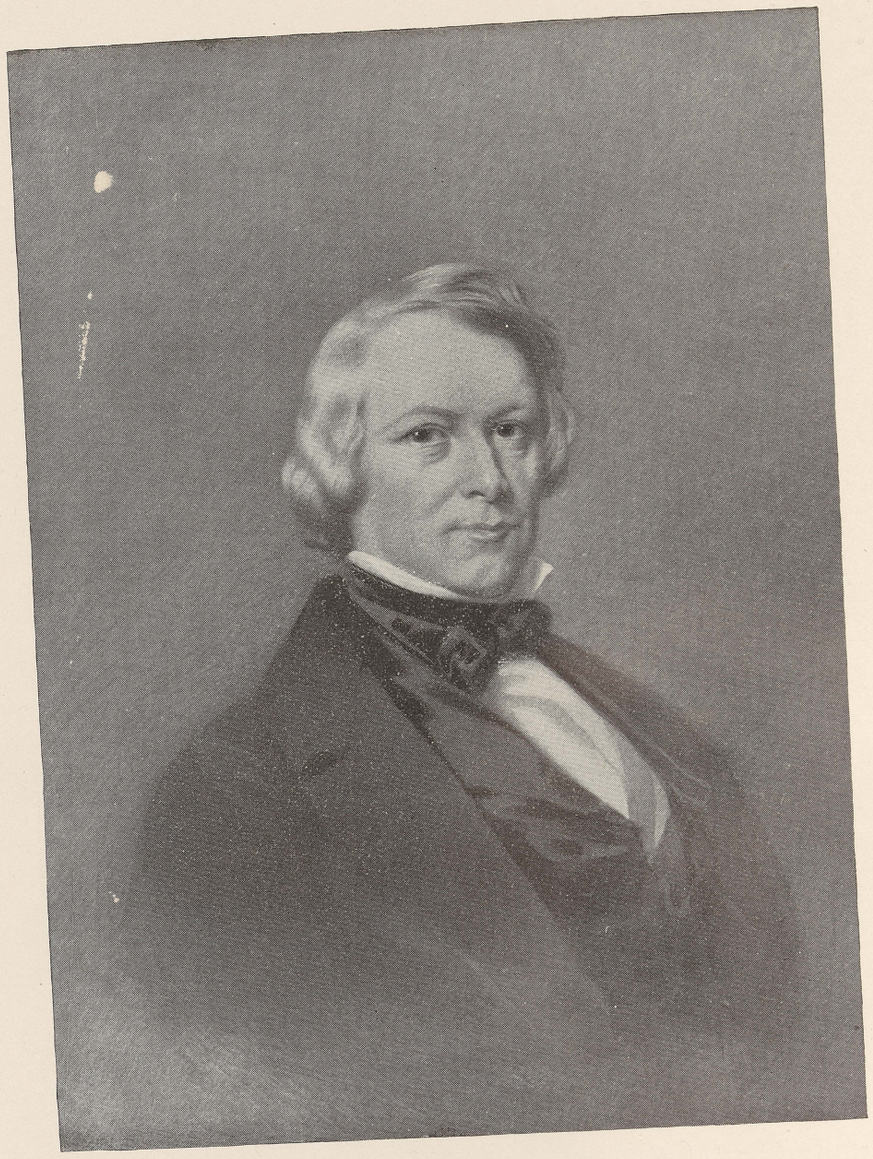


JOHN STEVENS.

This memoir, with the adverse report of the Commissioners (De Witt Clinton, Gouverneur Morris and Chancellor Livingston), was published at the time. At the date of this memoir, although railroads for carrying coal had been in use in England for upward of two hundred years, there was not a steam locomotive or passenger car in use in the world. His plans and estimates were definite, and after the introduction of railroads their accuracy was proved.

This pamphlet, which was entitled, "Documents Tending to Prove the Superior Advantages of Railways and Steam Carriages over Canal Navigation," entitled him, even if he had failed, as he did not, in the field of invention, to be held in grateful remembrance by his countrymen for his broad and statesmanlike views, keen perception, ardent patriotism, and a demonstration that was prophetic in its accuracy.

In 1813 John Stevens designed an iron-clad vessel with a "saucer-shaped" hull, which was to be plated with iron and to carry a heavy battery. This vessel was designed to be secured to a swivel which was to be held in position by an anchor in the channel of the stream to be defended. Screw-



ROBERT STEVENS.

propellers driven by steam engines were to be placed beneath the vessel (in order that they would be safe from injury by shot), and connected with the machinery which was arranged to cause the vessel to be rapidly revolved about the swivel in its centre. Each gun was to be fired as it was brought into line, and was to be reloaded before it came around again. This was an early embodiment of the "monitor" principle. It was the first iron-clad ever designed.

The South Carolina Railroad (commenced in 1829), which when completed in 1832 was the longest railway in the world, was constructed upon his plans as laid down twenty years before.

Before 1812, in connection with his son Robert, he had made steamboat navigation on the Delaware a commercial success. Shortly afterward he became connected with the famous Union Line, which controlled the transportation of merchandise and passengers between Philadelphia and New York for many years.

Colonel Stevens was anxious to put his recommendations of 1812 into practice. In 1815 he obtained a charter from the State of New Jersey "to build a railroad from the River Delaware, near Trenton, to the River Raritan, near New Brunswick." This was undoubtedly the earliest railroad



Stevens Institute and Hudson Square, Hoboken.

charter granted in America; but no tangible result followed, because the scheme was regarded as wild and visionary. The introduction of the steamboat, coupled with the success of the Duke of Bridgewater in the introduction of canals abroad, had made them more popular with capitalists than the untried railroad, and no money could be raised for that undertaking.

His interest in the subject of international communication did not flag on account of this failure, for in 1823, through his exertion, acts were passed by the Legislature of Pennsylvania for the incorporation of "The President, Directors and Company of the Pennsylvania Railroad Company, to make, erect and establish a railroad on the route laid out (from Philadelphia to Columbia, in Lancaster county), to be constructed on the plan and under the superintendence and direction of the said John Stevens." Among the incorporators were Stephen Girard and Horace Binney.

Three years later (1826) Colonel Stevens, then seventy-six years old, constructed at his own expense a locomotive with a multi-tubular boiler, which he operated for several years on a circular track on his estate at Hoboken, carrying half a dozen people at a speed of over 12 miles an hour. A model of this locomotive, together with the original multi-tubular boiler which formed a part of it, is preserved in the U. S. National Museum. This was the first locomotive in America driven by steam upon a track of which there is a reliable record.

He died March 6, 1838, aged 89 years. He saw the first steam engine erected on the Western Continent, at Belleville, N. J. During his life-time Watt perfected the stationary low pressure condensing steam engine. Within his memory the Duke of Bridgewater inaugurated the canal system of Great Britain: Trevithick developed the high pressure steam engine into a commercial success and successfully applied it to the locomotive: Nelson won the naval battle of Trafalgar; Fulton introduced steam navigation on the Hudson—steamboats began to ply on the Mississippi and the lakes: Captain Rogers made the first experimental steam voyage across the Atlantic with the "Savannah;" steam was introduced into all the principal navies of the world; George and Robert Stephenson made their fame as locomotive constructors, and the railway systems at home and abroad were organized. Seven years before his death the locomotive was put upon the Camden & Amboy Railway, connecting New York and Philadelphia, and on the first links of the Pennsylvania Railroad, in advocating the construction of both of which railroads he took an active part twenty years before. On the day of his death the "Great Western" lay in the Thames receiving her finishing touches preparatory to making the initial voyage of the pioneer transatlantic steamship line between England and New York.

He was the compatriot of Washington—during the New Jersey campaigns; the correspondent of Barlow and Franklin; Chancellor Livingston (after whom his second son was named) was his brother-in-law; and although he was the rival of Fulton in introducing the steamboat in America, they had been warm friends for several years before the latter's death in 1815.

Charles King, President of the Columbia College, writing of him in 1852, says: "Born to affluence, his whole life was devoted to experiments, at his own cost, for the common good. He was a thoroughly excited and an unwearied experimenter in the application of steam to locomotion on the water, and subsequently on the land. Time has vindicated his claim to the character of a far-seeing, accurate, and skillful practical experimentalist and inventor. The thinker was ahead of his age."

The careers of the sons are closely interwoven with his.

ROBERT LIVINGSTON STEVENS.

Robert Livingston Stevens was born October 18, 1787. In 1804 he assisted his father in the construction of the first twin screw steamboat, being then only seventeen years old. He took the "Phœnix" from New York to Philadelphia by sea in June, 1808. The "Phœnix" was the first steamboat to navigate the ocean. At the death of Fulton, 1815, the speed of steamboats on the Hudson was under 7 miles an hour. The "Philadelphia," built by Robert L. Stevens, had a speed of 8 miles. He succeeded in increasing the speed of each successive steamboat of the many that he built until in 1832 the "North America," the finest boat of her time, attained 15 miles. For 25 years after 1815 he stood at the head of his profession as a constructer of steam vessels. In 1821 he originated the form of ferry-boats and ferry-slips now in general use, constructing the ferry-slips with spring piling and fenders. In 1818 he invented the cam-board cut-off, and applied it to the steamboat Philadelphia, on the Delaware; this being the first application of the expansive action of steam to navigation. In 1821 he adopted the working (or walking beam) and improved it by making it of wrought iron strap with a

cast iron centre; in 1829 he adopted the shape now universally used in this country. He invented the split water wheel in 1826, and in 1831 the balance-valve, which is now always used on the beam engine. He first placed the boilers on the wheel-guards over the water; he adopted the Stevens' cut-off, and finally left the American working beam (or walking beam) engine in its present form. Beginning with a pressure of 2 pounds to the square inch he increased the strength of his boilers until 50 pounds could be safely carried. He made the first marine tubular boiler in 1831. He reduced the vibration of the hull and added greatly to the strength by the overhead truss frame of masts and rods now used.

Early in October, 1830, and shortly after the surveys of the Camden & Amboy Railroad were completed, Robert L. Stevens, who was President and Chief Engineer of that road, sailed for England to order a locomotive and iron rails. At that time no rolling mill in America could roll T rails.

Robert Stevens advocated the use of an all iron rail in preference to the wooden rail or stone stringer plated with strap iron, then in use on one or two short American railroads. At his suggestion the Board of Directors of the Camden & Amboy Railroad passed a special resolution authorizing him to obtain the rails he advocated.

During the voyage to Liverpool he whiled away the hours on shipboard by whittling thin wood into shapes of imaginary rail-sections, until he finally decided which one was best suited to the needs of the new road.

He was familiar with the Birkenshaw rail, with which the best English roads were then being laid, but he saw that, as it required an expensive chair to hold it in place, it was not adapted to our country, where metal workers were scarce and iron was dear. He added the base to the T rail, dispensing with the chair. He also designed the "hook-headed" spike (which is substantially the railroad spike of to-day), and the "iron tongue," (which has been developed into the fish-bar), and the bolts and nuts to complete the joint.

Mr. Stevens neglected to obtain a patent for these inventions, although urged to do so by Mr. F. B. Ogden, American Consul at Liverpool, and the credit of being the inventor of the American rail was for a time claimed for others, but the evidence brought forward in late years fully establishes the fact that he was the originator of the American system of railway construction. The "Stevens rail" gradually found favor in America—all roads being relaid with it as the original T or strap rail became worn out.

Sixty years have elapsed since this rail was adopted by the Camden & Amboy Company, and with the exception of slight alterations in the proportions incident to increased weight, no radical change has been made in the "Stevens rail," which is now in use on every railroad in America. Many improvements have been made in the joint fixture, but the "tongue" or fish plate improved into the angle splice bar, is in general use, and nothing has yet been found to take the place of the "hook-headed" railroad spike which Robert Stevens then designed.

Mr. Stevens divided his time while abroad between arranging for the manufacture of track material and examining the English locomotives that were being constructed or had been in service.

A year had elapsed since the opening of the Liverpool & Manchester Railway, and the English mechanics had not been idle. The "Rocket," although successful in the Rainhill contest, when put to work had shown many defects that Stephenson & Co. were striving to correct in subsequent locomotives.

The "Planet," built by that firm, was first tried in public December 4, 1830, shortly after Mr. Stevens arrived in England, and at that time was undoubtedly the best locomotive in the world.

Mr. Stevens was present at a trial when the "Planet" showed most satisfactory properties, and he at once ordered a locomotive of similar construction, from the same manufacturers. This locomotive, called the "John Bull," put in service in 1831, is the prototype of the locomotive now in general use. It is now preserved at the U. S. National Museum.

Toward the close of the war of 1812 Robert L. Stevens was engaged in making a bomb that could be fired from a cannon instead of from a mortar, in order that it might be applied to naval warfare. He succeeded in producing a successful percussion shell, which was adopted by the U. S. Government, who purchased a large quantity, together with the secret of its construction.

In 1850 he designed and built the "Maria," the fastest sailing vessel of her day. This was the yacht that defeated the "America" in New York harbor a few months before the latter won the memorable race on the "Solent." It was in this race that her Majesty, Queen Victoria, when she asked her favorite skipper who was first and second in the race, received for a reply, "The 'America' leads; there is no second."



Stevens Institute, Hoboken—Rear view, looking north.

Many years before the laws governing the variation of resistance of vessels driven at excessive speeds were generally understood, Robert L. Stevens had not only arrived at a knowledge of them, but had put into practice those forms of least resistance—the graceful water lines which now distinguish the practice of the modern naval architects. He died at Hoboken April 20, 1856.

Robert L. Stevens will be remembered as the greatest American mechanical engineer of his day—a most intelligent naval architect—to whom the world is indebted for the commencement of the mightiest revolution in the methods of modern naval warfare.

EDWIN AUGUSTUS STEVENS.

Edwin A. Stevens, the seventh son of Col. John Stevens, was born at Castle Point, Hoboken, July 28th, 1795.

He received his engineering education from his father, and from his brother Robert L., his senior by eight years, with whom he was associated in business partnership from his early manhood. On this account the individual work of the two brothers cannot always be separated, but it may be said that while both were men of great capacity as engineers and business men, the elder took the lead as an engineer, and the younger as a business man.

The laborious and useful life of Edwin A. Stevens was occupied in the life-long management of his father's estate, on which the City of Hoboken now stands; in the organization, construction and operation of the Camden & Amboy Railroad, of which he was the active business manager; in making improvements in steam navigation; in the great part taken by him in the introduction of iron armor on ships of war; and in devising methods of attack and defence for ironclads.

At the age of twenty-five, by a family agreement, he was made trustee of the greater portion of his father's estate, including what was then the island, but which has since become the City of Hoboken, thus relieving his father, then seventy years of age, of the burden of his business cares. He remained at Hoboken until he was about thirty, taking care of the estate and assisting both his father and his brother, Robert, in their engineering labors. During that period he invented and patented the Stevens' plough, which was much liked and extensively used for years. This gave him an extended acquaintance among the land owners of New Jersey that lasted for many years.

In the latter part of the year 1825, at the age of thirty, he took charge of the Union Line, which then carried nearly all the passengers and freight between New York and Philadelphia. The Union Line was organized in 1820, and it consisted of steamboats on the Raritan and Delaware, and of coaches on the turnpike between Trenton and New Brunswick. And after the year 1827, it was chiefly owned by the brothers Robert L., Edwin A. and John C. Stevens, Edwin remaining its business manager until it was merged into the Camden & Amboy Railroad in 1832. The coaching of the Union Line surpassed anything of the kind ever known in the United States. Long trains of four-horse coaches, at times amounting to thirty or forty daily, awaited in line the arrival of the steamboats at each end of the turnpike, and were then drawn rapidly, frequently on a gallop, across the state. The coaches were lighter than the English coach; they were limited to ten passengers each, and many of the horses were thoroughbred.

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

He remained the business manager of the Camden & Amboy Railroad for upward of thirty-five years, during which time the stock constantly appreciated in value, and no dividend was passed.

It was within this period that the American railroad system was developed, differing very materially from that simultaneously developed in England, and on the Continent of Europe: First—in the adoption of means of running safely on tracks not inclosed. Second—in the alteration of the form of passenger coaches, so as to have intercommunication between them. Third—in the greater simplicity and hardihood of the locomotive. Fourth—in the increased weight and strength of the



EDWIN AUGUSTUS STEVENS.

rolling stock. Fifth—in a better system of carrying both passengers and freight. In the development of this American system Robert and Edwin Stevens were prominent. As engineers they invented and constructed many of the countless appliances found necessary; and as business men they adopted those introduced on other railroads.

During the time when his sons were being educated, Col. Stevens resided in the summer at Castle Point, Hoboken, and they were obliged to cross the Hudson to school and college by sail or rowboats, then the only means of transit. This early experience on the water added to and directed the interest they took in after life in the improvement in steam navigation, and it also led to their becoming devoted yachtsmen. Edwin was in his boyhood when his brother Robert made his early improvement in steam navigation, but after he grew up he greatly assisted his brother. The most notable of his individual improvements was the air-tight fire room, patented by him April, 1842 (No. 2,524), and now in use in all the navies of the world. He died in Paris, France, in 1868.

By his will he endowed the Stevens Institute, Hoboken, the earliest, or among the earliest, of the technological colleges that have proved so useful.

JOINT WORK OF ROBERT L. AND EDWIN A. STEVENS.

In the year 1814, and toward the close of our last war with Great Britain, Colonel Stevens had projected the circular iron fort moved by steam, previously alluded to, for the harbor of New York, and by his direction his son Edwin, then nineteen years of age, experimented with a six-pounder bronze cannon fired against iron plating. This cannon is still retained at Castle Point. Iron armor, for the protection of the person, had been in use from prehistoric ages, but the demonstration that it could be applied to ships of war was made for the first time by Edwin A. Stevens in 1841, twenty-seven years after he had made the experiments for his father, and at the time when we were on the very brink of war with Great Britain, on account of aggressions on our Canadian frontier. As thick armor plate could not be made at that date, he devised a method of armor plating in laminæ, or of plates laid over each other and riveted. He then made a series of experiments to determine the thickness of plating required to resist the different sizes of balls then in use. From these experiments, which were made at Bordentown, New Jersey, in the summer of 1841, he made the deduction that a target of iron 4½ inches thick, would resist a 64-pound shot, at that time the heaviest ball used in our navy. With the assistance of his brother John C. (his brother Robert being then in Europe), he laid the results of his experiments before President Tyler. As the whole country was then aroused, the President immediately appointed a joint board composed of the ablest ordnance officers of the army, and of the leading officers of the navy, to superintend the experiments of the Messrs. Stevens on iron as a protection for war vessels, and in compliance with the request of this joint board John C. and Edwin A. Stevens wrote them a letter giving their views upon the subject of steamers for coast and harbor defense, stating that their ideas were principally derived from their brother Robert L. Stevens, then abroad. This letter, written August 13, 1841, and before the application of the screw to vessels of war, can be said to embody the leading principles of naval warfare that have since been reduced to practice.

The army officers were Colonels Totten, Thayer and Talcott, and the naval ones Commodores Stewart, Perry and Smith. The targets 4½ inches thick made by Edwin A. Stevens were tested at Sandy Hook by the joint board of officers in the months of September, October and November, 1841. They made an elaborate report, unanimously agreeing that the targets fully withstood the numerous shots from the heaviest guns then in the service. It was upon the presentation of this report by the Naval Committees of the Senate and the House of Representatives that the act of Congress was passed authorizing the Secretary of the Navy to contract with Robert L. Stevens, who had then just returned from Europe, for an ironclad steamer, to be "shot and shell proof." The act is as follows:

"Chapter XII (Statutes of the United States at Large), April 14, 1842, an act authorizing the construction of a steamer for harbor defense.

"Be it enacted by the Senate and House of Representatives of the United States of America, that the Secretary of the Navy is hereby authorized to enter into contract with Robert L. Stevens for the construction of a war steamer, shot and shell proof, to be built principally of iron, upon the plan of said Stevens. Provided the whole cost, including hull, armament, engines, boilers, and equipment, in all respects complete for service, shall not exceed the average cost of the steamers Missouri and Mississippi, and be it further enacted, that two hundred and fifty thousand dollars ($250,000), be, and the same is hereby appropriated out of any money in the Treasury not otherwise appropriated toward carrying this law into effect.

[Approved by the President of the United States] JOHN TYLER."

It may be mentioned that this bill was reported from the Committee of the Whole of the House of Representatives, April 7, 1842, at the suggestion of Ex-President John Quincy Adams, then a member of the House, who characterized it as "one of pressing emergency." It passed the Senate unanimously, and in the House there were but thirteen dissenting votes.

Upon the passage of the act, Robert, with the assistance of his brother Edwin, commenced immediately to plan and construct the vessel. He built a dry-dock for it at Hoboken, and proceeded rapidly with the work.

At the date of the passage of this act of Congress there had been but little change in the power of guns from those used by Nelson at the battle of Trafalgar in 1805, or on our frigates in the war of 1812. But when Commodore R. F. Stockton, after the failure of his first gun, February 28, 1844, succeeded in having constructed in England a wrought iron gun throwing a round shot that pierced



The Entrance to the Stevens School—Hoboken.

a target 4½ inches thick, Robert Stevens altered his plans, increasing the thickness of the armor and the size of the vessel that he had contracted to build "shot and shell proof," and then began in the great navies of the world the long drawn out battle between gun and armor, a contest that by the intervention of other methods may never be decided. When more powerful guns were introduced, either at home or abroad, other alterations were made, thus causing interminable interruptions of the work, many long delays, and an increase of expenditures far beyond that provided for by the act of Congress. Dying in 1856, five years before our Civil War, he left the vessel unfinished in the basin at Hoboken, but with all the plating on and with the twin-screw engines and the boilers, having 876 square feet of grate surface, in their positions.

This vessel was 410 feet long, 45 feet beam inside of the armor shelf, with the deck two feet above the water, and was similar in these respects to the Monitor class of vessels built six years afterwards by Ericsson, but differing in having a square and immovable turret, instead of a circular and movable one.

During the Crimean War, in 1855, the French Government built three small vessels protected by thin armor, this being the first use of ironclads in foreign naval warfare.

It is significant that on the "Warrior," the first English ironclad, and on the French frigate "Gloire," both built in 1860, eighteen years after the demonstration of Edwin A. Stevens at Sandy Hook, and on the "Monitor," built in 1862, the thickness of the armor adopted was that of his targets, namely, four and a-half inches.

At the commencement of our Civil War, and twenty years after his demonstration at Sandy Hook that a vessel could be protected by iron armor, Edwin Stevens presented to the Government a plan for completing the "Stevens Battery" (which had been bequeathed to him by his brother Robert), together with a small vessel called the "Naugatuck," to demonstrate the practicability of his plans. This small vessel was accepted by the Government and was one of the fleet that attacked the "Merrimac." She was a twin-screw vessel, capable of being immersed 3 feet below her load line, so as to be nearly invisible, and of being raised again in 8 minutes by pumping out the immersing weight of the water, and of turning end for end on her centre in one minute and a quarter. As the plans for the modification of the Stevens battery embodied ideas then novel, but which have since been found practicable and necessary, his offer was rejected by the Government. The "Stevens Battery" remained in the same state in which it was left at the death of Robert, in 1856, until after the death of Edwin, in 1868. The latter bequeathed it to the State of New Jersey, together with one million dollars for its completion. This money was spent in 1869 and 1870. The vessel was never launched, and in 1881 was taken to pieces and sold for old material.

It may be truly said that through the labors of John Stevens and his sons in the field of experimental mechanics, they were able to determine important engineering constants of incalculable value to the marine, civil and military engineer.

Their greatest achievement was to obtain definite information relating to the economics of engineering in the broadest sense.

Familiar with the theory of machines, as understood in their day, they were untiring in the practical demonstration of the problems presented to their attention.

The laws which they investigated and the facts they placed upon record are now so well understood, that few know or remember that it is to the Stevenses that we are indebted for the most valuable data used in modern practice by the engineer of to-day.

It is to be regretted that no comprehensive biography of the Stevens family is accessible to the student of engineering history.

THE PUBLIC SCHOOLS.

The citizens of Hoboken have cause to be proud of their public schools. There are now enjoying the advantages of a public school education in the city about 5,600 pupils. The present enrollment in the schools is 5,625, and the average attendance about 5,100. The government of these and the teachers is in the hands of the Board of Education, consisting of twelve members. The cation, consisting of office of a member of the Board is elective. Each of the four wards sends to the Board three members. The Board elects its own President and Treasurer. The office of Clerk of the Board has, within the last few years, been made a permanent one with a salary, and its incumbent is not, as formerly, a member.



EDWARD RUSS, PRESIDENT OF BOARD OF EDUCATION.

School building No. 1 was built about 1858, and No. 2 in 1862, by Mr. E. A. Stevens, father of the present President of the Hoboken Land and Improvement Company, who, in his will, dedicated them to the city, with the proviso that in them should only be taught the ordinary common educational branches. The first building erected by the city was No. 3, about 1870, by Architect O. F. Weagerer; No. 4, in 1878, by Architect F. G. Himpler; No. 5, in 1887, by Architect Robert Dixon; and No. 6, in 1891, by Architects Beyer and McCann. In each of these buildings is reflected the march of improvement in school architecture reached during the different eras in which they were built, until in No. 6 we find the highest modern advancement. The sites of Nos. 3, 4 and 5 were purchased by the city; that of No. 6 was obtained from the Hoboken Land and Improvement Company, in the adjustment of the famous water front suits.

The following table exhibits the growth and cost of these schools:

STATEMENT OF ENROLLMENT AND ATTENDANCE OF TEACHERS AND PUPILS, ALSO SALARIES AND OTHER EXPENSES OF THE PUBLIC SCHOOLS OF HOBOKEN, SO FAR AS THEY CAN BE OBTAINED FROM THE PUBLIC RECORDS.

Years.	Census.	Enrollment.	Average Attendance.	No. of Individual Teachers.	Teachers' and Janitors' Salaries.	Other Expenses.	Total Annual Cost.
1880.....	9,889	5,624	3,048	94	$56,779.07	$ 9,226.33	$ 66,005.40
1881.....	9,996	5,286	3,118	97	59,640.40	13,576.46	73,216.86
1882.....	10,398	5,564	3,221	100	60,562.82	11,612.64	72,175.46
1883.....	10,660	5,466	3,284	100	62,255.26	9,974.89	72,230.15
1884.....	10,907	5,394	3,592	108	64,562.69	12,768.09	77,330.78
1885.....	11,727	5,952	3,832	108	66,771.13	15,905.51	82,676.64
1886.....	12,589	5,469	3,824	110	69,112.46	13,886.13	82,998.59
1887.....	13,021	5,490	4,002	112	74,352.19	13,954.89	88,307.08
1888.....	13,452	5,844	4,189	115	72,679.57	11,235.58	83,915.15
1889	14,660	6,077	4,320	115	77,047.19	15,063.80	92,110.99
1890.....	15,820	6,388	4,427	120	81,523.90	19,204.40	100,728.39
1891.....	17,461	6,358	4,714	122	84,019.29	29,596.06	113,615.35
1892.....	14,821	7,389	4,888	139	94,896.58	18,464.30	113,360.88

School No. 1 is the oldest of the schools. This building, though amply supplying the needs of the period of its erection, has of late years been made the subject of extensive repairs, to enable it to accommodate the generation of to-day. The meeting-room of the Board of Education is in this building, and the office of the superintending Principal. School No. 5 and School No. 6, the latest of the school buildings, are better examples in all respects of what modern school houses should be. School No. 5, situated on the corner of Clinton and Second Streets, is devoted to primary work alone. School No. 6, on the corner of Eleventh Street and Willow Avenue, is a Grammar School, with a primary department. School No. 4 is the other of the two primary school buildings.

The High School is located in this building, occupying the upper floor. The High School has at present an enrollment of 141 pupils. The course of study is three years, and is especially designed for the fitting of boys for business and of girls for entrance to the Normal School.

The Normal School is the training school for those of the graduates of the Grammar and High schools who wish to become teachers. There are two classes, in charge of two principals. The Normal School is held from nine to twelve a. m., on Saturday of each week. It is a regulation of the Board of Education that all appointments of teachers must be made from graduates of the Normal School.

The importance of the German language as a factor in the education of Hoboken youth was early recognized in the establishment of a department of German instruction. This branch of the public school system is under the control of a principal and two assistants. Instruction in drawing has been made the subject of a separate branch, with two teachers. Music is taught in the schools by a special instructor. The evening school is open during four of the winter months.



Public School No. 6, Hoboken.

Our outline of the work of public education would not be complete without due reference and attention to the Department of Industrial Education, or Manual Training. This department is not under the control of the Board of Education, but has a separate board of trustees. It is, however, a most important and useful branch of public education. The home of industrial training is in the Martha Institute, on Sixth Street. Boys and girls are there taught carpentry, clay modelling, wood carving, and cooking by special teachers. There are in all about 140 teachers.

INDUSTRIAL EDUCATION AND MANUAL TRAINING IN HOBOKEN.

A meeting in response to an invitation to assist "in the formation of an Industrial Education Association," was held on Friday, June 5th, 1885, at the residence of Mrs. E. A. Stevens. The meeting was called to order by the Rev. G. C. Houghton, M. A., who nominated General George B. McClellan as presiding officer. General McClellan spoke at some length on the objects for which the meeting had been called, and then requested several expert gentlemen present to address the meeting on the subject of "Industrial Education." Upon the conclusion of the addresses the following resolutions were presented, read and adopted:

Resolved—That this meeting be organized as the "Industrial Education Association" of New Jersey. *Resolved*—That a committee be appointed by the president of this meeting to draft a constitution and by-laws, and adopt the same. *Resolved*—That the committee be authorized to select from their number officers of the association, who shall serve until their successors are chosen

by the society. *Resolved*—That the committee be requested to obtain from the trustees of the public schools of Hoboken, and of the several academies, to make a trial of one or more branches of the industrial system in the schools under their care; and further *Resolved*—That we pledge our hearty support to the committee in their endeavors.

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

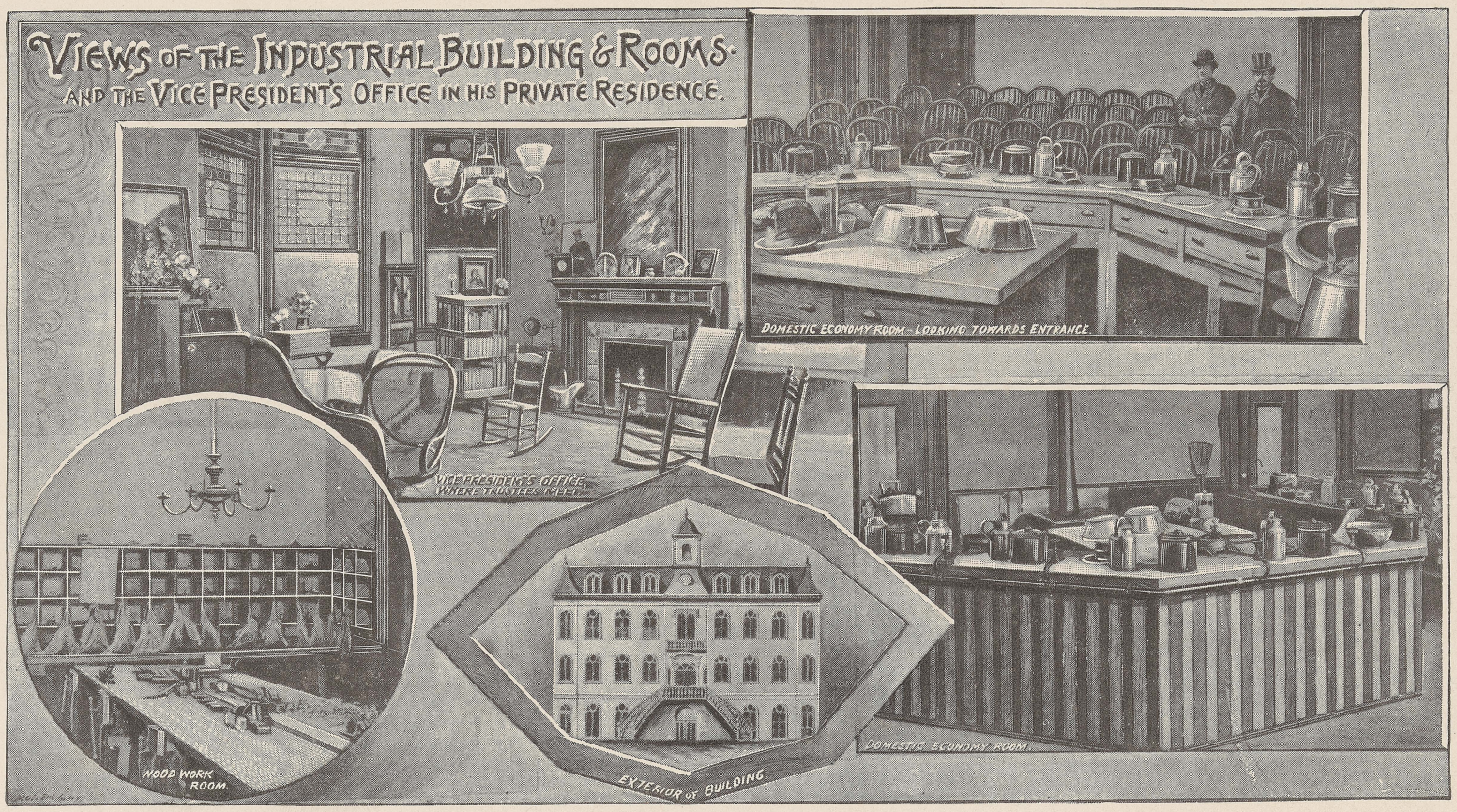
The committee appointed by General McClellan held its first meeting at Castle Point on the 19th of June. The Rev. G. C. Houghton was elected chairman of the committee, and it was decided that the name of the association should be the "Industrial Education Association of New Jersey." The necessary officers were elected, the constitution and by-laws adopted, and arrangements were made looking to the introduction of industrial education in the public schools of Hoboken in the autumn, giving systematic instruction in sewing to the girls and in clay-modelling to the boys, provided that all expenses attending such instruction should be borne by the "Industrial Education Association of New Jersey." A teacher, Miss N. N. Lowden, competent to give instruction in both branches, was secured, and a subscription list was circulated among members only. This realized a sufficient amount to cover the expenses of the outfit for eight classes and the teacher's salary, so that an appeal to the citizens in general was not necessary until the attempt to introduce industrial education into the public schools proved to be successful.

The association opened its first exhibition of children's work in the Stevens Institute of Technology, in Hoboken, Thursday evening, April 15, 1886. The attendance was large and intelligent. Rev. G. C. Houghton, M. A., president of the association, briefly pointed out the object of the association, and introduced Governor Leon Abbett, who pledged his earnest support to the association. The Honorable Edward O. Chapman, State Superintendent of Public Instruction, and John Reid, of the Hoboken Board of Education, also addressed the audience. The exhibits were arranged in the physical laboratory of the college and a large crowd attended on each of the nights. The articles from the various Hoboken schools certainly showed very encouraging results.

In response to a second circular invitation, a meeting of the "New Jersey Industrial Association" was held at Castle Point, Hoboken, on the evening of November 18th, 1886. The rotunda and spacious parlors of the Stevens' mansion were filled to overflowing with leading citizens from all parts of Hudson County, from the neighboring county of Essex, from New York City and Brooklyn. The Stevens family, with their well-known public spirit and love for educational progress, surrendered the whole lower part of their stately residence to the uses of the meeting. Rev. Mr. Houghton called the meeting to order, and then nominated for chairman of the meeting Governor Abbett. He stated the object of the meeting, and Henry N. Alexander of New York then gave a rapid and graphic sketch of what was being done in Europe in manual training. Professor Henry M. Leipziger, principal of the Hebrew Technical School of New York, made an interesting speech, in which he referred to the dignity of manual labor, and stated that the Emperor of Germany and his family had all learned trades. Dr. Houghton then reviewed the history and aims of the association, explained the provision of the State law which gives $5,000 out of the State funds, provided that a like amount was raised in any city. He thought there should be no difficulty in raising that amount, and had prepared subscription lists, which would be distributed among those who had generously responded to the invitations to be present.

The Governor next called upon President Henry Morton, of Stevens Institute, who dwelt upon the necessity of a development of the head and hands, and who, from observation, was able to say that the one kind of training assisted the other. The Honorable Algernon S. Sullivan, of New York, made an eloquent speech, and Chancellor Alexander T. McGill next addressed the meeting. State Superintendent E. O. Chapman was the next speaker, and was followed by Assemblyman Richard Wayne Parker, of Newark Colonel Charles Fuller, of the State Board of Education, followed, and then the various subscription slips were collected, when it was found that a sufficient sum to carry on the work for a year had been subscribed.

In 1887 an application was made by the "Industrial Education Association" for the appointment of a board of trustees of manual training in the City of Hoboken, under the act of the Legislature of 1881. Permission was duly given for the organization of the board. which was to consist of the



THE MANUAL TRAINING SCHOOL, HOBOKEN.

Governor of the State, two members of the board appointed by the State Board of Education, two members to be appointed by the (Hoboken) City Board of Education, two members to be appointed by the Industrial Educational Association, and one member to be appointed by the Common Council of Hoboken. The board was regularly organized in the City of Hoboken, February 20th, 1888, by Governor Robert S. Green. The following properly authorized representatives from the various public bodies, as required by law, were duly accredited:

From the State Board of Education: Hon. Charles W. Fuller, State Superintendent; Nicholas Murray Butler, Ph. D. From the Board of Education of Hoboken: Mr. John Reid; Mr. David E. Rue, City Superintendent of Schools. From the Mayor and Council of Hoboken:—Mr. Thomas H. McCann. From the Industrial Association of New Jersey: The subscribers to the funds. Mrs. Martha P. Stevens; Rev. G. C. Houghton, M. A., County Superintendent.

The Governor, by virtue of his office, being president of the board, the following other officers were duly elected: Vice-President, Rev. G. C. Houghton; Treasurer, Mr. Thomas H. McCann; Secretary, Mr. David E. Rue. The board decided to continue the instructions which the Industrial Education Association had been conducting in the public schools since December, 1885, and the teacher employed by that body was re-engaged. The treasurer of the Industrial Association turned over to the board the entire balances in his hands, being $871.55, belonging to the Association; $1,800, appropriated by the City of Hoboken in 1887; and $4,079 appropriated by the State, making in all $6,750.55. Full particulars as to the organization and equipment of the schools now in operation under the authority of this board are given in the following report.

To the Board of Trustees, New Jersey Industrial Education, City of Hoboken:

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

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

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

"The course in sewing, which is given in the last five classes of the grammar school, begins with

outline running, stitching of geometric and freehand figures, and then extends through a series of well-graded exercises in overhanding, hemming, felling, sewing on buttons, making buttonholes, etc. The specimens of darning on stockinet and cashmere were exceedingly well done, and some very neat patching on striped calico was shown. The course ends with some simple work in embroidery. All the exercises use but little material, and no elaborate finished pieces are attempted. Practice in paper cutting and folding is introduced into the course in order to teach proper methods of cutting and of using the scissors, and also as affording an opportunity for instruction in the proper combination colors.

"Cooking is taken in the upper three classes for an hour and a half a week, and the tempting array of practical results seen on Saturday testifies to the thoroughness and excellence of the instruction. The many specimens of bread, soups, jellies, and cooked meats certainly appeared to be in every way what they should be. It was evident that the endeavor had been to give a training of direct service in homes of moderate circumstances. Particular attention had been given to the saving of things that are commonly wasted, and a number of soups and other dishes were shown made from odds and ends not generally so used. A quantity of soap has also been made by the pupils from the grease left over from the lessons. The pupils have the entire use of the kitchen, which is a model of neatness and order, and in every case they clean and put away their own utensils. They are taught the washing of dishes and the care of towels. To bring, so far as possible, an intelligent appreciation of the subject, instruction is given to the classes in the simple facts of digestion and the chemistry of foods.

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

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

"Altogether the exhibition showed a most efficient year's work, and, considering the small amount of time given to the practice, reflects great credit on the ability and devotion of the instructors. These teachers, who have been in most cases specially trained for the work, have evidently studied the best practices in their different lines and availed themselves of the latest thought on the subject.

"Compared with these well arranged courses, the work of the New York public schools, exhibited last year at the Teachers' Bazaar Fair, was mere trash, and can hardly be classed in the same category. In adaptation to purpose, in economy of material and in the character of the work, the Hoboken exhibition was a success where the other was a lamentable failure."

To the Board of Trustees, New Jersey Industrial Education, City of Hoboken:

I have the honor to submit my report of the funds of the Board for the year ending Dec. 2, 1892.

RECEIPTS.

To Balance on hand Nov. 1, 1890		$2,164.78
To State Comptroller, appropriation, 1890	$2,000.00	
To Mayor and Council of Hoboken, 1890	2,000.00	
To Interest on deposits	110.61	
		$4,110.61
Total		$6,275.39

DISBURSEMENTS.

By Salaries and Materials	$3,602.13
By Tools and Fixtures	50.00
By Rent, Stationery and Sundries	616.66
By Balance	2,006.60
	$6,275.39

ASSETS.

On Deposit with Hudson Trust and Saving Institution, Interest	$1,000.00
On Deposit with Savings Bank	10.00
In Cash	966.60
In Outstanding Bills	30.00
Value of Tools and Fixtures	1,000.00
	$3,012.60

LIABILITIES—NONE.

Respectfully submitted,

DAVID E. RUE, *Treasurer.*

CATHOLIC AND PRIVATE SCHOOLS.

The progress of Catholic education in Hoboken is shown in the existence of the Parochial School of Our Lady of Grace, which is exceeded in size and accommodations by few public schools in the State of New Jersey. The school house is 71 feet front, 163 feet long, and four stories high, and cost over $100,000, not counting the cost of the land. The school will accommodate nearly 3,000. The building of this splendid institution is due to the energy and enterprise of Father Patrick Corrigan, the popular pastor of the Church of Our Lady of Grace.

The Academy of the Sacred Heart, conducted by the Sisters of Charity, has over 100 pupils, and is a most commendable institution. There are a number of private and parochial schools in Hoboken independent of those named herein.

THE HOBOKEN ACADEMY.

The Hoboken Academy was founded by German-American citizens of Hoboken who wanted to secure for their children the advantages of the advanced methods of education which have made German educators models for all other nations, and to preserve the German language. On the 5th day of May, 1860, nineteen gentlemen met to discuss the project. This meeting ended in the organization of the Hoboken Academical Society. The first officers were elected June 9th, 1860. The following gentlemen formed this first board of trustees: L. Huesmann, President; L. Korbett, Vice-President; L. J. Stiastny, Treasurer; J. Linnemann, Financial Secretary; C. L. Ruebsamen, Corresponding Secretary; L. Althof, F. Bœlting, H. Huster, Dr. H. Kudlich, A. Aschenberg, G. A. Lindner, J. E. Keller, M. L. Cohen, A. Pfautz.

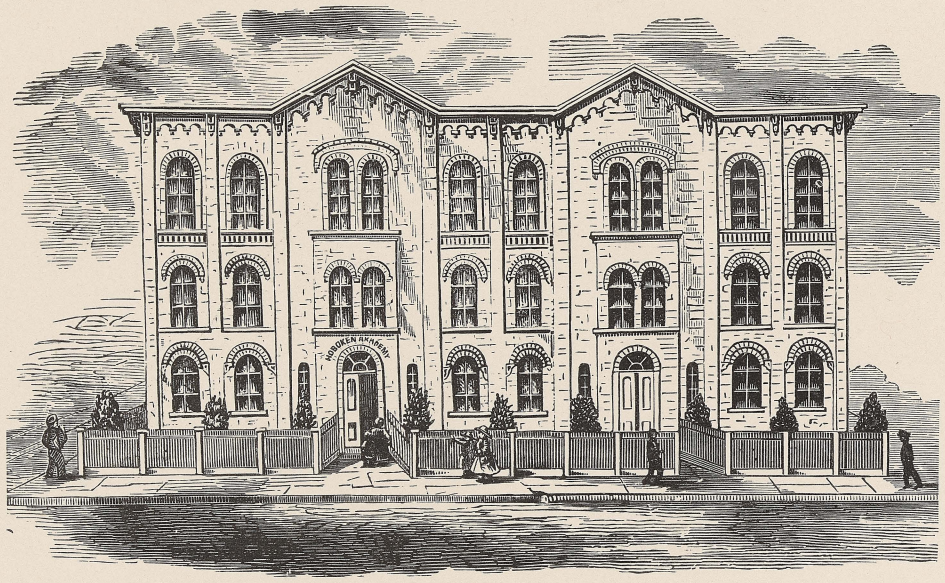
Before the closing of the year the society had 250 members, who had subscribed over $6,000. Four building lots were bought of the Hoboken Land and Improvement Co., the price for which was partially paid in cash, a mortgage of $3,000 remaining, the interest on which was donated by Mr. Edwin A. Stevens every year till 1869, when he died. The original building, erected as designed by Architect Hexamer, had an extension of 63 feet 8 inches by 31 feet 4 inches.

January 31st, 1861, the Hoboken Academical Society received their charter. The trustees named above were the charter members. December 10th, 1860, the society elected at their general meeting Dr. A. Donai as the first principal of the academy. February 10th, 1861, the school was inaugurated by appropriate exercises. In the execution of the programme the Hoboken Quartette Club took a prominent part. Mr. L. Huesmann, the first president of the society, Dr. A. Donai, and Mr. Friedrich Kapp were the orators of the occasion. Monday, February 11th, 1892, the regular work of the school began, 177 pupils being present.

The choice of Dr. Donai for the office of principal was a very wise one. He was a man of extraordinary scholarship, well versed in the theories of the best educators, and imbued with their

spirit. His name will be always connected with the history of education in this country, as he was the founder of the first American kindergarten. The organization of the society, on the other hand, composed of men of practical ideas, prevented any experimenting with fads or untested methods. The school consisted in the beginning of six classes and a kindergarten, and Hoboken may claim to be the first city in this country which had a school that made the kindergarten an integral part of its organism.

The organization of the school was completed in 1868, when it took its present shape, with four departments, to wit: the kindergarten, for children under six years of age; the primary department, the intermediate department, and the academic department, of three grades each. The original building, as shown in the illustration, has been enlarged twice, first in 1864, and last in 1874, when the wing on Willow Avenue, containing a gymnasium and the singing hall, was erected. By these additions the mortgages on the building had grown to the amount of $9,000. The ladies of Hoboken arranged a fair in the spring of 1881, as the result of which they made the society a present of $7,800. This amount was applied to pay off the first mortgage and to repair thoroughly the whole building. In 1882 the school received a legacy of $1,000 by will from the late Mr. L. Stein. This enabled the trustees to pay the rest of the debt, so that since January 1st, 1883, the school is entirely free of debt. In 1892 the school received a donation of $1,000 from the heirs of the late B. Huesmann, the brother of the first president of the Academical Society. Dr. A. Donai resigned



THE HOBOKEN ACADEMY.

the principalship in June, 1866. His successors were Phil. Klund, died December 11th, 1873; Magnus Schoeder, resigned July, 1880; Joseph Schrenk, died March 10th, 1890; Arnold Zuellig, resigned June, 1891. The present principal Dr. Ernst D. Richard, was elected June 29th, 1891.

In 1892 the University of the City of New York placed in the gift of the Hoboken Academy four prize scholarships, the holders of which will be admitted to the college courses without entrance examination. The branches taught are: English, German, French, Mathematics, History, Natural Sciences, Geography, Drawing, Singing, Gymnastics and Needle-work. Latin has been added as an elective branch. German is taught to the same extent as English, so that the pupils use either language equally well. The language used in instruction is English in almost all branches. The faculty of the Hoboken Academy consists of eleven gentlemen and five lady teachers. The school supports itself by a small tuition fee. Three free scholarships have been founded for deserving pupils of the academic department.

EDWARD RUSS.

Edward Russ, the present President of the Board of Education, is a man eminently fitted for the position, and it is due to his untiring efforts that many of the recent improvements in the school system have been made. He was elected to the board from the Second Ward, and has served in the executive chair since 1891. President Russ was born in New York City, July 12th, 1856. He received

his early education at the Hoboken Academy. After taking that preparatory course he entered the Columbia College Law School, graduating with honors in 1876. He then entered the law office of Judge Roger A. Pryor, in New York City, and under that able tutor's direction he pursued his studies vigorously, and in 1878 was admitted to the bar. He established an office at No 28 Newark Street, in this city, in 1880. He soon attracted attention by the able manner in which he handled his early cases, and before many months had elasped he found himself not wanting for clients. He continued there until 1887, when he formed a co-partnership with General William C. Heppenheimer, and the present firm of Russ & Heppenheimer was established. The new firm engaged commodious offices in the Second National Bank Building, and at once became recognized as one of the leading legal firms of the State. For years Mr. Russ has taken a deep interest in the welfare of the city, and few public improvements have been made with which his name has not been prominently identified. In addition to serving as President of the Board of Education, Mr. Russ is also a member and the treasurer of the Free Library Board, a Commissioner of Adjustment and counsel for the town of Union. Broad and liberal in his views, he has done much for the improvement of the city, and is a citizen of whom the residents of Hoboken may justly feel proud. In the social life of Hoboken, Mr. Russ has always felt the same interest he has exerted in its public affairs. He is a member of the German, Columbia, Quartette, Lyre and Liedertafel clubs. He is also a member of ten years' standing in the German Scientific Society of New York. Mr. Russ is unmarried and resides at No. 932 Hudson Street.

DAVID E. RUE.

No name is more closely identified with the public school department of Hoboken than that of Superintendent David E. Rue. For twenty-three years he has labored for the education of the youth of Hoboken, many of whom testify of their indebtedness to him for their mental training. Mr. Rue is by birth a Jerseyman. He was born in Englishtown, Monmouth County, February 3d, 1843, of a family well known in that section of the State. The son of a farmer, he acquired his early education from the district schools. When further advanced in boyhood, he was placed by parents in the Cummings High School, at Essex, Conn. Later he went to Upland, Pa., and from there to the academy at Lewisburg, Pa., where, after completing his preparatory course, he entered the university at that place. His student days included the period of the last two years of the War of the Rebellion. The patriotic spirit was rampant in the seats of learning, and when the Governor of Pennsylvania issued his call for the "Emergency," thousands of college boys responded to the appeal to arms. Mr. Rue enlisted with others of his fellow-students, and, though they did not participate in any decisive engagement, they remained in service until the evacuation of the State by the Southern troops. After his discharge he returned to college and, finishing his course, was graduated in 1867. Before Mr. Rue took up his work in Hoboken he had had some experience as a teacher in the school at Woodbridge, N. J. In 1869 he was appointed principal of School No. 1. At that time Schools Nos. 1 and 2 were the only public schools in Hoboken. Since then the city's growth has caused the erection of four more buildings. In 1879, the Board of Education, realizing the necessity of having some one to exercise a responsible supervision over the working of the schools, created the office of Superintending Principal. Mr. Rue, the senior principal, was appointed to this position, which he now holds in connection with the principalship of School No. 1. Mr. Rue married Miss Margaret Yoder, of Lewisburg, Pa., on August 18th, 1870. They have had five children, two sons and one daughter, three of whom are living. Mr. Rue is a member of Euclid Lodge 136, F. and A. M.; Fraternity Lodge, 312, I. O. O. F.; Enterprise Assembly 138, Royal Society of Good Fellows; Liberty Lodge, 1,187, K. and L. of Honor, and the Union Athletic Club.



DAVID E. RUE.

PROF. ABRAHAM J. DEMAREST.

Prof. Abraham J. Demarest, son of John A. Demarest and Elizabeth Vanderbeek, was born February 14, 1858, at River Edge, N. J. His father, who was a descendant of the French Huguenots, was for many years prominently identified with the educational history of the State. He died December 21, 1891, aged 53 years. His mother is of Holland extraction. Prof. Demarest commenced his career as a ticket agent and telegraph operator at River Edge, but finding it distasteful, he forsook the click of the telegraph office for the broader and more useful sphere in the class-room. His first school was at Lower Teaneck, where he developed a talent for literary work, successfully editing an educational department in the *Bergen County Democrat*. His next school was at his home at River Edge, where he utilized his spare time going from place to place organizing literary societies and debating clubs. He then entered the New Jersey State Normal School, where he was graduated with high honors.

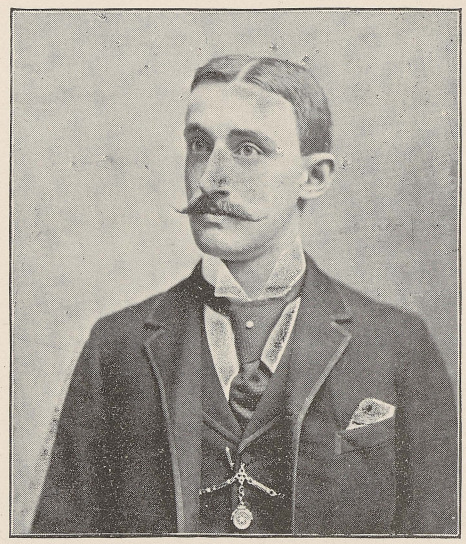


PROF. ABRAHAM J. DEMAREST.

After serving for two years as principal of the Woodridge school, at the age of 26 he was unanimously chosen for the principalship of the Hoboken High School, where he demonstrated his executive ability to be of a high order. By his own request he was transferred to the principalship of School No. 4, and when the model $100,000 school house was built, the Board of Education saw fit to select him to preside over it. It is now one of the leading schools of the State. Prof. Demarest not only wields a ready pen, but is a finished and effective speaker. He was one of the originators of the Schoolmasters' Club, also the Twilight Club of New York City. He is a member of Euclid Lodge 136, F. and A. M.; Hoboken Council 99, Royal Arcanum; Enterprise Assembly 238, Royal Society of Good Fellows, and the Union Athletic Club. He was united in marriage Nov. 26, 1884, to Miss Fannie Taylor, of Hackensack, a lady of culture and a graduate of the Hackensack Academy. They have one child, Stanley Taylor Demarest, and reside in a fine residence at 1017 Bloomfield street.

HENRY HESS, JR.

One of the most popular young men in the city is Mr. Henry Hess, Jr., who was born in New York City in 1862. He received an education in the public schools of that city, and finished his studies at the New York College. After leaving college he entered the service of C. Hirtler's Sons, as a clerk. By diligence and perseverance he advanced himself until he was made superintendent, a position he still fills in that concern. On January 21, 1890, Mr. Hess married Miss Kate Trillich, of Hoboken. They reside at 44 Second street. Mr. Hess is a favorite both socially and politically. In 1888 he was elected a member of the School Board from the Second Ward. In 1890 and 1891 he was re-elected to that position, and is at present a member of that body. He is the youngest member of the Board. He is Secretary of the Union Athletic Club, and also a member of the Hoboken Quartette Club, the M. J. Coyle Association, and the New York Produce Exchange.



HENRY HESS, JR.

CHARLES VINCENT DARCY.

Charles Vincent Darcy was born in New York City, June 8, 1858. At the age of one year his parents removed to Jersey City Heights. He received his education in the public schools of that city and

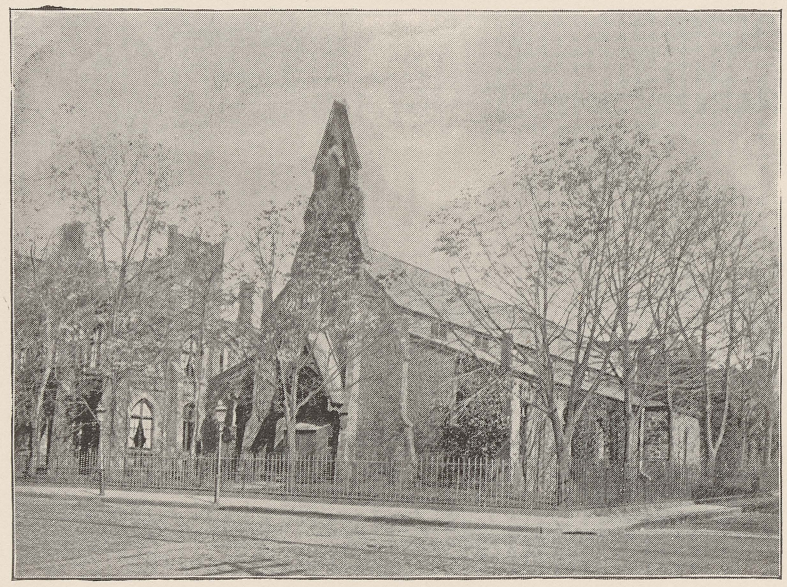
St. Paul's Academy. After finishing his education he obtained a position in a wholesale drug house, where he remained for some time, after which he accepted a position with T. B. Brown & Co., 65 Wall street. The concern was engaged in the Central and South American export trade. Mr. Darcy remained with that establishment until 1889, when he was appointed Assistant City Clerk of Hoboken. In 1888 he was elected a member of the Board of Education, on which he served for three years. After the expiration of his term he was appointed clerk to the Board, a position he still retains. Mr. Darcy is popular, socially and otherwise. He is a member of the Union Athletic Club, is Presi dent of the C. J. Tahen Association, a member of the M. J. Coyle and Dennis McLaughlin associations, and the Hudson County Democratic Pioneer Association.

THE CHURCHES OF THE CITY.

FEW of those within the borders of New Jersey, and fewer still outside her borders, are in the habit of associating the name of Hoboken with unusual progress in religion and education, and yet hardly any place of its size in the United States has kept abreast with it in these respects.

TRINITY CHURCH.

In the year 1853 it was thought necessary to have another church in Hoboken, because the city was growing, even at that early date, very rapidly to the north and west. In September of that year, with the consent of the bishop of the diocese, a party of gentlemen met in the "Town Hall" (over the old engine house), and organized the parish of Trinity Church, by the election of wardens and vestrymen, the Rev. N. W. Camp being elected rector. The first services held by the new rector were in the parlor of his residence on Washington Street, near Fifth Street. Services were afterwards held in Odd Fellows Hall till September, 1856. On the second of April, 1854, the Sunday-school was established. In October, 1855, the Rev. John W. Clark was called to the parish, and shortly after the vestry purchased the lots on the corner of Washington and Seventh streets. The ground was broken for the new building in November of 1855, and the corner-stone was laid on the 18th of December following. The church was finished in August, 1856, and the first service was held in it September 7th of the same year. A memorial chapel had been built at the southeast corner of the church in May (preceding the dedication of the new church), known as Grace Chapel, in memory of Miss Grace Wright. The church was consecrated in October, 1858. The Rev. John W. Clark had resigned in May, the year before, and had been succeeded by the Rev. N. S. Harris. Mr. Harris remained in the parish for over eight years, resigning in October, 1865. The rectory and a school house were commenced in 1864, and completed the following year; they were built by the efforts of the ladies of the church at a cost of $40,000. That move left the parish with a debt of about thirteen thousand dollars. The Rev. Frederick Fitzgerald was Mr. Harris's successor, but he lived less than a year from the time he took charge of the parish. The next rector was the Rev. R. W. Howes, Jr., who was elected in November, 1866. He remained until March, 1874, when he was succeeded by the Rev. Dr. Hodgson. Dr. Hodgson resigned in October, 1878, and was succeeded by the Rev. George C. Houghton, M. A., the present rector. Four years later the chancel end of the church was taken down, and an extension, about forty feet in length, was built at a cost of $10,000. This addition made the church large and commodious. Three years later a new parish building was added to the rear of the rectory, to be used for Sunday-school purposes and for the accommodation of the several departments of the mission work. A large and comfortable study was fitted up for the rector in the new building.



TRINITY CHURCH, HOBOKEN.

In describing the Trinity Church edifice one would say that it was a very striking building, gothic, built of blue stone, and has quite a foreign aspect. It has a frontage of sixty feet (60) with an elevation of sixty-six (66) feet terminating in a bell gable. The church, rectory and the parish building, with the land on which they stand, are worth about $150,000.

Trinity Church Guild is a social organization, the objects of which are the furtherance of social and literary gatherings of the people, and parochial work and improvements. The rector is the president of this guild, which has a membership of about one hundred.

Mothers' meetings are held in aid of the poor. The mothers among the poor meet weekly and make up clothing, for which they are paid in coal, shoes, bread and other necessaries for their families. After the work is finished a warm collation is served, after which the superintendent conducts a short service of prayer. Mrs. Van Landt is the superintendent of this association of the church. The Altar Society is composed of ladies, and its duties are to attend to all matters connected with the chancel and its furniture. Mrs. George C. Houghton is the president. The choir is composed of about forty members, twenty-four of whom are boys. The choirmaster is Mr. Kendall.



Rev. George Clarke Houghton, M. A.

The house-work class is carried on for the purpose of teaching the children of the poor how to help themselves.

There are ninety-six members, all girls, attached to the school. There is also an industrial school under the care of Mrs. Rue, and in this school the children of the parish poor are taught systematic lessons in sewing.

The Sunday-school has about thirty officers and teachers, and between three hundred and four hundred pupils. There are three services held in the church on Sundays—Holy Communion service at 7.30 A. M., regular morning service at 10.30 A. M., and regular evening service at 7.30 P. M. The church has made rapid strides in the last fourteen years, the number of communicants having quintupled in that time.

The debt is being gradually extinguished. The church has about six hundred and fifty (650) regular communicants.

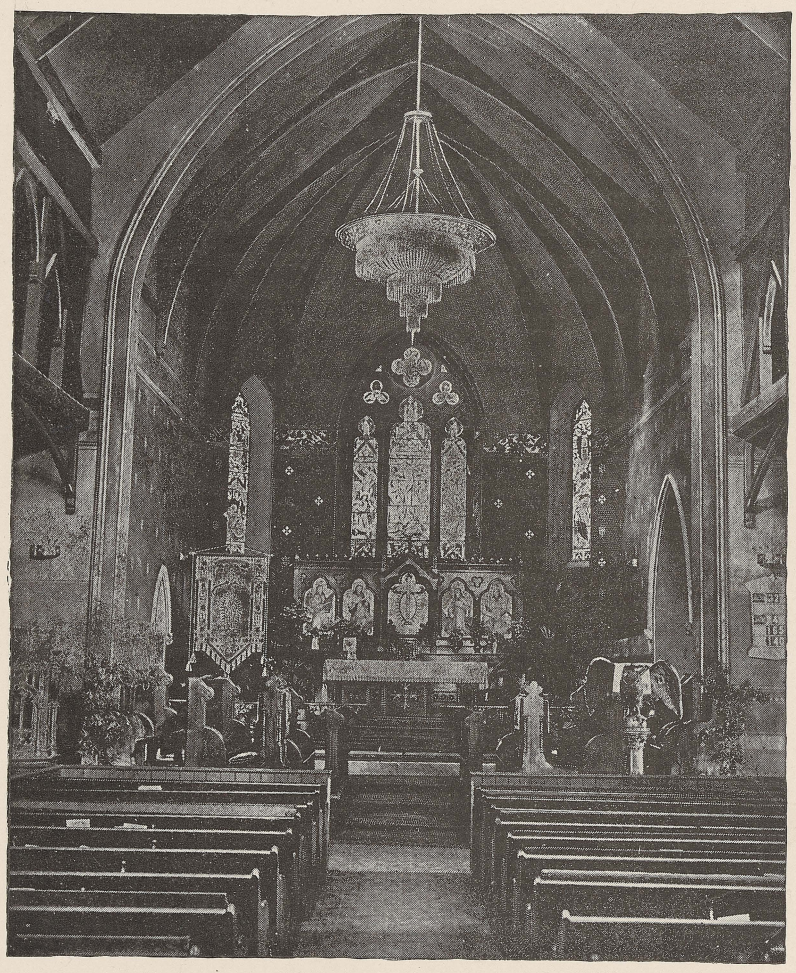
The Rev. George Clarke Houghton, M. A., rector of the church, was born and educated in New York. He graduated from St. Stephen's College in 1867, and entered the General Theological Seminary in New York, pursuing the usual course of studies prescribed for the priesthood of the church, and graduating in 1870. He was stationed at St. Chrysostom's in Trinity parish, N. Y., in which he served until January, 1879. During those years he was three times called to other fields, but declined, accepting the call to Trinity Church, Hoboken. The parish has carried on an aggressive mission and parochial work since January, 1879. The rector has declined many calls to other fields of labor.

In commemoration of the longest rectorship the parish had known, the vestry determined, in 1889, to celebrate, in some suitable way, their ten years' successful work and advancement under their present record. The commemoration took the form of a full week of services, festivals and social meetings. On Sunday, January 6th, at half-past ten A. M., there was an historical and statistical sermon preached by the rector. In the evening the sermon was preached by the Rev. Cannon Knox-Little, of Worcester Cathedral, England. Each day of the week had its own special commemoration and suitable celebration, and on Tuesday evening there was a reception given in the parish building to the rector by the whole congregation "and their friends." On Thursday evening, there was held in the church a choir festival, which was given by selected voices from six choirs, men and boys, and "The Heavens Are Telling," from the "Creation," was sung. All who assisted in the festival volunteered their services. Among the beautiful memorial and other gifts by which the church was enriched on the occasion of the ten years parish commemoration are the following: An elaborate gothic, quartered oak pulpit, richly and chastely carved, octagonal in shape. The pulpit was a gift from those who had been confirmed during the rectorate of Dr. Houghton. The five remarkable windows over the altar, and one in the nave of the church, were all memorial gifts. The beautiful choir banner was the gift of Sunday-school children. The eagle lectern, of massive quartered oak,

was also a memorial gift. The reredos was given as a marriage memento from the happy couples whom Dr. Houghton had married. The tenth anniversary of Dr. Houghton's rectorate will always remain an epoch in the history of the parish. The church has made steady progress since the above mentioned celebration. The history of 1891 was peculiarly a remarkable one. After meeting all obligations and contributing large sums in charity, there was found to be at the end of the year a surplus of nearly $700.

The Trinity Chapter of the "Brotherhood of St. Andrew," recently established, has done effective work among the young men of the parish and city. The St. Agnes Chapter of the "Daughters of the King," a parish organization of fifty young women, is doing a large amount of mission work among the young women of Hoboken, besides conducting a needle-work club, a choral society, and a week-night Bible class.

Trinity Church is the largest Christian body in Hoboken, except the Roman Catholic congregation of "Our Lady of Grace," and was the pioneer in the self-helpful work among the poor of the city. The parish numbers among its vestry the Hon. John C. Besson, John Stevens, Albert C. Stevens, John C. Mabon, President Henry Morton, William Plumer, E. H. Horwood, B. F. Hart, Thomas Hughes and John M. Livingston; and in former years and while they resided in Hoboken, Peter Ritter, M. V. Banta, J. W. Van Boskerck, Wm. P. Wright, Hon. F. B. Ogden, Hon. E. P. C. Lewis, James F. Melliss, Gershom Lockwood, Joseph Hall, J. H. Suckley, W. W. Shippen, J. G. K. Duer, W. H. Dilworth, C. S. Appleby and John English McWhorter.



TRINITY CHURCH, INTERIOR VIEW.

Dr. Houghton has about two thousand souls under his pastoral care. When Dr. Houghton came to Hoboken in 1878 as rector of Trinity Church, the city was confined in area and had less than thirty thousand inhabitants. The parish of which he became rector had about seventy-five communicants and now has six hundred and fifty. He has baptized nearly one thousand persons, while there had been but six hundred baptized during the previous twenty-five years; five hundred and ninety-seven persons have been confirmed during his rectorate; three hundred and seven couples have been married, and he has buried four hundred and fifty-one persons. The rector of Trinity parish is robust in health, above medium height and weight, and always very active in the performance of the various works in which he is engaged, and gives close attention to all the details of the work in hand.

In November, 1885, the State Board of Education of New Jersey elected him Superintendent of Public Instruction of Hudson County, which position he still holds. The same year he was elected president of the Industrial Education Association of New Jersey, which has effected the introduction of Manual Training in Hoboken, West Hoboken, Town of Union, Kearny, and elsewhere in Hudson County. Dr. Houghton is vice-president of the Manual Training College of Hoboken; chaplain of

the Widows' Home in Bloomfield Street; of the Second Regiment National Guard; of the Euclid Lodge F. & A. M.; of R. A. Chapter, and Pilgrim Commandery, Knights Templar. He is president of the Hudson County Teachers' Association; warden of St. Katharine's Home, Councillor of Christ's Hospital; member and councillor of the American Institute of Civics; member of the Academy of Political and Social Science; chaplain of the Riverside Yacht Club; and examining chaplain of the diocese of Newark. In 1892 he received from his alma mater the degree in Sacred Theology, and in the summer of that year was appointed, by Bishop Henry C. Potter, priest in charge of the new Church of the Transfiguration, Pine Hill, N. Y., which church he had been instrumental in building, and now ministers to during his summer months' vacation. The work he has initiated and fostered in New Jersey in manual training has been phenomenally successful.

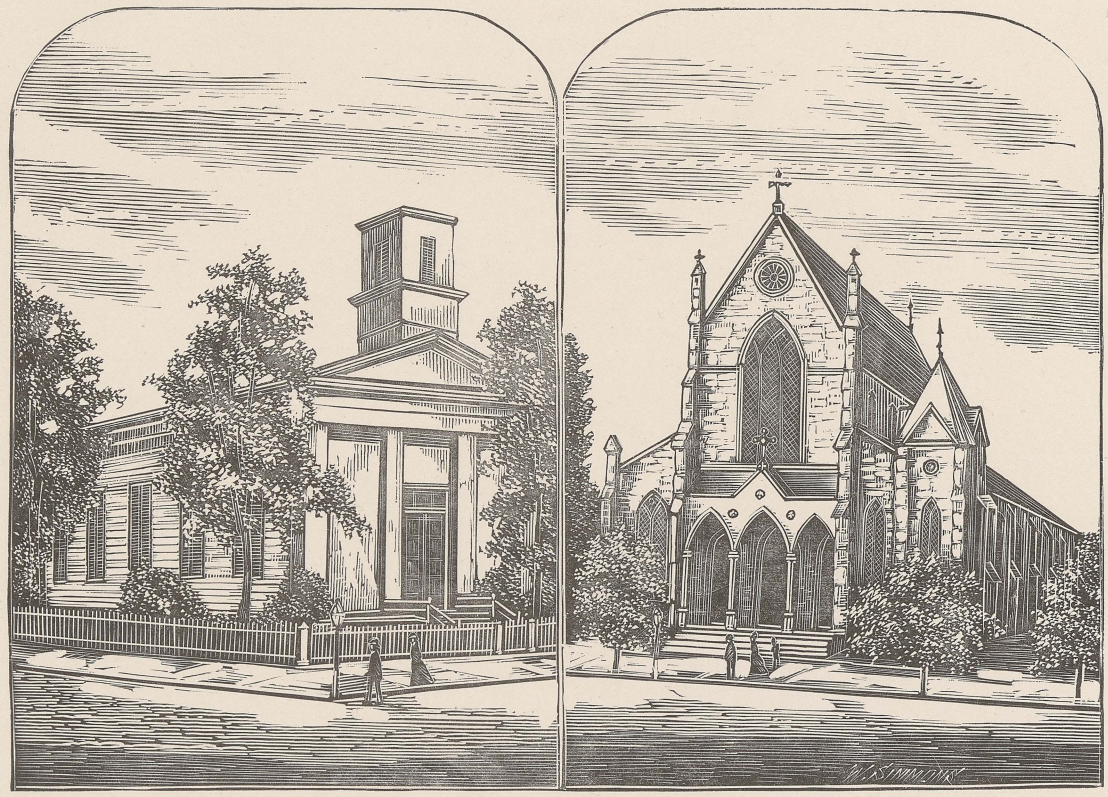
ST. PAUL'S P. E. CHURCH.

St. Paul's Protestant Episcopal Church is the oldest religious organization of any kind in the City of Hoboken. The first services of which there is any record were held in the year 1832. Mr. William Tryon, a teacher in the village school, a candidate for holy orders, and a licensed lay reader, began these services. They were held in the small village school building. Objection being made to the use of the building for such purposes the services ceased for a time. The Van Buskerck brothers, Abraham L. and John, caused another building to be erected, and in this the services were continued. It soon became evident that a church organization could be effected. On the 2d day of March, 1835, a meeting of church people was held for the purpose of effecting such an organization. Names appear in the records of this meeting which have never left the parish books. The venerable John Stevens, whose munificent gift of land and money gave the young enterprise such a strong financial impetus, was elected senior warden. He continued as such until his death. James Gore King, who also gave of his money and wisdom, was elected junior warden and treasurer. His relations with the church remained unchanged until his death. William Tryon was elected secretary. The vestrymen represented the best worth of the village. They were Robert L. Stevens, Thomas A. Conover, Thomas B. Gautier, John Van Buskerck, Abraham L. Van Buskerck, Peter Ritter, P. D. Van Rensellaer, George W. Morton, and Dr. Richard F. Cook The Rev. Robert Davis, a missionary, who probably came only from time to time as his services were needed, was chairman of the meeting. Those present were informed that the senior warden, Mr. John Stevens, was intending to give to the congregation a plot of ground upon which a church edifice could be erected. The lot was given and is that upon which Busche's Hotel now stands, on the corner of Hudson and Third streets. On the 16th day of March, 1835, the same gentlemen met again and formally consummated a church organization in accordance with the laws of the State of New Jersey, and the canons of the Protestant Episcopal Church. On the motion of Mr. George W. Morton, it was resolved that the corporate name and title of the church be "The Rector, Church Wardens, and Vestrymen of St. Paul's Church of Hoboken." Generous subscriptions were made for the erection of the church building. Old Trinity Church of New York gave $1,000. The Astors gave; the Lorillards gave; the Stevens gave; the Kings gave; all gave as they had prospered and were able to give. The corner-stone of the church building was laid on the 27th of May, 1836, with imposing ceremonies by that distinguished prelate, Right Rev. George W. Doane, Bishop of New Jersey. The building was completed by the 27th of October of the same year. On the 1st day of November, 1836, All Saints' Day, it was formally set apart and consecrated to the service and worship of Almighty God. This building was a frame structure, and was used for thirty-five years. Once it was enlarged. That was about 1851. In 1870, it was decided to sell the old church property and to try and build further uptown. The tide of population was taking its way northward. Business was encroaching upon the church premises. After long and mature deliberation it was decided to sell and to accept an advantageous offer made by the Hoboken Land and Improvement Co., and to purchase the land upon which the present church building stands. The sale of the old church premises netted the handsome sum of $23,400. The new lot and church building, incomplete though it was for many years, cost $52,000.

The first rector of the parish was the Rev. John M. Ward. He officiated for the first time on the 4th Sunday in Lent, 1835. In 1840, the Rev. Dr. Cruse succeeded Mr. Ward. He remained with the parish until the 11th of April, 1844, when his resignation was tendered and accepted. On the 23d of September of that year, a call was extended to the Rev. R. F. Burnham, with the

munificent offer of $350 a year as salary. Both were accepted and Mr. Burnham was rector until early in 1848. The Rev. Ralph Hoyt succeeded him for a brief season, he in turn, being succeeded by the Rev. Mr. Parker, who soon resigned and accepted a position in New York City. On the 1st of July, 1849, the Rev. Mr. Moore became rector. He continued so until October of 1851. On the 30th of October, 1851, the Rev. V. Bruce assumed charge and continued rector until 1866, when the Rev. N. Sayre Harris was called and the call was accepted. Mr. E. A. Stevens, to whom Hoboken owes so very much, was for many years the senior warden of the parish. Just when his election took place the records do not show; but he continued as such until the day of his death. The parish owes much to his wisdom, generosity and zeal during many years of trial and need. He was succeeded by Mr. W. W. Shippen, who in every way was a worthy follower. Had it not been for his firmness and liberality the church would hardly have weathered the great financial storm which swept over it at that very time. He in turn was succeeded by Mr. E. C. Terry, who for over twenty years was the efficient treasurer of the parish, and who, at the time of his death, was the honored senior warden.

The present church building was erected during the rectorship of the Rev. Mr. Harris. In 1871, owing to serious illness in his family, Mr. Harris was compelled to resign and go abroad. He



ST. PAUL'S CHURCH. ERECTED 1835. ST. PAUL'S CHURCH. ERECTED 1870.

was succeeded by the Rev. Mr. Hartmann, who was rector for one year. After an interval the Rev. J. Edgar Johnson was called. Great things were done during his administration. The bonded debt was greatly reduced, the interior of the church greatly improved, and foundations laid for the present prosperous condition of the church. Mr. Johnson resigned in 1877, and was succeeded by the Rev. Charles L. Newbold in March of 1878. Mr. Newbold took hold of the remaining church indebtedness and still further reduced it. It was because of the work done by him and Mr. Johnson that the present rector has been able to do all that has been done in the past few years. Mr. Newbold resigned on the 31st of December, 1882, and on the 8th of June, 1883, the present rector, the Rev. W. R. Jenvey, came into the rectorship. The things done since then are modern history. Mr. Jenvey found the church building unadorned and incomplete; the chancel having never been built. On Easter Sunday of 1888, offerings were asked for the completion of the church. The congregation responded by giving $5,103. By adding a little over $3,000 to that, the present spacious and beautiful chancel was built. On the 1st day of July, 1886, ground was broken for the rectory. This was completed

and occupied by the 1st of November of the same year. It was entirely paid for when completed. On Easter Sunday, 1891, the offerings of the congregation were asked for the complete extinguishment of the church indebtedness. This amounted to $9,125. The response came in the form of $10,266, which enabled the vestry to pay all indebtedness, make many necessary repairs, and put the building in a fit condition for consecration. On the 5th day of November, 1891, just fifty-five years after the consecration of the former church building, this present building was also consecrated and set apart for the service and worship of the Almighty God. The services were most impressive. The Bishop of Newark was the consecrator; the Bishop of Pennsylvania was the preacher; the Bishops of New Jersey and Nevada and Utah, with about sixty-five clergy, were also in attendance.

The condition of this church is now most excellent. While in no sense a wealthy church, it is entirely out of debt, it possesses valuable property, it has a united and harmonious congregation, it has a large and flourishing Sunday-school, and is in every respect, in a most gratifying condition Messrs. E. G. Brown and Henry Maxwell are the present wardens; Mr. Richard Workman, the treasurer; Mr. Thomas E. Birch, the secretary; and Messrs. Silas Spicer, A. S. Baldwin, George F. Kunz, E. H. A. Correa, A. W. Barkalen, James M. Erskine, John R. Stevens, and J. H. Cuntz. vestrymen.

HOLY INNOCENTS CHURCH.

The Church of the Holy Innocents (Episcopal) is a Memorial Free Church endowed under a trust given by Mrs. Edwin A. Stevens, after the death of her daughter, Julia Augusta, at Rome, Italy, December 26th, 1870. The trustees, Robert J. Nevin, Martha E. Stevens, and John Stevens, were empowered to found a free memorial church in Hoboken, with charitable institutions attached to it, with the power of afterwards founding other churches and institutions in Hoboken or elsewhere, or of assisting those already existing. On the 11th of August, 1872, the corner-stone of the church was laid by the Right Reverend William Henry Odenheimer, Bishop of the diocese. Addresses were made by the Bishop, by the Rev. Mr. Nevin, in behalf of the board of trustees, and by the Rev. Mr. Hartman, the missionary in charge. The church was so constructed, at Willow and Sixth streets, that extensions of it could conveniently be placed on either side. The Rev. Mr. Hartman, who resigned his charge in 1874, was succeeded by the Rev, Charles C. Parsons, the church meanwhile remaining in charge of the Rev. Mr. Nevin. In August, 1874, the church was consecrated by Bishop Odenheimer, assisted by Bishop Bosworth Smith of Kentucky, and Bishop Potter of New York. It is a beautiful and artistically constructed building. A window that is a notable feature of it is probably the most costly window of its size in the United States. This window is triangular or fan shaped, of Ohio stone richly carved with foliage and flowers, and enriched with shafts of polished granite, the whole enclosed in double arches of Ohio and brown stone. All of the windows are filled with imported painted glass. That of the large traceried window just referred to bears the design of the infant Christ in glory, with worshipping angels; below, the figure of Rachel weeping for her children. This is probably the only church in this country built entirely of incombustible materials.

ST. MATTHEW'S LUTHERAN CHURCH.

One of the oldest and most influential congregations in the city is the one composing St. Matthew's Church, located at the corner of Eighth and Hudson streets. The Rev. C. M. Wossidle, who was a native of Pomerania, Prussia, and who had served a German Lutheran church in Albany, N. Y., began his work among the Lutherans in Hoboken in October, 1856. He was aided in his work by the churches of St. Matthew and St. Mark in New York city. During the first year of his labor Pastor Wossidle reports only sixteen communicants. In 1858 there were forty-eight, and two years later but forty-six. The congregation was started in 1858, but there was no church property as yet. In 1864 the congregation, although still very small (88 communicants), was able to buy the old Presbyterian church property, located at the corner of Washington and Third streets (now occupied by a business house), for $6,700—$4,000 of which were paid at the time of purchase. The church was dedicated on the 30th of October of the same year. In 1867 the number of communicants was one hundred and twenty-nine. During his stay in Hoboken Rev. Wossidle also did missionary work in Jersey City and Jersey City Heights, having founded congregations at each of the two places. This active man died in 1875 at the age of sixty-one years. A memorial tablet in the hall of the church, dedicated to him, is expressive of the gratitude and appreciation of the congregation of his faithful services.

His successor was the Rev. Mr. Hafermann, whom the church had unadvisedly called directly from a congregation in Whittmund, Ostfriesland, Germany. Although a learned theologian and a very able preacher, he was totally unable to understand the essential difference of church life in the old "Fatherland" and in this country. He could not get used to the conditions of life here, continually gave and took offense, and, finally, had to resign his position in 1879. The years of his pastorate were not of advantage to the church he served. Still it was during his time that the congregation began to build a fine and commodious church edifice at the corner of Eighth and Hudson streets. The structure is of brick, with light stone trimmings, and is ninety feet long and fifty-five feet wide. It is surmounted with a steeple 150 feet high, containing clock and bells. In the rear of the church and immediately connected with it, stands the large, handsome, and comfortable parsonage. The cost of the building was about $60,000, of which at first only a small sum was paid. At present there is yet a debt of about $14,000 on the property. In 1879 Rev. P. Eirich, from Albany, N. Y., was called to succeed Rev. Mr. Hafermann. He accepted, and came to take charge of the congregation on June 10th, 1880. There arose difficulties under him. He found very strong opposition. We need not enter into the details of a very disagreeable time which almost brought the church to ruin, thoroughly shook the confidence and affection of many of its members, and is yet in unpleasant memory of all. The result of it all was that the congregation, after long struggles, trials, investigations and fruitless attempts to settle the difficulties in a more peaceful and quiet manner, was compelled to depose the pastor and demand his departure. He left when he saw there was nothing else left for him to do. The congregation, after its sad experience and disappointment with its two pastors, was, of course, greatly discouraged. But they rallied once more and agreed unanimously to call the Rev. Alexander Richter from Rochester, N. Y., where he had served Zion's First Lutheran Church with great success, started a college and a mission, which since has become a self-sustaining and promising church. Mr. Richter thought it his duty to accept the call, and was installed as pastor of St. Matthew's on the 21st of December, 1890, and has since that time been permitted to labor among his flock in peace and blessing.



St. Matthew's Lutheran Church, Hoboken.



Rev. Alexander Richter.

REV. A. RICHTER.

Among the reverend gentlemen who constitute the clergy of Hoboken there are none more eloquent or popular than the Rev. Alexander Richter, who was born at Ohlan, province of Silesia, kingdom of Prussia, September 25th, 1851. He went through a course at a German gymnasium, passed the regular state examination for admission to a university with great credit, and attended the University at Breslau as a student of theology. During that time he also served a year in the Prussian army, as required in that country. In 1874 he came to America, entered the Lutheran Theological Seminary at Philadelphia in 1875, and took, in addition to his previous studies obtained in the "old country," the full course of three years in order to acquaint himself with the language and customs of this country. He was graduated

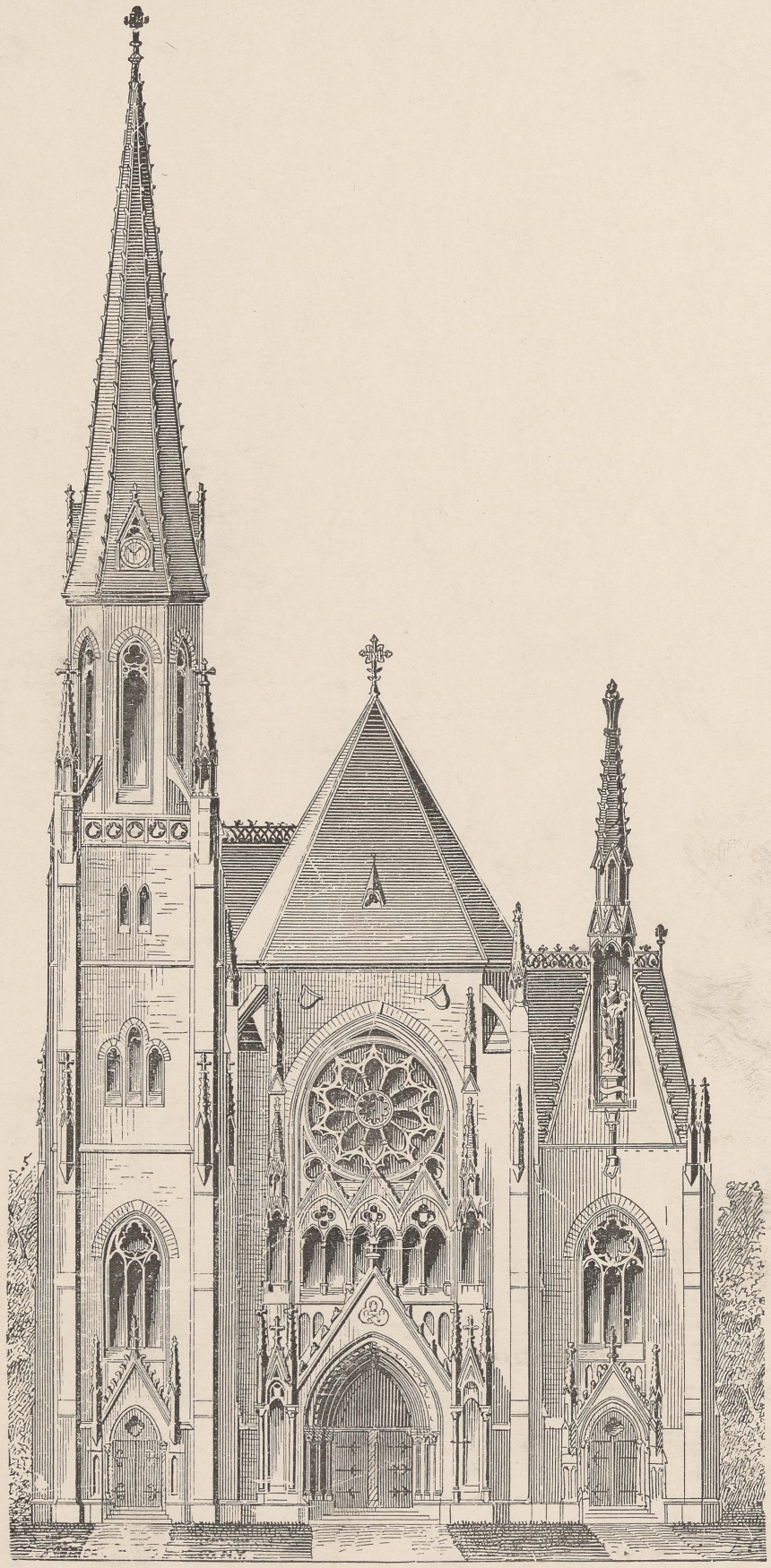
in 1878 and became assistant to the Rev. J. T. Vogelbach, at St. Jacob's, Philadelphia, Pa., who had suffered a stroke of paralysis and was unable to discharge his pastoral duties. In the same year Mr. Richter married Miss Bertha, the youngest daughter of the Rev. Vogelbach. After Pastor Vogelbach's death Mr. Richter was elected pastor of St. Jacob's. In 1881 he took charge of Zion's church at Rochester, N. Y., where he remained until December, 1890, at which time he received a very flattering call to St. Matthew's Church of Hoboken. His congregation at Rochester was very loth to give him up. During his pastoral work in Rochester he was instrumental in doing much good, and his labors were crowned with great success and many blessings. He was the founder of a mission while there, which has since become a separate and self-sustaining congregation. He was the means of the founding of an institution, at that time called the "Lutheran Proseminary," but which since then has been known as the "Wagner Memorial College," where boys are educated for the ministry in the German and English languages, preparatory to their entering the theological seminary of Mount Airy, Philadelphia, Pa. The college belongs now to the New York Ministorium. The Rev. Mr. Richter has, for a number of years, been the president of the College board, and only resigned the office on account of his removal to the East, but is still a member of the board. In June of 1890 he was elected president of the New York Ministorium for a term of three years, and is, as such, vice-president of the General Council of the Lutheran Church in North America. He was chairman of the German Home Mission committee of the General Council, until his removal to Hoboken. He was also editor of "Siloah," a publication issued by the committee in the interest of the German Home Mission.

THE CHURCH OF OUR LADY OF GRACE.

In no denomination has progress been so marked as among the Catholics. Though most of them are of the laboring class they have built the largest church edifice in the state of New Jersey and the largest parochial free school in the United States or, perhaps, in the world. These two great structures, however, are, to a great extent, the result of the zeal and self-sacrifice infused into the Catholics by the Rev. Patrick Corrigan, who has been laboring among them for the past sixteen years.

About seventeen thousand persons, or one-third of the population of Hoboken, belong to the Catholic Church. There are four churches of this denomination in the city; The Church of Our Lady of Grace on Willow Avenue and Fourth Street is the principal church; St. Joseph's Church on Monroe Street; The Church of St. Peter, Hudson and Fourth Streets is for the Germans only, and St. Francis' Church on Third Street is for the Italians.

Up to 1844 there were only a few scattered Catholics in Hoboken. These attended church in New York or Jersey City, or a priest from those places visited Hoboken occasionally. Rev. John Rogers a young Irishman was appointed the first pastor of Hoboken. He used to say mass in the Phoenix Hotel kept by a Mrs. McSweeney, on the corner of Washington and First Streets. His appointment to New Brunswick in the spring of 1845 left Hoboken without a pastor till the arrival of Rev. Antonio Cauvin in July of 1851. This good Italian priest was a zealous worker and he attended to all the Catholics that were scattered over Bergen County. In 1851 he built a little frame church in West Hoboken. In 1855 he erected the little brick church and rectory of Hoboken that was taken down in 1891 to make room for the great school. He introduced the Sisters of the Poor in 1863 and he built a school in 1864. After a labor of twenty-two years, during which he purchased all that block — twenty-four lots — on which the great church and school now stands, he resigned and retired to Europe, August 9, 1873. The cost of the ground purchased by him was forty-seven thousand dollars and the building erected on it cost twenty-two thousand, while only twenty-one thousand of debt remained. Rev. Major C. Duggan, an Irishman, ordained in the United States succeeded Father Cauvin in September, 1873. In May, 1874, he began the foundation of the great church designed by Mr. Hempler of Hoboken, in the German-Gothic style of the XIII. century. He soon found, however, that he had overrated the resources, or, at least, the enthusiasm of the parish, for, after having expended about fifty thousand dollars, he suspended the work in August of the following year, and resigned as pastor. He was succeeded by Rev. L. D. Senez, pastor of St. Mary's Church, Jersey City, November, 1875. The new pastor was deterred from resuming work by the financial prospect and he asked Father Patrick Corrigan who had succeeded him in Jersey City to permit him to return to his church. This resulted in Father Corrigan's coming to Hoboken, September 6, 1876.



St. Mary's Church, Hoboken.

He found the parish totally disheartened. There was no money, and no credit, and no hope of completing the church. In this state of things the new pastor called on his friends in Jersey City and obtained a loan of twenty thousand dollars, with which he resumed work. This infused new life and even enthusiasm into the people and enabled him to have the church dedicated November, 1878, after he had expended over one hundred thousand dollars.

We give a short sketch of Father Corrigan, as he has a national reputation on account of pamphlets he published in 1883, and in which he insisted that the clergy should have a voice in the election of bishops, as a means of strengthening the Catholic Church, and bringing it into harmony with the genius of this representative country. Father Corrigan is deeply interested in his great church and school, and the organization of the various societies of his parish. His school contains over twelve hundred children, and his own parish, without one cent from state, county or city, sustains the whole expense of their education.

The Father was born in Ireland in 1835. He came to the U. S. in 1847 and resided in Jersey City, where he attended St. Peter's parochial school for some time and subsequently was sent to Nolan's Academy in Jersey City. In 1851 he went to St. Mary's College, Wilmington, Del., whence he went to All Hallows College, Dublin, in 1856. He returned to the United States in 1859, and was ordained by Archbishop Kendrick in St. Mary's Seminary, Baltimore, June 28th, 1860.

He was appointed assistant to Rev. John Kelly, pastor of St. Peter's Church, Jersey City, where Father Corrigan had been confirmed and had made his first communion. He did much zealous work here, and especially in the line of educating Catholic children. Bishop Bailey afterwards appointed him pastor of the Church of the Madonna at Fort Lee, where he endeared himself to a large congregation. Father Corrigan's knowledge of the German language was very useful to him, as a great many of his parishioners were Germans. He was afterwards placed over the largest parish then in the State of New Jersey, St. Peter's of Jersey City, whence he came to his present charge, where his connection is too well known to need capitulation here.

ST. FRANCIS' CHURCH.

St. Francis' Church, on the northwest corner of Third and Jefferson streets, was erected for the use of the Italian Catholics of Hoboken. In April, 1888, the site, 100x100 feet, was purchased by Father Dominick Marzetti at a cost of $5,000, and on the 13th of June of that year, the first pile was driven. On the 12th day of the subsequent August, Bishop Wigger laid the corner-stone. In May, 1889, the church was ready for occupancy; Right Rev. Conroy, formerly Bishop of Albany, N. Y., dedicated the church on the 26th of the same month, that day being the anniversary of the dedication of the patriarchal church of St. Francis, at Grisi, Italy. In the following year a two-story house was purchased and set on a one-story brick foundation on the west side of the church, facing Third Street, to serve as a rectory. The total outlay for the property, buildings, fixtures and furniture aggregated over $30,000, of which sum $17,000 remains as yet a debt. Father Dominick Marzetti, D. D., who from 1880 had been pastor and superior of the

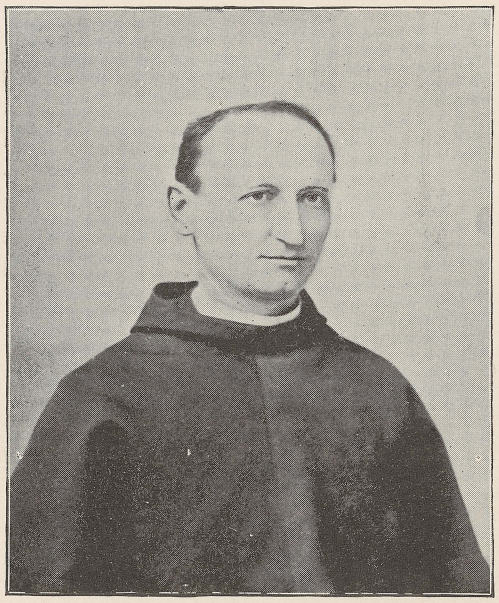


St. Francis' Church, Hoboken.

Franciscans at St. Joseph's Church on Monroe Street, at his own request was allowed to relinquish the charge of St. Joseph's parish in November, 1889, and finally the superiorship in April, 1891, and established himself in this rectory to better carry on his enterprise, and facilitate the work for his successor. In the near future another building is contemplated for a parochial school in which Italian and English will be taught.

REV. DOMINICK MARZETTI.

The Very Rev. Dominick Marzetti was born on July 3, 1842, in Italy. He received a classical education that enabled him, at the age of sixteen years, to be received into the Order of Franciscans (Minor Conventuals), which ranked at that time among the most famous religious orders in his native province. The order was disbanded afterwards through the political turmoil in the Papal state, and the young man continued his studies at Rome. Finally he was raised to the priesthood in Anagni, the Episcopal seat of the Pecci family, which has given to the church the venerable Pope Leo XIII. This was in February, 1865. Father Marzetti was sent to teach in the boys' school in the town of Nettuna, and subsequently to the college of St. Nicholas Piperno, from where he was called to Rome for university studies in the college of St. Bonaventure. There he graduated in June, 1871. He was then sent to the United States to assist in organizing the Italian congregation in St. Louis, Mo. Afterwards he spent a year in Syracuse, N. Y., and five years at Trenton, N. J. At the latter place he assisted the Very Rev. Dr. Jechetti in founding the Franciscan Church and College, at Chambersburg, now a part of the City of Trenton. He spent two years subsequently in Terre Haute, Ind., as pastor of St. Joseph's Church, and thence went to Hoboken as assistant at St. Joseph's Church. The Italians of Hoboken at that time possessed no priest and no church. In May, 1881, Father Marzetti succeeded to the pastorate of St. Joseph's Church, through the death of Father Zoeller. Father Marzetti's work was made difficult by the fact that the congregation required the knowledge of English, German and Italian. The congregation prospered, however, and in 1889 the debt of $14,000 was reduced to $7,000 after the extension and improvement of the church property. Then Father Marzetti undertook to erect a special house of worship for Italians, and gave up the charge of the parish and the promising prospects attached to it.



REV. DOMINICK MARZETTI.

SAINTS PETER AND PAUL'S CHURCH.

In February, 1889, when departing for the Holy Land, Bishop Wigger, of the Newark diocese, commissioned the Rev. L. Hofschneider to find a site for a church for the German Catholics of Hoboken. Less than two months later two lots on Hudson Square Park were bought for $28,000. The parlor of the house on one of these lots was temporarily used as a chapel, the first services being held on May 19, 1889. The corner-stone of the present church was laid on the 15th of December of that year by Bishop Wigger. A great many church societies joined in the ceremonies.

In the summer of 1890, the church was so far completed that Bishop Wigger dedicated the new edifice on the 13th of July in the honor of the Apostles, Saints Peter and Paul, and it was formally opened for divine service, the opening sermon being preached by the Rev. Father Hofschneider, the present rector. After that a school was established for German Catholic children, in which English and German is taught. The school is prospering, and in the spring of 1893, a house for the school sisters will be erected, and the sisters will take charge of the German Catholic schools in September. There are about four thousand German Catholics in Hoboken. The present trustees of the church are: Andrew Mayer, August Geiser, W. Adolph Gerlach, J. Voelker. The organist and choir leader is Miss Louisa Kingbaum.

FIRST PRESBYTERIAN CHURCH.

In November, 1851, the Rev. Isaac P. Stryker, acting under the direction of the Third Presbytery of New York, commenced holding regular Sunday services in the old Baptist Church, which stood on the southwest corner of Washington and Third streets. In the spring of 1852, he had succeeded in gathering a congregation and Sabbath-school, so that with the help of the Presbytery the property was purchased from the Baptist society, and on June 9, 1852, the church was formally organized, and Mr. Andrew Rose and Mr. Joseph Boynton were ordained as elders. Mr. Stryker was installed as pastor of the young church and served acceptably until 1856, when he resigned on account of failing health, and was succeeded by Rev. Wm. H. Babbitt, who remained until 1867. Under his charge the church prospered to such an extent that in 1864 it was found necessary to build a new house of worship. The old church was sold to St. Matthew's German Lutheran Church for $6,700, and the plot of ground 55x100 feet on the northeast corner of Hudson and Sixth streets, was purchased from the late John H. Bonn, for $6,500. The corner-stone was laid August 22, 1864, and the building was dedicated February 21, 1865. The building was a substantial but plain brick structure, and cost about $21,500. In 1872 an extension was built on the rear of the church building, providing for chapel, kitchen and parlors, at a cost of about $5,000. The "Women's Foreign Missionary Society," organized in 1872, has supported a female native missionary in Syria, from that date to the present time. The "Ladies Aid Society," organized in 1873, has done and is still doing good work among the poor of Hoboken. The "Young People's Association," organized in 1872, was an active working arm of the church for many years. In 1891 it gave way to the modern form of organization. The "Young People's Society of Christian Endeavor," is now in successful operation, and is doing a good work among the young. A "Boys' Brigade" has lately been organized and gives promise of success. A mission Sabbath-school was organized in 1873 and has been maintained with interest and zeal to the present time. The church has had eight pastors, as follows: Rev. Isaac P. Stryker, 1854 to 1856; Rev. Wm. H. Babbitt, 1857 to 1867; Rev. E. P. Gardner, 1867 to 1871; Rev. James Marshall, 1872 to 1876; Rev. John Reid, 1876 to 1879; Rev. Adison K. Strong, 1880 to 1882; Rev. John B. Kugler, 1883 to 1890; Rev. Henry T. Beatty, 1890. Among the well-known citizens who have been elders of this church are Andrew W. Rose, Joseph Boynton, Wm. C. Harp, George F. Smith, Jacob L. Odell, Orvin North, George Beckwith, Hampton Woodruff, Charles Gates, A. H. Potter, George W. Sherman, Jerome H. Gedney, George S. Hastings, Augustus B. Frey, Samuel H. Willard, Adam Campbell, Hugh A. McKee, Wm. Crampton. The present elders, with date of beginning service, are as follows: Edward W. Ketcham, 1872; Wm. W. Stephens, 1882; Walter S. Finlay, 1884; Palmer Campbell, 1884; Samuel A. Besson, 1887; Wm. L. Condit, 1887.

FIRST UNITED PRESBYTERIAN CHURCH.

The First United Presbyterian Church of Hoboken was organized in 1854. It was originally a congregation of the Associate Presbyterian Church. In 1858, by a union of the Associate Reformed Presbyterian and Associate Presbyterian churches, there was formed the United Presbyterian Church. This congregation became at that time a congregation of the United Presbyterian Church—a conservative, though aggressive branch of the Presbyterian family.

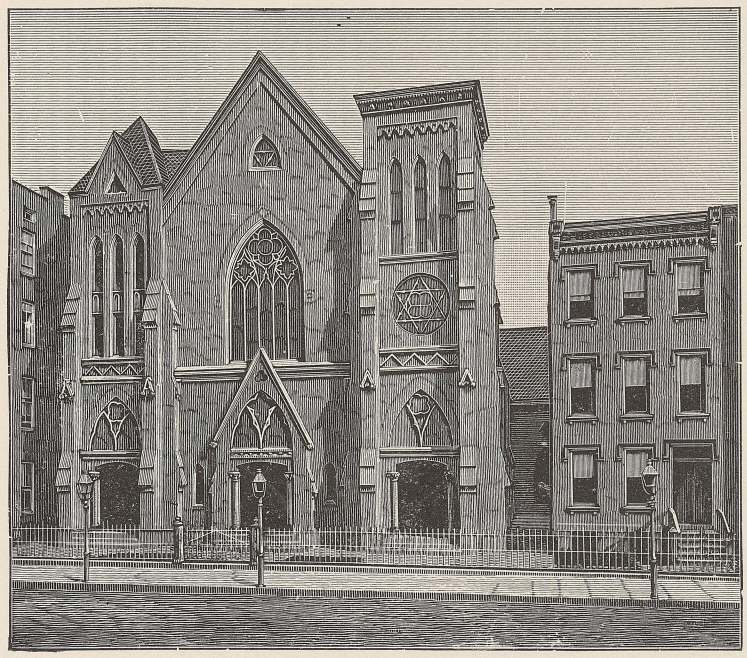
The members of the first church of Hoboken worshipped for a time in a room on lower Washington Street, and later in a little chapel near Fifth and Willow Streets. In 1856 they erected the building in which they now worship, on the corner of Seventh and Bloomfield Streets. The building is a substantial two-story brick structure. The congregation has had eight pastors: Rev. Wm. G. McElheny, 1855 to 1861; Rev. Samuel C. Marshall, 1861 to 1863; Rev. Henry Allen, 1866 to 1867; Rev. Robert Armstrong, D. D., 1868 to 1871; Rev. James Price, 1874 to 1877; Rev. Wm. H. McKee, 1878 to 1879; Rev. John C. Scott, 1880 to 1885. Of these, Revs. McElheny and Allen died while serving the congregation and their Master. During the pastorate of Rev. Henry Allen, a mission was established on Jersey City Heights. This mission developed into what is now the Second U. P. Church of Jersey City. In 1871 Rev. R. Armstrong resigned the Hoboken charge to become its pastor. Many of the Hoboken congregation went out with their pastor at this time, which greatly weakened the mother church, but under a new pastor she again revived. From 1885 to 1891 the congregation was without a stated gospel ministry. During the summer of 1891 a new spirit took possession of the people. A unanimous call was extended to Rev. D. C. Stewart, of Pittsburg, Pa. This call was accepted and in October, 1891, he was installed pastor by the Presbytery of New York.

Within a year the attendance at the church largely increased and its membership was more than doubled. Since the organization the following have served as elders: Robert Harper, John Harper, Robert Stewart, Samuel Martin, Wm. Hay, Hugh Smiley, Wm. H. Harper and Moses Black. The present session is composed as follows: W. J. Irwin, E. W. Martin and Edwin Campbell. During 1892 the congregation thoroughly repaired the church building at a cost of twenty-five hundred dollars and have now one of the neatest and most comfortable houses of worship in the city. The present pastor, Rev. D. C. Stewart, is a young man, earnest and energetic and popular.

METHODISM IN HOBOKEN.

Methodism began in Hoboken by establishing a mission, September 9, 1838, in the school house on the "Square," bounded by Garden, Fourth, Fifth streets and Willow Avenue. The missionary was Richard Horton, a local preacher of New York. In 1846 the first society was organized by the Rev. David Graves, with less than 12 members. In the same year was begun the erection of a church building, the corner-stone being laid by the late Bishop E. S. Janes, D. D. In March, 1847, the building was blown down, but the society heroically began the construction of another. It was completed in 1851, at a cost of $10,000, during the pastorate of Rev. M. E. Ellison.

In 1865, the City of Hoboken disputed the right of the church to hold its property, claiming that Col. John Stevens had set apart the land for a public square. The matter came to trial October 12, 1865, and on the 18th inst. the jury returned the following verdict: "That they find the defendants (the church) guilty of trespass in ejectment, and assess plaintiffs (the city) six cents damages, and recommend that the city pay the said church liberally for the expense they have been to in building on said square." The next session of the Legislature passed a law authorizing the electors of Hoboken to decide whether they would pay the church for the loss of their property or not. At the next election it was decided by an almost unanimous vote (less than 40 votes being cast in the negative) to reimburse the church. The Common Council soon after passed a resolution assessing the taxable property for this purpose. This was, however, vetoed by the Mayor, F. W. Bohnstedt. A new council came into existence the following day, and sustained his action.



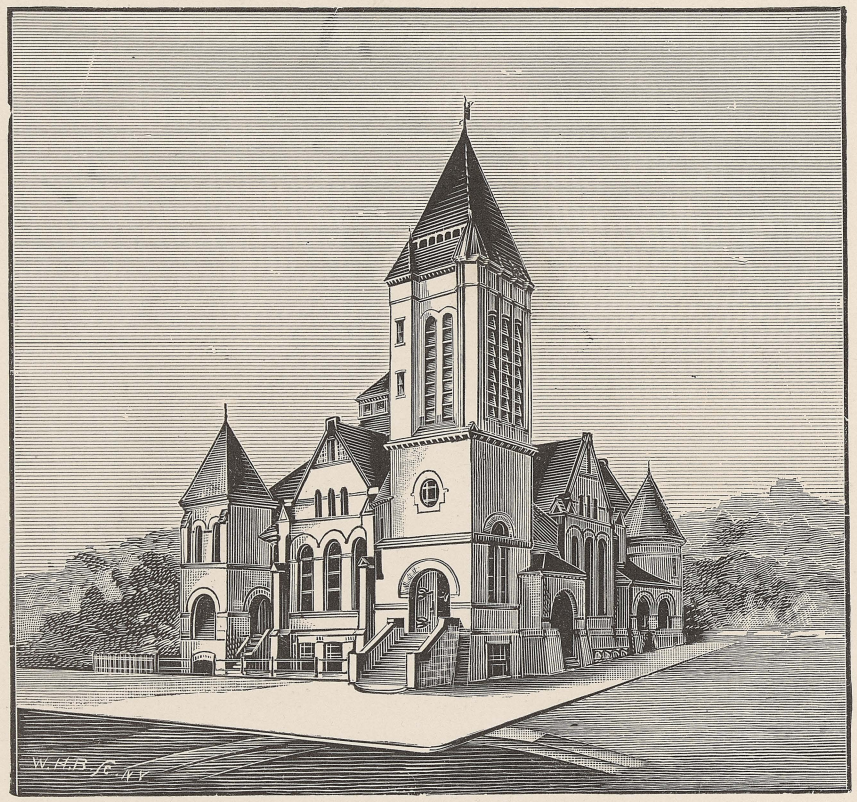
Methodist Church, Hoboken.

The society was allowed to worship in the building until 1868, when it was dispossessed and found a home in the Martha Institute. Ground was purchased on Washington Street, between Seventh and Eighth streets, and the corner-stone was laid by Bishop Janes, in 1869. The chapel was dedicated March 6, 1870, the preacher being the Rev. Abel Stevens, D. D. The main building was dedicated February 25, 1871, during the pastorate of Rev. Wm. Tunison. The preachers of the day were Revs. Thomas Guard, D. D., J. S. Chadwick, D. D., and Bishop E. G. Andrews. In 1876, a parsonage was built upon the church property, at a cost of about $7,000. The entire property is worth about $90,000.

On the evening of April 6, 1875, a number of members of the First Methodist Episcopal Church applied to the bishop for official recognition. This was granted to them, and they organized under the name of "The Free Tabernacle." The building owned by the "Frei Gemeinde," situated in Park Avenue near Fifth Street, was purchased, and after being renovated was occupied on Sunday, May 9, 1875. Here the society continued to worship until March 23, 1883, when it was disbanded and reunited with the "First" Church.

Another offshoot was the German Methodist Episcopal Church, now a very successful society, worshipping in its own building in Garden Street, between First and Second. The society now (March, 1892) numbers 541 members and 56 probationers, with a Sunday-school of about 750 scholars. During the past year a branch Sunday-school has been organized, numbering already about 150 scholars. It is called the "Epworth Sunday-school of the First Methodist Episcopal Church." Since September, 1892, the chapel has been altered to suit the growing demands of the Sunday-school and other purposes. A new organ has been ordered, which is expected to be put in place about the 1st of December.

It will interest many of the friends of Methodism in Hoboken to find here a list of the preachers who have served since its organization. The date given is that of their appointment. Revs. David Graves, 1846; G. R. Snyder, 1848; Wm. W. Christine, 1849; Michael E. Ellison, 1850, 1867; Joseph B. Dobbins, 1852; Chas. S. Coit, 1854; Jonathan K. Burr, 1855, 1864, 1873; Joseph H. Knowles, 1857; D. Terry and John C. Chatterton (supplies), 1858; James O. Rogers, 1859; Alex. A. Brice, 1860; John O. Winner, 1862; Wm. Tunison, 1870; Lindsay Parker (supply), 1873; James R. Bryan, 1874; Jesse L. Hurlbut, 1877; D. R. Lowrie, 1879; Wm. Day, 1882; Oliver A. Brown, 1885. The present pastor, Rev. C. R. Barnes, D. D., was appointed by Bishop Fowler, in 1888, and is now completing his fifth year of service, the longest now possible according to the law of the Methodist Episcopal Church. Dr. Barnes is a native of the City of New York. Removing to Jersey City when a child he attended a select school in York Street, and afterward became a pupil in old No. 1. He then entered the Grammar school of the Columbia College, which he left to engage in commercial pursuits. Leaving business, he prepared for college at the Fort Edward Collegiate Institute, N. Y. He graduated from the University of the City of New York in 1863, and in 1865 was admitted into the Newark Conference of the Methodist Episcopal Church. His alma mater has honored him with the titles of A. M. and Doctor of Divinity. His whole ministerial life has been spent within the bounds of the Newark Conference. He has entered the fraternity of authors, having written "The Official Member of the Methodist Episcopal Church," a "Handbook of Bible Biography," and assisted in the cyclopædia of McClintock and Strong.

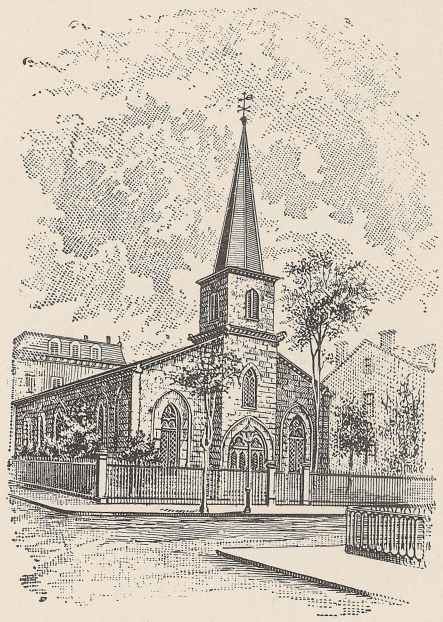


BAPTIST CHURCH, HOBOKEN.

THE FIRST BAPTIST CHURCH.

The history of the First Baptist Church is both interesting and unique. On the second day of November, 1845, the church was organized by a few Baptists, who had made Hoboken their home. For months prior to the organization, meetings were held in the school house, known as "Hoboken Institute." The names of the constitutional members were: Jacob Speir, Thomas S. Field, Mary Field, Isabel Reeves, Eliza Morris, Lydia Caeman, Matilda Jennings, Abram Stout, Sarah Stout,

Sarah Banks, Susan Whitney and Sarah Whitney. The first pastor was Rev. John Batey, who served the church until September 27th, 1846, and was succeeded by Rev. Josiah Holt in October following. During this year an effort was made to build a meeting house on the northwest corner of Meadow (now Park Avenue) and Fourth Streets. No sooner were the walls of this edifice erected, than they were levelled to the ground by the great gale of November 23d, and the attempt to rebuild was abandoned. Through the kind intervention of T. and C. W. Thomas, of New York, a lot was secured on the southeast corner of Washington and Third streets, and a hall 25x60 was erected, and on July 1st, 1847, was dedicated to religious worship. This house was the scene of much prosperity and the center of great usefulness. This building was sold to the newly-formed Presbyterian Church, and another one was built on the northwest corner of Bloomfield Avenue and Third Street, and was formally dedicated for worship, November 4th, 1852. Here the Baptists worshipped for nearly forty years. With the rapid growth of the city northward, it was found in later years, with the exception of a few families, that the members of the church had moved uptown with the growth of the city, and the need of moving the camp once more became apparent. This undertaking was begun early in the administration of the present pastor, Rev. John Finch, whose ministry began in September, 1889. The old church was sold to the St. John's Lutheran Church, and ground was purchased on the northeast corner of Bloomfield and Ninth streets. The corner-stone of the new church was laid on the 18th day of July, 1890, by Deacon James Benson, and on Sunday, the 27th of September, 1891, the church was dedicated. The *Evening News*, in its issue of September 28th, 1891, said: "The church is not only a monument to the spirit of religion, but it is an ornament to the city." It should also be added to the history of the First Baptist Church, that for twenty-four years it has carried on a successful mission school on Second Street. This school has a membership of three hundred, and is equipped with a splendid staff of officers and teachers. Deacon A. B. Cruden has been the Superintendent for nearly twenty years. Rev. John Finch was born in the north of England, August 26th, 1849. He graduated in 1871, and in 1876 visited the States, and was so well pleased with his visit that he determined to make America his home. He spent three years in Fall River and ten years in Brooklyn before coming to Hoboken.



German Evangelical Church, Hoboken.

GERMAN EVANGELICAL CHURCH.

The German Evangelical Church, corner of Sixth and Garden streets, is the oldest German church in Hudson County, and is connected with the Reformed Church of America (Classis of Bergen, Particular Synod of New Brunswick). The church was founded with twenty members, August 24th, 1856, by the Rev. Leopold Mohn, who was formally called as pastor April 17th, 1857, and installed May 14th. The corner-stone of the church was laid June 2d, 1859. The building then was about one-half of its present size. The first church fair was held in December, 1864. The church had been constantly growing in numbers and influence, the Sunday-school being one of the largest in town. Now two important movements were made. On October 8th, 1866, the corner-stone of the well-known "Martha Institute" was laid with appropriate ceremonies, and for ten years this new academy of learning was in a flourishing condition. The sudden death of Mr. Stevens caused great financial complications and embarrassments for the school. At present one-half of the building is rented by the city and occupied by the Manual Training School, while the Parochial School is run on a much smaller scale and is just holding its own. In 1874 the church was rebuilt and greatly enlarged. The celebration of reopening took place in November, 1875. A big new pipe organ had also been bought. The twenty-fifth anniversary was celebrated in September, 1881. On March 8th, 1885, the dearly beloved pastor, the Rev. L. Mohn, D. D.. was taken away from his flock after a short illness. His remains were laid to rest in the Grove Church Cemetery on Union Hill.

The church honored his memory by a marble plate in the wall of the sanctuary, and a fitting monument on his grave, which was dedicated by the present pastor, July 2d, 1892. At that time, the church had about six hundred communicants and seven hundred children in the Sunday-school. In the beginning of 1889, a sad split in the church occurred, which, for a while, almost threatened dissolution. On October 22d, 1889, the Rev. J. Rudolph, Ph. D., was installed pastor. The church enjoys once more a flourishing and hopeful season, and the large Sunday-school hall of Martha Institute is crowded to its utmost capacity. Thirty teachers and eight officers are working in it. The German-American day school comprises two classes and a kindergarten. The teachers are Prof. K. Krause; Miss E. Husted and Miss L. Berker. The Ladies Aid Society ("Tabitha Verein") has seventy members and the "Jugend Verein," the Young People's Society, enjoys a membership of 130.

FIRST PROTESTANT REFORMED CHURCH.

The First Protestant Reformed Church in Hoboken was organized by a committee appointed by the Classis of Bergen, consisting of Rev. B. C. Taylor, D. D., Rev. Paul D. Van Cleef, D. D., and Rev. Thomas B. Gregory, with four male and eight female members. The following were elected and ordained as the consistory of the church: John Vreeland and J. Dunn Little, elders; George Bell, deacon. The church was incorporated July 5th, 1855. In the winter of 1851–52, a lot was obtained on Fifth Street for a church building. A chapel was here erected, and was occupied by the congregation in the autumn of the same year. A question arising as to the title of the Fifth Street property, the project of erecting a church building on that plot was abandoned, and a lot was purchased on Hudson Street, between 5th and 6th streets. The corner-stone of a new church was laid August 27th, 1855, and dedicated November 25th, 1855. This church was destroyed by fire Nov. 2d, 1890. A lot was purchased fronting eighty-five feet on Bloomfield Street, between Eighth and Ninth streets, on which the congregation hope soon to erect a suitable place of worship. Rev. Thomas B. Gregory occupied the pulpit from 1850–54; Rev. Charles Parker, 1855–58; Rev. Alexander M. Mann, 1858–61; Rev. Mathew B. Riddle, 1861–65; Rev. William H. Vroom, 1865–67; Rev. A. K. Allen, 1868–70; Rev. Charles D. Buck, 1870–74; Rev. Charles Parker, 1874–79; Rev. Isaac E. House, 1879–86. Rev. John Boyd, was a "supply" for six months. The Rev. William Manchie served 1887–89, and the Rev. Henry Mattice, the present pastor, was installed April 29th, 1890.

GERMAN EVANGELICAL LUTHERAN ST. JOHN'S CHURCH.

The congregation of the German Evangelical Lutheran St. John's Church, corner of Third and Bloomfield streets, was formerly connected with a Dutch Reformed Classis. They bought the present church building two years ago from the Baptists, who now have their new building corner of Ninth and Bloomfield streets. As there was some disagreement about being connected with a Dutch Reformed Classis, and as the pastor of the same denomination who had brought about this connection had to resign for another cause, the congregation concluded to dissolve their relation to that Classis. As all the members were originally Lutherans, the congregation reorganized as the German Evangelical Lutheran St. John's Church. This action was taken on the 29th of June, 1891. At the same time they made application for membership in the Lutheran synods of Missouri, Ohio, and adjacent states. On the 7th of July, 1891, the congregation tendered a call to Rev. T. Heck, of Philadelphia, which was accepted. He was installed on the 26th of July, 1892. He had to begin anew, as the congregation had never been properly organized and, besides, was almost broken up by the preceding difficulties. At the present the congregation numbers about 550 souls. It has a Sunday-school with about 280 scholars, a parochial school, a Ladies' Aid Society, a Young People's Association, a choir, etc. The interior of the church building was renovated in the fall of 1892, and a marble altar, a valuable rosewood pulpit and other requisites were added, so that the church building now ranks among the best equipped in the city.

GERMAN METHODIST EPISCOPAL CHURCH.

The German M. E. Church of Hoboken was organized in the spring of 1875. German services had been held for several years before by Methodist ministers from New York and vicinity, in the English Methodist Church, but no organization had been effected. At the session of the East German Conference of the M. E. Church in 1875, Rev. F. G. Gratz was appointed to Hudson City and Hoboken. On the 4th day of April eleven persons gave him their certificates of membership and thus

became the nucleus of the new society. Of these Mr. G. Offenheiser, Mr. J. H. Bahrenburg, and Mr. and Mrs. Claus Bahrenburg had been members of the English Methodist Church of this city for several years. Others came from New York and Brooklyn. A store was rented on Garden Street, near First Street, where the services were held until a more suitable place of worship could be procured. The second pastor (1876–78) was the Rev. P. A. Moelling, under whose administration the young church was threatened with complete dissolution. He was followed in 1878 by the Rev. Charles Reuss, whose faithful labors were crowned with a good degree of success. The attendance on church services was largely increased and a well attended Sunday-school was gathered. The necessity of better accommodations was felt more and more. A board of trustees, consisting of Messrs. A. Henyon, R. Steadman, H. Mayer, J. H. Bahrenburg and G. Offenheiser had been elected as early as January, 1877, but no decisive steps toward the erection of a church were taken until February, 1879, when two lots were bought for $2,300 on the east side of Garden Street, between First and Second streets. With the help of the annual church extension collection in the different churches belonging to the conference, over $5,000 dollars had been raised when the corner-stone of the church was laid in June, 1880. The building was superintended by Rev. C. Blign of New York, and the dedication took place September 26th of the same year. Rev. Philip Handiges succeeded Mr. Reuss in 1881, but the latter served the church again from 1884 to 1887. He was followed by Rev. A. C. Gaebelein, who was the pastor till 1892, and during whose administration a German M. E. Society was formed, and a neat and commodious chapel erected in West Hoboken. The two societies, in Hoboken and West Hoboken, still constitute one charge, with Rev. Louis Wallon as pastor, and Rev. H. Meyer as assistant. The parsonage, just opposite the Church on Garden Street, was bought in 1886 at an expense of about $5,000. The church has had to struggle with great financial difficulties, but these have always found a solution in the exemplary liberality of its constantly changing membership. Thus far the church has lost two-thirds or more of its members by removal during every pastoral term of three or five years, but the gaps have always been filled up.

THE NORWEGIAN FREE CHURCH.

The Norwegian Free Church was organized April 27th, 1890, by the Rev. John H. Meyer. The first year services were held in a basement on Second Street. The increasing popularity which Mr. Meyer's preaching found among the Scandanavians of Hoboken and Jersey City soon made the want of a church building felt. All the church members being of the working class of people, there were only dark prospects of getting up even the poorest structure, but the minister of the little flock was not discouraged. Soon he had wealthy American churches interested in the plan, a lot was secured on Willow Avenue and Fifth Street, and, through Mr. Meyer's efforts and the aid of the Congregational Church Building Society, a handy church, with parsonage, was erected. The cost of ground, church, and parsonage was $12,000. About New Year's, 1891, the first service was held in the new church. Rev. Mr. Meyer then labored faithfully till August, 1892, when he handed in his resignation, which was accepted. The present pastor, Rev. A. C. Tychsen, was then called from Chicago, where he had completed his studies. He is a Dane by birth. He began to study very early, got his college education in Germany, came in 1889 to America and studied theology in the Chicago Theological Seminary. He is not yet twenty-two years old. The prospects for the church are good. The Scandinavian people seem to feel at home in it and it is frequently visited by sailors from European steamers. There is a reading-room where European and American religious and political newspapers are found. Every two or three years there is almost a new congregation, because so many Scandinavian people only have money enough to pay their fare to Hoboken, and stay only long enough to earn money enough to go out West.

TEMPLE ADAS EMUNS.

The Jewish Congregation "Adas Emuns" was organized in September, 1871, by these gentlemen: Louis Ettinger, Rino Berel, M. Leibziger, Max Konert, Lewis Hart, A. Stern, Dan. Rodendorf, A. Marks, Isaac Peavy, C. H. Calisch, L. H. Peavy, Sol. Wolff, M. Lesser, S. Waldheim, Charles Cohen, A. Lyon. The first place of worship was Odd Fellows' Hall, where the congregation remained from 1871 to April, 1874. The congregation then secured more adequate and satisfactory accommodations in the hall at Bloomfield and Fifth streets, where it remained for nine years. Meanwhile enterprising members of the congregation had been agitating the erection of a new temple, and the

result of their enterprise and energy was the building, nearly ten years ago, of the handsome "Temple Adas Emuns," on the east side of Garden Street, between Sixth and Seventh streets, which is a pride to the congregation and credit to the city. The first rabbi of this congregation was the Rev. Solomon Schinder, now in charge of a prosperous Boston congregation. The first officers of the congregation in 1871 were as follows: R. Berel, president; M. Konert, vice-president; L. Ettinger, secretary; I. Peavy, treasurer.

The present rabbi is the Rev. M. Karasch, a gentleman of learning, ability and popularity. The officers for 1892 are: L. Ettinger, president; D. Rosendorf, vice-president; H. Heymann, secretary; H. Mayer, treasurer. Board of Trustees: L. Ettinger, D. Rosendorf, H. Mayer, H. Heymann, L. Hart, Sam. Neuburgher, S. Moos, S. J. Weinthal, G. Hirschberg, Moritz Ettinger.

The present membership of the temple is 100, composed of the best known and most influential Jewish residents of Hoboken. On high Jewish holidays the temple is found too small to accommodate the worshippers. A fine choir, under the leadership of Professor Beckman, is composed of the daughters of the members. There is a well attended Sunday-school under the supervision of the Rev. Mr. Karasch, assisted by Miss C. Hart. The Hebrew Ladies' Society, which meets in the vestry of the temple monthly, is composed of the wives and ladies of the church, their aim being to relieve the poor.

ST. JOSEPH'S CHURCH.

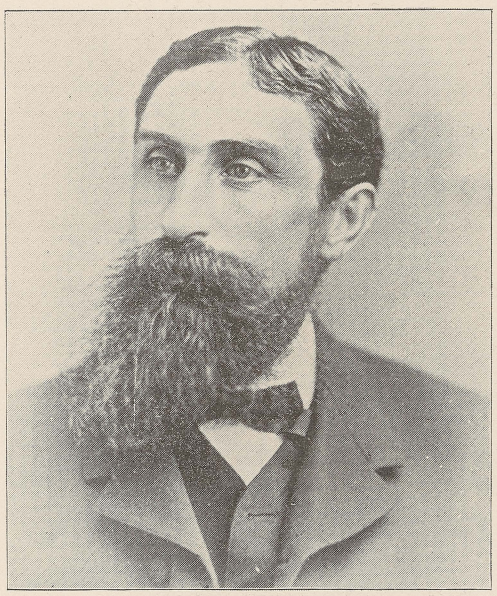
St. Joseph's Church, corner Monroe and Ferry streets, was founded in 1874. The first pastor was Father Alphonsus Zoeller, O. M. C. In May, 1881, Father Zoeller died while in the discharge of his duty. He was succeeded by the Rev. Father Dominick Marzetti, who is now pastor of St. Francis' Church. During Father Marzetti's pastorate of St. Joseph's Church, he preached in English, German and Italian. The church has a seating capacity of about 350, and has an average attendance of about 1,000. A parochial school connected with the church, and managed by the Sisters of St. Francis, has about 400 pupils. The entire cost of the church and school buildings was about $25,000.

THE BANKS OF HOBOKEN.

IN no other city of the State of New Jersey will there to be found financial institutions of greater stability, or that enjoy the confidence of their patrons to a greater extent, than the banks of Hoboken. Notable among these is

THE HOBOKEN BANK FOR SAVINGS.

The Hoboken Bank for Savings was incorporated on March 29th, 1857, by Edward A. Stevens, Edmund Charles, Charles Clinton, and twenty-seven others, all of whom composed the first board of managers. Edmund Charles was elected the first president, and F. W. Bohnstedt secretary. For a few years after the opening of the bank its path was thorny. On May 17th, 1859, the statement showed the deposits amounted to but $3,738, with a large amount of liabilities, the deficiency being $388. In 1860, Benjamin S. Taylor was elected president, W. Shippen vice-president, and Samuel R. Syms secretary. When President Taylor died, in July, 1871, W. G. Shepherd succeeded him as president, Fred Klennen became secretary, and L. Huesmann treasurer. The bank was getting along nicely at this period, but Secretary Klennen absconded on April 11, 1873, with funds of the bank, causing its suspension for several months. The bank recovered from this shock, however, and paid every depositor in full. Mr. Shepherd resigned as president in 1874, and Charles Clinton acted in that capacity until S. B. Dod was elected, with George Fritz, vice-president, J. G. Pickenbach, secretary. Mr. Fritz was made president in April, 1876, Bryan Smith vice-president, and G. W. Sherman treasurer. In December of the following year, Mr. Sherman became president and William Machold treasurer. Four years later Mr. Sherman died, and Mr. Bryan Smith became president, Theophilus Butts vice-president. Mr. Butts resigned in 1883, and Mr. Smith was succeeded by Robert Stobo, who resigned on account of ill-health eight months later, and was succeeded by Charles S. Shultz, with Bryan Smith as vice-president. The present officers of the bank are: president, Charles S. Shultz; vice-president, Frank Nichols; treasurer, William Machold; secretary, J. G. Pickenbach. The directors and managers are: James Benson, August Moller, H. H. Hankins, James G. Morgan, J. H. Rosenbaum, Charles S. Shultz, Frank Nichols, William Machold, Bryan Smith, James Benson, Henry Feirabend, Louis M. Stein, Charles W. Benson, L. S. Davis, Richard Bowes, Charles F. Mattlage, Leonard Pfeiffer, A. S. Baldwin, E. W. Ketchum and William Machold, Jr.

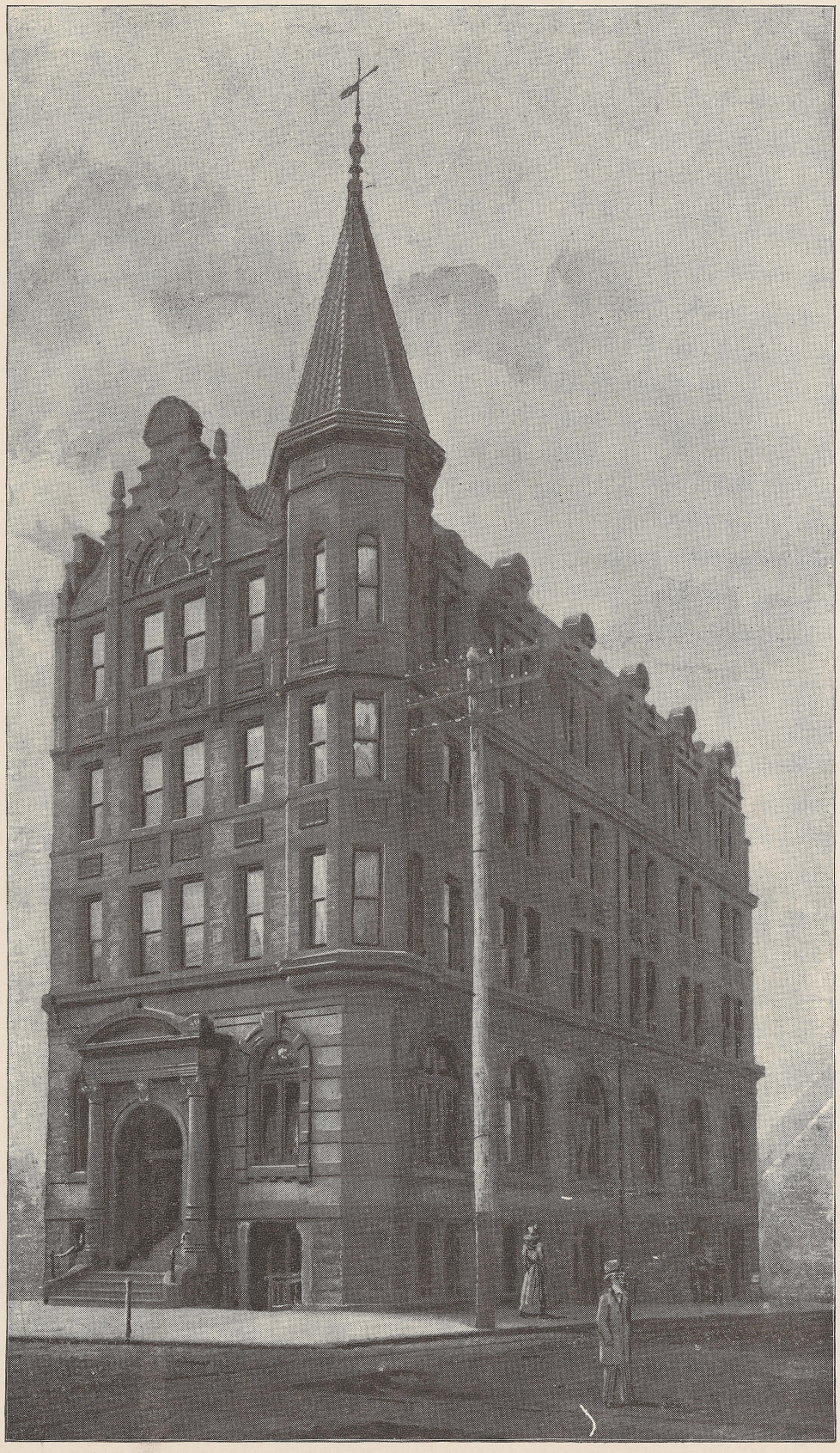


CHARLES S. SHULTZ.

The statement of the bank at the commencement of the present year indicates prosperity and good management. The assets amounted to $3,405,828.03, with a surplus of $220,564.61. All figures of cash passing in or out are carefully checked daily, and the great safes are governed by two locks, and by double keys and combinations, held by different persons, thus providing against the property being abstracted by any one person. The new savings bank building, which is the finest in the state, was begun in October, 1889, and completed in 1890.

CHARLES S. SHULTZ.

Charles S. Shultz was born in Middletown, Conn., August 11th, 1839. After receiving a careful education in the public school, he entered the well-known Cooper Institute of New York City, where he completed his studies. His first business occupation was that of a dry goods clerk, which he

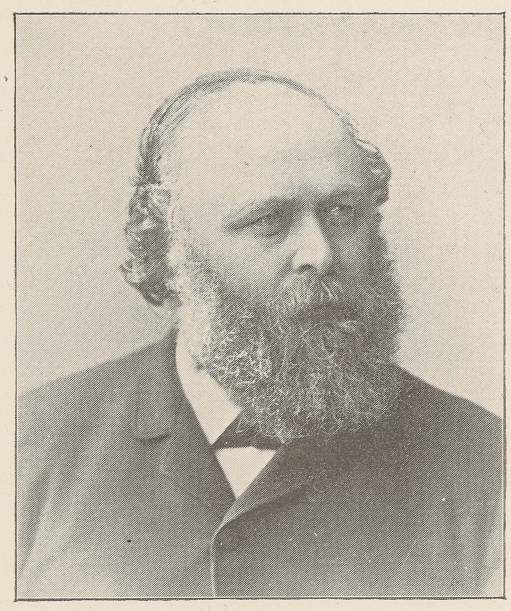


The Hoboken Bank for Savings.

followed for about nine years. In 1866, he engaged in the building material business on his own account in Hoboken, having established his office at the foot of Fifth Street. Later on he removed to the foot of Seventh Street, where he is now located, doing an extensive business in all kinds of building materials. In December, 1881, he became manager and a director of the Hoboken Bank for Savings. In 1884, he was made president of that institution, a position he has filled with satisfaction ever since. On May 10th, 1868, Mr. Shultz married Miss Lucy M. Budd, of Philadelphia. Three children have been born to the union, two sons and one daughter. Mr. Shultz resides in a handsome home at 826 Hudson Street. He is president of the New York Microscopical Society, a member of the American Society of Microscopists, a member of the Scientific Alliance of New York. Of the local organizations, he is a member of the Columbia and a stockholder of the Quartette Club. He is a member and ex-president of the Building Material Exchange of the City of New York, and a member of the American Association for the Advancement of Science.

WILLIAM MACHOLD.

William Machold was born in Oelze, Schwartzburg, Sanderhousen, Germany, April 26th, 1826. He received his education in the schools of his native town, after which he engaged as an apprentice in the fur trade. After mastering his trade, and working at it for some years in his native country, he came to America, settling in New York City in 1851, where he carried on an extensive business in furs, being located at 160 Broadway, and later on at 63 Maiden Lane. In 1873, he sold out his business on account of ill-health, and after spending four months abroad, returned much benefitted by travel in Germany and other European countries.



WILLIAM MACHOLD.

In 1859, Mr. Machold came to Hoboken to reside. He engaged in the banking business, and in April of 1877 he was made manager and a director of the Hoboken Bank for Savings. In December of the same year, he became the treasurer of that institution, a position he still retains. Mr. Machold is also the vice-president of the Second National Bank of Hoboken, to which he was elected in 1888. Mr. Machold married Miss Charlotte Krech, of Meiningen, Germany, in 1859. Six children have been born to the union, three sons and three daughters. Mr. and Mrs. Machold reside in a comfortable home at 828 Hudson Street.

THE FIRST NATIONAL BANK.

The First National Bank was established in 1857, as a state bank, under the style of the Hoboken State Bank. In 1865 it was reorganized under the national banking law, with the above title. It had at a recent report a full paid capital stock of $110,000, surplus fund and undivided profits amounting to $313,129.50, while the total resources footed up $1,905,174.87. Figures in the office of the Comptroller of Currency at Washington show that out of 3,590 national banks reporting in 1891, only 270 were able to show surplus and undivided profits equalling or in excess of the amount of their capital stock. One of the banks in this list of honor is the First National of Hoboken, which in some respects may be regarded as the strongest bank in the State of New Jersey. For the past eight years the bank has averaged about $700,000 in discounts, and has never lost a dollar during that time. The officers are: president, S. Bayard Dod; vice-president, Theophilus Butts; cashier, William D. Goodspeed. The directors are: Louis Becker, Robert Gardner, J. W. Stickler, Theophilus Butts, S. Bayard Dod, D. M. Demarest, John C. Besson, A. E. Crevier, William Shippen, John Stevens, E. A. Stevens, Myles Tierney and Cornelius Zabriskie.

President Dod was elected to his present office in January, 1892. He had been vice-president, and connected with the bank for twenty-two years. He is also president of the Hudson County Trust

and Savings Institution; president of the North Hudson County Railway Company; president of the Hudson County Gas Light Company; president of Trustees of Stevens Institute; treasurer of the Hoboken Ferry Company; chairman of the board of the Geological Survey of the State of New Jersey, and a trustee of Princeton College. He was for many years secretary and treasurer of the Hoboken Land and Improvement Company. The report of the condition of the First National Bank at the close of business, September 30, 1892, showed resources amounting to $2,011,133.25, undivided profits $315,220.15, and the surplus fund $22,000.

THE SECOND NATIONAL.

The Second National Bank of Hoboken was organized in July, 1887. In a recent report to the Comptroller of the Currency it showed a full paid cash capital of $125,000, a surplus fund of $25,000, and undivided profits amounting to $35,234.44, while the total resources footed up $895,132.30. The following is a list of its officers and directors: president, Rudolph F. Rabe; vice-president, William Machold; cashier, John P. Scholfield; directors, Rudolph F. Rabe, Charles F. Mattlage, William C. Hurtler, Henry Mehl, William Machold, John H. Rosenbaum, William Utz, Philip Hexamer and Lawrence Fagan. President Rabe is a prominent attorney and was formerly Speaker of the House of Representatives of New Jersey. Vice-President Machold is a retired merchant who had been engaged in the fur business for over a quarter of a century. Cashier Scholfield has occupied his present position with the bank since its opening. He was one of its organizers. Mr. David F. Nichols was elected assistant cashier in 1890. The Second National owns its own building, which was built at the cost of $75,000.

The report of the condition of the Second National Bank at the close of business on September 30th, 1892, showed resources of $922,551.53, undivided profits of $40,983.87, and a surplus of $25,000.

THE HOBOKEN FERRIES.

Nowhere in the world is there a finer ferry than that operated between Hoboken and the metropolis, accommodation for the quick and comfortable transit of passengers in all sorts of weather being the result aimed at.

It is interesting to recall the origin of ferries on the North River. A search of the records reveals the fact that a ferry from Communipaw to New York was established in 1661, and that William Jansen was the first licensed ferryman. Jansen's ferry was not much of an affair, being a big rowboat in which he transported passengers and goods across the river for a fee, which was very large considering what it costs for the same service to-day, but very small in view of the hard work of the ferryman. A good Dutchman named Pieter Hetfelsen succeeded to Jansen's right some years later, under a license from Gov. Carteret, whereby all persons were prohibited from carrying over "any person's goods, corne, or cattle without ye consent or licence of said ferryman, under penalty of tenn shillings sterling, to be paid to the ferryman, and also pay to him the fraight for such persons, corne, or cattle as shall be so illegally transported to the prejudice of said ferryman. But a man may keep a canoe or a boate of his owne for transporting such goodes as belong to himselfe."

In return for the privilege thus granted, the ferryman was required to maintain "one goode boate or more, for transporting passengers and their goodes at all tymes; but more particularly he is hereby obliged to attend upon the said inhabitants of Bergen and Communipaw three days in the week, unless some other Extraordinary Occasions does hinder him, viz, Mondayes, Wednesdayes and Fridayes."

From the records it appears that, even a half a century later, or in 1717, ferriage across the Hudson was still conducted by rowboats and canoes. The fare for one person was one shilling, and a man and horse were charged for at the rate of one shilling for the man and sixpence for the horse. Gradually, however, the system changed to transports, consisting of larger boats operated by sail as well as by oars. To this latter class belonged the "periauger," which were large sail boats, decked over with a rail all around, carrying two masts without a bowsprit or boom. In those days, when a member of the family left New Jersey for New York, he would bid the rest good-bye as though starting on a journey of undetermined duration.

The next form in which the ferryboat showed a marked advance was in the team-boat, which had the power of forty oars, and could accommodate from six to eight loaded wagons, and nearly one

hundred passengers. In structure team-boats were similar to the craft known as catamarans, with double hulls, yoked together with deck beams. Between these two hulls, aft of the centre, was the paddle wheel, which was geared to a kind of tread-mill on which one or two horses walked, and thus propelled the boat.

Mr. S. Bayard Dod, of the Hoboken Land and Improvement Company, in a well written article about "The Evolution of the Ferryboat," says that it is unquestionably true that John Stevens put the first steam ferryboat on the Hudson in 1811. A year previously, Fulton had entered into a contract to build several steam ferryboats. The first built by him, known as the "Jersey," was put upon the ferry in 1812. Fulton's description of this boat is as follows: "She is built of two boats, each ten feet beam, sixty feet long, and five feet deep in the hold; which boats are distant from each other ten feet, confined by strong transverse beam knees and diagonal braces, forming a deck thirty feet wide and eighty feet long. The propelling water-wheel is placed between the boats to prevent it from injury by ice and shocks on entering or approaching the dock." In 1813 the sister boat, the "York," was built and placed on the ferry. It is said that these boats would ordinarily take one hour and a half to make a trip.

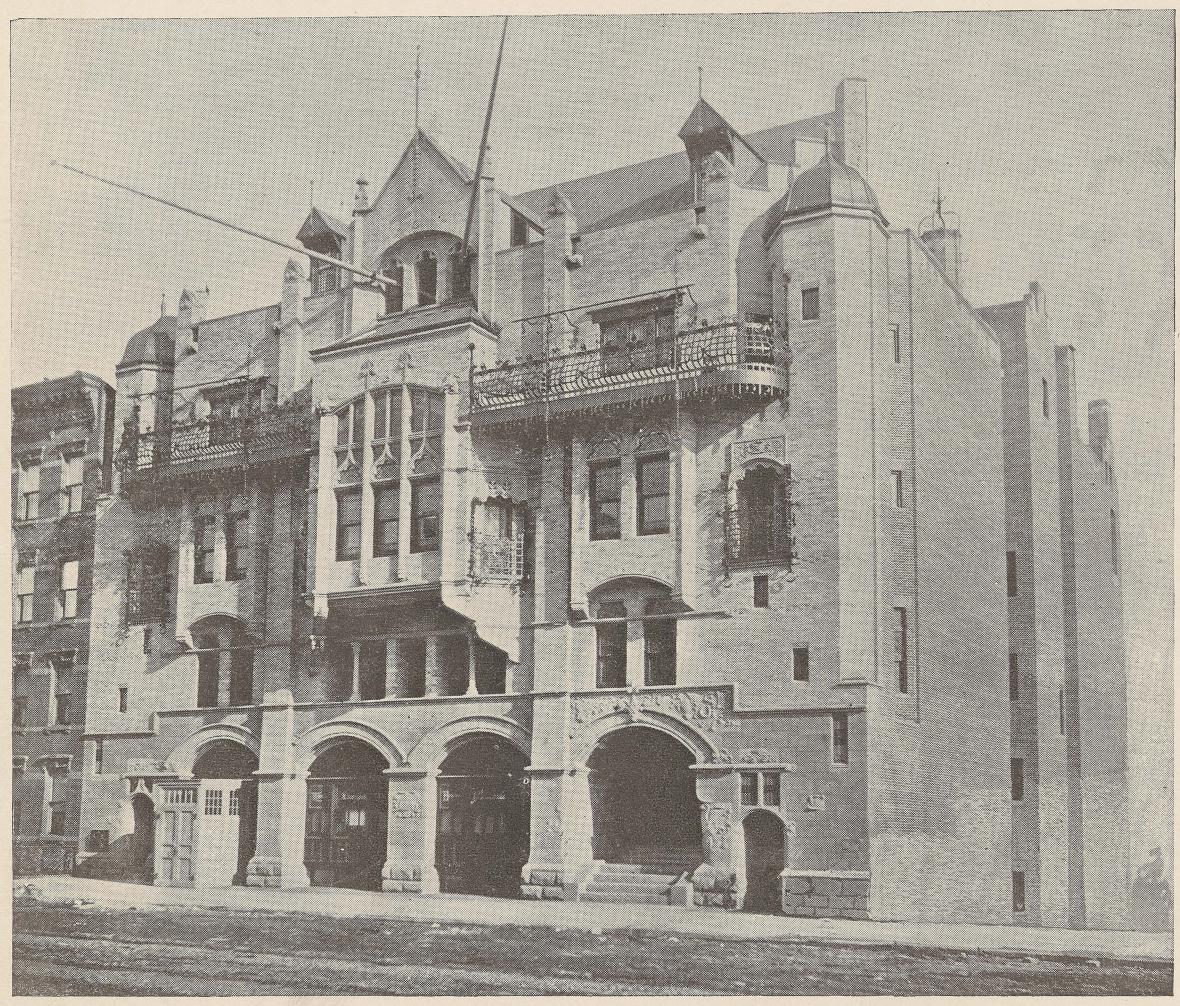
The Hoboken ferry was established by law in 1774, and put into active operation by Cornelius Harring. It was subsequently leased to H. Tallman, and the landing in New York was at the foot of Vesey Street. John Stevens purchased the franchise in 1811, but for some years afterwards it passed through various ownerships and leasings until 1821, when Col. Stevens resumed the contract, and in September of that year made the trial trip, as has been stated, in the first steam ferryboat in the world. It was called the "Julia Ann." For a time, he thought that the team-boat above described, operated by horses, was more convenient, and temporarily abandoned the steam service. In 1818, the landing was removed from Vesey Street to Barclay Street, and in 1822, another steamboat called the "Hoboken" made hourly trips across the river. The Messrs. Stevens built another steamboat, known as the "Pioneer," in 1823, which usually crossed the river in less than ten minutes. Five years later the "Fairy Queen" was built. This boat was seventy-five feet long at first, although it was afterwards cut in two and lengthened. In those old days provident passengers were wont to carry a lunch with them in foggy or winter weather, and this, with the bar on board, secured them from suffering under the delays of the voyage caused by the ice and fog. These boats, like all other boats on the North River at that time, ran "every hour at St. Paul's clock" to Barclay Street, with a boat to Christopher Street three or four times a day, as weather would permit. In winter time their trips were more uncertain. The Christopher Street Ferry was opened in 1836. John Stevens died in 1838. The purchase of the ferry franchise in 1839 was by the Hoboken Land and Improvement Company, then newly organized.

The next advance in ferryboat structure was in bringing the cabins on deck, and placing the engine in the centre of the boat, thus giving two team gangways, and putting the pilot-houses on an upper deck. It is said that the ferryboat of to-day has made very little advance in point of speed over those of fifty years ago; but in safety, comfort, and security of transit there has been a very great advance, even during the last twenty-five years. The boats have been gradually enlarged, first by bringing the cabins on deck, then by a gangway connecting the cabins. In some of the boats this was by means of a staircase over the paddle-box. Most residents of Hoboken remember the third "Hoboken" and "Chancellor Livingston," which had a sort of gangway on the gentlemen's side. The next advance in construction was the use of iron or steel for the hull, in some cases with deck beams of the same material, with water-tight compartments fore and aft, which effectually provided against the dangers of being sunk by collision. The propelling machinery of the boats remained practically unaltered from the engines designed by Robert L. Stevens in the forties, until the "Bergen" was put in service on the ferry in 1887. The "Bergen" was fitted with a propeller engine and screws at each end. She was the first ferryboat of her type, and has been, and still is, in successful use on the Hoboken Ferry. She has been followed by the "Hamburg" and the "Bremen." They are boats of the same type, but larger than the "Bergen," and double-decked, thus representing the latest advance in ferryboat design. The double-deck feature has been lately added to several of the side-wheel boats. The interior finish of the boats has also kept pace with the increased size of the boats; the most modern styles of decoration and fittings have been adopted by the different ferries. The old oil lamps of days gone by have been succeeded by the finest applications of gas and electricity.

Mr. S. Bayard Dod, an acknowledged authority on these subjects, in writing a few years ago about the progress in ferry transit during the last sixty years, said: "If we sum up the progress of the past sixty years, by contrasting the typical boat of 1828 and 1888, we will find that there has been an evolution in cost from $15,000 or $18,000 to $115,000 or $140,000; in deck-room, from a capacity for eight teams and one hundred passengers, to a capacity for twenty-four teams and one thousand passengers; from an uncertain trip every hour between sunrise and sunset to a certain trip every five or ten minutes through the day, and every quarter or half an hour through the night; from a little cabin below deck, where by the dim light of the swinging lantern, the passengers huddled around the wood stove and told stories to beguile the time, to the brilliantly lighted, airy, handsome cabins heated and ventilated by steam." Officers: E. A. Stevens, president; John Stevens, vice-president; Robert L. Stevens, 2d vice-president: C. W. Woolsey, secretary; Palmer Campbell, treasurer. Directors: E. A. Stevens, John Stevens, R. L. Stevens, C. A. Stevens, Richard Stevens, M. P. Lewis, William A. Macy, C. W. Woolsey, S. B. Dod.

HOBOKEN LAND AND IMPROVEMENT COMPANY.

The Hoboken Land and Improvement Company is one of the most valuable of local enterprises. It is an old institution, having been incorporated by an act of the legislature of New Jersey in 1838, with power to purchase, improve, mortgage and dispose of lands and other estates in and about Hoboken; for the purpose of grading and laying out streets and squares, erecting wharves, etc. The capital stock of the company was all taken by the heirs of John Stevens, by a deed dated May 6, 1839. This company pays at the present time one-third of the taxes of Hoboken. The Hoboken ferries belong to this company. Their ferry depot is at the foot of Ferry Street, and there are boats every ten minutes to Barclay Street, New York, and also to Christopher Street. Officers: E. A. Stevens, president; John Stevens, vice-president; William A. Macy, secretary; Palmer Campbell, treasurer. Directors: E. A. Stevens, John Stevens, R. L. Stevens, William A. Macy, R. C. Livingston, C. A. Stevens, S. B. Dod.



Home of the Hoboken Quartette Club.



LOUIS W. HRABA,

PRESIDENT OF THE HOBOKEN QUARTETTE CLUB.

THE CLUBS OF HOBOKEN.

THE ambition for friendly and sociable intercourse among the citizens of Hoboken is shown in the growth and maintenance of its clubs, the most notable of which are hereafter described. These clubs have played an important part in the development of Hoboken, and their membership rolls contain the names of the men who have been most prominently identified with the progress of the city.

THE QUARTETTE CLUB.

The Hoboken Quartette Club is one of the foremost singing societies in the State of New Jersey. It was organized June 12th, 1859, and was incorporated on March 14th, 1871. The names of one hundred and fifty of Hoboken's leading business men are to be found on its roll of membership. Until recently the Quartette Club had never possessed a home of its own, and meetings were held in Odd Fellows' Hall for a number of years.

It was during the summer of 1891 that the members agitated the idea of erecting a new building. The idea met with favorable responses. A building committee was selected and a site purchased on Washington Street, near Tenth, upon which the structure was erected. Architect J. Ihnen's plans were accepted and on Wednesday, October 28, 1891, the corner-stone was laid by Grand Master Thomas W. Tilden, of the Grand Lodge, F. and A. M., of New Jersey, with impressive ceremonies. Governor Abbett and Prosecutor Charles H. Winfield spoke in English, and Dr. Hans Kudlich spoke in German.

The new building covers nearly the entire plot of ground. It consists of four stories and basement. The architecture is of the composite style, with a leaning to the ancient "Nuremberg," but adapted according to Architect Ihnen's own modifications, which were accepted by the club. The front is of fancy Tiffany brick, with brown-stone trimmings and ornamental ironwork, including balconies from different windows. There are three entrances, the main one being fourteen feet wide and located at the south end. A large entrance near the north end leads into the café, and another leads

to the hall and lodge-rooms. The basement contains four bowling alleys of the latest pattern, a spacious kitchen, pantries and storeroom.

The ground floor, which is on a level with the sidewalk, contains a cafe and two large reception rooms. A double stairway leads to the first floor. The front portion of this floor contains the club-room. A dining-hall, 60x35 feet, occupies the space in the rear of this floor. The second floor contains a ball-room, which is 50x80 feet. It is one of the finest in the city, and a gallery overlooks it. On this floor are also two cloak-rooms and lavatory. On the third floor are the club-rooms of the organization. They are all large rooms, well ventilated and easily accessible from all parts of the building. The Masonic lodges have special quarters on the fourth floor, which were erected under their supervision. This floor also contains rooms for various other lodges.

The officers of the Hoboken Quartette Club are: president, L.W. Hraba; vice-president, Ferdinand Eichner; corresponding secretary, William Traeger; recording secretary, A. Merkel; treasurer, Edward Steudtner; financial secretary, Louis Schreyvogel; custodians, Charles Schmidt and M. Kunow; committee on music, Edward Goll, B. Weise, H. F. A. Hesse and J. Schlichting; official objector, F. A. Osten; leader, William E. Herbert.

On the evening of Saturday, December 10, 1892, the club took possession of its handsome new building. Governor-elect Geo. T. Werts and other prominent citizens attended the festivities.

LOUIS W. HRABA.

Louis W. Hraba is the popular president of the Quartette Club, a history of which is elsewhere given. It is due Mr. Hraba to say that through his energy and untiring efforts the club has attained its present prominence. He was born in Vienna, Austria, in 1853. He was educated in the gymnasium, a noted private school of that city, having been graduated at the age of sixteen years. After completing his studies he immediately came to America. In 1871 Mr. Hraba located in Hoboken. At that time he held a position with the firm of Enninger & Co., manufacturers of fancy leather goods in New York. He remained with them but a short time, after which he filled similar positions with various houses in the same line until 1877, when he associated himself with William Hopfensack, of New York, and formed the co-partnership of Hraba & Hopfensack, 711 Broadway. In 1879 the firm removed their business to 80 Nassau Street, where they remained for three years, after which they removed to their present quarters, No. 95 West Broadway. Mr. Hraba had charge of the road interests of the firm from 1879 to 1882, traveling in all parts of the United States, visiting their numerous customers. Since that time he has been confining himself entirely to the home trade in and about New York.

Besides being the president of the Quartette Club, Mr. Hraba is a prominent member of Germania Council, No. 1,208, Royal Arcanum; the German Club, and an honorary member of Company D, National Guard of State of New Jersey. He is public-spirited and has done much toward assisting in everything that would advance Hoboken. Mr. Hraba lives in a pleasant home at 506 Bloomfield Street. Mrs. Hraba, a most popular lady, was a Miss Bruetsch before her marriage in 1876.

THE COLUMBIA CLUB.

The well-known Columbia Club was organized in February, 1890, the call for the first meeting bearing the names of Samuel A. Besson, Jas. F. Minturn, James Smith, Joseph Thomas, Thomas A. Butler and Ernest H. Kahrs. It was not until June of that year, however, that a permanent organization was formed, with these officers: president, William A. Macy; vice-president, Dr. Wm. R. Fisher; treasurer, S. Dana Kimball; secretary, Joseph S. Parry; historian, John S. Mabon.

The earlier meetings were held in the Assembly Rooms on Hudson Street. The club constantly advanced in membership and influence, and although at the close of the first fiscal year it could not offer new members anything but the social and friendly feelings of club members, it held together and presented in June, 1891, a conservative club, essentially social, with a membership of about one hundred, and a balance in the treasury of $2,250, besides a building site on the corner of Bloomfield and Eleventh streets, purchased for $9,000, free from encumbrance.

The club was then meeting in a private house at 903 Washington Street, kindly tendered for its use by Colonel E. A. Stevens. The sale of the property compelled a move to 1204 Garden Street, where the club held forth until it secured its new club house at Bloomfield and Eleventh streets,

ground for which was broken on September 1st, 1891. The building was begun under direction of an efficient committee, consisting of G. P. Erkenbrach, S. Dana Kimball, E. H. Kahrs, H. C. Pfefferle and Arthur Seitz. The completed structure cost, without its furniture, about $27,900. Through a successful fair held November 28 to December 3, 1892, money was raised for furnishing the club house in handsome style. The Columbia Club includes over 100 of the most representative citizens of Hoboken. The club house has a frontage of 95½ feet on Bloomfield Street, and 40 feet on Eleventh Street. It has three stories, a basement, and an attic, and is 74 feet high from the ground level to the peak of tower. The first floor has an office, two parlors, a reception-room and a handsome billiard-room, besides hat and coat rooms. In the basement are fine bowling alleys. On the second floor is a ladies' parlor, reception-room, library, two card-rooms and an entertainment hall. The latter will be used for concerts and various entertainments, and is also to serve as a gymnasium. The hall will seat between 300 and 400 persons. On the third floor is the banquet-room, which will accommodate 150 to 200 guests, the kitchen, janitor's quarters, committee-room, storeroom, etc.

The present officers of the Columbia Club are: president, William A. Macy; vice-president, Frank S. Ketcham; treasurer, S. D. Kimball; secretary, Joseph S. Parry; historian, John S. Mabon; trustees: John C. Besson, Captain F. D. Jackson, John Stevens, C. K. Cannon, E. H. Kahrs, H. V. Meeks, E. H. Horwood and Frank Frommel. There is an art committee, an entertainment committee and a house committee of seven members each.

WILLIAM A. MACY.

One of the most prominent figures in the club life of Hoboken is William A. Macy, the president of the popular Columbia Club. Mr. Macy has served as the executive of this club since its organization in June, 1890. Mr. Macy was born in Hudson, Columbia County, N. Y., March 27th, 1836. He was educated at the public schools of Hudson and at a private academy in the same city. After completing his studies he entered the hardware store of Mr. Charles McArthur in Hudson, with whom he remained one year. He was then offered a more promising berth with one of the steamboat companies running boats between Hudson and New York City. He remained with the latter institution until 1854, when he came to Hoboken and entered the office of the Hoboken Land and Improvement Company. He has lately been made secretary of the company, and has charge of a portion of its real estate business. He began to buy property as early as 1860, and increased his holdings from time to time. His residence at No. 1030 Bloomfield Street is one of the finest in the city. He served as tax commissioner for a number of years, and also served as collector and treasurer of Weehawken township. Mr. Macy is a prominent Odd Fellow, and was at one time a member of the old fire department of Hoboken—the Washington Hook and Ladder Company. Mr. Macy married Miss Mary A. Steel, the daughter of a prominent citizen of Hudson, N. Y.

THE GERMAN CLUB.

The German Club was organized June 17, 1857. It is the oldest social club in Hoboken. The first meeting for organization was held at Harmonia Hall by a number of well-known gentlemen of Hoboken, June 17, 1857. The second meeting was held at the Park Hotel to perfect organization on June 20, 1857. Mr. Edward Feltner was the temporary chairman or president until the full organization on October 27, 1857. Dr. Hans Kudlich was the first duly elected president after the organization was completed. He held the office from October, 1857, to October, 1861. The first vice-president was M. W. Siebert, who held the office from October, 1857, to October, 1858. The first club meetings were held in a small building located on Garden Street, between First and Second streets. The present handsome structure was erected in 1864 at a cost of $50,000. The present officers of the club are president, A. Behren; vice-president, R. Boehme; treasurer, A. Stein; financial secretary, A. Hanniball; corresponding secretary, A. Ludwig; librarian, Dr. C. Hoening. The club has nearly 200 members, all prominent citizens of Hoboken. The club gives a private theatrical performance once a month in the club house. The library contains several thousand volumes. Among the prominent members of the German Club are Gen. Franz Siegel, Hon. Carl Schurz, Wm. Steinway, Dr. Hans Kudlich and many others. Among those who were prominent in the organization and are still active in the affairs of the club are Dr. Hans Kudlich, C. Detloff, A. Dingelstadt, F. A. Leonhard and Emil Schultze.

THE UNION ATHLETIC CLUB.

The Union Athletic Club was organized on May 29, 1891, as a first-class social organization by the following named gentlemen: Alfred Kerr, Charles V. Geary, Ray T. Molloy and Frank Moore. The first officers were John C. Besson, president; Henry Lohman, Jr., vice-president; Edwin J. Kerr, treasurer; and Henry Hess, Jr., secretary. The present officers are Frank M. McDonough, president; Henry Lohman, Jr., vice-president; Edwin J. Kerr, treasurer; and Henry Hess, Jr., secretary. The governors are: Henry Lohmann, Jr., Edwin J. Kerr, Chas. W. Billings, Henry Hess, Jr., John N. Crusius, Henry A. Bente, Francis M. McDonough, Francis G. Himpler, Sev. T. Jacobs, James Curran, Frank B. Tinnelli. T. Harry McCann.

The building of this club is a handsome three-story structure, built of granite and located on Washington Street, between Eleventh and Twelfth streets. In the basement there is a bowling alley sixty feet long, a rifle range and shuffleboard. On the first floor are the parlors, cloak-rooms, etc. On the second floor are the billiard and private reception rooms, restaurant, etc. On the third floor is the gymnasium, fittted up and equipped with everything necessary for athletic exercises. The members give an athletic entertainment every Saturday night. The membership at present is about 450 and it is steadily growing.

THE GERMAN RIDING CLUB.

The German Riding Club of Hoboken was organized in 1855 under the name of the Hoboken Riding Club. In 1864 it was reorganized under the name of the German Riding Club. In 1875 its name was again changed to its present one. Mr. Louis Schreiber was the first president of the organization. The present officers of the club are Jacob Huber, president; Louis Schreiber, vice-president; Edward Niederstadt, treasurer; Kuno Meyer, secretary; A. Philip Hexamer, commander. The club has a membership of about twenty-five gentlemen, who are all well-known citizens of Hoboken.

THE NEW JERSEY PHILATELIC ASSOCIATION.

On October 7, 1890, a few gentlemen met at the residence of Mr. Arthur Seitz and discussed the subject of the collection of stamps. The advisability of organizing a Philatelic Association was suggested and approved. On October 18th a second meeting was held, there being present Messrs. Seitz, Idell, Mayenberg, Harper, Fernandez, Muecke, Salazar, and Tuthill, and an organization was effected by the election of the following officers: Mr. Charles Muecke, president; Mr. Max Mayenberg, vice-president; Mr. David B. Idell, treasurer; Mr. E. W. Tuthill, secretary. Mr. Arthur Seitz and Mr. T. B. Stillman, standing committee. The name of The Hudson County Philatelic Association was adopted, but at the meeting held January 9, 1891, the name was changed to "The New Jersey Philatelic Association." Meetings are held on the first monday of each month at the residence of the secretary, 436 Garden Street, Hoboken. The membership consists of many prominent philatelists, among whom may be mentioned Mr. Chas. Muecke, Mr. Joseph Rechert, Mr. T. B. Stillman, Mr. Max Mayenberg, Mr. Arthur Seitz. An exchange department is in successful operation and auction sales of choice stamps are held at each meeting.

THE CHESS AND CHECKERS CLUB.

The best chess and checker players in New Jersey reside in Hoboken, and that is why the Hoboken Chess and Checkers Club includes in its membership some of the best people in town. The preliminary meeting for the organization of the club was held at the residence of Mr. Arthur Seitz, in April, 1889, and at a subsequent meeting at the residence of Mr. Eugene B. Cook the club was permanently organized with the following officers: Eugene B. Cook, president; Arthur Seitz, vice-president; E. L. Kerr, secretary, and Charles B. Rudolphy, treasurer. The present officers are: E. B. Cook, president; Arthur Seitz, vice-president; Gustavus Vorrath, treasurer; Ira J. Ettinger, secretary, and the additional members of the board of control are: August Vorrath, Thomas F. Hatfield, and S. Lissner. A member of the club, Mr. August Vorrath, won the New Jersey Chess Association championship in 1891, and it was won by another member, Mr. S. Lissner, in 1892. The Columbia Club Tournament in 1890-91 was won by Mr. Arthur Seitz, who won every game in which he played.

YACHTING.

HOBOKEN has certain special connections with the yachting history of the United States which are not generally known to its present inhabitants.

The earliest American yacht club, and by far the most famous, is the New York Yacht Club. This was organized on board the schooner "Jimcrack," in the year 1844. The "Jimcrack" was the property of the brothers John C., Robert L., and E. A. Stevens, all of Hoboken. The former is rightly regarded as the father of American yachting. He was a man of thorough sporting instincts and tastes. It is hard to set any date when he may be said to have taken up yachting, unless the building of the first boat (which would now be dignified by the name of a yacht) can be taken as a beginning. This boat was the "Trouble," built in 1816. This was followed by a number of other boats, famous among which were the "Wave," "Jimcrack," "Onkahya," the "Maria," and the "America." These last two were by far the best known and the most famous yachts up to the date of the "Sappho," (1868). The "Maria" was built in 1846 by Capes & Allison (the sons of the latter are at present engaged in the dry-dock business in Jersey City). She was built at the old shipyard, in the location at present covered by Campbell & Co.'s warehouses at the foot of Fourth Street, Hoboken. She underwent a number of numerous alterations at various times, which generally tended to increase her speed. On her there were successfully tried many devices which after her day were abandoned to be readopted in later years. The "Maria" was originally a sloop, but was altered later into a schooner, in which latter rig she did not attain her previous speed. Old steamboat men and sailors in the vicinity of New York tell marvellous tales as to her speed and weatherliness.

At the time of the visit of the Prince of Wales to the United States, in 1860, he was brought up from the lower bay on board of the revenue cutter "Harriet Lane," then said to be the fastest steamer in the United States service. The "Maria" came up in company with the "Harriet Lane," and beat her decidedly.

The "America" was modelled and built by George Steers on the East River. Her connection with Hoboken is merely from the fact that two of her five owners, John C. Stevens and E. A. Stevens, were Hoboken men. It would be useless to say anything of the history of this vessel, which has become a matter of national history. The building of the "America," and her eventual successes, without detracting anything from the just fame of so great a builder and naval architect as George Steers, were greatly due to the enterprise and yachting skill of her managing owner, Mr. John C. Stevens.

NEW JERSEY YACHT CLUB.

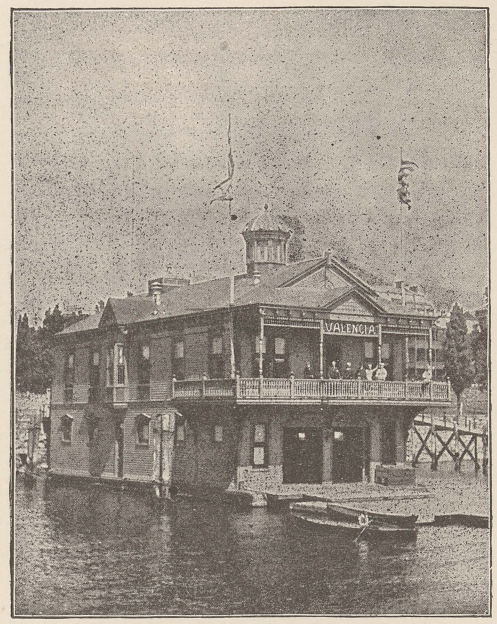
Among the yacht clubs in this country the New Jersey Yacht Club has the distinction of owning the oldest club house in America. It was on the Elysian Fields in this city (Hoboken) that the first yacht club house was built in this country, and here for a number of years the New York Yacht Club had its headquarters with an anchorage for its yachts in the North River, and a course from there to the Southwest Spit buoy and return. The house still stands in a fair state of preservation.

The New Jersey Club was organized in 1871 and incorporated in 1878. On the removal of the old Hoboken Yacht Club to new quarters at Tottenville, Staten Island, Hoboken was left without a yacht club, so in August, 1871, about fifteen of its citizens, together with some New Yorkers, organized the present club. From a small beginning, it has steadily grown, so that now it is one of the most successful and best known clubs in the country. The club when organized was located at the foot of Fourth Street, Hoboken. On November 26th, 1875, it moved into its present quarters. The first regatta of the club was sailed in June, 1872, since which time in June of each year a regatta of the club has been sailed. At the present writing, this club has a fleet of nearly fifty yachts, from the large 100-foot steam yacht down to the small 15-foot catboat. There is every reason why this club should be successful, possessing, as it does, every accommodation and facility for the yachtsmen, and being within easy reach of New York.

The following are its officers: commodore, John Ortlieb; vice-commodore, Frank S. Ketcham; treasurer, Edward W. Ketcham; recording secretary, James E. Clarke; financial secretary, Benjamin A. Deetjen; corresponding secretary, Louis Wunder; measurer, Henry Snyder; regatta committee, Edward W. Ketcham, James E. Clarke and Gilbert S. Brown; trustees, Edward W. Ketcham, Edwin A. Stevens, John Ortlieb, Paul Leeger and Alfred Wenzel.

VALENCIA BOAT CLUB.

Since its organization on October 6th, 1874, with H. Witte, as president, A. Hauger vice-president, and A. Sonnthal secretary and treasurer, the Valencia Boat Club has been one of the most active rowing clubs of the city. When, in the cyclone of September, 1888, the club's commodious house was totally wrecked and the boats, oars and uniforms were swept away, the result of the disaster was the building of the present house, the largest in the city, at a cost, including furniture, etc., of $10,000, and the placing of the club in a position to arrange brilliant social gatherings on even a larger scale than heretofore. The Valencias were the winners in the four-oared barge races of last year's *Evening News* regatta, and of the Hudson River Amateur Rowing Association regattas. This year they have won the junior four-oared barge race in the H. R. A. R. A. contests, and the four-oared barge race of Tomlin's regatta. The club is the only one in the city belonging to the National Association of Amateur Oarsmen. The present officers are: president, Otta A. Lehman (third term); Adolf Hauger, vice-president; E. D. Herbert, treasurer; Eugene Weil, secretary; H. Kilian, captain; F. Stursberg, lieutenant, and M. Borchardt, P. W. Oetting, J. T. Miller and C. L. A. Beckers, trustees.



VALENCIA BOAT CLUB.

ATLANTIC BOAT CLUB.

This club was organized on June 8th, 1858, and is the oldest boat club in New York or New Jersey. It has turned out some well-known oarsmen, notably Dick McQueen, champion oarsman of New York Fire Department, and many others. The club was organized with Mr. T. M. Tuthill, president, who presided until 1866; J. P. Gibson, vice-president; Charles E. Tuthill, secretary; W. W. Gibson, treasurer. The club has some handsome trophies as evidence of the individual and collective interest felt by the members in the welfare and general advancement of the organization. The present officers of the club are: president, Colonel Charles Erlenkotter; vice-president, Philip Waldheim; treasurer, William Yuette; secretary, Frank Sturken; captain, Luke R. Brandt; trustees, Charles Bartz, George Steil, R. P. Francis, William Yuette.

GERMANIA BOAT CLUB.

This club was organized June 3d, 1872, with twenty-five members and the following officers: president, F. Schoenfeld; captain, A. Hartmann; treasurer, C. G. Willig; secretary, M. Bader. The members have not entered many races, the organization having been more of a social boat club than a racing one; although from the fact of the membership having increased in the last few years, there is a very great possibility that next year will see the Germania colors in some of the principal races. The present officers are: president, E. Ortloff; captain, W. Baeder; treasurer, George Siebold; secretary, C. H. Hahenburg.

ACTIVE BOAT CLUB.

This club is the youngest boat club in Hoboken. It was organized December, 25th, 1876, as a social club, the members, seven in number, ranging in age from fourteen to eighteen years. The members were fond of aquatic sports and decided to organize a boat club, which they did on May 9th, 1881. The Actives were unbeaten from 1887 until 1891, having won forty-three gold medals, seven beautiful banners, a handsome silver trophy, three gold lockets and the *Evening News* cup for the one-half mile dash last year. The present officers are: president, R. Brummerhop; vice-president, William Ditzel; recording secretary, John A. Thoms; financial secretary, Fred. Rogers; treasurer, Fred. H. Gunkel; captain, H. W. Thoms; lieutenant, Charles Puls; steward, Jere. Breen; trustees, R. Brummerhop, W. Ditzel, F. Rogers, H. Fayen.

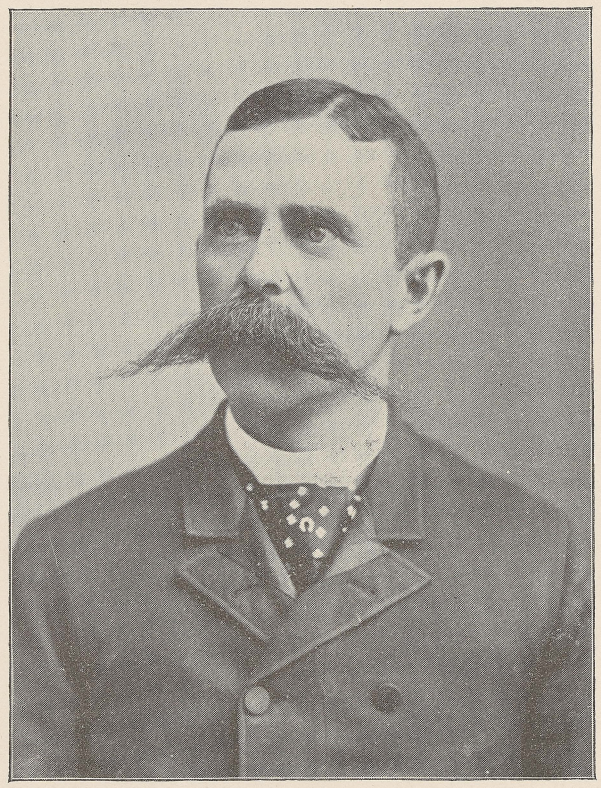
ROSEDALE BOAT CLUB.

The Rosedale Boat Club was organized February 16, 1880, with four members, composed of H. H. Stiling, president; J. H. Bruning, captain; G. H. Rosenbaum, secretary and treasurer, and Emil Fuchs. They bought the old Castle Point Boat Club house, situated at the foot of Tenth Street, when the club saw the first dawn of day. Three years ago they left their old quarters and built a two-story floating house, and are now situated at the foot of Fourteenth Street. The club has been entered in all regattas held on the Hudson River, and, while they have won but few races, they have secured second place several times. They have very good racing material to select from, but, like the majority of the boat club members, they think it is too hard work to train. The Rosedales should have had, with their racing material, the best racing crews on the river. They hold their annual regatta in the month of September, which is enjoyed by all the Hudson River clubs. The club now has a membership of thirty-five, with no debts and quite a surplus in the treasury. Most of them are young men, born and brought up in this city, and, as to sociability and enjoyment, it ranks with the largest clubs. The present officers are: Henry Guerber, president; Charles Entrup, vice-president; George H. Rosenbaum, captain; Charles Rosenbaum, lieutenant; Albert Burfiend, treasurer; Walter Pritchard, recording and financial secretary; John H. Bruning and Charles Zang, trustees.

THE M. J. COYLE ASSOCIATION.

The M. J. Coyle Association, named after a prominent, prosperous and popular Democrat of Hoboken, was organized August 11, 1891. Its objects are the propagation of Democratic principles and the dissemination of Democratic doctrines; to effect a permanent and thorough organization for the purpose of electing representatives of Democracy to office; and also for social and benevolent purposes.

James P. Laverty was elected the first president; John Wagner, secretary; John Dede, financial secretary; William Baker, corresponding secretary; and Henry Quidore, treasurer. On July 19, 1892, Mr. Leo T. Jacobs was elected president; John Wagner, secretary; John Dede, financial secretary; William Hilliard, corresponding secretary; and Henry E. Quidore, treasurer. This club is a power in Hoboken politics, and is known all over the state as "Coyle's Four Hundred." The club has taken an active part in all local campaigns and is nearly always on the side that wins. It has handsome headquarters at the corner of Washington and Newark streets.



Michael J Coyle

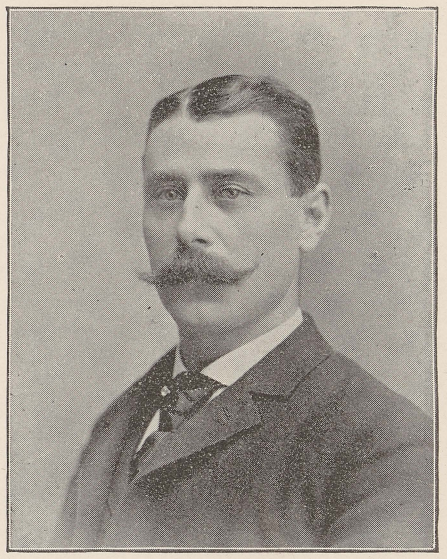
MICHAEL J. COYLE.

Michael J. Coyle was born at Athlone, Ireland, in 1852. When he was five years of age his parents came to this country, settling in Brooklyn. Mr. Coyle received his rudimentary education in the public schools of Brooklyn. His studies were completed at the parochial school of St. Peter's in that city. After completing his education he engaged in the meat business with his father, who had removed to Hoboken in 1866. When the elder Coyle died in 1868, Mr. Coyle engaged in the contracting business, which he conducted for two years, after which he opened a wholesale meat establishment at the Washington Market, in New York City. He remained there from 1879 until 1886, when he retired from business for one year. In 1888 he opened his present liquor establishment at the corner

of Washington and Newark streets. During Mr. Coyle's residence in Hoboken he has taken a very active interest in politics, and the Michael J. Coyle Association formed by his friends is one of the largest and most influential in the county, having about 500 members. Mr. Coyle's first public office was Police Commissioner, a position he still retains. His first appointment to the office was from Mayor Henry L. Timkin in 1883. He was re-appointed in 1887, and again in 1891. He was appointed in 1889 a member of the Board of Freeholders of Ninth Assembly District, to fill the unexpired term of James Kenny (deceased). In the fall of that year he was a candidate for election to the office and was elected by over 1,100 majority. He is at present a member of the board. In 1891 Mr. Coyle was elected to the Assembly as a Democrat by a majority of 1,700. In November, 1892, he was re-elected to the Assembly by a large majority. Mr. Coyle is a member of the Dennis McLoughlin, P. H. O'Neil and the Michael J. Coyle associations. He is also a member of the Stevens Lodge, Forrester Court, the Catholic Benevolent Legion, and St. Francis Council No. 58. In 1877 he married Miss Margaret V. Curry of this city. Mr. and Mrs. Coyle have four children, two sons and two daughters; they reside at No. 133 Bloomfield Street.

C. J. TAHEN ASSOCIATION.

The C. J. Tahen Association was organized in 1890 as a political, social, and benevolent organization by Charles V. Darcy, William J. Godfrey, Anthony Capelli, Byron H. Carnie, William Hearne, Thomas Greany and others. The membership at the time of organization was 120. It has steadily increased until, at the beginning of 1893, its membership was over 200. The organization has always taken an active part in Democratic politics. Its entertainments are patronized by some of the best citizens of Hoboken, and its benevolent features have been evidenced in many acts of charity. The present officers are: Charles V. Darcy, president; Timothy Kelly, vice-president; William J. Godfrey, secretary; Thomas Greany, financial secretary; William Ryan, treasurer.



Cornelius J. Tahen.

CORNELIUS J. TAHEN.

Cornelius J. Tahen was born in County Kerry, Ireland, in 1864. When he was two years of age his parents emigrated to America. He received his education at St. Mary's Catholic school and at public school No. 3 of Hoboken. After leaving school he sold newspapers for four years, after which he became an apprentice to the leather bag trade with the firm of P. W. Lambert & Co., of 831 Broadway, New York. He remained with that firm nine years. Mr. Tahen, at a very early age, took an active interest in politics. When he was twenty-one years old he was made a member of the Democratic County Committee. In 1884 he was appointed cattle inspector under President Cleveland's administration. When he was twenty-six years of age he was elected a member of the City Council from the Third Ward. At that time there were three other candidates—two Democrats and one Republican arrayed against him for the same honor. In 1891 he was elected to the New Jersey Assembly, being the victor over two aspirants for the office. In November, 1892, he was re-elected a member by an increased majority. He was then a member of the City Council, and a Democratic County Committeeman. Mr. Tahen is a member of the C. J. Tahen and M. J. Coyle associations, the 10th District Democratic, and the Union Athletic clubs. Mr. Tahen is unmarried and resides with his parents at No. 323 Grand Street.



Col. E. A. Stevens and Staff.

THE NATIONAL GUARD.

BEFORE the breaking out of the War of the Rebellion, General Jas. T. Hatfield of Hoboken, and other gentlemen in Hudson County, were desirous of organizing a battalion. The beginning of the war compelled the abandonment of the project, and several of the movers in the scheme enlisted at once in the various companies then being mustered into service for the defence of the Union. Shortly after the conclusion of the war the martial spirit began to show itself again, and the movement for the organization of a battalion was renewed. B. Franklin Hart, a war veteran with a good record, had located in Hoboken, and, through his efforts, a company was raised and he was elected captain. There was no provision for maintaining the militia at that time, no uniforms and no armory. Captain Hart called on the late W. W. Shippen, who was then president of the Hoboken Land & Improvement Co., and he also called upon the Mayor and Common Council for help. It was finally agreed that the H. L. & I. Co. would divide the rent of Odd Fellows' Hall with the city, and thus provide an armory for the company. Governor Ward agreed that the State would furnish the company with uniforms. In the meantime the captain was drilling his men in civilian dress. Finally the uniforms came and the boys were happy. Patrick J. Meehan commanded an organization of Irishmen, and they came into the State militia. George Neuscheller organized a company at Union Hill. These three companies were merged and called the First Battalion. At the election of officers held by Adjutant-General Stryker, Captain Hart was elected major of the battalion. He then organized another company in Hoboken, which was commanded by the late Herman L. Timkin. The fifth company was formed in West Hoboken and was commanded by Captain Weeks. The First Battalion was a well-drilled, well-uniformed body of men, and a credit to the city and the state.

Finally another company was made up in the city and T. W. Griffith became its captain. This made in all six companies, and the battalion was made a regiment and called the Ninth, and Major Hart was elected colonel. The Ninth Regiment participated in the inauguration of President Garfield and carried off high honors, and was complimented by General Sherman in a letter to the wife of the colonel. It was ordered out to suppress the Orange riots, and during the great railroad strikes of 1877, when the railroads were all stopped, was on duty for eight days at the Elysian Fields. The regiment marched in all the big parades in and around New York, the last one being the Grant funeral parade, when it received great praise for its fine appearance and marching. While in camp at Sea Girt in 1885, trouble arose in the regiment over the charge that some of the line officers had misbehaved. The rank and file of the regiment, according to Colonel Hart's friends, endorsed their colonel's position in this matter. Governor Abbett ordered a court of inquiry, at which a different view

was taken, however, and the result was that the Governor disbanded the regiment and placed the colonel, lieutenant-colonel, major, and commissioned staff officers upon the retired list. The non-commissioned staff officers were honorably discharged. The companies which were detached remained practically intact, and in March, 1886, were re-formed into what is now known as the Second Regiment of the National Guards, Edwin A. Stevens being elected colonel. Major Chas. Erlenkotter was made lieutenant-colonel, a position he still retains.

The present officers of the Second Regiment, according to the last report of the Attorney General of the State, are as follows: Edwin A. Stevens, colonel; Chas. Erlenkotter, lieutenant colonel; Ramon M. Cook, major; adjutant, 1st Lieutenant William J. O'Toole; quartermaster, 1st Lieutenant Peter Semler; paymaster, Captain John R. Stevens; surgeon, Major William T. Kudlich; assistant surgeon, Albert W. Warden; chaplain, Captain Geo. C. Houghton; judge advocate, Captain James F. Minturn; inspector of rifle practice, Lewis R. McCulloch; gun detachment, Hy. C. Holton, 1st lieutenant. The company officers are: Company A—H. W. Sagendorf, captain; Frank G. Boye, 1st lieutenant; Frank A. La Pointe, 2d lieutenant. Company B—Theodore Buttenbaum, captain; Jules H. Thourot, 1st lieutenant. Company C—Cornelius F. Rabold, captain; R. P. Van Zandt, 1st lieutenant; Lucien Alces, 2d lieutenant. Company D—Henry Lohmann, jr., captain; John A. Greten, jr., 1st lieutenant; George W. Meighan, 2d lieutenant. Company E—Francis D. Jackson, captain. Colonel Edwin A. Stevens of the Second Regiment is one of the best known of Hoboken's citizens. He became a 1st lieutenant and adjutant in the old Ninth Regiment in May, 1880, and in the following year was appointed colonel and aide-de camp on the staff of Governor Ludlow. He succeeded to the same position on Governor Abbett's staff, and was appointed colonel of the Second Regiment on April 7th, 1886.

COLONEL B. F. HART.

Colonel B. Franklin Hart was born November 15th, 1836, at Burlingham, Sullivan county, N. Y. His father, the late George Hart, once a member of the London Corn Exchange, was a man of great energy and public spirit. One recognition of his character in this respect was a vote of thanks by Parliament for certain reforms which he effected in the administration of the Stamp Office. His mother, Harriet Wetmore, was a descendant of one of the most aristocratic families of England. Both of Benjamin's parents lived a long and happy life—his father dying in his eighty-eighth year, and his mother in her eightieth year. The subject of this sketch, Benjamin Franklin Hart, was the second son born in this country, and inherits from his father that energy and perseverance which characterizes him. Receiving a common school education, he came to New York City in 1858 and engaged in the wholesale commission business with his brother at 100 Barclay Street, under the firm name of Hart & Brother. After six years at this store they removed to 191 Chambers Street, where they are still carrying on the same business, being the oldest merchants in their line in New York City to-day. In 1865 he married Emeline Amelia MacDowell, daughter of Thomas MacDowell, minister to Cape Town under President Lincoln, and granddaughter of George T. MacDowell of Middlesex County, N. J., and came to Hoboken to live. Their married life has been most happy, and blessed with seven children, of whom they may well be proud.



Col. B. F. Hart.

Colonel Hart is a member of the Columbia Club of Hoboken, and Adelphi Lodge, F. and A. M. of New York City, with which he has been connected for the past thirty years. In religion he is an Episcopalian, and has been a vestryman of the Trinity Episcopal Church of Hoboken, and a regular attendant upon the services of the church for the past twenty years. In politics he has always been an ardent Republican. He cast his first vote for Abraham Lincoln, and was a member of the famous Lookout Club and the Wide Awake Club, in that memorable campaign in New York. In 1868 he was

elected president of the Grant and Colfax Club of Hoboken, and held the position of president of the succeeding campaign clubs for fifteen years. He has attended all the State and county conventions, and was elected a delegate to the National Convention at Philadelphia in 1872 that nominated Grant and Wilson. In 1873 he ran for the Assembly, but could not overcome the overwhelming Democratic majority, although he ran ahead of his ticket. He has been president of the West Side Merchants Republican Club in New York for twelve years, and was on the executive committee of the great Business Men's Republican Organization of the City of New York. In business he is an astute trader, active and enterprising.

When the war broke out he enlisted in the 37th New York Volunteers, under Colonel Charles Roome, serving through all the campaigns of that regiment, and was successively sergeant, 2d lieutenant and 1st lieutenant. His regiment took part in the Gettysburg campaign, and at Carlisle, Pa., he was struck by a piece of rebel shell, but not seriously injured. By his prompt action during a fire at Fort Richmond on May 28, 1864, he saved the government thousands of dollars, and for which he received public notice in the general orders. He has three honorable discharges from the U. S. Government, and one for seven years' service to the State of New York. Colonel Hart's proudest achievements, however, have been in connection with the organization and development of independent military organizations in Hoboken, which are told in detail in the article elsewhere printed about Hoboken's military organizations.

FRANCIS DOUGLASS JACKSON.

Francis Douglass Jackson was born in Brooklyn, N. Y. His ancestors on the paternal side have always been prominent as soldiers. Gen. Michael Jackson, his great-great-grandfather, rendered distinguished services to his country from the beginning to the end of the War of the Revolution, he being in command of the Eighth Massachusetts Regiment, being stationed at West Point at the time of Benedict Arnold's treason and the capture of Major Andre, and was breveted brigadier-general for distinguished services. Amasa Jackson, the grandfather of the subject of this sketch, was the fourth son of General Michael Jackson, and with his father and brothers, also served throughout the War of the Revolution. On account of his extreme youth at the beginning of the struggle he enlisted as a drummer boy, but at the close he had reached the rank of ensign. Francis D. Jackson's ancestors settled in Boston in 1642. He has a direct genealogical record of his family from that date up to the present generation. On December 20th, 1881, Mr. Jackson was made first lieutenant and adjutant of the Ninth Regiment of N. G. N. J. He was retired March 9th, 1886, on account of Gov. Abbett disbanding the regiment. On April 8th, 1886, he was made captain of Company E, Second Regiment, a rank he still retains. Captain Jackson was formerly a member of Seventh Regiment, N. G. S. N. Y., and participated in all its campaigns in the War of the Rebellion. On October 22d, 1878, Captain Jackson married Miss Lizzie H. Gaunt, of Hoboben. Three children have been born to the union, two sons and one daughter. He resides in a pleasant home at 1224 Garden Street. Captain Jackson is a prominent member of the Columbia Club and of St. Paul's Church. He is one of Hoboken's prominent business men, being largely engaged in dairy matters and its products.



FRANCIS DOUGLASS JACKSON.

THE HOBOKEN EVENING NEWS.

THE first newspaper published in English was the *London Courant*. This was in the year 1622. It had not been long circulating when its benefits became manifest. The British capital increased rapidly in prosperity and the *Courant* was credited with giving an impetus to the healthy condition of affairs. THE EVENING NEWS has been to Hoboken what the *Courant* was to London in the days of yore. When, on December 11, 1886, the proprietors transformed an almost unknown weekly into a daily paper, the venture was looked upon with skeptical eyes by the people of Hoboken. Even the best friends and well-wishers of the three young journalists who thus braved fortune, while they hoped for success, had little faith in its prospects. THE EVENING NEWS was given three months in which to live. It is living just now pretty considerably. Backed by public opinion and approval, it has had an appreciable influence in public affairs and the growth and improvements of the city.

THE EVENING NEWS was established by three young newspaper workers—Gustav A. Seide, William Hollister and John R. Henchy. The first issue made its appearance on December 11, 1886. In this number the following salutatory was printed:

"With this issue we present to the public a daily newspaper, it being virtually a continuation of the *Palisade News* under a new title, THE EVENING NEWS.

"Practically we go into an almost uncultivated journalistic field, Hoboken, the Fourth District, Jersey City, and the adjoining townships being wholly unrepresented by a daily newspaper printed and circulated within their borders. Heretofore the people in the section mentioned, and statistics show that they number nearly 80,000, have been unrepresented, the Jersey City newspapers, on which they were dependent for news, giving merely a summary, incomplete and in a measure unreliable.

"It will be the aim of THE EVENING NEWS to cover that field thoroughly, and in addition give a summary of Jersey City and court house news, with particular attention to matters in the County Board of Freeholders.

"THE EVENING NEWS will be Democratic in principle, but fearless and independent. It will be controlled by no individual or individuals, cliques, or political machinations. It will be devoted to the interests of the people, and it will be our aim and ambition to get the news and tell the truth.

"It will also contain telegraphic news from all sources. Everything of an objectionable character will be rigidly excluded from its columns.

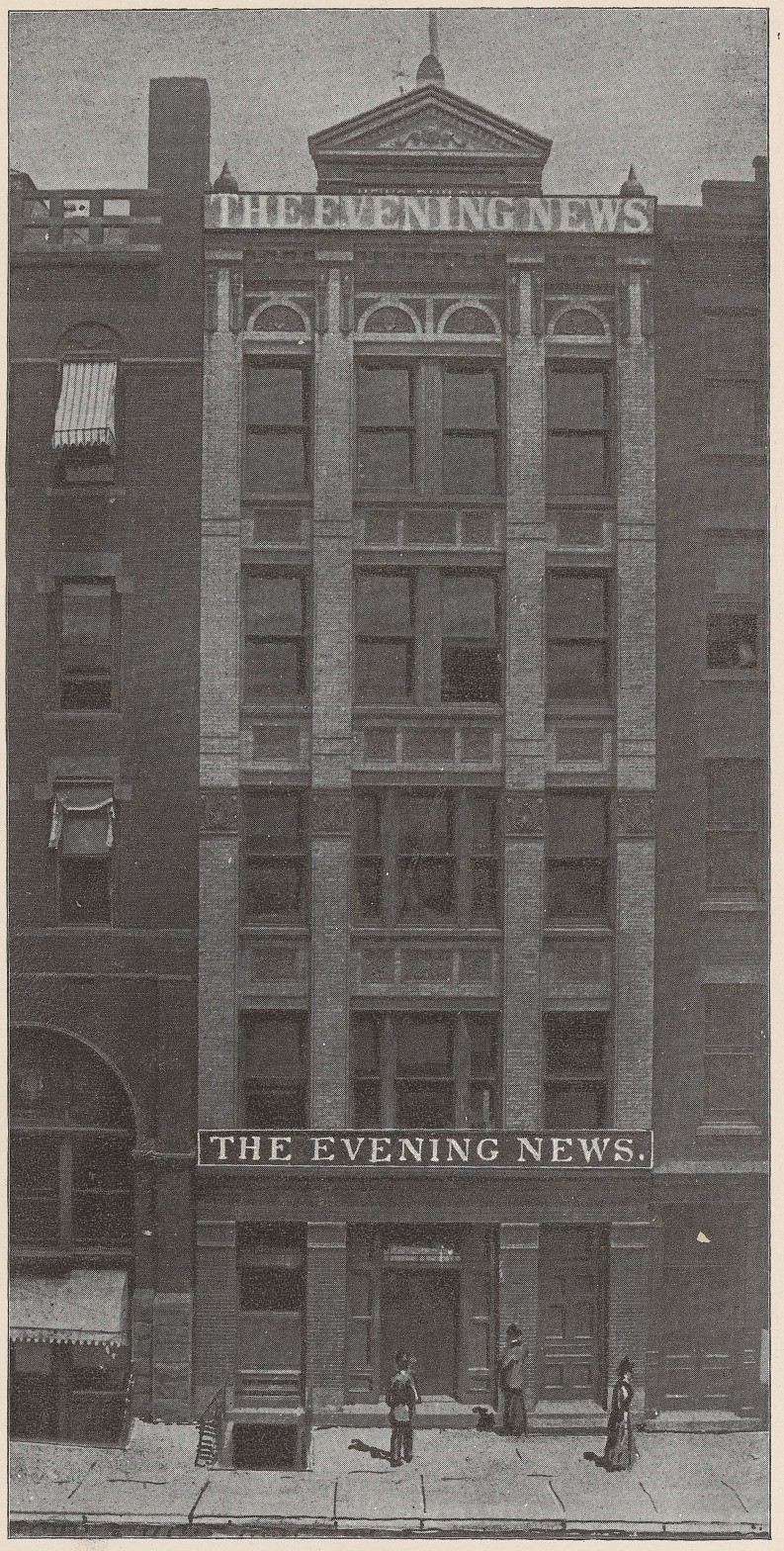
"It will always be kept pure in tone and it will deal with wrongs and abuses as it finds them. Its editorial comment will be without fear or favor. It will be a newspaper for the people—a home-paper—and will depend upon its merits for success."

The first building occupied by the NEWS was not a very pretentious one. It was a little one-story "shanty" of sheet iron, located on River Street, twenty-five feet south of Newark Street, on the site now occupied by the new Second National Bank building.

The birth of the NEWS elicited many maledictions and prophecies. People of sympathetic nature commiserated with the young men; those having a nature that has no pleasant word for any mortal were given to jesting and denunciation, while those of a malignant mind contented themselves with prophesying dismal disaster.

Such encouraging remarks as "It's only an infant, and a puny one, and cannot live;" "It's a premature journalistic birth; it will die as soon as its gruel is gone," were frequently heard, but passed unheeded. It was an infant, but it was full of life and vitality. While some ungrateful people were doing the predicting, the proprietors were doing the hustling, and carving with indelible marks into the good graces of an appreciative public. Never did the proprietors falter. They went in with a determination to win, and success was assured from the first issue.

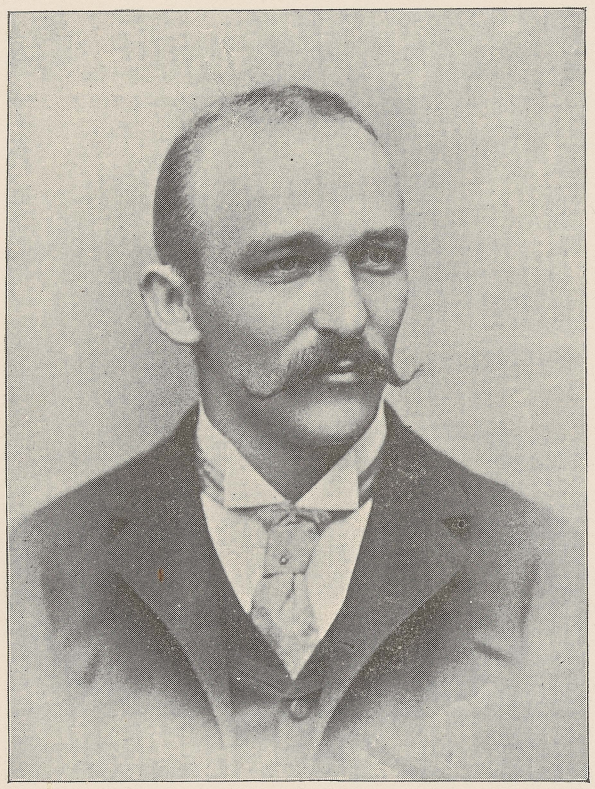
In that little building, on one floor 25x40, seventeen employes worked side by side, seemingly on top of one another. The cylinder press thundered in one corner, the gas engine in another, and two small presses near by. Then, in such close proximity that there was hardly elbow-room, were the typesetters, the job department, the editorial-room, the manager's desk and the counting-room for



Office of The Evening News—Hoboken, N. J.

the distribution of the newspapers. The uproar of several hundred urchins, clamoring for papers, the incessant clanging of the presses, the tooting of the gas engine, etc., made an indescribable scene. It seems like a dream to those cognizant of the situation to look back upon. After nearly a year elapsed, more room was absolutely needed, and a story was placed on the building. The building stood on leased ground, and an order for removal was served on the proprietors. In twenty-four hours the building was raised and moved to its present location in Hudson Place, and an additional small house was leased for an office. The removal, with all the presses and machinery, was no easy task, but it was successfully accomplished.

The new brick building of THE EVENING NEWS is, without exception, the finest newspaper office in the State. It has an extremely handsome exterior and an interior fitted up in a manner that cannot be excelled. Everything that skill and science are capable of accomplishing has been done to make the new home of THE NEWS a model of comfort and convenience, and a striking work of modern architecture.



WILLIAM H. WALL, HOBOKEN EVENING NEWS.

The building is 89 feet deep, with fronts on Newark Street and Hudson Place. Each front is 25 feet in width. It consists of five stories. The middle section of the first floor is sunk three feet below the front section, which is one step above the sidewalk; these sections are used for the public office on Newark Street, and for the delivery-room on Hudson Place. The middle section is used for the press-room. Particular care has been taken to make the foundation as firm as natural rock. The brick work begins at the top of the stone foundation, and consists of good, approved hard burnt North River brick. This goes to the ground lines and is laid in the best Rosendale cement.

The fronts on Hudson Place and Newark Street are faced with buff pressed brick, with trimmings of brown stone and terra cotta. The first story piers on Hudson Place have round corners and the piers above have moulded brick corner-heads. The arching on the first story of the Newark Street front is of stone; the arch on the centre window openings above is composed of mixed and moulded brick. All the cornices on the front roof and the main cornices are of galvanized iron and the sub-cornices over both front entrances are of stone, terra cotta and moulded brick.

The sandstone used in the building is of the very best description. The front on Newark Street, centre and side openings, and the piers, are trimmed with it. The arch stones are twelve inches in thickness; the stone trimmings on the piers run sixteen inches in thickness and have V rustic joints. The sub-corners between the second story sills and the arches are of the same stone, with mouldings and lintel courses.

The base stone and caps on the Hudson Place front and the water table and door sills and the sills and lintels on the narrow window openings and the sills of the wider openings consist of the best Belleville brown stone, artistically cut and moulded. The sub-cornice over the entrance is of moulded brick and terra cotta. All the ornamentation between the sills and lintels of both fronts is of terra cotta, and the caps on the four front pilasters or piers of the Hudson Place front also of terra cotta. The walls are also well coped and firmly anchored. The many openings on the light shaft on the second, third, fourth and fifth stories have fine axed blue stone sills and lintels. The chimney flue is coped with a blue stone cap. The small windows on the cellars from the exterior areas and the press-room also have fine axed blue stone sills and lintels. The iron work in the building cannot be surpassed, and the same can be said of the wood work. All of the roof is laid with spruce tongue

and grooved roofing plank laid in courses with the planed side down. The cupola on the Newark Street front is framed up with hemlock joist the same as a bulkhead and has an open roof. This is covered with large sheet "M. F." charcoal tin laid on one ply of roofing paper.

The whole of the floor of the sunk press-room is laid with spruce plank battens, tongued and grooved. All the other floors, that is, the office and delivery-room sections on the first story, and the second, third, fourth and fifth stories are laid with North Carolina battens.

Dorsett's metal skylights are on the roof. These are made in the best possible manner, being strongly braced with iron rods, and have the most appproved ventilators on the apex. They are all glazed with the very best quality ribbed plate glass and warranted water-tight for 1,000 years.

The windows all have box frames of sound white pine, and with one and one quarter pulley stiles. All the front sashes are one-third inch thick on both points and are glazed with first quality double thick French glass.

All the ornamentation between the sills and lintels of the front windows is done with terra cotta, but the windows on the first story on both fronts have heavy moulded wood panels. The two circular windows on the Newark Street front are hinged on a rabbeted frame and are glazed with colored cathedral glass.

All the front woodwork and the galvanized iron are painted with the best Atlantic white lead, linseed oil and turpentine. The stairs, rails and banisters and all yellow pine on the interior of the offices are painted with raw linseed oil and varnished.

The architect, whose brains planned the best newspaper building in the State, is Charles Reekie, whose office is at 17 Newark Street, this city. Mr. Reekie is an accomplished and experienced architect, and second to none in New Jersey. Michael Hayes is the mason, whose skill was taxed to its utmost in putting up the brick and stonework of the structure. No better mason could have been selected for the work, which is durable, artistic and picturesque. Ex-Councilman John Meighan was entrusted with the carpenter work. The Fagan Iron Works supplied the iron.

What has THE EVENING NEWS done for the City of Hoboken? It has done much.



JOHN R. HENCHY, HOBOKEN EVENING NEWS.

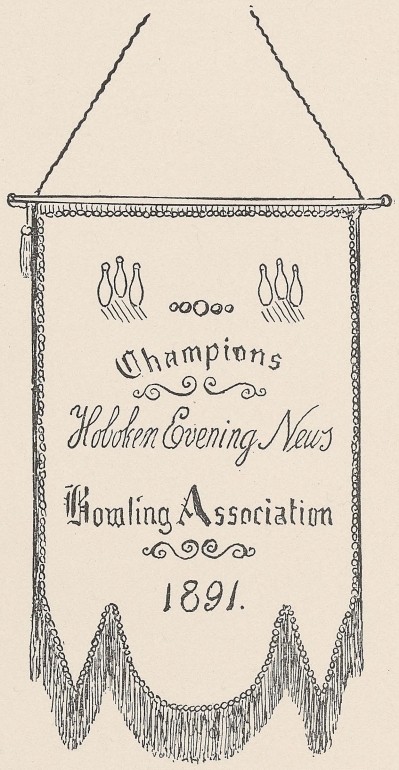
When thirty-one years ago the nation was called to arms to put down rebellion the men of Hoboken responded promptly, marched directly to the front and formed a prominent part of the New Jersey contingent which fought so bravely for the Union. Many of her bravest and best fell on the battle-field.

Seventeen years ago a movement was inaugurated to erect a monument in Hudson Square Park to the memory of Hoboken's dead heroes. A history of the rise and fall of that praiseworthy attempt was printed in the NEWS of October 24, 1887. Plans were matured for the monument, a fund was started, a corner-stone was laid with appropriate ceremonies, and then the thing fell through.

The NEWS was determined to awaken Hoboken's dormant patriotism, revive the public interest in the monument and carry out the original plans of the projectors—in a word, to complete the monument.

To do this the sum of $4,000 only was required, and the NEWS opened a popular subscription list for the purpose of raising the necessary funds. The monument was erected, and unveiled by General Sherman on May 30, 1888. The occasion was a grand day for Hoboken and THE EVENING NEWS. Alongside of General Sherman was Governor Green, General Horatio King—another hero of the war—also Colonel Joel, who was riddled with five Confederate bullets, Mayor Grassmann, Mayor

Cleveland of Jersey City, Mayor Haynes of Newark, Rev. Mr. Jenvey, also a veteran; then there were the members of the Common Council, Police Commissioners, Water Board, and all city officials, the Board of Aldermen of Jersey City, the Board of Police Commissioners of Jersey City, Sheriff Davis, ex-Mayors Timken, McGavisk, Besson and others equally well known. There were 10,000 men in line, and fully 20,000 visitors to the city.



The Soldiers' Monument, which now graces Hudson Square Park, was formally presented to the city on behalf of the committee by Gov. Green, stands there through the effort of THE NEWS. It was the NEWS that started the fund for that monument, and not only with its money, but with its stirring appeals to the citizens, aroused their patriotism and generosity, and accomplished in a few short months what, without its efforts, would still be an unknown quantity.

When the NEWS issued its first paper, the Delaware, Lackawanna and Western Railroad had a one-story ramshackle frame building for a depot. THE NEWS turned its attention to this eyesore and a new and handsome depot soon appeared. Its advocacy for more schools bore fruit, and the matter of a new postoffice was next taken up. The bill was drafted by the proprietors and introduced by Congressman William McAdoo, the most brilliant representative Hudson County ever sent to Washington. The new building is now nearly finished. For the purpose of encouraging the literary talent of the boys and girls of Hoboken, the NEWS offered $200 in gold for the best ten-stories, each limited to 1,000 words. The Board of Arbitrators consisted of the principals of the public schools and Mr. Henchy, one of the proprietors of the NEWS. The first prize story appeared in the issue of May 11, 1889. The winners were: Miss Emily McFarlane of Bloomfield and Tenth streets, Burgess A. Cruden, first prizes; Nelly F. White and Joseph Ettinger, second prizes; and Sarah G. Duer and Edward Freund, third prizes. These who received special mention were Evie Besson, Leonard Seeligsberg, Fred. Wettlaufer, Levi Gerdts Ella Ebbings, Alida Bowditch, F. R. Dauscha, Clara Stein, Katie Plunket, Edmund Kahrs, Miss E. Duer, and Hulda Grefe.



THE EVENING NEWS BOWLING TROPHIES.

The NEWS' advocacy of a free public library was taken up by Councilman Stanton (now Sheriff of Hudson County), in the council chamber on September 8, 1889. The matter was pushed with successful results.

The next movement of importance was "The Firemen's Monument." Here is what the *Jersey City News* said of the efforts of THE EVENING NEWS in this connection, in its issue of May 31, 1891:

"On September 4, 1848, the Volunteer Fire Department of Hoboken was organized, and at midnight last night it ceased to exist. For forty-three years it served the city well and faithfully. Its record during the half century of its existence has been a notable one, and the citizens of Hoboken were justly proud of their volunteer firemen. So when it was decided to change the department from a volunteer to a paid one, it was determined to signalize the event in a fitting manner. Messrs. Seide, Wall and Henchy, the enterprising young proprietors

of the Hoboken NEWS, proposed that the testimony of the public esteem take the form of a monument. The proposition met with favor, and yesterday saw the consummation of the enterprise." The monument stands in Church Square, a memorial of the heroism of the old volunteers, a heroism, as the orator of the day well said, that is greater, higher, than that of the soldier in battle who gains fame by dealing death, for the volunteer fireman's bravery is exerted to save life and he has no hope of national reward or fame, and no incentive but desire to help his fellow-man. The old volunteer system expired on Saturday May 30, 1891, and it went out in a blaze of glory.

THE EVENING NEWS is proud of Hoboken and of its growth and progress, and is proud, too, of the share it has had in arousing the public-spirited generosity of the people and inciting and encouraging them in raising memorials to the cardinal virtues typified in the monument unveiled on Saturday, May 30, 1891, and in that other unveiled three years before; for those shafts of granite surmounted by the fireman and soldier in bronze are more than mere "headstones" over graves. They stand for all the virtues that go to make heroes, and speak more eloquently than words to those who look at them.

To bring out the splendid rowing material of the Hoboken oarsmen, the NEWS inaugurated a regatta in 1891. The clubs that participated were Atlantic, Valencia, Active, Rosedale, Meteor and Germanias. In 1892 the same clubs participated. Both were grand aquatic successes, resulting in close and exciting finishes. The prizes were handsome banners and gold medals. All expenses were borne by the NEWS. Hoboken now holds the amateur champion pair of the United States. Messrs. Kunlich and Trenkamp, of the Atlantic Boat Club, are the champions. The Valencias have the champion four-oar barge crew.

The NEWS got up a bowling tournament in 1891. It was a tremendous success. Every bowler in Hoboken was interested. The Atlantic Boat Club secured the first trophy, the Hern Bowling Club the second, and the Atlantic Bowling Club the third prize. Handsome silver cups were the prizes. The prize (a diamond studded gold medal) for the highest individual average was won by John Gehrs, of the Spartan Bowling Club, and Rudolph Dinglestedt, of the Atlantic Boat Club, won the diamond studded gold medal for the highest individual score. This year's bowling tournament is in progress at present. It will end on January 30, 1893.

When the NEWS started, Mr. Seide was business manager, Mr. Wall editor, and Mr. Henchy city editor. Mr. Seide had charge of the Hoboken and North Hudson branch office of the Jersey City *Evening Journal*. He first began his journalistic career when a boy on the New York *Tribune*, under the late Horace Greeley. Mr. Henchy, just before the NEWS started, was an artist, special writer and reporter on the New York *World*. He began journalism in Dublin, Ireland, and followed his calling in Liverpool, London and other European cities, and eight years ago first worked in this country in New York City as a newspaper man.

Mr. Wall was born May 5, 1858, at Dresden, Saxony, of American parents. Part of his education was received at the preparatory school of Stevens Institute, Hoboken. After leaving school he began the study of medicine, which he was obliged to abandon. He worked in a chemical laboratory in New York City for a couple of years, and then joined the staff of the *Oil, Paint and Drug Reporter* in New York in 1878. In 1881 he came to Hoboken and edited the Hoboken *Advertiser*, afterwards the *Democrat-Advertiser*, which he left to join in the establishment of THE EVENING NEWS. Mr. Wall did some miscellaneous writing and also reported for the late Jersey City *Argus* and *Sunday Tattler*.

William Gardinier is foreman of the NEWS. He has had considerable experience as foreman in many cities in the country. He has no superior in his line. Charles F. Ehrhardt is pressman. The local reportorial staff comprises Thomas Hanley, John R. Havens, Robert McCurdy, jr., Phineas Jacobs, Henry Colston, Charles Steivers, L. Weil. William Hollister is the bookkeeper and cashier, and Leonard Gibson the regular advertising agent. THE NEWS is the only paper in Hudson County that has its own delivery wagon. In every way THE EVENING NEWS has sought to be progressive—to combat antediluvian ideas and to promote the welfare of the city and its people. It seeks to make the people of Hoboken keep abreast of the times.

HOBOKEN'S FREE LIBRARY.

Hoboken has reason to be proud of its free Public Library, established in accordance with the general New Jersey law on libraries in 1890. The library was opened on October 2d of that year, and has steadily increased in size, usefulness and influence ever since. The revenue of the library is fixed by the law in accordance with which the library was established. It comes from a tax of one-third of a mill on real and personal property of the city and is levied annually by the assessor. This is sufficient to cover the ordinary expenses and allow the trustees to buy a few books every year. The library was started with 3,900 books, to which over a thousand were soon added by purchase and gift, making the total number of books in the library at the end of the first year over five thousand. Nearly a thousand German books were added to this total.

The report for 1892 shows a net gain of books amounting to 2,431, making the total number accessible to the public 8,478. The circulation of the library has increased constantly, reaching the large number of 85,480 volumes during the year, being an average of almost two books for every man, woman and child in the city. The addition of the books from the school library was a great benefit to the Public Library, and connected it by a strong bond with the public schools. The great need of Hoboken's Public Library at present is a new building, and there is now a bill before the Legislature to enable the people of Hoboken to raise the money necessary for that laudable purpose. Thomas F. Hatfield is librarian; Edward Russ, treasurer of the board of trustees; and Messrs. Otto A. Lehman and Julius Schlatter, finance committee of the library fund. The other trustees are: James J. Lawson, Edward Meagher and William J. O'Toole.



THOMAS F. HATFIELD.

THOMAS F. HATFIELD.

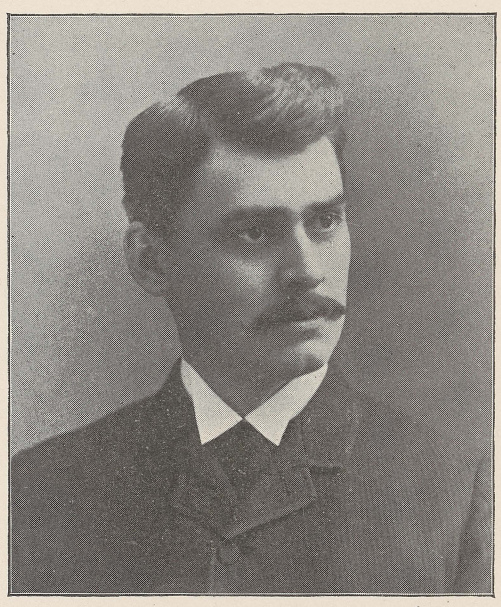
Thomas F. Hatfield was born in New York City, March 7, 1859. When a child his parents removed to Jericho, Long Island, where he received his rudimentary education. In 1870 his family came to Hoboken, where he completed his studies in the public schools. After leaving school, Mr. Hatfield secured a position as a clerk in the employ of the Atlantic and Pacific Tea Company. After filling that position for several years, he was given the management of three stores belonging to that concern. In 1877 he engaged in the tea and coffee business for himself, and in which he continued until 1889, when he was appointed by Mayor Grassmann a trustee of the Hoboken Free Public Library. After serving on that board for one year he resigned, and was appointed librarian, a position he still holds. He has thoroughly familiarized himself with library work and methods, as he has visited many of the largest institutions of that kind in the country, and is a member of the American Library Association and the New York and New Jersey State Library Associations. In 1883 Mr. Hatfield was elected a member of the Board of Education from the Fourth Ward. He served three years and was president of that body during the last year of his term. Mr. Hatfield is a member of the Union Athletic, the Hoboben Chess and Checkers Clubs, having been one of the organizers of the last named. He is an expert and enthusiastic player, and for three years edited the department in the late *Democrat-Advertiser* devoted to those games. He is also a member of the B. P. O. Elks, Foresters, United Friends, Improved Order Red Men, Knights and Ladies of Honor and other benevolent organizations. He is a familiar figure and is well and favorably known to almost every citizen of Hoboken. His pleasant and obliging manners have made him very popular with the patrons of the Hoboken Free Library.

THE HOBOKEN GAS COMPANY.

The Hoboken Gas Company was organized in 1863. It supplies not only Hoboken, but Union Hill and West Hoboken. The works are located on Willow Avenue, between Thirteenth and Fourteenth streets. The company furnish annually about 65,000,000 cubic feet of gas.

CORNELIUS KIEL, JR.

Cornelius Kiel, the present postmaster of Hoboken, is a native born Hoboken boy. Mr. Kiel was born on Marion Place, now Sixth Street, August 31st, 1856. He received his early education at the Hoboken Academy, which he attended until he was seventeen years of age. He then entered Packard's Business College, New York City, where he received a thorough business training. In 1876 he decided upon dentistry as a profession, and accordingly entered the New York College of Dentistry, from which institution he graduated in 1878. His studies finished, he opened an office at No. 163 Washington Street. Mr. Kiel took an active interest in politics as a loyal Republican, and was elected to the Board of Education, receiving more majority than his opponent did votes, and as a further evidence of his popularity, he was elected president of the board when his party had but a representation of four, while the Democrats had a representation of eight in the board. Mr. Kiel received his appointment as postmaster in 1889, under President Harrison. He extended the free delivery system in the city, increasing the force by five carriers and two clerks. He also arranged for the foreign mails to be dispatched direct to the outgoing steamers, thus saving the delay occasioned by sending it by the way of New York. Mr. Kiel is an active member of the Quartette and Union Athletic Clubs of Hoboken. He is also a member of the Union League Club of Jersey City, and a leading spirit in the Hudson County Republican Committee. Mr. Kiel is married and resides at No. 403 Washington Street, which has been the family homestead for a third of a century.



CORNELIUS KIEL, JR.

THE HOBOKEN POSTOFFICE.

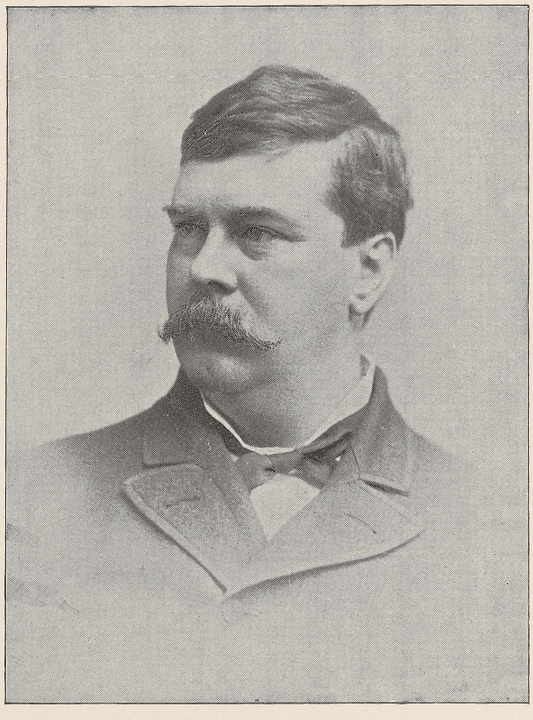
The postoffice will occupy its new quarters about May 1st, 1893. The new building is located on River Street and Hudson Place, making it of convenient access for the commercial and general public. Postmaster Cornelius Kiel, Jr., and his assistant, Mr. Leonard Schroeder, have labored earnestly to bring the office up to its present standard, and it now ranks very high in its class. The erection of the new building was commenced in the fall of 1891, and the amount expended in its construction was $75,000. The office is of the second class, and the following statistics will show the volume of business transacted during 1892:

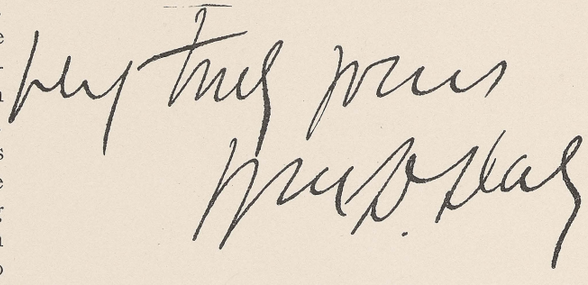
Receipts, $35.423.88; expenditures, $21,735.65; amount sent to United States Treasurer, $13,688.23; domestic money orders issued, 3,200; domestic postal notes issued, 2,000; foreign money orders issued, 9,000; domestic money orders paid, 2,800; foreign money orders paid, 1,100; domestic postal notes paid, 1,500.

These figures are based on a conservative estimate of the business done during the busy season. Fifteen carriers are employed for general delivery, and a working schedule has been arranged so that all employes only work eight hours per day. In the special delivery department 3,175 pieces were received, a large number for this office, as only one carrier is provided for the work. It is impossible to give the exact number of pieces of mail handled during the past year, as, with the exception of special delivery packages, the practice of counting the mail has been discontinued since 1890.

THE BENCH AND BAR.

HUDSON County has supplied to the bar of New Jersey some of its most eminent practitioners, and among these none are remembered more creditably than the representative lawyers of Hoboken. The representatives of the bench in Hoboken of recent years have recommended themselves to the people for learning and experience, as well as for fairness in the administration of the law. In 1877 a District Court was established in Hoboken by the State Legislature. This court performs the duties formerly devolving upon the justices of the peace, as well as some classes of cases of lesser importance, which were formerly decided in higher courts. Fred B. Ogden was the first judge in this court in Hoboken. He was succeeded by Judge Abel I. Smith. He in turn was succeeded by William D. Daly. Judge Daly resigned in January, 1893, to take his seat in the State Senate of New Jersey. Judge Daly was succeeded by the present Judge Elijah Paxton.

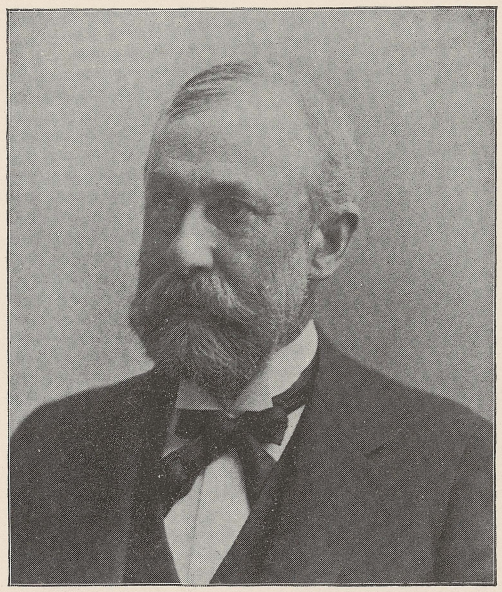




WILLIAM D. DALY.

Senator Daly was born in Jersey City in 1851, and has resided in Hudson County all his life. He was educated in Public School No. 1, Jersey City, and at the age of fourteen entered the iron foundry of Uzal Cory, at the foot of Greene Street, Jersey City, as an apprentice at iron moulding, and at the age of seventeen he was a journeyman iron moulder. He continued at his trade until the age of nineteen, working in the meantime in the Erie foundry, and at Blakemore's foundry, on Railroad Avenue. Mr. Daly, while engaged at his trade, was always ambitious to become a lawyer, and at the time of the great strike on the Erie Railroad, in 1870, was working in the Erie foundry, and went out with the other moulders. Being then out of employment, he entered the law office of S. B. Ransom and ex-Judge Blair, of Jersey City, as a student of law. In May, 1871, and in June, 1874, he was admitted to the bar respectively as attorney and counsellor. Since that time he has practiced law in all the courts of the state. He has probably been engaged in and has tried as many capital cases on the part of the defence as any lawyer in the state. Among the noted criminal cases in which he has been engaged was that of George Disque, for the killing of his wife. He also defended young Schlemmer, who, in a fit of jealous passion, in August, 1887, shot his wife, and was sentenced to be executed. Mr. Daly carried this case to the highest courts, obtained a new trial, and saved his client's life. The Senator was the defender of Morris O'Brien, for the killing of his brother; Murphy, for the Henderson Street bridge murder; Harney, for the killing of Ford; the Goodwin brothers, for the alleged killing of their father; Murphy, for the alleged killing of Denning; and Cunniff, for the alleged killing of his wife by setting her on fire with a lamp. He was also counsel for the arrested

freight handlers in the great Erie strike in 1878, none of whom was convicted, and also for the Cigar-makers' Union in their strike in Jersey City six years ago, and upon their trial they were acquitted.

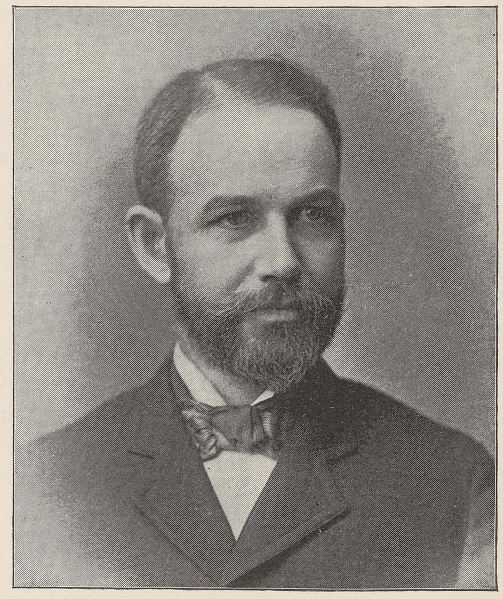


JOHN CASE BESSON.

The Senator served as Assistant United States District Attorney for three years, having been appointed under the Cleveland administration. He was an alternate delegate to the St. Louis Democratic National Convention in 1888. He has been counsel for the Hudson County Liquor Dealers' Association for several years, and he represented the Eighth District of Hudson County in the House of Assembly in 1891, when he was the leader of his party on the floor. In 1891, Mr. Daly was appointed District Judge by Governor Abbett for the District Court in Hoboken. He filled this position in a highly creditable manner until January 1, 1893, when he resigned to take his seat in the State Senate of New Jersey. He was elected Senator after an exciting campaign by a plurality of 6,000 over J. Herbert Potts, a Republican of great strength and popularity. His majority was the largest ever given a senator from Hudson County.

JOHN CASE BESSON.

John Cass Besson was born in Alexandria township Hunterdon County, N. J., April 30th, 1838. He received his rudimentary education in the public schools of his native village, completing his studies at the Pennington Seminary. After leaving the latter institution he taught school for a short time. Afterwards he studied law in the office of Edward R. Bullock, of Frenchtown, N. J., where he remained for one year, after which he took a thorough course at the New York and National Law School at Poughkeepsie, N. Y., where he was graduated as Bachelor of Laws in the class of 1860. After his graduation, he entered the law office of Abraham Van Fleet, of Flemington, N. J., where he remained until February, 1863, at which time he was admitted to the bar as an attorney at law. Mr. Besson then opened his own office, locating at Millville, Cumberland County, N. J. His first month's revenue amounted to the munificent sum of fifty cents, and the succeeding nine months were but little better. He decided that Millville was not the place for him, and removed to Flemington, where he formed a co-partnership with George A. Allen, which continued for one year. He then removed to Clinton, N. J., opening an office, where he remained for two years. In February, 1866, he was admitted as counsellor at law. On May 1st, 1867, he located in Hoboken and opened a little office on Washington Street, in the old Reed house, and began a practice which to-day is one of the largest in Hudson County. Mr. Besson to-day has one of the handsomest law offices in the city. In 1883 he formed a co-partnership with his brother, Samuel A. Besson, whose biography appears in this volume. The firm of J. C. & S. A. Besson has continued since its formation and is located in the Hoboken Land and Improvement Company's building, at No. 1 Newark Street. Mr. Besson married Miss Hasseltine Judson Nice, a daughter of the Rev. George P. Nice, a prominent Baltimore clergyman. Mr. and Mrs. Besson have two children, both being sons, and reside in a handsome residence at No. 800 Hudson Street. Mr. Besson is a director of the First National Bank, the Hudson Trust and Savings Institution, the Hudson County Gas Light Company, the New Jersey

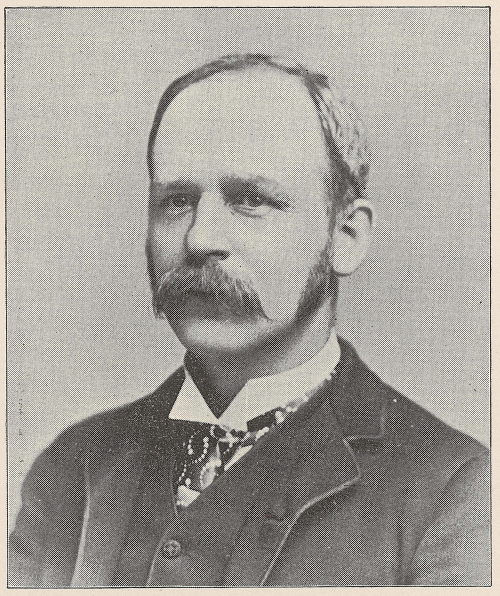


SAMUEL AUSTIN BESSON.

Title Guarantee and Trust Company, and of the North Hudson County Railroad Company. In 1875, he published a law book known as "Besson's New Jersey Law Precedents." It has been adopted as authority by the general legal profession. Mr. Besson is a memer of the Quartette, Columbia and Union Athletic Clubs. He was for six years the Corporation Counsel and served as Assemblyman in 1885–86. His family attend the Trinity Church.

SAMUEL AUSTIN BESSON.

Samuel Austin Besson, late president of the Hudson County Bar Association, was born at Everittstown, N. J., in April, 1853. He was the son of William Besson, whose ancestors, all Hugenots, were among the first settlers of this State. Francis Besson, the earliest American ancestor, came here in 1700, and purchased a tract of land in Amivell township, Hunterdon County. Many members of this family went to New York, where they became prominent in the mercantile and professional world. Mr. Samuel A. Besson entered Lafayette College at Easton, Pa., in 1872, and graduated in 1876. After leaving college, he taught school at Phillipsburg, this state, until March, 1877, when he came to Hoboken and began the study of law in the office of his brother, John C. Besson. He also studied law under S. C. T. Dodd, the Standard Oil Company's attorney. Two of his former classmates at Lafayette College at this time were taking a course in the law department of Columbia College. Mr. Besson studied at night with these gentlemen, thus securing the benefit of practically a course at the famous college. Mr. Besson was admitted to the bar of New Jersey as an attorney at law in the summer of 1879. At that time he began to take an active interest in politics, and in 1882 was elected Corporation Attorney of Hoboken. During the summer of the same year, he passed his examination as counsellor at law, and was admitted to practice as such in all the courts of New Jersey. He was appointed special master in chancery by Chancellor McGill in October, 1886. Mr. Besson has been a ruling elder in the Presbyterian Church of Hoboken for several years. It is one of the greatest honors that a layman can attain in the United States. He was happily married to the estimable woman of his choice in 1881. He has two children, a daughter and a son. In 1883 Mr. Besson formed a co-partnership with his brother, John C. Besson.



Judge Abel I. Smith.

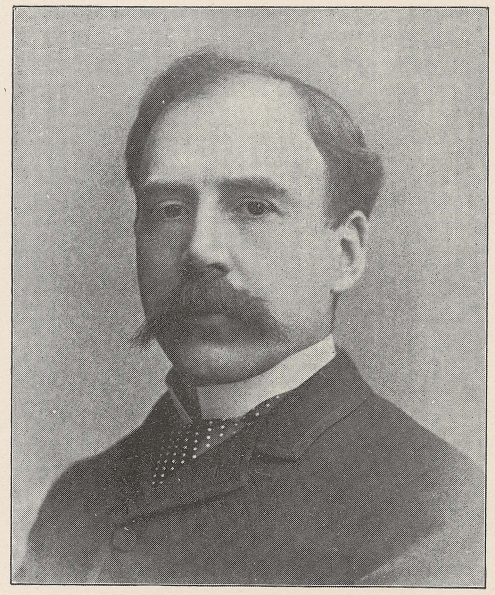
ABEL I. SMITH.

The ancestors of Abel I. Smith figured prominently in the early history of New Jersey. In 1732, one of his ancestors, Abel Smith by name, settled on a large tract of land at Secaucus, at that time, with Hoboken, included in the old county of Bergen. This land formerly belonged to the celebrated William Pinhore, and was conveyed to Abel Smith by deed dated October 24, 1732, and during the two and a half centuries that have intervened to the present time, has always been occupied and owned by some member of the family. The great, great-grandfather of the present Abel I. Smith did honorable service in the War of the Revolution, as a member of Colonel Oliver Spencer's cavalry regiment of the Continental Army, noted for its efficiency and bravery.

Abel I. Smith, the father of the present subject of this sketch, served as a private in the War of 1812, and held many positions of honor and trust in both Bergen and Hudson counties. He was well known to the people of Hoboken down to 1865, the time of his death; and was one of the few honored by Mr. Robert Stevens with a pass for life over the Hoboken ferry, the original, in the hand-writing of Mr. Stevens, being now in the possession of the family, and is very amusing from the fact that it reads: "Abel I. Smith and his wife, if he gets one." The subject of this sketch was born in Hudson County in 1843. He was educated at Rutger's College, graduating with the class of 1862. Having determined upon the law as his profession, he, immediately after leaving college, entered the office of

J. Dickerson Miller of Jersey City. After four years of earnest study, he was admitted to the bar as an attorney in 1866, and in 1873 as a counsellor. He began to practice in the Town of Union, and in 1868 opened an office in Hoboken, where he has remained until the present time, Mr. John S. Mabon being associated with him as partner.

He has always taken an interest in politics, and in 1869 was elected to the Legislature from what was then known as the Eighth Assembly District of Hudson County, consisting of North Bergen, West Hoboken, Weehawken, and the Town and Township of Union, but refused to stand for re-election. In 1888 he was appointed Judge of the District Court of Hoboken, under Governor Green's administration, which position he occupied until 1891, and he takes great pride in the fact that, of the many cases decided by him during his three years of office, but few were taken to the upper courts for review, and that of these all were affirmed except two. Judge Smith was married on December 7, 1870, to Miss Laura Howell, daughter of Martin A. Howell, one of the leading citizens of New Brunswick, N. J., and well known throughout the State; being identified with many large corporations as director, and among others the New Jersey Railroad and Traction Company, and the Camden and Amboy Railroad, as a contemporary with Mr. Edwin A. Stevens. At his home at No. 99 Mercer Street, Jersey City, Judge Smith has a large collection of continental money, and also has many rare old coins, a large number of which have been in possession of the family since the date of its settlement in America. The collection includes many gold pieces of various countries, dating from 1632 to 1800. Recently, while excavating for the foundation of a house for one of Mr. Smith's tenants, at or near the site of the old homestead at Secaucus, the workmen exhumed a number of old continental coins, which have been added to the collection. With them, too, was an old button, apparently from the coat of a Continental soldier. Mr. Smith also has a large and valuable library in which he finds great enjoyment. Among the numerous volumes is one which he prizes, perhaps, more highly than any other: it is the old family bible, which contains the birth of Mary Bailey, one of his ancestors, in St. Philip's Parish, Bristol, England, in 1653. Mr. Smith's twenty-four years' connection with the people of Hoboken makes the welfare of the city of great interest to him. He has confined his practice in the law almost entirely to civil suits in the Court of Chancery, Circuit, Supreme and Orphans' Courts. He was counsel for three of the prominent improvements in this county—the "Bull's Ferry Road," the "Bergen Line Road" and the "Bergen Wood Road;" and among the late cases of importance, was counsel, last winter, for the County of Hudson in the matter of the New County Road and the Lehigh Valley Railroad Company. He is now counsel for the Township of North Bergen, and many large estates. Mr. Smith is devoted to his profession. After his many years of practice as a lawyer and a judge he has justly attained the wide reputation he now enjoys.



John Scott Mabon.

JOHN SCOTT MABON.

Among the younger members of the legal profession in Hoboken is John Scott Mabon. He comes of a family whose history has been closely identified with that of Hudson County. His grandfather, who bore the same name, was a clergyman, and at one time had charge of Erasmus Hall, an educational institution of some importance, at Flatbush, L. I., and was also for a time a professor at Rutger's College, New Brunswick, N. J. It was at Rutger's College that his son, the Rev. W. V. V. Mabon, D.D., L.L.D., was born. The Rev. William V. V. Mabon, who was the father of the present John Scott Mabon, is the Professor of Theology at the Theological Seminary of the Reformed Church, located at New Brunswick, N. J. He is well known throughout Hudson County and the State, and for many years was the pastor of Grove Church in New Durham. He was also, for a number of years, the editor of the *Sower*, a denominational paper of the Reformed Church; and at one time was super-

intendent of the public schools of Hudson County, and a member of the County Board for the Equalization of Taxes, to which position he was appointed by the late Justice Knapp. His wife's maiden name was Emma Deas, whose grandfather owned the property on the Hudson River, known as "Deas' Point," now used as the terminal of the West Shore Railway, and the cliff property above now owned by the James Brown estate. John Scott Mabon, the subject of the present sketch, was born at Grove Parsonage in North Bergen, in 1856. He pursued his early studies under his father, with the intention of entering the mercantile world. In 1872 he experienced considerable trouble with his eyesight. Upon the advice of his physician he spent a year in travel, going *via* the Isthmus of Panama to California, and thence across the Pacific to China and Japan. He returned with his health almost entirely restored, and again took up his studies. He entered the law office of ex-Senator Brinkerhoff, and also pursued law studies at the Columbia College Law School. He was admitted to the bar as an attorney in 1880, and in the same month, three years later, he was admitted as a counsellor for all the New Jersey courts.



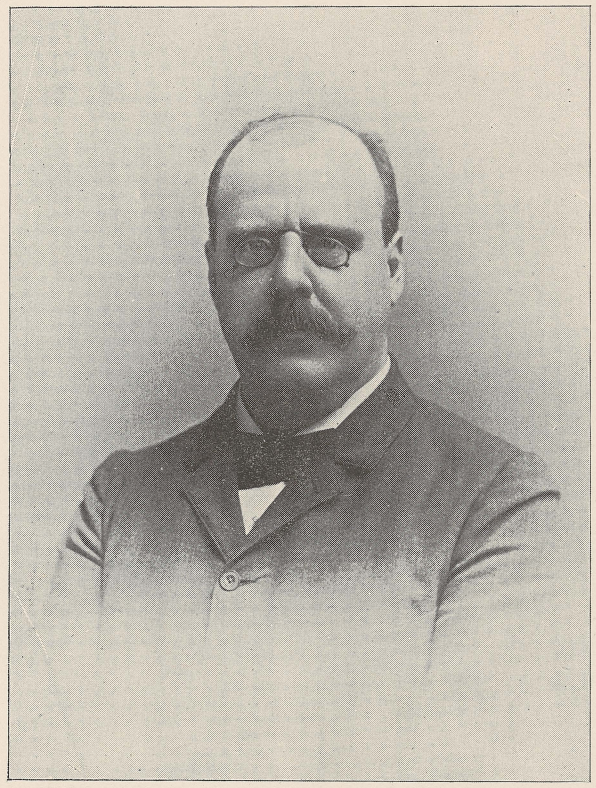
William S. Stuhr

Mr. Mabon practiced law in Jersey City until the early part of 1885. He then formed a copartnership with Judge Abel I. Smith, with whom he still continues. The firm has offices in the First National Bank Building. In 1883 he published "The Searcher's Pocket Book," a work relative to the examination of land titles in Hudson County, which is now in general use among the profession. Mr. Mabon has served as member of the Republican County Committee. He is the historian, and one of the founders of the Columbia Club, and is also a member of the Lincoln Club and the Hudson County Bar Association. He is married, and resides in Hoboken.

WILLIAM S. STUHR.

William S. Stuhr was born in Williamsburg, N. Y., October 1, 1859. He received his early education at the Hoboken Academy, and for three years pursued his studies at a prominent institution of learning in Germany. In 1874 he returned to his native country and entered the New York University, where he took the law course and was graduated with honors in 1879. He then entered the law office of James V. Vroom, and in 1880 was admitted to the bar as an attorney. Three years later he was admitted to practice in all the courts of New Jersey as a counsellor. From the date of his residence in Hoboken, Mr. Stuhr has taken an active interest in the welfare of the city. He has always been a prominent Democrat and is the president of the Jeffersonian Democracy of Hudson County. He served as Corporation Counsel in 1883 and was re-elected for two successive years. In 1889 he received the Democratic nomination for State Senator with the Republican endorsement. An exciting campaign followed, and at the counting of the ballots Mr. Stuhr was declared defeated. Believing the result to have been brought about by unfair means, he decided to make a contest, which resulted in seating him in the Senate in May, 1890. As a result of the testimony taken at this time more than fifty election officers were indicted by the Grand Jury, and of that number forty were tried and convicted. In 1891 the Democrats, gaining control of the Senate, unseated Senator Stuhr. Mr. Stuhr is a member of Lodge 136, F. & A. M., of Hoboken, and is a prominent member of the Quartette Club. He is also an active member of the Dutcher Pioneer Verein and the Jersey City Arion. In February, 1886, Mr. Stuhr was happily married to Miss Marietta Lindsay Miller, daughter of Thomas

Miller, a prominent citizen of Flushing, L. I. They reside at No. 1242 Bloomfield Street. Mr. Stuhr owns considerable real estate in Hoboken, and the city's interests are his interests.



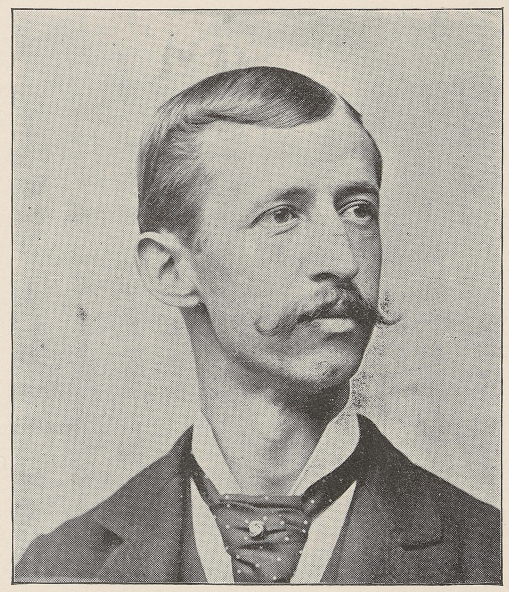
Chas. K. Cannon

CHARLES K. CANNON.

Charles Kinsey Cannon was born in Bordentown, N. J., November 12, 1846, his father, Garrit S. Cannon, having been a prominent lawyer of Bordentown, and for fifteen years prosecuting attorney of Burlington County, N. J. Mr. Cannon received his early education in the schools of Burlington, and was graduated from Yale College. In 1870 he was graduated from the Columbia Law School of New York, and in June, 1870, was admitted to the New York bar, and to the New Jersey bar in November, 1870. He came to New Jersey soon after his admission to the bar of this State. He has resided here ever since. From 1877 to 1878 Mr. Cannon was Corporation Attorney. On April 22, 1880, Mr. Cannon married Miss Agnes R. Herbert of this city. Two children, a son and daughter, have blessed this happy union. Mr. Cannon and family live in a handsome residence at No. 928 Hudson Street. He is a member of the Columbia Club, of which he is one of the trustees, and is a regular worshiper at the Trinity Episcopal Church of this city. He was formerly a member of its vestry and for two years was treasurer of the church.

During Mr. Cannon's professional career he has had many important legal cases intrusted to him as referee, among others the suit against John McMahon, Collector of Revenue and Michael H. Murphy, Water Registrar. Mr. Cannon has his office located at 52 Newark Street.

HENRY A. GAEDE.

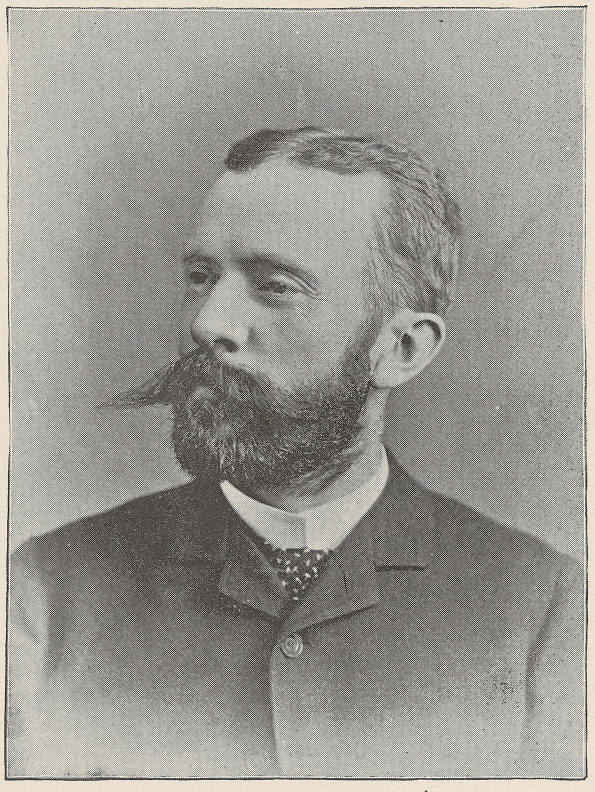


Henry A. Gaede.

Henry A. Gaede was born September 10, 1857, at Hudson City, now Jersey City Heights. He attended old No. 2 public school, having graduated in June, 1872. He then studied civil engineering with Otto F. Wegener, civil engineer, who was at that time City Surveyor of Hoboken, until October, 1874. Mr. Gaede then entered the office of John C. Besson, Esq., and began the study of law. He was admitted to the bar in November, 1878, and has been in active practice ever since. He is counsel for the Hoboken Bank for Savings, The Industrial Mutual Building and Loan Association of Jersey City, and attorney for Hudson County in the condemnation proceedings for land to be taken for the opening and laying out of the County Boulevard. Mr. Gaede's specialty is in the examination of titles to real estate. He enjoys a lucrative office practice. Mr. Gaede is largely interested in real estate on Jersey City Heights, and is a firm believer in the future growth and prosperity of that city. He is married and has a cosy home on Central Avenue.

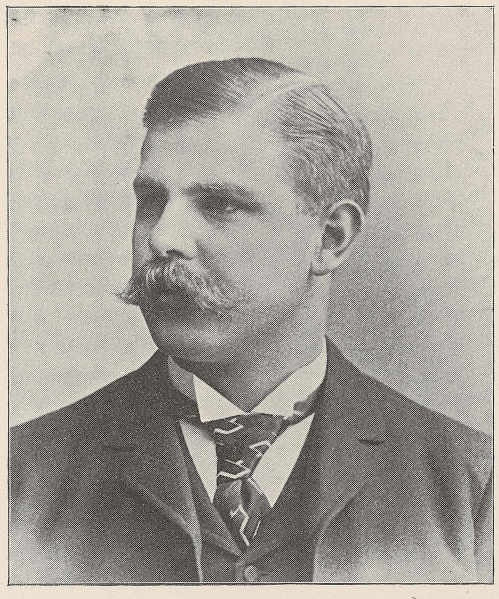
MALCOLM W. NIVEN.

Malcolm W. Niven was born at Monticello, New York, November 26, 1851. His paternal grandfather, Daniel Niven, came to this country from Scotland immediately after the close of the war of the Revolution. He was a Highlander and belonged to the Campbell clan. He died in 1865, aged 101 years. The rest of the Niven ancestry were Knickerbockers and came over among the early Dutch settlers. Mr. Niven obtained his early education at the Monticello Academy. In 1865 his father removed to Kingston, Pa., and became connected with what is now known as the Bloomsburg division of the D. L. & W. railroad. Young Niven had a liking for mechanics and went to work in the railroad machine shops, learning the machinist's trade. He sought a better education, however, and attended the Riverside Institute at Wilkesbarre, Pa., for two years. In 1869 Mr. Niven's father was selected by the executors of the late Edwin A. Stevens to take charge of the construction of the Stevens Institute building, and he removed with his family to Hoboken. Malcolm then became an employe of the hardware house of Sears, Leavit & Company in New York, notwithstanding his father's desire that he should study law. He followed his father's advice finally, and on January 2d, 1870, he began the study of law with the firm of Hoffman & Morgan. The firm having been dissolved in 1872, by the elevation of Mr. Hoffman to the bench as Presiding Judge of the Hudson County courts, Mr. Niven continued his studies with the Hon. Frederick B. Ogden and was admitted to the bar at the February term, 1874. He entered at once upon the active practice of his profession and, at the February term, 1877, he was licensed as a counsellor. Soon thereafter he was a candidate for Corporation Attorney of Hoboken, to succeed James W. Vroom, but was defeated by Charles K. Cannon. In 1878 he defeated Mr. Cannon, and was re-appointed in 1879, 1880 and 1881. During Mr. Niven's term the most important litigations that ever effected the city were conducted. He carried the celebrated Kamena cases to a successful issue after three years' litigation, and recovered for the city the entire principal of the amounts taken from the city treasury and costs, together amounting to $63,000. In the noted improvement certificate cases he effected a compromise which saved the city about $150,000. He also figured conspicuously and creditably in the water-front suit against the Hoboken Land & Improvement Company. Mr. Niven was active in securing the passage of the District Court act, and was a candidate for the Judgeship, but supported Judge Ogden for the position as soon as he was informed, by Governor Beadle, that Judge Ogden's name was under consideration. Judge Ogden was appointed and he and Mr. Niven formed the law firm of Ogden & Niven, and practiced law together for some years, until Mr. Niven practically transferred his activities to New York City. He afterwards entered into a law partnership with James F. Minturn. He never lost his fondness for mechanics, and in 1883, with Messrs. William R. Grace & Company, Vernon H. Brown, C. H. Delameter & Company and Myles Tierney, undertook experiments looking to the deepening of the water on the bar at the entrance to New York harbor, by the use of General Roy Stone's hydraulic plow. A large amount of money was expended without permanent results, owing to the conflicting currents. For the sake of health at this time Mr. Niven began to devote considerable time to matters which kept him in the open air. He, with his brother, founded the firm of Niven & Company, dealers in coal, which firm was incorporated in 1888, under the general New Jersey corporation laws. Mr. Niven is still president of the company. In 1885 the New York legislature passed an act providing for



MALCOLM W. NIVEN.

a commission to build a high level bridge over the Harlem river to connect Washington and Fordham Heights. Jacob Loullard, Vernon H. Brown and David James King were appointed commissioners. They offered Mr. Niven the secretaryship of the commission which was to take charge of the construction of the proposed bridge. He is still their secretary. The results of the labors of the commission are seen in the Washington Bridge, which is one of the finest arched bridge structures in the world. In 1887 Mr. Niven was admitted to the bar of New York. In 1890 the firm of Niven, Minturn & Hawkes was formed, the junior member being E. MacDougal Hawkes. Mr. Niven is secretary and treasurer, and a director of the American Tillage Company. They believe they have solved the problem of plowing, harrowing, seeding and rolling at one operation by steam, and at a cost two-thirds less than by present methods. Mr. Niven is secretary and treasurer of the New York and Long Island Railroad Company, which is constructing a double track railroad from Eleventh Avenue and Forty-fourth Street, New York, under Forty-second Street and East River to Long Island City and Brooklyn. He is also a director and president of the Inter-Island Construction Company, a New Jersey corporation which has taken the contracts for the construction of the road. Mr. Niven was for years a member of the old Ninth Regiment, N. G. N. J., serving on the staff of Colonel B. Franklin Hart as Judge Advocate with the rank of captain. He was afterwards Judge Advocate upon the staff of Brigadier General Plume with the rank of major. In 1872 Mr. Niven removed his residence from Hoboken to Montclair, where he has since resided, with the exception of one year spent in New York City and one year at Morristown. His home is on the very top of Orange Mountains. He is married and has four children. Mr. Niven is a gentleman of charming manners, an engaging conversationalist, and is well known all over the East as a progressive American.



Leon Abbett, Jr.

LEON ABBETT, Jr.

One of the most promising young lawyers in the State of New Jersey is Leon Abbett, Jr., the son of the popular Governor. Mr. Abbett was born in Jersey City, March 27th, 1867, and received his early education at Hasbrouck's Academy and the high school of his native city. He entered the Columbia College law school in 1884, graduating in 1886. Mr. Abbett then spent a year in Berlin and, returning to America, was admitted to the bar in New York in 1888, and one year later was admitted to practice as an attorney in the courts of New Jersey. In 1892 he was admitted as counsellor. Mr. Abbett began his early practice in Jersey City and New York City, and in 1891 he came to Hoboken and opened an office in the Second National Bank building, where he is at present located. Mr. Abbett was recently married to Miss Lillian A. Hall, the daughter of a prominent merchant of New York City, and resides in a beautiful home on Hudson Street built by himself. He is an active member of the Jersey City and New Rochelle yacht clubs and the Palma Club of Jersey City. Mr. Abbett acts as private secretary to the Governor. He has travelled extensively both in this country and Europe.

JOSEPH S. PARRY.

Joseph S. Parry was born at Warminster, Bucks County, Pa., April 8th, 1857. He received his rudimentary education in the public schools and afterwards attended the Friends Central School in Philadelphia for two years. After finishing his studies he taught in the public schools of his native county for two years, and then took a course at the Second District Normal School of Pennsylvania at Millersville, graduating therefrom in 1879. He then taught school in Lancaster Co., Pa., for a year, and in Bucks County for one year more. At this time Mr. Parry entered the law office of Joseph H. Gaskill, at Mount Holly, N. J., in the spring of 1882. After four years of earnest study he was admitted to the bar as an attorney, June term, 1886, and in February, 1890, he was admitted as a coun-

sellor, with authority to practice in all the courts of New Jersey. Mr. Parry has lived in Hoboken since his admission to the bar. He has always taken an active interest in the public affairs of the city. He is the secretary of the Hoboken Building and Loan Association and is also the secretary of the Columbia Club.

CLEMENT De R. LEONARD.

Clement De R. Leonard, a descendant of the French Hugenots, was born at Redbank, N. J., February 18th, 1846. His ancestors came to America about the time of the Hugenot war, and figured prominently in the early history of the country. His great-grandfather, Joseph Leonard, was the High Sheriff of the Colony of New Jersey in 1771. He died in 1779. His grandfather, John Leonard, was a warm personal friend of Thomas Jefferson, and was by him appointed minister to the court of Spain, a position he held for thirty years. Mr. C. De R. Leonard's father, Francis De R. Leonard, is an old and well known citizen of Red Bank. Mr. Leonard's mother was a Lippincott; her family came of old Holland stock and were among the early settlers of Monmouth County. Mr. C. De R. Leonard received his early education at St. Charles' College, near Elliott's City, Md., having first pursued a course of study under the able tutorship of his father. After leaving St. Charles' College he entered Seton Hall College at Orange, N. J., where he was graduated in 1869. He then began the study of law in the office of Charles H. Trafford, where he remained three years. He then entered the office of Prosecuting Attorney Robert Allen, Jr., as his assistant. In June, 1873, he was admitted to the bar and was made counsellor in June, 1876. He removed from Red Bank to Hoboken the following year. In 1876 Mr. C. De R. Leonard married Miss Corrina Alice Duthie, the daughter of James Duthie of Morrisania, N. Y. A Republican in politics, Mr. C. De R. Leonard has always taken an active interest in the welfare of his party, and in 1888 and 1892 was a delegate to the State convention. He has his law offices at No. 21 Newark Street. He is a member of Hudson County Bar Association in good standing.



Clement De R. Leonard.

HORACE ALLEN.

Horace Allen, of the law firm of Nutzhorn & Allen, was born in Monmouth County, N. J., November 15th, 1867. He came of good stock, being the son of Joseph L. and Catherine Allen. He was first educated in the Hasbrouck Institute of Jersey City, graduating from there in 1885. He then entered Princeton College and afterwards the Columbia College law school. He was graduated from the law school with high honors in 1890. During his course in the law school he read law in the office of Corporation Attorney James F. Minturn. Mr. Allen was admitted to the bar in 1891. The firm of which he is a member is one of the best known in Hudson County. On June 1st, 1892, he was happily united in marriage to Miss Madeline Landau of Hoboken. She is the granddaughter of Mrs. Mary Hall, who is one of the oldest and most highly respected citizens of Hoboken. Mr. Allen is the clerk of registration of the Hudson County Board of Registration. In 1890 he was managing clerk in the office of James F. Minturn, corporation attorney.

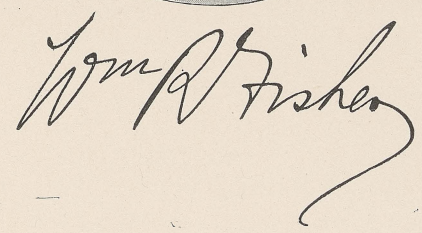
THE MEDICAL PROFESSION.

HOBOKEN has been most fortunate in having secured as resident physicians gentlemen who, by reason of superior skill in their chosen profession, have kept the general health of the public up to a high average. In the following pages will be found brief sketches of the leading physicians and surgeons of Hoboken—men who have always been identified with the best interests of the city.

DR. W. R. FISHER.

Dr. William Redwood Fisher was born at Mobile, Ala., November 1, 1844, of English and Welsh ancestry. The American branch of the family dates back to the first settlement of the country in 1682, when John Fisher, of Lancashire, came to America. Dr. Fisher's father, Samuel Griffith Fisher, was born in Philadelphia, but in 1835 went South as the agent of the United States Bank, a position of honor and trust. He settled in Mobile, Ala., and in addition to his duties as the representative of the bank, practiced law with considerable success. Dr. Fisher was brought to Philadelphia by his parents when four years old, coming to New York at the age of nine years. He was educated first in private schools and later in the grammar schools of New York City. He entered Columbia College and graduated in 1863. He was a member of the class of which Judge Lacombe, presiding judge of the United States Court, in New York City, was a member. Dr. Fisher then began the study of medicine. He received his diploma from the medical department of Columbia College in 1867. He then entered the service of the City of New York, in the Department of Charities and Corrections, receiving valuable experience in the various hospitals and public institutions in the great metropolis. He remained in the city hospitals for about four years, and then began practice with Dr. Charles F. Taylor in New York City. In 1874 he came to Hoboken. He now has his office at No. 711 Washington Street. On December 27, 1871, Dr. Fisher married Miss Elizabeth Jennings, of Orange County, N. Y. Four children have been born of this happy union. Three of Dr. Fisher's children—two daughters and a son, are still living: Elizabeth Lewis Fisher, Esther Lewis Fisher, and John Redwood Fisher. Miss Elizabeth Fisher is a literary prodigy for her age. She possesses remarkable artistic talent, also. Dr. Fisher is a member of the Columbia Club, and was its first vice-president. He is also a member of the Players' Club, of New York.

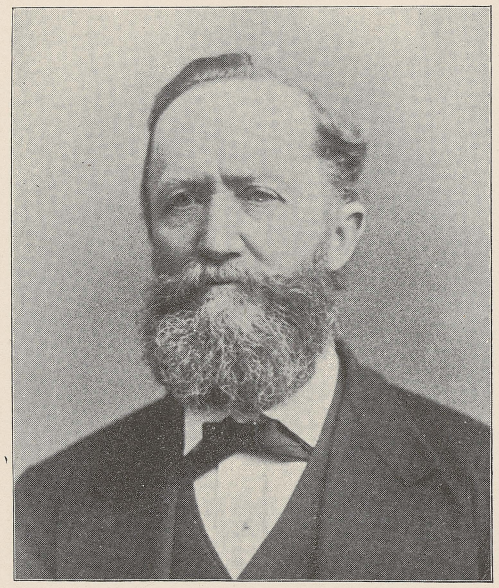




DR. HANS KUDLICH.

Dr. Hans John Kudlich is one of the many thousands whom the defeat of the German and Austrian revolutionary movement of 1848 drove to the United States. He was born in Lobenstein, Austria, in 1823. He was educated in the Gymnasium College of Troppau, Austria, where he spent six years in mastering the Latin and Greek languages. After completing his education, he went to

Vienna, where he began the study of law, which he continued until the breaking out of the revolution of 1848. He was one of the first to offer his life for the uplifting of his fellow-beings. He was severely wounded in a victorious encounter with the Imperial troops in March of that year, but being nursed back to life he was elected to the Congress called by the Emperor, under pressure from the revolutionists. That Congress framed a constitution for the realm, and its most important and lasting provision was one fathered by young Kudlich. He championed a provision for the abolition of tithes paid by the peasants to the landlords, and of the robat, which required the peasants to work without pay three days per week upon the lands of the lords. When the counter revolution came the work of the Congress was in a great part swept away, but the Emperor dared not restore tithes or the robat, and to this day the Austrian peasants are free from those taxes. It is the memory of this deliverance that makes Dr. Kudlich's name dear unto this day to millions of Austrian peasants. When the counter revolution began and the Emperor's troops under Prince Windischgratz thundered at the gates of Vienna, Dr. Kudlich escaped and tried to gather an army of peasants with which to raise the siege. But he failed in this, joined Siegel's revolutionary army in Southern Germany, and when it was finally defeated, fled into Switzerland. Austria sought his extradition, but Switzerland merely requested him to leave the country. Dr. Kudlich took refuge in Paris, and came thence to the United States in 1853, settling in Greenpoint and Williamsburg. He remained there only a year, when he located in Hoboken, where he has resided ever since, engaged in the practice of his profession. He has a beautiful home at 506 Hudson Street.



Dr. Hans Kudlich.

While an exile in Switzerland, Dr. Kudlich first began the study of medicine in the University of Zurich. After locating in Hoboken, his practice grew rapidly, and up to the time of his retirement he had probably the largest in the city. In 1853 he married Miss Louise Vogt, the daughter of William Vogt, a celebrated professor in the University of Bern, in Switzerland. Dr. Kudlich, too, after his arrival in America, became an anti-slavery agitator. The Doctor was for many years a trustee of the Bank of Savings of Hoboken. He was one of the founders of the Hoboken Academy, and was, for many years, the president of the German Club. He is a member of the Society of German Physicians of New York, and of the Hudson Medical District Society of Physicians. Dr. and Mrs. Kudlich had nine children, eight of whom are living, their son William T. being one of Hoboken's prominent physicians. In 1872 Dr. Kudlich with his family visited abroad, and while in Austria received many manifestations, private and public, of the affection entertained for him by his countrymen in remembrance of his services in the revolution of 1848.

DR. WILLIAM TELL KUDLICH.

William Tell Kudlich was born in Hoboken, July 24, 1856. His father, Dr. Hans John Kudlich, who is also an honored citizen of the town, was a prominent figure in the Austrian and German revolution of 1848, and was prominent as a leader of the peasantry of those countries in their battle against galling taxes and the remnants of feudal slavery. His mother, whose family name was Vogt, was the daughter of the celebrated Vogt, professor of Medicine in the University of Berne. Her brother, Carl, is the renowned Darwinist and a professor of Natural History in the University of Geneva. On both sides the family come from the old Teutonic stock, and have been celebrated for the number of professional men they have produced. When a boy Dr. William T. Kudlich attended the Hoboken Academy, of which his father was one of the founders, where he remained until he was twelve years of age. He then entered the grammar department of the University of the City of New York, where he remained for one year, after which he went abroad and for five years was a pupil in the Gymnasium, a college of Zurich, Switzerland, from which he was graduated in 1874. He

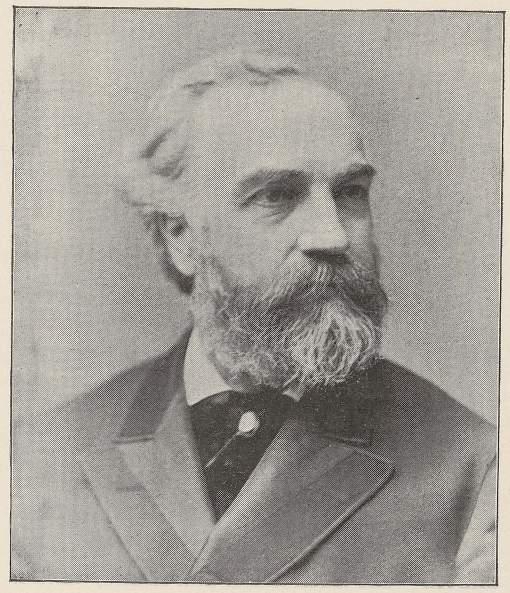
returned to Hoboken, and the next three years were spent in the study of medicine in the College of Physicians and Surgeons, of New York City, from which he was graduated with high honors. After spending one and one-half years in the Chambers Street Hospital of New York, engaged in professional duties, he again went abroad, and was for two years engaged in the hospitals of Vienna. In 1881 Dr. Kudlich located permanently in Hoboken and began the active practice of his profession, and has established one of the largest and most lucrative practices in the city. In 1884 he married Miss Mary Möhle, daughter of Adolphe Möhle, a well-known Hobokenite, and one of the founders of the Hoboken Academy. Two children, daughters, have been the issue of the marriage. Dr. Kudlich has a handsome home located at 408 Hudson Street, which he purchased in 1888. He is a member of the German Club, the Union Athletic Club, the Academy of Medicine of N. J., the Society of German Physicians of N. Y., the Society for the Relief of the Widows and Orphans of Medical Men of N. J., the Knights of Pythias, Knights of Honor, and Royal Arcanum. He is the alternate examiner for the Equitable Life Insurance Company, and one of the attending surgeons at St. Mary's Hospital, and was surgeon of the Second N. J. Regiment for five years, appointed by Colonel Stevens.



Dr. William Tell Kudlich.

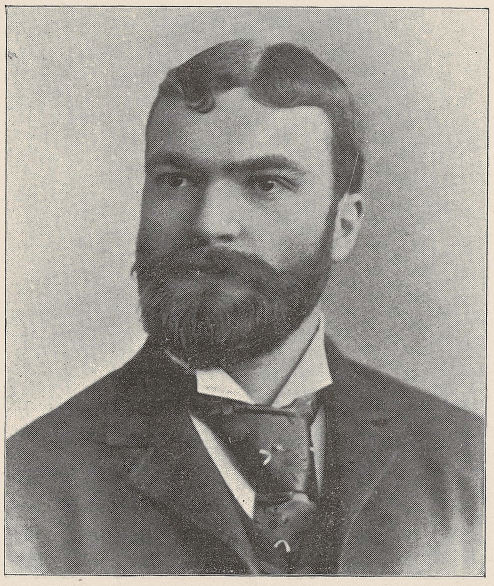
DR. FRANK NICHOLS.

Dr. Frank Nichols is a scholar and a leader in his chosen profession. He was born of old Puritan stock at Sturbridge, Mass., March 20, 1833. His early life was spent upon his father's farm. Dr. Nichols was educated in the public schools of his native village, the Wesslyn Academy and the State Normal School at Bridgewater, Mass. He was graduated from the latter institution in 1856, after which he accepted a position as principal in the Reading Institute, of Reading, Pa. In 1856 he entered the Homeopathic Medical College of Pennsylvania, and after three years of hard study he was graduated in 1861. He then located at Grafton, Mass., and began his early practice. He was successful, and after remaining there for two years he went to Somerville, N. J. He remained there but a short period, and then located in Hoboken in 1864, and soon became prominent as a physician. Owing to ill-health, caused by overwork, he was obliged in 1878 to make a tour of Europe, which restored him to health. In 1867 Dr. Nichols, in company with a number of other prominent physicians of the State, incorporated and became a charter member of the Homeopathic Medical Society of the State of New Jersey, and was shortly afterwards made its president. He is also a member of the New Jersey Medical Club, an association of prominent physicians whose membership is limited to sixteen. This organization has been in existence for nearly a quarter of a century, and numbers among its members some of the most prominent gentlemen of the medical profession of the country. In 1857 Dr. Nichols was married to Miss Mary A. Barton, the daughter of J. H. Barton, a prominent resident of Worcester, Mass. Four sons were born to the union, Frank Barton, Harry Frederick, George Louis and Walter Edmund, the first born, Frank Barton, being deceased. Dr. Nichols is the vice-president of the Hoboken Bank for



Dr. Frank Nichols.

Savings, and has been connected with that institution for the past twelve or thirteen years. He has a beautiful country home at Morristown, where he spends much of his time during hot weather. His office in this city is located at his residence, No. 723 Washington Street, his son, Harry Frederick Nichols, being associated with him.

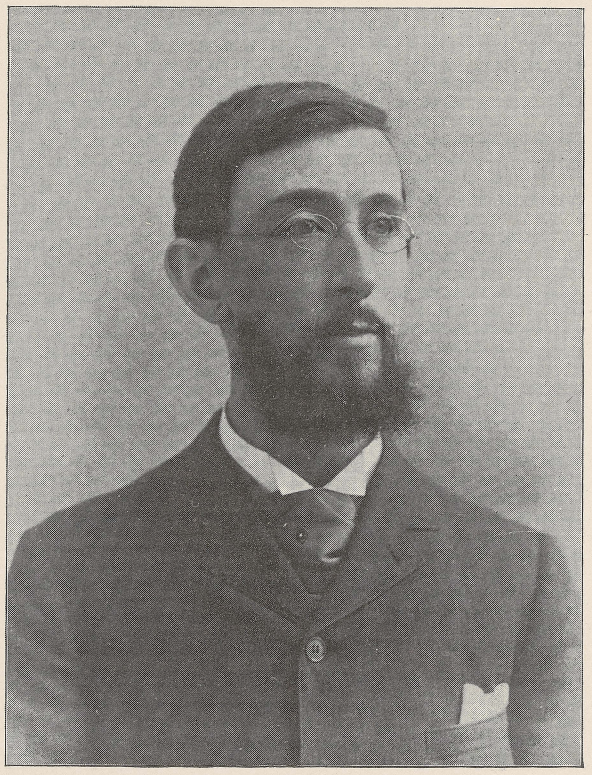


Dr. Harry F. Nichols.

DR. HARRY F. NICHOLS.

Among the younger members of the medical profession in Hoboken, Dr. Harry Frederick Nichols is very prominent. The son of that eminent physician, Dr. Frank Nichols, a sketch of whose life is given above, he was fortunate in being able to pursue his studies under the most favorable auspices. Dr. Nichols was born in Hoboken in 1866, and received his early education in the public schools. In 1880 he entered the Colgate University, where he remained four years, graduating in 1884. He then entered the New York Homeopathic Medical College, and in 1887 received his diploma from that institution. He associated himself with his father and was soon able to relieve the latter of a portion of his large and lucrative practice. He is a prominent member of the State Homeopathic Medical Society, and is also a member of the Hudson County Medico-Chirurgical Society. In October, 1891, Dr. Nichols married Miss Lena Grace Foster, the daughter of D. H. Foster, a prominent resident of Hamilton, New York. Dr. Nichols is a member of the Columbia Club and other social organizations of Hoboken.

DR. EVAN T. STEADMAN.

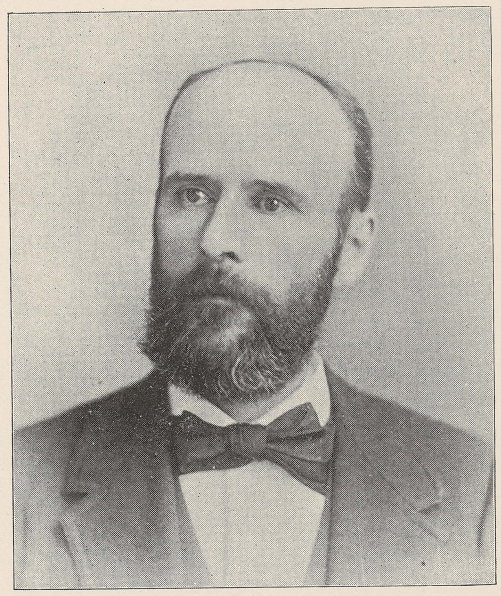


Dr. Evan T. Steadman.

Dr. Evan T. Steadman was born at Birmingham, England, June 16, 1862. When but an infant a year and half old, his parents removed from the land of his birth, coming to America and settling in New York City. He received his education in the public schools of that city and in Newark, N. J., graduating at the age of seventeen. When but nineteen years old he evinced a liking for the medical profession and began a course of study under Dr. G. Fred. Pitts, of Hoboken. In 1881 he entered the medical department of the University of the City of New York, and was graduated with the class of 1885. He immediately located in Hoboken, where he became connected with St. Mary's Hospital as assistant surgeon and secretary to the board. He was afterwards made a visiting surgeon, a position he still retains. Dr. Steadman is also a member of the City Board of Health. He is a member of the Columbia Club and the First M. E. Church. He is a medical examiner for the Industrial Council, Legion of Honor. In 1887 he married Miss L. Y. Stout, of Atlantic Highlands. Dr. and Mrs. Steadman have one child, a son. They reside in a handsome residence at No. 213 Garden Street.

DR. G. FRED PITTS.

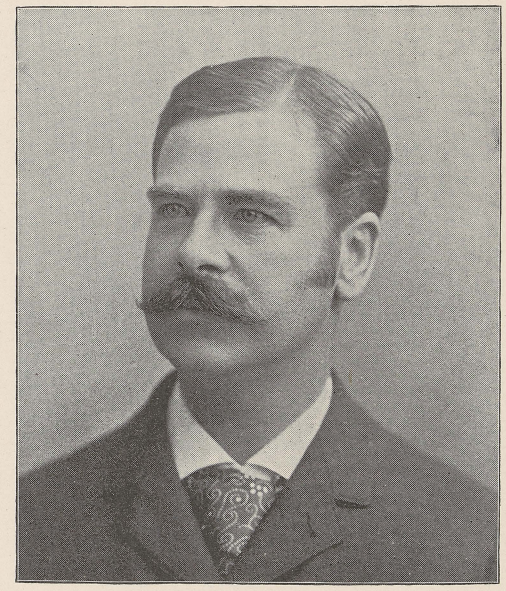
Dr. G. Fred Pitts was born at Mt. Eve, Orange County, N. Y., March 15, 1849. When but ten years of age, his parents removed to Middletown, N. Y., where his boyhood days were spent. He received a careful education and was graduated at the Hudson River Institute, located at Claverock, N. Y., after which he entered Bellevue Medical College, in which he spent three years. Extending his studies one year longer in the medical department of the University of the City of New York, he was graduated with honors in the class of 1877. Dr. Pitts' first year's practice of medicine was spent at Whitestone, Long Island, from whence he came to Hoboken in 1879. He has been assistant surgeon of St. Mary's Hospital and is now one of its visiting physicians. He is physician to the Old Ladies' Home, and the Day Nursery. He is medical examiner and a member of the Royal Arcanum and the Ancient Order of United Workmen. He is also examiner for the New York Life, and Brooklyn Life Insurance Companies. Dr. Pitts was one of the founders of the Columbia Club, and is an active member and an officer of the First M. E. Church. On November 6, 1878, he married Miss Nellie Steadman, daughter of Richard Steadman, lately deceased. The union has resulted in the birth of three children, viz.: Richard S., Marion and Helen J. Dr. and Mrs. Pitts reside at No. 710 Washington Street, where he also retains his office.



Dr. G. Fred Pitts.

DR. F. B. GREW.

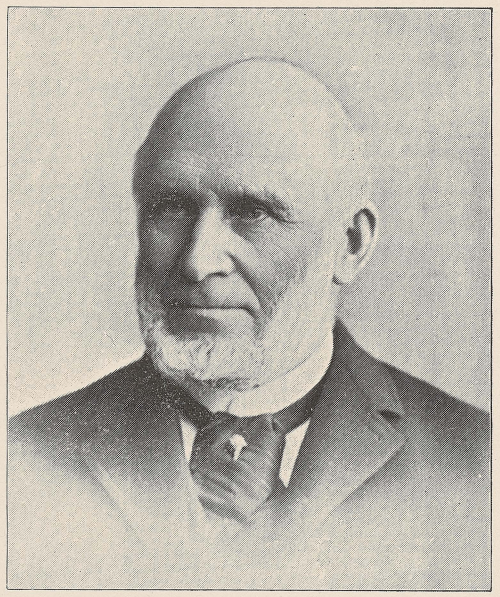
Among the professional gentlemen of Hoboken none stand higher than Dr. Francis Blaney Grew, who was born in Ireland, in 1853. He received a careful training, having been educated at St. Malachy's College, Belfast, and St. Patrick's College, Armagh. After completing his studies in these institutions, he entered the Queen's University, in 1869. After five and a half years of study in Belfast, Dublin and Edinburgh, he graduated from the latter institution in 1875 and from a Dublin college in 1878. Dr. Grew has been a traveler in every part of the world, and it has fallen to the lot of a few men to have seen as much of the globe as he. In November, 1875, he joined the merchant marine service as ship surgeon, and after serving for twelve years he retired and settled in Hoboken, in 1888. During that period he was on twenty-two vessels belonging to the following steamship companies: Guion, Inman, National, British and West African, Liverpool, Brazil and River Platte, West Indian and Pacific, New Zealand, Royal Mail and the Ocean Line to East India, China and Japan. Since Dr. Grew made his advent in Hoboken, he has had a phenomenal success in securing a large and lucrative practice. As a physician and surgeon he stands among the best. He is one of the visiting physicians of St. Mary's Hospital, and port surgeon for the National Steamship Company, at New York, and a member of the Columbia Club. Dr. Grew's father was a well-known merchant of Portadown, County Armagh, Ireland. He died at the age of fifty. His mother is still alive, and is a hale, hearty lady, who still resides at her old home in Ireland.



Dr. F.B. Grew.

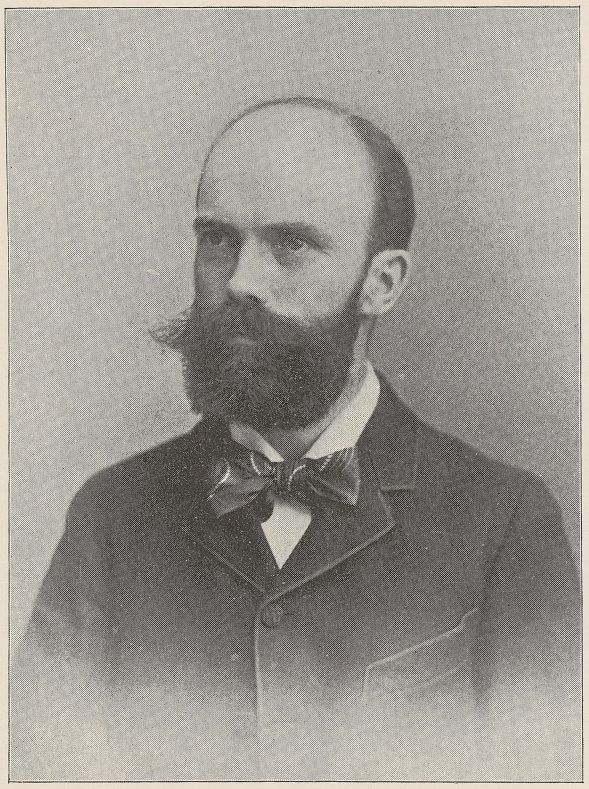
DR. S. D. SALTONSTALL.

Dr. Saltonstall was born June 19, 1831, at Tuscaloosa, Alabama, his father, Gilbert Saltonstall, having been one of the early settlers of that State and a founder of the city of Tuscaloosa. He helped to establish the University of Alabama, the Bank of Mobile, and other important institutions. When Dr. Saltonstall was about two years old, his father died. Four years later he was taken to Connecticut. He entered the public schools of New London, where he remained four years. He then attended the high school of Hartford, and from there went to a Protestant Episcopal school at Cheshire, under the patronage of Bishop Brownell. Remaining here for five years he completed the groundwork of his education. In 1842 he entered Trinity School in Varick Street, New York, to be prepared for the ministry. He remained at that institution until 1846, when he decided not to enter the ministry. Very much against the wishes of his relatives, he entered the office of a shipping house in New York. In 1849 he entered the New York University Medical College and graduated in 1852. He immediately began to practice in New York City, where he achieved considerable success.



Dr. Lorenzo Welton Elder.

Dr. Saltonstall was married in 1854. His wife was Miss Sarah Jane Marseilles, a descendant of the famous Hugenots. The Doctor is connected with the Dudley family of England. His forefather, Sir Richard Saltonstall, was at one time Lord Mayor of London. Dr. Saltonstall has a handsome residence at No. 1023 Bloomfield Street. Dr. Saltonstall is an old Mason, having been made a member of Chancellor Walworth Lodge in the old masonic temple on Grand Street, New York, in 1852. He is also a member of the Royal Arcanum.

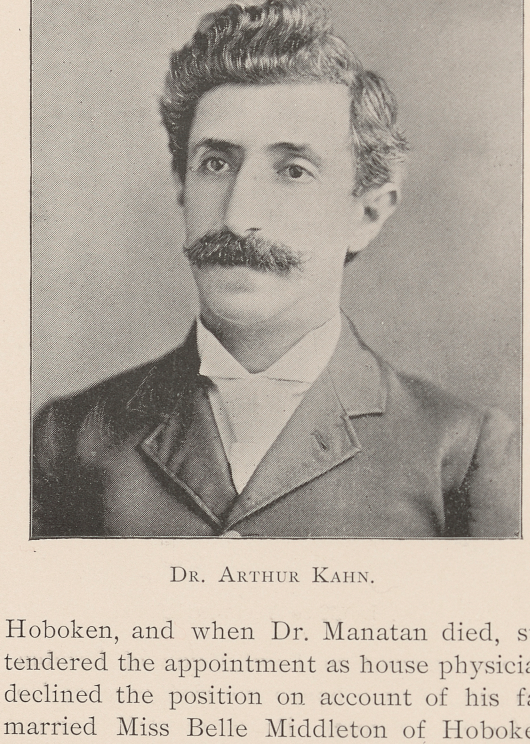


Dr. David R. Atwell.

DR. LORENZO WELTON ELDER.

Lorenzo Welton Elder was born in Guilford, Chenango County, New York, in 1820. His advantages of education were obtained at the district school in Guilford, after which he chose medicine as a profession, and entering the College of Physicians and Surgeons, New York City, graduated from that institution in 1847. He settled in Hoboken, and speedily secured a lucrative practice, which continued up to the time of his death, which occurred in May, 1892. Dr. Elder occupied a prominent position in the various professional organizations of the county, having been president of the Hudson County Pathological Society, and was a member of the District Medical Society of the county. From 1870 to 1872 he was physician to the Hudson County Hospital; he was president of the Board of Health and Vital Statistics of Hudson County, and from 1851 to 1861 was brigade surgeon of the State militia. He was deputy adjutant-general on the staff of General Rodman M. Price. From 1859 to 1863 he was superintendent of the public schools of Hoboken, and for three years was tax commissioner of the city.

He was Mayor of Hoboken in 1863, a critical period in the country's history, and contributed greatly, by his loyalty and zeal, to the recruiting service and furtherance of measures for the conduct of the war. Dr. Elder was married in 1853 to Miss Helen Hall Craig, of Philadelphia. Their children are a daughter, Josephine Lippincott, married to Gaspar C. Barnette, and a son, George Wilkes.



Dr. Arthur Kahn.

DR. DAVID R. ATWELL.

Dr. David R. Atwell has one of the largest and most lucrative practices of any physician in Hoboken. He was born in 1858, in Waterville, Oneida County, New York. He received his early education in the schools of his native town, where he remained until he was fourteen years of age. At that time he entered the Waterville Union School, a preparatory institution. He was graduated from there in 1881. In the fall of that year, and the winter of 1882, he attended the Cleveland, Ohio, Homeopathic Medical College, where he took a course of lectures. In the fall of 1882 he entered the New York Homeopathic Medical College, serving as apothecary to the hospital clinic during his three years' course in that institution. He received his diploma in April, 1885. He then became associated with Dr. J. P. Manatan of Hoboken, and when Dr. Manatan died, succeeded to his large practice. In 1885 Dr. Atwell was tendered the appointment as house physician to the Five Points House of Industry of New York. He declined the position on account of his favorable outlook in Hoboken. On October 27th, 1887, he married Miss Belle Middleton of Hoboken. They have one child, a daughter. Governor Abbett appointed Dr. Atwell to the State Board of Medical Examiners, and he is a member of the Hudson County Medico-Chirurgical Society, and in 1891 was its secretary and treasurer. He is also a member of the State Homeopathic Medical Society of New Jersey, the Euclid Lodge F. & A. M., and Columbia Lodge No. 163, I. O. O. F. He is a medical examiner of the Northwestern Masonic Aid Insurance Company, also of the Protection Lodge K. of H. of Hoboken. He resides at No. 730 Bloomfield Street, where he also retains his office.



Dr. Theodore Schindeler.

DR. ARTHUR KAHN.

Dr. Arthur Kahn was born in 1853. His youth he spent in Bingen on the Rhine. His parents were highly respected for their culture and benevolence. Not yet eighteen years of age, he volunteered for service in the Franco-German war of 1870. He was detailed to the sanitary column to attend the wounded soldiers. The terrible suffering which he witnessed on the battlefield and in the hospitals convinced him that his calling was to be a physician. After he had passed his academical examination, he attended the medical schools at Bonn, Zürich, Munich and Strassburg, and graduated at Berlin. During his student life and after graduation, he spent much time as assistant in the hospitals of Munich with Professors Seitz and Nussbaum, and with Professor Lücke in Strassburg, and in Berlin at several psychological institutions. He was for seven months assistant to the celebrated surgeon B. Langenbeck. This great physician inspired Dr. Kahn to pay much attention to the development of massage treatment, and complimented him upon an apparatus for massage, which Dr. Kahn had

invented, and which is now in use among physicians and laymen and in hospitals and dispensaries. Dr. Kahn came in September, 1889, to the United States, and in 1891 to Hoboken.

DR. THEODORE SCHINDELER.

Dr. Theodore Schindeler was born in Bielefeld, Germany, in 1846, and educated in the Greifswald and Wurzburg Universities of Germany. After leaving college he was appointed as physician and surgeon to the German army in July, 1870, and remained there until May, 1871, when he returned to Bielefeld and commenced the practice of his profession. He came to America in 1887, and settled in Hoboken, where he has remained ever since; he is fond of America and intends to remain here. Dr. Schindeler is an expert in throat and mouth diseases, and since he has resided in Hoboken he has treated a number of its citizens with success in cases of cancer. The doctor married a Miss Yansen, of Hoboken, on June 22d, 1889, and they reside in a handsome home at 305 Hudson Street, where he also has his office.

DR. SAMUEL A. HELFER.



DR. SAMUEL A. HELFER.

Dr. Samuel Alexander Helfer was born at Buda Pest on April 6, 1843. He obtained his early education in the University of Vienna, finishing his studies in 1866. About this time the war broke out between Austria and Prussia. Dr. Helfer served during the contest as battalion physician. After the war and during the epidemic of cholera and small-pox he was the attending physician in the hospital of Keasterneuburg, a celebrated Catholic monastery noted for its growth of fine wines. He held this position for some time, and after leaving returned to Vienna and spent three years in the different wards of the general hospital of the city. This institution has on an average of 5,000 cases daily. When the war between Germany and France broke out, Dr. Helfer was stationed at the barracks at Nibigau, a suburb of Dresden. In 1871 he was sent from Dresden to Paris with the sanitary train taking the prisoners of war and exchanging them for the German convalescent troops returning to Germany. In 1871 he travelled through every point of interest in Germany and France. In 1872 he spent about four months in the Tyrolean Alps making a collection of the various medical plants, which he classified and pressed. At the request of Count Taafe, then Governor of Tyrol, he entered this valuable collection of herbs and plants at the exposition in Vienna in 1873. He was awarded a first prize medal from the emperor. The Austrian government bought the collection, paying a handsome sum for the same. It is now in the Royal Museum of Vienna. In 1873 the Austrian government made an appropriation of 1,000 guilden as a prize to defray the traveling expenses of the successful applicant who desired further knowledge in botanical matters. Dr. Helfer won the prize. He intended going to South America to study plant life in our sister republics, but on his arrival in America changed his plans. He arrived in Hoboken in 1874 and has lived here ever since. His patients increased steadily year by year. For seven years he has served as city physician. For seventeen years he has been the medical adviser, with full charge, of the Wilson Steamship Company. He is also medical examiner of several large insurance companies and charitable organizations. He is a member of the Academy of Medicine of New Jersey, and is also the ex-president of the Hudson County District Medical Society. He is past master of Hoboken Lodge, No. 35, F. & A. M., and organized about 14 years ago the first Council of the American Legion of Honor, Hoboken Council No. 306. He also organized the first Council

of Chosen Friends, Hanover Council No. 10. He is a member of Advance, I. O. U. W., a member of the Royal Society of Good Fellows, Enterprise Council and Progressive Council No. 1194, American Legion of Honor. Dr. Helfer is also a prominent Mason in high standing, being a member of Pantalpha Chapter No. 11, Royal Arch Masons. He is a member of the Union Athletic Club and various other prominent local organizations. Dr. Helfer was decorated by the French Government with the cross of the Legion of Honor, and by the Emperor of Austria with the "Order of Merit." In 1877 Dr. Helfer was married to Mrs. Antoine Muller, of Hoboken. He has two daughters. Dr. Helfer lives in a handsome residence at No. 208 Hudson Street.

DR. BERNARD CLAUSEN.

Dr. Bernard Clausen was born in New York City, November 14th, 1865. He received his education in a private school conducted by Mrs. C. Chaddock, of West Hoboken, where he remained until he was ten years of age, after which he entered the public schools of West Hoboken, and finally graduated from the Jersey City High School when but sixteen years of age. He then entered the wholesale drug house of W. H. Schieffelin & Co., of New York, where he remained until 1885, when he decided to adopt the medical profession. In that year he entered the New York Homeopathic College and was graduated in 1888. He was for one year a resident physician in the Homeopathic Hospital on Ward's Island. In 1889 he came to Hoboken, where he began the practice of his profession. He has been associated with Professor McDonald in the dispensary of the New York Homeopathic Hospital. Immediately after he began his practice in Hoboken, he entered upon his duties as visiting physician of the Homeopathic Dispensary of Hoboken, which was reorganized and enlarged in August, 1891, under his direction. On April 9th, 1891, he married Miss Mary E. Chancellor, eldest daughter of Theodore Chancellor. They have one child, Bernard Chancellor Clausen. Dr. Clausen is a member of the Hudson County Medical Chirurgical Society and Alumni Association of the New York College. He is medical examiner for the Order of United Friends, Royal Templars of Temperance, Knights and Ladies of the Golden Star, and the Eintracht Kranken Verein. He is a trustee in the Second Baptist Church and the Superintendent of the Sunday School.



Dr. Bernard Clausen.

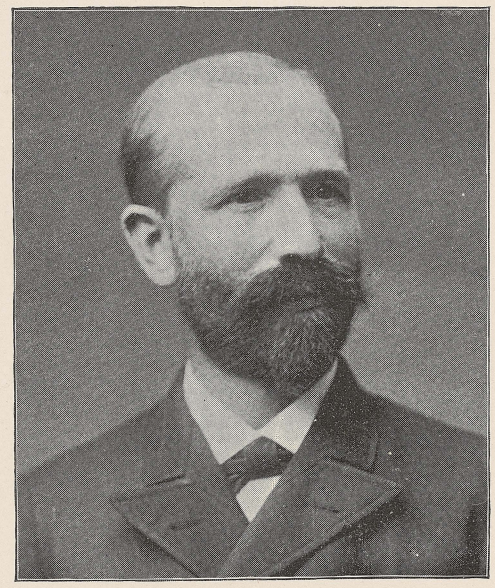
DR. HENRY BERGEN RUE.

Henry Bergen Rue was born at Hightstown, N. J., May 2, 1855. He obtained his education at the Peddie Institute, a well known college of learning located in his native town. After completing his studies in this institution he entered the University of Pennsylvania and commenced the study of medicine, and was graduated with the class of 1880. After receiving his diploma he returned to Hightstown and began the practice of his profession. He remained there for six months and in the fall of 1880 he removed to Hoboken, where he has lived ever since. Dr. Rue has earned a reputation of being one of the most skilled physicians and surgeons in this city. He has been on the staff of Saint Mary's Hospital for the past eight years as a visiting physician. Dr. Rue is a member of the Columbia Club, of Euclid Lodge No. 136, F. & A. M., and of Fraternity Lodge No. 112, I. O. O. F. On April 26th, 1888, Dr. Rue married Miss Louisa Rachel Charbet, a daughter of that eminent physician, Dr. Romeo Charbet, whose biography and portrait appears elsewhere in this volume. One child, a daughter, has been the fruit of the marriage. Dr. Rue's parents are still living, and are among the most highly respected and prominent residents of Hightstown, N. J. As an evidence of Dr. Rue's interest in the city of his adoption, he has purchased a handsome residence at No. 233 Garden street, where he retains his office. He owns several other pieces of real estate in different portions of the city.

DR. T. HARRIS KIRK.

Dr. Kirk was born in Hoboken Aug. 14th, 1859. He received his early education at a private school in Hackensack, N. J., and later entered Martha's Institute, Hoboken, where he remained about four years. He then went to Chappaqua and entered the Chappaqua Institute, where his course of study lasted two years. Another year was spent at Ottis Besby's Military Academy, after which he came back to Hoboken and entered the Stevens Institute, where he remained two years. He then went to New York and entered the medical department of the University of the City of New York and graduated with the class of '83. His preceptor at the university was the famous Dr. O. Kopetschny, who was also a friend and admirer of the young physician. After he had completed his medical studies that gentleman took him in charge and gave him the benefit of his superior skill and knowledge. Dr. Kirk has built up a very large practice. Dr. Kirk was the examining physician for Humanity Council No. 59, N. P. U., and is a member of the Hudson County Medical Society, and an old member of Company F., Ninth Regiment, N. G. S. N. J. Dr. Kirk is Assistant City Physician to Dr. Simon.

DR. L. WOLFSTIRN.



Dr. L. Wolfstirn.

Dr. Louis Wolfstirn was born in Alsace, September 15th, 1850. He received a careful education in the Pharmaceutical College of Paris, France, from which he was graduated in 1872. Immediately after completing his studies he came to America, locating in Hoboken, where he has resided ever since. Dr. Wolfstirn first engaged in the drug trade as a clerk, a position he filled until 1876, when he embarked in the business for himself. During this time he also took up the study of medicine, entering the New York and Long Island Medical College, from whence he was graduated in 1889. After receiving his diploma he disposed of his drug interests and began the active practice of medicine in Hoboken. He has made for himself a large and lucrative practice. In 1878 he married Miss Adeline Kamlah of Hoboken. Dr. Wolfstirn resides at No. 822 Washington Street, where he also retains his office. He is a member of the Quartette Club, and is medical examiner for the Knights of Honor, Knights and Ladies of Honor, the Chosen Friends, Templars of Liberty and the Order of the World.

DR. HENRY H. BURNETTE.

Dr. Henry H. Burnette was born at Lincoln, England, on June 24th, 1850. When but a child two years of age his parents came to America, locating in New York City. It was here that Dr. Burnette received his rudimentary education in the public schools. He afterwards took a preparatory course for college under Prof. Metz. After completing his collegiate course he decided to adopt dentistry as a profession and began his study under Dr. Goble, a well known dental practitioner formerly of Hoboken. He remained with him for three years, when he received a license from the State Board of Examiners of New Jersey to practice dentistry. In 1873 he located at Toms River, where he associated himself with Dr. T. F. Pruden of that place, and formed the co-partnership of Pruden & Burnette, which was continued for eighteen months. In 1874 Dr. Burnette sailed for St. Johns, N. F., where he located and began the practice of his profession. He remained there for eight years, establishing a large practice. While there he met and wedded Miss Catherine Dearin, a daughter of Dr. J. J. Dearin, who was at one time a member of the Canadian Parliament from the eastern district of the city of St. Johns, he having served with distinction for eight years. Dr. and Mrs. Burnette have two children, a son and daughter. In 1881 he came to Hoboken and opened his dental parlors and became very popular from the start, both in professional and social life. In 1887 he entered the Medical Department of the University of the City of New York, and was graduated from that institution as an M. D. in 1890. Since adopting the medical profession he has carried on the two practices jointly. He

retains his office at his residence, 724 Washington street. Dr. Burnette is a member of Euclid Lodge No. 36, F. & A. M., and Columbia Lodge No. 63, I. O. O. F. He is the examining physician for the Triennial Benefit League. He is a member of the Hudson County Medical Society and the New Jersey State Dental Society, and on the staff of St. Mary's Hospital.

DR. EPHRAIM DE GROFF.

Ephraim De Groff, M. D., was born May 3d, 1843. After having finished his education he chose the science of medicine as his profession. In the study of his profession at home and abroad he had the advantage of being privately tutored by some of the great masters. The degree of medicine was finally conferred upon him in March, 1863, by the University of Pennsylvania, after which his hospital and military experience was very extensive. In the spring of 1886 he determined upon a local habitation and a name, and selected North Hudson County as a point of vantage where he finally located, June 4th of the same year. Being an expert diagnostician, his reputation became rapidly established, and is now more than local. Dr. De Groff was married February 12th, 1882, to Mrs. Florida W. Schmidt, of Weehawken, an estimable lady, loved and respected by all who know her.



Ephraim de Groff M.D.

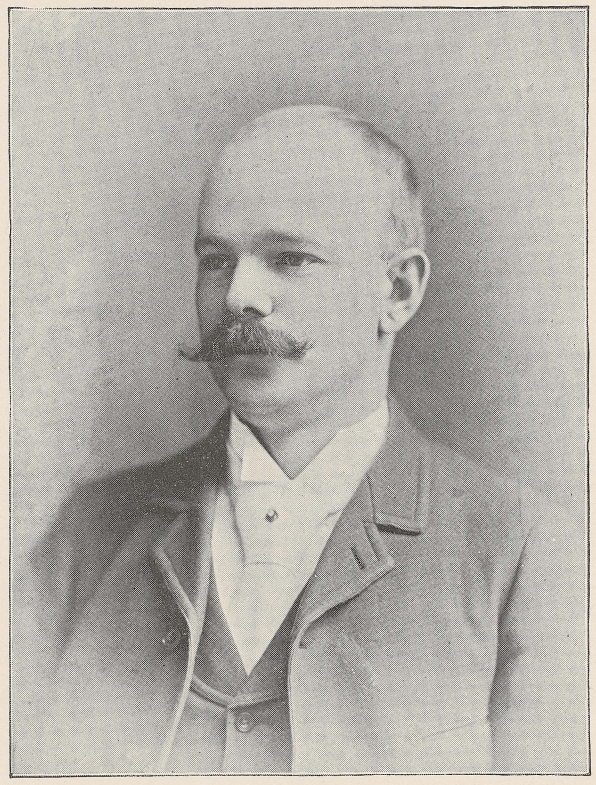
DR. JOHN MOHNS.

One of the oldest physicians of Union Hill is Dr. John Mohns, who was born in Itzehoe, Holstein, Germany, November 27, 1839. He received a careful education at the Dom Gymnasium, City of Schleswig, where he remained until he was sixteen years of age, after which he was transferred to the real Gymnasium of Rendsburg, Holstein, from which he was graduated in 1858. He then entered the University of Kiel, a celebrated institution, where he remained three years, after which he became a pupil of the University of Goettingen and Jena, receiving his diploma from the latter institution. He then went to Edinburgh, Scotland, where he attended the Clinic of Obstretrics. In 1866 he became ship physician on board the Neckar, a vessel belonging to the Hamburg-American Packet Company, where he remained three years. In 1869 Dr. Mohns came to America to reside, settling in Hoboken, where he met and married Miss Katie Lievre. Her mother is well remembered as the owner of the Lievre Hotel of this city. Dr. and Mrs. Mohns have had five children born to them, three of whom are living, Erich, Harold and Agatha. Dr. Mohns is a member of Palisade Lodge, F. and A. M., of which he was secretary for several years. He is also the founder of the K. of Honor Lodge, of Union Hill. He was for fourteen years physician of the First Battalion Washington Rifles. He was for one year State physician for the German Schutzen Bund, of N. J.

DR. FENNIMORE C. SMITH.

Dr. Fennimore C. Smith was born at Guttenburg, N. J., April 2, 1862. His father, Alexander Smith, is well known, having been principal in the public schools of West Hoboken and Guttenburg for more than twenty-five years. Dr. Smith received a careful private education. In 1878 he began the study of medicine under Dr. J. W. Ranney, of New York City. In that year he entered the

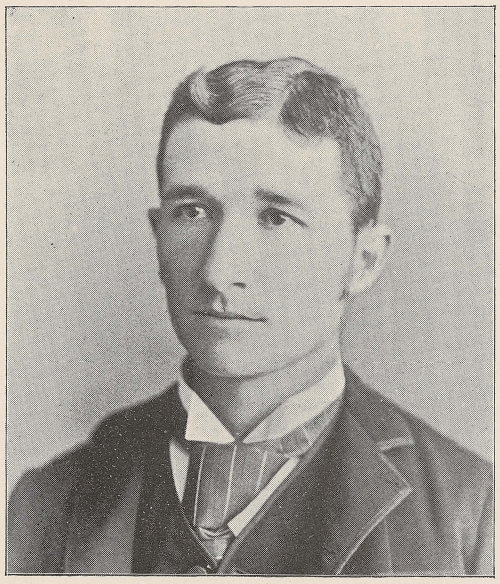
medical department of the University of New York, from whence he was graduated with honors in the class of 1881. In 1881 and 1882 Dr. Smith was a physician in the Jersey City Charity Hospital, and assistant physician to Dr. Watson, of the Pennsylvania Railroad Company and Colgate's soap factory. In 1884 he became connected with the Forty-second Street Hospital, of New York, where he remained two years. In 1887 he was attached to the Insane Asylum on Ward's Island, where he remained ten months. After spending two years in travel, Dr. Smith returned to practice his profession. In 1891 he located permanently at West Hoboken, where he now retains his office and residence at 345 Clinton Avenue. Dr. Smith is a member of the West Hoboken Democratic Club and the West Hoboken Lodge, Royal Arcanum.



Dr. Richard Schlemm.

DR. RICHARD SCHLEMM.

The name of Richard Schlemm is a household word with the citizens of North Hudson County. Dr. Schlemm is the son of George and Louisa Schlemm, who were among the most highly respected and earliest settlers of Union Hill. In 1852 they came from Germany to this country, selecting Union Hill as their home. It was here, August 18, 1863, that the subject of our sketch was born and where he has resided all his life. Dr. Schlemm was educated in the public schools, from which he was graduated when about sixteen years of age. In 1881 he entered Bellevue Hospital Medical College, from whence he was graduated in 1885, receiving the degree of M. D. He at once began the practice of his profession at Union Hill, where he has continued ever since. On March 15, 1889, Dr. Schlemm married Miss Josephine Marie Ridgeley, of Weehawken Heights. They reside at 111 Palisade Avenue. In 1885 Dr. Schlemm was appointed corporation physician for Union Hill. He held the office for six consecutive terms. Dr. Schlemm is chief medical examiner for the Equitable Life Insurance Company, of New York, for the northern district of Hudson County.



Dr. August C. Pfenning.

DR. AUGUST C. PFENNING.

Dr. August C. Pfenning was born at Jersey City, N. J., July 14, 1863. He received a careful education in private schools, after which he was sent to the famous Longuil College of Montreal, Canada, from whence he was graduated with honors with the class of 1882. After leaving college, Dr. Pfenning engaged in the dry goods trade as a clerk. He began the study of medicine and drugs, and entered the New York College of Pharmacy, from which he was graduated in 1886. He then entered the College of Physicians and Surgeons, of New York, and was graduated from there in 1889, receiving the degree of M.D. He immediately located at 21 Elm Street, West Hoboken, where he has resided ever since, having established a large practice. He was appointed town physician for

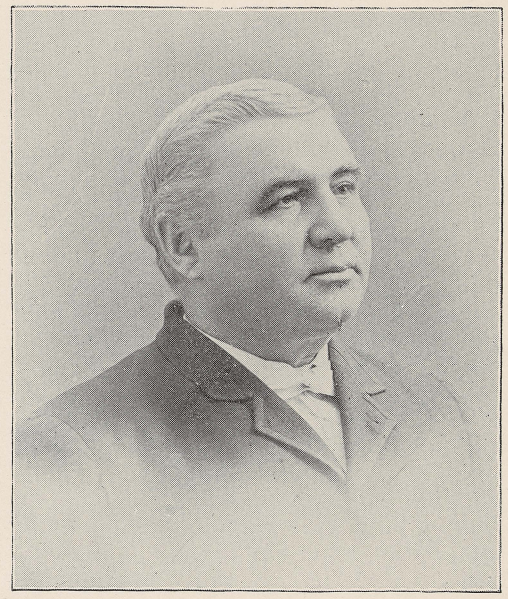
West Hoboken in 1890, a position he still retains. Dr. Pfenning is a member of Concordia Lodge No. 37, of Chosen Friends, and is its medical examiner. On December 16, 1891, he married Miss Anna Heindel, of Guttenburg, N. J.



Dr. David McClellan.

DR. DAVID McCLELLAN.

Dr. David McClellan was born near Manchester, England, April 25th, 1835. He received a thorough education in the private preparatory schools of his native city, after which he entered a private theological college near Manchester, where he remained several years. His education was completed at Owen's College, a celebrated institution of learning in Manchester. After completing his studies Dr. McClellan entered the ministry, having been ordained and given the pastorate of a Baptist Church at Lynn, Cheshire, England, where he remained four years. In 1870 he was called to the province of New Brunswick on business connected with the church. He was prevailed upon to remain in New Brunswick and was called to the pastorate of Portland Baptist Church, near St. John, where he remained four years. During the years spent in the ministry Dr. McClellan had given some attention to the study of medicine and was often called upon to alleviate the ills of his neighbors. He determined to take a thorough course at a medical college. Removing to Chicago he attended the celebrated Hahnemann College of that city, where he received the degree of M. D. After practicing for some time at Chicago, Dr. McClellan returned to the East, locating in West Hoboken, where he has resided for the past thirteen years in the practice of the medical profession, and where he has succeeded in building up a very lucrative business. In 1855 Dr. McClellan went to Australia and New Zealand, where he met and married Miss Marjory Youl of Melbourne, but a native of Stirling, Scotland. Seven children, six of whom are living, have been the fruits of the marriage. Dr. McClellan resides at 104 Clinton Avenue, West Hoboken. He is a member of the West Hoboken Baptist Church.



Dr. John W. Vanderbach.

DR. JOHN W. VANDERBACH.

Dr. John Vanderbach, of Guttenburg, was born at Cranenburg, near the River Rhine, Germany, January 12th, 1842. He received his education at the gymnasium in Emérich. After graduating from the gymnasium, and after studying for two years in Munster Westphalia Philology, he entered the University of Grieffwald in Pomerania, from which he was graduated in 1866. In 1867 he came to America and immediately located in Guttenburg, where he began the practice of medicine and where he has resided ever since. On May 10th, 1871, Dr. Vanderbach married Miss Mary Schultz of Grieffwald, Germany. Two children have been born to the union, both being sons. Dr. Vanderbach resides in a pretty home on Herman Avenue, near Bull's Ferry Road. He is a member of Union Lodge, K. of H. of Union Hill. He is also a member of the Hudson County Medical Society.

DR. CHARLES C. CROCKER.

Dr. Charles C. Crocker was born in Chelton, England, February 25th, 1839. When he was eight years of age his parents removed to America, locating in Milwaukee, Wisconsin, where the doctor received his education. After completing his common school studies he began the study of medicine under Dr. Easton, of Manitowac, Wisconsin. After two years of study he went to Chicago, where he attended the Chicago Medical College, from which he was graduated in 1867. He immediately began the practice of his profession in Kewanee, Wis., where he remained one year. Owing to his delicate health he was forced to make a change, and to find a climate more adapted to his then failing constitution. He tried a number of localities in the West, and, finding no relief, he came East in 1890, locating in Paterson, N. J., where he remained two years. In 1892 Dr. Croker came to Weehawken, where he is now engaged in the practice of his profession. His health has been greatly repaired. Dr. Crocker served three and a half years in the Union army during the late war. He married Mrs. Marietta Ripps of Turners, N. Y. His wife is a sister of the late J. C. O'Dell, who was Assistant Division Superintendent of the Erie road, between Jersey City and Port Jervis. Dr. Croker resides on the Boulevard, Weehawken. He also retains his office at his residence.



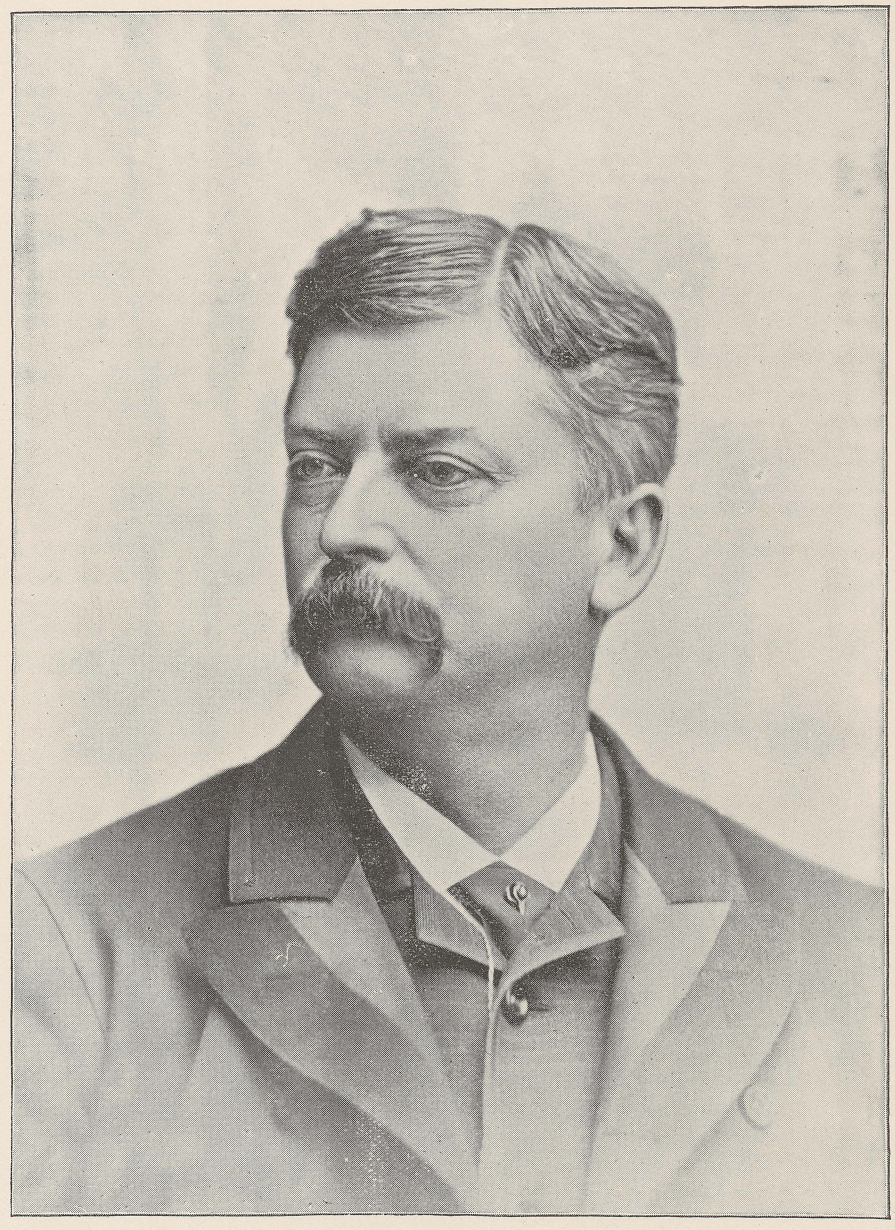
Dr. Sofie Herzog.

DR. SOFIE HERZOG.

Dr. Sofie Herzog was born in Vienna, Austria, February 4th, 1851. She received her education in a select school of that city. After completing her studies she decided to take a thorough medical course. She entered the celebrated Graz Medical College of Vienna and was graduated in 1879. After a practical application of six years to her profession in her native city she came to America, settling in Hoboken in 1885, where she has since resided, having in the interim secured a practice of no mean proportions. She has a pleasant home at No. 530 Garden Street, where she also retains her office. Dr. Herzog is a descendant of a family noted for their brilliancy in high social life of Austria. She is a lady of cultivation and refinement, being possessed of many attributes that tend to make her a charming social companion.

DR. MAREA H. BROKHAUS.

Dr. Marea H. Brokhaus was born July 2, 1863, in Coblentz, Germany, and came to America with her parents when but a child in 1865. Her parents took up their residence in this city, having resided here ever since. She was educated in the Engel's school, at first attending there four years. She then entered the Elmira, N. Y., seminary, graduating in 1879. After that she went abroad and commenced the study of medicine. Dr. Brokhaus remained in Germany for a year and then returned to America, pursuing the study of medicine in the New York Medical College for women. She graduated, receiving her diploma in 1889. She commenced the active practice of medicine in Hoboken at No. 500 Hudson Street. Dr. Brokhaus is the adjunct professor of diseases of the nose and throat of the New York Medical College, and for the past two years she has been connected with the Hoboken Dispensary.



Col. E. P. C. Lewis.

GENERAL BIOGRAPHIES.

THROUGHOUT the following pages will be found short biographical sketches of the men who have been prominently identified with the commercial and social growth and progress of the city of Hoboken. The character of its public men always conveys a good idea of the prosperity of any city, and a glance over the life-work of her citizens here presented will show why Hoboken stands in the front rank of progressive communities.

COL. E. P. C. LEWIS.

Robert Lewis, one of the younger sons of an English baron, emigrated to this country in 1637, and settled in Gloucester County, Virginia. His great-grandson, Fielding Lewis, who was quartermaster-general of the colonial army during the Revolutionary War, and was also an aid-de-camp to General Washington, married Betty Washington, the general's only sister. One of their children, Lawrence, was the favorite nephew of Washington, and resided first at Mount Vernon, and later at Woodlawn, adjacent to it, which was given to him by the owner of Mount Vernon. He married the famous beauty, Nellie Custis, the granddaughter of Mrs. Martha Washington, through her first marriage, who had been adopted by the general after the death of her father, Colonel John Parke Custis, at Yorktown, where he served as an aid-de-camp to Washington. Their only son, Lorenzo Lewis, married Esther Maria, daughter of Professor John Redmond Coxe, a distinguished physician of Philadelphia. Their third son, Edward Parke Custis Lewis, was born at Audley, near Berryville, Clarke County, Virginia, on February 7th, 1837, and received his early scholastic training at Alexandria and Staunton, Virginia, after which he entered the University of Virginia, at Charlottesville, where he graduated in 1858. He then studied law for a year, first with Hon. Reverdy Johnson, and then in the office of S. Teackle Wallis, of Baltimore, but ill-health prevented him from following his chosen profession, and he retired to his estate in Virginia. At the outbreak of the Civil War he was a firm adherent of the Union cause, and was opposed to secession, but when Virginia decided to withdraw from the Union, like General Lee and many others, he felt impelled to follow the fortunes of his native state, and at once joined the ranks of the Confederacy. He was the organizer and captain of the famous Clarke Cavalry, and served under Stonewall Jackson's command. Later he served on the staff of General Chambliss, and also as an aid-de-camp to General "Jeb" Stewart. He was twice captured and spent a long term as a war prisoner at Camp Chase, Ohio, and also at Fort Delaware. He rose to the rank of colonel, and during his period of service took part in the battles of Bull Run, Second Manassas, Antietam, Gettysburg, Chantilly and Winchester. Although the war impoverished his family, he cheerfully accepted its result and became a thoroughly loyal and patriotic citizen.

In 1875 he settled in Hoboken, and in 1877 he consented to run as an independent Democratic candidate for the New Jersey Assembly, and was elected by a handsome majority over both the regular Democratic and Republican nominees. He was a delegate in 1884 to the Democratic National Convention which nominated Mr. Cleveland, and on his election, Colonel Lewis was appointed Minister Resident and Consul-General of the United States to Portugal. He served his full term most acceptably to the Portuguese, and most satisfactorily to the home government, and on sending in his resignation after Mr. Harrison's election in 1888, he was especially requested by Mr. Blaine to hold his office until his successor should arrive in Lisbon. His genial, warm-hearted, chivalrous manners and generous hospitality won for him a host of friends in Portugal, beside the warm personal friendship of the king and all the honors which the Court of Braganza could shower upon him. After a year spent in Switzerland he returned in 1890 to his Hoboken home, where he resided almost continuously until his death on September 3d, 1892.

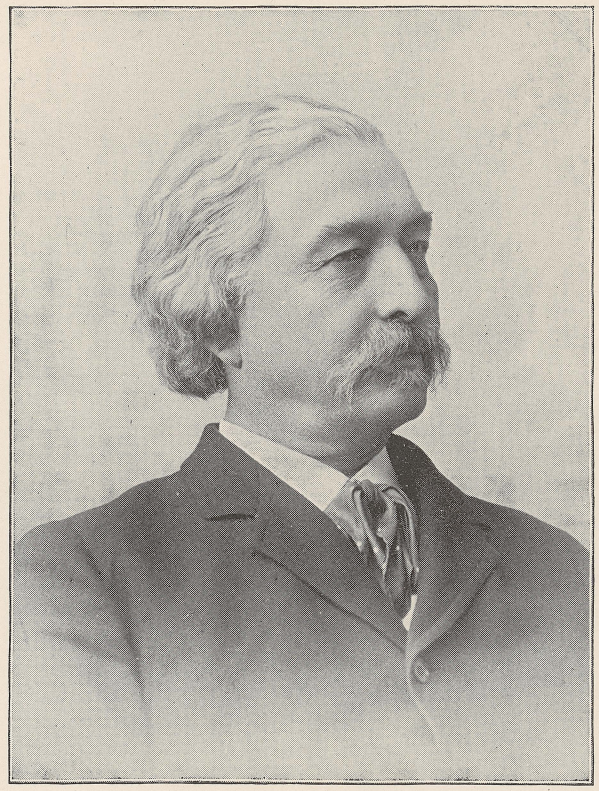
Colonel Lewis was twice married, his first wife being Miss Ware, of Virginia, by whom he had five children, only one of whom, a daughter, survives him. In 1869 he married the widow of Hon. M. R. H. Garnett, of Virginia, and daughter of the late Edwin A. Stevens, of Castle Point, Hoboken. By his second marriage he had four children, a son and three daughters, all of whom with his wife survive him.

Colonel Lewis had a wide social acquaintance with the prominent men of this country, and had held many positions of trust. At the time of his death he was president of the Dansville and Mount Morris Railroad, as well as a director of the Hoboken Ferry Company. He was a member of Trinity Church, Hoboken, and had been a vestryman for many years. He was a member of the Manhattan and Southern Clubs of New York, and of the Maryland Club of Baltimore.

FRANCIS G. HIMPLER.

Francis George Himpler was born in Wallerfangen, a suburb of the city of Saar Louis, Rheno-Prussia, May 14, 1833. After completing his collegiate education he studied the profession of an architect and civil engineer at the Royal Academy of Architecture at Berlin, and attended lectures at the Royal Academy of Arts. A tour of extensive travels through Europe completed his studies, after

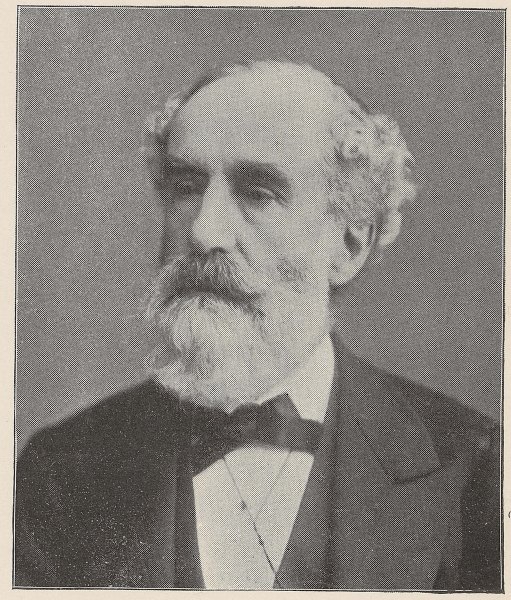
which he began active practice as superintendent for the construction of a railroad tunnel at Mettlacht, in the Saar Valley, Rheno-Prussia. After its completion he designed and superintended a number of stone churches and other public buildings. In 1867 he came to America, and possessed with the highest European references, he was at once entrusted with the erection of the new Abbey for the Benedictines at Atchison, Kansas, and where he resided for two years. In 1869 he removed to Hoboken, establishing an office as an architect and civil engineer in New York City. Among the buildings and other structures he has designed and erected which are familiar to the residents of Hoboken are St. Mary's Church (the largest in New Jersey), the Academy of the Sacred Heart, the City Hall, Public School building No. 4, the engine house on Bloomfield street, and many private residences. He also engineered the construction of the draw-bridge over the Hackensack river near Secaucus. However, his specialty was the construction of churches; and he planned and erected many in a number of the large cities in almost every state in the Union. A few of the important ones we mention are SS. Peter and Paul, the largest church in St. Louis, Mo.; St. Francis of Sales, the largest in Cincinnati, Ohio; St. Ann's, the most extensive one in Buffalo; among some of the smaller churches he has designed are in New York City, Brooklyn, Rome, N. Y., Elizabeth and Rahway, N. J., Scranton, Williamsport, Harrisburg and Susquehanna, Pa., Sandusky, O., Detroit and Grand Rapids, Mich., St. Peters, Mo., Chicago, Ill., Charleston, S. C., and many other places. Becoming tired of travel and separation from his family, Mr. Himpler, in 1881, formed a co-partnership with A. R. Fordquic. The firm engaged in general contracting and building and were very successful. They contracted and erected a number of stone churches, institutions, and many stone mansions in New York, Brooklyn, Newport and other places. In 1891 Mr. Himpler retired from business after a devotion of more than 40 years of hard work at his labors. He is a geologist and a mineralogist and has a splendid cabinet collection. His collection of fossils of European and American specimens are the most valuable in the State.



FRANCIS G. HIMPLER.

JAMES BENSON.

James Benson was born in Manchester, England, March 12th, 1812. Mr. Benson came to the United States in 1842, settling in New York City, where he engaged in the dry goods trade as a salesman; besides he controlled several newspaper routes in that city, having carriers to serve his customers with the New York daily papers. In 1848 he removed to Hoboken and has resided here ever since. In 1859 Mr. Benson retired from his New York business; a year later he established his old and well-known real estate business in this city, his office at that time being located on Washington



JAMES BENSON.

street, between First and Second streets, and now conducted by his sons, Charles W. and Joseph W. Benson, at No. 54 Newark street, under the firm name of James Benson's Sons.

On September 8th, 1832, Mr. Benson married Miss Sarah Hunt of Manchester, England, the ceremonies having been celebrated in the Collegiate Church of that city. Mrs. Benson was born December 12th, 1812. After a married life of over forty years, Mr. Benson was deprived of his wife's companionship by her death, which occured December 17th, 1871. Five children were the fruits of the happy union, viz.: Charles W., Joseph W., who now reside in Hoboken, Edward, Robert and Mrs. Anna Lawson, who reside in Brooklyn.

Mr. Benson is a devout and conscientious Christian gentleman and is a member of the First Baptist Church of this city, of which he has been a trustee for more than forty years and a deacon for over thirty years. In connection with the history of the First Baptist Church it should ever be remembered that Deacon Benson was the first donor towards the erection of their new church, and that he headed the list with the magnificent sum of five thousand dollars. He is one of the directors of the Hoboken Bank for Savings, a position he has filled for about fourteen years. He resides at No. 607 Garden Street.

Mr. Benson's long life has been one of honorable deeds which will stand as a monument to him and his family in all time to come. He is endowed with a kindly and charitable disposition and many other noble traits, all having endeared him to the citizens and community he has resided among so long. It is said by those who know him best, "he was never known to speak harshly of any one, but is always ready to throw the mantle of charity over others for their faults."



Rev. John Finch.

REV. JOHN FINCH.

Rev. John Finch, the date of whose birth and ancestry are given in connection with a description of the First Baptist Church, in the preceding pages of this work, has been the pastor of that congregation since September, 1889. He has been identified with the church during the most eventful period of its history, and his earnest efforts have been largely instrumental in raising the church to its present position of prominence in the religious circles of Hoboken. Mr. Finch is an earnest student and forcible speaker, and his discourses each Sunday are listened to by a large and attentive congregation.

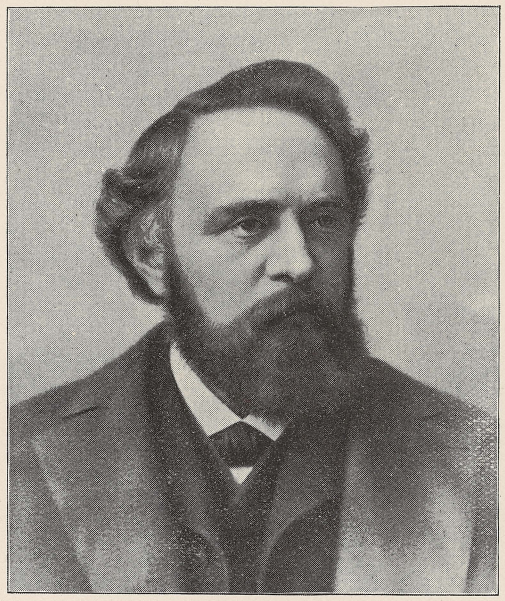
THEOPHILIUS BUTTS.

Theophilius Butts was born in Hoboken, February 29th, 1832. His father, William Butts, was born in London, England, and when but a small boy his parents came to America, settling in New York. In 1804 he removed to Hoboken, where he resided until his death, which occurred in 1856. The mother, Mary Earle Butts, was a native of New York City, she having died but recently at an advanced age of 97 years. During Mr Butts' school days the opportunities for obtaining an education were not so abundant as in the present age. He was a pupil of the public schools, which he attended until he was 14 years old. After leaving school he served an apprenticeship of four years in acquiring the trade of a mason. After following his trade for several years, in 1853 he engaged in business for himself as a contracting mason, which he continued until 1873, at which time he retired from active business. In 1857 Mr. Butts was made a director in the affairs of the First National Bank, a position he has held ever since. In 1891 he was elected to the office of vice-president of that institution. He is also a director in the Hudson County Trust and Savings Institution. He has been the President of Flower Hill Cemetery since 1882. Mr. Butts was married on November 7th, 1859, to Miss Emma Shreve, a daughter of the late Isaac Shreve of Hoboken. Two sons have been born of the union, Theophilius, Jr., who is a member of the firm of Farmer, Clark & Co., of New York City, and George, who resides at home

with his parents. Mr. Butts was Commissioner of Jurors from 1871 to '75. He has never sought any public office, but has time and again been requested to allow his name to be presented as a candidate for mayor of the city and other prominent positions of trust. He has always declined, much to the regret of his friends and citizens in general irrespective of politics.

JOHN H. BONN.

John H. Bonn was born on September 14th, 1829, in the city of Norden, East Friesland, in the extreme northwest of Germany. He received a good education first at the city schools, then at a classical high-school, and in later years under private teachers. After having made a voyage to the Isle of Java, East Indies, with his father, who for many years had been master of vessels in the East India trade, he attended a nautical school near Rotterdam, Holland, and passed an examination before the Royal Commission in Amsterdam, obtaining the first degree. In the fall of 1845 he entered a shipping, banking and commercial house in Emden, a city in his native province. Here he remained five years, having received a thorough commercial education. In October, 1850, he came to the United States with a view to gain more experience in commercial affairs, and he soon found employment as bookkeeper and English and French correspondent in a large Greek shipping house. Visiting North Hudson County accidentally in the summer of 1852, he was favorably impressed by its advantageous position, as also by its beautiful scenery, and having received means from his father, invested in real estate, part of which he laid out in town lots. These investments prolonged his stay, and finally influenced him to make this country his home, of which he became a citizen. In the spring of 1856, after having made an extensive tour of eight months through the United States and Canada, he visited his relatives in Europe, and there, in October, 1856, married Miss Angelina Bonjer, of Emden, East Friesland. In April, 1857, they came to America, living first in Weehawken, then in Hoboken, and since 1867 have resided at their present home in Weehawken township, which had once been owned by Daniel Webster, the great Massachusetts statesman. They had eleven children, four of whom died young and seven of whom are living, four sons and three daughters.



JOHN H. BONN.

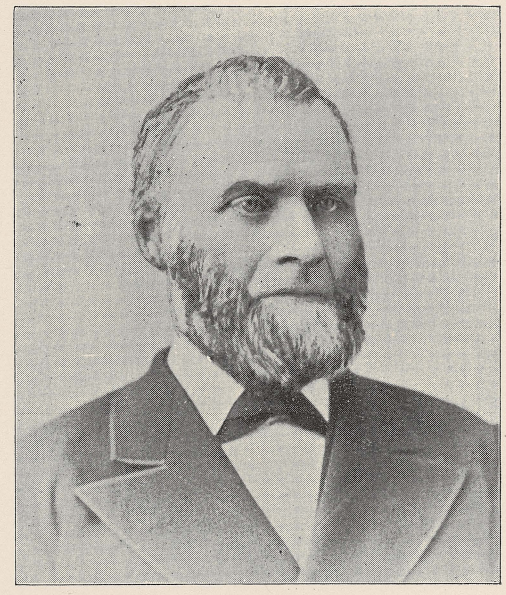
Mr. Bonn was a member of the first board of regents of the Hudson County Hospital. The "German-American Encyclopedia," a work of eleven volumes, and the first of that character in the United States in the German language, was brought out chiefly by his aid. Mr. Bonn had no inclination for and never held a political office, except in 1857, when he was elected on both tickets as superintendent of the public schools in old North Bergen township, which then contained five schools. In 1868 he was appointed one of seven commissioners to lay out and improve public avenues on the elevated parts of Hudson County, and made chairman of the board. In 1872 Mr. Bonn was appointed by the Legislature one of the three commissioners to widen and improve Bull's Ferry road from Nineteenth Street in Hoboken, northerly, and to build a main sewer to the Hudson River, and was made chairman of the board.

Outside of his real estate business, Mr. Bonn was principally occupied in building and operating street railroads in the northern half of Hudson County. The enterprise commenced in 1859, finally resulting in an entire system of roads radiating from the Hoboken ferry in all directions. As early as 1864, cars were run by steam on one of the lines; but this was of necessity abandoned, on account of the steepness of the hill. In 1874 a steam elevator was built, the first one in this country, by which the cars, with horses attached, were taken up the hill in one minute. In 1884 an elevated road was built from Hoboken ferry to Jersey City Heights. Mr. Bonn was the first and only president of the old companies, and was up to the time of his death president of the North Hudson County Railway Company, into which the old companies were consolidated in 1865. The establishment and develop-

ment of the North Hudson County Railway system was Mr. Bonn's life-work. In 1890 the great Weehawken elevators, of which Mr. Bonn was the originator, were commenced, and were completed in the fall of 1891. On October 23d, 1891, Mr. Bonn, with others, made the first trip. The elevators were formally opened to the public on April 26th, 1892. Mr. Bonn died November 15th, 1891. His death was a loss to the entire community.

HILLRIC J. BONN.

Hillric J. Bonn was born in Bonnsville, North Bergen Township, Hudson County, N. J., October 10th, 1858. The village in which he was born was named for his father, John H. Bonn, who was an old and highly respected resident of Hoboken, and who died November 15, 1891. His loss to the community was a severe one, as he was responsible for as many public improvements as any other citizen of Hoboken. Hillrick J. Bonn received his rudimentary education at the Martha Institute, after which he spent four years at the Stevens Institute, and was graduated with the class of '78, receiving the degree of mechanical engineer. In the fall of 1878 he went to Scranton, Pa., where he spent eighteen months in the shops and draughting office of the Dickson Manufacturing Company. He then returned to Hoboken and entered the office of Weson, Spielmann & Brush. In the fall of 1880 Mr. Bonn took a position with the Delamater Iron Works Co., of New York, where he remained until 1883. He went to Pittsburg and Chicago in the spring of that year, and was absent in the West for about nine months. On his return he entered the employ of the North Hudson County Railway Company as an assistant engineer in the construction of the elevated road. He was made vice-president of the company in 1891, after the death of his father, a position he still holds.



HENRY McDOUGALL.

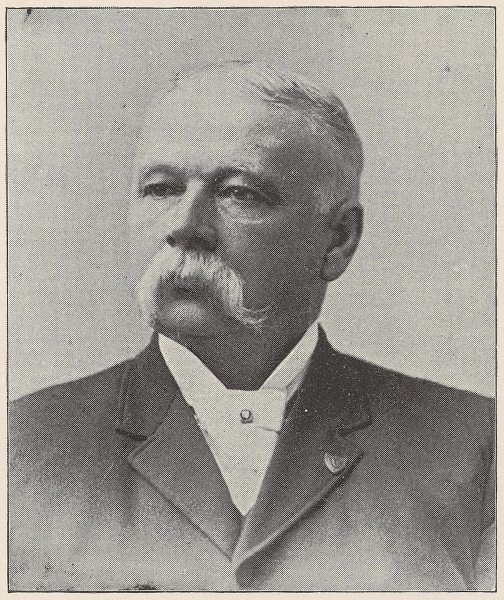
HENRY McDOUGALL.

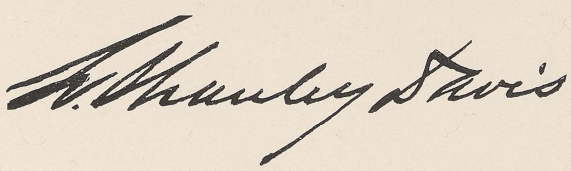
Henry McDougall was born in 1823, and began his residence at Hoboken in 1860. At that time the city had a population of about 10,000 inhabitants. At one time he was urged by his friends to accept a nomination for mayor. He was assured the support of both parties, but he declined the honor. He was subsequently nominated for City Treasurer, but, owing to his indifference to being elected, he was defeated by a small majority. Mr. McDougall was a heavy investor in Hoboken real estate when the city was still in its infancy. He was quick to recognize a bargain, and the wisdom of his action was evidenced by the fact that through his investments he accumulated a comfortable competency. He was an honored member of the Methodist Episcopal Church, in which he was a class leader for more than eighteen years. He was one of the most active, as well as one of the most liberal contributors to the fund for the erection of the First M. E. Church on Washington Street. He died November 9th, 1880, in the 57th year of his age. He left surviving his widow and eight children—five daughters and three sons. The daughters are Mrs. J. H. Bailey (now deceased , Mrs. F. W. Chivvis, Mrs. L. Shanley Davis, and Mrs. Oliver P. Davis (prominently known in Hoboken), and Mrs. Mortimer C. Hewlett. The sons are Dr. Joseph H. McDougall, Charles D. McDougall and William L. McDougall. During his lifetime Mr. McDougall owed much of his success to his estimable wife, Caroline McDougall, a lady of refinement and of sterling Christian character. She survived him six years and died in New York City.

L. SHANLEY DAVIS.

L. Shanley Davis was born in Federalsburg, Eastern Shore, Maryland, October 3, 1834. He received his education in the public schools of his native town. His father, the Hon. Curtis Davis, was a man of much prominence in that locality, in public matters and the affairs of the Methodist Church. When Mr. Davis was a young man, he followed the vocation of a clerk in his father's store,

where he remained until the breaking out of the war of the rebellion, when he enlisted as a private in the First Regiment, Eastern Shore Volunteers. After serving for three years and three months, he was honorably discharged, after which he returned to his old home, where he spent the following two years. In 1866 Mr. Davis located in New York, where he obtained a position as confidential clerk and book-keeper for the wholesale produce house of C. W. Dilworth and Bros. After a service of one year with that establishment, his ability and general worth was recognized by his employer in a substantial manner by giving Mr. Davis an interest in the business of the house. On the death of Mr. Dilworth, Mr. Davis succeeded to the business in its entirety, and is still engaged in it at No. 100 Barclay Street, New York City. Mr. Davis handles a general line of fruits, making a specialty of the domestic varieties. Mr. Davis employs his three brothers as managers and salesmen, Oliver Price Davis, William Otis Davis and Henry Winter Davis. He employs a force of from ten to fifteen clerks in the various departments. Mr. Davis has been a resident of Hoboken since 1867. It was in that year he became associated with the First Methodist Episcopal Church, located on Washington Street, near Eighth Street. He has been one of the main pillars in that congregation ever since, and has contributed liberally in a financial sense to any and all improvements made in the church. On April 7, 1870, Mr. Davis married Miss Carrie R. McDougall of Hoboken, the daughter of Mr. Henry McDougall, an old and well-known citizen, who was a member of the official board of the Methodist Church during the construction of that edifice. Mr. and Mrs. Davis' marriage has been blessed with the birth of three children, one of whom is living, L. Shanley Davis, Jr. Mr. Davis lives in a handsome residence, at No. 1026 Bloomfield Street. His house is elegantly furnished, and is an evidence of the owner's refined taste. He is a member of Captain Watkins Post, G. A. R., of Maryland, and the Union Veteran Legion Post No. 38. In honor of her father and mother and daughters, Mrs. Davis had placed in the church beautiful memorial windows of cathedral glass. In fact, Mrs. Davis has done a great deal, financially and otherwise, for the church.





STEPHEN THORNE MUNSON.

Stephen Thorne Munson was born in New York City November 23, 1815, and died in Hoboken February 26, 1884. He was graduated from the New York High School. Mr. Munson's father was Ira Munson, of New York, a descendant of Captain Thomas Munson, who came from England, and settled in America in 1637. He was the first to bear the name in his adopted country. He made his home within the limits of New Haven, Conn., and was one of the foremost in founding the New Haven colony in 1716. Thomas and Theophilus Munson, grandsons of Captain Thomas Munson, donated three acres of the "Colledge lott" to the treasury of Yale College. This celebrated institution has graduated twenty-one of the Munson descendants.

Mr. Munson's mother was Elizabeth Pell Price, daughter of Euphemia Pell Hunt, of Hunt's Point, Westchester County, N. Y., and John Floyd Price, of Flintshire, Wales. On his mother's side he was descended from the Pells of Pelham-Manor, Westchester County, N. Y., through Colonel David Pell, an officer in the Continental army. Stephen T. Munson spent ten years of his early life in Alabama and Texas. On his return to the North, he married Lavinia A. Carhart, who is a descendant of Thomas Carhart, of Cornwall, England, who came to America in 1683, as private secretary to Colonel Thomas Dongan, English Colonial Governor of the American colonies at that date.

During the war, Mr. Munson held a position in the Quartermaster's department, and at its close he was appointed an inspector in the New York Custom House, a position he held at the time of his decease. Mr. Munson came to Hoboken in 1868, where he became deeply interested in the cause of

public school education. He represented the Second Ward in the Board of Education for ten years, and was twice elected president of that body. On his retirement he was presented with a beautifully engrossed pen-sketched set of resolutions, as a testimonial of his indefatigable labors while a member of the board. This was an honor never before accorded a president of that body in Hudson County. At the time of his death, a memorial stone was prepared, bearing the following inscription:

IN MEMORY OF

STEPHEN THORNE MUNSON,

FRIEND OF THE HOBOKEN HIGH SCHOOL.

BY THE PUPILS.

1884.

Quoting from a notice of his death: "He had the interest of the public schools at heart and was a thoroughly energetic and conscientious worker in the cause of education. The public schools lost a dear, devoted and zealous friend in the demise of Mr. Munson."

HERMAN L. TIMKEN.

When ex-Mayor Herman L. Timken died there disappeared a well-known and popular character, who, it might well be said, grew with the city. Mr. Timken was born in Lilienthal, Hanover, Germany, April 2d, 1830. His father, who had served as a soldier in the English army under Wellington and the German army under Blücher, was roadmaster of his district. Mr. Timken, after serving seven years in the Hanoverian army, advanced to the rank of first sergeant. In 1857 he came to America, locating in New York. A turner and carver by trade, he secured work in that city. Then he went into the flour business. In 1859 he married Miss Betty Kotzenberg, and during the same year he took up his residence in Hoboken. About this time he connected himself with a Mr. Krone, and they opened a flour and feed establishment in New York under the firm name of Krone & Timken. After two years of successful business they dissolved, Mr. Timken associating himself with S. M. Rohdenburg, under the firm name of Timken & Rohdenburg. A dissolution of this firm occurred in 1870, Mr. Timken succeeding to the business. In 1876 he formed a co-partnership with Mr. H. Jacobsen, carrying on business both in this city and New York. In 1880 the firm dissolved, Mr. Timken succeeding to the firm's business in New York, and Mr. Jacobsen taking the Hoboken establishment. The business of Mr. Timken being largely in Hudson County, he removed the New York establishment to Hoboken in 1885, and in 1890 he took his son-in-law and confidential clerk, August Hanniball, into business with him. He retired last spring, leaving his son, ex-Councilman J. Henry Timken and Mr. Hanniball to carry on the business under the firm name of Timken & Hanniball.



HERMAN L. TIMKEN.

Mr. Timken in 1869 was elected councilman from the Third Ward. He was re-elected the two following years. After remaining out of the council for a few years he removed to the Second Ward, and in 1880 was returned from that district. He remained in the council until 1883, when he was elected Mayor, and served three terms with credit to himself and his constituents. During his term as Mayor he largely reduced the tax rate. He strongly favored the creation of the present paid Fire Department, but was opposed in this effort. In 1891 he was nominated by the Jeffersonian Democracy of Hudson County for the office of Sheriff, but withdrew from the contest later. During the same year

he served on the Board of Tax Commissioners, that being the last political office he ever held. Mr. Timken was one of the organizers of Company D, first batallion of the old Second Regiment, and he served as captain. Some years past he was also major of the Fifth Regiment, N. G. S. N. Y. He was one of the organizers, and first vice-president of the Second National Bank of Hoboken, and was also the first president of the American District Telegraph Company of Hoboken. He erected the first French flat house at the corner of Sixth and River streets. He also built Meyer's Hotel, which still belongs to his estate. He was a member of the German and the Hoboken Quartette Clubs, a past master of Hudson Lodge, No. 71, F. & A. M., a director of the United States Schuetzen Park Association and a member of the New York Produce Exchange.

WILLIAM UTZ.

William Utz was born in Elberfeld, Germany, September 24th, 1845, and received his education at the High School of that place, from which he graduated at the age of 17. Mr. Utz came to America in 1865 and located in the City of New York. In 1868 Mr. Utz became connected with the Erie Railway Company and has continued that connection ever since, occupying many important positions of trust and honor. He came to Hoboken in 1868, and in 1874 was appointed general agent of the Erie Railway at this point. In 1878 he was transferred to the head of the foreign passenger department in New York City, and remained at that post until this business was merged into a pool by all the trunk lines. Having retained the Hoboken office he again gave his personal attention to it alone, and increased its business to such an extent that it is now the second in importance of the Erie offices in the New York City department. In 1882 Mr. Utz purchased the express business of Mr. W. J. Anderson. In 1885 he was a successful bidder for the government contract for carrying all the customs goods designated to the U. S. Appraisers stores in the Port of New York, embracing New Jersey, Staten Island, Brooklyn and New York City. This contract he held for four years. During the administration of President Cleveland he also did much of the general order work for the custom house. As early as 1874, Mr. Utz took an active part in local and state politics. He first received official recognition by being appointed a county tax commissioner by the judges of the courts of this county, a position he yet retains. In 1875 Mayor Russel appointed Mr. Utz a police commissioner and he held that position until 1882. He was again appointed to that office by Mayor Grassmann in 1890, and his term of office does not expire until May, 1894. He also held the position of trustee of the public library, to which he was appointed by Mayor Grassmann, but which he resigned when again entering the board of police commissioners. Mr. Utz was one of the original directors of the Second National Bank. He has taken a deep personal interest in the growth of this institution, and is now its largest stockholder. He is also at the head of the corporation which recently purchased the wagon manufactory formerly owned by Klein Brothers. Mr. Utz resides in a very handsome mansion in Hudson street, which he erected in 1892. He has an extensive social acquaintance, and is a member of the German Club, German Riding Club of Hoboken, the Palma and Democratic Society of Jersey City, the Liederkranz, Arion and Reform Clubs of New York. In 1877 Mr. Utz married the second daughter of Mr. Nathaniel Boyd, of Jersey City. He has two sons and two daughters.



WILLIAM UTZ.

GUSTAVE VINTSCHGER.

Gustave Vintschger was born in Vienna, Austria, on January 20th, 1846, and with his parents came to America in 1853, settling in Milwaukee, Wis. He received his rudimentary education in the Engelmann Academy of that city, graduating therefrom at the age of 14 years. His family, after a residence of seven years in Milwaukee, returned to Vienna in 1860. Young Vintschger deciding on a

mercantile career, and desiring to be properly fitted, attended one of the prominent commercial colleges of Vienna. After a two years' course he received his diploma and immediately engaged in mercantile pursuits, holding trusty positions for several years in various large concerns in Vienna. In 1867 he located in Hoboken and has been one of her citizens ever since. He has a beautiful home at 910 Hudson street, one of the most aristocratic sections of the city. On coming to this country, Mr. Vintschger entered the old firm of Richards & Markt, of New York, as a clerk. He afterwards became their traveling representative, a position he filled for several years. In 1869 Mr. Richards retired from the firm, when Mr. Vintschger was admitted into the co-partnership. In 1892 the concern was made a stock company, Mr. Vintschger being made president. The company has branches in London and Hamburg, doing an extensive foreign business throughout Europe. The concern makes an exclusive business of introducing the products of American manufacturers in foreign markets, the main house being located at 815 to 819 North Moore Street, New York. They do an annual business of several millions of dollars. In 1873 Mr. Vintschger married Miss Caroline Distler, a daughter of a prominent Vienna official. Four children have been born to the marriage—two sons and two daughters, all being born in Hoboken. Mr. Vintschger was President of the German Club of Hoboken during the years of 1890 and 1891. He is also a member of the Liederkranz Society of New York and the German Riding Club of Hoboken.

JOHN LOUIS MATHEY.

John Louis Mathey, the eldest son of John and Sophie Mathey, was born in New York City, at the corner of John and Gold streets, November 4, 1832. His parents were natives of Switzerland, having come to America in 1813, settling in New York when that city was nothing more than a village. In 1846 they removed to Hoboken, where they resided until their death. They were among the most highly esteemed and prominent citizens of the city, the elder Mathey being one of the most public-spirited men in those days.



GUSTAVE VINTSCHGER.

John Louis Mathey received his education partly in Switzerland, and in this country. He attended the Mechanical Institute on Chambers Street, New York City, after which he learned the business of watch-making with his father, who was at that time engaged in the trade in that city, having been located at No. 119 Fulton Street.

In 1856 his father retired from business, and Mr. Mathey succeeded to his interest, the firm being thereafter known as Courvoisier & Mathey, which was continued until 1857. Mr. Courvoisier having died, Mr. August S. Mathey, a brother, then purchased an interest in the business and the firm was formed under the name of Courvoisier, Mathey & Company. The firm continued in business under this title for six years, when Mathey Brothers succeeded to the business, which they removed to 21 and 23 Maiden Lane, where they are now located. On November 4, 1862, Mr. Mathey married Miss Jane Augustine Abey, of Hoboken. Four children have been born to the marriage, three of whom are living, all being sons.

Like his brother, August S. Mathey, he also erected a handsome residence at No. 921 Hudson Street, which is not only an ornament to the street but a credit to the city. It occupies a commanding position on a high terrace, and is surrounded by a handsome lawn 40x110 feet. He has collected a number of rare and costly paintings which adorn the walls of his handsome home. Mr. Mathey is a member of the Columbia Club and a number of benevolent organizations.

AUGUST S. MATHEY.

August S. Mathey was born in New York City, November 22, 1836. He is of Swiss ancestry, his father and mother, Louis and Sophie Mathey, having been natives of Locle, Canton of Neuchâtel, Switzerland. They came to America in 1813, settling in New York, and subsequently in 1848

removed to Hoboken. During Lafayette's second visit to the United States Mrs. Mathey, who was then a Miss Grosjean, was appointed with a committee of young ladies to present that distinguished Frenchman with a large wreath of flowers during a reception tendered him at Bowling Green. August S. Mathey was educated in the public and private schools of New York. After completing his studies, he learned the trade of a watch case maker. When about twenty-five years of age he and his brother Louis engaged in business for themselves in an establishment in Fulton Street, succeeding an old house that had carried on the business for thirty-eight years. In 1880 they removed their business to 16 Maiden Lane, and in 1892 to 21 and 23 Maiden Lane, where they are now located. The firm are wholesale dealers, importers and manufacturers of fine watches, and make a specialty of complicated watches. Their factory is located in Brassus, Canton of Vourd, Switzerland. In 1863 Mr. Mathey married Miss Eliza T. Luers, of New York. Four children have been born to the happy union, two sons and two daughters, one of the latter being married and residing in New York. His youngest son, Henry, is a young man of seventeen. He is a student at the Stevens Institute, and has a very promising future before him. In 1890 Mr. Mathey added much to the beauty of Hudson Street by



PARLOR, RESIDENCE OF CHARLES FALL, HOBOKEN.

erecting what is now considered to be one of the handsomest residences in the city. It stands on a high terrace and on a plot of ground 40x110 feet, and is surmounted by a number of pretty gables and a tower. The material is brick, with light stone trimmings, all forming a very handsome contrast. Mr. Mathey has collected a number of rare and costly paintings and water colors, which adorn the walls of this beautiful home. He has succeeded in gathering some very rare relics, among which is an old chest more than 500 years of age, it having several centuries ago been among the furnishings of an ancient church of Southern France. Mr. Mathey is a member of the Columbia Club of Hoboken, besides being prominent in many charitable and benevolent organizations of New York City. He is also a member of the Old Volunteer Fire Department, his father having been one of the first subscribers toward raising funds to purchase a fire engine for the city.

CHARLES FALL.

Charles Fall was born in Hoboken July 9, 1865. His father, George Fall, has been a resident for more than forty years in Hoboken. Charles Fall received his education in the public school No. 2 of this city, and was graduated from there in 1881. After leaving his school he learned the trade of a

builder. During his leisure moments he occupied his time in the study of architecture and designing, a profession in which he afterwards displayed talent of more than ordinary kind. Mr. Fall has designed and superintended the construction of many of the finest public buildings, private residences, flats and apartment houses in Hoboken and elsewhere, among which are the building of the Hoboken Land and Improvement Company; the apartment houses of John Lager, corner Washington and Tenth streets; John D. Stover's residence and flat, Bloomfield Street, between Tenth and Eleventh streets; E. J. Sparenburg's flats, at No. 702 Hudson Street; John Neil's residence, Twelfth Street, between Garden and Bloomfield streets; Jens Willadsen's apartment houses, N. E. corner Twelfth and Bloomfield streets, and many others. He received the contract from the city to design the new fire engine house, at the junction of Jefferson, Madison, Newark and Ferry streets, which, when completed, will be one of the most complete of its kind in the country. Mr. Fall has recently designed and erected for himself one of the handsomest blocks of apartment houses in the city, five in number, viz.: Nos. 1214, 1216, 1218, 1220 and 1222 Washington Street. His offices at 1214 Washington Street are among the handsomest in the city. In 1889 Mr. Fall married Miss Mary E. Turner, of West Hoboken. Two children, a son and a daughter, have been born to this happy union. Mr. and Mrs. Fall reside in a charming home at 915 Washington Street. Mr. Fall is a member of the Columbia Club, Hoboken Lodge No. 99, Royal Arcanum, and the Tenth Assembly District Democratic Association.

AUGUST GRASSMANN.

August Grassmann was born March 9, 1846, at Hamburg. He attended the private schools of that world famed city until he was fourteen years of age. He then became a clerk in a variety store, and served an apprenticeship of four years with a leading mercantile establishment in his native city. Just after the war Mr. Grassmann came to America. He was nineteen years of age. His first situation here was with a glassware house in New York City. The failure of this establishment caused him to seek other employment, and he tried his hand at the grocery business and was a clerk with several leading stores of Hoboken. He became a bookkeeper for a brother who was engaged in the flour business, and then determined to go into business for himself. He purchased one of the stores in which he had been employed as clerk years previous. He was successful. In 1880 he accepted the Democratic nomination for the Council, at a special election in the Second Ward. He was defeated by only two votes, but was afterwards elected by 109 majority. In 1884 he was again nominated by the Republicans, and was again elected. He was afterwards elected unanimously by Democrats and Republicans to the Council from the Second Ward. In 1888 his friends urged him to run for Mayor on the Independent ticket. He was endorsed by the Germans of the city and defeated his opponent, Mr. E. J. Kerr, by 246 majority. After the expiration of his first year he was re-elected without opposition. He refused a third nomination. His many friends and admirers presented him with a handsome gold watch. His successor in the Mayor's chair and the Common Council presented him with a handsomely engrossed set of resolutions. He was also presented with a handsome badge by several clubs of Hoboken, including the German Hoboken Quartette and Lyra Singing Society. He is an honorary member of the Schutzen Corps of Hoboken, and is very active in the benevolent orders. He has attained the highest distinction ever attained by a brother in the I. O. O. F. He has filled all the positions of honor in the Grand Lodge of New Jersey, serving as grand master in 1883 and 1884. He is now in his third term as grand representative of the Grand Lodge of New Jersey to the Sovereign Grand Lodge, the highest legislative body of that order. He is also an active member

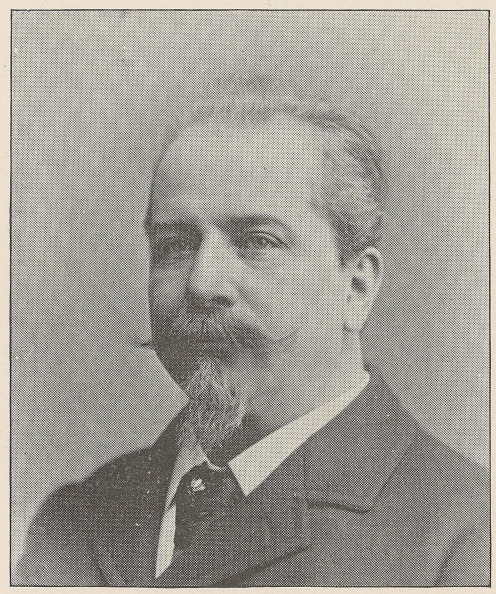


Ex-Mayor August Grassmann.

of the Masonic fraternity of Hoboken. He is past master of Euclid Lodge No. 136, a member of Pentalpha Chapter No. 11, R. A. M., and of Pilgrim Commandery No. 16, K. T., and Caroline Chapter, of the Order of Eastern Star. Mr. Grassmann was the first president of the Merchants' Protective Association, of Hoboken. To Mr. Grassmann is due the honor of having established the creditable public baths of Hoboken. Mr. Grassmann was the chief promoter of the establishment of the Home for Old and Indigent Odd Fellows, near Trenton. He is also a member of the M. J. Coyle Association.

GEORGE P. SCHINZEL.

George P. Schinzel was born at Merzbach, Bavaria, Germany, December 5, 1823. He was educated at the gymnasium of his native place. After completing his schooling he began the study of civil engineering under his father, John G. Schinzel, who was in the employ of Count Rothenhahn. In 1841 Mr. Schinzel came to America, locating in New York, where he learned the trade of a shoe manufacturer. In 1852 he located in Hoboken, and has resided here ever since. On December 25, 1847, he married Miss Dora Siedler, of New York. Four children have been born to the union, one daughter and three sons, the former having died some years ago. In 1856 Mr. Schinzel organized the German-American Association of Hoboken. He is a member of the Hoboken Quartette Club, was one of the organizers of the Oceania Hose Company No. 1, is a member of the Exempt Fire Department, and a trustee of the widows and orphans' fund of that organization. He served one term in the City Council from 1865 to 1866, was a member of the Board of Freeholders from 1881 to 1886, and was director of that body during the last year of his term; he was a tax commissioner one year, commissioner of appeals two years, and chairman of the county institution two years. He is engaged in the shoe business at No. 4 Astor House, New York. He resides in a pleasant home at No. 508 Hudson Street.



Louis V. Hengstler.

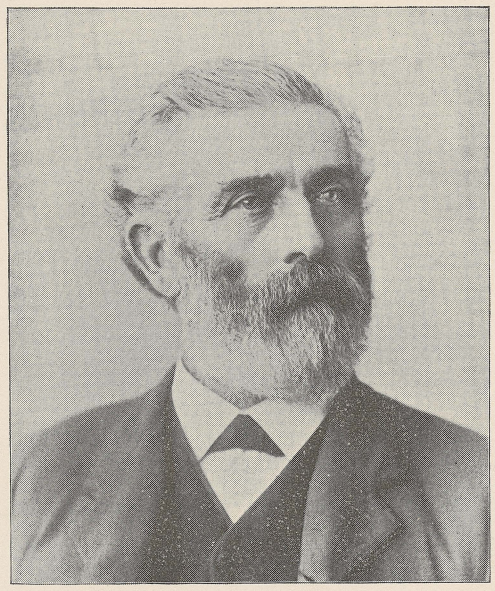
LOUIS V. HENGSTLER.

Among the German-American citizens of Hoboken, none are better or more favorably known than Louis V. Hengstler, who was born at Stuttgart, Germany, in 1844. When he was five years of age his parents came to America, and located in New York, where young Hengstler obtained his education in the public schools. In 1859 he entered the employ of Robert Mayer & Company, manufacturers and dealers in lithographers' supplies, as an office boy. In 1872 he was taken into the firm as a partner, and is now the senior member of that establishment. In 1882 the firm erected their extensive plant in Hoboken, for the manufacture of all their own goods. In 1891 Mr. Hengstler was appointed by Mayor Stanton a member of the Health Board of the City of Hoboken, a position he has very creditably filled ever since. He is a prominent member of the Hoboken German Riding and the German Clubs of Hoboken, besides being a member of a number of other organizations in New York. In 1867 Mr. Hengstler married a Miss Phaler, of New York City. Six children have been the fruits of the marriage. Mr. Hengstler is a progressive citizen and is highly esteemed by all who have the pleasure of his aquaintance. He has a pleasant home at 822 Hudson Street.

JOHN M. PATTERSON.

John M. Patterson was born at Middletown, Monmouth County, N. J., October 15, 1830. The first eighteen years of his life were spent on a farm. In 1848 he came to Hoboken, and apprenticed himself to the firm of Capes & Allison, ship builders, with whom he remained until 1856. He then engaged in the ice business until 1864. In 1865 Mr. Patterson opened a feed store at Jersey City, where he carried on a successful business for two years, after which he sold out and engaged in the express business, in which he is at present engaged, his general office being located at 630 Washington

Street. In 1852 Mr. Patterson married Miss Mary L. Havens, whose family were old residents of Hoboken. Seven children were the fruits of the marriage, three of whom are living, viz.: Mrs. Mary McQueen, William Patterson and Mrs. Augustine Franke, wife of Mr. Henry Franke, the druggist. In 1882 Mr. Patterson was deprived of the companionship of his wife through her death. His second marriage was with Mrs. Emily L. Clark, widow of the late Henry J. Clark, and a daughter of Calvin and Mary Mulford, who were among the first of the early settlers in Hoboken, and who also kept the first postoffice in this place. Mr. Patterson has been a member of Columbia Lodge No. 63, I. O. O. F., for thirty-five years.



JOHN M. PATTERSON.

JOHN H. TANGEMANN.

John H. Tangemann was born in Hanover, Germany, May 5, 1840, and when a boy nine years of age his parents came to America, locating in New York, where he received his education. When he was twelve years old he went to work for a gardener in Jersey City, and attended school at night. In 1855 he went West, locating at St. Charles, Ill., where he spent three years, returning to New York in 1858, where he secured a position with the firm of Gevert Pope & Company, who dealt in country produce, and located in the same building in which Mr. Tangemann is now doing business. After a short time in the firm's service he got an interest in the business. The old firm was succeeded by Mr. George Pope and the subject of this sketch, under the firm name Gevert Pope's Son & Company, the new concern retaining the old quarters at 189 Washington Street, New York. Mr. Tangemann was a member of the Old Volunteer Fire Department of New York, from 1860 to the time of its disbandment in 1865. In the latter year he removed to this city, and has resided here ever since. It was in that year he married Miss Maggie Engelmann, of Hoboken. Six children were born to the marriage, four of whom are living, two sons and two daughters. Mr. Tangemann resides at 839 Bloomfield Street. He is a member of the Union Athletic Club and was one of the organizers of, and the first treasurer of Guiding Star Lodge, I. O. O. F. He is a member of a number of charitable and benevolent organizations. In 1881 he was elected to the Assembly from the old Seventh District. He served from 1880 to 1883 as a member of the Board of Education, and in 1881 made the race for Mayor, but was defeated by a small majority.



JOHN H. TANGEMANN.

FERDINAND LUTHIN.

Ferdinand Luthin was born in Goettingen, Germany, April 3, 1837. He was educated in the high school of his native town, completing his studies when fourteen years of age. His early life was spent in gaining a knowledge of the book business. In 1854 he came to America, locating in New

York City. His first employment there was in the office of the *Neue Zeit*, a German newspaper, where he served as a book-keeper and proof-reader for one year. He afterwards engaged in various occupations, among which was the jewelry trade, which he followed for six years. During the war he was an extensive manufacturer of military trimmings. In 1864 Mr. Luthin came to Hoboken, where he has resided ever since. He inaugurated the first circulating library in the city, and afterwards added a stock of books, stationery, etc., and to-day is the representative dealer in the city of that line of goods. For twenty-three years he was located at No. 197 Washington Street, but removed to his present quarters, No. 512 Washington Street. Mr. Luthin held the position of school trustee for three years, from 1870 to 1872, inclusive, and for half of the time was clerk of the Board of Education. In 1873 he served as Councilman from the Second Ward. He has been a notary public since 1872. On January 1, 1860, he married Miss Agnes Amthor, of Dresden, Germany. Mr. and Mrs. Luthin reside in a pleasant home at No. 512 Washington Street. He is a member of the Quartette Club and one of its trustees.

MICHAEL FOLEY.

Michael Foley was born in Hyde Park, County Limerick, Ireland, November 5, 1842. He came to America in October of 1855, locating in Hoboken, where he has resided ever since. He learned the trade of a bricklayer, at which he worked until 1862, when he engaged in business for himself as a general contractor. In 1865 he married Miss Catherine Coughlin, of Hoboken, by whom he has had twelve children, nine of whom are living, two sons and seven daughters. Mr. Foley resides in a pleasant home at 708 Garden Street. He is a prominent member of the Church of Our Lady of Grace.



James A. Geayer.

JAMES A. GEAYER.

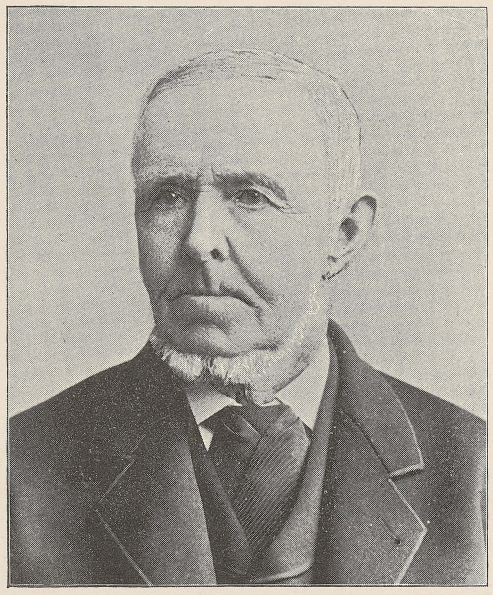
James A. Geayer was born in Hoboken, January 5, 1840. He received his rudimentary education in the public schools, after which he entered a business college of New York City. After leaving college he engaged in mercantile pursuits and for a number of years was in the coal and wood business. During the later years of his life, and up to the time of his death, he held an important position in a large coffee establishment, located at 169 Reade Street, New York. On January 5, 1866, Mr. Geayer married Miss Jemima Ludlow, of Hoboken. Ten children have been born to the union, seven of whom are living, four sons and three daughters. Mrs. Geayer still resides at the old home, located at 713 Garden Street. On December 18, 1890, Mr. Geayer died after a short illness. The funeral was one of the largest that ever occurred in Hoboken. Mr. Geayer was a member of the Major Warner Post No. 81, G. A. R., the Hoboken Veteran Corps No. 83, the Exempt Firemen and Hawken Zouaves. He served two terms as a member of the City Council, representing the Third Ward. Mr. Geayer served three years in the defense of his country, having enlisted as a private in the Hawken Zouaves, Ninth Regiment, New Jersey Volunteers. Mr. Geayer was a public-spirited citizen, and was a hard worker in the interest of anything in the way of public improvements whereby Hoboken would be benefitted.

JOHN McDERMOTT.

John McDermott was born in County Donegal, Ireland, in 1811. He emigrated to America in 1848, locating in New York City, where he resided until 1853, when he removed to Hoboken. After working at his trade, that of a stone mason, for a number of years, he engaged in business for himself. He secured contracts for a number of structures in this city, among which was Grace Church, Martha Institute and other prominent public and private buildings. In 1865 he was elected Councilman and was re-elected for several subsequent terms. He was at one time president of the Board of Water Commissioners. He was a man of large charity and much beloved as a citizen and neighbor. He died in October of 1885, aged 74 years.

PETER N. GREFE.

Peter N. Grefe was born in Hanover, Germany, January 4, 1842 He received his education in private schools of his native town. In 1856 he came to America. He located in New York, where he obtained a position as clerk in a grocery store, where he remained one year. He afterwards went West as far as Chicago, where he remained another year, after which he returned to New York. He soon located in Hoboken, where he has resided ever since.



JOHN MCDERMOTT.

In 1861, at the breaking out of the war, Mr. Grefe enlisted as a private in the First New York Mounted Rifles. He served in that capacity until his regiment reached Petersburg, when he was made despatch bearer to the general commanding the Department of Virginia, North Carolina and the Army of the James. On the night before the battle of Appomattox, he was sent by General Ord with important dispatches to General Sheridan, who was then at Appomattox Court House. He accomplished his errand after a perilous ride, and was sent back to General Ord with a despatch "to hurry on his troops at once as assistance was needed." He reached his headquarters in safety and General Ord's troops were soon on a "double quick" march toward Appomattox, which was reached by daylight the following morning. The accompanying engraving represents "Nick" Grefe (as he was universally known in his regiment), riding along the lines of the Union Army, bearing a flag and giving the information to his comrades that Lee had surrendered and the war was at an end.



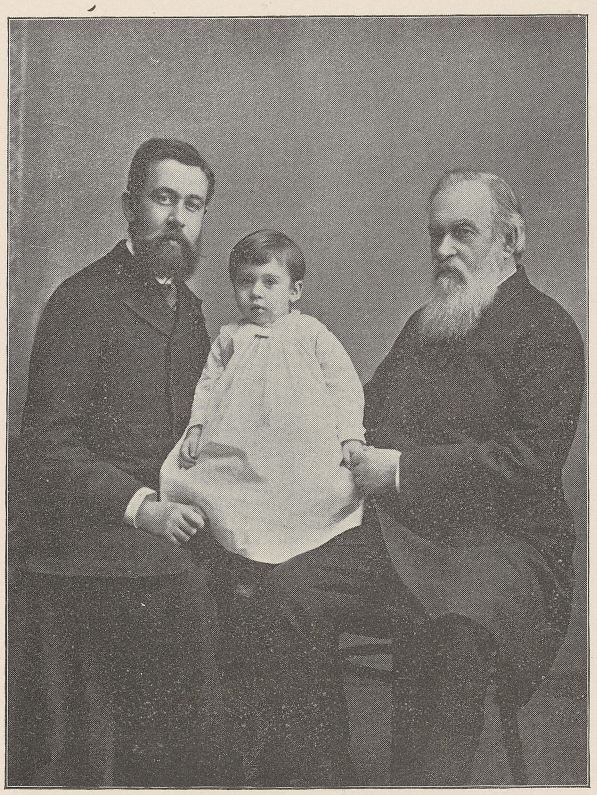
PETER N. GREFE.

Mr. Grefe served through the entire war. He was honorably discharged in 1865, at which time he returned home and engaged in the fruit and produce business in New York, where he is now located at 171 Reade Street. In May, 1869, Mr. Grefe married Miss Christina Horstman. Twelve children have been the fruits of the marriage, of whom eight are living, and four deceased. Mr. Grefe is a member of the Major Warner Post No. 81, G. A. R., and the Lincoln Club. He resides in a handsome home at 734 Garden Street.

AUGUST SEITZ.

August Seitz was born in Kay, near Herrenberg, Wurtemberg, Germany, November 24th, 1815. He studied for the ministry, having been educated at Balingen, in the Black Forest. Owing to the European war in 1830, he was obliged to give up his studies. In 1836 he went to Paris, where he engaged in business until 1848, when he emigrated to America, locating in New Orleans, and one year later in New York. In 1850 Mr. Seitz settled in Hoboken and has been a resident ever since. For twenty-six years he held a responsible position at the Astor House. Mr. Seitz was one of the organizers of the Hoboken Academy. He is a member of the Old Volunteer Fire Department, and is

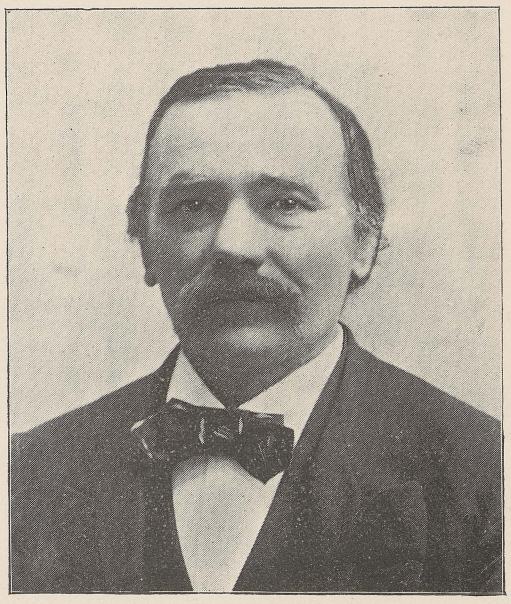
the second oldest living member of that organization. He has been a Mason for more than forty years. He married Miss Athenais Josephine Angelique Grivel, of Paris, April 22d, 1843. Seven children were born, two of whom are living, a son and daughter. Mr. Seitz has for many years been an elder in the German Lutheran Church of Hoboken.



THE SEITZ FAMILY—FATHER, SON AND GRANDSON.

ARTHUR SEITZ.

Arthur Seitz was born in Hoboken, December 6th, 1855. He received his education in the public schools and the Hoboken Academy. His family are among the oldest in the city, they having been residents for more than forty years. In 1885 Mr. Seitz originated the Seitz & Campbell Storage Company. In 1886 the name of the stores were changed to that of the Hoboken Free Stores, the largest in the state, and incorporated under the laws of New Jersey. Mr. Seitz was the first president of the corporation, a position he held until 1887, when he resigned to engage in the business of building materials and fireclay products. He carried on that business for several years under partnership arrangements, first as Seitz & Fall, and later on as Seitz & Mickens. Then he concluded to engage in business for himself. He now has a handsome office at 1208 Washington Street, doing a general building and contracting business. Mr. Seitz was one of the organizers of the Columbia Club. He is vice-president of the Chess Club and one of its organizers. He was also the organizer of the New Jersey Philatelic Club. He is also a member of Hoboken Council No. 99, Royal Arcanum, Advance Lodge No. 24, A. O. U. W. Mr. Seitz married Miss Helen Jamieson Borthwick, of Hoboken, April 14th, 1887. He resides at 917 Washington Street. The accompanying engraving represents the three generations of Mr. Seitz's family. Mr. Seitz served as a school trustee for three years. He is a member of the First Presbyterian Church, Hoboken, being one of the oldest communicants of that congregation. In 1891 Mr. Seitz was nominated by the Republicans as their candidate for Assemblyman from the Tenth Assembly District.



LOUIS WIEDERMANN.

LOUIS WIEDERMANN.

Louis Wiedermann has been a resident of Hoboken for nearly forty years, and has done much toward building up the city. Mr. Wiedermann was born in Schwarbach, Germany, November 1, 1824. He received a careful education. He speaks fluently the English, German, French and Spanish languages and is a translater of Latin. Mr. Wiedermann came to America in 1854, and immediately took up his residence in Hoboken, where he has resided ever since. In 1855 he engaged in business for himself, that of a general variety store, at 142 Washington Street. In 1885 he built the building at 830 and 832 Washington Street, and opened a large grocery store. In 1889 he took into partnership his son Lawrence. At the death of the latter Mr

Wiedermann sold out the business and retired. Mr. Wiedermann married Miss Rose Hees, of Stuttgart, Germany. Nine children were born to the marriage, four of whom are living, three daughters and a son. He resides at No. 830 Washington Street.



CHARLES B. RUDOLPHY.

CHARLES B. RUDOLPHY.

Charles B. Rudolphy was born in New York City, September 4, 1851. He received his education in the public schools of that city and Hoboken. When fifteen years of age he was sent to Heidelberg, Germany, to complete his studies. After graduating from the university of that city, he returned to America. In 1875 he settled permanently in Hoboken, and resided here until his death, which occurred August 28, 1892. In 1880 Mr. Rudolphy engaged in the wholesale drug business, at 45 Liberty Street, New York, as an exporter and importer. On September 11, 1887, he married Miss A. Josephine Besson, daughter of the late Jacob Besson, of Hoboken. Two children were the fruits of the marriage, one of whom is living. His widow still resides at the old home at 116 Bloomfield Street. Mr. Rudolphy was a member of a number of benevolent and other organizations, prominent among others the Odd Fellows, Masons, Knights of Pythias, Red Men, Ancient Order United Workmen, Foresters, American Legion of Honor, Knights and Ladies of Honor, etc. In 1888 he was elected a member of the Board of Education from the First Ward, and was president of that board one year. He served as a member four years. He was also a member of the Board of Water Commissioners, served two terms as a justice of the peace, and was one of the trustees of the Hoboken Free Library. In 1892 he was presented with a handsome set of engrossed resolutions from the library trustees as a testimonial of honor and for valuable services rendered. Mr. Rudolphy was for a number of years superintendent of the Presbyterian Mission Sunday School.



J. M. NIVER.

J. M. NIVER.

J. M. Niver was born in Hudson, Columbia County, N. Y., September 12, 1839. He was educated in the public schools at Greenport, N. Y. After clerking in the grocery trade for five years, he located in New York, having obtained a position as a clerk in the office of the Hudson Steamboat Company, where he remained five years. He received the appointment of government weigher and inspector of hay, under the administration of President Lincoln. He held the position about five years, after which he engaged in the feed and produce business, in New York, on his own account. In 1875 he removed to Hoboken, where he established his present business. In 1878 he formed the partnership of J. M. and N. H. Niver, now located at Nos. 90 and 92 River Street. The firm do a large business in hay, flour, grain salt, etc. They are the largest dealers in

the city in that line, and have established a reputation that is by no means local in its extent. Mr. Niver is a member of the Columbia Club and Hoboken Council No. 99, Royal Arcanum, and N. Y. Produce Exchange. He married Miss Emma C. Roberts, of Newark, N. Y. Two children are living, a son and daughter.



Capt. James H. Butler.

CAPT. JAMES H. BUTLER.

There is not a citizen in Hoboken who is better or more favorably known at home and abroad than Captain James H. Butler, who was born in Orange County, N. Y., September 6th, 1836. His early life was spent on a farm, after which he went to sea on board a sailing vessel, where he spent nearly two years. From 1851 to 1856 he was a barge captain from Albany to New York. In 1857 he became a master pilot of steam towing vessels, a position he has filled ever since in the service of various companies. He is the owner of the well-known tug boat "Daylight," and was for a number of years connected with the ferry company and was part owner of the tug fire boat "Viking." Captain Butler married Miss Clara K. Root of Connecticut. Captain Butler has three living children, born of his first marriage, one son and two daughters. They have a comfortable home at 719 Garden Street. Mr. Butler is a member of Hoboken Council No. 99, Royal Arcanum. He is a prominent member of the First M. E. Church of Hoboken, having officiated for twelve years as steward of the church. He is at present one of the class leaders. He is also a member of the D. L. & W. Railway Y. M. C. A. Association. Captain Butler is a man of large charity. He has a genial disposition and is much respected as a citizen and neighbor.

HENRY A. HODGES.

Henry A. Hodges, a well-known citizen of Hoboken, was born in Wisby, Isle of Gottland, Sweden, April 22d, 1839. He was educated in a private school of his native town, after which he went to sea. When he was fourteen years of age he came to America alone, having shipped at Rio, South America, on board an American ship bound for New York. After following the sea for four years in the service of the Old Dominion Steamship Company, he was made superintendent of the company's pier at the foot of Beach Street, New York, a position he has held ever since. In 1870 Mr. Hodges came to Hoboken to reside. On May 7th, 1870, he married Miss Amelia Thomson, of Sweden. One child, a daughter, was born to the union. After a married life of about eighteen months, death deprived him of his wife. Mr. Hodges has never married again. His sister, Miss Maria Hodges, has presided over his household for several years. She died August 1st, 1892. Since her death his daughter, Miss Kate C. Hodges, has assumed the responsibilities of her father's home. Mr. Hodges is a member of Euclid Lodge No. 136, F. & A. M., Pentalpha Chapter, R. A. M., Pilgrim Commandery No. 16, K. T., Hoboken Council R. A., Advance Lodge, A. O. U. W., Mariners' Council (N. Y.) American Legion of Honor, Maritime Lodge (N. Y.) K. of H., and Fraternity Lodge I. O. O. F. He is a charter member of all the foregoing organizations except two, and has held the highest offices in all. He is a member of the Grand Lodge of New Jersey, F. & A. M., as steward. Mr. Hodges served three years as a member of the Board of Education from the Third Ward. He was for two years a trustee of the Public



Henry A. Hodges.

Library and was one of its organizers. He has always been one of Hoboken's most public-spirited citizens. In private life Mr. Hodges is a thoroughly domestic man and finds much comfort in the home circle. He resides in a handsome residence at 1249 Garden Street.



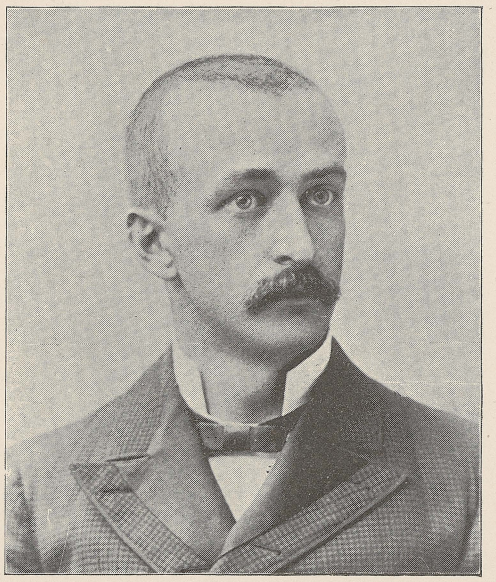
Henry C. Holtin.

HENRY C. HOLTIN.

Henry C. Holtin was born in Mamel, Germany, April 20th, 1845. He received his education at the Gymnasium of that place and was graduated at the age of fifteen years. In 1869 he came to America and located in Hoboken, where he has resided ever since. In 1874 Mr. Holtin engaged in the book and stationery trade, having leased the stands in the various ferry houses of the Hoboken Ferry Company. The business prior to his securing it was merely a news stand. Mr. Holtin has, since then, increased it to extensive proportions. He is a large importer of books printed in various languages. There is no volume published but what can be obtained of him. Mr. Holtin is a member of the Columbia Club of Hoboken, and the Atlantic Boat Club of Hoboken. He is also a member of a number of benevolent organizations, prominent among which are the Masonic, Royal Arcanum, and American Legion of Honor orders. In 1884 he erected his present handsome home at 1100 Bloomfield Street.

JOHN KAMENA.

John Kamena was born in Bremen, Germany, February 15th, 1828. He was educated in the public and private schools of that city. After finishing his education he engaged in the forwarding business until 1851, when he came to the United States, settling in New York City, where he engaged in a general merchandise business as an importer and exporter. In 1862 he came to Hoboken and engaged in the coal and wood business at 410–414 Bloomfield Street, his present location. Mr. Kamena's business extends all over Hudson County, besides having a large trade in New York. In 1864 he married Miss Charlotte Gueldener, of Hanover, Germany. They reside at the corner of Ninth and Washington streets.



Charles A. Tissot.

CHARLES A. TISSOT.

Charles A. Tissot was born in West Hoboken, June 24th, 1859. Mr. Tissot attended the public schools until he was eleven years old. He then entered the real estate office of William Hersee in 1871 and remained there for ten years, learning every detail of the business. He was enabled with his savings in 1881 to start in business for himself, opening an office at No. 23 Newark Street. He introduced the method of auction sales of real estate in Hudson County and controls a great deal of local business, including the management of many large estates. Mr. Tissot was married to Miss Estelle J. Brinkerhoff, the daughter of John D. Brinkerhoff, of Hackensack, and resides happily with his wife in West Hoboken. He is a member of the Berkley Club and is president of the Homespun Club. He is also a member of the Royal Arcanum and the Ancient Order of United Workmen, Knights of Honor, Columbia, Union Athletic Clubs, and the Valencia Boat Club.

L. VON BIELA.

Leopold Von Biela was born at Stolberg, Prussia, April 21, 1842. He received a careful education at the Real Gymnasium of Halle and Torgau, Prussia, graduating from the latter institution when he was seventeen years of age. In 1859 he entered the Military Academy, where he remained until 1861, when he joined the Twentieth Regiment of Infantry, of Prussia. After remaining in service one year and a half, in 1862 he came to the United States. He immediately enlisted in the 119th regiment N. Y. Volunteers, as a private. He served with honor, having engaged in the war throughout, leaving the service with the rank of lieutenant in the Topographical Engineer Corps. In 1876 Mr. von Biela associated himself with a Mr. Eypper, and under the firm name of Biela & Eypper operated the Rock Spring Brewery, of Guttenburg, until 1880, when he sold out his interest and became identified with David G. Yuengling, Jr., proprietor of the extensive brewing establishment located at the corner of Amsterdam Avenue and 128th Street, New York City. Mr. Von Biela has remained with this concern ever since, and is their representative for the State of New Jersey. The first depot of the brewery was located in Hoboken, at 83 Washington Street, and Mr. Von Biela's place of business at the corner of Newark and Bloomfield streets. Mr. Von Biela is a member of the Hoboken Quartette Club, Protection Lodge, K. of H., Fort Lee Council, United Friends, George H. Thomas Post No. 29, G. A. R., State of New Jersey.



L. Von Biela.

EDWARD NIEDERSTADT.

Edward Niederstadt was born at Lüneburg, Hanover, Germany, October 2, 1849. He was educated at the Gymnasium, a famous school in his native town. In 1867 Mr. Niederstadt came to America, locating in Hoboken. In 1868 he engaged as a merchant in a wrapping paper and twine business, at No. 259 Washington Street, New York City, which he conducted with considerable success. In 1890 Mr. Niederstadt retired from the paper and twine trade and became identified as a partner with the firm of Renauld & Niederstadt, importers of and wholesale dealers in wines, at No. 58 Water Street, New York City. The firm is now composed of Messrs. Charles Renauld, Albert Niederstadt and Edward Niederstadt. Mr. Niederstadt is unmarried and resides at the home of his brother, No. 532 Hudson Street. He is a member of the well-known German Club and the Hoboken German Riding Club, being the treasurer of the latter. He is considered one of the most graceful riders of the Riding Club and is very popular among its members.

WILLIAM H. VON OJEN.

William H. Von Ojen was born in Amsterdam, Holland, in 1837. At the age of thirteen years he went to sea in the merchant marine service of Holland. After following the sea for over nine years, he located in New York City, working as a grocery clerk. By close application to business and strict economy, he soon accumulated enough capital to embark in business for himself. In 1861 he opened a grocery store at the corner of New York Avenue and Hutton Street, Jersey City Heights. He was successful as a merchant, and after a number of years of hard work he had accumulated a large property and was in a position to retire from business and enjoy a life of comparative ease. After several years of travel and recreation Mr. Von Ojen became restless, and in 1887 he associated himself with Mr. Louis Segelken in the wholesale grocery trade, at the corner of Hudson Place and River Street, Hoboken. The firm at once became very popular and to-day it enjoys a trade that extends over the entire State. On May 16, 1863, Mr. Von Ojen married Miss Anna Bockloh, of Bremen. Three children have been born to the union, viz.: Miss Anna, John and William Von Ojen. The latter son is now engaged in business with his father. Mr. Von Ojen resides in a charming home at No. 100 Franklin Street, Jersey City Heights. He is a member of the Palisade Lodge, K. of H., a

member of the old Jersey City Heights Fire Department, and is one of the oldest members of Alamania Lodge of F. and A. M. He is also a stockholder of the Second National Bank of Hoboken.

ALEXANDER P. HEXAMER.

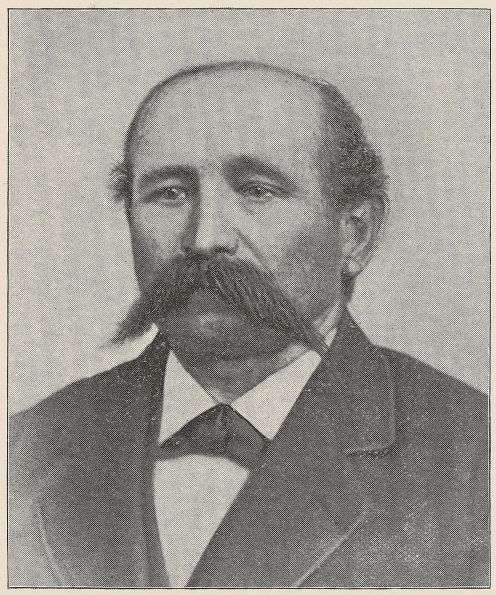
Alexander Philip Hexamer was born in Hoboken, October 29th, 1857. He was educated in Stevens' High School for three years, after which he attended Stevens' Institute of Technology for two years. In 1877 he left the Institute and went abroad. For two years he was a pupil at the Royal Imperial Riding Academy of Austria, the only high school riding academy in the world. In 1879 Mr. Hexamer returned to his home and engaged in the Hoboken Riding Academy and the horse exchange founded by his father. He is a prominent member of the German Club and the Hoboken Riding Club. He is commander of the Riding Club. He is also actively interested in the Quartette and Columbia Clubs.



ALEXANDER P. HEXAMER.

MARTIN MINTURN.

Martin F. Minturn was born at Old Shippenville, Hoboken, February 13, 1860. He was educated in the public schools, and after completing his studies he entered the famous dry goods house of Keane, O'Conor & Company, as a clerk. Young Minturn soon won the confidence of his employers, and was advanced step by step until he was made manager of the great firm's New York office. He remained with them for thirteen years. He then took a position with the Hoboken Ferry Company, but was compelled to resign on account of failing health. After regaining his health, he entered the office of his brother, James F. Minturn. He is largely interested in real estate and has a great deal of property under his control. Mr. Minturn married Miss Mary Davin in 1887, and lives at 609 Willow Street. Three children have been the fruits of the union.



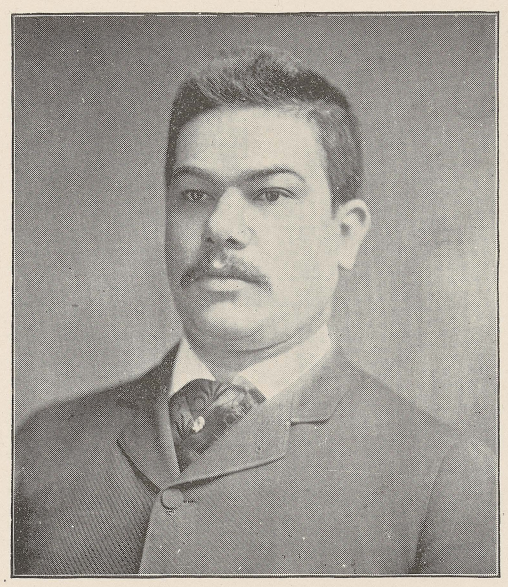
GEORGE FOCHT.

GEORGE FOCHT.

George Focht was born in Eisenach, Thuringen, Germany, on March 13th, 1823, and was the third eldest of a family of six boys. His parents were in moderate circumstances. He attended school in his native village until he arrived at the age of thirteen, when his father died. Being left to his own resources he apprenticed himself to a locksmith, with whom he spent three years, obtaining a thorough knowledge of that trade. Mr. Focht started out on a wandering tour of Germany, visiting the principal manufacturing cities, and working as a machinist from 1844 to 1849. When twenty years old, he presented himself for military duty and was enlisted as a reserve. In 1846, at the age of twenty-three, he married a Miss Henrietta Stuebner. On August 8, 1849, he arrived in America. He located in Reading, Pa., obtaining employment as engineer and machinist. About this time his inventive powers began to develop, and the first result of his effort was the self-dumping coal tub which is now universally used, and several other useful inventions.

The demand for his goods increased rapidly, and a commodious shop was erected, where the business was carried on until 1866, when he sold out with the intention of retiring. He could not

content himself in idleness, however, and came to Hoboken in the same year, and again started in business. He purchased four lots on the corner of First and Adams streets, and erected thereon a shop. This was one of the first industries of the city. Business prospered with Mr. Focht, and in 1873 he purchased property on the east side of Adams Street, between First and Second, and began the erection of the first of a series of brick factory buildings and moved over into the new quarters. In 1879 the old factory was torn down, and on that site was erected two of the finest stores and apartment houses in the Fourth Ward. The factory buildings now occupy ten city lots, and embrace a pattern and wood working shop, foundry, machine shop, forge, sheet iron shop, stables and other buildings for the storage of patterns, stock and raw materials. The plant is fitted up throughout with the latest improved machinery, and a large force of skilled mechanics is always kept employed, manufacturing all kinds of machinery for the economical handling, loading and storing of coal and all kinds of materials. Mr. Focht has five children, two sons and three daughters. George, Jr., and Charles H. are in business with their father. Mr. Focht belongs to no organizations or clubs. One of his chief pastimes is driving.



John P. Korn.

JOHN P. KORN.

John P. Korn was born in Könisgberg, Germany, June 22d, 1860. He received his education in his native city. In 1874 he came to America and located in New York, where he for a time engaged in the hotel business. In 1889 he associated himself as a partner with Mr. Gotfreid Wallbaum at the Guttenberg Race Course. Mr. Korn is the owner of a number of well-known horses, prominent among them are Ballston, Drumstick, Belmont, Clatter, Crispin, Fiddler and a number of others with a record. He resides in a pleasant home at 1238 Garden Street. Mr. Korn is a gentleman of large liberality, and is popular with his friends, of whom he has many. He has a large acquaintance all over the United States.

JULIUS SCHLATTER.



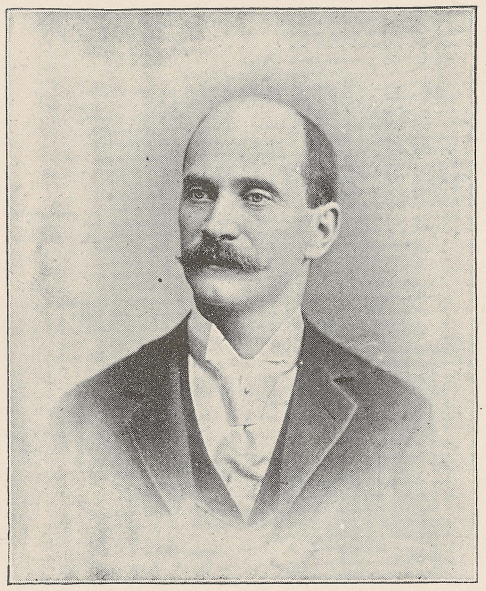
Julius Schlatter.

Julius Schlatter was born at Haddesheim, Baden, Germany, in 1839. His early days were spent at the high school at Mannheim, in which city he also served an apprenticeship in the wholesale grocery business. In 1856 he received his commercial certificate and set out for the new world. He first obtained employment as a waiter at Delmonico's famous downtown restaurant, at Beaver Street and Broadway. Then he was employed by Caterer Sieghartner, of No. 120 Pearl Street, and afterwards by C. F. Hotz, the first proprietor of the Park Hotel. This was about 1859, and Mr. Schlatter then wedded the estimable woman of his choice, Miss Mary Schumacher, and the young couple took up their residence in Hoboken, where they have remained ever since. After spending a few years at the Park Hotel, Mr. Schlatter became head waiter for Louis Schwartz, of Cedar Street and Broadway. He remained there until August, 1865, when he launched into business for himself, at Nos. 58 and 60 Washington Street, Hoboken. Five years later he removed to No. 68 Washington Street. Mr. Schlatter has been in business at his present quarters for twenty-seven years, and he has had as guests all the prominent people of the city, county

and State, and many others of national reputation. In politics he is an enthusiastic Democrat, and in 1872 he was elected a member of the Board of Education, which at that time was only a yearly office and in 1873 he became a Commissioner of Appeals. He has always been foremost in measures that had for their object the welfare of the city. His name has recently been prominently mentioned for offices that rank high in the gift of the voters of Hudson County.

ISAAC C. LAWRENCE.

Isaac C. Lawrence was born in Brooklyn, N. Y., March 28th, 1855. He received his education in the public schools. In 1867 his parents removed to Hoboken and have resided here ever since, his father William Lawrence, still being a well-known and highly respected citizen of Hoboken. When a boy, the subject of this sketch learned the builders' trade, at which he worked for a number of years. In 1877 he engaged in business for himself as a contractor and general builder, his office being at present located at 318 West Sixteenth Street, New York City. On December 5th, 1878, Mr. Lawrence married Miss Sarah D. Hamilton, a daughter of John G. Hamilton, an old and highly esteemed citizen of Hoboken. Three children have been the issue of the union, two of whom are living, a son and daughter. Mr. Lawrence resides in a comfortable home at the corner of Garden and Seventh streets. He is a member of Hudson County Council Royal Arcanum.



Felix Aronheim.

ALFRED DE BEVOISE.

Alfred De Bevoise was born in New York City, August 19th, 1839. He received a limited education in the public schools of that city. After leaving school he was apprenticed to the trades of a wagon builder and machinist. He came to Hoboken December 26th, 1863, where he obtained a position as engineer on the dummies of the North Hudson County Railroad lines between Hoboken and West Hoboken. He has served his company faithfully for more than thirty years, and as an acknowledgment of his services he was made superintendent of motive power, January 1st, 1892. On September 4th, 1864, Mr. De Bevoise married Miss Margaret Van Zee, of Jersey City Heights. They have three children, two daughters and a son. Mr. De Bevoise resides at 537 Elm Street, West Hoboken. Mr. De Bevoise is a member of Hudson Lodge, No. 808, K. of H., Royal Arcanum No. 1097, the Royal Society of Good Fellows No. 203, the West Hoboken Fire Department. He is secretary of the Eagle Engine Company of West Hoboken. Mr. De Bevoise has under his supervision the entire motive power of the two electric and cable roads, besides the surface roads of the North Hudson County Railroad Company, also the Weehawken elevators and the steam railway between Weehawken and Guttenberg. Mr. De Bovoise is purely a self-made man, having attained his present responsible position through hard work, diligence and perseverance. He enjoys the highest confidence of the company in whose service he is.

FELIX ARONHEIM.

Felix Aronheim was born in Camen, Westphalia, Germany, May 9, 1861. He was educated in the schools of his native place, after which he secured a position as a clerk in a dry goods establishment, where he remained three years. In 1879 he came to America and located in New York, where he engaged in the liquor trade. In 1882 he removed to Hoboken and has resided here ever since. In 1888 he engaged in the liquor business at the corner of Washington and Eighth streets. Mr. Aronheim is a member of the Niagara Club, Atlantic Boat Club, the Union Athletic Club and the Valencia Riding Club. He is also a member of the Hudson County Lodge, Royal Arcanum, and the National Providence Union. He is a member of the Board of Water Commissioners, having been appointed to that body in May, 1892. On July 22d, 1888, he married Miss Anna Rossi, of Hoboken;

two children have been born to the union, a son and daughter. Mr. Aronheim resides at 800 Washington Street. Mr. Aronheim has in his possession the first copy of the "Evening News" ever printed, having taken it from the press himself in person.

MARTIN DAAB, JR.

Martin Daab, Jr., was born in New York, June 3d, 1856. In 1868 his parents removed to Hoboken and have resided here ever since. For fifteen years Mr. Daab was associated with his father at the corner of Vesey and Washington streets, New York, in the wholesale crockery and glassware trade under the firm name of M. Daab & Son. In 1887 Mr. Daab purchased his father's interest in the concern, and has since that time conducted the establishment alone. In 1885 Mr. Daab was appointed Police Commissioner by Mayor Timken. He was re-appointed in 1889 by Mayor Grassman, his present term expiring May 1st, 1893. He has proved himself to be a very efficient officer and should be retained in office. Mr. Daab is a staunch Democrat and has always been a hard and consistent worker for the success of his party. He resides in a pleasant home at 903 Washington Street. On July 21st, 1887, he married Miss Jennie F. Shapcott, of Hoboken. Mr. Daab is a member of the B. P. O. Elks and the Union Athletic Club.



MARTIN DAAB, JR.

LOUIS ETTINGER.

Louis Ettinger, the senior member of the dry goods firm of Ettinger Brothers, of Hoboken, was born at Obernik, Germany, July 1, 1839. He received a liberal education in the private schools of Pleshen and Berlin, from which he was graduated with high honors. After finishing his education he evinced a liking for mercantile pursuits and entered as a clerk in a large dry goods house in Posen, where he remained until he was sixteen years of age. In 1860 he came to America, locating in New York City, where he obtained a similar position in a dry goods establishment, where he remained for three years. In 1863 he associated himself with a Mr. Diamond and opened a dry goods store in Grand Street, under the firm name of Ettinger & Diamond. In 1869 the firm dissolved, Mr. Diamond retiring after having sold his interest to Moritz Ettinger, a brother of the subject of this sketch, the firm being known thereafter as Ettinger Brothers. In 1864 Mr. Ettinger married Miss Harriet Cohn, of New York City. Two children, a son and daughter, have been born to them. Mr. Ettinger was, until recently, a prominent resident of Hoboken. His interests in New York necessitated his removal there. He was one of the first trustees of the Free Public Library, having been appointed by Mayor Grassmann. He took an active interest in its organization and much credit is due to Mr. Ettinger for its existence. He is and has for the past fifteen years been the president of Adas Eumno congregation.

MORITZ ETTINGER.

Moritz Ettinger was born at Obernick, Prussia, on April 13, 1841. His early education was obtained in select private schools of Pleshen and Berlin. After spending three years in a preparatory seminary he was graduated in 1862. He then took a collegiate course of three years at a leading university of Berlin, and was graduated therefrom in 1865. After completing his studies he spent a year teaching in the prominent institutions of Germany. In 1866 he decided to seek his fortune in the new world, locating in New York for a short time, after which he went to La Crosse, Wis., where two more years were spent in institutions of instruction of that city. In 1869 Mr. Ettinger returned to New York and with his brother Louis engaged in the dry goods trade in Grand Street, which they continued until 1870. In June of that year the Messrs. Ettinger located in Hoboken and have been identified with it ever since. They began business at No. 92 Washington Street, remaining in that location until 1878. Their interest in the city of their adoption was best displayed when they leased

property at the corner of Third and Washington streets, on which they erected the handsome block now occupied by their extensive dry goods establishment. In 1872 Mr. Ettinger married Miss Cecilia Silberstein, of Posen, Germany, but more recently of Elizabeth, N. J. Five children have been the fruits of the happy union, four daughters and one son; the latter is at present student at the Columbia Law School, of New York City. Mr. Ettinger is a member of a number of benevolent orders and societies of Hoboken.

JOHN F. O'HARA.

John F. O'Hara was born in New York City in February, 1854. One year later he was brought to Hoboken, where he has resided ever since. He received his early education at the old St. Mary's and the public schools. When scarcely twelve years of age he started unaided to carve out his future. He worked for a number of years at his profession in some of the largest undertaking establishments in New York City. In 1878 he determined to go into business for himself, and rented and fitted up an office at No. 305 Washington Street. He was very successful from the start and his business has grown year by year. As a Democrat in 1886 he was elected Coroner and served for three years. He also served as Tax Commissioner and was the Secretary of the Tax Commission. He was a member of the old Hoboken Fire Department from 1880 until it went of existence, and is now a member of the Exempt Firemens' association. Mr. O'Hara, aside from the interest he has always displayed in public affairs has been a zealous member of many social organizations. He is enrolled in the Coyle Association, the Union Athletic Club, Knights and Ladies of Honor, the Ancient Order of Foresters of America, the Royal Arcanum, the Catholic Benevolent Legion, besides various Catholic associations. He is a trustee and the sexton of our Lady of Grace Roman Catholic Church. It is a fact worthy of mention that it was in the house now occupied by Mr. O'Hara that the first Catholic service in Hoboken was held nearly fifty years ago. Mr. O'Hara is married and has two children living.



John F. O'Hara

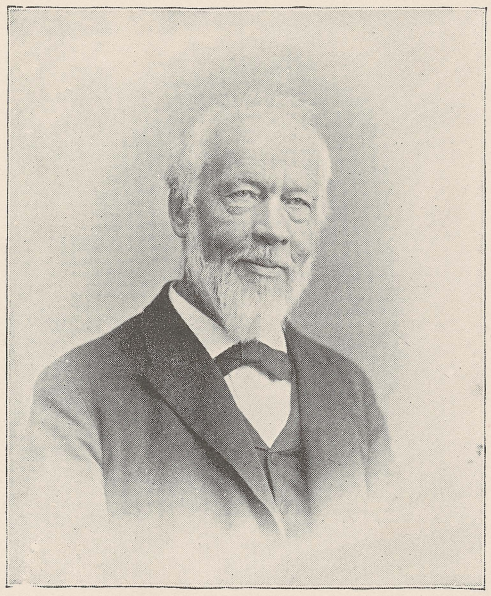
HERMAN NORTON LAY.

Herman Norton Lay was born in New York, March 13, 1848. He was educated in the public schools of Brooklyn. After completing his studies he located in New Jersey, where he began the study of photography, to which profession he has devoted the past twenty-five years. In 1880 Mr. Lay came to Hoboken. He established his well-known studio, and has been one of the most prominent photographic artists in Hoboken ever since. His studio is one of the oldest in the city and the quality of his work is unsurpassed. Mr. Lay is married and has three children, two sons and a daughter. His residence and studio is located at 628 Washington Street. Mr. Lay was the artist employed to furnish most of the photographic work from which the engravings were made for the "Evening News and Hoboken."

ALEXANDER BECKERS.

Alexander Beckers was born in Westphalia, Germany, May 3, 1815. He received his education in the Gymnasium of his native place, after which he attended a commercial college. In 1836 he came to America and located in Philadelphia, where he secured a position in the Baldwin locomotive

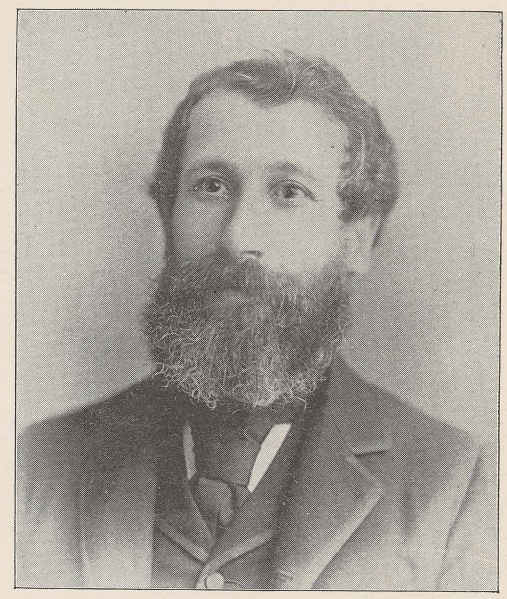
works, where he remained five years. In 1840 he located in New York, and engaged at the watchmakers trade and later on in the daguerotype and photograph business. He conducted the latter business on Broadway for about fifteen years. In 1850 Mr. Beckers came to Hoboken to reside and has been a resident of the city off and on ever since. In 1867 he married Miss Lena Krite, of Hanover, Germany. Eight children have been the fruits of the marriage, five of whom are living, two sons and three daughters. He resides in a pleasant home at 1022 Garden Street. Mr. Beckers has for many years given his attention to photography; he invented the revolving stereoscope, now in general use all over the world. He is a member of the Hoboken Camera Club and the German Legal Aid Society, being one of the directors of the latter. He is now retired from active business life.



Alexander Beckers.

LEWIS HART.

Lewis Hart was born at Dittenheim, Bavaria, June 29th, 1839. He was carefully educated, having been under the tutorship of his father, who was a profound scholar and an instructor in the public schools of Dittenheim. It was the intention of his parents to educate him for the ministry and he was given a special course in a school of languages and the higher branches of study. Feeling that he would be better satisfied in following mercantile pursuits, young Hart obtained his parents' permission to go to America. In 1853 he landed in New York, where he remained for a short time only, after which he settled in New London, Conn., obtaining a situation as a clerk in a clothing store. He resided there until 1860, when he went to Charleston, S. C., having accepted a similar position in a large house in that city, where he remained until the breaking out of the Civil War. He was drafted into the Confederate service, spending four months on Morris Island much against his inclinations. He succeeded in making his escape and returned North. In March of 1867, Mr. Hart came to Hoboken and engaged in the clothing trade for himself. In 1878 he built the large block No. 232 Washington Street now occupied by him. Mr. Hart was the originator in Hoboken of the One Price System and has strictly adhered to it. His eldest son, Mr. Edward Hart, is associated with him in the management of his business and is in a large measure responsible for their success. Like his father, he is very popular with their patrons. Mr. Hart is a member of the Hoboken Lodge F. & A. M., the Columbia Lodge I. O. O. F., and the Old Volunteer Fire Department. He was for ten years treasurer of Adas Emuno Congregation and is now one of the trustees. Mr. Hart resides at No. 232 Washington Street.



Lewis Hart.

WILLIAM N. PARSLOW.

William N. Parslow was born in New York City, June 9, 1852. He is the son of William and Elizabeth Parslow, who removed to Hoboken when their son was but an infant six months old. The elder Parslow established himself in the undertaking business in Hoboken in 1855, which he conducted until his death, which occurred January 18, 1870. He was the first sexton of Trinity Church, corner Seventh and Washington streets. After his death he was succeeded by his son William, who is still officiating in that capacity. Elizabeth Parslow, mother of the subject of this sketch, died in 1868.

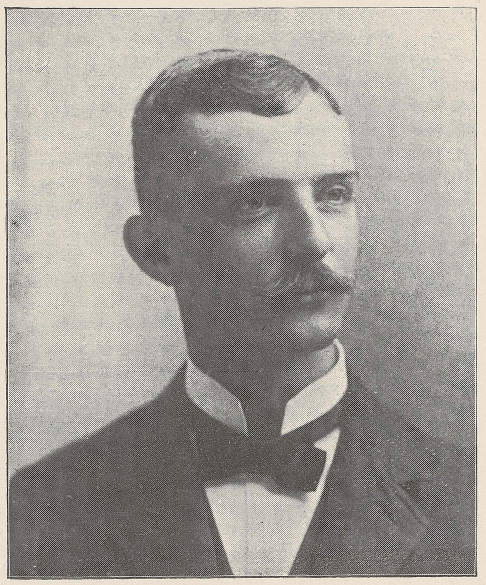
Mr. Parslow received his education in the public schools of this city, having been graduated from School No. 1 when he was fifteen years of age. After he had completed his studies it was the intention of his parents to make him a civil engineer and surveyor. He was placed under Messrs. Arnois & Speelman, a well-known firm of civil engineers at that time. Young Parslow did not like the business and became interested in the undertaking business, and accepting a position under his father, obtained a thorough knowledge of the work. To-day he is one of the best known men in his line in New Jersey. For three years he was president of the County Association of Undertakers, and two years president of the New Jersey State Undertakers' Association. He has repeatedly held the office of coroner of Hudson County. He was elected to the office in 1873, 1874 and 1875. After an interval of four years he again held it during the years of 1879, 1880 and 1881. In 1881 he served as a member of the Board of Freeholders. Again in 1891 he was elected coroner, his present term expiring in 1893. Besides conducting the affairs of the coroner's office, Mr. Parslow is still engaged in the undertaking business, at No. 213 Washington Street. Mr. Parslow is a member of Fraternity Lodge No. 112, I. O. O. F., Hudson Encampment No. 14, I. O. O. F., Hoboken Lodge No. 106, K. of P., Euclid Lodge No. 136, F. and A. M., Pentalpha Chapter No. 11, R. A. M., Pilgrim Commandery No. 16, K. T., Mecca Temple, Nobles of the Mystic Shrine, Hoboken Lodge No. 1178, of Foresters, Hoboken Quartette and Union Athletic Clubs, M. J. Coyle, Dennis McLaughlin and P. H. O'Neil Associations. He has been representative for the past fifteen years of the I. O. O. F. and Masonic lodges for the State of New Jersey to the grand lodges, and is a past officer in all the lodges.



WILLIAM N. PARSLOW.

ANTHONY J. VOLK.

Anthony J. Volk was born in Hoboken, November 21, 1865. He is the son of Jacob and Rosa Volk, who were well and favorably known to the residents of this city. The former was, up to the time of his death, which occurred August 3, 1874, one of the oldest undertakers in Hoboken. He was universally respected in this community, as is his son Anthony, who now conducts the business. Anthony J. Volk received his education at the Hoboken Academy and in the public schools. He left school at the age of fourteen years. His first occupation was in the office of the National and American Express Company, where he remained until he was seventeen years of age. In 1882 he entered the service of his mother, who succeeded to his father's business, that he might get a thorough knowledge of the undertaking business. In 1886 he assumed control of the business, which he has conducted with success ever since. Mr. Volk was married, September 12, to Miss Anna M. Kaiser, of Hoboken. One child, a daughter, has been born to the marriage. Mr. and Mrs. Volk reside at 335 Washington Street. Mr. Volk is senior deacon of Hudson Lodge No. 71, F. and A. M., a member of Guiding Star Lodge No. 189, I. O. O. F., Hoboken Council No. 99, Royal Arcanum, Protection Lodge No. 634, K. of H., Industrial Council No. 1168, American Legion of Honor, Lady Washington Lodge No. 414, Knights and Ladies

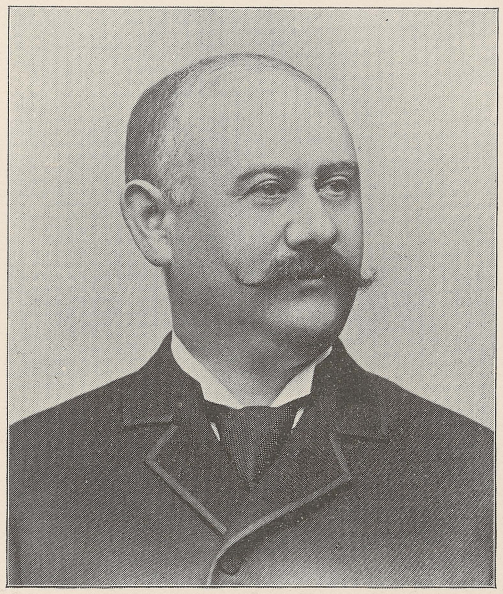


ANTHONY J. VOLK.

of Honor, Monroe Company No. 43, Germania Schuetzen Bund of New Jersey, Hoboken Schuetzen Corps, Hoboken Independent Schuetzen Corps, Quartette Club, Männergesang Verein Lyra, and the Undertakers' Association of Hudson County, of which he is the financial secretary. He is also secretary and treasurer of the North Hudson County Liverymen's Association, and is a member of the Hoboken Kicker Club and the Phœnix Bowling Club.

AUGUST BRUGGEMANN.

The present Director-at-Large of the Board of Chosen Freeholders of Hudson County, Mr. August Bruggemann, was born at Orangeburg, S. C., August 3d, 1856. In 1859 his parents came to New York City, and later his father removed to Hoboken, where he engaged in the tobacco business. Mr. Bruggemann received his education in the Martha Institute and the public schools. At the age of thirteen he left school and secured a position as clerk with Mr. August Semrad, the druggist, and remained with him five years. He left this position to accept a more lucrative one with the Frank Leslie publishing house in New York. He remained with this firm for some time and then went back to Orangeburg, the place of his nativity, where he spent about three years assisting his uncle in the general merchandise business. Upon his return to New York he accepted a position with several manufacturing houses as a traveling salesman, travelling through the Southern States and was successful as a salesman. In 1881 he took a position with the stationery firm of Phillip Hake, of New York, as confidential clerk and buyer for the house. He remained with the firm for five years. As he was about to leave to embark in the real estate business, Mr. Hake, for his faithful services, offered to give him an interest in the concern if he would consent to remain. This kind offer he was forced to decline. He immediately started in the real estate business, and in 1886 formed a partnership with Gustave Hauser in that business. After continuing the partnership for one year, Mr. Bruggemann conducted the business alone and opened an office at No. 21 Newark Street, his present quarters. He represents various insurance companies as their agent and is also the agent for several large properties. He is married and has an interesting little family. He resides at No. 69 Washington Street. In 1888 he was elected a member of the Hoboken Council from the First Ward and was by the unanimous vote of the Board made its chairman. In the fall of 1889 he was nominated and elected by the Democrats to the office of Director-at-Large of Hudson County. That he has served the people well is evidenced by the fact of his renomination in the fall of 1891.



AUGUST BRUGGEMANN.

By virtue of his office as Director-at-Large he is also President of the Board of Commissioners of the Sinking Fund of Hudson County, which handles about $1,300,000 annually. He was one of the gallant volunteer firemen of Hoboken, running with Engine Company No. 1.

Mr. Bruggemann has inaugurated reforms and has been responsible for a number of public improvements in city and county which the citizens enjoy to-day. The stand taken by him on the county parks question was at first criticized, but his critics afterwards became most ardent supporters of his action, the Supreme Court upholding his action in the matter. In private life, Mr. Bruggemann displays the same genial manners so strongly characteristic in his public career.

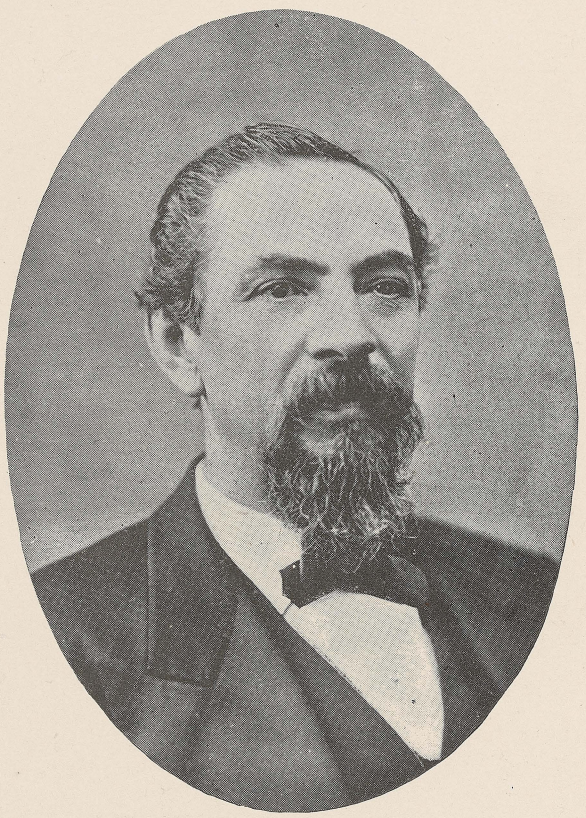
OLIVER P. DAVIS.

Oliver P. Davis was born at Federalsburg, Md., August 5, 1851. He received his education in the public schools of that place and was graduated at the age of sixteen. In 1869 he located in New York City, having accepted a position with his brother, L. Shanley Davis, Esq., a well-known produce and commission merchant of 100 Barclay Street. When ten years of age Mr. Davis began to earn his own way in the world. At the breaking out of the war he was engaged in carrying the U. S. mail on a route betwern Federalsburg, Md., and Bridgeville, Delaware. He was also engaged in carrying

recruits from his native town to Easton, Md., the place of enlistment. On January 2, 1878, he married Miss Emma McDougall of New York City. Two children have been born to the union—Curtis and Norman, aged respectively fourteen and thirteen years. Mr. Davis resides in a pleasant home at 1235 Bloomfield Street. He is a prominent member of the First M. E. Church of Hoboken and is a steward in the church.

JOSEPH LIPS.

Joseph Lips was born at Achen, Germany, April 21, 1826. He received his education at the Achen University. After leaving school he secured a position in a cloth mill. In 1847 he came to America and located in New York and engaged in business for himself as a cloth manufacturer. In the latter part of 1850 he went to the gold fields of Australia, where he remained seven years, returning to New York in 1857, where he established himself in the cloth sponging business. In 1862 he came to Hoboken to live and opened a dye house in conjunction with his business in New York. On January 4, 1860, Mr. Lips married Miss Anna Sands. Four children were the fruits of the marriage, all of whom are dead excepting a son, Joseph W. Lips, who now conducts the business at 167 and 169 Wooster Street, New York, established by his father. On July 28, 1892, Mr. Lips died after a short illness caused by sunstroke. He was a member of the Exempt Firemen and the Lyra Singing Society. The business he established in New York City was the oldest of its kind in the State of New York. His widow and son still reside at the old home, No. 629 Washington Street, Hoboken.



JOSEPH LIPS.

ARTHUR L. SMITH.

Arthur L. Smith was born at West Winfield, Herkimer County, New York, October 3d, 1863. He received his education at the West Winfield Academy, from whence he was graduated at the age of nineteen years. After completing his studies he engaged in the drug trade as an apprentice. In 1886 he entered the New York College of Pharmacy, completing a two years' course. In the fall of 1888 he came to Hoboken, embarking in the drug business on his own account, and purchasing the establishment at the corner of Eleventh and Bloomfield streets, his present location. On June 26th, 1890, he married Miss Rose C. Krafft. One child has been born to the union, a daughter. Mr. and Mrs. Smith reside in a pleasant home at No. 1033 Washington Street. Mr. Smith is an active member of the Hoboken Camera Club, of which he is the worthy vice-president. He is also a member of Royal Arcanum No. 99.

CHARLES C. DONOVAN.

Charles C. Donovan was born in Hoboken on the 8th of November, 1840. He received his education in the public schools of his native city, and later learned the trade of a carpenter. Mr. Donovan had always taken an active part in the political arena of Hoboken, and on September 20th, 1866, he received the appointment of Chief of Police, and has held the position continuously since that time. When Mr. Donovan entered upon the duties of his office the department consisted of thirteen men, without uniforms. Its high state of excellence to-day is in a large measure due to his efforts. Mr. Donovan was married in 1872 to a Miss Decker, of Hoboken, who died in 1881. His second marriage was to a Miss Harrison, also of Hoboken, in 1886, and one child, a daughter, has blessed the union. They reside in a cosy home at 204 Tenth Street. Mr. Donovan is a member of the Police Mutual Aid Society.

GUSTAVE HAUSER.

Gustave Hauser was born in Vienna, Austria, January 2d, 1843. He came to America in 1871 and located in Hoboken, where he has resided ever since. Mr. Hauser, prior to his coming to America had an extensive hotel experience. For a number of years he managed the Koht Hotel of Bremerhaven, the Crown Prince Hotel of Hamburg, and several well-known hostelries of Europe. After locating in Hoboken he was connected with Busche's Hotel one year. In 1872 he erected a large cigar factory, employing a number of hands. In 1888 he built the Oriental Hotel on Fourteenth Street, Hoboken, and which he has conducted ever since. The building is a handsome three-story structure containing forty-four rooms and is conducted exclusively on the European plan. It contains all the latest improvements and is conducted in a strictly first-class manner. Mr. Hauser has always been very popular in Hoboken. In 1884 he was appointed cattle inspector under President Cleveland's administration. He was so well adapted to the position that he held it until the close of Mr. Cleveland's term. In May of 1892 he was appointed by Mayor Stanton Fire Commissioner, a position he has filled very creditably and still retains. Mr. Hauser has always been a staunch Democrat and has always worked conscientiously for the success of his party. On November 26th, 1872, he married Miss Mary Segger, of Hanover, Germany. Six children have been the fruits of their union—four sons and two daughters. Mr. Hauser resides in a handsome home at 626 Bloomfield Street. He owns a number of pieces of real estate in Hoboken and has done much for the welfare of the city. Mr. Hauser is a member of the M. J. Coyle Association, the Tenth Assembly District Democratic Association and is a prominent member of the F. & A. M.



GUSTAVE HAUSER.

FRANCIS M. McDONOUGH.

Francis M. McDonough was born in New York City August 9th, 1824, and when he was nine months old his parents removed to Hoboken. He attended the village schools in his early youth, but a strong yearning for the roving life of a sailor resulting in his shipping as a cabin-boy in 1837 on a vessel bound for Spain. He began attending school again in 1839, but went to sea shortly after, and continued making voyages until 1844. When the Mexican war broke out he was driving a team in New Orleans, but he at once enlisted in the Second Regiment, Louisiana Volunteers, and served with credit until mustered out. At the close of the civil war he was appointed superintendent of the Soldiers' Rest, a position he held for two years. He returned to Hoboken and went to work as a deck-hand on the ferry boats, and was soon promoted to a captaincy. In 1853 he began the business of carting lumber for Brush & Tompkins. Mr. McDonough served the city as constable for several years, and was made a captain of police when the new charter was adapted. Mr. McDonough was elected Recorder in 1877, and has filled the position honorably ever since. During his connection with the ferry company he made a brilliant record as a life-saver, no less than nine persons having been rescued through his instrumentality. In 1874 he was sent abroad to bring back Fred Kluenen, the absconding cashier of the savings bank, a mission in which he was successful. During the War of the Rebellion he was in the service of the government on vessels engaged in Southern waters. Mr. McDonough is the president of the Union Athletic Club. He has a large circle of acquaintances in Hoboken, and is deservedly popular with all classes.



Residence of John N. Crusius, Hoboken.

CHARLES ERLENKOTTER.

Charles Erlenkotter was born in Cologne, Germany, October 27th, 1847. He received his education in the Real institution of learning in his native city. On completing his studies he started in to learn the printer's trade with his father, Gustave Erlenkotter, who at that time published a weekly paper in Cologne. Mr. Erlenkotter came to America in 1864, settling in Philadelphia. In 1865 he took up his residence in Hoboken, and he has continued to make this city his home ever since. He has taken an active part in the National Guard as a citizen soldier, having enlisted as a private in Company D, First Battalion, in 1870. His promotion to the position of sergeant was quickly followed by the succeeding grades of command—captain in 1872, major in 1881, lieutenant colonel in 1885, and in 1893 he was retired with the rank of brevet colonel. In 1877 he was elected as a member of the Board of Education, and served one term. In 1887 he was elected to the City Council, and was returned without opposition in 1889 and again in 1891. Mr. Erlenkotter has been chairman of the Council for three terms, and is the present incumbent. He is an independent Democrat in politics, and his name is prominently mentioned in connection with the nomination for Mayor. His election would prove a popular one, as his executive ability is of a high order. On October 14th, 1875, Mr. Erlenkotter married Miss Louisa Jahnke, of Hoboken, and they now reside at 949 Bloomfield Street. Five children have blessed their union, four sons and one daughter. Mr. Erlenkotter is president of the Atlantic Boat Club, an office he has held for eight years. He is also a member of Euclid Lodge, F. & A. M.; Pentalpha Chapter, No. 11, R. A. M.; Pilgrim Commandery, No. 16, K. T., and Mecca Temple (New York City), Nobles of the Mystic Shrine.



CHARLES ERLENKOTTER.

JOHN N. CRUSIUS.

John N. Crusius was born at Lehe, Germany, in 1841. When fourteen years of age he came to America, locating in New York, where he obtained a position with John S. Siebein in the ship chandlery business at 85 West Street. After severing his connection with Mr. Siebien he accepted a position with J. F. & W. Finck, wholesale and retail liquor dealers and importers, at the corner of Vesey and Washington Streets. After retaining that position for some time Mr. Crusius resigned, and in 1866 accepted a more lucrative position as salesman for the firm of James S. Bearns & Co., wholesale liquor dealers, and at that time located at 253 Washington Street, New York. In 1876 Mr. Crusius became a partner of Joseph H. Bearns. The partnership was continued until January 16, 1893, when the firm was merged into a stock company, under the title of the Joseph H. Bearns Company, and Mr. Crusius was made vice-president of the corporation. On the same date the company removed to their handsome new block at No. 10 Hubert Street, New York. In 1872 Mr. Crusius came to Hoboken to reside. He has one of the handsomest homes in the city at the corner of Tenth and Hudson Streets, an engraving of which is herein given. The house is a splendid structure, three stories high, and occupies a commanding position on a high terrace. The rooms and hallways are frescoed in the most beautiful and artistic manner. The house is fitted up with all the latest and most improved conveniences. The handsome grounds have a frontage of 175 feet on Hudson Street and 110 on Tenth Street. The lawn is artistically set with flowers and shrubbery, making it the most striking and beautiful home in Hoboken. Adjoining his grounds Mr. Crusius has erected one of the most complete poultry houses in the state. He gives much attention to the breeding of fine poultry. From his residence a fine view of the Hudson River and New York can be had. Mr. Crusius' family consists of his wife, four scns and a daughter. Two of his sons are now students of the Mount Pleasant Academy of Sing Sing, N. Y. Mr. Crusius is a member of the German, Quartette and Union Athletic clubs of Hoboken, also the Arion Singing Society and the German Hospital of New York. He is a member of a

number of other charitable and benevolent institutions. Mr. Crusius is a self-made man. Coming to America alone, a stranger and without friends, but plenty of pluck and perseverance, he secured position and the confidence of his employers and business associates, and is to-day one of Hoboken's most substantial and solid citizens.



JACOB E. W. KUPER.

JACOB E. W. KUPER.

Jacob E. W. Kuper was born at Frankfort-on-the-Main, January 26, 1853. He came to America with his parents when he was six years of age, settling in New York City. In 1863 they removed to Hoboken. Mr. Kuper received a careful education, after which he learned the cooperage trade. In 1872 he engaged in the express, trucking and general transfer business in New York and Hoboken. In 1889 he started in the lighterage and steamboat business under the firm name of G. D. Kuper & Bros. The offices of the firm are located at 606, 608 and 610 Washington Street, New York. He has been a member of Washington Hook and Ladder Co. No. 1, of Hoboken, in which company he served ten years, six years as fireman, three years as foreman, one year as Assistant Chief of Department. In 1886 Mr. Kuper was elected Tax Commissioner. In June, 1891, he was appointed by Mayor Stanton a member of the Board of Fire Commissioners, and is now president of that body. He was one of the organizers of the present paid fire department, and is a member of the Hoboken Exempt Firemen. Mr. Kuper is also a member of the Hoboken Quartette and Union Athletic Clubs and the M. J. Coyle Association; he is Past Master of Euclid Lodge F. & A. M., Past Grand of Fraternity Lodge No. 112, I. O. O. F., Past Chief Patriarch of Mount Sinai Encampment, I. O. O. F., a member of Pentalpha Chapter No. 11, R. A. M., Pilgrim Commandery No. 16, K. T., Mecca Temple, Mystic Shrine of New York, and several other benevolent organizations. He is also a member of the New York Produce Exchange. In 1875 Mr. Kuper married Miss Thresa Ibach, of Hoboken. Nine children have been the fruits of the union, four of whom are living, viz: Aby, Lilly, Charles and Henrietta. The family residence is at 129 Park Avenue. Mr. Kuper is prominently mentioned as a candidate for the Mayoralty of Hoboken. If elected he will fill the office with honor and distinction. His high standing in the community in which he has lived so long, is a guarantee of his fitness for that honorable position.

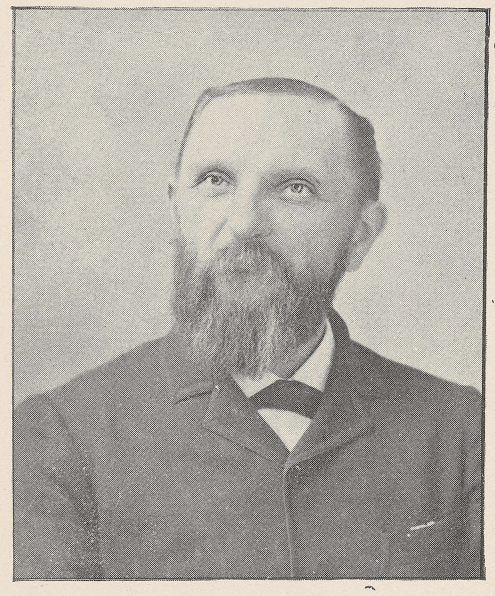


CHRISTIAN F. GUTH.

CHRISTIAN F. GUTH.

Christian F. Guth was born May 14th, 1852, in Saxony, Germany. He emigrated to America, landing in New York in 1867, residing in that city for several years. He then removed to Union Hill to accept a position as starter and ticket agent for the North Hudson County Railway Company. In 1873 he married Miss Eliza Fussner, of New York City, and they have two handsome and accomplished daughters, Rosa and Louisa. He removed to Hoboken in 1880 and opened a barber shop at No. 806 Washington Street. In 1890 he was elected to the Board of Education from the Second Ward for one year, to fill a vacancy; at the expiration of the term he was re-elected without opposition for the full term. In addition to his barber business, he is the representative for Hudson County of Messrs. Jacob

Stahl, Jr., & Co., one of the largest cigar manufacturing firms in the United States; he is also agent and collector for Hudson County of the Northwestern Masonic Aid Association of Chicago.. Mr. Guth is a past master of Euclid Lodge No. 136, F. and A. M., and a member of Pilgrim Commandery No. 16; Pentalpha Chapter No. 11 R. A. M.; Fraternity Lodge, I. O. O. F.; Hoboken Lodge No. 106; K. of P.; Hoboken Council, No. 99, Royal Arcanum, and the Union Athletic Club. He is a member of the Grand Lodge of I. O. O. F. of New Jersey.



GEORGE PUSTKUCHEN.

GEORGE PUSTKUCHEN.

George Pustkuchen was born in 1837 in Detmold, capital of a small principality of Lippe Detmold, in Germany, where he attended the gymnasium until 1853, when he left home to learn a business. When twenty years old, after furnishing a substitute to the army, he arrived in the spring of 1857 in New York, intending to stay two or three years. On arrival he found employment in a wholesale grocery house, which he shortly afterwards purchased. Previous to the battle of Gettysburg, when General Lee was advancing on Washington and the Governor of New York was called upon to send militia at once into Pennsylvania, he made application for enlistment the same evening at headquarters of the Twenty-second Regiment State Militia. At two o'clock the next day he marched with the regiment to Pier 1, North River. On the 8th of August, 1871, Mr. Pustkuchen was married to Miss Sarah M. Beard, an estimable lady residing in Terre Haute, Indiana. Four children have been born to them. Mr. Pustkuchen took up his permanent residence in Hoboken in 1867, and has been identified with the commercial prosperity of the city ever since.

COMMERCE.

HOBOKEN owes a large share of its commercial importance to-day to the location on its water front of the terminal points of several of the largest and best equipped transatlantic steamship companies. They have played a very important part in the development of the city in the past, and the rapid dimunition of dock franchises on the New York side only makes it a question of time before Hoboken's extensive water facilities will be absorbed by the demands of the future.

THE HAMBURG-AMERICAN PACKET COMPANY.

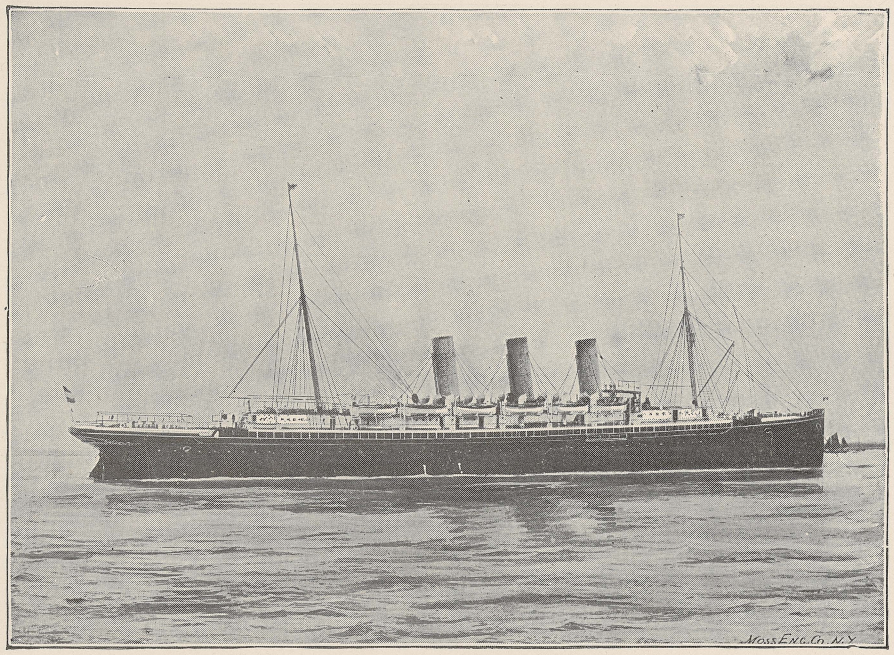
The fierce competition between transatlantic steamship companies has served to bring out strongly the many points in which this well-known and popular line excels, so that to-day it stands in the front rank, noted alike for the excellence of its service, and the care taken to provide for the safety and comfort of its patrons. Established in 1847, it has made for itself a record that has been closely identified with the commercial growth of this country. Over two millions of passengers carried since that time bear strong testimony to the esteem in which it is held by the traveling public. Its fleet now consists of fifty-four ocean steamers, as follows: Twin-screw express steamers, 10,000 to 12,000 tons and 13,000 to 16,000 horse-power — Augusta-Victoria, Columbia, Fürst Bismarck, Normannia. Other steamers — Bohemia, California, Dania, Europa, Gellert, Gothia, India, Italia, Moravia, Rhaetia, Rugia, Russia, Scandia, Suevia, Wieland, Polaria, Polynesia, Slavonia, Albingia, Altlemannia, Ascania, Aussalia, Bavaria, Borussia, Cheruskia, Colonia, Croatia, Flandria, Francia, Galicia, Holsatia, Helvetia, Hungaria, Markomannia, Rhenania, Saxonia, Teutonia, Thuringia, Valesia, Vetia, Virginia, Wandrahm, Steinhöft, Stubbenhuk, Pickhuben, Grimm, Baumwall, Crebmon, Kehrwieder, Grasbrook, and with these brook, steamers the Hamburg American Company maintains the express service between New York, Southampton and Hamburg; regular service between New York and Hamburg direct, returning via Havre; Mediterranean Express Line, New York-Gibraltar, Naples-Genoa; Baltic Line between New York, Copenhagen and Stettin; Hamburg-Baltimore Line; Hamburg-Antwerp-Montreal Line; Hamburg-Philadelphia Line; Hamburg-St. Thomas-Venezuela Line; Hamburg-Porto Rico-Columbia Line; Hamburg-Aspinwall Line; Hamburg-Havana Line; Hamburg-Hayti Line; Hamburg-Mexico-New Orleans Line and two intercolonial lines from St. Thomas. Its express steamers plying between New York, Southampton and Hamburg are acknowledged to be the finest in the world, and offer to the American public the convenience of reaching England and the European Continent with absolute safety, in the shortest possible time, and with a degree of comfort hitherto unattainable.



CAPTAIN HEBICH. CAPTAIN ALBER.
CAPTAIN VOGELGESANG. CAPTAIN BARENDS.

The magnificent new twin-screw steamers of the Hamburg Line, with which it inaugurated its new express service between New York, Southampton and Hamburg, have from the start attracted general attention in Europe and America on account of their construction as well as their marvelous

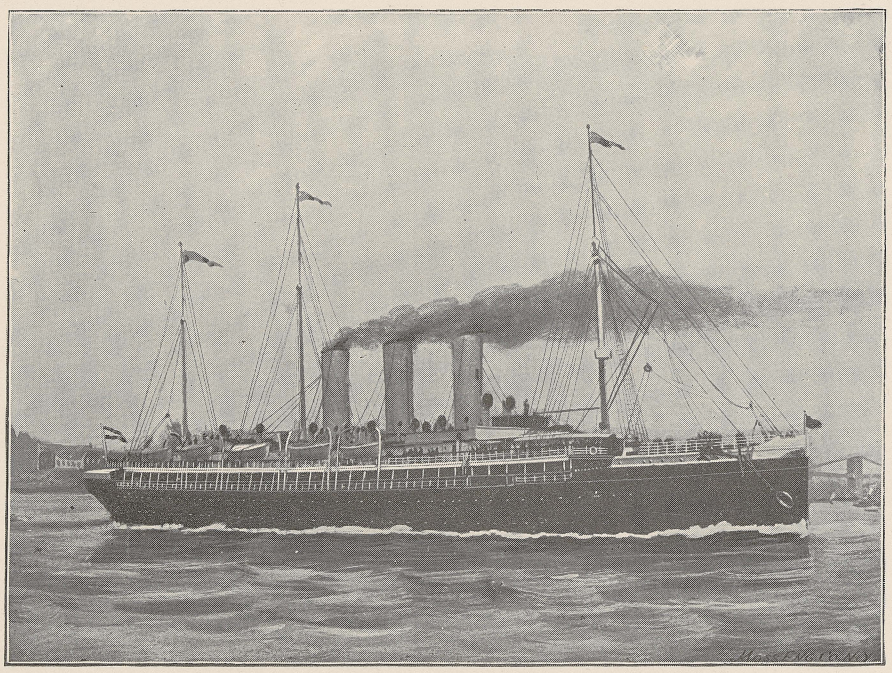
achievements. The twin-screw system, and with it the division of the ship into halves, each equipped with a complete set of machinery, proved a great success, and obtained results beyond anything previously achieved.



FUERST BISMARCK AND NORMANNIA.

The first ship of the new service was the Augusta-Victoria, the construction of which had been entrusted to the Vulcan Shipbuilding Company in Stettin. The success of the Augusta-Victoria was immediate. On her first voyage from Hamburg to New York, she made the fastest maiden trip on record. The Columbia, the second twin-screw steamer, an exact counterpart of the Augusta-Victoria, was built in the yards of Messrs. Laird Bros., in Birkenhead, on the Mersey. The third twin-screw steamer, the Normannia, corresponding in most particulars with her predecessors, was constructed by Messrs. John Elder & Co., in Govan, Scotland.

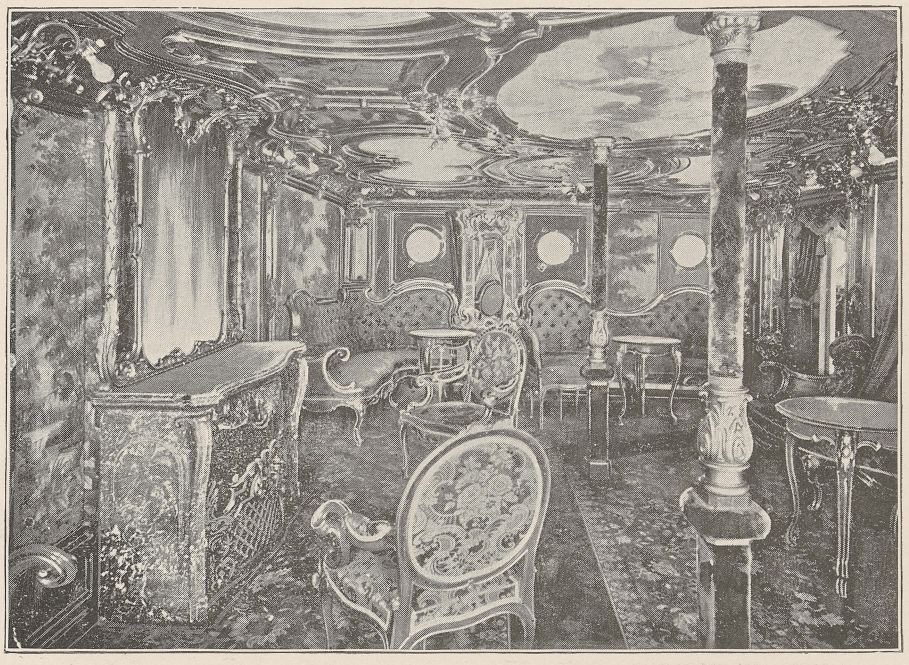
The construction of the fourth of these leviathans, the Fürst Bismarck, was again entrusted to the Vulcan Company, in Stettin. The Fürst Bismarck has proved to be the fastest ship afloat sailing between the continent of Europe and America. To begin with, she made the quickest maiden trip on record, beating all the "ocean greyhounds" of other lines; since then her best time has been six days eleven three-quarter hours from New York to Southampton (equal to five days twenty hours from New York to Queenstown), and passengers by this steamer have been landed in London in the remarkably short time of six days fifteen hours from New York, including necessary delays in passing the customs at Southampton — a feat never before equaled.



AUGUSTA-VICTORIA AND COLUMBIA.

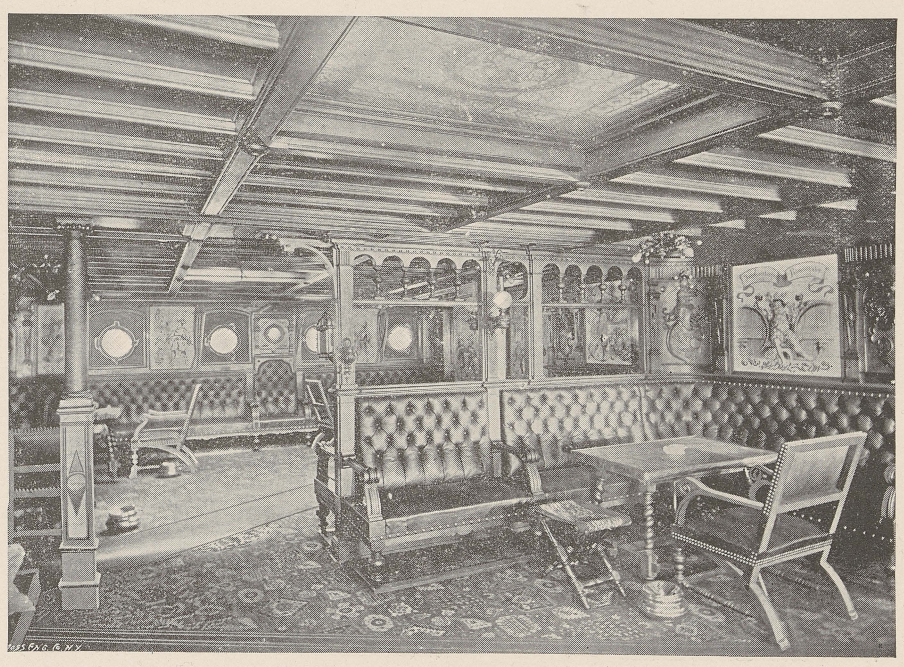
These steamers have become great favorites among the traveling public, so that during the past season it was impossible to accomodate all those who did not apply for passage in time. The problem

which the owners and designers intended to solve in building these vessels was to produce ships which would offer absolute safety, and, at the same time, be able to make the swiftest voyages with the greatest comfort to the passengers. To realize this they spared neither trouble nor expense, and have now the satisfaction of seeing before them, in their new steamers, models of the latest phase of marine architecture, advancing far beyond anything previously attempted; as beautiful in outline as they are practical in their interior arrangements, and absolutely perfect in the three requirements of modern ocean travel — safety, speed and comfort.



Ladies' Parlor—First Cabin.

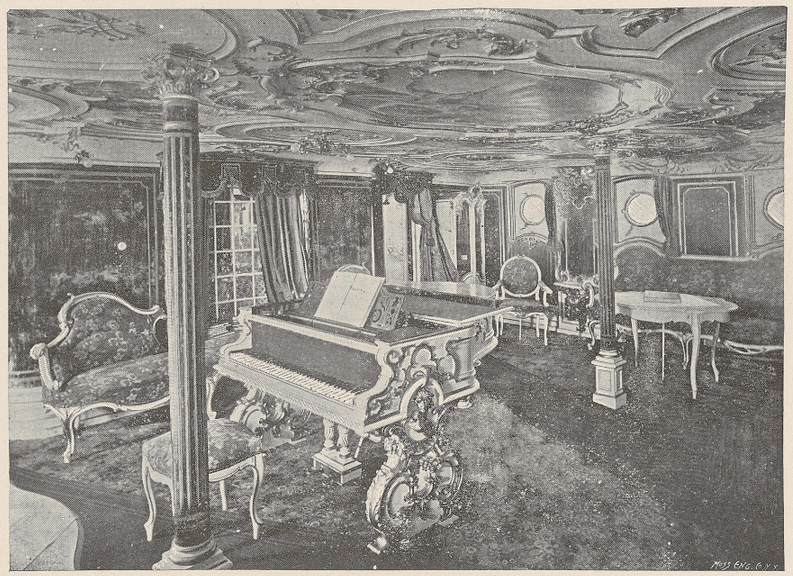
A steamer, as hitherto constructed, had its boiler and engine, its shaft and screw; but these new vessels have their whole working machinery duplicated. There are two distinct sets of boilers, two engines, two shafts and two screws, both sets working independently of each other, and separated by the solid longitudinal bulkhead running from the keel to the upper deck, and dividing the vessel into two non-communicating halves, of which each is fully equipped to propel the ship. This is the great principle of the twin-screw steamers, and the great degree of safety secured by this system is obvious, for an accident to one side of the ship can in no-wise affect the other, whose machinery will continue to work and propel the ship with perfect ease. Thus also the delay and inconvenience consequent upon a break-down — which, with our large modern steamers and their fine engines, is of rare occurrence, but yet possible —are entirely avoided, for while the disabled set of machinery is being repaired, the other set will run on uninterruptedly. Each side of the ship is again subdivided into numerous water-tight compartments which do not communicate with each other, so that any one passing from one compartment to another must ascend to the main deck. The hull of the



Smoking Room—First Cabin.

ship has a double bottom, the space between being divided, after the noted Bracket system, into chambers, which can be filled with water or emptied by means of automatic pumps, thus increasing or decreasing the draught at will, and guarding against accidents from grounding. The enormous engines of 6,500 to 8,000 horse-power each, making a total of 13,000 to 16,000 horse-power, are of the triple-expansion type, and constructed of the finest steel. They are, as before stated, entirely separated from each other, and each set is capable of propelling the ship at a high rate of speed.

There are nine main boilers, in three groups of three each, and each group, together with its coal supply, is placed in a separate water-tight compartment, so that even if two of the boiler compartments should be flooded, the boilers in the third compartment will be able to keep one of the engines working. These steamers have two keels, one on each side, which has not only the effect of lessening the draught, but also prevents to a great extent, the rolling motion, thus tending to keep the screws always under water and increasing the speed. The rudder is of enormous size and of new and improved shape, and so connected with the steam steering gear that the greatest ease and utmost rapidity of manœuvring is secured, and if ever the rudder should become unmanageable or be lost, the ship would still remain under full control, its course being readily directed by the independent action of the twin screws. To provide life-boats on such steamers seems hardly necessary, all the other guarantees of safety being so complete; but yet as a mere supplement to them there are ten of the largest Francis patent life-boats, and the celebrated Andrews patent machinery has been adopted for lowering them in heavy seas.



MUSIC ROOM—FIRST CABIN.

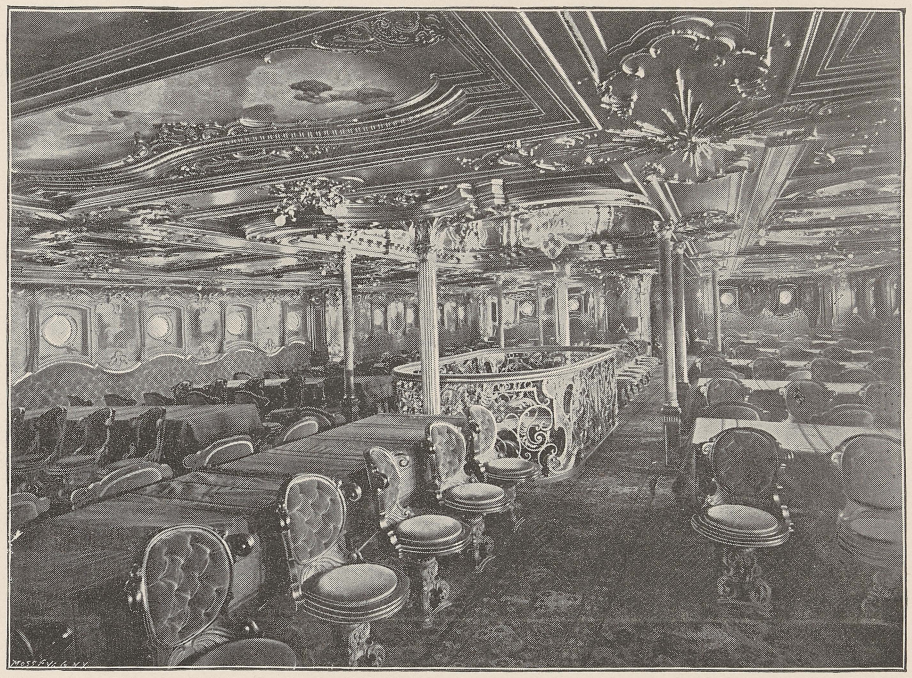
These steamers have at once stepped to the front rank among ocean greyhounds, and must be counted among the fastest ships afloat. The best time accomplished was six days eleven three-quarter hours from New York to Southampton, being the fastest trip ever made between these two ports. This is equal to a trip of five days twenty hours from New York to Queenstown, Southampton being about 300 miles east from Queenstown. The time by rail from Southampton to London is two hours. The landing arrangements at Southampton are considered superior to those of any other port in England, the trains starting from the docks and the Hamburg-American Packet Company's special trains awaiting the passengers there. During the past year these steamers have maintained a regular fast weekly express service between New York, Southampton and Hamburg, taking passengers to London within seven days, and to Hamburg within eight days, while the actual average ocean passage is reduced to a little more than six days. This line, according to the annual report of the United States Superintendent of Foreign Mails, takes the first place over all others in the conveyance of the mails between New York and London. Their great regularity is indicated by the fact that almost all trips were made within a margin of a few hours. Passengers leaving New York on Thursday are landed in Southampton on the following Thursday, reaching London on the same day, thus bringing them from New York to London in less than a week.

The following remarkable runs have been made by the steamers of this line: From New York to Southampton—Fürst Bismarck, June 18, 1891, six days, twelve hours, fifty-eight minutes; Columbia,

October 9, 1890, six days, fifteen hours; Normannia, November 20, 1890, six days, seventeen hours, three minutes; Augusta-Victoria, September 18, 1890, six days, twenty-two hours, thirty-two minutes. From Southampton to New York—Fürst Bismarck, May 9, 1891, six days, fourteen hours, fifteen minutes; Columbia, June 27, 1891, six days, fifteen hours, fifty-eight minutes; Normannia, May 23, 1891, six days, sixteen hours, forty-five minutes; Augusta-Victoria, October 2, 1890, six days twenty-two hours, forty minutes.

The comfort and elegance displayed on these steamers surpass anything yet offered on any Atlantic liner. The large and luxurious saloons, the ladies' boudoirs, the music and smoking-rooms and the staterooms generally, are fitted up in magnificent style, the best European artists having been retained to design, decorate and furnish them. It has been the aim of the company to relieve passengers of all annoyances which were heretofore considered inseparable from a sea voyage, and provide for them the same accomodations that can be obtained in a first-class hotel. There is no overcrowding on these steamers, the number of passengers being limited to the seating capacity. A distinguishing feature of these vessels is the excellent electric light installation, and it is seldom, indeed, that such a complete plant is seen.

The promenade deck runs almost the whole length of the ship, and offers every facility for enjoying open air and exercise. A number of fine staterooms are located on this deck, as also the ladies' saloons, music-room and smoking rooms, which are all easily accessible from inside passageways. The main saloon of 72x40 feet is on the upper-deck, well forward of the machinery, where the motion is felt least. This is a magnificent apartment, covering nearly the whole width of the ship, well lighted by day from the side port-holes and a beautiful glass cupola, and brilliantly illuminated at night by electric lights profusely distributed. The decoration of this room is truly magnificent—a masterpiece of modern German decorative art, the most ornate and artistic effects being gained by a combination of dark wood and gold in the richest style of the later renaissance. A handsome upright piano will be found in this saloon. Most staterooms are on the main-deck, and also another saloon of 50x22 feet. Broad and convenient stairs lead to the upper decks. There are a lower and an orlop deck under this deck, which accomodate steerage passengers and freight. The rooms on these steamers are all of large size, airy and comfortable. Some of them are furnished in the style of *chambres de luxe*, and others with private bath-rooms attached. All rooms, outside as well as inside, receive direct light either through side-lights or port-holes, or from the upper deck. All staterooms are provided with electric bells connected with the steward's pantry; they have also a wardrobe and other conveniences. In many rooms the lower berth can be extended so as to form a double berth, and the upper berth can be removed. Berths and sofas are large and comfortable, so that a whole family often finds sufficient accomodation in one room, but to provide for large parties a number of rooms are arranged *en suite*. The ladies' saloon, 26x17 feet, is situated in the best part of the ship, on the promenade deck, well forward. Nothing can exceed the elegance and good taste displayed in furnishing this room. Large oil-paintings, mirrors, rich hangings of silk and damask combine to mak



Main Saloon—First Cabin.

it a most luxurious chamber. The favored position of this saloon will enable ladies to enjoy fresh air and an outlook even in bad weather. Adjoining the ladies' saloon is the music-room, which is also exquisitely furnished and upholstered in silk of delicate tints, the furniture being white and gold, and the decorations in keeping with the general taste displayed. A magnificent Steinway grand piano is placed in the centre of the room. The large, comfortable and airy smoking-room is amidships on the promenade deck. It is handsomely furnished, the walls being inlaid with porcelain panels of different designs. The Hamburg-American Packet Company has always been well known for the excellent fare provided. The best culinary artists have been engaged as cooks, and the *menu* on these steamers is equal to that served in the best hotels in Europe.

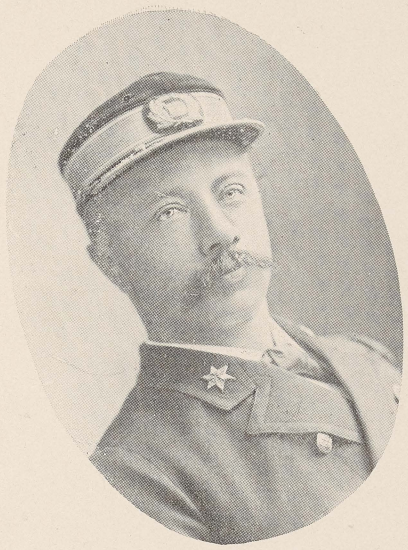
The conveniences in the second cabin of these steamers are excellent, everything being provided to make the passage agreeable. All accomodations for second-cabin passengers are on the same decks as those of first cabin. The whole aft-part of the promenade deck is specially appropriated for the use of second-cabin passengers, thus giving them ample opportunity for exercise on one of the finest portions of the deck. In addition, there is a tastefully fitted up ladies' saloon and a comfortable smoking-room on the same deck. The main saloon, 40x36 feet, is on the upper deck, occupying almost the whole width of the ship, and is artistically furnished and well lighted and ventilated. Staterooms are on the upper as well as on the main deck. They are all large, commodious and well furnished, and the provisions for air and light are excellent. Bath-rooms with hot and cold water are also provided, besides lavatories in sufficient number. All rooms are fitted with electric light, so that, in fact, nothing is omitted to secure comfort. The steerage on these steamers is unusually high, well lighted and provided with a perfect system of ventilation. As on most of the other steamers of the Hamburg-American Line, passengers are placed in separate rooms, thus securing a degree of comfort and privacy which steerage passengers could hitherto rarely attain.

In addition to its express service, this company also maintains a regular service, plying between New York and Germany, stopping at Havre, France, on the return trip to New York. The steamers employed in this service have been built by the most famous shipbuilders in Europe, and are constructed of the best wrought iron and steel, and are great favorites among the traveling public on account of the many advantages which they offer, nothing having been omitted in the accomodations that could promote comfort.

Passengers wishing to obtain at a moderate price the comforts of large, airy rooms, elegant saloons, polite and prompt attendance, and—last, but not least—excellent meals, will find complete satisfaction on these steamers.

The company has also in successful operation a Baltic Line, running from New York to Copenhagen and Stettin, a line from Montreal to Hamburg, one from Baltimore to Hamburg, and besides, runs steamers from Boston, from Philadelphia and from New Orleans to Hamburg. The service on these routes is maintained by the same class of steamers that run on the regular service between New York and Hamburg.

General offices of the Hamburg-American Packet Company, 18–21 Dovenfleth, Hamburg; 37 Broadway, New York; 125 La Salle Street, Chicago.

















COMMANDERS OF THE NETHERLANDS-AMERICAN FLEET.

F. H. Bonjer—Spaarndam.
G. Stenger—Amsterdam.
A. Roggeveen—Rotterdam.

Aldert Potjer—Maasdam.
W. Ponsen—Obdam.

H. C. Van Der Zee—Veendam.
W. Bakker, Werkendam.
Andries Potjer—Didam.

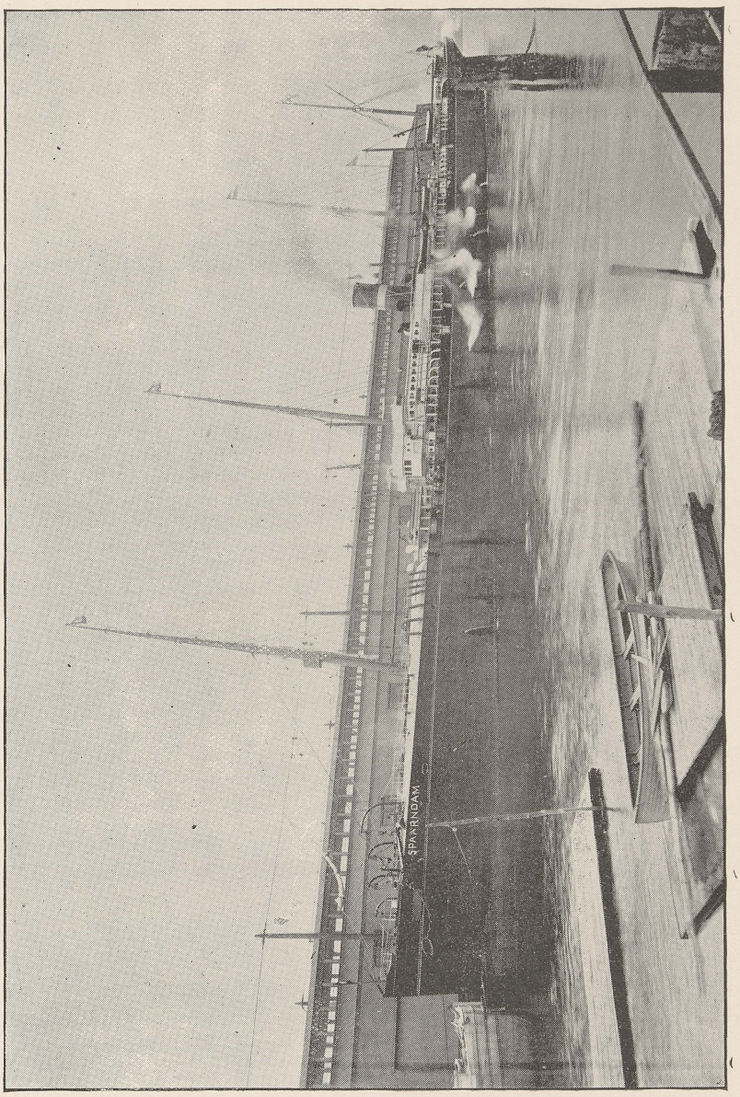
NETHERLANDS-AMERICAN STEAM NAVIGATION CO.

One of the most important of the great transatlantic lines having its terminus at Hoboken is the Netherlands-American Steam Navington Company, popularly known to the public under the names of Rotterdam line and Rhine route, and whose splendid steamers have a world-wide reputation among tourists and others seeking pleasure in European countries. The line was established in 1872 by a number of well-known capitalists of Holland, and the company was incorporated under the laws of the Netherlands. The company had leased, for a term of years, docks in Jersey City, but their increased business compelled them to look for more roomy terminal facilities, hence the building of their magnificent pier and dock at the foot of Fifth Street, Hoboken, and which has been occupied by them for the past two years. When the line was first established, it was on a small scale, comparatively, only two steamers being in commission, viz: the "Rotterdam" and "Maas." The line is now composed of the following splendid fleet of steamers, employed in the service between Rotterdam, New York and Baltimore. New York service—Maasdam, 5,000 tons; Veendam, 5,000 tons; Spaarndam, 5,000 tons; Rotterdam, 4,500 tons; Obdam, 4,500 tons; Werkendam, 4,500 tons; Amsterdam, 4,500 tons; Didam, 3,500 tons; Dubbledam, 3,500 tons. Baltimore service—Zaandam, 4,500 tons; P. Caland, 3,000 tons; Edam, 4,500 tons; Schiedam, 4,000.

The "Veendam" and "Maasdam," formerly known as the White Star liners "Baltic" and "Republic," have already won a large number of friends. The "Veendam" made her first trip in our service in November, 1888; the "Maasdam," her sister ship, has been put into our service in the beginning of this year, entirely rebuilt, fitted with new triple expansion engines, electric lights, etc. The saloons on both steamers can accommodate all the saloon passengers at one table, which is a great convenience as the passengers on crowded steamers will appreciate. The "Obdam" and "Werkendam" are sister ships to the "Amsterdam" and "Rotterdam," but somewhat more powerful. The "Obdam" has been in our service since the spring of 1889, and the "Werkendam" since the beginning of this year. The cabin accommodations of both steamers are rebuilt, same as those of the "Amsterdam," but somewhat more splendidly and luxuriously fitted. The "Rotterdam" has been in our service since 1886, her sister ship, the "Amsterdam," since the latter part of 1887. Both steamers have been specially favored by the traveling public. The "Spaarndam" is still larger than the "Veendam" and the "Maasdam." She made her first trip in our service in the beginning of last year.

The above steamers are very fast; in fact, the regularity with which they make their trips is remarkable; they have four decks, four masts, eight water-tight compartments, and are provided with very powerful engines. They were built at the world-renowned ship-yards of Messrs. Harland & Wolf at Belfast. The saloons, both for first and second-class passengers, are located on the upper deck amidships, and a large promenade deck is specially reserved for the saloon passengers. All the latest improvements and modern comforts have been supplied. A very elegantly furnished saloon for ladies, a gentlemen's smoking-room, bath-rooms and toilet-rooms for ladies and gentlemen, pianos and library are also provided, while the steamers are lighted by electricity and steam-heated throughout.

The greatest care is taken by the Rotterdam Line in the appointment of the captains and officers, who are all men of the highest character and of large experience, and who, through their politeness toward passengers, have gained the general esteem of those who have traveled by this line. Every steamer carries an American surgeon, and medical attendance and medicines are gratuitously supplied to those who need them. The sanitary arrangements of the steamers of the Rotterdam Line are exceptionally good, and the cleanliness is almost proverbial. The stewards and stewardesses will be found very polite and anxious to attend to the require ments of the passengers. The captains, officers and stewards speak the English, German, French and Dutch languages. The first-class table is provided with the choicest provisions, and all that the season and superior cooking can supply; all the passengers who have traveled by the Rotterdam Line speak of it in the highest terms of satisfaction. The line does an extensive passenger business, first and second-class. The number of passengers carried from Europe during 1891 was 5,000 cabin and 35,000 steerage; and from this side, 5,000 cabin and 70,000 steerage. Many prominent Americans are patrons of the line. The general offices of the company are located at No. 39 Broadway and 25 South William Street, New York City, where all information can be had from their obliging representatives. W. H. Van der Toorn is the General Agent of the line, while G. H. Voorhoeve has charge of the passenger service. The company has



Pier of Netherlands-American Steam Navigation Company, Foot of Fifth Street, Hoboken.



SS. Spaarndam—Netherlands-American Steam Navigation Company.

appointed one or more agents in almost every place of importance in the United States, and intending passengers may confidently apply to these agents for passage or information.

The first-class cabins have staterooms for two, and for three passengers; and also some very large family rooms for four passengers; they are all spacious, airy, and very comfortable. Most of the staterooms have a lower and an upper-berth, also a sofa, which can be made a sleeping-berth if desired. The first-class rates are fixed according to the fitting and location of the staterooms. A first-class passenger can secure one of the smaller staterooms for his exclusive use by paying one-half fare extra. The second-class cabins, recently fitted on all steamers of the Rotterdam Line, offer very good accommodation to those who desire to make the passage in a comfortable way at a minimum expense. The table and attendance are such as to give entire satisfaction. The saloon and staterooms (which have four berths, some of them only two berths), although to inferior the first-class, are very nice. This class is especially adapted for ladies traveling alone. In order to secure a berth in the first or second-class, a deposit of $10.00 is required, the balance may be paid any time before sailing. It is advisable to apply for berths or rooms as long in advance as possible, especially during the spring and summer months, when every available berth is generally engaged some considerable time before the departure of the steamers. The tickets are personal and not transferable. Passengers buying their tickets from one of the sub-agents of the company receive "special orders," which must be exchanged for regular tickets, either at the office of the general passenger agent, or at the company's dock before the sailing of the steamer. Cabin passengers who, after securing their berths, desire to postpone their departure, may have their tickets transferred to another steamer. In this case, it is, however, necessary that they should advise the general passenger agency at least one full week before the sailing of the steamer they are booked for, in order not to forfeit the deposits. It is to the advantage of passengers intending to return to buy return-tickets. Return-tickets are good for one year, and, if specially desired, they may be prolonged for a longer period. Prepaid tickets are issued to parties who desire to pay on this side of the Atlantic for the passage of friends, or relatives in Europe.

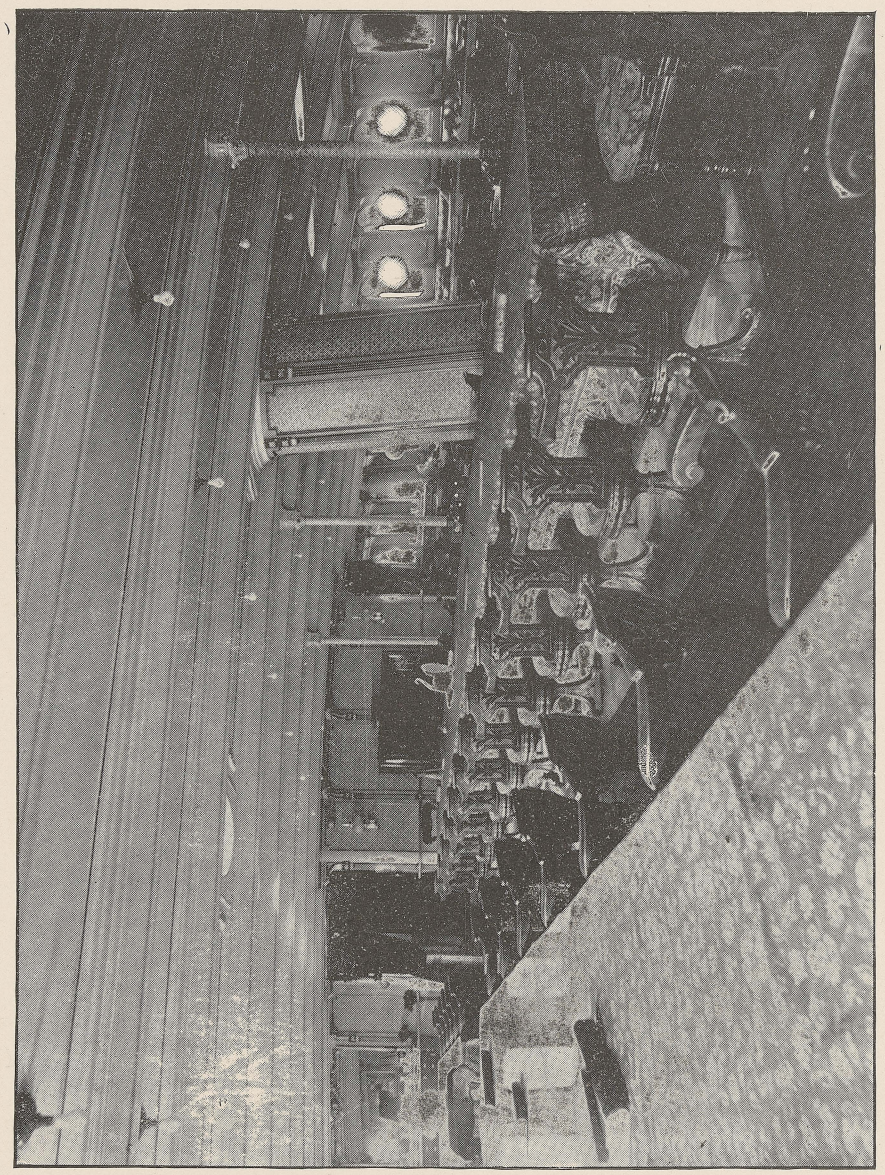
Traveling is no doubt one of the greatest pleasures we can enjoy; it is not only a necessary part of every person's education, but also a great promoter of health. The change of surroundings and climate, away from the restless business life, has in thousands of instances given new health and strength to those who were in need of same. After all, a journey across the Atlantic is not such an enterprise as many may think, especially when one considers the comforts at the present time on these transatlantic steamers, which is equal to that found at a first-class hotel. There are plenty of pleasure and health-resorts in all parts of the United States; but one should not think of comparing the benefits derived from a prolonged stay in one of these places, with a journey across the Atlantic, up the Rhine, through Holland, Germany, Switzerland and France.

A bi-weekly line is now run between the ports of Rotterdam and Amsterdam in Holland and New York and Baltimore. The Saturday steamers in the New York service call going and coming at Boulogne-sur-Mer (France) to land and embark passengers and their baggage. Boulogne is in close proximity (three and three-quarter hours) to Paris and London. Berlin can be reached from Rotterdam in ten hours. From Boulogne-sur-Mer all the principal points in France, Switzerland, Italy and Spain can be reached.

The steamers of this line remain at Boulogne-sur-Mer one hour, after which they immediately proceed to Rotterdam. The route via Rotterdam—Amsterdam is one of the shortest to and from Central Europe, especially Germany, the Rhine, France, Switzerland. The journey via Rotterdam affords travelers the opportunity of enjoying the beauties of the Rhine and of the country through which it flows—one of the most interesting on the Continent. A daily line of magnificent Rhine boats start directly from Rotterdam; they have splendid accommodations, very cheap rates of passage, and allow much luggage free of charge. There is quick and direct railroad communication between Rotterdam—Amsterdam and the more important places in Central Europe.

Passengers who have traveled by the Rotterdam Line have acknowledged that the route New York-Paris via Boulogne by the Dutch steamers is one of the shortest and most comfortable, convenient and economical.

Many of them, by letter and by word, have expressed themselves so much in favor of this route, that without any hesitation we can safely advise everybody who intends to make a trip to London, Paris, or other towns in England, France, Germany, Switzerland or Italy, to avail themselves of the Rotterdam Line.



SALOON OF SS. "SPAARNDAM"—NETHERLANDS-AMERICAN STEAM NAVIGATION COMPANY.

THE THINGVALLA STEAMSHIP COMPANY.

The opening for settlement of the great Northwest and its subsequent rapid development caused a large number of Scandinavians and Norwegians to seek homes in this country, and the above line was organized in 1879, in response to a demand for direct transportation between the two countries. It has ample terminal facilities for the handling of its passengers in Copenhagen, and its docks at the foot of Fourth Street, Hoboken, are an indication of the prosperity of the company. The fleet is at present comprised of the following large and commodoius steamers: Hekla, 3,500 tons; Norge, 3,500 tons; Island, 3,000 tons; Thingvalla, 2,800 tons. These vessels are under the command of able and experienced seamen, and the popularity of this line with passengers attests the excellence of the service. The boats of this line sail every other Wednesday from Copenhagen, calling at Christiania and Christiansand, and on alternate Saturdays from Hoboken. During the season of 1892 1,225 cabin and 12,460 steerage passengers were carried, and the outlook for next year is still brighter. Three large European agencies are necessary to transact the business of the company, the main office being in Copenhagen; Mr. Fred Lie has charge of affairs in Christiania, Norway, while Mr. Thomas C. Hansen looks after matters in Christiansand, Norway. The general passenger agents in America are A. E. Johnson & Company, 28 State Street, New York. Funch, Edye & Company, 27 South William Street, New York, handle all the freight business and look after the general welfare of the company in America. The interests of the company in Hoboken are under the care of Captain M. Schmidten, who occupies the position of superintendent of docks, having been appointed in 1891. The captain was master of an ocean liner for a number of years, and is well fitted by experience for the duties of his position, and a better selection could not have been made. Captain Schmidten is a new arrival in Hoboken, but he is rapidly enlarging his circle of acquaintances, and his personal popularity is constantly increasing. He has apartments at Meyer's Hotel.

THE NORTH GERMAN LLOYD STEAMSHIP COMPANY.

The North German Lloyd S. S. Company at the foot of Third Street, Hoboken, was started from New York in 1857 and from Hoboken in 1863. The vessels of this line ply between New York, Southampton and Bremen. The fleet is composəd of fourteen steamers ranging from 4,500 to 6,500 tons register. The company maintain a tri-weekly service to and from Europe.

THE WILSON LINE.

The Wilson Line which occupies a pier on River Street between Second and Third Streets, has eight steamers. The vessels of this line ply between New York and Hull, England. The line is almost exclusively engaged in transportation of freight, only a limited number of passengers being carried on several of the steamers of the fleet.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD.

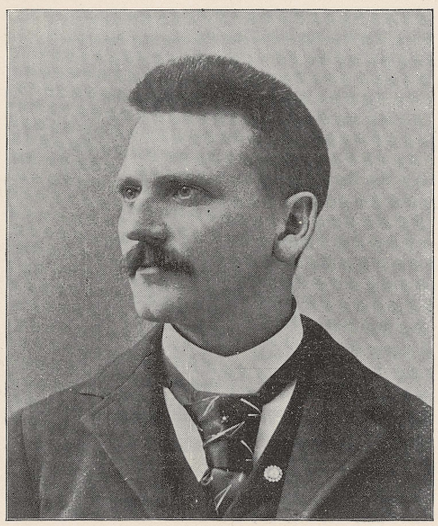
The Delaware, Lackawanna Railway Company has a depot at the foot of Ferry Street. The road runs to Buffalo, and connects with the West, besides having a large number of smaller Branches. The original Company was chartered January 29th, 1835, and was known as the Morris & Essex Railroad Company. It was leased to the present company in 1868. Their tunnel under Bergen Hill was excavated in 1876.

MERCANTILE INTERESTS.

FEW CITIES of its size in the country can boast a busier community than Hoboken. Its large manufacturing interests afford employment to many thousands of men and women, and the products of its mills and factories find markets all over the United States, and even in distant parts of the world. The neighboring towns of Union Hill and West Hoboken also contain many prosperous manufactories. The silk mills of these places and of Hoboken are noted far and wide, and are perhaps more notable than any other factory interest in Hudson County. A world-famous lead-pencil factory, great machine shops, a fine brewery, iron works and a big pocket-book establishment are among the most prominent of the manufacturing interests. Prosperous retail stores rivalling in stock and appointments similiar shops in New York, illustrate the prosperity as well as the enterprise of this people.

WILLIAM KAMLAH.

William Kamlah was born at Jersey City Heights November 22, 1862. He attended a private school at Belleville, after which he completed his studies at Weimar, Germany, returning to America in 1878. He then engaged with Messrs. Lehn & Fink, of New York, in the wholesale drug business, where he had two years' practical experience. He afterwards served an apprenticeship in a retail drug house, and in 1884 passed a very satisfactory examination before the Board of Pharmacy of the State of New Jersey. A year later he was graduated from the College of Pharmacy of the City of New York.



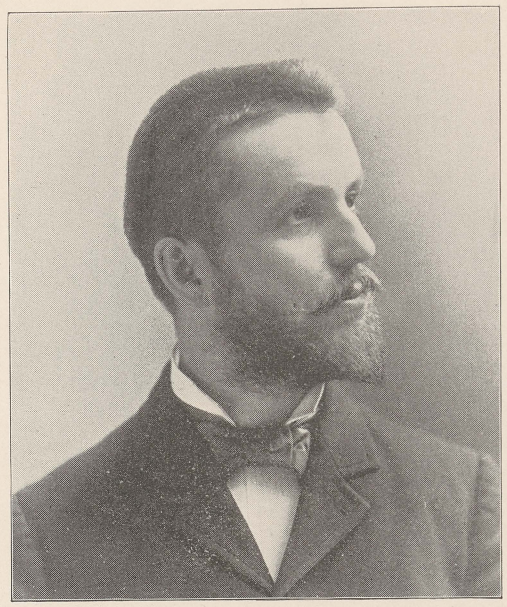
WILLIAM KAMLAH.

After gaining a thorough knowledge of the drug business in various cities of the United States, he settled in Hoboken in 1888, and embarked in business for himself, at the corner of Newark and Hudson streets, and has succeeded in establishing the most influential as well as one of the largest trades in the city. A specialty is made of the prompt and accurate filling of physicians' prescriptions and family recipes from the purest and best drugs, and the stock of goods carried embraces everything found only in a first-class establishment. On September 1, 1886, Mr. Kamlah married Miss Laura Hildebrandt, of St. Charles, Mo. Mr. Kamlah is a member of the New Jersey State Board of Pharmacy, Hoboken Council No. 99, Royal Arcanum, Progressive Council Legion of Honor, Valencia Boat Club and the Full Moon Bowling Club.

HERMANN TRAUTE.

Hermann Traute was born in Münster, Westphalia, Germany, June 11, 1864. He was educated at the Real Gymnasium, a prominent school of that and other cities. In 1883 Mr. Traute came to America, locating in New York, where he secured a position in the drug store of William Krapf, as a clerk, where he remained for two years. After spending another year in the establishment of Paul Weber, in 1886 he removed to Hoboken, and was given the full management of Semrad's pharmacy. After retaining this position for three years Mr. Traute purchased the business of his late employer and made many noted changes by enlarging the store and adding to the stock. He has one of the handsomest drug establishments in Hoboken, having as well one of the largest and most influential trades. Mr. Traute makes a specialty of compounding physicians' prescriptions. His stock of drugs are the purest, and his customers can rely on getting exactly what they ask for. Mr. Traute is a member of the German Club, Hoboken Academical Society, Germania Council No. 1208, Royal

Arcanum and the Valencia Boat Club, and he is secretary of the Hoboken Academy. He is very popular with his brother members of all the various organizations. The establishment now owned by Mr. Traute was founded more than thirty-five years ago, and is one of the oldest in the city.



HERMAN TRAUTE.

HENRY F. FRANKE.

Henry F. Franke was born at Rahway, N. J., September 26th, 1857. He is the son of Louis and Emily Franke, who are old and highly respected citizens of Rahway. He received a liberal education in the public schools of his native city and Jersey City, after which he engaged in the drug trade as a clerk in Jersey City. At the end of seven years, after clerking in a well-known pharmacy in New York City, he passed a successful examination before the New York College of Pharmacy, after which he was graduated in 1880. After receiving his diploma he spent the following two years in Dr. Menninger's pharmacy in Brooklyn. In 1882, he located in Hoboken, having accepted a position as a clerk in the drug store of C. G. Am Ende. In 1886 he purchased the establishment of his employer, after which he made many noted improvements by enlarging the store and adding to the stock. He makes a specialty of the accurate filling of physicians' prescriptions and family recipes from the purest drugs. His general stock comprises everything usually found in a first-class establishment. On April 21st, 1886, he married Miss Augustina Patterson, daughter of John M. Patterson. Mr. Franke resides at the corner of Washington and Seventh Streets. He has one child, a son. Mr. Franke is a member of the Columbia Club and Royal Society of Good Fellows, being instructor of the latter.

WILLIAM H. OSTRANDER.

William H. Ostrander was born here March 4, 1843. Mr. Ostrander is one of Hoboken's active business men. He is engaged in the heater, range, furnace, slate and metal roofing trade, having established himself at 613 Washington Street, in 1889. He has built up a large trade and has superintended a number of large contracts among some we mention the Weehawken elevators. Mr. Ostrander married Miss Hester Shephard, of Brooklyn, N. Y. Four children have been born to the union, two sons, and two daughters. His eldest son, Mr. Charles E. Ostrander, being associated in business with him. Mr. Ostrander is a member of the Union Athletic and the Hour Bowling Clubs. He is also a member of the Odd Fellows Fraternity. He resides at 622 Bloomfield Street.



HENRY F. FRANKE.

HERMAN F. GOEMAN

Herman F. Goeman was born in Einbeck, Germany, May 15th, 1861. In 1877 he came to America, locating in New York City, where he obtained a position in a drug store as a clerk. In 1880, he entered the New York City College of Pharmacy from whence he graduated in 1882. After finishing his course in that institution, Mr. Goeman returned to Germany, where he remained six months, after which he returned to New York, where he clerked for two years. He then located in Jersey City Heights, where he engaged in the drug

business on his own account at 291 Central Avenue. He remained in that place four years. In 1887 he came to Hoboken, purchasing a pharmacy located at the corner of Tenth and Garden Streets, operating it in conjunction with his Jersey City store. After disposing of the latter store, he confined his entire attention to the Hoboken concern. After a short time he opened his branch store, located at the corner of Twelfth and Park Avenues. In both stores he carries a carefully selected stock of drugs, chemicals, toilet articles, etc. Mr. Goeman is a member of Unique Lodge, A. O. U. W., Germania Council, Royal Arcanum (of which he is one of the organizers) and the New York Druggist's Association.



HERMAN F. GOEMAN.

WOLFRAM E. DREYFUSS.

Wolfram E. Dreyfus was born in Offenburg, Baden, Germany, in 1864. He received his rudimentary education in the public schools of that city, after which he entered the Gymnasium. After passing through the various classes of that institution, nine in all, he was graduated, and received an honorable mention. He then entered the University of Strassburg, Alsace, under the preceptorship of the celebrated Professors Kundt, Fittich, Joessel and others. He went through a thorough course in physics, chemistry and other studies. In 1884 he came to America and located in the West, spending some time in the cities of Chicago, Omaha, Salt Lake City, etc., where he held responsible positions in many of the prominent pharmacies of those cities. He returned to Germany on a visit, after which he came back to the United States in 1888 and located in Hoboken and established a drug store at No. 132 Fifth Street. In 1892 he erected the handsome structure at the southwest corner of Grand and Fifth streets, where he is now located. It is the finest establishment in the meadow district. Mr. Dreyfus keeps one of the largest stocks of drugs in the city. He is a self-made man and has a host of friends.

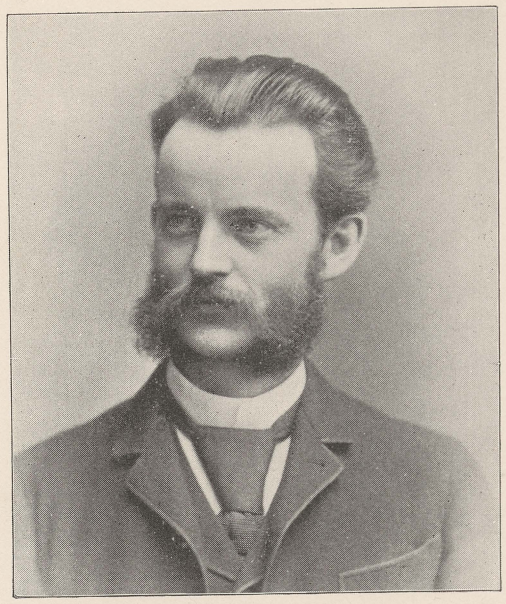


WOLFRAM E. DREYFUS.

FERDINAND EICHNER.

Ferdinand Eichner was born in Berlin, Prussia, February 22d, 1851. His primary studies were began in his native city. In 1858 his parents came to America, locating in Hoboken, where young Eichner completed his education, after which he enlisted his services as an apprentice with Charles Schmidt in the painter's trade. Mr. Eichner's ability as a conscientious workmen soon won the confidence of his employer and he was given a working interest in the business, when but eighteen years of age, and became full partner in the concern in 1873. In 1886 owing to his failing health Mr. Schmidt decided to go abroad. Shortly after doing so his death occurred, in Leipzig, Germany. Mr. Eichner purchased the interest from the widow of his late partner. In 1887 Mr. Eichner greatly enlarged his business. The concern had up to that time occupied the store and basement of No. 216 Washington Street. He began adding space until he had two entire floors in the building running through to Bloomfield Street, and at present occupied by him. He carries a stock consisting of painters' supplies, all the latest designs in wall paper, window shades, hollands, oil cloths, lineoleum, window and picture frame glass, lamps, crockery, glassware and Rockingham ware. He also makes a speciality of plain and decorative paintings and paper hanging. His work in these lines is the finest in the world. Mr. Eichner has also added a new show-room to his already immense establishment,

giving his patrons a better opportunity to inspect his stock of novelties. On March 22d, 1878, he married Miss Lina Walther, a daughter of Mr. John Walther, a prominent merchant. Four bright children, three sons and a daughter, have been the fruits of this union. Mr. Eichner is a member of the Columbia and Quartette Club, holding the position of vice-president of the latter. He is extremely popular with the members of both organizations. He is also a member of the Hoboken lodge No. 35, F. and A. M., Pentalpha Chapter No. 11, Pilgrim Commandery, as well as a member of higher orders of this fraternity, Royal Arcanum No. 99, a charter member of the New Jersey Yacht Club, and an honorary member of the Hoboken Veteran Corps.



FERDINAND EICHNER.

EDWARD FOERSTER.

The leather trade in Hoboken is well represented by Edward Foerster. In his store at No. 80 Bloomfield Street, one can find everything pertaining to leather and findings—oak and hemlock sole leather and cut soles, French and American calf, morocco, sheepskin, calf, kid, etc. He is also manufacturer of boot, shoe and gaiter uppers. Mr. Foerster was born in New York City September 4, 1854, and was educated at the Hoboken Academy. After he left school he went with the firm of E. Godfrey & Son, 29 Spruce Street, New York City, to learn the leather business. Remaining with them one year he left and came to Hoboken and went to work for his father, Edward Foerster, who at that time had a leather store on Bloomfield Street. Young Edward Foerster commenced first as clerk and continued on until he had mastered every branch of the business. He succeeded his father after his death, in 1887, and has continued with gratifying success ever since. The busneiss was established by his father in 1861.

SIMON ALSBERG.

Simon Alsberg was born in New York City, October 4, 1862. He was educated in the public schools of that city. In 1881 he came to Hoboken to reside. For many years Mr. Alsberg was the traveling representative of the wholesale clothing house of Sensheimer & Leven, of New York. He resigned his position in 1891. During his connection with that establishment he traveled in every part of the United States and was extremely popular with his customers. After giving up his road life, Mr. Alsberg engaged in the grocery business in this city, at the corner of Twelfth and Garden streets, where he is now located. Mr. Alsberg is a member of the Union Athletic Club and Lessing Council, Legion of Honor.



EDWARD FOERSTER.

ALSEN M. STADLER.

Alsen M. Stadler was born in Sambor, Austria, March 17th, 1865. He received his education in the schools of his native city, and at Berlin. After leaving school he engaged as an apprentice in the merchant tailoring business and soon mastered the trade. He came to America in 1862, locating in New York City, where he secured a position as a first-class coatmaker with Cavanaugh & Sanford at the corner of Fifth Avenue and Twenty-third Street, New York. After remaining in their employ for some time he accepted a position with Patterson of Sixth Avenue. After a stay of several months with that concern he was offered a position with Redfern, on Fifth Avenue and Twenty-sixth Street.

In 1886 he located in Jersey City and engaged in business for himself. He remained there for two years and removed to Hoboken, opening a tailoring establishment at No. 4 River Street, where he remained one year. In 1889 he removed to his present quarters, No. 120 Washington Street. His establishment is the finest in the city, and his trade is confined to the most select circles in Hoboken. He carries a large stock of imported goods, consisting of the best English worsteds, clays, diagonals and fabrics, which can be seen in his handsome new show window. Mr. Stadler married Miss Henrietta Havner, of Jersey City, on February 6th, 1887. One child, a son, has been born to the union. Mr. Stadler is a member of the Miller Rifle Club, The Union Athletic Club and Hudson Lodge, I. O. O. S. B., of Hoboken.

HENRY N. PETERS.

Henry N. Peters was born in Germany seventy-two years ago. In 1854 he came to America, locating in New York City, where he found employment as a clerk in a grocery store and where he remained in that capacity for several years, after which he opened a grocery store on his own account. In 1865 he removed to Hoboken and erected a handsome brick block at the corner of Sixth and Washington streets, in which he established the well-known grocery house of which he was the head until 1886, when he retired to private life. The business has, since then, been conducted by his sons under the name of Henry N. Peters' Sons. Mr. Peters married Miss Margaret Fink, of Germany. The union has been blessed by eight children, five of whom are living, two daughters and three sons. Mr. Peters is an old member of Hermann Lodge No 268, I. O. O. F., of New York. He was also a member of the old Jefferson Guards, Company A., of New York City.



Alsen M. Stadler.

N. H. PETERS.

After Mr. Henry N. Peters retired from business in 1886, he was succeeded by his sons, N. H. and G. H. W. Peters. These gentlemen conduct the well-known grocery house at the corner of Washington and Sixth streets. They have one of the most exclusive trades in the city. Mr. N. H. Peters was born in New York City, November 9, 1858; he received his education in the public schools of that city and Hoboken. After leaving school he entered the grocery house of his father as a clerk. Mr. Peters married Miss Augusta Hartye, of Hoboken. They have three children, two sons and a daughter. Mr. and Mrs. Peters reside at 537 Washington Street. H. N. Peters' Sons have a branch store, located at Hackensack, N. J., which is conducted by Mr. G. H. W. Peters.

G. H. W. PETERS.

G. H. W. Peters was born in New York City, May 5th, 1862. He received his education in the public schools of that city and Hoboken. When he had completed his studies he entered the grocery store of his father, where he remained until that gentleman retired from active business in 1886. At that time he and his brother succeeded to the business, which they have conducted ever since. Mr. Peters conducts the branch store located in Hackensack, N. J., where he also resides. In November of 1887 he married Miss Elizabeth Ohswaldt. They have two children, both being sons.

ALBERT STURKEN

Albert Sturken was born in the Province of Hanover, Germany, April 13th, 1854. In 1869 he came to America and located in New York, where he was given a position in a confectionery establishment owned by his brother. J. D. Sturken. After mastering that trade he came to Hoboken, in 1877, and engaged in business for himself at 726 Washington Street, and where he is at present located. He has one of the handsomest ice cream and confectionery stores in Hoboken. Mr. Sturken manufactures all of his own candies, creams, etc., and has a very select trade. On March 27th, 1878, he married Miss M. L. Von Broock of Hoboken. Two daughters were born to the union. In 1885,

after a short illness, Mrs. Sturken died. she being a sister of his deceased wife.



ALBERT STURKEN.

On September 2, 1886, Mr. Sturken married his present wife, A son and daughter have been the fruits of the last marriage. Mr. Sturken is a member of the Hoboken Quartette Club, Royal Arcanum, American Legion of Honor and Hudson Lodge No. 71, F. & A. M. He resides at 726 Washington Street.

BRAGG & COMPANY.

The firm of Messrs. Bragg & Company, located at No. 112 Washington Street, is composed of James A. Bragg and Walter Mountford, two young men who have a large store of push and perseverance. These gentlemen began business for themselves in Hoboken, on January 1, 1892, and engaged in the hat trade. They now pride themselves on a business that is one of the most important in the city. Both members of the firm are practical hatters. Their stock comprises all the latest novelties in gents' fine hats, furnishing goods, etc. Mr. Bragg was born in Birmingham, England, March 25, 1863. He was educated in the schools of his native city, after which he learned the hat trade. In 1884 he came to America, locating in Hoboken, working at his trade until engaging in his present business. His associate and partner, Walter Mountford, was born also in Birmingham, September 16, 1860, and the partners were chums together in youthful days. He came to Hoboken in 1887, renewing their long standing friendship and finally establishing their present business.

RUDOLPH NAEGELI.

Rudolph Naegeli was born in Zurich, Switzerland, April 28, 1831. He was educated in his native town at the high school. He left school at the age of fourteen, and then learned the trade of a machinist. He came to America in September, 1853, locating in Hoboken, where he has resided ever since. He worked at his trade until 1866, when he engaged in the hotel business, at 186 and 188 Washington Street, where he remained for ten years. In 1877 he leased the elegant new hotel at the corner of Hudson and Third Streets, where he has carried on business ever since. He has the leading hostelry of the city. The building is a handsome four-story block and contains 55 fine rooms. The hotel is located in one of the most attractive spots in the city, being surrounded by a number of lovely large forest trees. He can accommodate about 100 guests. Mr. Naegeli is a member of the Hudson Lodge No. 71, F. & A. M. He is a member of the old Volunteer Fire Company, which has been superseded by the new paid city department. He has two sons and a daughter. One son, Robert, is engaged in the hotel business with his father; George being engaged in the beer importing business.

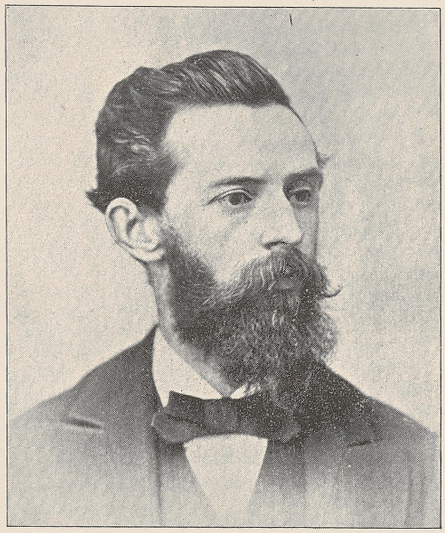


RUDOLPH NAEGELI.

SAMUEL FISHER.

Samuel Fisher was born in Liverpool, England, March 17, 1847. In 1861 he came to the United States, locating in New York City. During the war he served three years on the United States Steamship Shamrock. He was afterwards transferred to other vessels, viz.: Atlantic, Baltic, Liberty and the Electric Spark. At the close of the war he continued to follow the sea and was for a number of years an officer on one of the steamships of the Savannah Line. In 1871 he came to Hoboken, and established his present business at No. 71 Washington Street. After remaining in that location for a

number of years, he removed to his present quarters, No. 226 Washington Street. Mr. Fisher keeps in stock a general line of house furnishing goods, comprising pictures, clocks, bric-a-brac, crockery, traveling bags, fine trunks, silver plated ware and everything in the house furnishing line. Mr. Fisher married Miss Caroline Albright, of Germany. They reside at No. 633 Washington Street. Mr. Fisher is a member of the Equitable Life Insurance Company. His family attend Trinity Church of this city. He is much respected as a citizen and neighbor.



SAMUEL FISHER.

FRANK CORDTS.

Frank Cordts was born at Schulau, Germany, December 20, 1863. After receiving a common school education he obtained a position as steward on one of the Hamburg-American Packet Company's steamers, plying between Hamburg and Hoboken. He remained in the service of the company about one year, leaving with a high recommendation from its officers. After being in Hoboken for a short time he secured a situation as a clerk in a grocery store, where he remained for four years. During that time he saved his earnings and seeing an opportunity to increase his income he purchased a bread route, and in conjunction with that he did a general moving business, and worked hard night and day to make the business a success. He sold out and engaged in the furniture business with his brother, who at that time had a furniture store on Washington Street. Mr. Cordts entered his brother's store as a clerk. At the expiration of two years he bought the establishment. He then commenced to extend his business. In fact, it grew so rapidly that new quarters were necessary. His father-in-law, Mr. Adam Shmitt, erected at No. 111 Washington Street the elegant block he now occupies. The building consists of five floors, 25x100 feet, and is especially adapted for his business. After the death of Mr. Shmitt Mr. Cordts purchased the property. His business was growing from day to day and to such an extent that he rented another building at No. 133 Washington Street, stocking it with goods, and finally was compelled to lease the basement at No. 314 Washington Street. His entire store room in all his establishments cover an area of about 19,500 square feet, in which he conducts his immense business. Mr. Cordts handles all the novelties in modern furniture, carpets, rugs, matting, oil cloths, bedding, looking glasses, parlor suits and everything pertaining to house furnishings. Mr. Cordts is a member of the Quartette Club, Royal Arcanum, Knights of Pythias, F. and A. M., the Union Athletic Club, Michael Coyle Association and many other organizations. Mr. Cordts married Miss Katie Shmitt, of Hoboken. He has three children, two sons and a daughter, and resides at 110 Hudson Street.



FRANK CORDTS.

C. H. GUSTAVE MEINERS.

C. H. Gustave Meiners was born at Otterndorf, on the Elbe River, in Germany, September 2, 1847. He received his education at the Gymnasium, a well-known college of learning in that country. After leaving school young Meiners was apprenticed to the watchmaking trade. After serving his apprenticeship he came to America in 1865, settling in Hoboken, where he obtained employment at his trade in a jewelry store owned by Mr. Wagneux. He remained there about one year, when he

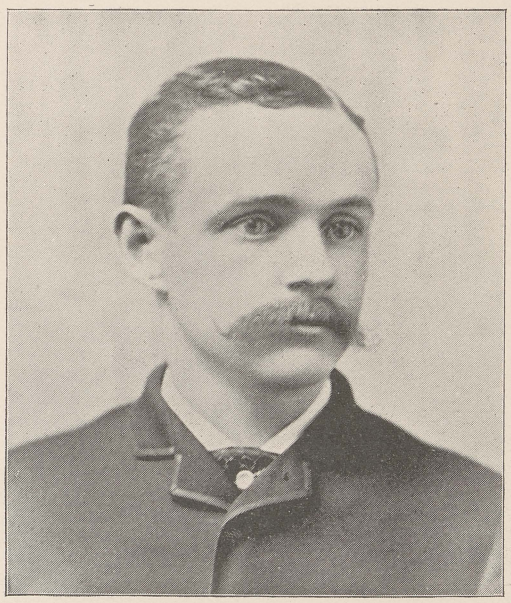
left for Providence, R. I., remaining there for a short time only, going to New York, where he secured a position in the jewelry establishment of Benedict Brothers, corner of Broadway and Cortlandt Street, and where he remained another year. In 1867 his parents came to America. In 1871 he located at Passaic, N. J., embarking in the jewelry business for himself. In January, 1873, Mr. Meiners returned to Hoboken and formed a co-partnership with his step-father, the business being conducted under the name of F. O. Cornelius, at 117 Washington Street. In 1874 Mr. Meiners disposed of his business in Passaic, buying his stepfather's interest in the Hoboken establishment. In Mr. Meiners' store, at 306 Washington Street, can be found all the latest novelties in jewelry. He makes a specialty of manufacturing solid gold goods. In December, 1871, he married Miss Caroline Kattentroth. They have five children, three sons and two daughters, and reside at 1029 Bloomfield Street. He is a member of Hudson Lodge, F. and A. M., of Hoboken Council No. 99, Royal Arcanum, Quartette Club, Protection Lodge K. of H., and Fraternity Lodge I. O. O. F. Mr. Meiners has a branch jewelry store on Eighth Avenue, NewYork City.



C. H. Gustave Meiners.

JAMES A. OSTERHAUT.

One of the industries giving employment to a number of hands in Hoboken is the Hoboken Steam Laundry, operated and owned by Mr. James A. Osterhaut, who was born at Albany, N.Y., July 7th, 1855. He received a liberal education in the public schools of Albany and Troy, which he attended until he was sixteen years of age. After leaving school he entered the employ of Messrs. George P. Ide & Co., largest manufacturers of collars and shirts in the country. Mr. Osterhaut first entered the service of his employers as an office and stock boy. By diligence and hard work he was promoted until he was made superintendent of the laundry department. After serving Ide & Co. for seventeen years, he severed his connection and removed to Hoboken in 1889 and opened the Hoboken Steam Laundry, which he has conducted ever since. Mr. Osterhaut's establishment is located at 203 Garden Street, corner of Fifth. He has fitted it up with all the latest and most improved machinery. On November 28th, 1884, Nr. Osterhaut married Miss Alice J. Fox, of Troy, N. Y. One child has been born to the union, a son, now six years of age. Mr. Osterhaut employs from twenty to twenty-five hands the year through. His establishment is one of the largest of its kind in New Jersey, and the only steam laundry in Hoboken, and with the long experience he has had in the business makes the work turned out by him second to none in the country. Mr. Osterhaut gives his own personal supervision to the internal affairs of his establishment, which is a guarantee in itself of the nicety of the work.



James A. Osterhaut.

BERNARD CASSIDY.

Bernard Cassidy was born in Ireland, June 18th, 1856. He came to America in 1866; after working in various branches of his trade he engaged in business on his own account. His first yard was located on First Avenue, near Thirty-third Street, New York City. His business increased steadily and a few years later he removed to spacious quarters in Fiftieth Street. In August, 1889, Mr. Cassidy came to

Hoboken and opened his present large granite yard on Fourteenth Street, near Park Avenue. He employs a large corps of laborers and does a general contracting business in all the branches of the granite trade.

WILLIAM T. TAYLOR.

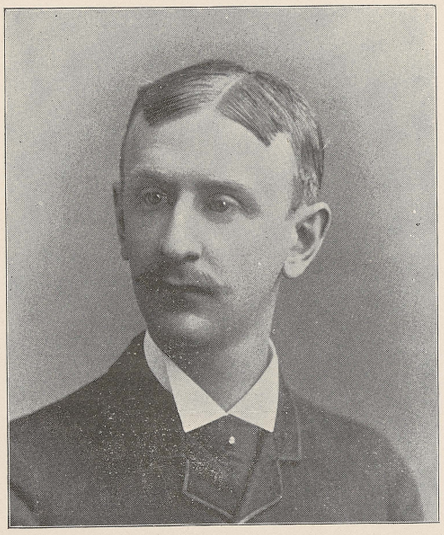


WILLIAM T. TAYLOR.

Mr. William T. Taylor, a widely known funeral director, established in Hoboken in 1875, having previously had an experience of several years at his business. His office and salesroom are excellently appointed throughout. Mr. Taylor is a native of Hoboken, and is one of its best-known residents. He is popularly connected with the Order of Odd Fellows, the Masonic Order, he belongs to the Chosen Friends, and Sons of St. George, and is also an ex-member of the Volunteer Fire Department. He is a veteran of the Ninth New Jersey Regiment. For eight years before establishing his present business he was a member of the Hoboken police force.

CUDDIHY & SHAW.

There is no more popular grocery firm in the city than Cuddihy & Shaw, of 318 Washington Street. Their mammoth house is a magnificent specimen of what a first-class grocery should be. It is one of the attractions of the city to sight-seers, and frequently strangers are found inspecting the establishment, admiring the taste displayed by this enterprising firm. The store is finely situated and is one of the most attractive in the city, the large plate front windows affording a splendid display of their large and well-selected stock. The firm was established in April of 1886, and was at that time located at 152 Washington Street (old number). The business was conducted there until January of 1891, when it was removed to its present quarters. The firm's trade has steadily increased and is now the largest of any in their line in the city. Messrs. Cuddihy & Shaw have gained their popularity through faithful and conscientious business methods and the liberal manner in which they treat their customers. A child receives the same attention as an adult. The motto of the firm is "perfect satisfaction, honest value and lowest prices." Their trade is by no means confined to Hoboken, but all over Hudson County, and sometimes outside the limits of the State. Everything in the general line of groceries can be found in their establishment, and of a strictly standard quality.



H. OTTO C. KIEM.

H. OTTO C. KIEM.

H. Otto C. Kiem was born in Hoboken, N. J., August 7th, 1857. He received his education in the public schools of Hoboken, having been a pupil of school No. 1. After completing his studies he learned the trade of a hatter. After following that trade for a number of years, he purchased an interest in the firm of Kiem & Hoth in October, 1887. In November, 1892, he purchased the interests of his partners and now conducts the business on his own account on Washington Street. He carries an elegant line of hats, furnishing goods, etc., of the latest styles and importations. He also manufactures on a large scale hats of all kinds. On May 29th, 1892, Mr. Kiem married Mrs. Kate Porz (née King), of Hoboken. He resides at No. 725 Washington Street.

Mr. Kiem is a member of the Lyra Singing Society, Lady Washington Lodge K. of H., and the Hoboken Kicker Club. He was instrumental in organizing the W. D. Daly Association.

A. H. MEYER.

A. H. Meyer was born in Neuberg, Germany, April 5, 1842. He came to America in 1864, and for twenty-one years held the responsible position of steward on several of the vessels of the North German Lloyd Steamship Company. In March, 1880, he entered into a partnership with Mr. H. D. Busch in the hotel business. These gentlemen continued in business together for about five months, when they dissolved, Mr. Meyer embarking in the business for himself at the corner of Washington and Third streets, where he remained five years. In 1886 he removed to his present fine house, known as Meyer's Hotel, corner Third and Hudson streets. This hotel is eligibly and conveniently located near the piers of four of the leading ocean vessel lines, New York and Hoboken ferries, and the Delaware, Lackawana and Western Railway. It is five stories high, substantially built of brick, and from an architectural point of view presents an imposing appearance. The rooms, seventy-three in number, are well lighted by electricity, ventilated and heated by steam, and furnished in the most complete manner. In 1866 Mr. Meyer married Miss Regina Ohland, of Germany. Four children have been born to them, two sons and two daughters. He is a member of the Arion Society of New York, German Hospital and the Hoboken Quartette Club.



Charles A. Mohn.

CHARLES A. MOHN.

Charles A. Mohn was born in New York City, March 20, 1859. He received a careful education at the Martha Institute of Hoboken. After leaving school he engaged at a trade for the manufacture of ranges and furnaces. After working at it for a number of years he engaged in business for himself in 1888, having located at 156 Seventh Street, where he still conducts his extensive establishment. He carries a large stock of furnaces, ranges and heaters, and does a general roofing business in connection. Mr. Mohn came to Hoboken in 1861, and practically grew up with the town. On November 24th, 1883, he married Miss Euphemia Lawrence. Three children have been the issue of the marriage, one son and two daughters. He resides in a comfortable home at 312 Division Street, West Hoboken. Mr. Mohn is a member of the Columbia Club, Euclid Lodge No. 136, F. and A. M., Fraternity Lodge No. 112, I. O. O. F., Pentalpha Chapter, R. A. M., Pilgrim Commandery No. 16, K. T., and the Exempt Firemen's Association. He was for three years a trustee of the widows and orphans' fund of Volunteer Firemen; for the past three years he has had charge of the firemen's burial plot in the Hoboken cemetery.

JOHN A. VAN DEESTEN.

John A. Von Deesten was born at Nordleheda, Hanover, Germany, July 30th, 1843, and educated at Neubachenbrauck. His early life was spent on a farm. After serving three years in the army, in 1868 he came to America, locating at Westfield, N. J. After remaining there for some time he went to New York where he learned the confectioner's trade. Later on he opened a confectionery store on Bleecker Street where he remained three years. In 1876 he located in Hoboken, having purchased a similar establishment at 116 Washington Street, which he conducted until 1886, when he removed to his own building at 230 Washington Street, and where he is at present located. He manufactures all his own candies, ice cream, etc. On October 22nd, 1871, Mr. Von Deesten married a Miss Doesher. He has five children, three of whom are alive, and resides at 230 Washington Street. His wife died on January 6th, 1893, after an illness of two years. Mr. Von Deesten is a member of

Protection Lodge No. 634, K. of H., Deforest P. Lozier Lodge No. 1692, K. & L. of H., and the German Oak Lodge No. 82, I. O. O. F.

JOHN N. POPE.

John N. Pope was born in Ringstadt, Germany, September 21, 1856. When he was ten years of age his parents emigrated to America, and settled in Hoboken. His father was one of the oldest grocery merchants in the city, he having engaged in business in Hoboken twenty-five years ago. In 1871 the elder Pope retired from business and was succeeded by his sons, Behrend and Carsten. They continued until 1877, when they sold out to the subject of this sketch, who still conducts the business at the original stand, 742 Garden Street. Mr. Pope's long experience in the grocery trade is a guarantee of the class of goods he keeps on his shelves. Mr. Pope is a prominent member of Palisade Lodge No. 84, F. & A. M., and of the Elysian Bowling Club. He was educated in the public schools of this city, having been a pupil of School No. 2, from which he was graduated in 1871. Mr. Pope is popular among his friends, of whom he has many. His father, Claus Pope, died December 4, 1891.



JOHN N. POPE.

H. FISCHER & SON.

Among the leading merchants of Hoboken must be mentioned H. Fischer & Son, boot and shoe dealers and manufacturers. This house has been in existence since 1870. It was founded by Henry Fischer, Sr. His death occuring in 1888, the business was continued by his sons Henry and Ernest. These gentlemen were born in Germany, having come to this country with their parents when they were boys. They have a thorough knowledge of the shoe business and enjoy one of the largest and most exclusive trades in the city. Since their father's death they have extended and otherwise improved their business so that they now occupy two large store rooms. Both gentlemen are married and have interesting families. Mr. Ernest Fischer is a member of the Hoboken Schuetzen Corps and the Miller Rifle Club, and takes great interest in both. The Messrs. Fischer are popular socially and otherwise, and rank prominently among the solid business men of the city.

MANUFACTURERS.

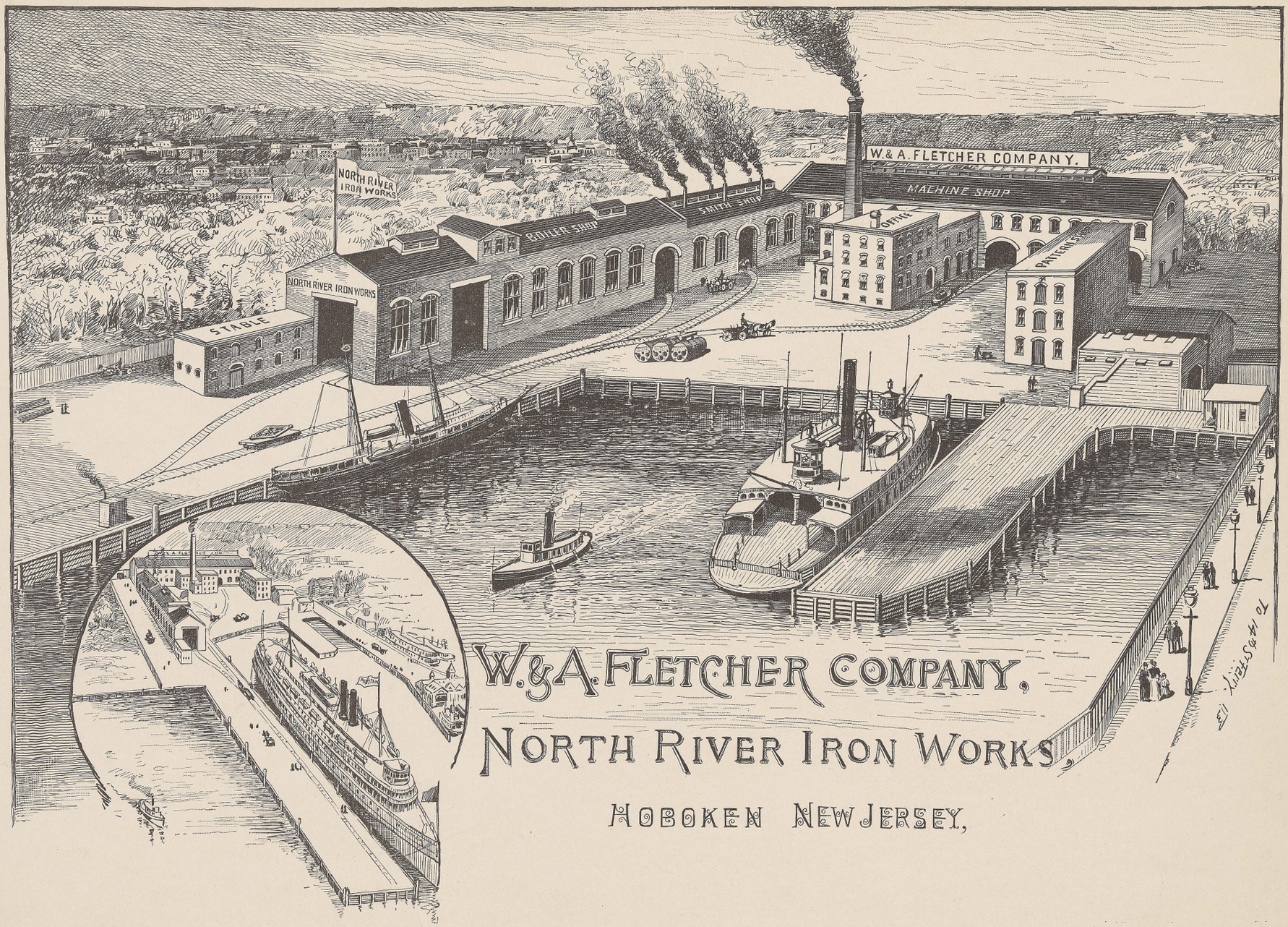
THE best indication of a city's growth and progress in the past and its permanence for the future lies in the character and number of its manufacturing interests. Hoboken has been remarkably fortunate in this respect, and the many advantages the city has to offer in this line assures it a continuous advance. Nature's gifts and mineral deposits are things greatly to be desired in the upbuilding of a city, but Hoboken, in its natural location as port of entry and superior railroad facilities, presents inducements that will prove eventually of lasting benefit. In the following pages will be found sketches of some of the leading manufacturing industries of the city.

KEUFFEL & ESSER COMPANY.

Of all the manufacturing industries in Hoboken none is better known than that of the Keuffel & Esser Co., located at the corner of Third and Adams Streets. The establishment is a large brick structure, five stories high, having a frontage on Adams Street of 125 feet and 140 feet on Third Street, and 50 feet on Grand Street, forming an L. This house was founded in 1866 by Messrs. William Keuffel and Hermann Esser, both of whom have brought to bear ripe experience, marked ability, and the highest scientific attainments. In 1889 the Keuffel & Esser Co. was formed, under the management of the original proprietors. The factory is the largest and best equipped of its kind in the world, and steady employment is given to more than two hundred skilled hands. The goods manufactured by this company comprise everything in drawing materials, surveying and mathematical instruments. They have practically created their line of business by not only supplying the goods which belong to it, but by originating and continually extending the field through improvements, which meet with the approval of the professional people who use their goods. For drawing and surveying instruments, they received important medals at expositions in Philadelphia, Chicago, etc. They have warerooms in New York and Chicago, and are represented in nearly all the large cities in this country and the more important cities in Europe. Messrs. Keuffel and Esser are natives of Germany, and happily unite the best methods and achievements of the German and American schools, securing to this country the supremacy in this line of scientific endeavor. Both gentlemen are highly respected in social, professional and business circles on both sides of the Atlantic.



KEUFFEL & ESSER COMPANY.



W. & A. FLETCHER COMPANY,

NORTH RIVER IRON WORKS,

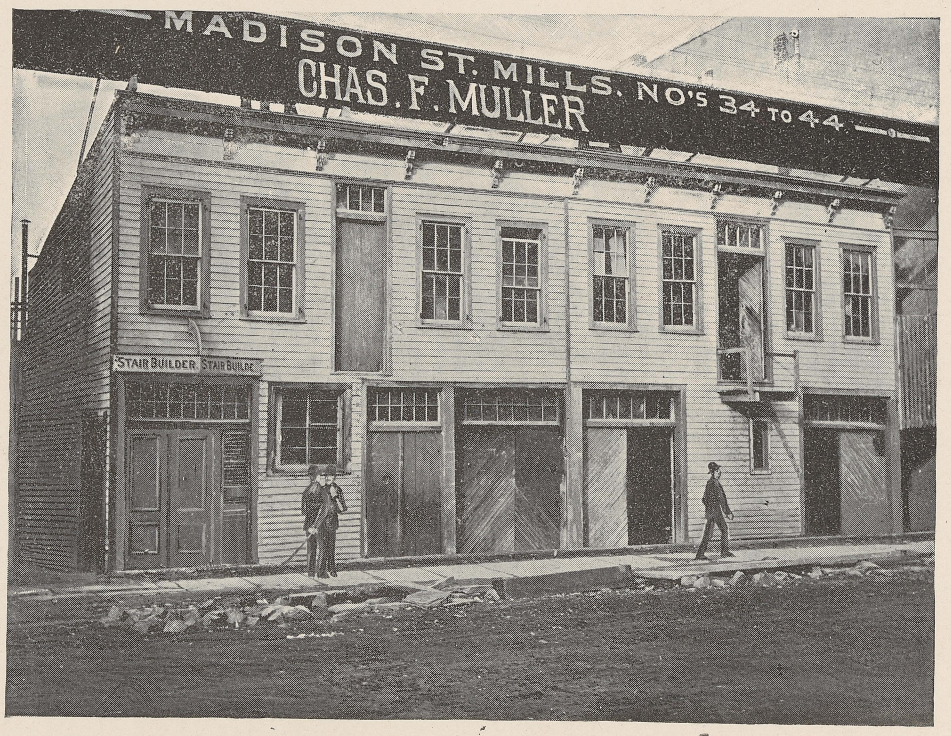
HOBOKEN NEW JERSEY.

W. A. FLETCHER & CO.

One of the represenative mechanical industries recently established in Hoboken is the W. & A. Fletcher Co., North River Iron Works. This concern was founded in September, 1853, William Fletcher, Joseph G. Harrison and Andrew Fletcher, associating themselves together under the firm name of Fletcher, Harrison & Co., establishing the North River Iron Works, at 266 & 267 West Street, New York City. For the first two years of their existence, they confined themselves entirely to repair work; but in 1854 built their first new engine and boiler for the steamer "James H. Elmore." In 1856 they built the engine and boiler for the steamer "Sylvan Shore," and two years later those for the steamer "Sylvan Grove." The firm continued unbroken until 1880, when Mr. Harrison retired, and the firm name was changed to W. & A. Fletcher. This concern was continued until 1883, when, upon the death of Mr. William Fletcher, the concern was formed into a stock company with Mr. Andrew Fletcher as president. Since 1856, and up to the present time, this concern has built and erected the engines and boilers in one hundred new steamers, and rebuilt and repaired those of hundreds of vessels. Their engines will be found upon steamers all over the United States, from the Atlantic to the Pacific, as well as in foreign countries. A few among the many boats that they have supplied with engines and boilers, which may be mentioned here to illustrate the character of their work, are the steamers: Mary Powell, Chauncey Vibbard, Daniel Drew, Albany, New York, City of Detroit, City of Cleveland, San Rafel, Sansalito, Puritan, Plymouth, Hamburg, Bremen. In 1890 it was found that their works in New York were too small for the business and it was decided to move to Hoboken, where new shops were built and ample dock-room, so much required, was obtained. The plot of ground occupied is 280x500, having about 1000 feet of wharf facilities. The company employs over 500 men.

CHARLES F. MULLER.

Among those who constitute the younger business men, and one who inherits his push and enterprise, is Charles F. Muller, who was born at Hoboken January 25th, 1868. After receiving a careful education in public and private schools, he entered the employ of his father, Ferdinand Muller, who was the founder of the business in 1862. In 1889 his father retired from the contracting and building business and was succeeded by the subject of this sketch. The elder Muller is now the proprietor of the Mountain View House, located at Lake Hopatcong, N. J. He opened the hotel at that charming resort three years ago. It is one of the principal hostelries of the place and the genial landlord is one of the most popular "bonifaces" in the state. He enjoys a wide reputation and during the summer months the house is continually filled with guests from all parts of the country.



MILLS OF CHARLES F. MULLER.

The mills of Charles Muller are located at Nos. 78 to 84 Madison Street. The building is a a wooden structure two stories high, with a frontage of 100 feet on Madison Street, and running back

to a depth of 100 feet. It is fitted up with the latest and most improved machinery, In addition Mr. Muller has a number of separate apartments in which he furnishes power to a number of smaller manufacturers at a very lost cost. Besides carrying on a business in general contracting and building he manufactures a full line of sashes, doors, blinds and every description of wood work for builders. Among some of the more prominent buildings he has erected we mention the "Eldorado" buildings, Public School, No. 5, the Sub-Police Station, Peter's Palisades brewery and a number of other structures of importance. On December 25th, 1889, Mr. Muller married Miss Carrie L. Hansell, of New York. Two children have been born to the union, both of whom are dead. Mr. Muller is a member of Liberty Lodge Knights and Ladies of Honor, the Muller Rifle Club, M. J. Coyle Association, Union Athletic Club and the New York Independent Scheutzen Corps. Mr. Muller is a progressive gentleman and is popular with his friends, of whom he has many.

LEHMAN & RAUDNITZ.

There is much of interest attached to so large a piece of commercial enterprise as that of the extensive establishment of Messrs. Lehman & Raudnitz, manufacturers of fancy leather goods, pocket books, bags, belts, and purses. The business was originally established in New York, in 1854. The present firm succeeded to the business in 1877. In 1888 they removed their manufacturing interests to Hoboken, where they erected their present extensive plant, at the corner of Willow Avenue and Ferry Street. The factory is a large brick structure five stories in height with a frontage of 100 feet on Ferry Street, and 75 feet on Willow Avenue, and is fitted up throughout with the latest and most improved machinery, to the aid of which is brought the operation of about 300 work people. The annual output of the establishment is more than a half a million dollars worth of goods, which find a market in almost every part of the civilized world, including North and South America, Australia and the Sandwich Islands. All the goods of this concern are manufactured by machinery; the entire plant being run with a powerful Corliss engine. The firm also manufacture all of their own machinery, dies, tools, etc., having a complete machine shop of their own, located in the basement of the building. The first floor proper is devoted to office space, packing rooms and storage of goods; the three upper floors are given up to manufacturing purposes. The individual members of the firm are, Mr. Otto A. Lehman and Mr. Adolph Raudnitz. Mr. Lehman is well-known in social and commercial life, and has been a resident of Hoboken for the past six years. He is identified with a number of social and benevolent organizations, and is a thoroughly progressive citizen. He has a pleasant home at 923 Washington Street. He has charge of the manufacturing interests of the firm. Mr. Raudnitz resides in New York, and devotes his entire attention to the selling department. He is an active, enter-



FACTORY OF LEHMAN & RAUDNITZ.

prising business man, with good executive ability, and is highly esteemed for his integrity. The firm has a store in New York with branches in Philadelphia and San Francisco. They employ six traveling salesmen in various parts of the country.

W. D. FORBES & COMPANY.

The building occupied by this company was designed especially by Mr. Forbes, and fitted up with the highest grade of machine tools, and was originally intended for the production of the Forbes machine gun. Circumstances prevented it from being used exclusively for this purpose, and the shop makes a specialty of fine machine tools, and general high grade of machinery. The building is 100x35 inside. It is of brick and practically fire proof. Its location is corner of Thirteenth and Hudson streets, Hoboken. The company was organized two years ago. Mr Forbes is a Jerseyman by birth from Perth Amboy. He was educated partly in the United States, and his engineering education was obtained in Europe, in the well-known engineering schools of Zurich, Switzerland, and in Dresden, Saxony. Mr. Forbes spent some years in the West Indies, and later in the West, and was for nine years engaged in the engineering business in the State of Connecticut. Ten years ago, in 1882, he married a Miss Louise Lippit, and has had two children, a girl and boy. He lives at No. 1250 Garden Street, Hoboken.

JOEL H. WOODMAN.



JOEL H. WOODMAN.

Joel H. Woodman was born in Franklin, Mass., in 1856. When a boy he had but few educational opportunities. He worked on the farm during the spring and summer months, and attended the country district schools in the winter until 1868, when he obtained employment in a straw hat factory, and then in a fish and oyster market. From there he went to learn the manufacturing of cotton machinery, and afterwards tried his hand at other trades, such as paper hanging, decorating, wagon making and house painting, and became master of all these trades. In 1876, at the Centennial Exhibition, at Philadelphia, he was employed for a short time in Machinery Hall, after which he returned to Massachusetts and opened an oyster saloon. Afterwards he was a hotel clerk in the White Mountains. Then he took a position in the establishment of Clough & Williamson, manufacturers of wire novelties, in Newark, leaving there to become superintendent of the large veneering establishment of John K. Mayo. In the fall of 1880 he accepted a similar position from Frost, Peterson & Company, of New York. During his connection with this firm, he invented a new style of veneer chair seat. His service with this firm covered a period of seven years. Fire destroyed their plant in 1887, after which he engaged in business for himself, establishing a large veneer factory at the corner of Thirtieth Street and Tenth Avenue, New York City. In 1889 Mr. Woodman became a resident of Hoboken. In February of 1891 he purchased six lots at the corner of Fifteenth and Clinton streets, and began the erection of his present large plant, which covers an area of 100x150 feet. It is the intention of Mr. Woodman to add two additional stories in the near future, making it one of the largest of its kind in the country. He now employs a force of about 80 hands, representing a pay-roll of more than $50,000 per annum. The goods manufactured consist of car and depot seatings, car ceilings, plain or decorated lodge and church furniture, settees, chairs and specialties in built-up veneer goods. His goods find a market in every part of the civilized world. He has agencies in Hamburg, Berlin, London, Melbourne and Sydney, Australia, also in South America, Canada and all parts of the United States, giving Hoboken a name of no small importance. Mr. Woodman is a member of Hope Lodge No. 262, F. and A. M., of New York, and Guiding Star Lodge, I. O. O. F., also of that city. On September 28, 1881, he married Miss Katharine Wagner, a daughter of Mr. Christian Wagner, a retired real estate owner, of Callicoon Depot, Sullivan County, New York. Three children have been born to the union, one of which is living. Mr. and Mrs. Woodman reside in a charming home at No. 1214 Garden Street.

THE AMERICAN LEAD PENCIL COMPANY.

One of the largest establishments of its kind in the world is that of the American Lead Pencil Co., whose works are situated in Hoboken, and whose salesrooms are at 50 Howard Street, New York City. This company was founded in 1860 by Mr. Edward Weissenborn, Sr., a gentleman of great mechanical and chemical abilities, who has made vast improvements in the manufacture of lead pencils, and to whose efforts and ability are due the excellent goods manufactured by this company to-day. The works of this company comprise in area a city block. They employ, all told, about seven hundred people, men, boys and girls. All the cedar wood required in the manufactory is collected in various parts of Florida, and rafted to Cedar Keys, where the company maintains a large depot for cedar logs. At Cedar Keys the logs are put aboard vessels owned by the company, and shipped to their works at Hoboken. It may be known to but few people, that in the manufacture of lead pencils about twenty professions are required to produce this little article. They comprise chemists, machinists, carpenters, lumbermen, wood-sawers, printers, dyers, miners, millers, polishers, japanners, varnishers, gilders, gold leaf beaters, steel engravers, die-makers, brass-workers, nickel-platers, rubber-makers, and several others. The American Lead Pencil Co. manufacture about eight hundred varieties of lead pencil and colored pencils adapted for every purpose; about three hundred styles of pen-holders; all kinds of steel pens; every variety of rubber bands and rubber erasers; metal goods and a great many novelties. Their goods are sent to all parts of the world, having agencies established in various states of South America, Canada, England, Germany, France, Russia, China, Japan, India, Australia and Egypt.



THE AMERICAN LEAD PENCIL COMPANY.

This company supplies all the departments of the United States Government and a large number of the colleges, academies and schools. Many artists, banks, insurance and railroad companies are using this company's wares and will use no other. A novelty in the pencil line has been introduced. The most beautiful and perfect pencil ever made, is now manufactured by this company, and is called "The Velvet." This pencil has just been introduced and the demand already far exceeds the present facilities for turning out this superb pencil. It is a perfect gem. The finish on this pencil has never been equaled before; it cannot be surpassed. It was invented and patented by Mr. Byron B. Goldsmith, the vice-president of the company, a gentleman of well-known scientific attainments. He is also the inventor of several useful novelties which the American Lead Pencil Company have introduced in the market. The graphite used in the "Velvet" pencils is received from a famous graphite mine controlled by the American Lead Pencil Company. This graphite is put through a peculiar chemical process of refining, a special manipulation, the invention of Mr. Edward Weissenborn, making it, according to claim, the strongest, smoothest and finest lead ever produced, and which cannot be equaled. There are other known varieties of pencils and penholders manufactured by this company,

that have become famous, one pencil in particular, called "The Senator," being a conic shaped round pencil, with the same glass finish as described in the Velvet pencil. The pen-holders manufactured by this company are the finest ever produced. The finish used on these is the same as on the Velvet pencils, namely, the glass finish. This company have also erected an extensive plant for the manufacture of all varieties of rubber "Erasive" goods, steel pens, etc., etc.

The management of this vast concern is in the hands of aggressive, energetic and wide-awake men, backed up by a large capital. The president of the company is Mr. Louis J. Reckendorfer, a gentleman well known in New York social and business circles, and who manages the vast interests of this concern with a masterly hand. His brother, Mr. Samuel J. Reckendorfer, is the secretary and treasurer of the company, a gentleman of pleasing address, of high literary attainments, and a shrewd, sharp and thorough man of business. The management of the extensive plant of this company is in the hands of Superintendent Albert G. Weissenborn, a gentleman of wide and extensive experience in the manufacture of lead pencils.

THE WEBER COOPERAGE COMPANY.

From a commercial point of view, the importance of the cooperage interest in Hoboken and vicinity at the present day, can scarcely be overestimated. The number of kegs alone manufactured is something enormous, and the volume of trade grows apace with years. Notable among the representative concerns contributing to the sum of business activity in the line indicated in this vicinity, is that of the Weber Cooperage Company, located on the West Shore Railroad and Ravine Avenue, which was originally established by Messrs. Carl and George Weber, at No. 418 West Thirteenth Street, New York, but removed here in March of 1889. The establishment is one of the largest of the kind in the state, the plant covering an area of over 40,000 square feet. The building is a two and a half story wooden structure, 157x36, and has a capacity of 1,500 kegs per day, employing about twenty hands. The Weber Cooperage Company make a specialty of pine work exclusively, and do an exceedingly large business, supplying nine-tenths of the New York market. They receive direct from various parts of the country all their cooperage stock, and manufacture into kegs a carload of the raw material daily. A careful assortment of stock is constantly carried, and all orders for home or export trade are attended to in the most expeditious manner. Messrs. Carl and George Weber are both natives of Hoboken. They are much interested in the welfare of Hoboken, and are strong advocates of the annexation of that part of Jersey City in which their extensive plant is located.



THE WEBER COOPERAGE CO. WORKS.

BUTLER, RICHARDS & BALAS FRERES.

One of the most progressive concerns engaged in the manufacture of narrow silks in braids and tailor trimmings, is that of Messrs. Butler, Richards & Balas Freres, whose plant is located at the corner of Jefferson, Madison and Fourth streets, this city. The individual members of the firm are: Gabriel Balas, Florian Balas, Thomas A. Butler and James N. Richards. The Messrs. Balas reside in Izieux, France, where they own one of the largest braid plants in the world. The Hoboken establishment is, in one sense, a branch of the great Izieux factory; in fact, both work together to

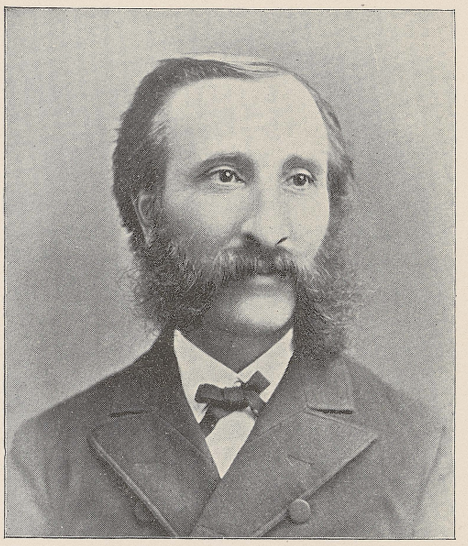
supply the extensive line of customers all over the continent. The present building is divided into sections, comprising the office and factory rooms, the engine-room is in a separate building. The building has been erected with all modern improvements, both in the working of the machinery itself, and for the distribution of the product relative to the various departments, and is supplied with both gas and incandescent electric lights. Prior to the establishment of the present building, this firm was engaged in the importing business for some years, always dealing with Messrs. Balas Freres, Izieux, who themselves have been established for over half a century. The Hoboken establishment confines itself to the manufacture of the finer qualities of braids and tailor trimmings in silk, mohair and cashmere, and has a reputation all over the world. The buildings of the present factory were completed and opened for operation in June of 1891.



James C. Gahagan.

JAMES C. GAHAGAN.

James C. Gahagan was born in London, England, in 1845. When but six years of age, his parents came to America, locating in Brooklyn. Young Gahagan received his rudimentary education in the public schools of that city, completing his studies in the schools of Jersey City. In 1854 his parents removed from Brooklyn to Jersey City, and in 1865 came to Hoboken, where the family have continued to reside ever since. James Gahagan, Sr., was, up to the time of his death, which occurred in 1889, one of Hoboken's most public-spirited citizens, and his death was a severe loss to the city. It was in 1868 he established the present business. The original mill was located on Newark Street, and known under the firm name of J. Gahagan & Son. The firm operated this plant for two years, when they built their present mill in Adams and Grand streets, in 1870. The premises cover a space of 75x100 on Adams Street, and 50x100 feet on Grand Street. The structure is two stories in height, divided into different departments, which are fitted up with all the newest and latest improved wood-working machinery. The business conducted by them embraces sawing, turning, scroll work, grooving, matching, carving, and the manufacture of mouldings. In 1872 the concern admitted Mr. W. A. Gahagan into the co-partnership, the style of the firm is being known as J. Gahagan & Sons, which was continued until December, 1889, when the elder member of the establishment died. Since then Messrs. J. C. and W. A. Gahagan have conducted the business, under the name of J. Gahagan's Sons. The establishment is the largest of its kind in the city. On July 24, 1865, Mr. Gahagan married Miss Hannah Atcherson, of Barnegat, N. J. Four children have been born to their union, three daughters and a son. Mr. Gahagan is an old Odd Fellow and a Free Mason. He resides at No. 162 Eleventh Street.



William A. Gahagan.

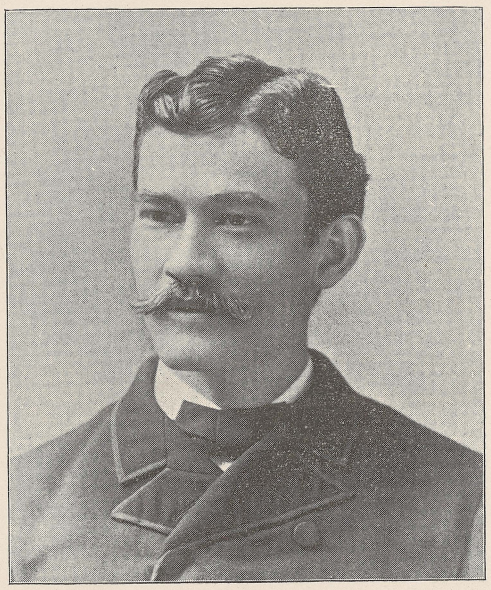
WILLIAM A. GAHAGAN.

William A. Gahagan is a member of the firm of J. Gahagan's Sons. He was born in London, England, in 1847. His early education was received in the public schools of Brooklyn and Jersey City. After leaving his school he entered the moulding mills owned by his father, where he acquired a complete knowledge of the business. In 1872 he was admitted into the business as a partner, having retained his interest ever since. In 1877 Mr. Gahagan married Miss Mary Borck, of Hoboken. Three children have been the fruits of

the union, two of whom are dead. Mr. and Mrs. Gahagan reside in a pleasant home at 312 Park Avenue. Mr. Gahagan is amember of Fraternity Lodge, I. O. O. F., and Euclid Lodge F. and A. M.

ALBERT PFLUGH.

Albert Pflugh was born in Jersey City, N. J., March 24th, 1863. When but an infant his parents removed to Hoboken, where they have continued to reside ever since. Young Pflugh received his education in the public schools of this city, which he attended until he was thirteen years of age. In 1877 he obtained a position in the paint establishment of F. W. Devoe & Company, of New York City, where he remained for nine years. During his engagement with this concern he was a pupil at Cooper Institute in the study of chemistry, and in 1885 he was graduated. Immediately thereafter he was tendered the lucrative position of superintendent of the large paint establishment of John W. Masury & Son, of New York, at a salary of $4,000 per annum for four consecutive years. In 1889 he established a small paint manufactory in the Focht building on Adams Street, and for several months was confined to very limited quarters. In 1890 he associated himself with Mr. Philip Steurwald, forming the co-partnerhip of Pflugh & Company. They then removed to the corner of Willow Avenue and Fourteenth Street, where they now have an extensive plant 35x65 feet. The structure is a large brick building two stories in height. On the first floor is located their office; immediately in the rear is the engine and boiler-rooms, containing two vertical boilers and a forty-five horse-power engine; connected with this room is the mill containing two large burr stones for the grinding of lead paint. The upper floor contains expensive machinery for the manufacture of colors. The firm makes only a high grade of goods, their product reaching the markets in all parts of the United States. Detached from the factory is their large store-house 35x35 feet, which is used to hold their stock and raw material. The standard goods made by this establishment are known as the "Hoboken Colors," and have a reputation that is high all over the country. They also manufacture a cheaper grade known as the "Palisade Colors." These goods are put up as special brands bearing the customer's name. The firm employs eleven hands. On February 23rd, 1886, Mr. Pflugh married Miss Anna MacGimpsey, of Jersey City Heights. They have two children, and reside at 110 Monroe Street.



ALBERT PFLUGH.



PHILIP STEURWALD.

PHILIP STEURWALD.

Philip Steurwald was born in New York City, November 3, 1862. He received his rudimentary education in the public schools of that city, being a pupil of grammar school No. 83. When he was thirteen years of age he left school; at that time he had but one year more to attend before he would have graduated. His first occupation was in a fish market, where he remained but six months, after which he became an American District Telegraph messenger. He held this position for one year, when he was advanced to a clerkship in the office of the company, which he continued to fill for two years. In 1878 Mr. Steurwald had attracted the attention of William F. Lucas, the extensive paint

manufacturer, of New York. He was tendered a position by this gentleman, to become his private secretary. So valuable was Mr. Steurwald's services that he held the position for twelve years, and on his resigning his position he was presented with a recommendation from his employer, praising him for his excellent work during the long period he had been in Mr. Lucas' employ. In 1890 Mr. Steurwald became associated with Mr. Albert Pflugh in the manufacture of paints, a description of their plant being given elsewhere. He gives his entire attention to the outside business and the financial interests of the firm. In October of 1884, Mr. Steurwald married Miss Mary Ryan, of New York. Four children have been born to the union, two of whom are living, a son and daughter. Mr. and Mrs. Steurwald reside in a pleasant home at 1216 Washington Street. Mr. Steurwald is a member of Pilgrim Commandry No. 16, Knights Templar, Euclid Lodge No. 36, and Hudson Encampment No. 46, I. O. O. F.; is past Grand of Fraternity Lodge No. 112, I. O. O. F. He is also a valued member of the Union Athletic Club.

PERRY E. HALL.

There is perhaps no branch of industrial enterprise or commercial pursuits conducted in Hoboken upon a more liberal and progressive scale, nor one which through the enterprise and sagacity of its proprietor has in a greater degree contributed to the advancement and development of the city's manifold resources and commercial importance, than that of Mr. Perry E. Hall, the energetic and pushing proprietor of the Hoboken Planing and Moulding Mills, at Nos. 507, 509 and 511 Newark Street, where a two story building, 75x96 in dimensions, is equipped with the latest improved designs of wood working machinery for the manufacture of house trimmings, brackets, mantels, window and door frames, scroll and band sawing, mouldings, etc, etc. This factory furnishes employment to an average of twenty skilled and experienced workmen, and their products are in demand throughout the city and surburbs. This industry was started in 1886, by Messrs. Ingalls and Hall, who were then located at Newark Street and Willow Avenue. The plant was destroyed by fire on August 4, 1888, after which the firm was dissolved, Mr. Hall succeeding to the business; he leased power in the rebuilt building, in which he conducted his business until 1891, when he erected his present handsome structure. Mr. Hall is a native of Cleveland, Ohio, having been born in that city June 9th, 1866. When he was ten years of age his parents, Mr. and Mrs. James Hall, who now reside at 1110 Bloomfield Street, removed to Hoboken, where he was educated and graduated at Hoboken High School with high honors in 1885. When he was but nineteen years old he embarked in his present business on his own account. On October 16th, 1890, he married Miss Marie Henke, of this city. They had one child born to the union, but is now deceased. Mr.



PERRY E. HALL—HOBOKEN MOULDING MILL.

Hall resides at 64 Tenth Street. He is a member of the Hoboken Columbia Club, Hoboken Council No. 99, Royal Arcanum, one of the first members of the Building Loan Association, and other organizations. He is a progressive citizen, and his success, which has been phenomenal, demonstrates his shrewdness as a business man.

ISAAC INGLESON.

Isaac Ingleson was born in Knaresborough, England, April 30, 1842. In 1864 he came to America, first settling in Paterson, N. J., where he worked at his trade, that of a moulder, in the Grant locomotive works. After a residence of three years in that city he came to Hoboken in 1869, and has been one of the city's most public-spirited citizens ever since. After taking up his residence here he immediately engaged in the kindling wood business. He has an extensive plant, located at Nos. 111, 113, 115, 117, 121 and 123 Jefferson Street. The building is a brick structure, 40x100 feet, and two stories high. It is fitted up with the latest and most improved machinery for the manufacture of kindling wood. Mr. Ingleson has an extensive trade all over Hudson County and in New York City. He employs 45 hands the year round, in the various departments of his business. In February of 1872, Mr. Ingleson married Miss Ambrosine Jowitt, of Leeds, England. Seven children were the fruits of the marriage, five of whom are living, one son and four daughters. Mr. and Mrs. Ingleson reside at No. 108 Jefferson Street. Mr. Ingleson is a member of Joppa Lodge No. 29, F. and A. M., of Paterson, the Union Athletic Club, Knights of Honor No. 624, and Raglan Lodge No. 106, Sons of St. George.

NELSON W. RANDALL.



NELSON W. RANDALL—WOOD MOULDER.

Nelson W. Randall was born in Jefferson County, New York, in 1844. His early life was spent on the farm of his father. Owing to the meagre school facilities he received only a limited education. At the breaking out of the war, in 1861, Mr. Randall enlisted as private. He continued in the service until the second battle of Fredricksburg, but owing to the death of his father and brother, he then being the only support of his widowed mother, was honorably discharged from further duty. In 1870 Mr. Randall located in Virginia, where he had purchased a farm. The venture proved an unprofitable one and he returned to his native state. In 1884 he established a planing and moulding mill in Hoboken. The original concern was a small affair, and was burned in 1888. He immediately purchased property at the corner of Newark Avenue and Willow Street, where he erected the present mill, which is an enterprise of unusual importance and prosperity. On December 22, 1892, Mr. Randall died, leaving two children, a son and daughter. His wife, who was Miss Ellen P. Smith, and whom he married in 1867, died two years ago. Mr. Randall was a self-made man. He started in business in Hoboken, practically without a dollar, and by unstinted energy and enterprise he established a reputation that was most enviable. The business founded by him will, in the future, be conducted by his son, Edwin C. Randall, a progressive young business man, who has inherited much of his father's thrift. He will still handle a general and special line of mouldings for interior decorations and commercial use, and quartered oak, Georgia pine, maple, etc., for ceiling and flooring. Heavy planing, matching and sawing for lumber yards, will also be a specialty. In addition to all this, he will continue to manufacture extensively electrical appliances, all the wooden tablets and other wooden material used in the construction of electrical instruments. This is the only house in Hudson County devoted to this branch of the business. The trade in these specialties extends all over

the United States, and is rapidly growing. The factory is a large frame structure, 75x100 feet in dimensions, and fitted up throughout with special and unique machinery. A number of skilled workmen are employed the year round.

THE KLEIN MANUFACTURING COMPANY.

The Klein Manufacturing Company was organized October 10, 1892, by a number of gentlemen residing in Hoboken, and whose interests are identified with the city, for the purpose of manufacturing vehicles of all descriptions on a large scale.

They have taken the old plant of Klein Brothers, located at Nos. 71, 73 and 75 Park Avenue, which has undergone extensive alterations and improvements and which, with the projected new buildings and latest improved machinery, bids fair to be one of the largest establisments of this kind in the State of New Jersey. They have already built a number of trucks, express and delivery wagons, have just finished a large contract with the United States Express Company, and have also made new contracts with this and other concerns, which will occupy their plant as fast as they can extend and improve it for months to come, giving occupation to a large number of mechanics, and an impetus to the industrial interests of this city far ahead of anything ever before projected. Mr. William Utz is president and treasurer of the new concern, and his well-known business tact, energy and capability for conducting successfully large business enterprises, is a voucher for the future prosperity of this new enterprise.

CARL PUCK.

Carl Puck, senior member of the firm of Carl Puck & Company, was born at Altona, Germany, February 25, 1856. He received his education in the public schools of that city. When he was sixteen years of age he went to sea in the service of the merchant marine, in which he served eight years. He came to America in 1879, going to the Pacific coast, where he remained one year, after which he returned to the East, locating in Hoboken, and where he has resided ever since. In 1884 Mr. Puck established his soda water manufactory, which he then located at 20 River Street. In the spring of 1892 he built his present large plant, 114 Hudson Street, which is one of the largest of its kind in the State. The building is a two-story brick structure, 28x80 feet, and is fitted up with all the latest and most improved machinery for the manufacture of soda mineral waters. The works are operated by steam, and have a daily capacity of 10,000 bottles. On August 26, 1883, Mr. Puck married Miss Anna Uhl, of this city. Two children have been born to the marriage, a son and daughter. Mr. Puck resides at 206 Hudson Street. He is a member of the Hoboken Quartette Club, Hoboken Schuetzen Corps, Schleswig-Holstein Verein, Schleswig-Holstein Gesang Verein, Lessing Council No. 333, American Legion of Honor, Hudson Lodge No. 72, F. and A. M., Holhazcker Bowling Club and the Kicker Club.

HENRY L. SCHMIDT.

Henry L. Schmidt, junior member of the firm of Carl Puck & Company, was born in Burg, on the Island of Femahrn, Germany, 1857. He received his education in the public schools of Pinneberg, Holstein. In 1872 he entered a wholesale and retail drug house in Altona, near Hamburg, where he remained eight years. He started in as an apprentice and reached a high position of trust in the establishment. After spending another two years in the employ of two other establishments as a traveling representative, he came to America, locating in New York, where he obtained a position in the well-known chemical house of Charles Cooper & Company, where he remained ten years. When he resigned he was the confidential clerk of the firm. In April of 1892 Mr. Schmidt associated himself with Mr. Carl Puck in the manufacture of soda mineral waters, under the firm name of Carl Puck & Company, now located at 114 Hudson Street. When Mr. Schmidt severed his connection with Messrs. Cooper & Company, that firm gave the firm of Carl Puck & Company the exclusive agency for the sale of their liquified carbonic acid gas for New York and vicinity. The firm of which he is a member still controls the agency. Mr. Schmidt is past commander of Progressive Council No. 1194, American Legion of Honor, a member of the Hoboken Schuetzen Corps, and president of the Bottlers' Association of Hudson County. He is a shrewd business man, and has been a resident of Hoboken for the past ten years.



Daniel Bermes Boulevard Brewery, Union Hill, N. J.

BREWING INTERESTS.

HOBOKEN proper and several of the adjoining townships contain some of the most extensive brewing establishments in the United States. They have played an important part in advancing the commercial prosperity of the city, as they are owned and operated by progressive and public-spirited gentlemen, and give steady employment to a large number of men. The ensuing pages will give an idea of the magnitude and extent of these industries.

DANIEL BERMES.

Daniel Bermes was born at Hessen, Darmstadt, in 1824. When twenty-four years of age he came to America, locating in New York, where he obtained employment in various breweries of that city and where he remained for three years. In 1851 he began business for himself in a very small way in a little building then located opposite the extensive plant he now occupies. At that time the daily capacity of the brewery was but seven barrels per day; to-day the "Boulevard Brewery," as it is popularly known, is one of the most extensive in the country. The present plant covers two acres of ground, on which is erected the handsome blocks of buildings, comprising the brewery and other buildings. The brewing building is three and a half stories high, of brick and stone, and covers an area of 100 by 125 feet. The fermenting and storage houses are three stories high, of brick and stone. The latter covers an area of 35 by 75 feet, and the former 35 by 45 feet, and 50 by 55 feet. The ice machine house is a new building two and a half stories high and 45 by 60 feet in dimensions. The office building is one-story high, 20 by 22 feet. The artesian well recently bored is 800 feet in depth and delivers four barrels of the purest water per minute. Mr. Bermes is now having plans made for a new front addition; when erected it will have 275 feet frontage on Fulton Street, 250 on the Boulevard, and 275 on Columbia Street. The new addition will be six stories in height, and when completed will have an annual capacity of more than 200,000 barrels of beer. One of the interesting features of the brewery is the refrigerating houses. The stables of the brewery are among the most complete in the country. The building is two stories high and 75 by 100 feet in area, having accommodations for 65 horses and 36 large delivery wagons. The plant throughout is one of the most complete in the country and is in charge of skilled practical brewers, who are under the immediate supervision of Mr. Fritz Schimper, who is spoken of in an accompanying biographical sketch. Mr. Bermes is the sole proprietor of the establishment. He is a public-spirited citizen and an energetic business man, highly respected by his neighbors and always alive to the best interests of the portion of Hud-



DANIEL BERMES.

son County in which he is located. Mr. Bermes has five living children, three daughters and two sons, Daniel, Jr., and William, of whom a mention is made herein.

DANIEL BERMES, JR.

Daniel Bermes, Jr., the eldest son of Daniel Bermes, Sr., was born at Union Hill, N. J., December 22d, 1864. He was educated in private schools, including the Hoboken Academy and other well known institutions of learning. After completing his education he was given a thorough course in book-keeping, after which he took a position as a book-keeper in his father's brewery. In 1888 Mr. Bermes married Miss Anna Schall, of Union Hill. Mr. and Mrs. Bermes have three interesting children, one son and two daughters, and reside in a cheerful home at 212 Fulton Street. Mr. Bermes is a member of the Union Hill Scheutzen Corps, Friendship Club, Palisade Lodge, F. &. A. M., and other organizations.

WILLIAM BERMES.

William Bermes, the second son of Daniel Bermes, Sr., was born at Union Hill, N. J., March 6th, 1867. He got a careful education at the well known Hoboken Academy and in other private schools. After completing his studies he took a course at the Metropolitan Business College of New York City. Then he took a position in the brewing establishment of his father as assistant book-keeper, an occupation he is still engaged in. On June 25th, 1892, Mr. Bermes married Miss Elizabeth Brew, of Union Hill. They reside at No. 315 Fulton Street. Mr. Bermes is a member of the Friendship Club, Columbia Athletic Club, and was one of the organizers of the Union Hill Gun Club.

FREDERICK SCHIMPER.



FREDERICK SCHIMPER.

Frederick Schimper, the well known general superintendent of the Bermes Boulevard Brewery, was born in Zweibruecken, Bavaria, April 18th, 1839. He was educated in the schools of his native town, after which he went into the brewing business as an apprentice, gaining a complete knowledge of that business in every detail. In 1864 Mr. Schimper came to America, settling in Williamsburg, N. Y., where he held a position for three years with Paul Weidmann. In 1866 he removed to Union Hill, where he was given the position of foreman of the brewery he is now connected with. He remained here for three years and then accepted a similar position with the Trefz Brewing Company of Newark, N. J., where he remained nearly six years, after which he returned to his old position at the Boulevard Brewery, and now it may be said Mr. Schimper has had full charge of the brewing interests of the establishment for the past twenty years. In 1866 Mr. Schimper married Miss Amelia Bermes, daughter of Daniel Bermes, Sr. Two children have been the fruits of the marriage, both being daughters, one of whom is the wife of Mr. Math. M. Nicolino, of New York City. Mr. and Mrs. Schimper reside at the corner of the Boulevard and Fulton Street, Union Hill. Mr. Schimper is now erecting a handsome sixteen-room residence at 205 and 207 Fulton Street, that will be a marvel of architectural beauty.

EDWIN HERMANN.

Edwin Hermann, who has for many years occupied an important position with the Boulevard Brewery, was born at Bremen, Germany, June 23d, 1855. He received his rudimentary education in the schools of his native city. In 1864 his parents came to America, locating at Jersey City, where



The Palisades Brewery, Union Hill, N. J.

young Hermann completed his studies in the public schools. After leaving school he got a position in the brewery of Mr. Daniel Bermes, as an office boy. His generous employer promoted him, step by step, until to-day he has full charge of the office business of the extensive brewing establishment. Mr. Hermann has been identified with the concern in different capacities for seventeen consecutive years. In 1879 he married Miss Bessie Rauscher, of Newark, N. J. Mr. and Mrs. Hermann reside in a pleasant home at No. 512 Blum Place, Union Hill. He is a member of the Union Hill Scheutzen Corps, of which he has been the treasurer for five years; of the Fourth Ward Democratic Club, Friendship Club and an honorary member of Company B, Second Regiment, N. G. N. J. He was one of the founders of and has for the past five years been director of the Town of Union Building and Loan Association.

WILLIAM PETER.

William Peter, president of the "Palisade Brewery," was born at Achern, Baden, Germany, March 16th, 1832. He received his education in the schools of his native town, having graduated at the age of fourteen years, after which he attended the Moravian Brothers' Institute of Königsfeld, Baden, for two years. After leaving school he learned the trade of a brewer, having first entered as an apprentice under a brother-in-law, with whom he remained three years. In 1850 he with his parents came to America, settling in New York. He worked at his trade in various breweries in that city and in 1854 went to Cincinnati, Ohio, working in that capacity until 1857, when he returned to the East. In 1860 he engaged in the business for himself in a small way, having a little establishment in West New York, with a daily capacity of but two and three-quarter barrels per day. In 1862 he purchased property at Union Hill, N. J., upon which he erected a small brewery having a daily capacity of twelve barrels. In 1863 he took into partnership a Mr. Meyenburg, with whom he continued one year, after which he sold his entire interest to his partner and accepted a position as foreman of the Fausel brewery of Union Hill, where he remained until the spring of 1865. In that year he again engaged in business for himself, erecting a brewery having a daily capacity of seventy barrels. From 1866 to 1868 the firm was Peter & Brock, and from that time Peter & Hexamer. In 1870 Mr. Peter became sole proprietor, and greatly enlarged the facilities and capacity of the brewery. The brewery is located in the town of Union Hill, N. J., on Weehawken Street and Hudson Avenue. The brewery proper fronts on a private driveway running from Weehawken to Franklin Street. The buildings are thoroughly fire-proof, being constructed of brick, stone and iron. The brew house, which was erected in 1887, is seven stories high with a frontage of 70 feet on the private driveway and 54 feet on Weehawken Street. The first story contains the barrel wash house, receiving hopper and tank for grain. The second story is the machinery room, containing two steam engines, pumps, condensers, water tank and workshop for the engineer; from this story upwards the building is divided into two equal sized rooms, excepting the top floor. The part of the third floor fronting on Weehawken Street is occupied by two large beer kettles, each having a capacity of 325 barrels per day. From the kettle floor a stairway leads to a gallery containing two mash tubs, each being 16 feet in diameter and 8 feet high. In the rear of the third floor is the hops room, scales for weighing malt and hops and the malt mill. The gallery above (being the fourth floor) contains malt bins for storing malt and also contains the cleaning aparatus. The front of the fifth floor is occupied by the warm water tubs of copper, which are 14 feet in diameter and 8 feet high, the mash tubs, 12 feet in diameter and 8 feet high, both being provided with live steam, and the beer cooler. The rear of this floor contains bins and the hopper where weighed malt is started. The sixth floor front contains the cold water tank, of 660 barrels capacity, and a heating tank of copper, of 500 barrels capacity; in the rear are bins for malt storage, which are connected with the malt mill in third story by an elevator and conveyor. The seventh floor contains the large surface cooler and the head of the malt elevator. A well of 12 by 20 feet extends from the third floor to this one.

Adjoining the brewery on the north is the refrigerating building. It is two stories high, 42 by 33 feet. The first story contains a driveway ten feet wide and two refrigerating machines, each 65 tons capacity. The second story is occupied by the condensers and oil cooler. A large water heater and purifyer is also located on this floor. These are used to utilize the exhaust steam in heating the water for the steam coolers. In the rear of the refrigerating building and connected on the west side is the boiler house, 42 by 46 feet, and one story high. It contains three boilers, each of 100 horse power. On the west side of the brewery and fronting on Weehawken Street are two large stock houses; one

covering an area of 58 by 67 feet and four stories high; the other is a two-story building, underneath which is a large arched cellar 55 by 110 feet. North of this is a new stock house, 59 by 140 feet, and five stories high. This contains casks, resting tubs, fermenting tubs and hop rooms. The stable covers an area of 40 by 150, feet with an extension of 70 by 75, and is very complete in all its appointments. Sixty-five horses and 35 wagons are housed in this building, all being used for the delivery of their product.

On May 1st, 1890, a stock company was formed and the concern became the William Peter Brewing Company, the stock being held by Mr. Peter's own immediate family. The officers of the company are as follows: William Peter, President; William Peter, Jr., Vice President; August Peter, Secretary; William Braunstein, Treasurer. The brewery is one of the most extensive in the country, and has an annual output of 100,000 barrels at present, and a capacity of 300,000 barrels. The company employs about seventy hands. In 1858 Mr. Peter married Miss Magdaline Jaeger, of Bavaria, Germany. Six children, five of whom are living, were the fruits of the marriage. After a wedded life of ten years he was deprived of his wife's companionship by death. In 1869 Mr. Peter again married, this time a Mrs. Caroline Ohlenschlager (née Apply), of Zurich, Switzerland. Two children were born to this marriage. Mr. Peter resides in a handsome residence at the corner of Hudson Avenue and Weehawken Street, Union Hill.



PETER HAUCK.

PETER HAUCK & COMPANY.

In reviewing the brewing interests of Hudson County, the extensive establishment owned and operated by Peter Hauck & Company commands attention. The brewery is among the oldest in the State of New Jersey, having been established about 1851. In 1869 the property was purchased by Peter Hauck, its present owner, and extensive alterations were made in the building, which, up to that time, was a small affair with a daily capacity of about twenty barrels of beer. In 1879, fire destroyed the brewery; in the following year the present large block of buildings were erected, and which are to-day among the most extensive brewing establishments in the country. The various buildings have a frontage on Harrison Avenue of 150 feet. The brew house is six stories high and is fitted up with all the latest and most improved machinery. The office is a handsome one-story structure and is a gem of neatness. The interior is handsomely fitted up for the transaction of the business of the firm. In the rear of the general business department is Mr. Hauck's private office. The annual capacity of the brewery is 100,000 barrels. The number of employees is from seventy-five to eighty, the year through.

Mr. Hauck was born in Kling Munster, Bavaria, Germany, June 9, 1838. When he was six years of age his father came to America, locating in New York City, where he engaged in the brewing business. Mr. Hauck received his education in the schools of New York, and after having completed his studies he began to learn the brewing business in his father's establishment. He mastered the business in every detail. He is a member of the State Democratic Committee. He has a handsome residence at 518 Harrison Avenue, Harrison, N. J.

LEMBECK & BETZ.

Lembeck & Betz commenced business in 1869 as proprietors of the "Eagle Brewery." Their first building, devoted exclusively to the manufacture of ale and porter, occupied four lots on Ninth Street, from Nos. 173 to 178. Frequent additions were made as the business steadily grew, their



Peter Hauck & Co.'s Harrison Brewery, Harrison, N. J.



The Lembeck & Betz Eagle Brewery, Jersey City, N. J.

last being those necessitated by the innovation of the beer business. One now finds the greater part of the block between Grove and Henderson streets lined with handsome brewery buildings. Their frontage is 275 feet, and the average depth is 100 feet. The four stories of the original building are now used for general storage purposes and the artifical manufacture of ice. On either side are towering red-brick, fire-proof structures of massive architecture. The brew house on the left was built in 1888. It is 50 feet deep and 86 feet high. On the ground floor of this great building are the handsome offices of the company, the engines and the machinery for guiding the "hop-jacks" and great pumps. Through the other four stories the various processes of brewing are under way. The sole components of the new beer are malt, hops and artesian waters. There is no chemical of any kind used in the preparation. The beer is absolutely pure. There are two artesian wells, one 787 feet in depth, the other 380 feet. The ale and porter brewed in the new beer house is pumped to the fifth floor for cooling, and from there to the cellars. The beer goes across the yards and up to the seventh floor of the mammoth new building on the right. The structure towers 126 feet above the sidewalk. It is 52 feet wide and 100 feet long. Its capacity for an annual supply of finest brewed beer is 160,000 barrels. Up at the top of this great building the beer comes pouring in, running over refrigerating surfaces down to the sixty-four great fermenting and storage vats on the lower floors. One or two months here brings it to another process, the transfer to the "chip casks" in the cellars. From these it finally passes cool and refreshing to the dealers' vaults and soon to thirsty throats. The practical work of brewing is under the direction of Paul Kiesel. Mr. Kiesel holds the highest diploma given by the German brew school, guaranteeing his ability in theory as well as in practice. The ale and porter brewing remains under the personal supervision of Mr. Betz. The firm's malt depot is at Watkins, New York, where the malt houses formerly owned by H. F. Lembeck & Company, and now part of the property of the Lembeck & Betz Eagle Brewing Company, form the principal feature of the town. At the city establishment there are eighty-five employes. In the great stable and sheds covering nine entire lots on the other side of the street are seventy-two horses, twenty-four new beer trucks and twelve ale trucks. There are storage cellars holding many thousands of barrels on either side of the street. Adjoining the brew house is a well equipped cooperage, and in the old brewery house are two ice machines of the most improved pattern that turn out fifty tons of ice a day. The plant in its completeness is an excellent illustration of the perfected modern brewery. Henry Lembeck, the president, is prominently known as a successful business man. Since 1869, when the first ale brewery was built, his chief aim has been the development and extension of the plant. He has been a leader in corporate affairs as well, acting now as vice-president of the Third National Bank of Jersey City, and lately retiring from the New Jersey Title Guarantee & Trust Company to continue as director. He has, besides, been repeatedly called to fill high offices of public trust. John Betz, the vice-president, comes of a noted family of brewers, and enjoys a national reputation of his own as a brewer of ales. His first experience was gained in the service of John Betz, of Philadelphia, the first German ale brewer in America. Henry L. Kellers, the company's efficient secretary and treasurer, entered the service of Lembeck & Betz sixteen years ago as book-keeper. Henry F. Lembeck, manager of the malt house at Watkins, has been at the head of this department for many years, and is widely known among the maltsters of Western New York.

WEEHAWKEN.

WEEHAWKEN dates its beginning from the middle of March, 1859. The town was romantically celebrated in early days as the scene of many celebrated duels. On July 11th, 1804, the noted Hamilton–Burr duel was fought here, when Hamilton was killed. Arron Burr had previously fought a duel on this ground with John B. Church, in 1799. Other duels were fought here by DeWitt Clinton, Isaac Gouverneur, Oliver H. Perry, John Swartout, Robert Swartout, Oliver Waldron, Captain Heath and others. Near by on the river, among some tall trees, was a place called Turtle Grove, memorable as the spot where a quarter of a century ago eminent New Yorkers of a convivial turn gathered to make their turtle soup and invited their friends to come and partake of the cheer freely. The original Hoboken Turtle Club, somewhat known in New York, began its feasts of reason and flow of soul in this neighborhood. This town has excellent transit facilities, and a constantly growing and prosperous community.

SIMON KELLY.

Simon Kelly was born in Mont-Streven, Kildare, Ireland, August 22, 1848. His parents emigrated to America the same year, locating in Hoboken. Young Simon attended the Garden Street public school No. 1, until he was ten years of age. His father, John Kelly, who will be remembered as the "village blacksmith," died in 1858, leaving young Kelly to support the widowed mother. After working for eight years in the service of Smith Brothers, in the meat business, he secured a position with the Jersey City Street Car Company as a conductor. After serving two years in that capacity he removed to Weehawken, where he now resides. After locating in Weehawken, he became an engineer in the employ of an oil concern. In 1882 Mr. Kelly was appointed a detective by the Erie Railroad Company, a position he still retains. In 1872 Mr. Kelly was elected Overseer of the Poor. In 1885 he was elected a member of the Weehawken Council and has been chairman of that body ever since; as chairman of the board he is ex-officio and Chief of Police. He is also chief of the Weehawken Fire Department. In May, 1892, he was appointed Freeholder of the Tenth Assembly District. This district comprises one-half of the City of Hoboken and part of the township of Weehawken. On December 7th, 1871, Mr. Kelly married Miss Anna Fottrell, of Hoboken. Seven children were born to the union, four of whom are living, one son and three daughters. Mr. Kelly resides at 15 Cottage Row, Weehawken. Mr. Kelly was in the Fenian raid into Canada in 1866. He is a member of the Union Athletic Club, Hoboken Court Foresters, the M. J. Coyle, Dennis McLoughlin and C. J. Tahen Associations, and the Tenth District Democratic Association. He has been a member of the Democratic County Committee for twenty-one years, and has been a member of the executive committee of that body for fifteen years. For six years he was a trustee of the Weehawken public schools and president of the Board of Education during that time.



SIMON KELLY.

THE WEEHAWKEN SCHOOL.

After many months of canvassing, the progressive and energetic president of the board of trustees, Mr. Simon Kelly, succeeded in holding a large and enthusiastic meeting of the citizens of Weehawken on the evening of June 18th, 1889, to determine the amount to be expended in the building of a new public school, to select a suitable site, and to formulate plans for raising the money necessary to complete the work. Twenty-eight thousand dollars was the amount finally appropriated. The trustees were instructed to issue school bonds to the amount of twenty-five thousand, and sell the old school property, which was valued at $3,000. At a sale, $3,250 was realized for this property. The site selected, and where the school now stands, is on the Boulevard, about 100 feet north of Nineteenth Street. It has a frontage of 100 feet on the Boulevard, and extends through Park Avenue, a distance of 200 feet, containing in all eight lots. Through the efforts of Mr. Kelly this land was secured from Col. Edwin A. Stevens for $6,000, much below its actual value. The building is a two story brick structure, extending sixty-six feet along the Boulevard, and is fifty-eight feet deep; each floor contains four class-rooms twenty-eight by twenty-six feet, and a hall ten feet wide running the entire depth. The basement, the entire size of the school, has been fitted up as a gymnasium and play room. The ventilation and heating apparatus are of the most approved plan, and the light is excellent. Five class-rooms are in use at present, the number of pupils on the roll being 234. Five teachers are employed. The library contains three hundred volumes.

ST. LAWRENCE'S CHURCH, WEEHAWKEN.

St. Lawrence's Parish, Weehawken, is an offshoot of the parish of St. Michael's, so long conducted by the fathers of St. Paul of the Cross, in West Hoboken. In former days, the Catholics of Weehawken were obliged to scale the steep ascent made by the bluff, overlooking the North River at this point, in order to worship on Sundays and festival days. The spiritual wants of the people were ministered to by the fathers attached to the monastery "on the Hill." In time the Catholics of Weehawken increased in numbers to such an extent, that a church edifice of their own became a necessity, and immediate steps were taken to provide one. An act, incorporating "St. Lawrence's Church, Weehawken, N. J.," was witnessed and signed on the 27th of October, 1886, by the Rt. Rev. W. M. Wigger, D.D., the Very Rev. William P. Salt, Vicar General, and the Rev. Constantine Cohlough, C. P., as ecclesiastical trustees, and they appointed Mr. Simon Kelly and Mr. Michael Hannan as lay trustees. Thus the new parish began its legal and corporate existence when the act of incorporation was presented and filed in the office of the County Clerk of Hudson County, on the 3d of November, 1886. At this time, the Rev. Fathers at the Monastery suggested to Bishop Wigger the advisability of having a resident rector for the newly erected parish. He acquiesced in their suggestion and appointed the present rector, the Rev. J. J. Murphy, on the 1st of December of the same year, 1886. To him was intrusted the work of building a church edifice, and laying the foundations of the new parish. In a short time arose a neat, but very unpretentious structure, comprising a church, school house and parochial residence under one roof. The architectural design is graceful and attractive, and the building sufficiently commodious. Pending the erection of the church, mass was



PUBLIC SCHOOL—WEEHAWKEN.

celebrated on all Sundays and holydays in Mr. Bedford's building, on Park Avenue, above Nineteenth Street. The first mass celebrated in the town of Weehawken was celebrated by the Rev. J. J. Murphy, on the 19th of December, 1886, less than three weeks after his appointment. The corner-stone of the new church was laid on March the 20th, 1887, by Bishop Wigger, in the presence of a large concourse of people, and the church was dedicated and opened on August 21st, 1887. Since then the growth of the parish has been steady and marked. From a few hundred it has increased to more than 1,000 souls.

THE WEEHAWKEN PRESBYTERIAN CHURCH.

The Weehawken Presbyterian Church was organized in 1868. The structure is of wood, situated on the west side of Park Avenue, nearly midway between the site of the ancient ferry dock and the old William Tell House. The building of the church was begun in 1870, and the dedication services were held in May, 1871. Rev. Robert Proudfit was the first pastor.

UNION HILL AND WEST HOBOKEN.

THE town of Union is a compact German-American settlement, covering a limited area extending back from Bull's Ferry Avenue on the east to Bergen Turnpike on the west. On the north of Union township is South West Hoboken. The township has for its westerly neighbor the township of North Bergen, and for its easterly neighbor the township of Weehawken. It has also many prosperous manufacturing enterprises, a good local fire department, good transit facilities, and several breweries. The town boasts eight churches, and many social and fraternal organizations. In 1861 the township of Union and the township of West Hoboken, contiguous to Hoboken, were created by act of the New Jersey Legislature. The boundaries of West Hoboken as fixed by law, place portions of Hoboken and Weehawken on the east, Weavertown on Bergen Wood road on the west, the Hoboken Turnpike leading to Hackensack on the north, and the Paterson pike on the south. This town boasts many prosperous manufacturing enterprises, a well-known boat club, good schools and seven churches. A conspicuous feature of the town is St. Michael's Monastery Church, attached to the Roman Catholic Passionist Monastery.



WILLIAM GULDEN, JR.

WILLIAM GULDEN, JR.

William Gulden, Jr., was born at Union Hill, N. J., November 12th, 1854. He received his education in the public schools, having graduated at the age of fourteen. After completing his studies he entered the furniture store then conducted by his father, William Gulden, Sr. After remaining with him for seven years he decided to go West. After an absence of several years spent in various western cities, he returned to the East and engaged in clerking in New York City until 1882, when he succeeded to his father's business in Union Hill, which he has conducted ever since. The business was founded by the elder Gulden in 1868. Mr. Gulden carries a handsome stock of goods comprising everything in the line of parlor, dining-room and kitchen furniture, bed-room sets, brussels, velvet wiltons, moquettes and ingrain carpets, oilcloth, linoleum, window shades, and in fact everything usually found in a first-class establishment. He is making extensive alterations in his storerooms, which, when completed, will be one of the handsomest business edifices in the city. The new building will be four stories high, with a frontage on Bergenline Avenue of forty feet, running back to a depth of ninety feet. The accompanying engraving represents the new structure as it will

appear when completed. Mr. Guilden also conducts a branch store in West Hoboken, located at 144 and 146 Clinton Avenue. On November 28th, 1882, Mr. Guilden married Miss Charlotte Buchholtz, of Brooklyn, N. Y. Two children have been born to the union, both being daughters. Mr. and Mrs. Guilden reside at 514 Union Place.



JOHN GSCHWIND.

JOHN GSCHWIND.

John Gschwind was born at Miluse, France, November 14th, 1842. When he was five years of age his parents came to America, settling at Dallytown, N. J. In 1851 his father removed to Union Hill. When eleven years of age Mr. Gschwind became an apprentice in cabinet carving, at which he worked for twelve years, when, with his father, he engaged in the carpenter trade. In 1877 he established himself in the undertaking business on his own account. He has recently erected a handsome block of buildings at 415 to 419 Jefferson Street, Union Hill, where he is now located. In connection with the undertaking business he keeps a fine stock of stylish horses and fashionable carriages for funerals. Mr. Gschwind has been an active member of the fire department for twenty-five years. He is a member of Jefferson Lodge, No. 125, I. O. O. F.; Union Lodge, No. 2916, K. of H.; Commander of Palisade Commandery, No. 36, and of Uniform Rank, K. of H.; Court West New York, No. 7725, of Foresters Resolute Lodge, A. O. U. W.; West Shore Council, No. 1097, R. A.; Royal Society of Good Fellows, and a number of other societies and organizations. He was one of the organizers of the Washington Rifles of the New Jersey Germania Schutzen Bund. He is the present quartermaster First Battalion, G. S. B. W. R., of New Jersey. On October 13th, 1867, he married Miss Eva Graf, of Bavaria, Germany. Two children have been the fruits of the marriage. In 1885 Mr. Gschwind was elected Coroner. He filled the office to the entire satisfaction of the public.



GUSTAVE A. BEYER.

GUSTAVE BEYER.

Gustave A. Beyer was born at Duben, Saxony, July 25, 1844. He was educated at Landsburg, A. W., Germany, at the Real Gymnasium. After leaving school he became an apprentice in the cabinet making business. After working at his trade for some time, he learned the trade of a pattern maker and machinist. After working in various capacities in his native country, he came to America in 1866, locating in New York, and afterwards at Jersey City Heights. After spending one year there with his brother, as a surveyor, he removed to White Plains, N. Y., having accepted a position in a saw mill, at a salary of $1.25 per day. By hard work he established himself in the confidence of his employers, so that he was given entire charge of the mill at a salary of $40 per week. In 1870 he returned to Jersey City Heights, where he carried on business until 1874. In that year he took charge of the Weehawken cemetery, as superintendent, a position he held until 1881. After a number of years spent in various businesses, in May, 1888, Mr. Beyer located at Union Hill, where he engaged in the undertaking business at 162 Bergenline Avenue, and where he is at present. He does a general undertaking business, having established a trade among the best families in the town. In the fall of 1891 Mr. Beyer was elected Coroner by the Democrats. His term of office does not expire until 1895. He was a Justice of the Peace from 1877 to 1882. Mr Beyer married Miss Virginia M. Desplats, of New York. Seven

children have been born to the union, two of whom are living. Mr. Beyer is a member of a number of benevolent and charitable organizations, among which are Cyrus Chapter No. 32, Palisade Lodge No. 84, F. and A. M., Jefferson Lodge No. 125, I. O. O. F., Union Lodge No. 2961, K. of H., Fortuna Lodge No. 1328, K. and L. of H., Court Palisade No. 7646, Foresters. He is president of the Union Turn Verein.

AUGUST C. BODE.

August C. Bode was born at Union Hill, N. J., April 20, 1866. He received his early education at a private school. After leaving school he engaged in the drug trade as a clerk. He entered then the New York College of Pharmacy, from whence he was graduated in 1887. After filling important positions in the drug trade in various cities in New York State, he came to Union Hill in 1888, and purchased the pharmacy formerly owned by Jacob Zabriskie, at No. 17 Bergenline Avenue. Mr. Bode made extensive alterations in the store, and boasts of having one of the most complete establishments in the state. On August 13, 1888, Mr. Bode married Miss Mary I. Sutton. One child, a daughter has been born to them. Mr. Bode is a member of West Shore Council No. 1097, Royal Arcanum, Mystic Tie No. 123, F. and M., Union Lodge K. of H., and the New Jersey Pharmaceutical Society.



August C. Bode.

FREDRICK W. SEELICKE.

Fredrick W. Seelicke was born at Hamburg, Germany. He received his early education in the schools of that city. In 1873 he came to America with his parents, settling in New York. After leaving public school he took up the study of drugs. He entered the New York College of Pharmacy in 1883, and was graduated in 1885. He was a drug clerk until 1889, when he became the proprietor of the pharmacy he now conducts, located at the corner of Spring and Stevens streets, West Hoboken. Mr. Seelicke is a druggist of excellent education, great experience and thorough reliability. There is no requirement of his profession with which he is not perfectly familiar. He is a member of Frieden's Lodge I. O. O. F., of New York, Harngari Lodge, of Union Hill, the Swiss Harmony Society, of West Hoboken, and New York College of Pharmacy. His father was a celebrated musician of Germany, and was widely known.

INDEX.

Page

THE CITY OF HOBOKEN—Frontispiece.

G. A. SEIDE, Manager Evening News 2

PUBLISHERS' INTRODUCTION 3

INTRODUCTORY 4

HOBOKEN OF OLD (Ill.) 5

HOBOKEN OF TO-DAY (Ill.) 14

THE CITY GOVERNMENT 23
- Beyer, Albert (Ill.) 31
- Bowes, Richard 29
- Curry, Robert V 27
- Dollard, James E 31
- Ellis, William H. (Ill.) 26
- Kaufmann, Frederick 30
- Kirschner, Philip 27
- McCann, Thomas H. (Ill.) 32
- McDermott, Martin V. (Ill.) 27
- Minturn, James F. (Ill.) 28
- Ryan, Patrick J 32
- Schreiber, Edward (Ill.) 30
- Smith, Eugene 33
- Smith, James (Ill.) 29
- Stanton, Edward Richard (Ill. p. 23) 26
- Tivy, Aloys 33

EDUCATIONAL INSTITUTIONS 34
- Catholic and Private Schools 52
- Darcy, Charles Vincent 55
- Demarest, Abraham J. (Ill.) 55
- Leeds, Albert Ripley 37
- Hess, Henry, Jr. (Ill.) 55
- Rue, David E. (Ill.) 54
- Russ, Edward (Ill. p. 47) 53
- Stevens, Edwin Augustus (Ill.) 43
- Stevens Institute (Ill.) 34
- Stevens, John (Ill.) 38
- Stevens, Robert Livingston (Ill.) 41
- The Hoboken Academy (Ill.) 52
- The Manual Training School (Ill.) 48
- The Public Schools (Ill.) 47

THE CHURCHES OF THE CITY 57
- First Baptist Church (Ill.) 69
- First Presbyterian Church 67
- First Protestant Reformed Church 71
- First United Presbyterian Church 67
- German Evangelical Church (Ill) 70
- German Ev. Lutheran St. John's Church 71
- German Methodist Episcopal Church 71
- Holy Innocents Church 62
- Marzetti, Rev. Dominick (Ill.) 66
- Methodism in Hoboken (Ill.) 68
- Richter, Rev. Alexander (Ill.) 63
- SS. Peter and Paul's Church 66
- St. Francis' Church (Ill.) 65
- St. Matthew's Lutheran Church (Ill.) 62
- St. Joseph's Church 73
- St. Paul's P. E. Church (Ill.) 60
- Temple Adas Emuns 72
- The Church of Our Lady of Grace 64
- The Norwegian Free Church 72
- Trinity Church (Ill.) 57

THE BANKS OF HOBOKEN 74
- Machold, William (Ill.) 75
- Shultz, Charles S. (Ill.) 74
- The First National Bank 75
- The Hoboken Bank for Savings (Ill.) 74
- The Second National Bank 76

THE HOBOKEN FERRIES 76
- Hoboken Land and Improvement Co 78

Page

THE CLUBS OF HOBOKEN 79
- Active Boat Club 84
- Atlantic Boat Club 84
- Coyle, Michael J. (Ill.) 85
- Germania Boat Club 84
- Hraba, Louis W. (Ill. p. 79) 80
- Macy, William A 81
- New Jersey Yacht Club 83
- Rosedale Boat Club 85
- Tahen, Cornelius J. (Ill.) 86
- The Chess and Checkers Club 82
- The C. J. Tahen Association 86
- The Columbia Club 80
- The German Club 81
- The German Riding Club 82
- The M. J. Coyle Association 85
- The New Jersey Philatelic Association 82
- The Quartette Club (Ill.) 79
- The Union Athletic Club 82
- Valencia Boat Club (Ill.) 84

THE NATIONAL GUARD (Ill.) 87
- Hart, Col. B. F. (Ill.) 88
- Jackson, Francis Douglas (Ill.) 89

THE HOBOKEN EVENING NEWS (Ill.) 90

THE FREE LIBRARY 95
- Hatfield, Thomas F. (Ill.) 95

HOBOKEN GAS COMPANY 95

THE HOBOKEN POSTOFFICE 96
- Kiel, Cornelius, Jr. (Ill.) 96

THE BENCH AND BAR 97
- Abbett, Leon, Jr. (Ill.) 104
- Allen, Horace 105
- Besson, John Case (Ill.) 98
- Besson, Samuel Austin (Ill.) 99
- Cannon, Charles K. (Ill.) 102
- Daly, William D. (Ill.) 97
- Gaede, Henry A. (Ill.) 102
- Leonard, Clement De R. (Ill.) 105
- Mabon, John Scott (Ill.) 100
- Niven, Malcolm W. (Ill.) 103
- Parry, Joseph S 104
- Smith, Abel I. (Ill.) 99
- Stuhr, William S. (Ill.) 101

THE MEDICAL PROFESSION 106
- Atwell, David R. (Ill. p. 111) 112
- Brokhaus, Marea H 119
- Burnette, Henry H 115
- Clausen, Bernard (Ill.) 114
- Crocker, Charles C 119
- De Groff, Ephraim (Ill.) 116
- Elder, Lorenzo W. (Ill.) 111
- Fisher, W. R. (Ill.) 106
- Grew, F. B. (Ill.) 110
- Helfer, Samuel A. (Ill.) 113
- Herzog, Sofie (Ill.) 119
- Kahn, Arthur (Ill.) 112
- Kirk, T. Harris 115
- Kudlich, Hans (Ill.) 106
- Kudlich, William Tell (Ill.) 107
- McClellan, David (Ill.) 118
- Mohns, John 116
- Nichols, Frank (Ill.) 108
- Nichols, Harry F. (Ill.) 109
- Pfenning, August C. (Ill.) 117
- Pitts, G. Fred (Ill.) 110
- Rue, Henry Bergen 114
- Saltonstall, S. D 111
- Schindeler, Theodore (Ill. p. 112) 113
- Schlemm, Richard (Ill.) 117
- Steadman, Evan T. (Ill.) 109
- Smith, Fennimore C 116
- Vanderbach, John W. (Ill.) 118
- Wolfstirn, L. (Ill.) 115

Page

GENERAL BIOGRAPHIES 120
Aronheim, Felix 143
Beckers, Alexander (I l.) 146
Benson, James (Ill.) 122
Bonn, Hillric J. 125
Bonn, John H. (Ill.) 124
Bruggemann, August (Ill.) 148
Butler, James H. (Ill.) 138
Butts, Theophilius 123
Crusius, John N. (Ill.) 151
Daab, Martin Jr. (Ill.) 144
Davis, L. Shanley (Ill.) 125
Davis, Oliver P. 148
De Bevoise, Alfred 143
Donovan, Charles C. 149
Erlenkotter, Charles (Ill.) 151
Ettinger, Louis 144
Ettinger, Moritz 144
Fall, Charles (Ill.) 130
Finch, Rev. John (Ill.) 123
Focht, George (Ill.) 141
Foley, Michael 134
Geayer, James A. (Ill.) 134
Grassmann, August (Ill.) 131
Grefe, Peter N. (Ill.) 135
Guth, Christian F. (Ill.) 152
Hart, Lewis (Ill.) 146
Hauser, Gustave (Ill,) 150
Hengstler, Louis V. (Ill.) 132
Hexamer, Alexander P. (Ill.) 141
Himpler, Francis G. (Ill.) 121
Hodges, Henry A. (Ill.) 138
Holtin, Henry C. (Ill.) 139
Kamena, John 139
Korn, John P. (Ill.) 142
Kuper, Jacob E. W. (Ill.) 152
Lay, Herman Norton 145
Lawrence, Isaac C. 143
Lewis, Col. E. P. C. (Ill.) 121
Lips, Joseph (Ill.) 149
Luther, Ferdinand 133
Mathey, August S. 129
Mathey, John Louis 128
McDermott, John (Ill. p. 135) 134
McDonough, Francis M. 150
McDougall, Henry (Ill.) 125
Minturn, Martin 141
Munson, Stephen Thorne 126
Niederstadt, Edward 140
Niven, J. M. (Ill.) 137
O'Hara, John F. (Ill.) 145
Parslow, William N. (Ill.) 146
Patterson, John M. (Ill.) 132
Pustkuchen, George (Ill.) 153
Rudolphy, Charles B. (Ill.) 137
Schinzel, George P. 132
Schlatter, Julius (Ill.) 142
Seitz, Arthur (Ill.) 136
Seitz, August (Ill.) 135
Smith, Arthur L. 149
Tangemann, John H. (Ill.) 133
Timken, Herman L. (Ill.) 127
Tissot, Charles A. (Ill.) 139
Utz, William (Ill.) 128
Vintschger, Gustave (Ill. p. 129) 128
Volk, Anthony J. (Ill.) 147
Von Biela, L. (Ill.) 140
Von Ojen, William H. 140
Wiedermann, Louis (Ill.) 136

COMMERCE 154
Hamburg-American Packet Co. (Ill.) 154
Netherlands-American Steam Navigation Co. (Ill.) 160
North German Lloyd Steamship Company 166
The Delaware, Lackawana & Western Railroad 166
The Wilson Line 166
Thingvalla Steamship Company 166

Page

MERCANTILE INTERESTS 167
Alsberg, Simon 170
Bragg & Company 172
Cassidy, Bernard 174
Cordts, Frank (Ill.) 173
Cuddihy & Shaw 175
Dreyfuss, Wolfram E. (Ill.) 169
Eichner, Ferdinand (Ill.) 169
Fisher, H. & Son 177
Fisher, Samuel (Ill.) 172
Foerster, Edward (Ill.) 170
Franke, Henry F. (Ill.) 168
Goeman, Herman F. (Ill.) 168
Kamlah, William (Ill.) 167
Kiem, H. Otto C. (Ill.) 175
Meiners, C. H. Gustave (Ill.) 173
Meyer, A. H. 176
Mohn, Charles A. (Ill.) 176
Naegeli, Rudolph (Ill.) 172
Osterhaut, James A. (Ill.) 174
Ostrander, William H. 168
Peters, G. H. W. 171
Peters, Henry N. 171
Peters, N. H. 171
Pope, John N. (Ill.) 177
Stadler, Alsen M. (Ill. p. 171) 170
Sturken, Albert (Ill.) 171
Taylor, William T. (Ill.) 175
Traute, Herman (Ill.) 167
Van Deesten, John A. 176

MANUFACTURERS 178
American Lead Pencil Co. (Ill.) 182
Butler, Richards & Balas Frères 183
Fletcher, W. A. & Co. (Ill.) 179
Forbes, W. D. & Co. 181
Gahagan, James C. (Ill.) 184
Gahagan, William A. (Ill.) 184
Hall, Perry E. (Ill.) 186
Ingleson, Isaac 187
Keuffel & Esser Co. (Ill.) 178
Klein Manufacturing Co 188
Lehman & Raudnitz (Ill.) 180
Muller, Charles F. (Ill.) 179
Pflugh, Albert (Ill.) 185
Puck, Carl 188
Randall, Nelson W. (Ill.) 187
Schmidt, Henry L. 188
Steurwald, Philip (Ill) 185
Weber Cooperage Co. (Ill.) 183
Woodman, Joel H. (Ill.) 181

BREWING INTERESTS 189
Bermes, Daniel (Ill.) 189
Bermes, Daniel, Jr. 190
Bermes, William 197
Hauck, Peter, & Co. (Ill.) 192
Hermann, Edwin 190
Lembeck & Betz (Ill.) 192
Peter, William (Ill.) 191
Schimper, Frederick (Ill.) 190

WEEHAWKEN 194
Kelly, Simon (Ill.) 194
St. Lawrence's Church 195
The Presbyterian Church 196
The Public School (Ill.) 195

UNION HILL 197
Beyer, Gustave A. (Ill.) 198
Bode, August C. (Ill.) 199
Gschwind, John (Ill.) 198
Gulden, William (Ill.) 197
Seelicke, Fredrick W. 199

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