

VICTORY BRIDGE ACROSS THE
RARITAN RIVER...

Victory memorial bridge celebration com'
1926

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VETERANS'
HISTORICAL
SOUVENIR



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DEDICATION OF

THE VICTORY BRIDGE

Across the Raritan River

*New Jersey
June 24th 1926*

BETWEEN
PERTH AMBOY
AND SAYREVILLE AND
CONNECTING THE HIGHWAYS
OF WOODBRIDGE TOWNSHIP,
AND SOUTH AMBOY

974-9941
V

COMPLIMENTS OF



W.C. Wilson

MAYOR
of Perth Amboy

VETERANS' SOUVENIR PROGRAM

OF THE DEDICATION OF

THE VICTORY BRIDGE

AS A

State Memorial

TO THE MEN AND WOMEN OF NEW JERSEY
WHO FOUND VICTORY IN DEATH

IN THE SERVICE OF THEIR BELOVED AMERICA AT HOME AND OVERSEAS

DURING THE WORLD WAR



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June Twenty-fourth

Nineteen Hundred and Twenty Six

THE BRIDGE OVER THE RARITAN RIVER
Between Perth Amboy and Sayreville

Connects the main highways of Perth Amboy, Woodbridge Township
South Amboy and Sayreville Township

IN THE COUNTY OF MIDDLESEX
NEW JERSEY

J911.911
V642

IN APPRECIATION of Cooperation

THE members of the Victory Memorial Bridge Celebration Committee wish to express their most sincere appreciation of the cooperation and generous support in subscriptions and advertising patronage given them by the following organizations, their officers and members, and also to the governing bodies and business men in the various cities, boroughs, and townships:

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THE VETERANS OF FOREIGN WARS

THE CHAMBER OF COMMERCE OF THE CITY OF PERTH AMBOY

THE AMERICAN RED CROSS

THE BOY SCOUTS OF AMERICA

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Victory Memorial Bridge

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IN CO-OPERATION WITH

THE AMERICAN LEGION

AND

THE VETERANS OF FOREIGN WARS

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c/o CHAMBER OF COMMERCE
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Oct. 1926 - 1.00



† WOODROW WILSON
GOVERNOR OF NEW JERSEY 1911-1913
War President of the United States

"Lest We Forget"



THIS is a day of celebration, of parades with flags and bunting fluttering brightly in the breeze, the blare of brass bands, the laughter of the happy crowds, the jostle and movement of the throngs through the streets of the city, a holiday spirit over all.

Tonight the sparkle and boom of fireworks against the velvet black of the June night will entertain many thousands, while notables of the state gather around the banquet table.

To those of us who have lost a relative, friend, neighbor or townsman in the World War, these peaceful pyrotechnic displays must recall the rumbling thunder of the battle front in Europe, which, at the time of the enemy's greatest success could almost be felt on our own Jersey shore.

* * *

Instead of offering protection during those doubtful days, the great Atlantic threatened to become an avenue for the enemy, his undersea boats, his Zeppelins, his fleet. The men of Jersey who filed into the camouflaged transports at our piers were defending their own beautiful coast, and their waterfront cities of industry and commerce, busily engaged in the manufacture of the instruments and ammunitions of war.

To many Jerseymen who sailed overseas, those transports proved the bark of Charon, taking their souls across the river Styx, never to return to the land of the living. Many others, unused to the rigors of camp life, or snatched by the sneaking influenza-death from hastily built barracks and hospitals, died at home; they also were the state's offering of young manhood on the altar of patriotism.

* * *

In the prime of life, they marched forth, many of them scarcely knowing, or caring, what it was all about, but firm in the faith that their country, whether by birth or adoption, was on the right side in the great conflict.

They laid down their lives in the struggle to uphold the principles of this and other nations, dominated by democratic ideals of government, and arrayed against the military powers which believed that might alone made right, and that aggression on weaker nations was justified as a means to an end.

Nor are these empty, hollow phrases. The world is better today, more democratic, more united, more motivated by a spirit of disarmament and an endeavor to preserve universal peace, than it would have been had the men of New Jersey and America stayed at home.

Standing at the head of the crusaders is an heroic figure, the figure of one whom we came to regard as a Jerseyman, scholarly, cultured, president of one of our great colleges, lifted to the governorship, and then raised to the presidency of the United States—Woodrow Wilson.

* * *

He was at one and the same time a pathetic and an heroic figure. Humbly, hesitatingly seeking the advice of others more versed in the practical ways of life, he took control, domineering, self-assertive, stubbornly opinionated and bravely maintaining his point of view, once his mind had been convinced of what he considered the best course to follow.

He assumed the stress and strain of war responsibility as a personal task. His idealism caused his imagination to soar beyond practical possibilities of universal harmony at the peace conference. His mind, accustomed to the cloistered serenity of the study at old Nassau, saw radiant visions of a better world, brought about by the inspiring idealism of America. Great and courageous, his mind and body nevertheless broke under the strain, and he died, stricken by the War as mercilessly as the men who were killed in action.

* * *

In paying tribute to the state's heroic dead, let us not forget the Gold Star Mothers, the women of the state who suffered most, whose very flesh and blood

was torn from their hearts, to whom the yellow slip of a war department telegram spelled ruined hopes, tragedy, desolation, and the endless yearning of a broken heart.

* * *

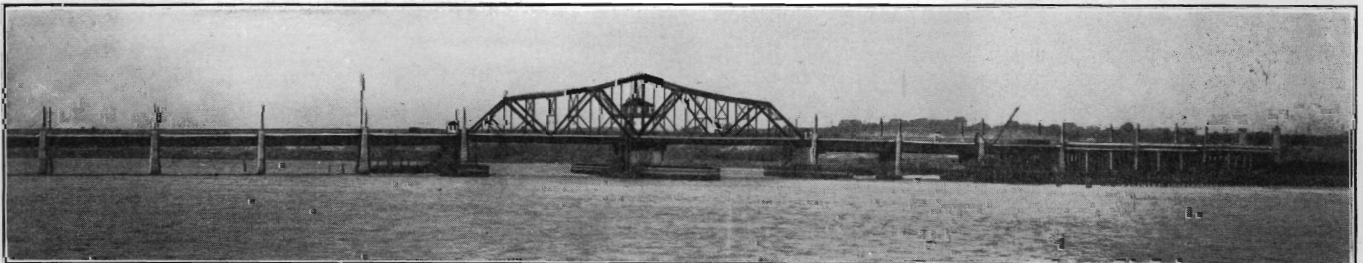
Let us not forget, on this day of dedication, the wounded, the maimed, the gassed, the shell shocked in our hospitals. Blinded by the horror of the great holocaust, the minds of many were incurably affected. Let us honor them, and make life happier for them whenever and wherever possible.

In choosing the new Raritan River bridge as a State Memorial, the state chose wisely. It is symbolic of the sacrifice of the honored dead. Their life's blood has cemented the Bridge of Victory, leading to better things, greater achievements, a more sympathetic un-

derstanding among the nations, races and creeds of the world.

How much better this bridge than a sequestered shrine, visited by but a few. Here it stands, spanning the ancient river which, with its tributaries, flows through the very heart of the state, born of crystal clear mountain streams in the beautiful hills of North Jersey, rushing restlessly to the ocean, through fertile valleys and peaceful pastoral scenes and finally entering New York Bay, bearing upon its bosom great steamers, trim pleasure craft, busy tugs and barges laden with the products of our industries.

Millions of motorists from every part of the country will cross the Victory Bridge. Like the memory of the men to whom it is today dedicated, it will be part of the life of the state and its people.



The Victory Bridge

Its Significance and History

By HAROLD E. PICKERSGILL

THE completion of the Victory Bridge, a magnificent steel and concrete structure across the Raritan River between Perth Amboy and South Amboy, by the State Highway Commission of New Jersey for the first time properly solves the problem that has puzzled and distressed the people on both shores of the River for more than two centuries. Late in the eighteenth century the broad mouth of the river caused trouble to those whose business or public duties caused them to cross its surface more or less frequently.

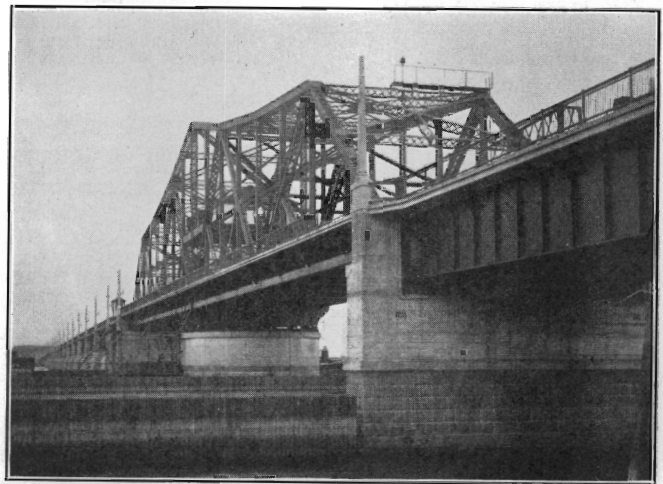
A ferry was early established to supplement the services of individual boat owners who, for a consideration, carried the weary traveller to the other shore. In the year 1700 a meeting of Provincial Assembly in Perth Amboy could not be called to order and public business was delayed for several days because a storm raging over the Raritan made ferry crossings impossible. As a rule the ferry bore well to the eastward after leaving the Amboy slip, and at times landed as far down the bay as Kearney's point, which gave Keyport its name. During the last half century, numerous attempts were made to connect the two shores of the river by means of steam ferries, but all of them were impractical and of necessity short-lived.

The Bridge which is about to be abandoned to the wreckers came into the picture in response to insistent demands and at a time when it was little expected. The need of the bridge had been felt for a long time by the people of the Eastern part of Middlesex County. The rest of the shore and its wealthier and more densely populated sections opposed the project, fearing that it would result in a tax burden of several millions, "with no real benefit to anyone but the owners of undeveloped lands on the south side of the river."

The late George J. Haney, a prominent Perth Amboy business man and member of the Board of Freeholders, surveyed the need of a suitable bridge over the Raritan. He studied the needs of Perth Amboy and Woodbridge and the townships to the south of the River. He consulted technical experts who secured data about the local situation, the river bottom and probable requirements of the War Department. After years of research, Mr. Haney finally startled his associates by the

announcement that a suitable wooden bridge, with a steel draw could be constructed for \$160,000, and asked the Freeholders to authorize bonds for that purpose.

The County gasped in astonishment, but after a time it was agreed to go ahead, provided the project could be carried out for the sum named. In the meantime Freeholder Comings of Perth Amboy died and was succeeded by the late James M. Glenn. The Board of Freeholders was then largely Democratic and Mr. Glenn was of that party. He favored the bridge proposition as vigorously as Mr. Haney, his Republican associate, and it ceased to be regarded as a purely Republican project. The Bridge scheme gained strength



VICTORY BRIDGE FROM THE WATER

rapidly. A powerful element throughout the county gave passive approval only because of a feeling that the bids would exceed the cost limit and the project would automatically be defeated. A promise had been made that all the preliminary work, plans and expenses were to be born privately, so that the county would pay nothing until actual construction started.

Freeholder Haney had planned wisely and awaited the opening of bids with confidence. Cortlandt Parker, a son of Perth Amboy and a Jerseyman of national importance, donated the site on the North shore of the river. On the south side, within the limits of South Amboy, the Pennsylvania Railroad Company held title

to all shore front property, and opposed any way of crossing the Raritan east of New Brunswick except by boat or train. However, a bridge approach site was bought from a Mrs. Fouratt, of Sayreville, and owned in Sayreville Township and from her landing place was secured all was ready for opening of bids. The day arrived, and when bids were opened the maximum figure set by the County was not reached. The contract was awarded and the eastern end of the county was happy. Throughout the rest of Middlesex there was a feeling that the Bridge was fairly won and great credit was given Freeholder Haney and his associates.

Much comment was occasioned by the turn in the bridge which made it look from the sky like a gigantic "square root" sign. The War Department insisted that the structure cross the channel at right angles, necessitating a sharp turn in order that the southerly end of the bridge rest upon the only land available for it. In its original form the bridge was not allowed to rest easy. The manufacturers interested in plants along the river above the bridge were soon able to convince the War Department that the piling prevented the ice from leaving the river in the spring as early as it might if unimpeded and additional spans were ordered to take the place of piling south of the draw bridge. Ice floes damaged the bridge several times and on one occasion it was out of commission for several weeks.

Notwithstanding the undreamed burden of automobile traffic the bridge has accommodated, it has never

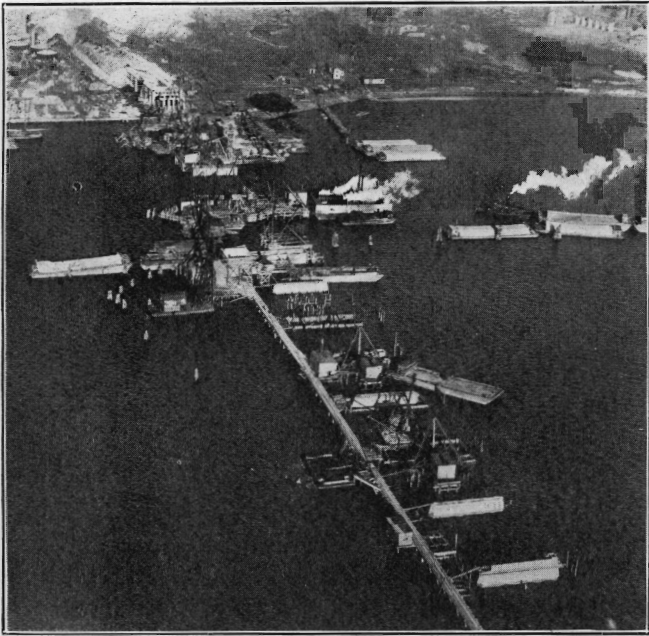
been the tremendous tax load, as its early opponents predicted.

As the Highway system of the State came into existence, the bridge became a part of it. Hardly had the State, with its engineers and experts in bridges and highway transportation, assumed the responsibility of its maintenance and operation, when it became evident that a new bridge was needed to adequately care for steadily increasing shore traffic. The Victory Bridge, dedicated today, is the realization of this need.

Since the first white man came to what was known as the "Province of East Jersey," the Raritan River has been considered a dividing line between North Jersey and South Jersey. It separated and kept apart the people of those two geographical divisions. But as the shore resorts South of Sandy Hook developed, and the beauties and healthful advantages of the pines of Lakewood and other parts of the interior gained recognition, the people of the entire Metropolitan area, and thousands from every state in the Union began to visit the sands of Monmouth and Ocean. With the coming of the automobile, their numbers increased many thousandfold, and the River became a greater barrier than ever to the great stream of transient traffic. The old bridge, primitive as it is, was used in its time by hundreds of thousands each year. Tourists to points as far south as Atlantic City and Cape May used it and it was part of the route taken by travelers from New York and New England on their way to Florida and other points of the far South.

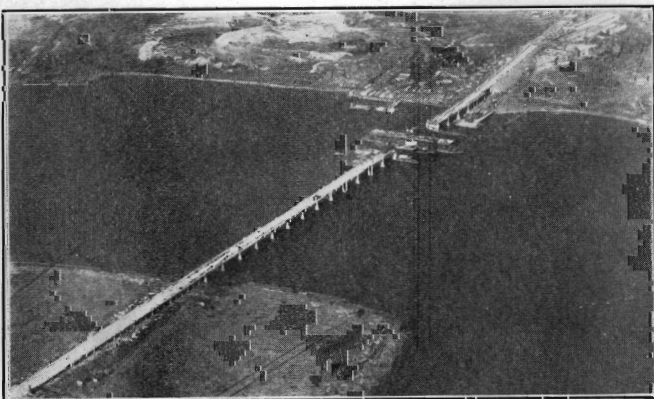


"THE OLD BRIDGE"



From early spring to late in the fall thousands who "commuted" by auto to Lakewood and other resorts in southern Jersey used it weekly and to them and all others the new bridge is a most welcome change.

The Perth Amboy approach traverses historic ground. To the west of the roadway lies what was, three quarters of a century ago known as "Eagleswood," the estate of Marcus Spring and there for many years he made his home with his wife Rebecca, a wonderful woman of Quaker ancestry. Both were pronounced abolitionists, and their magnificent estate was the rallying place for other leaders of humanitarians who held it wrong to enslave a human being. Mrs. Spring was one of the few to visit John Brown in prison after the Harpers Ferry raid and upon their execution the bodies of two of his faithful followers were brought to Eagleswood and laid to rest, until many years later they were gathered with the remains of others of his faithful band and taken to North Elba for final interment near the grave of their devoted, but misguided, leader.

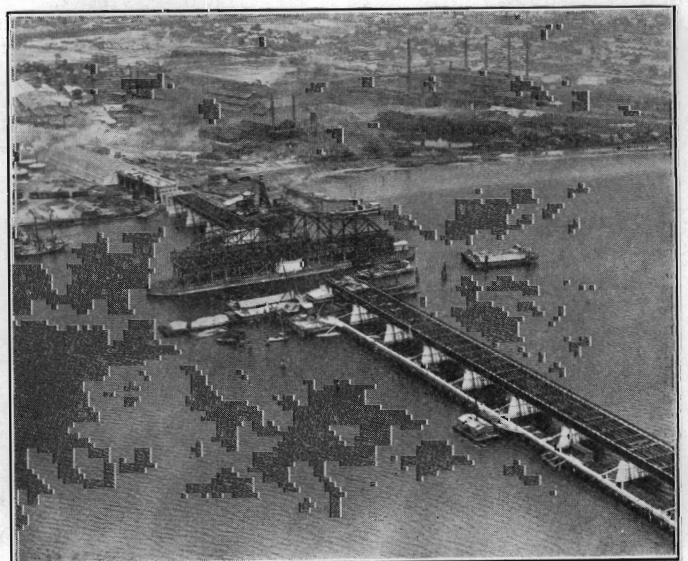


During the draft riots in New York, Horace Greeley sought quiet and perhaps safety at Eagleswood, and there were always names in the visitors' book of men and women known the world over for their achievements in literature and the cause of the common welfare. Nathaniel Peabody, of the famous family of philanthropists of that name, died while their guest and lies buried on the brow of the hill overlooking the old Eagleswood Pond.

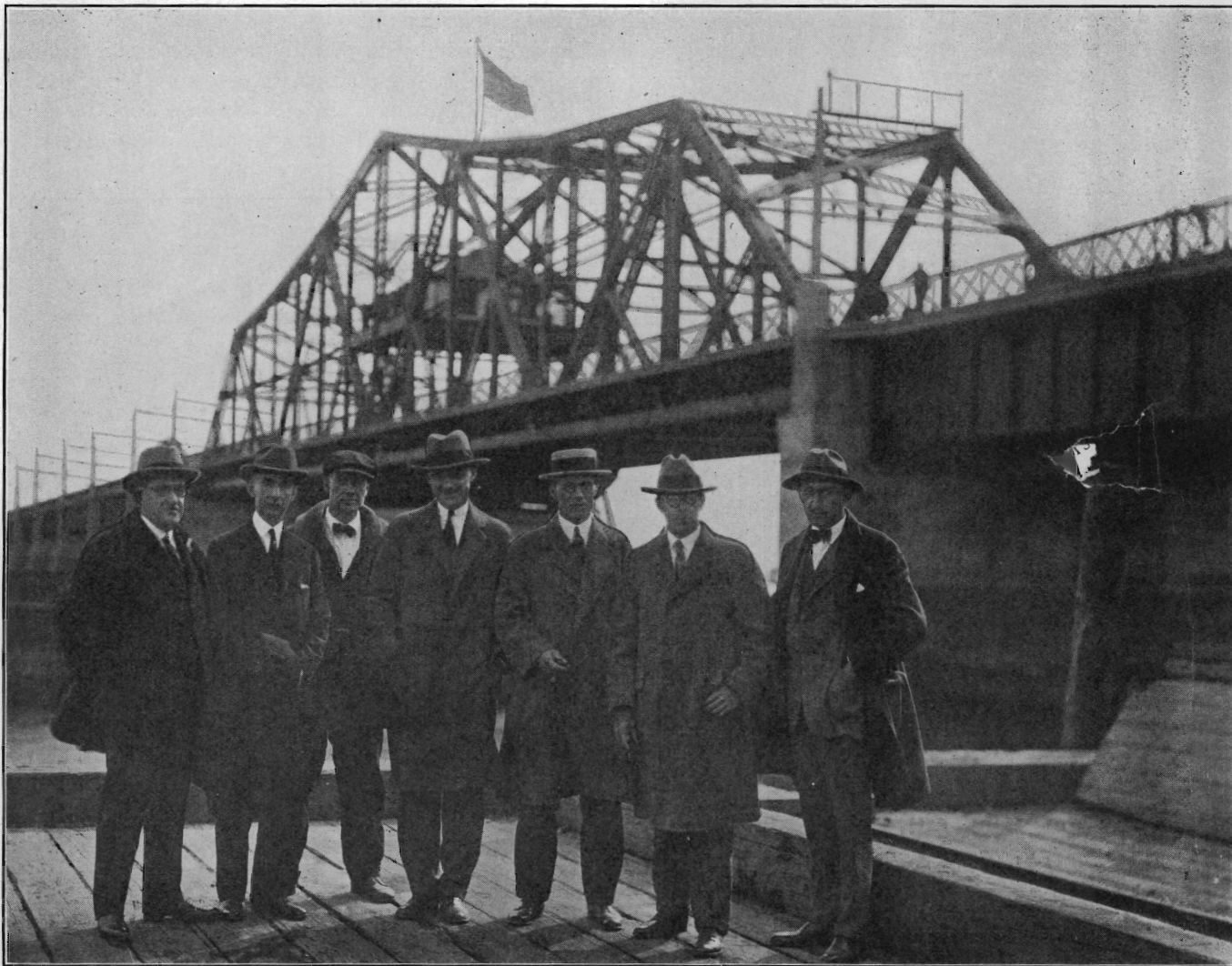
The stone house with the Mansard roof on the west-erly side of Convery place, a short distance north of Smith street, was built by the Springs for George Inness, the painter, and there the artist spent several



years of his life, laying the foundation for the fame that afterwards became his. Some years after he had gone elsewhere, Inness was succeeded as a friend and tenant by Captain Edward Kemys, the famous sculptor of American wild life, who lived in Perth Amboy for several years while carrying on his work in what is known to the present generation as the "Old Stone House."

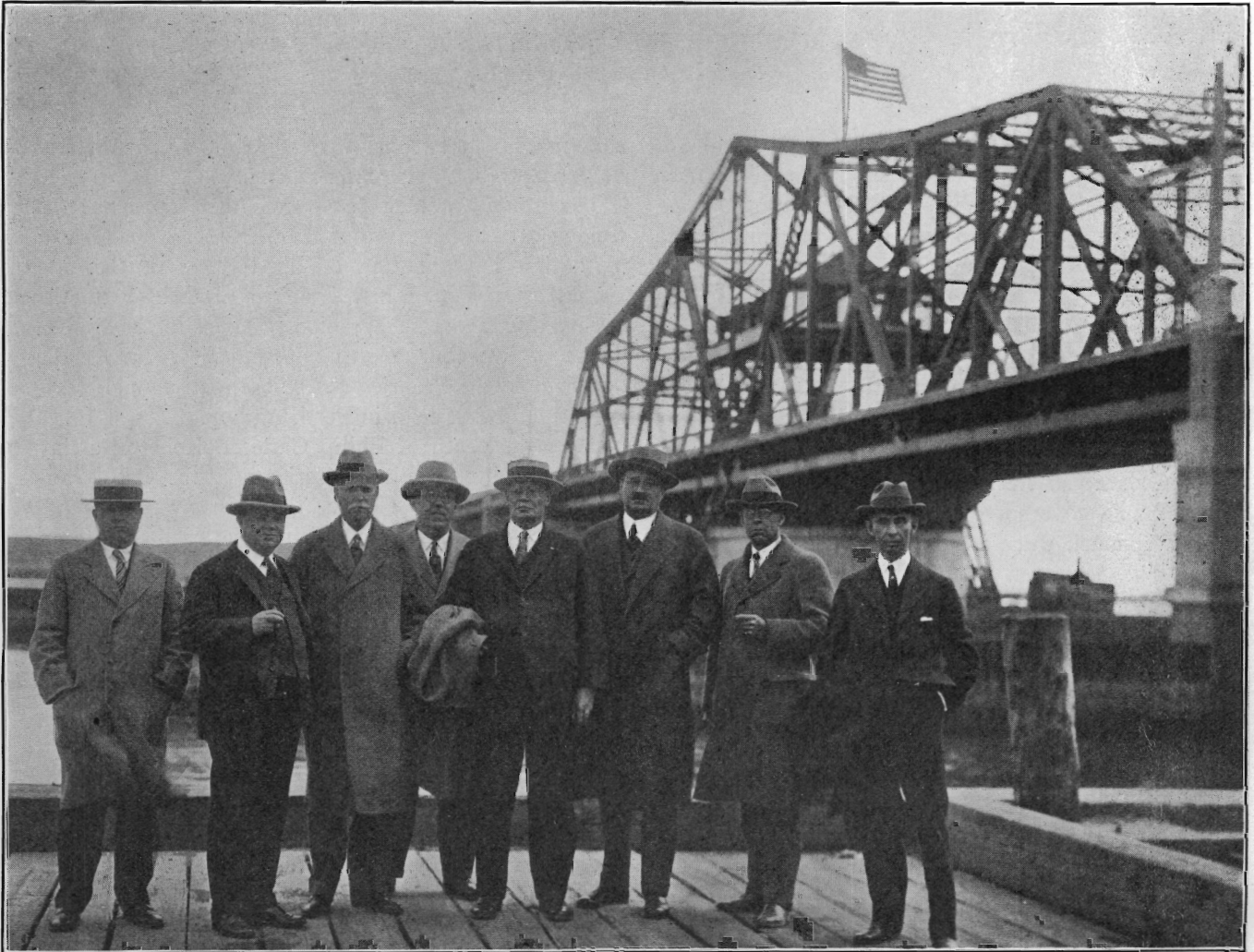


BUILDERS OF THE VICTORY BRIDGE



Left to right: W. R. Delehanty, Treasurer, Stillman-Delehanty-Ferris Company, contractors, Perth Amboy Bridge; C. W. Hudson, Supervising Engineer, Perth Amboy Bridge; A. B. Piver, Resident Engineer, State Highway Department; James A. Ferris, President, Still-man-Delehanty-Ferris Company, contractors; E. W. Stevens, Stillman-Delehanty-Ferris Company; W. G. Sloan, State Highway Engineer; George Yeomans, Stillman-Delehanty-Ferris Company.

NEW JERSEY HIGHWAY COMMISSION



Left to right: Charles Fishberg, Asst. Secretary, State Highway Commission; Abraham Jelin, State Highway Commissioner; Percy H. Stewart, State Highway Commissioner; A. Lee Grover, Secretary, State Highway Commission; General Hugh L. Scott, Chairman, State Highway Commission; Walter Kidde, State Highway Commissioner; W. G. Sloan, State Highway Engineer; C. W. Hudson, Supervising Engineer, Victory Bridge.

PERTH AMBOY IN HISTORY

From the Writings of
Rev. W. NORTHEY JONES, M. A.
of St. Peter's Church, Perth Amboy

IN 1664 the Duke of York purchased the claims of Lord Sterling, which the latter had received from the extinct Council of New England. On June 24, 1664, he conveyed the country between the Hudson and the Delaware to John, Lord Berkeley and Sir George Carteret. As this extensive tract between the Hudson and the Delaware was thinly populated the two proprietors offered special inducements to settlers; an absolute freedom of government and a local assembly, having sole power of taxation and a share in legislation.

This province was called "Nova Caesarea," in honor of Sir George Carteret who had made such a notable defense while governor of the island of Jersey in the English channel, when it was attacked by Cromwell's army. The American colony thus took the name of Nova Caesarea, or "New Jersey."

Berkeley received West Jersey as his portion and Carteret East Jersey. Neither of these men ever was on this side of the water. Having agreed on the boundaries of their concessions they appointed Philip Carteret, a relative of Sir George, as their representative, to be governor of both East and West Jersey, and sent over a party of emigrants under his leadership in 1665. He remained governor until his death in 1682.

The two proprietors did not long retain ownership of their respective colonies. In 1683 Lord Berkeley sold his interest, West Jersey, for \$5,000.00 to John Fenwick and Edward Billings, noted Quakers. John Fenwick, in need of funds, sold many holdings to his Quaker friends. There were, therefore, many proprietors of West Jersey.

In 1679 Sir George Carteret died, and his executors sold the proprietary colony of East Jersey in order to liquidate his debts. This sale was completed in February 2, 1681, William Penn and Robert West being the principal of twelve purchasers. The government of this portion of the State was then known as "The Colony of the Twelve Proprietors." Each of these twelve Quakers almost immediately sold a half interest to a partner of their choosing. Among the twelve extra pur-

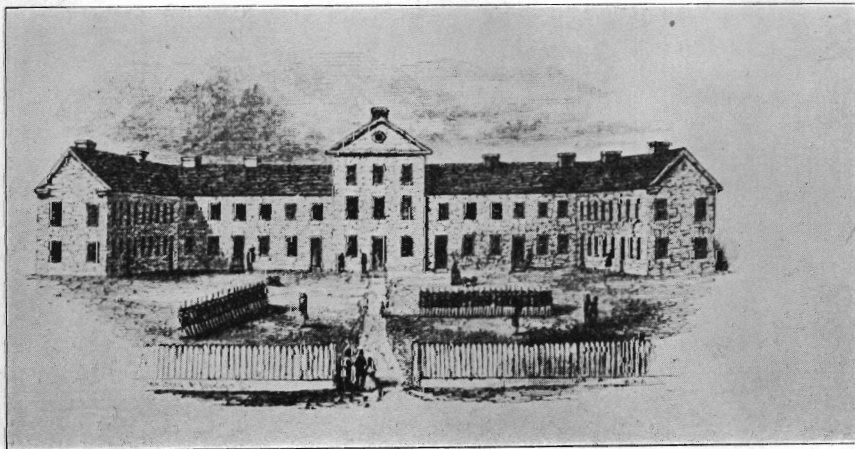
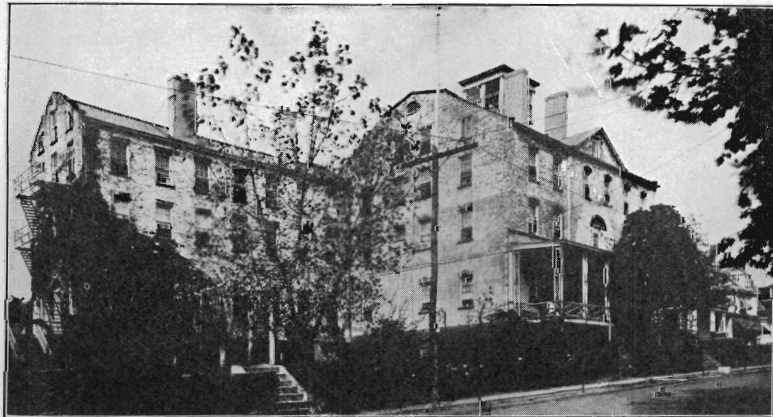
chasers was James, Earl of Perth, from whom the city of Perth Amboy gets half its name.

The Colony of East Jersey was then known as the Colony of the Twenty-four Proprietors. The Duke of York, lest any question of the legality of the title should arise, gave a new grant to East Jersey to the twenty-four as he had previously given to the twelve. These twenty-four meeting together organized the "Council of the Proprietors," whose semi-annual meetings were always held in Perth Amboy.

After the death of Philip Carteret, Robert Barclay was elected by his fellow proprietors as the first Governor of East Jersey. He was the author of "Barclay's Apology," a compendium which in the Eighteenth Century was in every Quaker household in America. He never set foot on American soil, but induced a large number of Quakers to colonize here. His father was the hero whom John G. Whittier, the Quaker poet, described in a poem entitled "Barclay of Urie." Gawen Lawrie, his deputy, succeeded him as Governor. He in turn was followed by Lord Neil Campbell, who sought refuge from his enemies in America. The cause of his exile having been removed, he returned to Scotland and on his departure vested the gubernatorial authority in Andrew Hamilton, a fellow Scotchman.

The division of East Jersey among so many proprietors soon led to factional quarrels, which culminated in certain proprietors desiring Jeremiah Basse as governor, while others sought to retain Hamilton. Factional disturbances became alarming. In 1702 both East and West Jersey became a royal colony under Queen Anne. As soon as the colony was taken over, the Queen appointed Edward, Lord Viscount Cornbury, grandson to the great Chancellor Clarendon, governor of New Jersey. Cornbury was a libertine and a swindler and was given the position in the hope that he would recoup his fortunes. In 1708, however, he was removed for incompetency, debts and immorality.

The favorable site for Perth Amboy as a town was early noticed by the agents of the East Jersey Proprietors, who stated in their published account, that it



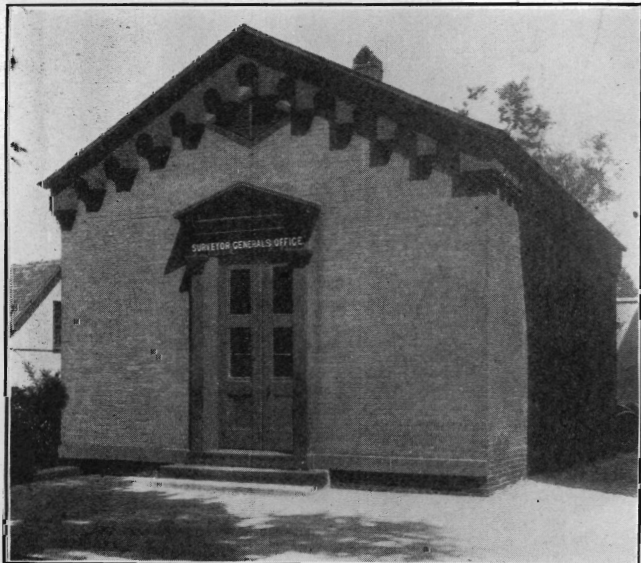
SECOND EDIFICE ST. PETER'S CHURCH
"THE GOVERNMENT HOUSE"
THE OLD BARRACKS

was their intention *"if the Lord permit with all convenient speed to erect and build one principal town which by reason of situation must in all probability be the most considerable for merchandise trade, and fishing in those parts. It is designed to be placed on a neck or point of rich land called Ambo Point lying on Raritan River and pointing to Sandy Hook Bay and near adjacent to the place where ships in that great harbor commonly ride at anchor."* They describe Ambo Point as a *"sweet, wholesome and delightful place."*

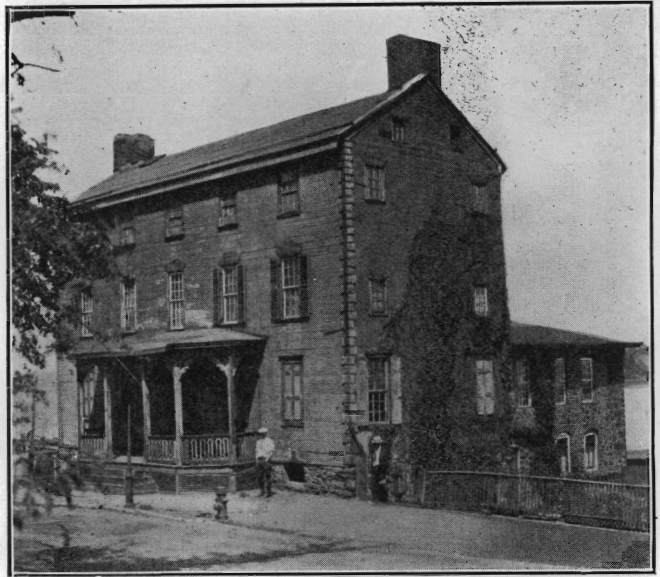
The selection of the site was apparently made by Governor Carteret. When first mentioned in the East Jersey records, this point bears the name of "Ompage," and we believe that Ambo, by which it was designated at time of settlement, is a corruption of its earlier name. The Proprietors intended to call the town "Perth" in honor of the Earl of Perth, one of their associates, and it was so called for some time. "Perth Amboy" was substituted for "Point Ambo." "The Point" at this time must have been truly beautiful. Groups of forest trees, and a luxuriant carpet of grass, gave the place the aspect of a new creation.

Samuel Groome, one of the Proprietors and Surveyor General, laid out the town into 150 lots and sent home a draft of it indulging in many pleasing anticipations of the growth and prosperity of the place, which he did not live to realize, as he died in 1683, leaving on the stocks unfinished the first vessel of any size built in East Jersey.

In a letter of Groome's, dated August, 1683, we are told that three of the Proprietors' houses were completed and others ready to go up. They were ten feet between joint and joint, having a double chimney made of sticks and clay. He complained that workmen



OLD SURVEYOR GENERAL'S OFFICE



THE OLD PARKER HOUSE

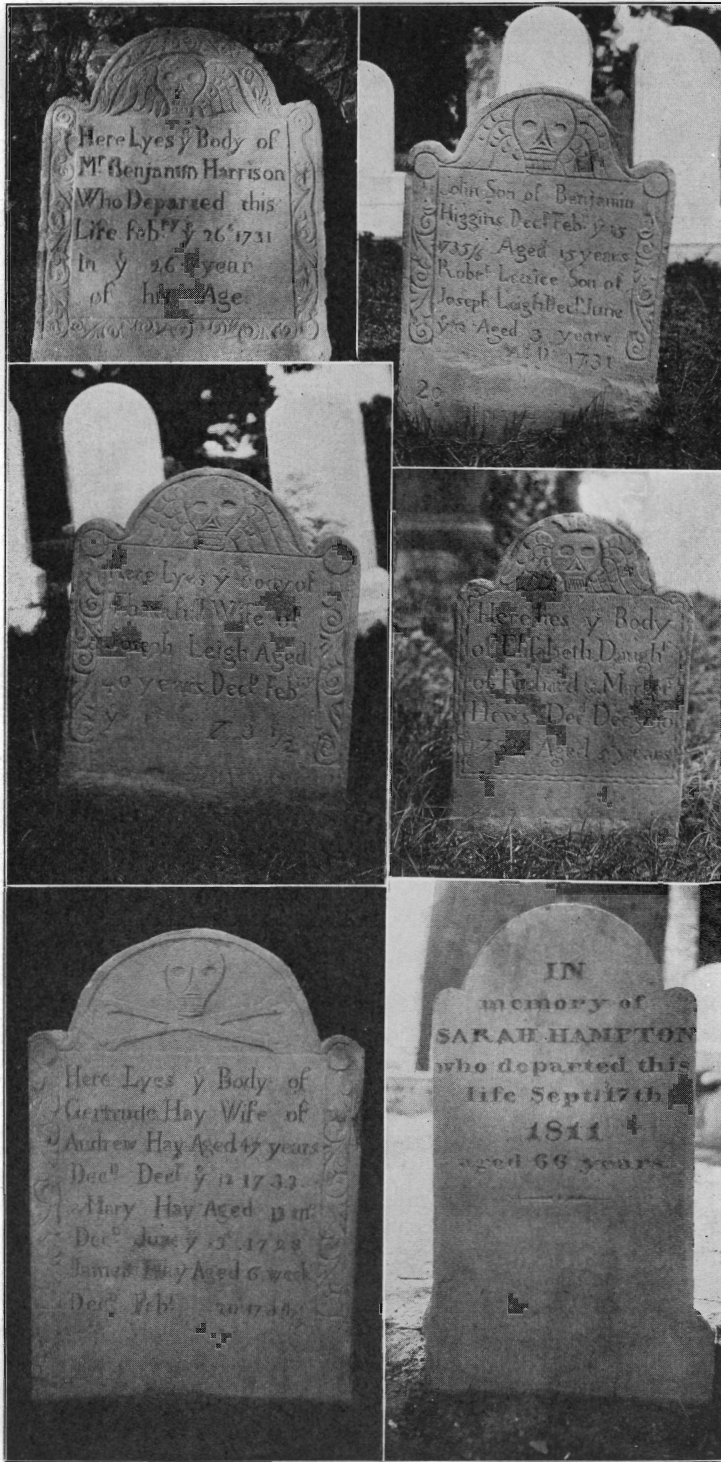
were scarce and careless. The growth of Amboy, though not rapid, was consistent under the fostering care of the Proprietors, who directed the deputy Governor to reside here, establish courts. In 1684 Amboy became the seat of Government.

Notwithstanding the efforts of the Proprietors to prevent it, New York, by her superior location, was enabled to overshadow her sister, New Perth, in commercial importance. Being the seat of government, however, considerable foreign commerce continued to be carried on till the Revolution.

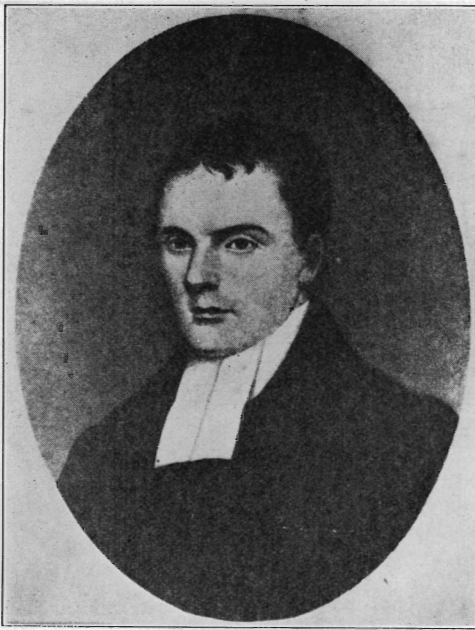
The change from the Proprietary to the Royal Government of the province had little effect on Amboy. It continued to send two members to the General Assembly, in addition to those of the county as it had done under the Proprietors. It shared with Burlington the meetings of the Assembly and the presence of the chief officers. Each Governor, on his arrival, would march in procession to the court house and in presence of the assembled people proclaim his commission from the sovereign of England and receive congratulations of the authorities.

Some of these early moral laws which consigned men to the stocks, whipping post and pillory were part of that Puritan movement which affected all social life wherever the Angle-Saxon settled. Listen to these early enactments in force here in Perth Amboy:

For drunkenness, the first laws inflicted fines; one shilling, two shillings, and two shillings sixpence for the first three offenses, or corporal punishment if the offender was unable to pay; if unruly, he was put in the stocks until sober. In 1682 the law became even more rigorous. Each offense incurred a fine of five



OLD GRAVESTONES IN ST. PETER'S CHURCHYARD



GEORGE KEITH

shillings, and if not paid, the stocks received a tenant for six hours. Constables not doing their duty under the law were fined ten shillings for neglect.

The observance of the Lord's Day was required by abstinence from all servile work, useless recreations and unnecessary travel. Disorderly conduct was often punished by confinement in the stocks, fines, imprisonments or whipping. In 1704, under the administration of Lord Cornbury, the use of ardent spirits began to be considered necessary, but keepers of public houses were forbidden to allow tipping on the Lord's Day, except for "necessary refreshment."

Swearing or taking God's name in vain was made punishable by a fine of one shilling for each offense as early as 1668 and such continued to be the law until 1682 when a special act provided that the fine should be two shillings sixpence, and if not paid, the offender was to be placed in the stocks or whipped, according to whether his age was under or over twelve. All prize stage plays, games, masks, revels, bullbaitings and cock fightings, "which excite the people to rudeness, cruelty, looseness and irreligion" were to be discouraged and punished. The "resistance of lawful authority by word or action," or "the expression of disrespectful language, referring to those in office" was made punishable either by fine, corporal punishment, or banishment. In 1676 all liars were included for the second offense, incurring a fine of 20 shillings and if the fines were not paid the culprits received corporal punishment or were put in stocks.

The following is one of many queer laws of that time:

"That all women of whatever age, rank, profession, or degree, whether virgins, maids or widows who shall after this act impose upon, seduce and betray into matrimony any of his Majesty's subjects by virtue of scents, cosmetics, washes, paints, artificial teeth, false hair or high heeled shoes, shall incur the penalty of the law in force against witchcraft and misdemeanours."

Two centuries ago the charm and primitive loveliness of the surroundings of Perth Amboy circumscribed by the Raritan River emptying into the beautiful bay of the same name and then having on another side the Kill von Kull, or Staten Island Sound, running for fifteen miles or more between the mainland and Staten Island until it empties into Newark Bay. It was and it still is an ideal town site. Its magnificent water front offered a safe harbor for ships and caused many to predict that it would be the greatest seaport of America. They had visions that it would not be long "ere Perth be built as London town."

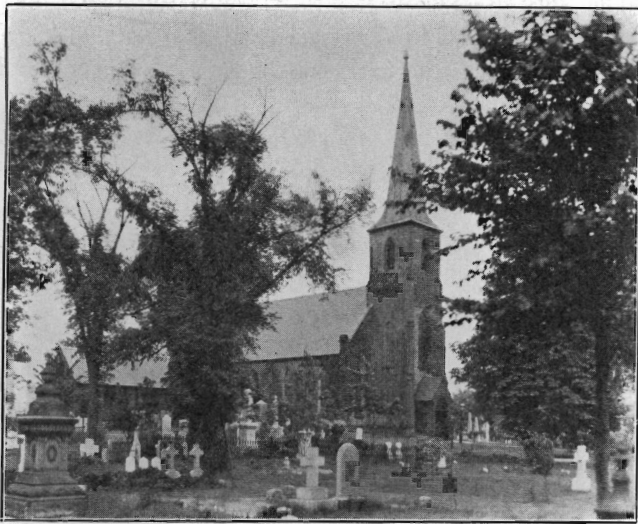
Here the new governor's mansion was built and occupied by William Franklin, the son of Benjamin; here in Amboy he convened the legislature. His stately mansion, which still stands today as one of the fine colonial structures of America, was the scene of many receptions and social festivities. People of culture and social prominence and men of position and affluence made their homes here.

Officers of the Crown and the soldiers of the realm were quartered here, and enlivened the town by balls and dances and hunts.

Perth Amboy was on the main post road between New York and Philadelphia, along which the great people of the country passed, often with military escort and retinue of servants.

Nothing ruffled the peace of the colonies except the Indian uprising in Western New York in 1764, known as the Conspiracy of Pontiac, and which is so picturesquely portrayed by the historian Parkman. But this event did not disturb the people of New Jersey. In consequence of British victories in Canada and abroad, a wave of patriotism for the Mother Country swept through the colonies; the great leader of this movement in Perth Amboy and colony was Benjamin Franklin's illegitimate son, Governor William Franklin.

The intense poverty and privation of the times of the early settlers had passed away; men were able to do more than eke out a bare subsistence. Large land owners were developing their estates because of the slave trade, the introduction of negroes from West Africa, and the town of Perth Amboy was the chief port of entry for the cargoes of "black gold." "Fresh negroes, wild from the Guinea Coast" would be bought by the



ST. PETER'S TODAY

settlers at 40 to 100 pounds for an adult. Among the chattels of a seller who died in 1764 were:

- One negro named Ham, valued at 70 lbs.
- One negro named Isaac, valued at 30 lbs.
- One negro named Sam, valued at 70 lbs.
- One negro girl named Betty, valued at 10 lbs.
- One negro girl named Jane, valued at 60 lbs.
- One negro wench, valued at 30 lbs.

The building now on Kearny Avenue, originally known as "Government House," the bricks for which were brought from England, was built by the Colonial proprietors of East Jersey in 1760. It was occupied first by Frederick Smyth, Chief Justice of the Colony and Vestryman of St. Peter's Church. He was appointed Judge when he was thirty-two years of age, by George III, but later removed to Philadelphia.

The officials and the citizens warmly greeted William Franklin on his arrival from England in the winter of 1763. He was escorted to the Court House on the northeast corner of the Square (Market and High Streets) and replied to an address of welcome. Eleven years later he left Burlington to reside in Perth Amboy and the people gave him a rousing reception when he made the Government House his home. Here he stayed until the Revolution and it was in a room of this house that he was arrested as a Loyalist and taken from his wife, whom he never saw again.

In 1784 a portion of the interior of Government House was burnt by fire and in 1785 Mr. John Rattoone bought it and repaired it.

John Rattoone was Mayor from 1796 to 1808 and Judge of the Court of Common Pleas and also Surveyor-General.

In 1809 the building became a hotel called the

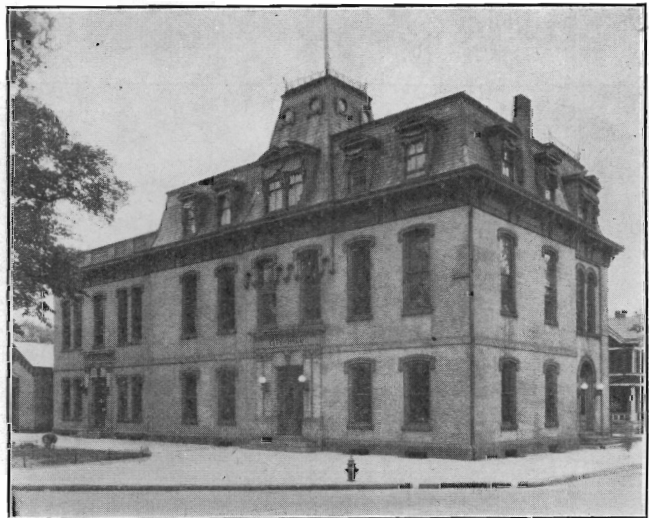
"Brighton House." Soon after this the large extension on the south end of the building was erected.

In 1815 Matthias Bruen, the New York tea merchant and importer, bought the house. Mr. Bruen died in 1846 and his youngest son, Dr. Alexander Bruen, lived there many years after his father's death. After Dr. Bruen's removal it became a hotel again.

In 1883 it came into the possession of the Presbyterian Church as a gift from Dr. Bruen to be used as a house for aged and infirm ministers of that denomination and for twenty years it was so used and called the Westminster. The Presbyterians later received another property for this purpose and it reverted to the Bruen family. What scenes and incidents have centered around this grand old colonial structure,—one of the most stately and commodious of the colonial houses in America,—in the days of its greatest beauty before the beautiful grounds around it were cut away!

During the Civil War it was used as a headquarters for officers of the Union Army. After Alexander Bruen ceased to live in it, it became a hotel again, and Mr. James L. Compton was its manager until his health failed when his brother Alfred Compton and wife assumed the management. It was then leased to Mr. Tulley, Postmaster of New York City; then a Mr. Barr of New York ran it for three seasons, then Mrs. Crosby had it for two seasons. At the height of its prosperity as a hotel, previous to the outbreak of the Civil War, it would accommodate 360 persons, and was frequented by many well-to-do and prominent families of the South.

The Barracks were built and furnished under the direction of Samuel Neville, Thomas Bartow and John Smyth. The building was finished in 1759 and Sam-



PERTH AMBOY CITY HALL

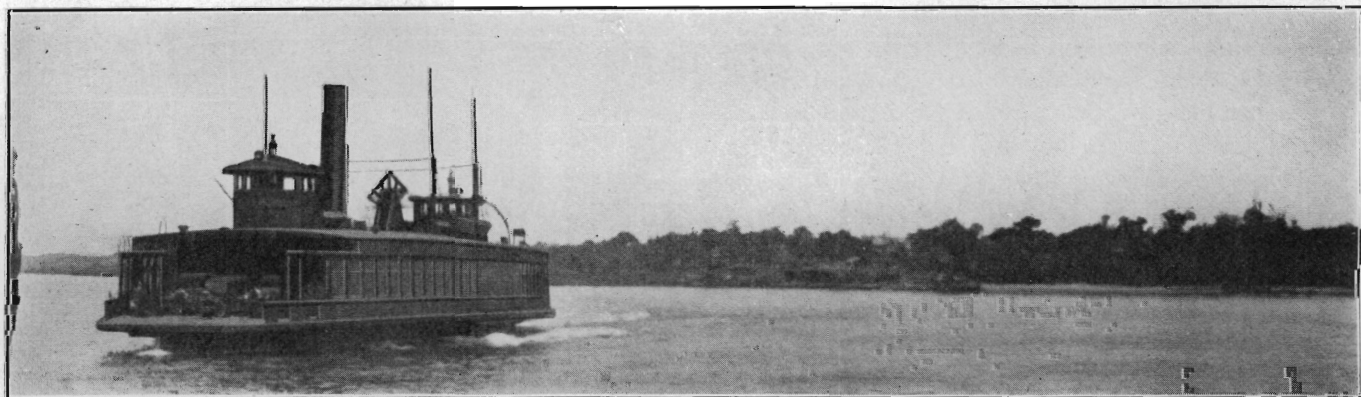
uel Sargent and Thomas Skinner were appointed trustees.

They were originally intended to accommodate three hundred men, and were first occupied by troops returning from the siege of Havana in 1761. A regiment of British troops were stationed there from that time until after the outbreak of the Revolution and many of the soldiers and their families were buried in St. Peter's churchyard as some of the stones testify. The barracks were long since destroyed to make place for the school building on Division Street.

The 26th Regiment arriving from Ireland was in America from 1767 to 1773 and took the place of the 28th Regiment in the barracks. There were thirty-one rooms in the barracks, eleven being occupied by officers, sixteen of the rooms were made to hold twelve men apiece. Other soldiers who could not get in were quartered in the town. The 47th Regiment of Foot was the last regiment to be quartered there. After the departure of the British, Captain Conway's Company of Militia occupied them.

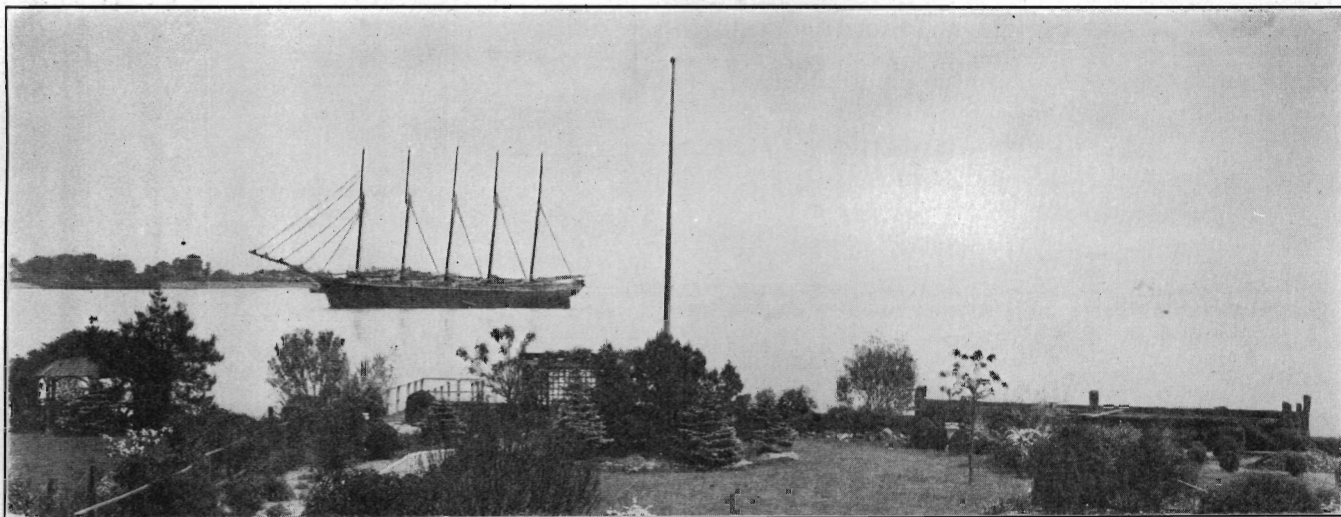


WASHINGTON MONUMENT
PERTH AMBOY



THE STATEN ISLAND FERRY

Which will soon be replaced by the Liberty Bridge between Perth Amboy and Tottenville.



RARITAN BAY FROM WATERFRONT PARK, PERTH AMBOY

What Perth Amboy Industries Make for You

By R. H. MINTON

IN describing the industries of Perth Amboy it is not my intention to give you a mass of data and figures, but rather to create a picture by which you can visualize the importance of Perth Amboy's products in your daily life. Located on Raritan Bay at the mouth of the famous Raritan River, the variety and value of Perth Amboy's products have done much to make Northern New Jersey one of the great manufacturing districts of this country.

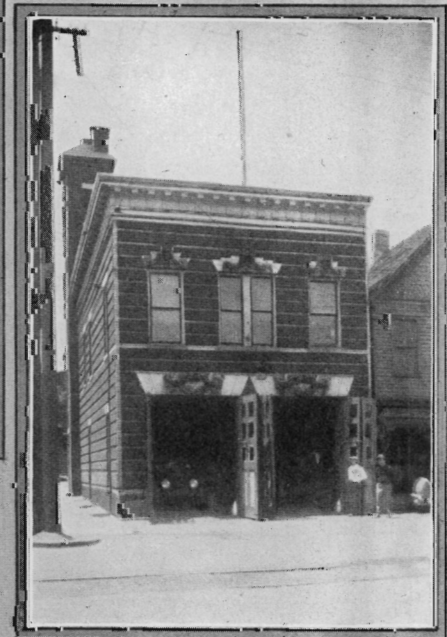
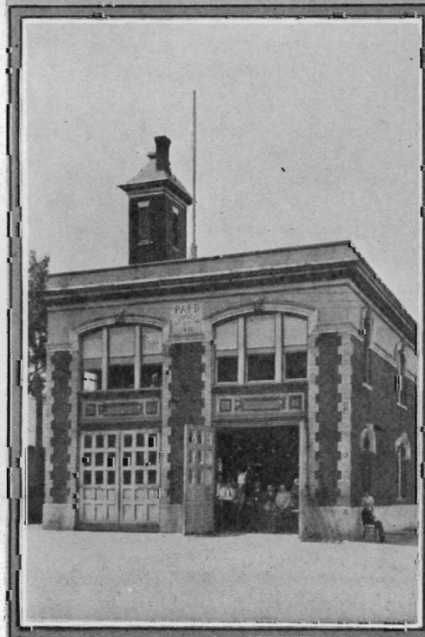
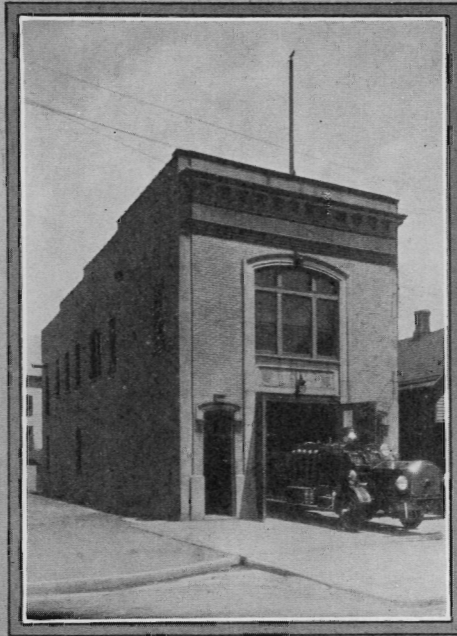
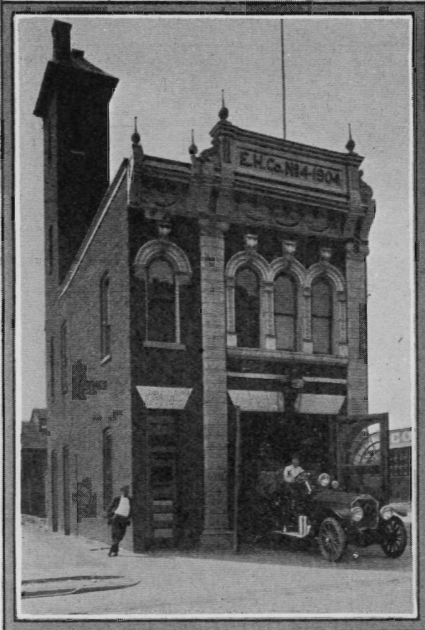
The Castles Ice Cream Company, located here, makes enough ice cream every year to provide every man, woman, and child in the United States with an ice cream cone. Operating a fleet of more than one hundred trucks, this company serves an average of eight customers every minute of the day, that is, on a summer day.

The United States Government receives a large part of the silver used for currency from the American Smelting & Refining Company, which annually refines 37 million ounces of silver, besides large amounts of copper, lead and gold. With this company should be linked another of our important plants, the Raritan

Copper Works, one of the world's huge copper refineries, producing every month 38 million pounds of copper. Its yearly output if made into wire screen would probably cover every window and door of every house in the country. This plant is largely responsible for the fact that 28% of the world's copper production is refined in Perth Amboy.

Associated with the production of copper is one of our most important plants, the Standard Underground Cable Company, the largest employer of labor in this district. One of the world's leading manufacturers of all forms of electrical wire and cables, this company's annual production would encircle the globe several times. Its products range from the finest wire used in radio construction to immense cables.

If you own a car, you are interested in good roads. If you are building a home you are interested in inexpensive and durable roofing material. Both of these have been made possible because of one of Perth Amboy's most important plants, the Barber Asphalt Company, which, with its oil refinery, covers 140 acres of ground. Annually it imports over 100,000 tons of



South American asphalt, processes it and distributes it over the country for roads and roofs.

If you are a smoker, you may be enjoying a cigar made by the General Cigar Company of Perth Amboy, one of the largest in this section, which produces annually enough cigars to provide several smokes to every smoker in Greater New York.

One of America's important chemical producers, the Roessler & Hasslacher Chemical Company, has three plants in Perth Amboy. They manufacture large quantities of Formaldehyde, used in the making of Bakelite, as well as immense quantities of bleaching compounds used by textile producers, and chemical compounds used in large quantities by manufacturers of rubber products.

The United States Cartridge Company produces a goodly proportion of the 600 million shells consumed yearly in this country. Some 300 freight cars per year are necessary to move this output

The marvelously rapid development of radio manufacture in America has been largely possible through the use of one of Perth Amboy's unique products. Fully 95 per cent. of all radio manufacturers use parts made of Bakelite by the Bakelite Corporation of Perth Amboy. Its products are made into thousands of articles ranging from buttons to machine gears. The pipe you smoke, the telephone you use, the car you drive, the electric light by which you read, the pen with which you sign checks, and many other articles of every-day use, all contain Bakelite in some form. Whenever you listen to radio think of Bakelite and Perth Amboy.

Of all the widely advertised products made in the United States probably none is more generally known than the product called "Vaseline." All the vaseline manufactured is made by the Chesebrough Manufacturing Company, which annually produces and ships from Perth Amboy 50 million packages of vaseline to every port in the world.

Brick made of carborundum are made by the Perth Amboy plant of the Carborundum Company. This material, under the trade name of "Carbofrax," is made into various shapes that are used in the gas industry, in oil refining, in power plants, in the ceramic industry, in the enamelled iron and other industries.

Of all the varied products made in Perth Amboy, those by which it has become best known throughout the country are its ceramic or clay products.

In the position held by New Jersey as the second clay producing State in the Union, Perth Amboy has contributed a large share. The only known deposits of plastic fire clay are located in the Mutton Hollow district of Woodbridge and are known all over the United



FIRST NATIONAL BANK, PERTH AMBOY

States, having been first worked in the year 1800. High grade fire clay products from the Perth Amboy and Woodbridge plants, particularly Henry Maurer & Sons Company, M. D. Valentine & Bro. Company, and Mutton Hollow Fire Brick Company, are essential to the great blast furnaces and smelters of the steel and other metal industries.

New Jersey ranks first in the production of architectural terra cotta, chemical stoneware and sanitary ware. One of the most difficult of ceramic wares to manufacture is chemical stoneware. The General Ceramics Company, the largest manufacturer of chemical stoneware in America, makes acid proof vessels from one pint pitchers to huge pots having a capacity of 1200 gallons. Surely the modern Ali Baba and his forty thieves would have no difficulty in hiding in these great vessels ten feet high. The products of this company played a very important part in the World War by furnishing chemical equipment for the Government Nitrate Plants and for the great Edgewood Arsenal at Baltimore.

It is most uncanny the way in which skilled potters mould plastic clay into all manner of shapes and forms including huge pots, vacuum kettles, storage tanks, condensers and stills, pressure vessels, pumps, retorts, filters, anything and everything in fact required for the production of acids, chemicals, explosives and medicines. To wander through a storage yard of these strange vessels is like a trip through a fairyland of huge china ware. Although chemical stoneware is relatively a modern product, clay vessels for storage purposes have been in use for centuries. The great Persian poet, Omar Khayyam, in his famous poem, the Rubaiyat, written in the 12th century, immortalized clay vessels in the following:



THE CROSSROADS OF BUSINESS, SMITH AND STATE STREETS, PERTH AMBOY

Shapes of all sorts, and sizes, great and small,
That stood along the floor and by the wall,
And some loquacious vessels were: and some
Listened perhaps, but never talked at all.

Said one among them—"Surely not in vain
My substance of the common Earth was ta'en
And to this figure molded, to be broke
Or trampled back to shapeless earth again."

After a momentary silence spake
Some vessel of a more ungainly make;
"They sneer at me for leaning all awry:
What! did the hand of the potter shake?"

"Well," murmur'd one, "Let those make or buy
My clay with long oblivion is gone dry;
But fill me with the old familiar juice,
Methinks I might recover by and by."

The General Ceramics Company also operates in this district the world's most modern plant for the production of heavy sanitary ware, such as bath tubs, lavatories, kitchen sinks, wash trays, etc. Perth Amboy's place as a producer of sanitary porcelain ware is maintained through the output of the Fords Porcelain Works, the largest single producer in the country, and the Woodbridge Ceramic Works.

Modern skyscraper buildings have been made possible largely through two important clay products, and New York City is indebted to Perth Amboy for most of this ware, which has gone into its huge buildings. The light, fireproof qualities of clay hollow building tile have been essential to large buildings. The National Fireproofing Company, the Mutton Hollow Fire Brick Company, Anness Hollow Tile Corporation, and the Raritan Hollow Tile Company, produce huge quantities of this material to supply the metropolitan demand.

Possibly of all heavy clay products the most fascinating, because of its artistic possibilities, is architectural terra cotta. Perth Amboy leads the world in the production of architectural terra cotta, having three large companies. The use of terra cotta has been traced back to 3775 B. C. These pieces were formed by hand and enameled, and are the oldest existing implements produced by the hand of man. Architectural terra cotta in the United States was first produced in Perth Amboy in 1878 by the old Perth Amboy Terra Cotta Company, later merged into the Atlantic Terra Cotta Company.

All of you are familiar with the Woolworth Building in New York City, that magnificent monument to a man with an idea, an idea based upon five and ten cent pieces. This wonderful building has its exterior for 52 stories built of terra cotta furnished by the Atlantic Terra Cotta Company, the largest maker of terra cotta in the world. The clay was mined in the Mutton Hollow section of Woodbridge. Another notable example of the work of this company is the famous grill room of the McAlpin Hotel. This beautiful room is formed entirely of colored terra cotta, the mural panels depicting phases of the history of New York Harbor. The terra cotta exterior of the great Pennsylvania Hotel was also furnished by the Atlantic Terra Cotta Company.

The Federal Terra Cotta Company furnished the terra cotta for the Equitable Building, 120 Broadway, New York City, the world's largest office building. They also supplied the famous Traymore Hotel at Atlantic City. Notable examples of the New Jersey Terra Cotta Company are the Hotel Vanderbilt and Princeton University Club, New York City.

Terra cotta has made possible modern city office buildings and has brought into being many buildings of beauty and utility not possible with any other mate-

rial. After these great buildings are erected, their floors must be covered and their walls lined with Perth Amboy floor and wall tile, made by the American Encaustic Tiling Company, the C. Pardee Works and the Perth Amboy Tile Works.

A night view of Perth Amboy with its burning kilns and metallurgical furnaces might have inspired Longfellow to those lines:

“A burning town or seeming so,
Three thousand furnaces that glow,

Incessantly, and fill the air
With smoke uprising, gyre on gyre,
And painted by the lurid glare
Of jets and flashes of red fire.”

This is Perth Amboy, a great industrial center, contributing to the daily needs of America. A city with a history of worthy achievement; a city with a present making history; a city destined to fulfill our most hopeful prophecies as to its great future progress. We welcome you to Perth Amboy.

The Westminster Cadets

THE Westminster Cadets, Perth Amboy's oldest boys organization, was organized in October, 1900, by the Rev. Dr. H. G. Mendenhall, then pastor of the First Presbyterian Church, and John A. Danner, who had seen service in the Spanish-American war, as a captain.

The object of the organization is to inspire a patriotic spirit, to promote the moral, social and physical welfare of young men and to assist Major James H. Dandy Post, No. 43, G. A. R., on Memorial Day and as occasion may require.

The organization started with a membership of some 60 boys, divided into three military companies, and continued as such until the World War nearly disrupted the organization, some twenty-seven out of a possible thirty-five members enlisting in Uncle Sam's fighting forces. The remaining members were organ-

ized into a fife and drum corps, prominent at all patriotic occasions.

Captain John Danner remained in charge of the Cadets as Captain until 1907, returning to the organization again as Major, 1913-14. Others who succeeded him were: Leonard Wait, Captain; Harry E. Comings, Captain; Glenworth Sturgis, Major; Anton Hanson, Major, and the present leader, Albert C. Krogh, who was elected Captain in March, 1917.

In January of this year a small building was erected in Rector street as a club house for the Cadets and today the corps has an active membership of thirty.

Only two of the original charter members remain, Captain Albert C. Krogh and Quartermaster N. Earl Barnes. The other officers of the Cadets are: John Koehler, Assistant Quartermaster; Carlyn Krogh, Fife Sergeant; Martin Krogh, Drum Sergeant, and Alton O'Brien, Bugle Sergeant.



WESTMINSTER CADETS



THE CHIEF EXECUTIVE SEES PERTH AMBOY'S MEMORIAL TO ITS WAR HEROES

Governor A. Harry Moore and Members of the local Government with a Model of the Proposed Monument. Left to Right Are: James S. J. Novelli, the Sculptor; Alderman John J. Clark of Perth Amboy, Clifford La Rocque, Governor Moore, Gustav Novak, Patrick Killmurray and Mayor W. C. Wilson of Perth Amboy.



THE CITY THAT HAS FAITH IN ITSELF

*"We are no longer a satisfied people.
We are aroused to our full sense of opportunity.
We see before us great fields—ripe unto harvest.
Unlimited possibilities are ours—both as a city and as individuals.
We see in this movement a systematic and organized effort to bring
more and better business within our gates."*

JACOB M. KLEIN, *Chairman, Program of Progress Committee*

Issac Alpern
J. Arthur Applegate
Michael T. Berris
Philip Borak
Ernest H. Boynton
Frederick C. Beutel
Louis P. Booz, Jr.
Maurice Bruck
A. Clayton Clark
J. Logan Clevenger
Harry E. Comings
Harry Conrad
Jos. D. Copeland
Ira R. Crouse
John A. Delaney
Colby Dill
Frank Dorsey
Herman Ellis
Henry W. Fisher
William H. Fraser
Richard J. Galvin
William V. Garretson
Max Gibian

Robert S. Gill
Benj. Goldberger
Jacob Goldberger
Leo Goldberger
Nathan Goldberger
Jacob P. Goldsmith
Adolph Greenbaum
Arthur E. Hall
Thomas L. Hanson
Oliver R. Hatfield
F. William Hilker
Charles G. Hommann
Leo Jacobson
Peter A. Johansen
David J. Kaufmann
Hamilton F. Kean
Jacob Krielsheimer
Irvin S. Krielsheimer
Hans Krogh
Earl Lake
Jacob N. Landau
Morgan F. Larson
James J. Leahy

Albert Leon
Marcus L. Leon
Adrian Lyon
Edward J. McCormick
Alonzo B. McDowell
Ingfred T. Madsen
Nathan H. Margaretten
Joseph Massopust
Harry S. Medinets
Martin S. Meinzer
Roy H. Minton
Irvin Morris
John M. O'Toole
Daniel P. Olmstead
J. Calvin Olwine
John W. Olsen
Peter C. Olsen
William E. Olsen
Samuel Polkowitz
J. K. Powell
John J. Powers
John J. Quinn
Albert F. Reitemeyer

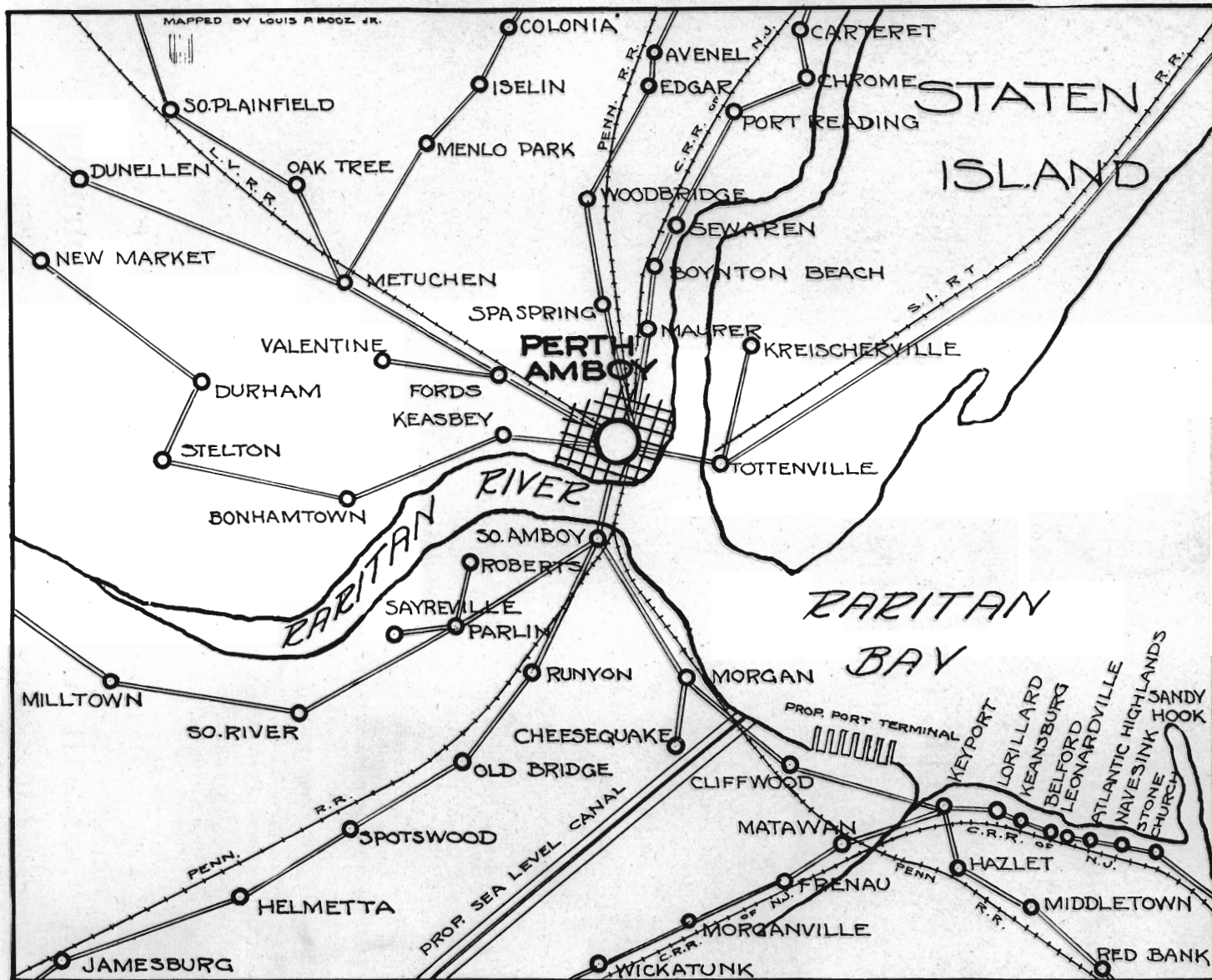
George F. Reynolds
Sidney Riddlestorffer
Herman Rothenberg
Sol Rubenstein
W. Parker Runyon
Martin Shapiro
George W. Sharp, Jr.
Conrad F. Schrimpe
Jacob Slobodien
Isidor Solomon
Stephen F. Somogyi
Sigmund Spitzer
August Staudt
Arthur Stern
Charles L. Steuerwald
John E. Toolan
Frank Van Syckle
Andrew J. Wight
David T. Wilentz
William C. Wilson
Ludwig Wolff
Max Wurtzel

Perth Amboy Chamber of Commerce

HEADQUARTERS 117 SMITH STREET

TELEPHONE PERTH AMBOY 2675

The Raritan Bay District



The Raritan Bay District

Facts for
Manufacturers

by John L. O'Toole
*Vice-President in charge of Public Relations,
Public Service Corporation of New Jersey*



PERTH AMBOY, the center of one of the most important industrial districts of New Jersey, is at the same time one of the most important bases of operation for Public Service.

Recognizing that the manufacturing and transportation advantages of the Raritan Bay District would invariably lead to its rapid development, Public Service in carrying out its program for the extension of public utility facilities selected Perth Amboy as the site for the second of the big electric generation stations which constituted the basic features of that program.

The Perth Amboy station was opened in 1911, with sufficient capacity to permit the retirement of stations at Elizabeth, Plainfield and Metuchen. Since that time its capacity has been more than doubled and it has been tied in with the great Essex and Marion plants so as to render available to Perth Amboy, and the Company's Central Division, more than five times as much energy as was provided by the original installation.

Extension and improvement of transmission system now in process in connection with the operation of

the Kearny plant—one of the world's greatest generation stations—will further increase capacity. Perth Amboy is in position to offer the industrial world an unlimited supply of power generated in some of the most efficient stations known to the art, insuring freedom from interruptions and at reasonable rates.

The growth of the "Raritan Bay District" is reflected in statistics covering the increase in Public Service Electric customers and increase in sales of electric current. In ten years, meters service has increased by 11,370 or 359 per cent; in five years by 8,777 or 153 per cent. In ten years current sold increased by 25,330,109 kilowatt hours or 255 per cent; and in five years by 15,912,033 kilowatt hours or 82 per cent.

The interests of Public Service in its Central Division are very closely bound up with the interests of the Raritan Bay District. So that, as in the case of all the municipalities which it serves, Public Service stands ready to cooperate in every constructive effort that will benefit the community. For full particulars, address: Perth Amboy Trust Co. or the Chamber of Commerce, Perth Amboy, N. J. Telephones Nos. 100 and 2675.

Club Women of Perth Amboy



MRS. H. W. FISHER



MRS. C. H. HIGGINS



MRS. ELIZABETH OLIVER



MISS JANE PACKARD



MRS. LEO GOLDBERGER



MISS AMY RIDDLESTORFFER



MRS. H. C. GOLENBOK



MRS. S. RIDDLESTORFFER

Club Life in Perth Amboy

"Look up—and Laugh—and Love—and Lift" is the motto of the Woman's Club of Perth Amboy and in it is embodied the aim and purpose of the organization. The object of the club which has been a source of much good in the community since its inception in 1910 is to advance in all lines of culture and to further civic improvements. It has a limited membership of two hundred and twenty-five and there is always a long waiting list.

The club has brought some excellent talent to the city and by making the meetings public on these occasions, has given the public interested the opportunity to hear these splendid speakers and artists.

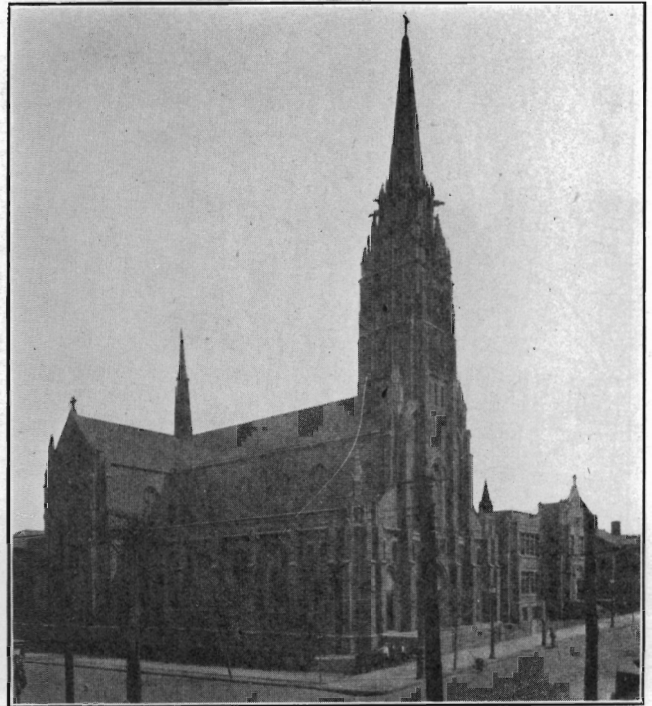
The Girls' Club, a social center for girls with unlimited membership, is a thriving organization. A clubhouse is the goal they are striving to reach and most of the activities are planned to help it along. The members of the club have aided materially in all campaigns and activities of civic interest in the community.

The Business and Professional Woman's Club is composed of professional and business women. Their dinner meetings and round table discussions are most interesting and helpful, while the programs are always of the highest interest. One of the interesting things this club did this year was to entertain the members of the Senior class of the Perth Amboy High School at a party. Women of various professions spoke to the girls on teaching, law, journalism, secretarial work, etc., and thereby helped the members of the graduating class in choosing their course of study.

The Council of Jewish women is primarily interested in social welfare work and has accomplished great things along these lines. Club life in Perth Amboy is strong, helpful and inspiring. "Look up—and Laugh—and Love—and Lift," the Perth Amboy Woman's Club motto might well be the motto of all these organizations formed for advancement, happiness, love and helpfulness.



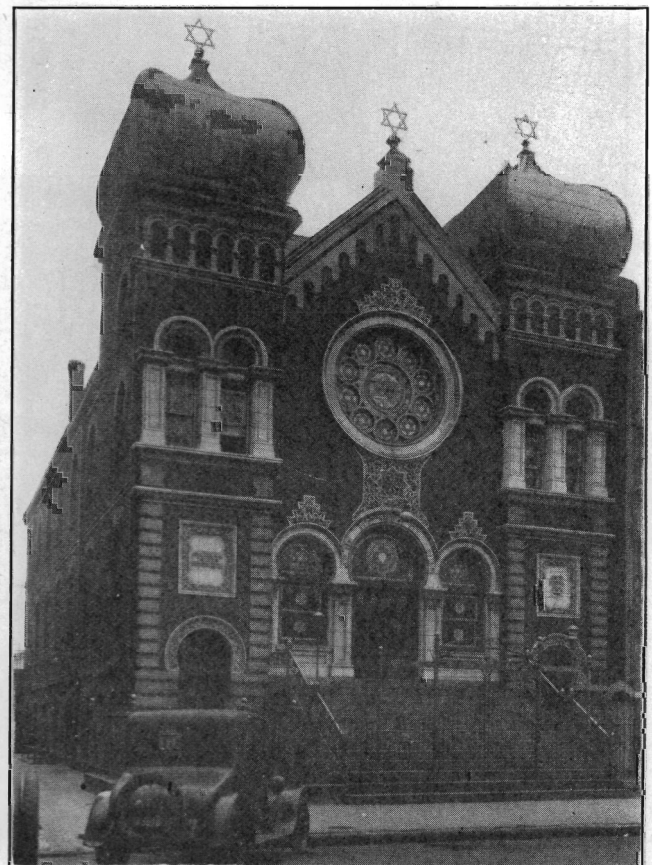
ST. MARY'S CHURCH, PERTH AMBOY



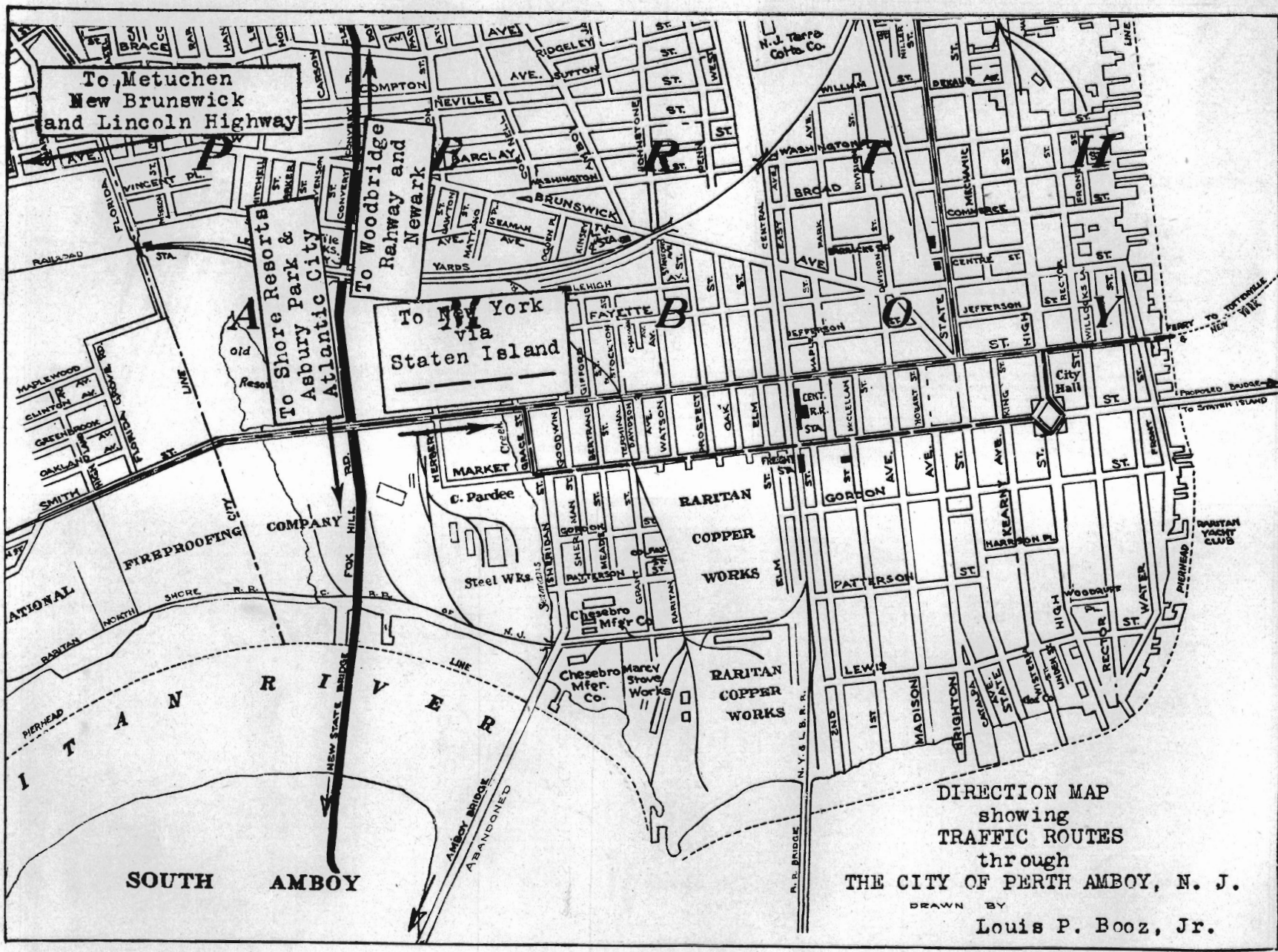
ST. STEPHEN'S CHURCH, PERTH AMBOY



PERTH AMBOY MASONIC TEMPLE



SYNAGOGUE, PERTH AMBOY



To Metuchen
New Brunswick
and Lincoln Highway

To Shore Resorts
To Shore Resorts
Asbury Park &
Atlantic City

To Woodbridge
Rayway and
Newark

To New York
via
Staten Island

DIRECTION MAP
showing
TRAFFIC ROUTES
through
THE CITY OF PERTH AMBOY, N. J.
DRAWN BY
Louis P. Booz, Jr.



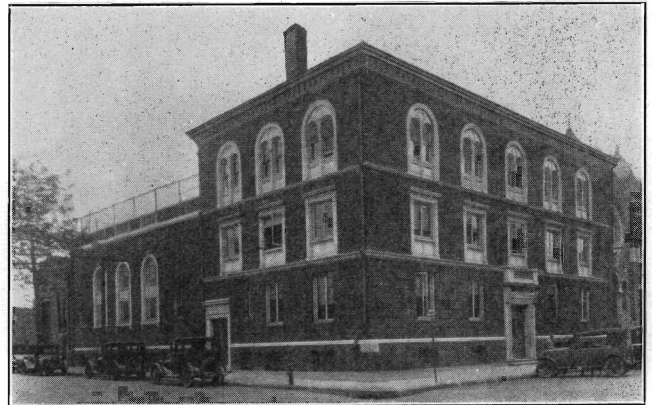
LUDWIG'S FURNITURE HOUSE



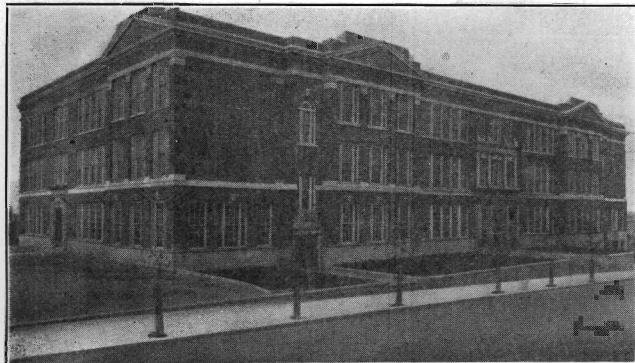
ALBERT LEON & SON



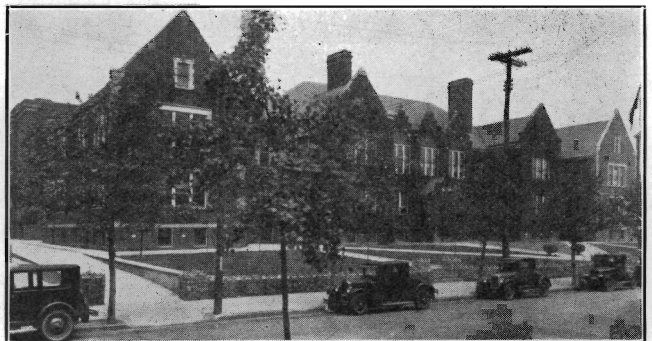
PERTH AMBOY PUBLIC LIBRARY



Y. M. H. A., PERTH AMBOY



ONE OF THE MANY AMBOY SCHOOLS



HIGH SCHOOL



ELKS' CLUB, PERTH AMBOY



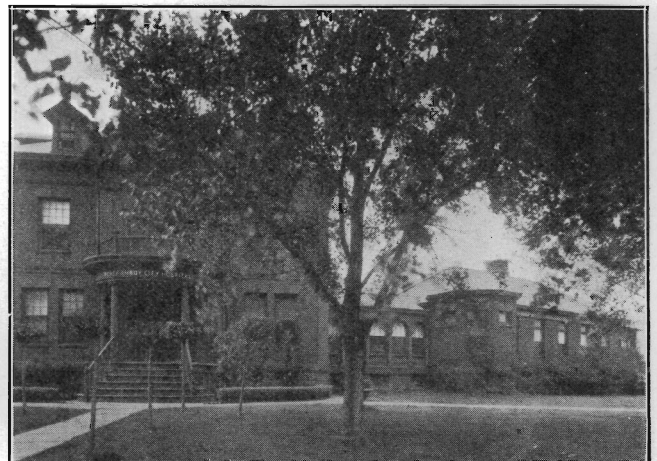
PERTH AMBOY POST OFFICE



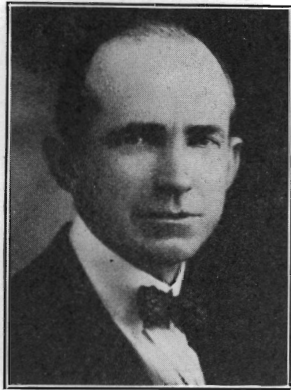
ROSLAND APARTMENTS, PERTH AMBOY



PRESBYTERIAN CHURCH, PERTH AMBOY



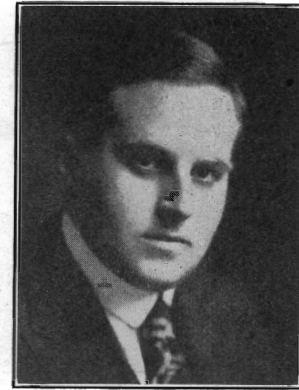
PERTH AMBOY CITY HOSPITAL



EARL LAKE
President



IRVING KREIELSHEIMER
Secretary



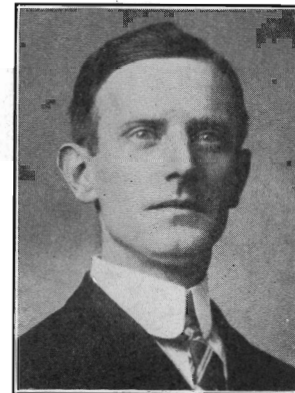
JACOB M. KLEIN



LEO GOLDBERGER
Vice-President



WILLIAM M. WEIANT
Vice-President



E. J. McCORMICK
Vice-President

Vision - Faith - Enterprise

THE PERTH AMBOY CHAMBER OF COMMERCE

L. W. STATLER, *Managing Director*

IN the office of the Perth Amboy Chamber of Commerce hangs a small sign bearing the legend: "VISION is the quality that enables a man to think of his service beyond himself, extending it to the community, the state, the nation, and the world itself."

That slogan may well be applied to the men who are the motive force behind the Perth Amboy Chamber of Commerce. It is an ambitious slogan. But the collective mind of the Chamber of Commerce has hitched its wagon to a star. It sees the City of Perth Amboy not merely as an individual city; it is seeking to orient itself, and find in what manner it may best be of service to the city, the state, the nation, and the world.

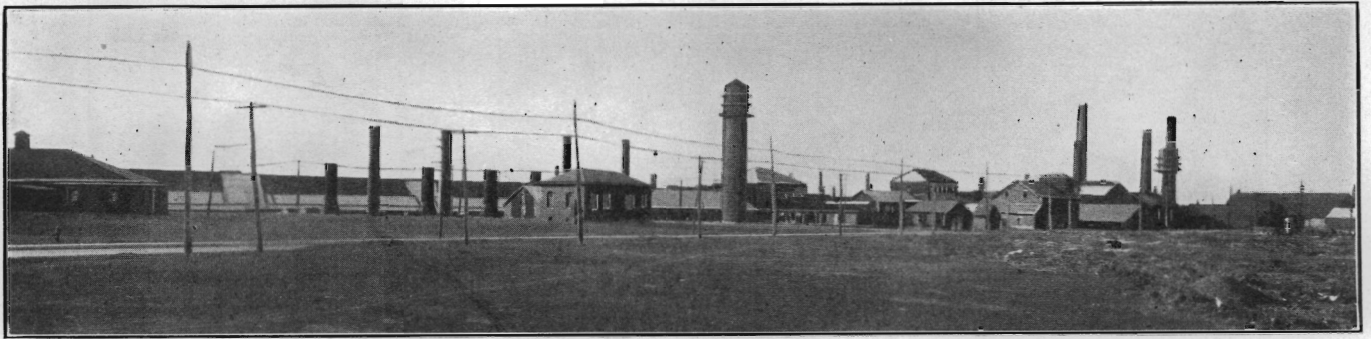
Few cities are as advantageously located as the City of Perth Amboy. Historians of a hundred and fifty years ago predicted that Perth Amboy would become the greatest harbor on the American continent, and it was only the enterprise and industry of Manhattan

which caused that world port to forge ahead, until today New York, but 30 miles away, has become the heart of American finance and business.

Perth Amboy has taken inventory of its resources, its location in relation to the rest of the world, and has found them good.

A new spirit of pride in achievement, of enterprise not merely for individual benefit, now animates the leaders of business and industry.

With a waterfront of unlimited possibilities, railway facilities that are unsurpassed, a growing population, its business district the trading center of a large suburban area, Perth Amboy faces a promising future, whose outcome depends on the unselfish cooperation of businessmen, city officials, civic workers, industries, the press, and the great mass of citizens who comprise its body and soul.



SAYREVILLE KILNS, WHERE ANCIENT ART OF BRICK BURNING IS CARRIED ON WITH ULTRA-MODERN MACHINERY

SAYREVILLE

Southern Terminus of

The Victory Bridge

ONE hundred and fifty men of Sayreville served their country during the World War. Of these, ten gave their lives. They are: Henry L. Brenker, John Gorcki, George Jensen, Frank Karvatt, Joseph Kraznowek, Frank J. Lewandoski, Peter Pero, Frank Toozak, Frank Wiczorkowski and Daniel Smullen.

May they always be cherished in the memory of our citizens!

As the southern terminus of the Victory Bridge, now famous as a State Memorial and the most important link of the Lincoln Highway to the shore, the Borough of Sayreville has come into prominence as one of the promising municipalities of New Jersey.

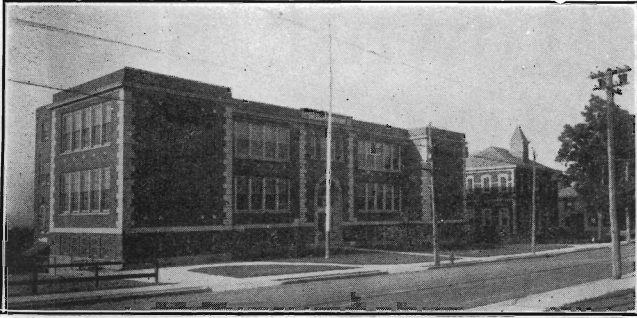
The borough was first known as Sayreville Township, named after James R. Sayre, Jr., who, with Peter Fisher, in 1851, first located what was then known as "Wood's Landing." There the two partners laid the foundation of the greatest brick manufacturing plant in the world—"Sayre & Fisher."

In the year 1870 the first post office was opened. Six years later the Township of Sayreville was incorporated. In 1919 the residents of Sayreville, by referendum vote, decided to incorporate as a borough. John J. Quaid became the first mayor, assuming office on January 1st, 1920. At the expiration of his two-year term he was succeeded by Edward E. Clark, 1922-23; who was followed by Frank Hartman, mayor from 1924 to 1925, who was succeeded by Mayor Thomas F. Dolan, the present incumbent.

The present borough council consists of George K. Nickel, president, John J. Kierst, Joseph Bailey, Sr.,



LENAPE POST, AMERICAN LEGION MEMORIAL. SAYREVILLE



SAYREVILLE IS PROUD OF ITS SCHOOLS

John Winkler, Noel E. Bissett, George L. Blew and Frank P. Kolb, clerk.

Other officers of the borough are: Joseph J. Weber, collector; Abraham Feihle, assessor; Michael Craven, overseer of the poor; C. E. Gildersleeve, superintendent of the water department; Franz Doeler, recorder; Frederick F. Richardson, attorney, and A. T. McMichael, engineer.

The industrial possibilities of the borough are unlimited, rail and waterfront facilities leaving ample room for growth. The population of 9,000—spread over an area of fourteen square miles, with property assessed at over five million dollars—is employed in the main industries, principally in the ceramic line, the rich and varied clay deposits of Sayreville being unsurpassed anywhere in the state.

The most important of these ceramic industries are: Sayre & Fisher Company, known all over the world as the largest brick plant on earth; Crossman Sand & Clay Company, one of the foremost miners of sand and clays in the state, specializing in fire brick clay, dry clay, kaolin and washed sand for sheet asphalt paving, and sand used in steel and iron foundries; The Such Sand & Clay Company, producing similar products; The Whitehead Brothers Sand & Clay Company; The Quigley Fire Proofing Clay & Specialties Co.; The Ceramics Products Co., manufacturers of mosaic tile, and the Old Bridge Tile Works, manufacturing glazed tile of all kinds.

The Du Pont De Nemours Company and Du Pont Pathe, world famous for their powder and films, re-



THOMAS F. DOLAN, MAYOR OF SAYREVILLE

spectively, and the Hercules Powder Company, are located in this borough.

Other industries include the Muscatt Manufacturing Company, and Muschick Bros., both manufacturers of fine embroideries.

An excellent police department and two efficient fire companies furnish ample protection to property owners and residents. A four million dollar water and sewer system has been installed; there are four public and two parochial schools; a Methodist, German Presbyterian, and two Catholic churches; a prosperous building and loan society with assets over \$50,000.00.

Lenape Post of the American Legion represents World War Veterans of the borough, and takes care of the memorial monument and the graves of the heroic dead in the Civil and the World War.



Woodbridge Township

“A Great City in the Making”

WOODBRIDGE TOWNSHIP, the third largest community in the County of Middlesex, is in two respects unique among the municipalities of the State of New Jersey. It is one of the largest townships in area and population, and the oldest, having been purchased from the Indians in 1664 by John Bailey, Daniel Denton and Luke Watson, and later transferred to Governor Carteret and John Ogden, who in 1666 sold the entire tract to “Daniel Pierce and others” for the sum of 80 pounds sterling, or about \$400.

The section was named after the Rev. John Woodbridge, of Newbury, in the Colony of Massachusetts, whence many of the first settlers came, led by Governor Carteret. Due to favorable “publicity” distributed throughout New England by Sir George Carteret, a number of families followed the original settlers within a short time.

A special charter, issued by the Governor, gave the people of the Township the privilege of selecting their own magistrates and ministers, and choosing their own military officers, and guaranteed freedom and tolerance of religious worship to all creeds and classes, a tradition that has been maintained throughout the history of the community.

In those early days Heard’s Brook, entering into Woodbridge Creek, which in turn flows into the Arthur Kill, was navigable to what is now the Rahway avenue bridge, and coastwise schooners tied up at the wharf, predicting the great waterfront future of the Township, which promises to transform it into a manufacturing community second to none in the State of New Jersey, so far as water transportation facilities for manufacturing purposes are concerned.

It was in 1675 that the First Presbyterian Church was organized, a congregation which celebrated its 250th anniversary last year.

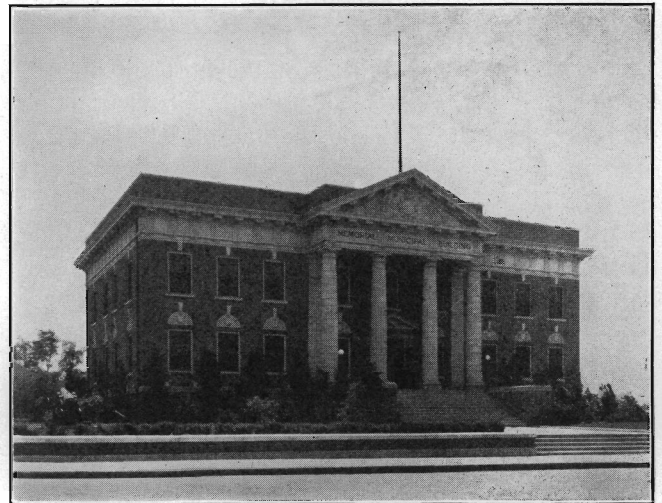
The first meeting house was erected in 1707, near the site of the present Methodist Church. In 1689 the first school was established, James Fullerton being appointed as schoolmaster.

Woodbridge was also the home of one of the first printing presses to be established in the State of New Jersey, the first “presse” being housed in a building still standing near the corner of Rahway avenue and Green

street. It was operated by James Parker, who later owned print shops in Philadelphia and New Haven, Connecticut.

Edgar, Bloomfield, Inslee, Osborne, Hadden, Noe, Shotwell, Kinsey, Randolph, Tappen, Cutter, Freeman, Dunham, Brown, and Hampton, are some of the family names identified with the early settlement. Many of the descendants of these families still reside in Woodbridge and other sections of Middlesex County.

Patriotic feeling in Woodbridge ran high during the stirring days of the American Revolution. Imbued with



MEMORIAL MUNICIPAL BUILDING

a spirit of liberty, the men of the Township rallied to the banner of the Continental Army. News of the battles of Lexington and Bunker Hill electrified the sturdy citizenry to action. The “Sons of Liberty” and “Jersey Blues” were organized, and General Heard’s brigade, composed of Woodbridge men, fought bravely in the army of General Washington, even though the fate of the colonies in the war was at first decidedly doubtful.

Captain David Edgar, of Woodbridge, won distinction and special commendation for the capture of a sloop carrying provisions to the enemy in Delaware Bay.

We have said that Woodbridge Township is unique. It is the only township in the state with the population of a city, estimated in 1926 as 22,000. Its area is about twenty-five square miles, being several times the size of the City of Perth Amboy. And it is this large area,



WM. A. RYAN

MAYOR OF WOODBRIDGE TOWNSHIP

with its excellent water front, crossed by the Pennsylvania railroad, both main line and Long Branch division, the Central Railroad of New Jersey, Philadelphia & Reading Railroad, Baltimore & Ohio Railroad, and the Lehigh Valley, which has induced thousands of new residents and industries to settle here.

Woodbridge is located in the most densely populated area in the world, the Metropolitan District of New York, and its waterfront is under the jurisdiction of the Port of New York Authority.

As the heart of the Port of New York becomes congested, the constant inflow of industries which must locate near the shipping center of the East, is turning toward this part of New Jersey, to the deep water of

the Arthur Kill and the Raritan River, extensive parts of which are within the limits of the Township of Woodbridge.

With the completion of the thirty-foot channel now being constructed by the Federal government from Sandy Hook to the Arthur Kill, the waterfront of the Township will be accessible to large ocean carriers from all parts of the world, enabling it to participate in export traffic, so that Woodbridge, once a harbor for Colonial water-borne commerce will assume its rightful place in the front rank of the thriving industrial communities of the great Raritan Bay district.

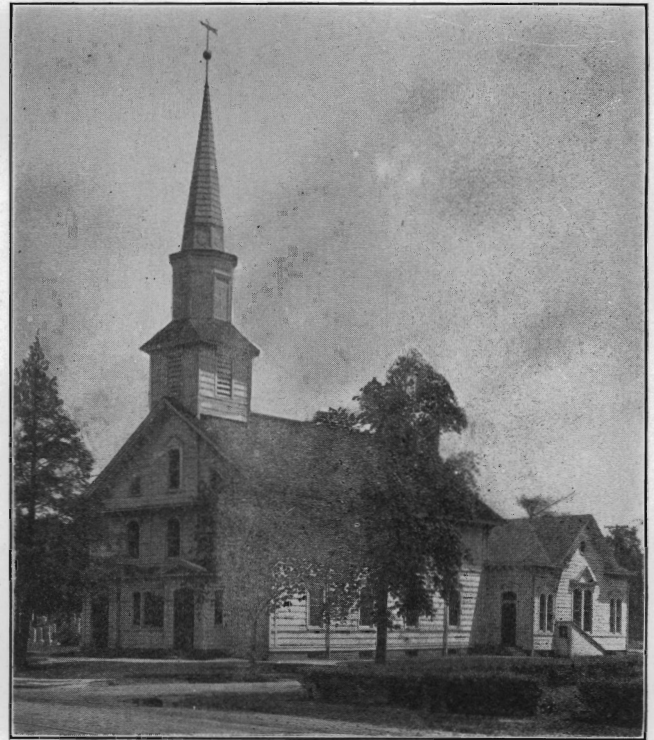
Woodbridge is already famous as one of the country's most important centers of the ceramic industry,



THE BARRON LIBRARY

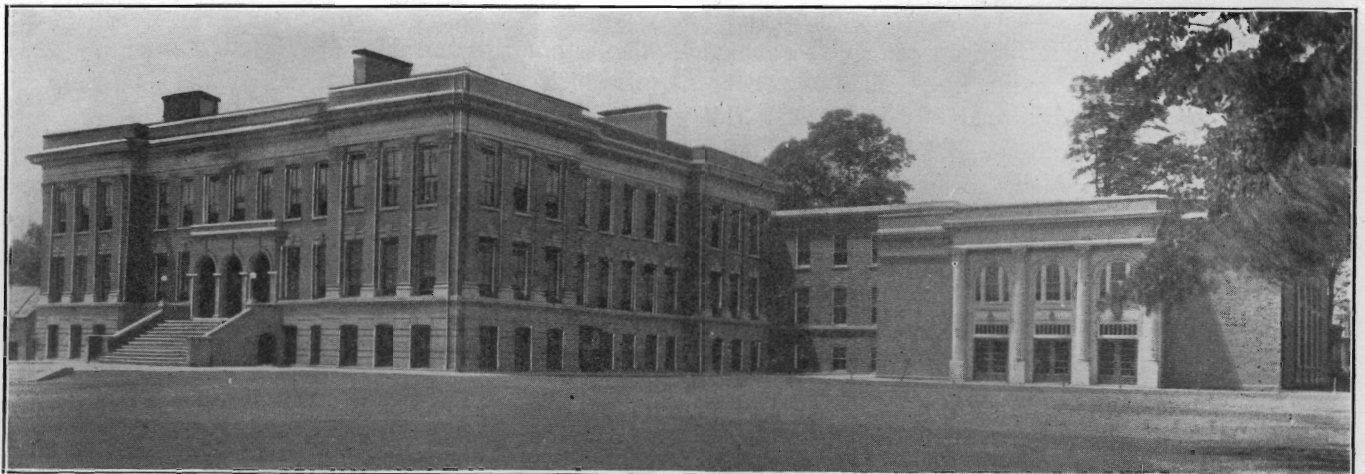
among the most prominent being the Mutton Hollow Fire Brick Company, manufacturers of all kinds of fire brick, blocks, cupola linings, and special clay products, miners and shippers of refractory clays; the M. D. Valentine & Bro. Company, fire brick manufacturers on a large scale; the National Fire Proofing Company, the Federal Terra Cotta Company, whose products are shipped to all parts of the country, and who specialize in building-facing terra cotta; the Anness Fire Brick Company, manufacturers of hollow tile, terra cotta and fire proofing.

The Woodbridge Ceramics Company is likewise



"THE OLD WHITE CHURCH"

housed in a model plant, which turns out a high grade of sanitary ware. The Woodbridge Fire Brick Company, the Dur Econ Plastic Products Company, Hampton Cutter, china clays; Middlesex Concrete Products Company, the Philadelphia Quartz Co., The Ford Art Stone Co., the Fords plant of the Fords Porcelain Works of Perth Amboy, The Ideal Chemical Company, the Vulcan Detinning Company of Sewaren, the L. H. McHose Co., miners and shippers of clay; the Tyson Brothers Rubber Co., the A. Gusmar Chemical Corporation, the General Ceramics Company of Keasbey, are all located in the Township. The ceramic indus-



WOODBRIDGE HAS THE FINEST HIGH SCHOOL IN THE COUNTY

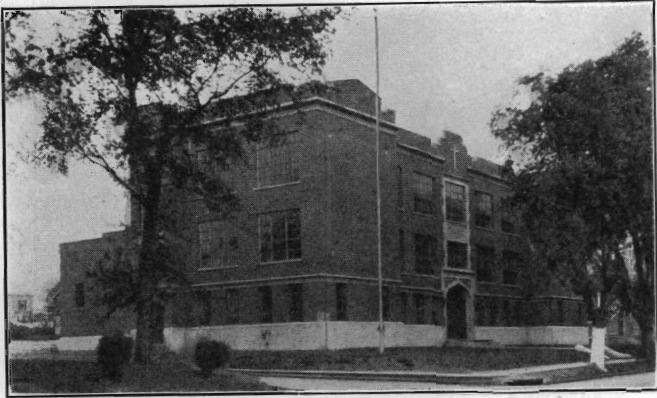
54



NEW MASONIC TEMPLE BEING BUILT AT WOODBRIDGE



HOME OF MIDDLESEX COUNCIL No. 857, WOODBRIDGE TOWNSHIP



ST. JAMES PAROCHIAL SCHOOL, WOODBRIDGE

tries are growing rapidly as the demand for fireproof building material and sanitary products increases. The Avenel section is also the home of the Avenel Shirt Manufacturing Company. Ample room is left for other enterprising industries, which are assured of the cooperation of the governing body of the Township and its citizens.

The great Avenel plant of the Steel Equipment Corporation, housed in a model factory of the most modern type, is one of the industrial showplaces of the Township.

The far-flung Township welcomes industries, and at the same time assures privacy and pleasant surroundings in its residential districts, which, aided by many progressive building and local societies, are showing phenomenal growth.

Among the many attractions to residents, Woodbridge Township offers fourteen schools housed in beautiful, modern buildings and equipped with the best educational facilities. The school enrollment, which was 5,500 at the end of the 1926 semester, has shown a steady annual increase of ten per cent, testifying to a wholesome growth in population.

The Woodbridge "Free Public Library" was erected in 1876, through the aid of a bequest made in the will of Thomas Barron, on a portion of the Barron Homestead, presented for that purpose by Dr. John C. Bar-

ron. The present trustees of the library are: S. B. Brewster, President; John H. Love, Secretary; E. C. Ensign, Treasurer; Hampton Cutter, Vice-President, and James E. Berry. The beautiful old library houses several thousand volumes and a reading room.

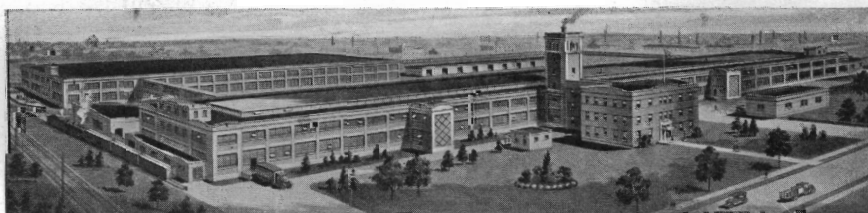
Churches of every denomination, fraternal organizations, a wonderful golf course at Colonia, three National banks, modern stores, well-paved streets, sewer, water and light improvements totalling many millions of dollars have made Woodbridge Township in truth "the Boom Town of New Jersey."

A system of bus lines now connects its various communities, including Woodbridge, Fords, Colonia, Avenel, Hopelawn, Keasbey, Sewaren, Port Reading and Iselin. Free buses transport pupils to and from school. An efficient board of health, child hygiene nurses, a police department of thirty men, and splendid volunteer fire departments in every section of the town assure to all residents protection from the vicissitudes of life, in as far as it is possible to do so.

An active American Legion post has headquarters in the beautiful Memorial Municipal Building, dedicated in 1924 by the citizens of Woodbridge Township to its heroic dead.

The officers of the Township for 1926 are: William A. Ryan, Mayor; Jacob Grausam, Robert Sattler, Joseph Gill, A. A. Olsen, Bernard Jensen and Charles Kish, committeemen; Andrew Keyes, Township Clerk; William A. Gardner, Township Treasurer; James McKeown, Assessor; Albert Larson, Collector; Martin Ashley, Recorder; Henry St. C. Lavin, Township Attorney; Fred Leidner, Building Inspector; Peter Peterson, Health Officer; George Merrill, Township Engineer; Patrick Murphy, Chief of Police; Dr. J. J. Collins, Township Physician; Joseph Schiavo, Overseer-of-the-Poor, and George Blum, Superintendent, Road Department.

Thomas B. Murray, cashier of the Woodbridge National Bank, and president of the Businessmen's Association, will be glad to give information to prospective industries or merchants.



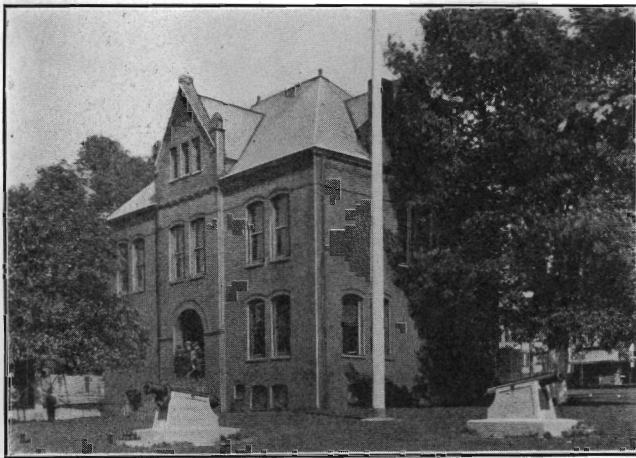
STEEL EQUIPMENT CORPORATION PLANT AT AVENEL

FACTS about the City of South Amboy

Compiled by PHILIP A. DOWNS
Councilman-at-Large



THE City of South Amboy, incorporated in 1907, is the third largest city in Middlesex County, located on Raritan Bay, twenty-three miles from New York. Its population in 1920 was 7,898. Essentially a home-owners' city, approximately 1,100 homes are occupied by their owners. South Amboy has five miles of paved streets, and practically all streets have paved sidewalks, curbs and gutters; complete sewerage system; city collection of garbage, ashes and other refuse twice weekly; water supplied from city owned driven wells, with present capacity of over



CITY HALL, SOUTH AMBOY

1,000,000 gallons daily; free Public Library with 4,500 volumes and circulation of 12,195 volumes in 1925.

Present city officials are: Mayor, Harold G. Hoffman; Councilman-at-Large, Philip A. Downs; four councilmen: Richard D. Neiltopp, John D. Mullane, John J. Connors, John F. McGuire; President of the Council, Philip A. Downs; City Clerk, G. Frank Disbrow.

Appointive officials are: City Treasurer, George A. Kress; City Solicitor, Francis P. Coan; City Engineer, John A. Conlogue, Jr.; Street Commissioner, John Connors, Sr.; City Collector, J. Mortimer Parker; Overseer of Poor, John J. Stolte; Police Justice, Reuben Forgotson; City Electrician, William Freeman; City Physi-

cian, Edward A. Meacham, M. D.; Harbor Master, Edward Van Buren; City Constable, William O'Brien; Matron of Almshouse, Mrs. Agnes Farrell.

Board of Public Works (appointive): C. Leon Cozens, Thomas A. Vail, Harold N. Filskov, George W. Crane, Chairman; Samuel R. Newton; Secretary, G. Frank Disbrow.

Board of Education (appointive): President, Richard U. Rue; Vice-President, Donald W. Reed; Mrs. Harriet G. Chase, Oliver W. Welsh, John F. Weber, M. D.; Secretary, William M. Emmons; Medical Inspector, Seldon T. Kinney, M. D.; Superintendent of Schools, Oscar O. Barr; Custodian of School Moneys, George W. Kress; Board of School Estimate consists of seven members.

Board of Health: President, James A. Harkins; Secretary, John S. Tomazewski; John F. Weber, M. D., John C. Thom, William H. Parisen; Health Inspector, Nicholas J. Howley; Plumbing Inspector, Arthur A. Hulse; Register of Vital Statistics, William J. Nagle.

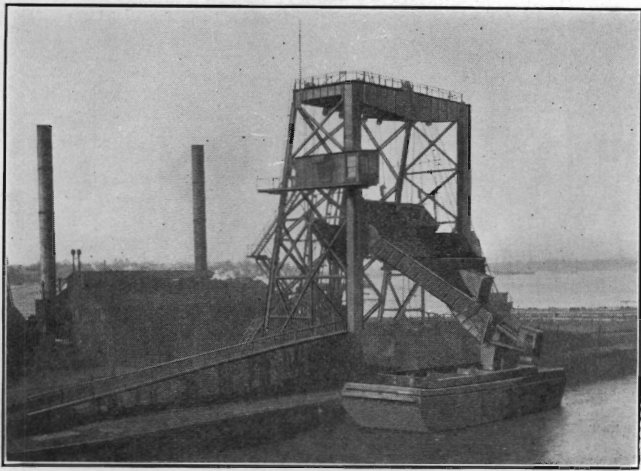
Library Board (appointive): President, George W. Crane; Treasurer, Richard C. Stephenson; Secretary, Oscar O. Barr; Librarian, Miss Sadie Dowdell; Members, Mrs. S. T. Bastedo, Mrs. Fred Holman, Harold G. Hoffman.

Shade Tree Commission: Chairman, J. Alfred Johnson; Treasurer, Mrs. Samuel Newton; Secretary, Mrs. Rose N. Duvier.

Assessors: Edward Dewan, Thomas Vail, James H. Dawson.

Vital Statistics, 1925: Marriages, 87; Births, 196; Deaths, 84.

An ample and efficient corps is maintained, with patrol signal report boxes in various sections of the city. The Chief of Police, Thomas F. Gleason, assisted by Sergeants Patrick A. Ryan and David F. Quinlan, Patrolmen John F. Stanton, J. Vincent O'Connor, Anton Malizewski, Edward J. O'Leary, John J. Quain, Louis B. Bloodgood, Patrick Coughlan. Jailers, Edward P. Sprague, Samuel J. Crozier.



GIANT COAL LOADING MACHINE, SOUTH AMBOY

A volunteer fire department, completely equipped, responds to calls on a steam operated siren installed by the Gamewell Fire Alarm Company. The Chief is Charles K. Freeman; First Assistant Chief, Michael Leonard; Second Assistant Chief, James J. Lyons. Independent Engine and Hose Company—Personnel of 40 men, equipped with Seldon combination 500-gallon pump, chemical and hose apparatus. Enterprise Hook and Ladder Company—Personnel of 40 men, equipped with Mack hook and ladder and chemical apparatus.

Protection Engine Company—Personnel of 40 men, equipped with Mack combination 500-gallon pump, chemical and hose apparatus. Mechanicsville Hose Company—Personnel of 20 men, equipped with Stoughton combination 500-gallon pump, booster pump and hose apparatus. Progressive Fire Company—Personnel of 20 men, equipped with Stoughton combination 500-gallon pump, booster pump and hose apparatus.

Our schools include: South Amboy High School, O. O. Barr, principal, 233 pupils; Public School No. 1, J. H. Dawson, principal; Public School No. 2, Helen Brown, principal, 609 pupils; St. Mary's High School; St. Mary's Grammar School, Sacred Heart Grammar School, with a total of 612 pupils.

There is also a night Vocational School, under auspices of State of New Jersey. Principal, O. O. Barr; Teachers, Mrs. Louisa Barr and Mrs. Nellie Lucitt.

Churches are: St. Mary's Roman Catholic Church, Chevet Achim Congregation, Sacred Heart Roman Catholic Church, First Methodist Episcopal Church, Presbyterian Church, Christ Episcopal Church, First Baptist Church, Methodist Protestant Church.

A City Hospital was erected two years ago by public subscription at a cost of \$66,000.00. It has fifty beds,

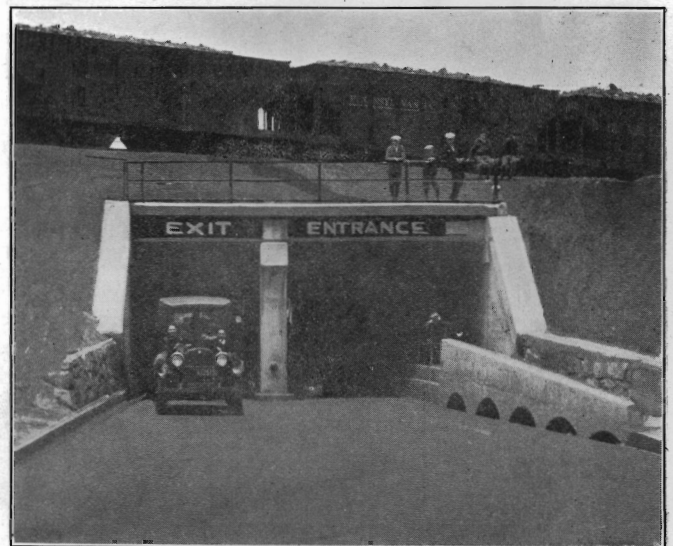
eight physicians on the staff and six nurses in attendance.

Financial Institutions are: First National Bank, The South Amboy Trust Company, The Star Building & Loan Association, The Investors & Owners Building & Loan Association.

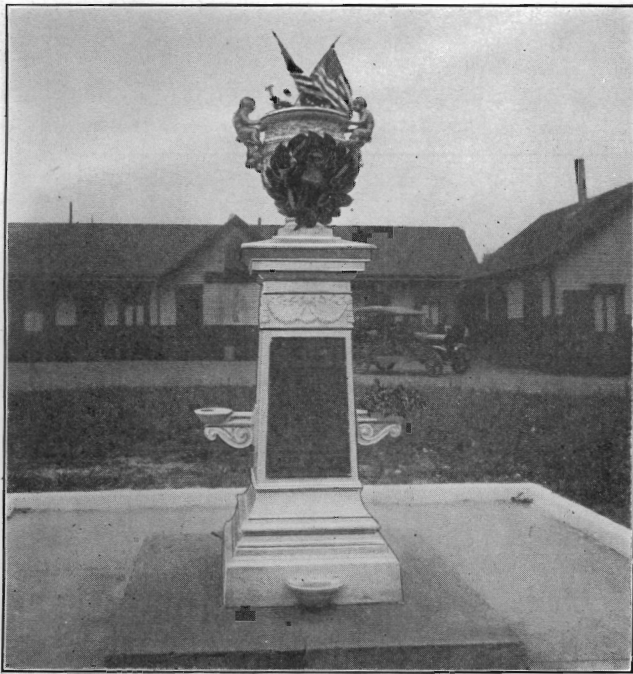
The Jersey Central Power & Light Co. supplies the city with electric power; The Public Service Electric & Gas Company supplies the city with illuminating gas; The American Railway Express Company office at South Amboy handled 10,287 shipments during 1925. The New York Telephone Company, with fourteen exchange employees, has 842 local subscribers and handles 6,800 calls daily.

The business of the South Amboy postoffice totalled \$13,794.43 in 1925; all streets of the city are covered with two mail deliveries daily. Receptacles for forwarding mail are located at convenient points. The office has eight employees.

South Amboy is served by the New York & Long Branch R. R. Company, which handled 23,151 tons of freight inward and 3,819 tons outbound at South Amboy in 1925. There are 19 trains daily in each direction stopping in this city and in 1925, 2,118 commutation tickets sold and a total of 63,976 excursion tickets. The Raritan River Railroad Company carried 187,763 passengers and 811,915 tons of freight. The city is served also by the Camden and Amboy division of the Pennsylvania Railroad Company, with eight trains daily. The Pennsylvania Railroad Co. maintains a large shipping and forwarding center in this city, located at Raritan Bay. In 1925 that company handled 82,000 tons of ordinary freight and 3,029,625 tons of coal. The P. R. R., through its subsidiary, the Eastern



THE HOLE IN THE WALL, SOUTH AMBOY



SOUTH AMBOY MEMORIAL

Coal Dock Co., operates at South Amboy two gigantic coal dumpers, each capable of emptying one car of coal every two minutes.

Frequent street car service is maintained by the Public Service Railway Company. Bus service, under close headway, is maintained by the Public Service Transportation Company. The Marathon Bus Line maintains ten minute service between this city and Perth Amboy, and fifteen minute and half hourly service between this city and Morgan, Lawrence Harbor, Cliffwood, Keyport and Matawan.

Local industries manufacture: paints, cigars, architectural terra cotta, uniforms and clothing, silk and muslin underwear, handkerchiefs, waists and dresses, and underwear, and artificial ice, three companies mining clay; there is one sand foundry; two bottling works produce mineral waters.

South Amboy commercial, social and fraternal organizations include Luke A. Lovely Post American Legion; Jr. Order United American Mechanics; Free and Accepted Masons; Patriotic Order Sons of America; Knights of Columbus; Catholic Daughters of America; Brotherhood of Railroad Trainmen; Brotherhood of Railroad Firemen and Engineers; Ancient Order of Hibernians; Loyal Order of Moose; South Amboy Yach Club; South Amboy Business Men's Association; Order of the Eastern Star; Chamber of Commerce; Republican Club; Democratic Club; P. R. Young Men's Christian Association; Rotary Club;

Italian-American Citizens' Club; National Exchange Club; Polish American Citizens' Club; Flies Club; Woman's Club; Alumni Association South Amboy High School; Alumni Association St. Mary's High School; Parent-Teachers Association Sacred Heart Roman Catholic School; Parent-Teachers Association St. Mary's Roman Catholic School; Independent Order of Improved Red Men; Ladies' Auxiliary Brotherhood of Railroad Trainmen; Ladies' Auxiliary American Legion; Firemen's Exempt Association; Firemen's Relief Association; Independent Order of Odd Fellows; Knights of Pythias, and Ladies Auxiliaries of Independence Engine & Hose Co., Protection Engine Co., Progressive Fire Co., Mechanicsville Hose Co.

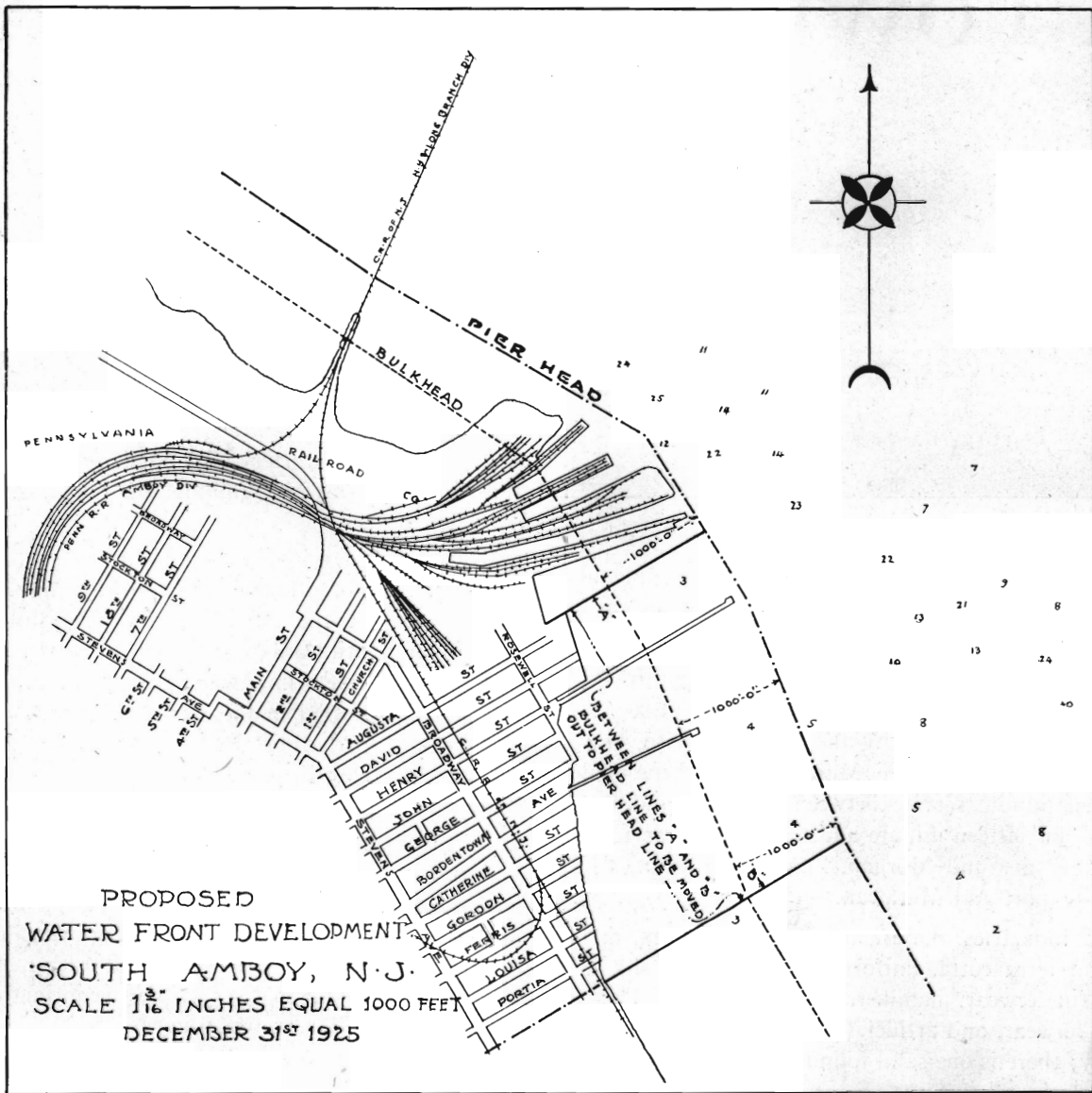
Because of its extensive water front, South Amboy possesses many golden opportunities for industrial interests. The improvement of the State Highway through the building of the Victory Bridge strengthens South Amboy's opportunities, widening and improving, as it does, this main artery of commerce for a means of transportation steadily gaining in popularity — the motor truck.

A plan for developing South Amboy's wonderful water front has been formulated, and is being urged by those leaders of the city who have the future and progress of South Amboy at heart. The situation of South Amboy regarding water front development is most aptly expressed in the report of Colonel Charles W. Staniford to the Port Raritan Survey Commission, in which he states, in part:

"Nothing should deter municipalities of the Raritan District from taking immediate steps toward reclaiming and conserving for future use such water frontage as may be adaptable for port development purposes. Such properties could be made self supporting over a number of years and prove a safe investment rather than an expense to the municipality. In the meantime definite steps should be taken to providing for docking facilities capable of taking care of vessel tonnage engaged in coastwise trade."

J. Spencer Smith, president of the New Jersey Board of Commerce and Navigation, who inspected South Amboy harbor several years ago, stated that "the South Amboy shore front and adjacent property to the South offer potential possibilities that are staggering!"

By constructing a bulkhead from the Pennsylvania coal piers to the southerly city line along what is known as the bulkhead line, and taking approximately 5,400 feet of sea wall, seventy-five acres of ground could be reclaimed. This ground would take approximately 1,500,000 cubic yards to fill, secured by dredging the bay in the vicinity adjacent to the sea wall, and



would offer untold opportunities for the location of industries that are today clamoring for water frontage.

The industrial and shipping future of the Raritan Bay District seems assured, in view of the phenomenal expansion of industry in the Metropolitan district.

South Amboy will most certainly benefit by this expansion.

Men of vision and courage, men who take pride in the Future of South Amboy, will spare no effort to win for their home city the recognition it deserves.

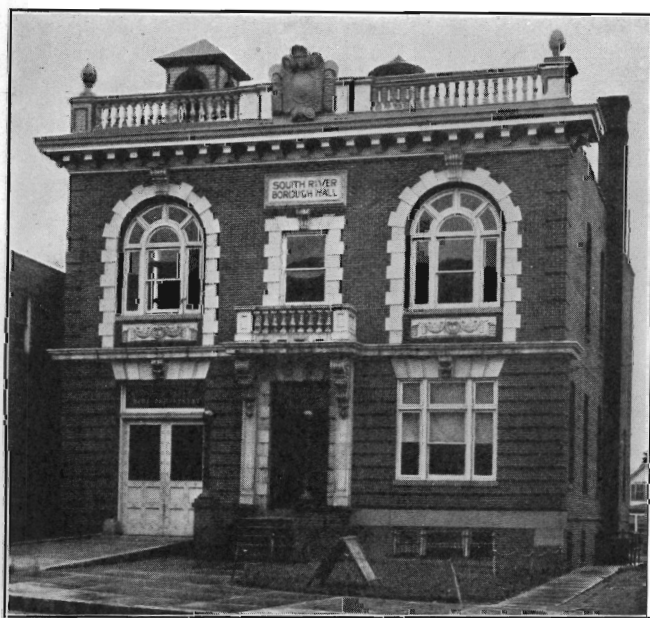
A Town Without Taxes!

South River in Middlesex County

"The Busy Borough"

IF ever a municipality deserved the adjective "progressive," the Borough of South River is in the front ranks to receive that honor. For many years a sleepy little Jersey town, going the even tenor of its way along the south shore of the Raritan River, it has now blossomed out into one of the hustling, bustling, up-to-the-minute communities of the state, and has earned for itself the sobriquet, "The Busy Borough."

Its population has grown to 10,000; the surrounding population within a radius of six miles to 60,000. This great progress can be attributed only to the intelligent and energetic spirit which has marked the efforts of its leading citizens and businessmen. The spirit of enterprise and growth which has characterized the Raritan Bay District during the last decade is well exemplified in South River.



THE BOROUGH HALL, SOUTH RIVER

The borough is most advantageously located, being midway between Perth Amboy and New Brunswick, and only thirty miles distant from the world's greatest metropolis, New York.

Transportation facilities have been vastly improved through the coming of the auto-bus, and better trolley service. Located on the Raritan River Railroad, which connects with the Central Railroad of New Jersey and the Pennsylvania Railroad, passenger and freight transportation are available to any point of the compass.

The river after which the borough has been named is navigable, with excellent wharfage, and affords shipping facilities down the Raritan to New York Bay or beyond.

South River banks and building and loan associations have total assets amounting to \$7,500,000, affording manufacturing concerns excellent service and support, and enabling citizens to join the ranks of progressive home-owners.

There is an abundance of skilled and unskilled labor of all classes awaiting the manufacturer, while nearby towns offer a further field of employment to those who wish to build their homes here and grow up with the town.

The building of homes is made as attractive as possible, as the building and loan associations of South River stand ready to advance as much as eighty per cent of the cost value of the property to the prospective home buyer.

Perhaps the most remarkable and attractive feature of South River, and one of which its citizens may well be proud, is the fact that **THERE IS NO LOCAL TAX RATE**. This remarkable achievement is due to the able management of the Board of Works, which last year turned in a net profit of \$85,000, from the borough-owned public utilities, enough to meet the cost of government and operation of the utilities for this year.



W. A. ALLGAIR, MAYOR OF SOUTH RIVER

SOUTH RIVER IS THE ONLY MUNICIPALITY EAST OF THE MISSISSIPPI which can boast of this distinction! A capable superintendent has complete charge of the public utilities plant, which earns a neat surplus yearly, under the businesslike supervision of the Board of Public Works.

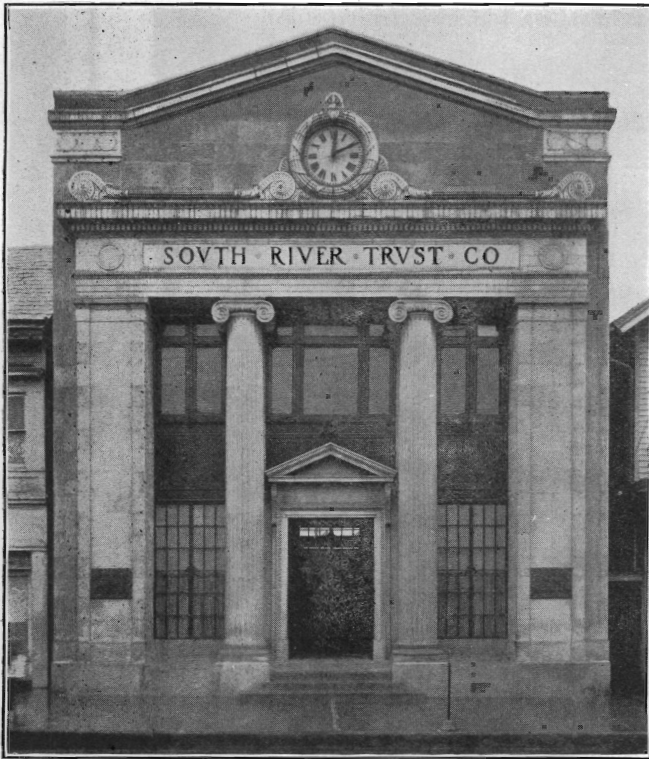
So far as school facilities are concerned, South River is well provided. All buildings are strictly modern, conforming to the highest standards of educational facilities; the high school auditorium and basketball court are among the finest in the state. Through approval of the State Board of Education, certificates from the South River High School are accepted in lieu of entrance examinations by most of the Eastern colleges.

Having both rail and water connections, South River offers most attractive factory sites. The prosperous industries already located here include in their products: silk spinning, laces and embroideries, enameled brick, hollow tile, common brick, "Elastica"

stucco, moulding, fire and glass sands, mineral clays of all kinds, raw water ice plant, shoes and sandals, handkerchiefs, cigar making, lumber and building supplies, washed sand, hat boxes, rubber novelties, commercial bodies, needle work, shirt waists, dresses, silk underwear, wash suits, shirts, pajamas and kindred lines of apparel.

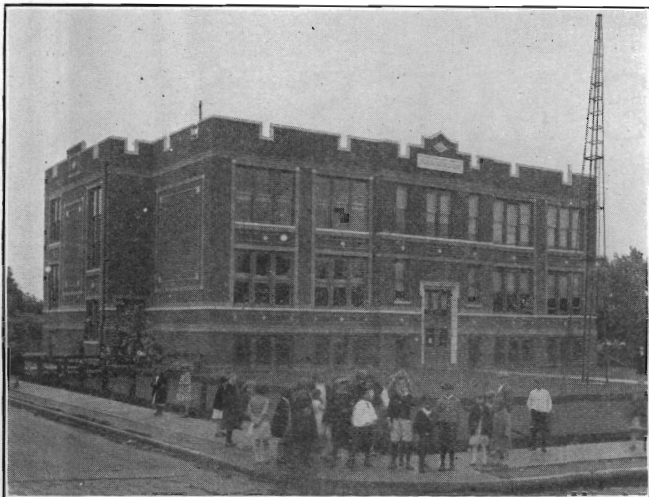
The borough has a weekly newspaper cooperating with its citizens and merchants in every worthy endeavor, and a printing plant supplying the needs of business and industries.

"How does South River do it?"—that has been the question asked many times, all over the country, especially in communities that have been burdened by taxes for years. It is true that conditions here are unusual in many respects, and could not be equalled elsewhere. Briefly, South River's progressive, tax-free government may be due to elimination of politics from those vital factors which contribute most to the welfare



SOUTH RIVER TRUST COMPANY

of the borough. The power plant, built in 1910 through a bond issue of \$160,000, has always made money. The municipal water supply is handled in the same efficient manner. Pipes laid during the year are paid for at the end of the year. And there are no delinquents; it is a question of pay for service, or the service is cut off—business on a businesslike basis, and what is more, the citizens of South River appreciate this, and are proud of their town.



SCHOOL AT SOUTH RIVER

A Few Historical Notes

The town of Little Washington was formed from East Brunswick Township in 1870. This vicinity was first settled in 1720 by Samuel Willett, a grandson of Sir Thomas Willett, Baron. The ancestors of the Willett family in America owned considerable land here and the locality was known as Willettstown until about 1784 when Abram Barkelew, a pioneer and great admirer of Washington, renamed the settlement in his honor. The postoffice was established under this name, but the fact that considerable mail miscarried because the Nation's capital and other towns bore the same name led to the title being changed to South River.

From 1720 to 1800 not more than five houses were erected in what was then known as Willettstown. The first house was erected near the site of the South River Hotel, by Samuel Willett. In 1823 the number of houses



SOUTH RIVER MEMORIAL LIBRARY

grew to ten. Vincent Barkelew then kept the only store, which was located on the south side of Main street, near the dock.

About 1825 the postoffice was opened by Frederick A. Kleine, the first postmaster, in a small building located on what is now known as De Hart's Lane. The old building is still standing.

From 1825 to 1880 the peach trade was a prominent business and Washington became a depot for the transportation of fruit to New York. Samuel Whitehead, Sr., a native of England, came to America at the age of 20 and purchased and located on a large tract of land about four miles from Washington, where he



FIRST NATIONAL BANK, SOUTH RIVER

engaged in the peach trade. He bought largely from West Jersey and shipped the fruit to the city markets.

He also set out a large number of apple, as well as peach trees, and became so successful as a fruit grower

that neighboring farmers also planted orchards which developed an immense fruit trade.

At first small sloops, then schooners, and later steamboats were employed to carry fruit to New York. From 1840 to the time when the business began to decline, on account of failing crops, from four to six steamers left Washington daily loaded to their full capacity with peaches. It was not an uncommon sight to see the streets of the village filled with fruit wagons waiting to be unloaded.

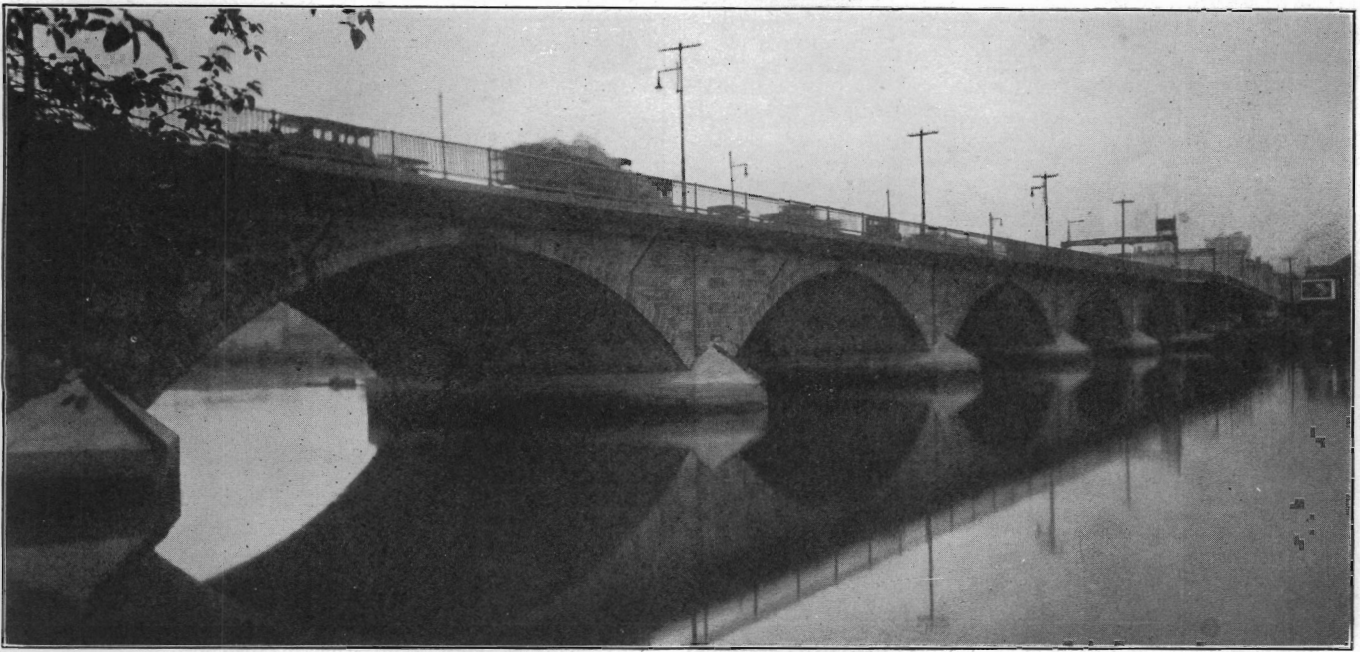
At about the time the fruit trade was started, Jonathan Booraem began building sloops and schooners for navigation. He also built a number of larger vessels, some of which were in use until recent years. He trained his four sons, William, Nicholas, Thomas and James, in the business and in 1832 the firm became known as Jonathan Booraem & Sons. Later Nicholas Booraem became the sole proprietor. They built many coasting schooners rating from 150 to 350 tons burden. The launching of a new vessel was an interesting sight to the villagers.

In 1834 there were two taverns, three stores and forty dwellings. There were several docks known as Reid's, Barkelew's, Dunham's, Booraem's and Blew's, from which produce and articles were shipped to New York markets.

South River

W E L C O M E S

Y O U !



THE LANDMARK OF NEW BRUNSWICK, THE ALBANY STREET BRIDGE

FACTS about

New Brunswick

CITY OF INDUSTRY

THE historic City of New Brunswick, home of Rutgers College, and county seat of Middlesex, is located on the Raritan River, and on the Lincoln Highway between New York and Philadelphia, thirty-two miles from Manhattan, and sixty miles from the Quaker City.

Railroad connections include the Pennsylvania Railroad and the Raritan River Railroad, connecting the Philadelphia & Reading and Baltimore & Ohio Railroads.

Splendid highways lead to the northern parts of the state, to Trenton and Camden, and to Atlantic City and other shore resorts.

The city is the terminus of the Delaware and Raritan Canal; the Raritan River is navigable to the city dock, with eight feet of water, giving a safe channel to boats of considerable tonnage. A line of steamers is operated daily to New York by the Middlesex Steam Transportation Company.

New Brunswick has three National banks, two trust companies, one savings institution and eighteen building and loan associations.

Thirty-seven churches, synagogues, a Y. M. C. A., Y. W. C. A., and Y. M. H. A. afford a place of worship and social life to all creeds and religions.

Historic Rutgers College, the New Jersey College for Women, the New Jersey State Agricultural College, all with rapidly increasing enrollments and several million dollars building program, and the Rutgers Preparatory School make New Brunswick a seat of culture as well as of industry and business.

There are eighteen public schools, a senior high school and a junior high school.

To the shopper, New Brunswick's attractive business section offers department stores and retail stores of every description, where goods may be bought cheaper than in the large nearby cities.

Few cities of the state have a better health record and a lower death rate than New Brunswick, which is attributed to the cleanliness of the city, good work on the part of the health board, and a good climate, conducive to general well being.

The fire losses of New Brunswick have been phenomenally small, because of thorough compliance with

the fire code and splendid protection by a paid department.

The public's interests are likewise well protected by a well manned police department, capably supervised and directed.

In 1910 the population of New Brunswick was 23,388; in 1925 the population was estimated at 45,000.

The New Brunswick city government's attitude toward business and industry is one of sincere, helpful cooperation at all times, the most cordial relations existing between the governing body and the businessmen and manufacturers of the city.

A city-owned water plant and system assures property owners of the lowest possible rates for this all-important commodity.

Three splendid libraries enable the studious, both young and old, to search the treasure trove of books for cultural or technical advancement.

There are seventy-five prosperous manufacturing plants, employing in the neighborhood of fifteen thousand (estimated) employees.

Bank deposits on December 31, 1925, were \$35,000,000.

The Middlesex General Hospital, St. Peter's Hospital, and a hospital for incurables, serve residents from Middlesex and surrounding counties.

New Brunswick has one daily, two weekly, and one Sunday newspaper.

One hundred acres of parks give the youngsters, and old people as well, a chance for recreation away from the traffic teeming highways.

There are two homes for orphans in the city.

Bus and trolley transportation connect the city with a great trading area, including, among the nearby towns, Milltown, South River, South Amboy, Metuchen, Bound Brook, Somerville, Raritan and Plainfield.

"Fast line" cars every hour give connection with Trenton, Newark and Elizabeth to those who prefer this means of travel to the railroad.

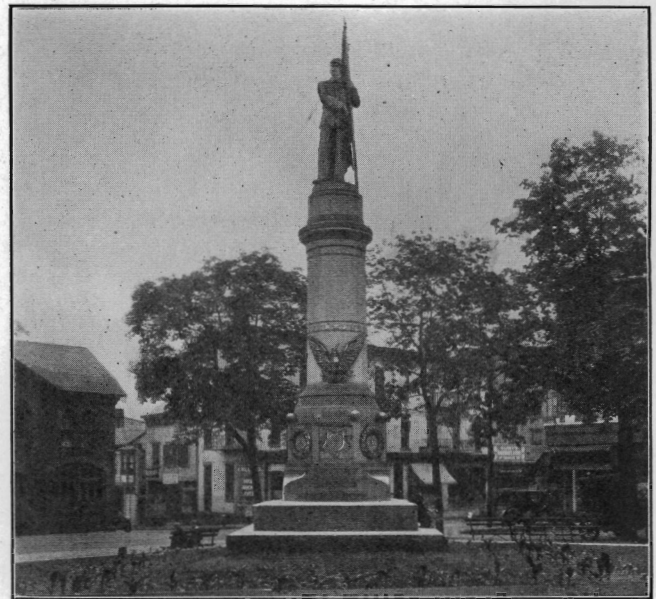
The Raritan River, with a bathing beach at Highland Park, offers opportunity for boating, swimming and water sports.

There are thirty-four trains to New York every day, and thirty-three trains returning from New York daily.

The Raritan River offers facilities for shipment of freight from any port, being only twelve miles from deep water in lower New York Bay.

The Delaware and Raritan Canal enables manufacturers to ship by barge to Philadelphia, Baltimore and other points along the Atlantic Coast.

Coal shipments in barges are also received from the mines in Pennsylvania.



NEW BRUNSWICK MEMORIAL

The deepening of the channel of the Raritan River to twenty-five feet, and the building of the ship canal across the state, from Morgan to Bordentown, will ultimately make New Brunswick a seaport with a large tonnage of waterway commerce.

The factories of Johnson & Johnson, world famed manufacturers of surgical dressings, plasters, toilet articles and hospital supplies, are located in New Brunswick. The plant, including a score of buildings, started in this city forty years ago, today houses the largest industry of its kind in the world, and has made the City of New Brunswick known in every corner of the globe.

J. W. Johnson, pioneer founder of the original firm, is active and keeps in close touch with developments of the huge industry. His two nephews, Robert W. Johnson and Seward Johnson, hold executive positions in the organization, and are at their desks daily with the same regularity demanded of the hundreds of clerks and operatives of the factory.

The Consolidated Fruit Jar Company's large plant is located in New Brunswick, manufacturing sheet and white metal goods, collapsible tubes and bottle caps.

The International Motor Company's plant manufactures the world famous Mack Trucks, buses and fire apparatus. From January, 1925, to December, 1925, the number of employes in the New Brunswick plant of this company increased from 1,200 to 2,000. Proposed additions will double this number. Some idea of the enormous size of this industry is gained when it is considered that parts held in stock alone amount in value to \$3,500,000.00.

Brevity, dictated by lack of space, compels us to list other prominent industries by name only: Lyons Piece Dye Works; Kennedy Manufacturing Company, silk goods; Willette Corporation, porcelain bath room and electric products; American Incubator Manufacturing Co.; Powers Accounting Machine Co.; Metallo Gasket Company; Ferodo & Asbestos, Inc., brake linings and asbestos products; Armstrong Cork Company, floor coverings; Crawford Manufacturing Co., knitting machine shops; F. J. Potter & Co., knitting machine needles; L. T. Ives, knitting machine needles; Middlesex Box Company, cases and crates; Mullins & Went, piano cases; I. N. Blue, Jr., printing; Gulbenkian Seamless Rug Co.; Webb Wire Works, music wire and needle wire; Alexander Unger, cigar boxes; Duplico Manufacturing Co., carbon paper and typewriter ribbons; General Cigar Co., "Robert Burns" and other well known brands; Bayuk Cigar Co., well known cigars; Star of Cuba Cigar Co.; Eversharp Mfg. Co., horseshoe caulks and shoes; Brunswick Company, men's clothing; Abraham Wolf & Co., men's clothing; New Brunswick Knicker Co.; National Music String Co.; Janeway & Carpenter, largest manufacturers of wallpaper in the world.

It would be unfair to the city of New Brunswick to mention merely its many attractive possibilities in the line of industry. No town is made by industries alone. There must be those human elements, traditions, environment, and municipal pride, which, after all, rank equally high with location, improvements, and capable self-government.

New Brunswick is rich indeed in its human and environmental "resources." It was directly in the center of contested territory during the Revolutionary War. Here Lafayette, advancing in forced marches toward Trenton to aid General Washington, pitched camp. The very campus of Rutgers College is hallowed and historic ground, where the bugle call at dawn roused the sturdy patriots of America, following the Marquis de Lafayette into battle. It was here that "Queen's College," now Rutgers, was founded.

As a seat of learning, New Brunswick is ideal. Unlike many other colleges, Rutgers is situated in a live, industrial city, where the student may mingle with the crowds, and obtain a more practical education, because he is in contact with life itself, not theoretical, but interestingly practical, where the social and economic

laws of which he reads in his text books may be studied in their practical application.

Situated in the heart of New Jersey's greatest ceramic area, the Raritan clay belt, students of ceramics and engineering have opportunity to visit the various industries, to study the fascinating geological structure and stratification of the clay and sand deposits laid down by the ancient Raritan river hundreds of thousands of years ago.

The industrial world is seeking for expertly trained men. Especially the building industry has need of such, and Rutgers has sent many of them out into every state of the union, into the remote corners of the globe, wherever American initiative and inventive genius are in demand.

To the East, but a few miles away, the great smelting and refining plants of Perth Amboy offer practical study to the student of metallurgy and mining. In New Brunswick itself, engineering students find ample opportunity to observe modern methods and production in the great factories of the city.

Students intending to devote themselves to the study of medicine or bacteriology will have opportunity of coming in contact with physicians of statewide reputation.

Especially to those young men intending to pursue the legal profession, New Brunswick is a fitting laboratory for gaining knowledge on the practical procedure of courts, being the seat of the county of Middlesex, in whose courts some of the best legal talent of the state is active.

The Women's College, with its splendid new buildings and dormitories, its pleasant and cultured surroundings, is most attractive to the young women of the state. There is always a great deal of social life, with vocal, musical and dramatic talent of the colleges participating.

Those who seek out-of-door amusement or enjoyment outside of the parks and playgrounds of the city have the Watchung Mountains, and the pleasant hill country of north central New Jersey a few miles to the West, while splendid roads will take them to Atlantic City, Asbury Park, or any shore points to the South. Thus, because of its central location, New Brunswick is within easy motoring distance of the manifold scenic spots which justify New Jersey's reputation as "The Garden State."



The Memory of
The Men and Women of New Jersey

who made the supreme

SACRIFICE

in the World War

will be cherished

ALWAYS

by

THE CITIZENS

of

NEW BRUNSWICK

IN THE COUNTY OF MIDDLESEX



SYMBOLIC OF PROGRESS, METUCHEN BOROUGH HALL, ON LINCOLN HIGHWAY

Historic Metuchen

Where Tradition and Progress Join Hands

ONE of the first things which the visitor or newcomer usually asks is, "What does the name Metuchen mean?" There is but little question as to the origin of the word. The name Metuchen comes from the Indian word *Metouchin*, which means "High Hill." The Indians of New Jersey were divided among twenty kings, of whom the king of the Raritans was the greatest. The local chief of this tribe was called *Metcheon* and because of the "short hill," undulating character of the country which he ruled, was known as "Metuchen," or chief of the rolling land.

The name was applied to that section of the country bounded by Short Hills on the north, by Piscataway on the west, Raritan on the south, and by Rahway on the east, without any limit of territory. The name is fitting indeed when we consider the fact that Metuchen is the highest spot between New York and Trenton or Philadelphia.

During the Revolutionary War, Metuchen did its share. When the little broken army of 1776, after the disasters of Long Island, White Plains and the final evacuation of Fort Lee, retreated by way of Newark, Bonhamtown and New Brunswick, to Trenton, Metuchen was left at the mercy of the British Forces. Later this same glorious band of patriots bagged and captured the Hessians near Trenton, on December 25th, 1776.

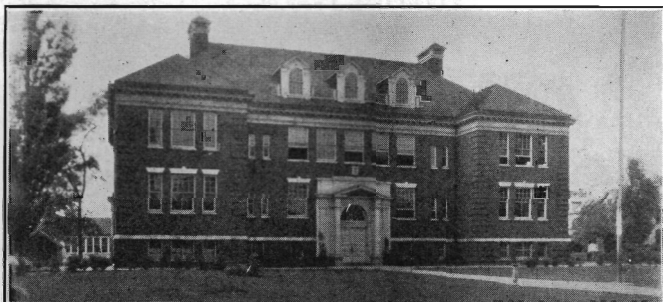
The Battle of Princeton, a few days later, revived the drooping hopes of our fathers. British troops were then stationed in Perth Amboy, in those old buildings of colonial times, still known as "the Barracks," and for a time there was a camp at Bonhamtown, now so much a part of our own town. Later, Lord Howe, for the purpose of getting Washington from the Heights, crossed Perth Amboy to Staten Island, while the Continental Army held on the rear of the British, and caused considerable loss on the retiring foe. Howe recrossed instantly on January 25th, 1777, and marching rapidly to gain the Short Hills, General Sterling struck his forces at the *Metouchin Church*, and detaining the enemy, skirmished with his entire line. Lord Cornwallis pressed forward with another detachment, but his advance was stopped at *Quibbletown*, now *Dunellen*, and again on the *Westfield Road*, and the feint at *Bonhamtown* proved a failure.

This is just a glimpse into the Revolutionary period, but a glimpse which can make us all proud of what Metuchen and Middlesex County did in this history-making period of the world.

Now let us take a glimpse at the village. What a change from our modern village of 1926! The country school house, a mill, a church, several residences, and a number of small farm houses within the radius of a mile, make up the picture. The street is deserted save

for one or two pedestrians and a man on horseback in front of the old "Trading Store" of Major Carman. Several landmarks greet our eyes—the Old Pump, the Old Oak, Ezekial Ayres' Hotel, Mrs. Allen's House, with its sign, "Cake and Beer Sold Here"—inside the General Store a group of the old timers relating the old ghost story of the graveyard, or discussing a town election—a villager's wife, wearing a calico dress, enters, buys a baker's dozen of eggs for sixpence, and some flour for a future breakfast of buckwheat cakes and honey, and curtsies a thanks as she leaves. Thus we find Metuchen of 1800, or thereabouts.

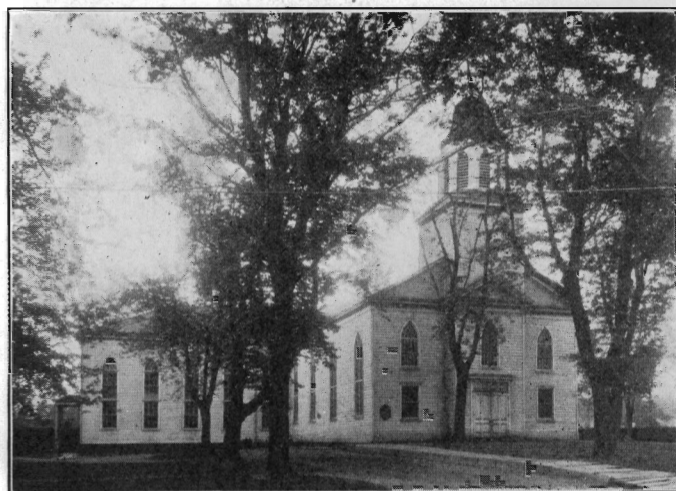
The next changes took place rapidly. Transportation improved steadily. The stage coach connected us with adjacent towns and cities. Post roads and turnpikes were constructed, and in 1836 great excitement was caused by the running of the first railway train over the New Jersey Railroad on the completed branch from Jersey City to New Brunswick. This gave new incitement to settle this section. Hotels sprang up over night to accommodate the increased number of travelers. The town population increased rapidly—interest in religious matters caused an increase in the number



THE HIGH SCHOOL, METUCHEN

of churches, and a circulating library was started. Growing business caused new stores, a postoffice, and a new railroad station. A new school house was built, and a building and loan association was organized to aid mechanics and laborers to own homes of their own.

This, in a brief way, gives a historical sketch of the beginning and growth of our town—the modern Metuchen we, who live here, know. We have a feeling of pride in this town in which we have decided to make our homes. Unlike many other towns, it still retains, thanks to its natural scenery, much of the quaintness and charm of its former days, and which many other towns have lost, and yet with all this, it has kept abreast of the times with its schools, library, churches, fraternal organizations, literary societies, men's clubs, women's clubs, boy scouts, and finally its Y. M. C. A. These organizations, composed of the descendants of the original sturdy founders of our town, together with



OLD PRESBYTERIAN CHURCH, METUCHEN

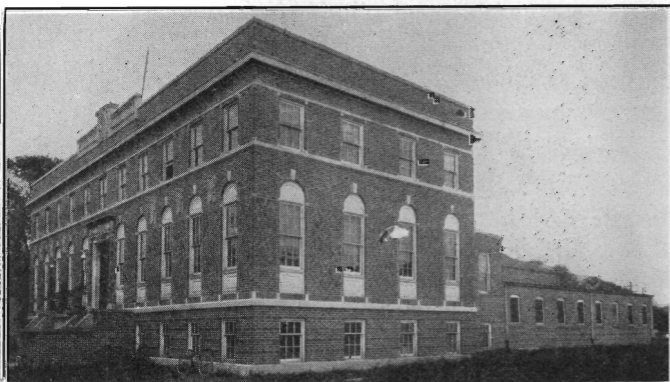
the newer citizens, are carrying forward the work of the early settlers in the same consistent, sensible manner.

During the late war, Metuchen gave willingly both of her sons, daughters and money to this great cause. Metuchen can well hold up her head with pride among other towns in its past and present.

To those who would like to make their homes in Metuchen, take up its ideals, and help those of us who live here to make Metuchen a better town to live in, we bid a most cordial welcome.

For, though Metuchen still retains the spirit of charm and quaintness, its nearness to the Great City, its location on the Lincoln Highway, the great thoroughfare between New York and Philadelphia, have carried it along in the great stream of progress which has swept through this section of our state.

Besides its charming residential districts, Metuchen has a just recently completed "white way," an attractive, well-paved business section with modern lighting facilities, up-to-date stores, and the service and accommodations so essential to comfortable living.



YOUNG MEN'S CHRISTIAN ASSOCIATION

A beautiful bronze memorial tablet, bearing the names of those who served and died in the World War, together with a large captured gun, are to be mounted and grouped around a large flag pole in a Metuchen Memorial Park in the near future. The central tablet has this inscription:

IN HONOR OF THE MEN OF
THE BOROUGH OF METUCHEN
WHO WITH GREAT DEVOTION
RESPONDED TO THEIR COUNTRY'S CALL
DEDICATING THEMSELVES UNRESERVEDLY
TO THE END THAT OUR RIGHTS AS A NATION
SHOULD BE FEARLESSLY MAINTAINED
AND
TO THE ETERNAL MEMORY OF

★	★
FRANK HUMMER	HARRY HANSON
CONKLIN SMITH	EDWARD FUGLE
★	★

THIS TABLET IS ERECTED
TO THE FLOWER OF OUR YOUNG MANHOOD
BY THE
CITIZENS OF THE BOROUGH OF METUCHEN





UNION COUNTY COMMUNITIES HAVE WELL KEPT PARKS

Union County

At the Threshold of Manhattan

AFTER thirty minutes on comfortable, well ventilated trains, with seats for all, thousands of New York business men alight every evening at the different stations of Union County. Wearing by business cares of the day, tired of tramping the sidewalks and busy streets, midst jostling throngs, exhausted by the duties and the worries of the modern business world, they come to their homes to find peace, relaxation and to fortify themselves for life's problems of the day to come. Because of its nearness to the business district, the stores and the theatres of Manhattan Island, Union County is a favorite location for commuters.

The county comprises 105 square miles and its topography is extremely varied. On the north are the two ranges of the Watchung mountains, clothed with forests and with beautiful lakes and streams that would do credit to far-famed summer resorts. Stretching southward from the foot of these mountains, lies a broad expanse of a level plain traversed by the Elizabeth and Rahway Rivers.

Seven miles of waterfront on Staten Island Sound

and Newark Bay, with a channel thirty feet deep, give Union County exceptionally fine opportunities for water transportation. The Pennsylvania Railroad, the Central Railroad of New Jersey, the Lehigh Valley, the Baltimore & Ohio and the Erie, with their connections, receive and distribute goods to and from all points of the United States, Canada and Mexico. The Lincoln Highway, the Will Penn Highway, the Mohawk Trail, a vast system of state highways and seventy-five miles of county roads, make overland transportation convenient, cheap and prompt.

Union is one of the most advantageously located counties of the state. It is nearer to downtown New York, from the standpoint of time and convenience, than many sections of the five boroughs comprising Greater New York. Within two hours' ride by automobile lies the great lake region of New Jersey, Hopatcong, Greenwood and Budd Lakes, the Ramapo and Kittatiny to the North, while to the South are the great, far-famed New Jersey seashore resorts.

Like one or two other New Jersey counties in the metropolitan area, Union is practically one large con-

VICTORY BRIDGE ACROSS THE
RARITAN RIVER...

Victory memorial bridge celebration com'
1926

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ELIZABETH, WHERE RAIL AND HARBOR MEET

Union County

At the Threshold of Manhattan

nected municipality. There is practically no idle acreage of any consequence in the county, as from Summit on the North to Rahway on the South and from Elizabeth on the East to Plainfield on the West there are no great open spaces. Five important cities are located within the county limits: Elizabeth, Linden, Rahway, Summit, Plainfield, which, with the other municipalities of Westfield, Fanwood, Garwood, Kenilworth, Mountainside, New Providence, Roselle, Roselle Park, Clark, Cranford, Hillside, Scotch Plains, Springfield and Union, together have a population of approximately one-quarter million people. Although Union County is near Newark, New York and Jersey City, it possesses a character and an individuality entirely its own. Many large industries employing thousands of people are located in this section and its cities have ultra-modern stores where service, quality and reasonable prices predominate.

The Union County Park Commission is engaged in developing an extensive system of parks which will be ultimately connected by boulevards and parkways, making a continuous system. A large reservation on the

Watchung hills will be preserved in its natural state for park purposes. The facilities of parks and playgrounds is one of the many prominent advantages of Union County. Situated also in the Watchung Hills is Bonnie Burn Sanatorium, the county hospital for the tuberculous, where many patients have been nursed back to health. Throughout the county, a most careful system of clinics and follow-up work has reduced the danger of tuberculosis to a negligible point.

Perhaps the most outstanding feature of Union County is the fact that the closest spirit of cooperation exists between its various municipalities, between municipal and county officials, between civic organizations and officials. Through this cooperation the Staten Island bridge between Elizabethport and Howland Hook is now an assured project, and work will begin at an early date. The approach to the Hudson River Vehicular Tunnel will terminate in Union County.

Union still has many highly desirable industrial tracts for sale and still has room for expansion. Its favorable location, its splendid transportation facilities and its spirit of cooperation predict bright prospects for the future.

57



BERKELEY-CARTERET AND MONTEREY HOTELS AS SEEN FROM THE SURF

Monmouth County

"The Treasures of Land and Sea"

NONE who marched to battle in the World War did so with greater reason, nor with greater appreciation of that reason, than the men of Monmouth County. It has been pointed out by military authorities that, if Germany had crossed the seas, Monmouth County and the shores of Long Island would have been the first points of attack. The men of Monmouth, therefore, went overseas in defense of their very own homes and loved ones.

They responded eagerly to the call to arms. The history of the county from earliest times is replete with evidences of courage and patriotism, and rich in monuments which commemorate her sturdy manhood.

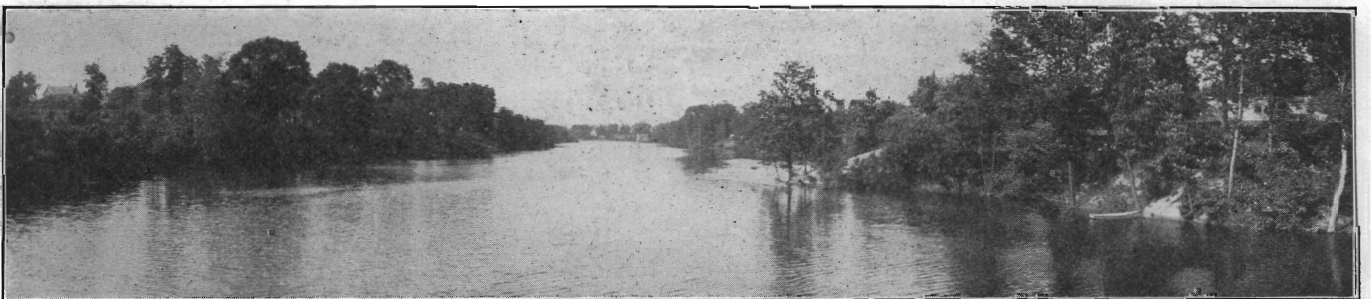
The county was chosen by early settlers primarily because of convenient location, but they never dreamed of the glorious possibilities which their labor, their enterprise and their faith transformed into the magnificent reality of Monmouth County as it is today. Her fertile soil has repaid generously those who cultivated it and her streams and the ocean which wash her shore

have been prodigal with their treasures. Thanks to the intelligent labor of her farmers, Monmouth won and long held the proud position of the premier agricultural county, not only of the State, but of the western world.

Her ocean beach was the first to become a summer playground and drew to its delights people from every state in the Union. Other sections have splendid beaches, but seldom are they blessed with a background of such superb country as the interior of Monmouth.

Historically, Monmouth County is rich, indeed. Her first treasures came to her through the piety of her people. Old Tennent Church and Christ Church, Shrewsbury, are but two of her many monuments. The spirit which built them is still strong in her people who have preserved them with just pride. The patriotic spirit of the County has enshrined as a precious memory the battle of Monmouth, the scenes of which have many landmarks at which the patriotic of the nation still pay silent tribute.

Monmouth County has been a factor in the lives of

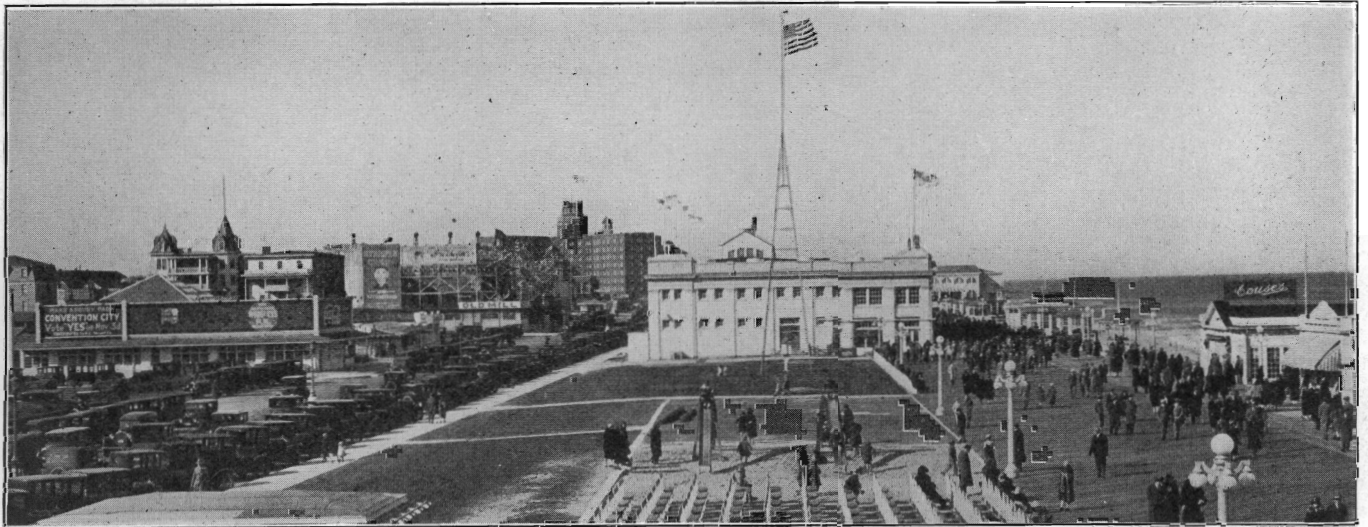


MATAWAN ABOUNDS IN SCENIC SPOTS OF BEAUTY SUCH AS THIS

Presidents. Her shore has long been a favorite with them as a summer resort. Grant was a constant visitor. Garfield, victim of an assassin's bullet, was brought here in the hope that ocean breezes might keep burning in him the flame of life. Hayes, Arthur, McKinley, also loved Monmouth's shore and for two seasons President Wilson occupied the summer White House at Shadow Lawn. At St. James' Protestant Episcopal Chapel, Long Branch, all six of these presidents have worshipped.



SHADOW LAWN, HOLLYWOOD-BY-THE-SEA



BIRD'S EYE VIEW OF ASBURY PARK'S AMUSEMENT PALACES



MERRY CROWDS MAKE THE BOARDWALK A MOST PLEASANT SCENE

MATAWAN, N. J.

On the banks of beautiful Lake Matawan, Matawan Post No. 176, American Legion, will build a memorial home. Hand in hand with the boys, the citizens of Matawan have been helping to raise a building fund. The new Legion Home will be used as a community center.

ROLL OF HONOR

[° Wounded]

Joseph Alt
George Alt
Cecil R. Beers
Lieut. Walter Bolte
Castro Brisco
Fred Baier
Robert Burns
Gustav Beckstein
Elmer C. Boice
Edward Bendy
Fred Burlew
John L. Boice
Samuel Belafsky
*George Bublin
Elizabeth S. Clark
Lieut. Harold Close
William Cogan
John C. Cogan
Richard Carney
William Carney
*James Carney
Lupo Ciaglia
Raymond Churchman
Harold J. Conover
John Corkey
Harry Coleman
Walter Charaska
Simon Conover
Antone Costek
Michael Collins
Frank Cox
Obadiah Conk
Joseph T. Conk
Elias G. Conover
Frank M. Clowes
Sgt. Kenneth Cooper
John R. Conover
Alfred F. Davis
Sgt. Raphael Devlin
Gerard A. Devlin
Lieut. Wm. J. Duncan
Pasquale P. Di Santo
*Charles S. Dexter
Frank H. Duncan
William J. Duncan
Michael Dolan, Jr.
Charles Dietrich
William O. Diggin
Hugh D. Ervin

Theodore Emmons
Charles Emmons
Capt. Ross B. Fountain
Thomas Fury
Sgt. James P. Furey
*John J. Furey
Robert Fitzsinger
Cariso Farrara
°John J. Gormley
Michael J. Gormley
Rutledge P. Gulden
Joseph Haines
°James A. Hagan
Garrett Heyer
Arthur J. Haley
Joseph Haley
*James F. Hourihan
John Hourihan
James F. Haushan
Andrew Hulsart
Halsey Hinds
Edward Hinds
John V. Hinds
Dominick Ilivici

°Sgt. Soren Johnson
George Jesperson
John Kirby
Richard King
Edward Kraus
John Knox
William Knox
Leme Kazum
Elmore Kattner
Henry M. Longstreet
Van Longstreet
Joseph Linzmayer
Andrew Lambertson
Arthur Lott
Herman Lambertson
John Macolino
Carlo Macolino
Thomas Magee
William Moran
John Moran
Clarence Moran
Stephen Marvel
George Mack
George Maguire

[* Killed]

Furman Maguire
°Capt. George Muscio
Jack Munning
August Munning
Harry L. Macholl
Lee Morgan
James Nagle
Lueste Napoli
Dayton Osterweiss
William Pasture
Dominick Pueppo
James Powers
William J. Powers
Robert Peace
Harvey Quarles
Robert Bonaventure
Francis G. Roberts
Alfred Schweitzer
Sgt. Arthur Stilwell
Capt. Wm. H. Sutphin
William A. Shepherd
Francis F. Simpson
Sgt. Everett Schock
William E. Smith
James H. Shaw
Frank Short
Myron Suydam
Joseph Saccone
Preval Shemo
Clarence Towler
Glenwood Thorne
Frank C. Thompson
Edward Tibbs
William Van Brunt
Sgt. Charles G. Van Pelt
Floyd Van Brackle
Tony Venche
Giuseppe Veluasco
Alfonso Vaccarella
Lieut. Ronson J. Warne
Thomas R. Walling
Joseph T. Wilson
Thomas C. Welstead
John Woodruff
Frank Woodey
John A. Wilson
Frank Yule
Arthur W. Ziegler
Michael Zobarowski



MATAWAN HIGH SCHOOL



PITTIN HOME, MATAWAN



NATIONAL BANK OF MATAWAN

THIS PAGE AND THE TWO FOLLOWING PAGES OF THE SOLDIERS' MEMORIAL SOUVENIR, ISSUED UPON THE OCCASION OF THE DEDICATION OF THE VICTORY BRIDGE OVER THE RARITAN RIVER, ARE PUBLISHED BY THE COUNTY OF ESSEX AS A MEMORIAL TO THE MEN AND WOMEN OF THE COUNTY WHO GAVE THEIR LIVES IN THE DEFENSE OF THEIR COUNTRY DURING THE WORLD WAR

ESSEX COUNTY

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MEMBERS OF THE BOARD OF CHOSEN FREEHOLDERS

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Louis F. Dodd, Montclair, N. J.

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GEORGE M. COE

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County Engineer

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County Physician

DR. HARRISON S. MARTLAND

Purchasing Agent

GEORGE C. BERGEN

County Adjuster

RAYMUND L. MAHONY

MUNICIPALITIES IN ESSEX COUNTY

Town of Belleville, N. J.
Town of Bloomfield, N. J.
Borough of Caldwell, N. J.
Township of Caldwell, N. J.
City of East Orange, N. J.
Borough of Essex Fells, N. J.
Borough of Glen Ridge, N. J.
Town of Irvington, N. J.
Township of Livingston, N. J.
Township of Millburn, N. J.

Town of Montclair, N. J.
City of Newark, N. J.
Borough of North Caldwell, N. J.
Town of Nutley, N. J.
City of Orange, N. J.
Borough of Roseland, N. J.
Township of South Orange, N. J.
Village of South Orange, N. J.
Borough of Verona, N. J.
Borough of West Caldwell, N. J.

Town of West Orange, N. J.



WORLD WAR MEMORIAL, VERONA



WORLD WAR MEMORIAL, BELLEVILLE

World War Veterans' Organizations in Essex County

American Legion

- Service Post No. 10, Newark, N. J.
- Newark Post No. 25, Newark, N. J.
- Teddy Roosevelt Post No. 30, Newark, N. J.
- Colonel Charles Young Post No. 31, Newark, N. J.
- Captain Arthur D. Marsh Post No. 35, Newark, N. J.
- Roman Schneider Post No. 98, Newark, N. J.
- Fraternity Post No. 101, Newark, N. J.
- Essex Troop Post No. 160, Newark, N. J.
- First New Jersey Infantry Post No. 180, Newark, N. J.
- Jane A. Delano Post No. 195 (Nurses & Yeomenettes, Newark, N. J.
- Navy and Marine Post No. 225, Newark, N. J.
- William F. Grimeson Post No. 240, Newark, N. J.
- Irvington Post No. 16, Irvington, N. J.
- Bloomfield Post No. 20, Bloomfield, N. J.
- West Orange Post No. 22, West Orange, N. J.
- Montclair Post No. 34, Montclair, N. J.
- F. G. Wittenweiler No. 58, Verona, N. J.
- F. G. Wittenweiler Post No. 58, Verona, N. J.
- Nutley Post No. 70, Nutley, N. J.
- East Orange Post No. 73, East Orange, N. J.
- Maplewood Post No. 80, Maplewood, N. J.
- Guy R. Bosworth Post No. 90, Millburn, N. J.
- Belleville Post No. 105, Belleville, N. J.
- James A. Mosely Post No. 125, Glen Ridge, N. J.
- James Caldwell Post No. 185, Caldwell, N. J.
- Orange Post No. 190, Orange, N. J.
- South Orange Post No. 220, South Orange, N. J.
- South Orange No. 220, South Orange, N. J.
- Crawford Crews Post No. 251, of Montclair, N. J.
- Melvin Spitz Chapter Disabled American Veterans of the World War.
- Borcher Post Disabled Soldiers' League.
- Newark Post Wounded and Disabled Veterans of New Jersey.
- The 113th U. S. Infantry War Veterans' Association.
- Captain Marsh Post No. 3, 29th Division Association.
- The 312th U. S. Infantry Association of the 78th Division.
- Third Division Association.



ESSEX COUNTY

New Jersey



"WARS OF AMERICA"
MILITARY PARK, NEWARK, N. J.

Courtesy of Newark Chamber of Commerce

WHERE THE FIRST BATTLE FLAG OF AMERICA
WENT THROUGH ITS BAPTISM
OF FIRE



This Monument commemorates the Battle of Bound Brook, N. J., in June, 1777. Here the original "Stars and Stripes" was first unfurled over American Troops. Each year on June 14, a new flag of thirteen stars and stripes is hoisted above this historic spot, where it flies for twelve months.

To the Men and Women of New Jersey

who followed the Stars and Stripes

FAITHFUL UNTO DEATH

This space is dedicated

by the Citizens

of

SOMERSET COUNTY

NEW JERSEY

HUNTERDON COUNTY

New Jersey



FLEMINGTON POST No. 159
AMERICAN LEGION



*Nine hundred men of Hunterdon County
enlisted during the World War.*



IN 1756 Samuel Fleming purchased land in what is now the Borough of Flemington and built a home, which still stands, and is occupied as a dwelling, known as "Flemington Castle." A tablet, suitably inscribed, was placed on the face of the building on the 150th anniversary of the town by the Daughters of the American Revolution. The sturdiness of the old homestead, looked upon as the most cherished landmark in the county, is symbolic of the traditions of patriotism which have likewise survived through the century and a half of the county's existence.

Flemington, the county seat, has been the residence of Col. Thomas Lowrey, General Charles Stewart, Captain Geary and Samuel Southers, the latter a United States Senator and acting vice-president of the United States at the death of President Harrison in 1841.

During the Civil War, Flemington was the recruiting station for men from surrounding counties, who were encamped near the Fair Grounds north of the county seat.

THE VICTORY BRIDGE

By K. V. HOFFMAN

HARK! They come . . with muffled drum, and ghostly banners flying,
Soiled and torn and battle worn, fate and death defying. .
Uncover your head . . . These are the dead . . who died for you and me,
Who crossed the bridge, the bitter bridge, that leads to victory.



WITH joyful play and banners gay today we dedicate
Another bridge, a better bridge that will commemorate
The men who gave their all to save the cause of Liberty . . .
That others might secure the right to be forever free.



KNEEL Let us pray upon this day, that war may never be again . .
But, should it come—then may the drum call to the flag such
Jerseymen
As these honored dead . . . who passed ahead in sacrifice, that we
Might build the bridge, might cross the bridge . . to Peace and Victory!

The Victory Memorial Bridge

Is Dedicated

To These Men and Women of New Jersey
Who Met Death

WHILE SERVING IN

THE UNITED STATES ARMY
THE UNITED STATES NAVY

THE UNITED STATES MARINE CORPS
THE UNITED STATES ARMY NURSE CORPS

DURING THE WORLD WAR

The total number of men and women of New Jersey who laid down their lives in the war for Democracy is 3,876, including:

One hundred fifty-two officers, and 3,224 enlisted men in the United States Army.

Forty-one officers and 344 enlisted men in the United States Navy.

Five officers and 99 enlisted men in the United States Marine Corps.

Eleven members of the United States Nurses Corps.

May the People of the State of New Jersey and the United States of America always remember, with love and appreciation, their supreme sacrifice on the altar of patriotism.



United States Army

OFFICERS

Anderson, Harry Benson	Corso, Joseph	Gunn, Malcom Bengless	Mannin, Vincent Rhapel
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Baker, Hobart, A. H.	Cronin, Edward M.	Hamel, Alfred Rickert	Marsh, Arthur David
Bell, George R.	Croskey, Henry	Haremza, Joseph	Merselis, William Bogardus, Jr.
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Blackham, Henry R.	Cusick, Charles A.	Hellquist, Oscar E.	Merrill, John Franklin
Blettenberg, Henry J.	Dare, Mark D.	Herr, Wilmer Edgar	Meyer, Charles August
Blue, Kenneth Voris	Davey, Otis	Hill, Maurice McK.	Mitchell, Robert Douglas
Borcher, Clarence Clifford	Davidson, Edward C.	Hopkins, Ralph Sherman	Montgomery, Charles Sumner
Bonsal, William S.	Dean, Charles S.	Hort, Nathaniel H.	Moran, John Joseph
Boyle, James J.	Dietz, Philip	Hubbard, Eugene Plinius	Moseley, James Alexander
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Brewer, Kenneth Elting	Doremus, Harry B.	Jenkinson, Harry Rogers, Jr.	Niven, Maurice P.
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Brown, Harold Wm.	Dowd, Meredith L.	Johnson, Walter J.	O'Brien, Donat Gonzalez
Buck, Charles C.	DuBois, Norman D.	Johnston, John Anderson	Olipphant, Elkins
Bull, William S.	Dugan, Daniel A., Jr.	Jones, William Henry	Peck, Myron Hall
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Burrage, Percy F.	Edgar, Stuart E.	Kalaher, Leonard Michael	Preyer, Arthur
Butcher, George S.	Elliott, Hammit K.	Kent, Arthur Ogden	Reeves, Herbert Schall
Cahill, Matthew L.	Elmer, Rudolph	Kerr, Thomas Treganowan	Reid, Kenneth Malcolm
Cameron, Douglas Tilford	Ely, Addison, Jr.	Ladd, Henry Manchester, Jr.	Riggin, Charles H.
Cannan, Thomas A.	Feldman, Jacob	Lahey, William Stewart	Riley, Lowell Hobart
Capen, William Van	Fisk, Clinton Earle	Laschiver, Jacob J.	Roat, Robert Henry
Carty, Edward A.	Fiske, Newell R.	Lowden, James English	Robins, Harvey Clifford
Christie, A. LaRue	Foote, Henry Allen	McClure, Craig, Jr.	Rummell, Leslie Jacob
Clarke, Royal E.	Frobisher, Joseph E.	McConnell, Francis J.	Ryan, Martin A.
Coble, G. Frank	Gaedeke, William A.	McDermott, John Raymond	Scarr, James Bernard
Coffey, Arthur H.	Gilmore, Albert F.	McLoughlin, Edward J.	Scheppach, Henry Augustus
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Coleman, Dewitt, Jr.	Griswold, James Brown	MacFarland, James	Sellers, Barrington West
Cone, Edmund Leo	Groogan, Earl J.	Magie, John Maclean	Shepard, Francis Durritt

Shivler, Bertram Frothingham
Shoemaker, Harold Goodman
Schoemaker, Ralph Emerson
Smith, Irving Elward
Sprague, Benjamin F.
Stokley, Robert Gedney

Scott, David H.
Syrop, Edward Franklin
Taber, Arthur Richmond
Terhune, Elmer Stanley
Thomson, Abram B.
Thorne, Howard Olwin

Tilton, Herbert Onynx
Trestrial, Frederick John
Van Dorn, Philip Karney
Vogel, Frederick William
Warner, Stephen Reed
White, Howard

Whitney, Frank Bates
Williams, Frederick J.
Williams, John Edward
Willis, Edward
Wood, Thurston Elmer
Zimmerman, Robert

ENLISTED MEN

Aaron, John D.
Ablett, William S.
Ablezer, Louis
Abramowitz, John
Abt, William
Accardi, Salvatore
Ackerman, Harry T.
Ackerman, Jeremiah
Ackerman, John V.
Ackerman, Russell Frank
Ackerman, William
Ackerman, Harold C.
Acullo, Anthony
Adams, Frank P.
Adams, Harry
Adams, Hugh
Adams, John R.
Adams, Lawrence S.
Adderly, Samuel
Adema, John
Adler, Hugo
Affeerzack, Frank
Aftyka, Stanley
Agresta, Raffaele
Albert, Edward G.
Alberts, John Archer
Alexander, John
Alfonse, Joe Y. P.
Alifano, Antonio
Allen, Lyle A.
Allen, Thomas J.
Alley, Cedric
Alloway, James H.
Allsheskey, Robert B.
Allsopp, Leslie R.
Alvater, Clayton Case
Amendola, Fioravanto
Amev, Earl B.
Ammison, William
Ammon, John
Anderson, Andrew L.
Anderson, Charles S.
Anderson, Emil
Anderson, Ernest M.
Anderson, James
Anderson, James A.
Anderson, John H.
Anderson, King E.
Andrews, Frederick, Jr.
Andrews, Harold T.
Andrews, Julian
Andrukouis, Julian
Anzide, Chester
Apicelli, Joseph
Applegate, Reginald
Archbold, Nelson S., Jr.
Arcioni, John R.
Arico, Joe
Armstrong, John F.
Armstrong, John W.
Armstrong, William Martin
Arnold, Charles G.
Arnold, Ernest B.
Arnone, Carlo A.
Arsen, John
Arsenault, Frank
Atger, Albert J.
Atkins, Dave
Atkins, Herbert
Atkins, Morlen J.
Atkinson, Howard D.

Auberger, Charles
Augustine, Joseph Pompillo
Austin, Edgar A.
Averse, John
Avnet, Abraham
Bachmann, Fred C.
Backer, Samuel A.
Backes, Frank Martin
Backes, Theodore W.
Bagg, Burton D.
Bailey, Charles E.
Bailey, Martin J.
Bain, William C. S.
Baines, Robert E.
Baker, Bert
Baker, C. Vernon
Baker, Charles W., Jr.
Baker, George B.
Baker, George C.
Baker, Herbert C.
Baker, John B. H.
Baker, William H.
Bald, Andrew
Baldwin, Julian W.
Baldwin, Ralph N.
Balint, Lewis V.
Balkow, Walter
Ball, George R.
Ball, John, Jr.
Ball, Joseph C.
Ball, Willard, Jr.
Ball, William H.
Ballard, Lawrence T.
Ballard, Thomas
Baltimore, Arlington A.
Bamford, Robert J.
Bange, Walter T.
Banghart, Frank, Jr.
Bannan, James L.
Barardo, Nicholas C.
Barberina, Solferino
Barcellona, Ciro
Barezek, Stanislaw
Bargos, Juan
Barlow, George H.
Barnaboi, Louis
Barnaby, David
Barnes, Austin
Barnes, Joseph P.
Barone, George
Barrett, Walter J.
Barringer, Harold
Barrows, Herbert
Barry, David H.
Barry, James
Bartel, August Martin
Bartlett, Herbert N.
Bartnett, James J.
Barton, Irving J.
Baskerville, Hilliard
Basley, George H.
Bates, Charles H.
Baty, William
Bauer, George A.
Bauer, John F.
Bauer, Louis
Bauer, William E.
Baugh, Robert T.
Baulk, James
Baumann, Frederick
Bay, John

Bay, Nicholas
Bayard, Thomas C.
Baynes, Frederick H.
Beach, Roy A.
Beal, William
Beam, George T.
Beam, Leonard D.
Beard, Frank
Beasty, James F.
Beatty, George
Beaumont, Dick
Beaumont, John K.
Becker, Carl L.
Becker, Fred A.
Becker, John
Beckley, Edward
Beckwith, Charles T.
Beddow, Abe
Bednarsky, John A.
Beech, William Francis
Beegle, Henry B.
Behm, Henry J.
Behrend, Charles
Behrens, Fred
Behrer, Walter J.
Bell, Wilbert H.
Bellissimo, Carmelo
Belniw, Frank
Belvito, Giovanni
Benda, Frank
Bender, Charles
Benjamin, William D.
Benner, Ralph
Bennett, Chester L.
Bennett, Clarence C.
Bennett, Elias S.
Bennett, Frederick D., Jr.
Bennett, Henry B.
Bennett, John W.
Benson, George A.
Benson, Robert G.
Bergdolt, William, Jr.
Berges, Harold R.
Berman, Benjamin
Bernesconi, Raymond M.
Bernhardt, George John
Berrue, Harold
Berry, Chester A.
Berry, Frank
Bertell, William
Best, Harry F.
Betak, Joseph
Betz, Henry W.
Bouttenmiller, George F.
Beyer, William J.
Bickert, Warnzello N. J.
Bielarski, Julian
Bigelow, Roland
Bilz, James C.
Binanti, Frank
Binder, Edward
Biondi, Thomas
Birchall, Thomas
Bird, James H.
Birmele, William J.
Birmingham, Peter J.
Bischoff, John Joseph
Bisniar, Vincent J.
Bjork, Godfried
Bjorkman, Albert Aders
Black, Frank E.

Blackston, John F.
Blakeslee, George E., Jr.
Bland, William M.
Bladenthal, Jacob L.
Blew, William R.
Block, David
Blloemer, David
Bloor, Spencer
Bloom, Harvey C.
Bloys, Joseph K.
Blum, Raymond
Blumig, Charles
Blysnatis, Adam
Boag, George A.
Boardman, William
Bocchino, George
Bodicker, Henry H.
Boehm, James J.
Boettner, Clarence
Boger, Ralph Forbes
Bohnert, William J.
Boisa, Boneke
Bolton, Byram B.
Bonadies, Nick
Boncarewicz, Wislenty
Bond, Leo J.
Bonin, Joseph
Bonnell, Edward C.
Booth, James H.
Booth, John
Booz, Edward W.
Berkowski, Ludwik
Borgstedt, Herman, Jr.
Borland, David T., Jr.
Bornike, Joseph
Borstein, Benjamin
Borysewicz, Stanislaw
Borzachello, Nick
Borzellino, Cosmo
Bosalavage, Joseph Martin
Bosco, Vitt
Boshier, Charles H.
Bossert, Allen H.
Bossert, William J.
Bostel, Frank L.
Boston, Charles
Bosworth, Guy R.
Both, Emil
Boylan, James A.
Boyle, James
Boyson, John O.
Bozarth, Benjamin F.
Bracco, John
Bradley, Edward J.
Bradley, James A.
Bradley, John
Bradley, Robert
Brady, Alexander M.
Brady, Bernard J.
Braeder, Reynold A.
Brand, Fred C.
Brandt, Chester F.
Brandt, William C.
Branson, Harvey
Brant, Gus H.
Brass, Robert
Braun, George W.
Braun, Louis, Jr.
Breen, Eugene J.
Breen, Patrick H.
Breese, Howard

Bremner, William Aloysius, Jr.
 Brennan, Charles J.
 Brennan, Thomas
 Brennan, Thomas F.
 Brenner, Frederick
 Brescia, Anthony J.
 Brauer, Charles
 Brezovsky, Frank
 Brickner, Edwin J.
 Bridge, William
 Briggs, John W. A.
 Brill, William B.
 Brind, Albert
 Briody, Cornelius G.
 Briody, Cornelius J.
 Briody, John J.
 Britton, George D.
 Brochu, George A.
 Brockner, Ellwood W.
 Broderick, John Joseph
 Broeker, Ewald, Jr.
 Brokaw, Chester
 Brookes, Cyrus
 Brophy, Henry E.
 Brophy, William J.
 Broshanso, Harry
 Bross, William E.
 Brower, Frank
 Brown, Arthur
 Brown, David A.
 Brown, Edward J.
 Brown, Francis J.
 Brown, Frederick H., Jr.
 Brown, Harry L.
 Bossford, Arnold
 Bovino, Pietro
 Bowers, George A.
 Bowers, Herbert
 Bowlby, Earl C.
 Boyd, Thomas M.
 Boyer, Morris S.
 Boykin, Jones
 Browne, William H.
 Brownell, Frank E.
 Brownholtz, Robert V.
 Brownlee, Joseph
 Bruce, Alexander M.
 Bruce, James H.
 Bruetting, John J.
 Bruge, Aldo
 Brunig, Paul M.
 Bruning, William H.
 Bruno, Charles
 Bruno, Concezio
 Bruskin, Julius
 Brusnahan, Joseph S.
 Brussi, Antonio
 Brutell, Louis J.
 Bryan, Albert M.
 Bublin, George F.
 Buchanan, Harry G.
 Buchner, Andrew V.
 Buckley, Edward J.
 Buckley, Fred
 Budish, Mike G.
 Budzynski, William
 Buettner, George H.
 Bufanio, Silvino
 Buhl, William
 Buikema, Henry
 Buis, George N.
 Bukonsau, Vincen
 Bulkley, Harold K.
 Bullman, Arthur
 Bulshai, Joseph
 Bunkowski, Edward
 Burchell, Harold E.
 Burdge, Charles
 Burger, Curvin A.
 Burgess, James
 Burgess, John J.
 Burgess, William A.
 Burke, Clarence F.
 Burke, Daniel J.
 Burke, Eugene F.
 Burke, John E.
 Burke, Joseph P.
 Burke, Thomas A.
 Burke, William J.
 Burke, William J.
 Burkes, John
 Burkhardt, Charles A., Jr.
 Burkhardt, Gustave C.
 Burns, John J.
 Burns, Joseph J.
 Burt, John F.
 Busch, Gustav A.
 Bush, Henry P.
 Bush, John J.
 Bush, Joseph
 Brown, James W.
 Brown, Joseph K.
 Brown, Oscar
 Brown, Robert
 Brown, Vernon A.
 Brown, Walter
 Brown, Walter S.
 Brown, William J.
 Butsch, Walter E.
 Buttfeld, Marson I.
 Butvilowich, Stanley
 Buxton, Vernon G.
 Buzzoni, Arthur
 Byer, Isadore
 Byrne, Hugh A.
 Byrne, John B.
 Byrnes, John B.
 Cacciola, Domenico
 Cadmus, John A.
 Cadmus, Theodore
 Cadwallader, Donald J.
 Caffrey, James E.
 Cahill, Christopher J., Jr.
 Cahill, James E.
 Cahill, William A.
 Cairola, Raymond J.
 Calasso, Raffaell
 Caldrony, Walter
 Caldwell, William H.
 Caldwell, William J.
 Calkins, Wolcott
 Callaghan, Robert B.
 Callahan, George C.
 Callahan, John J.
 Gallen, Walter E.
 Callen, Walter E.
 Calleri, Domenico
 Calvello, John
 Cameron, Frederick A.
 Camiska, John
 Camp, August
 Campbell, Alexander P.
 Campbell, Francis E.
 Campbell, Harry L.
 Campbell, James O.
 Campbell, John A.
 Campbell, John J.
 Campbell, Theodore H., Jr.
 Campfield, George F.
 Candia, Peter F.
 Canniff, Bernard F.
 Capera, John
 Caponigri, Frank
 Caporusso, Luigi
 Cappelletto, Nazzareno
 Cappendycke, Harry
 Caopola, Antonio
 Capua, Pablo M.
 Carantella, Gonardo
 Carrillo, Tony
 Carey, William J.
 Cariello, Guiseppo
 Carlson, Charles
 Carlucci, James J.
 Carner, Walter R. L.
 Carnevale, Tony
 Carney, James
 Bush, Samuel G.
 Butera, Albert W.
 Butler, Patrick P.
 Butler, Virnel
 Butler, William G.
 Carr, James
 Carr, Robert H.
 Carrey, Joseph J.
 Carriera, Ralph
 Carrigan, George W.
 Carroll, Arthur F.
 Carroll, Gerald V.
 Carroll, William C.
 Carruthers, Campbell
 Carsini, Henry
 Carson, John P.
 Carson, William H.
 Carson, William P.
 Carter, Austin P.
 Cartwright, James Harry
 Caruccio, Carmen
 Caruso, Mike
 Carver, Frank J.
 Cary, Chester D.
 Case, Collis H.
 Case, Russell W.
 Casey, Edward M.
 Casey, Robert E.
 Casper, Norman C.
 Cassady, Charles H.
 Cassatt, Charles T.
 Cassidy, Joseph J.
 Castelonia, Martin T.
 Castmore, Joseph A.
 Catalfamo, Filippo
 Catane, Marc
 Catanto, Angelo
 Cattani, Joseph L.
 Cauefield, Bernard T.
 Caulfield, Mathew M.
 Caulfield, Patrick
 Cavaliere, Carmine
 Cavallo, Constantino
 Cavallo, Giovanni
 Caveny, Michael J.
 Cayton, Leo
 Ceres, Guiseppo
 Certain, Louis J.
 Chamberlain, Carl B.
 Chapman, Harry J.
 Champion, Horace R.
 Chapman, Louis F.
 Chapman, William C., Jr.
 Chapple, Thomas
 Chard, George C.
 Charlesworth, Leslie R.
 Cheate, Russell L.
 Chew, George H.
 Chialias, Louis
 Chiarella, Samuel
 Chisholm, Raymond C.
 Christensen, Edward
 Christensen, Marinus C.
 Christensen, Martin M.
 Christensen, James
 Christie, Gus M.
 Carney, Peter J.
 Caronia, Joseph
 Carpani, Luigi
 Carpenter, Samuel A.
 Carr, Frank P.
 Christopher, Edward W.
 Christy, Robert F.
 Chrzarikowski, Wadlaslaw
 Chula, John
 Cicconi, Guido J.
 Cieslinski, John T.
 Cifrodella, Angelo
 Cihocki, Tadency
 Giliberti, Nicola
 Ciliberti, Nicola
 Cioccolini, Oriste
 Cirbus, Anthony T.
 Cisseo, Joseph
 Citko, Jan
 Civitella, Vincenzo
 Clark, George K.
 Clark, James J.
 Clark, John R.
 Clark, Joseph V.
 Clark, Salter S., Jr.
 Clark, William
 Clarke, James
 Clarke, William J.
 Clayton, Alvin F.
 Clayton, Henry H.
 Clayton, Noah Thomas
 Cleary, Henry W.
 Clifton, Joseph J.
 Cline, Jacob F.
 Cline, Raymond
 Clinton, Edmund P.
 Clinton, Franklin B.
 Clivi, Guiseppo
 Clouse, Frank E.
 Clynes, John J.
 Clynes, John J., Jr.
 Coar, George E.
 Cobar, Peter
 Cobb, Alton W.
 Cobb, John W., Jr.
 Coburn, Hugh
 Coda, Oreste
 Coe, Edward Francis
 Cofasso, Pellegrino
 Coggins, Daniel A.
 Cogeswell, Walter L.
 Cohen, Harry W.
 Cohen, Joseph
 Cohen, Ralph
 Cohen, Samuel
 Cohendet, Louis C.
 Colahan, Joseph
 Colapicchioni, Raffaele
 Cole, Nelson F.
 Cole, Robert
 Coleman, Henry
 Coleman, John T.
 Colgan, Patrick S.
 Collard, George D.
 Colligan, William J.
 Collins, Herbert A.
 Colling, James E.
 Collins, John I.
 Collucci, Dominick F.
 Colson, John A.
 Colwell, Theodore R.
 Comer, John
 Commini, Daniel M.
 Compton, Harold M.
 Conard, Charles C.
 Condit, Raymond S.
 Condon, Timothy
 Conk, Joseph M.
 Conklin, Sherman L.
 Conklin, William
 Conklin, William R.
 Conlon, John B.
 Connell, William A.
 Connelly, Harry G.
 Connelly, Harry L.
 Connelly, Walter R.
 Connelly, William J.

Connors, Joseph
Connolly, Edward J.
Connolly, Patrick
Connor, Thomas W.
Conor, James E.
Conover, Donald
Conover, James C.
Conrad, Lowell W.
Conroy, Joseph F.
Conway, Frank
Conzoniere, Vincent J.
Cook, Arthur
Cook, Edward
Cook, Joseph J.
Cook, Martin
Coon, John Gifford
Cooney, Frank
Coppola, Herman
Corbett, Albert V.
Cormier, Joseph
Cornell, Larry
Corrin, Willard H.
Corris, Edward A.
Corso, James
Coscio, Lodovico
Costales, Carlos R.
Costello, John M.
Costrell, William R.
Couch, Marshall H.
Coughlin, Edwin A.
Coughlin, John H.
Coughlin, Paul N.
Coulson, Charles W.
Courtney, Alexander
Covert, Joseph F.
Covington, Dorsey
Cowell, William
Cowgill, John M.
Cox, Bertrand F.
Cox, John T.
Cox, Patrick B.
Craig, Sydney J.
Craig, William E.
Crandall, Joseph B.
Crane, Charles L.
Crane, Harold T.
Crane, William W.
Cranston, William
Crawshaw, William H.
Crews, Crawford
Crishando, Stephen
Crissman, Berton M.
Crichton, Malcolm B.
Croll, Louis
Crooke, James
Crosby, John J.
Crowe, Edward E.
Crowell, Edward J.
Crowley, George S.
Crozier, John
Crusen, Arthur
Cubberley, William R.
Cudney, Edward F.
Cuff, Harry M.
Cuff, James J.
Culla, John J.
Cullen, August
Cullen, Simon P.
Cullin, Patrick J.
Cunnane, Joseph A.
Cunningham, John
Cunningham, Thomas A.
Cuoco, Frank A.
Curatola, Camillo
Curley, Rulief V.
Currens, Charles B.
Curti, Emanuel
Cusato, Louis
Cushman, Dan
Cutiss, Dominick

Czaja, Stanislaw
Szesnulewicz, John
D'Addetto, Carlo
Dadzinski, John C.
Dahlgren, Frederick H.
Daisley, James
Dakin, Richard E.
Dale, William
Daley, Harold
Dalley, LeRoy B.
Dalmaso, Tony
Dalton, Albert A.
Daly, James C.
Daly, John
Daly, William A.
Daly, William T.
D'Amato, Louis
Damiano, Anthony
Damiano, Sam
Dancer, George W.
Danielson, Daniel
Danko, Albert B.
Danufsky, Philip
Danwright, Charles
Darby, James M.
Dare, Charles H.
Dattola, Sabino
David, Leon C.
Davidson, Eugene C.
Davidson, Tasker K.
Davis, Harry J.
Davis, Lynn E.
Day, Edson L.
Day, William E.
Dayton, Lester B.
Deakney, Irving H.
Dean, John A.
Dearing, Harry A.
DeBrown, Leonard
DeChard, Warren E.
Decker, Clarence J.
Decker, Elbert C.
Deehan, John T.
Deeney, John J.
DeGitto, Alesandra
Degnan, Thomas G.
DeGroot, Orie J.
Deighan, John T.
Delaney, Frank R.
Del Favero, Peter
Dell, George W.
DeLuca, Olive
Demarest, William
Dempsey, Benney
DeNardo, Joseph
Denelsbeck, Joast N.
DeNourie, Elmer
DePaola, Rocco
DePasquale, Raffaele
Deponi, Louis
Deponec, Peter
Dermitzakis, Emanuel
Dermodity, Edward F.
DeRose, August
DeShields, Henry R.
D'Esposito, Aniello
Detommaso, Antonio
DeTrent, Joseph
DeVane, William E.
Devlin, George A.
Devlin, Hugh C.
DeVogel, William
Dewey, Preston L.
Dexter, Charles S.
Diamond, John F.
Di'Amico, Alessandre
DiAntonio, Domenic
Diaz, Philip
DiBenedetto, Donato
DiBuo, Antonio

Dicicco, Theodore
Dick, George E.
Dickey, Elmer R.
Dickinson, Leon A.
Dickson, Arthur V.
Dickson, James
DiCrosta, Armand
Diekhaus, William A.
Dietzold, Herman J., Jr.
Difelice, Giambattisto
Digney, John T.
Digney, Joseph
Di Gregario, Luigi
Dileo, Rocco
Dilks, Alfred W.
Dillon, Francis J.
Dimichele, Ruggiero
Dineen, William E.
Dinicio, Felix
Di Palma, Pietro
Di Pasquale, Angelo
Diprosperi, Castantino
Dirner, John
Disbrow, James
DiSibbio, Vincenzo
Ditmars, George K.
Dixon, Arthur S.
Dixon, Charles F.
Dobrowolski, Stanislaw
D'Occhio, Luigi
Doherty, John Frances
Dolan, Bernard J.
Dolan, Hugh Francis
Doherty, John Francis
Dolbow, Bryant M.
Domanoski, Alexander
Dombrowski, Stanislaw
Domenick, Louis
Donahue, Daniel
Donaldson, James
Donnelly, Charles R.
Donnelly, Frank J.
Donofrio, Anthony N.
Donohue, Peter
Donzeilli, Armando
D'Oria, Sabino
Dorn, John
Dorr, Stephen H., Jr.
Dorsey, Edward
Dorward, Thomas O.
Dougherty, John G.
Doughty, Christopher
Doughty, Harry J.
Douglas, Benjamin F.
Douglass, Charles G.
Douglass, Henry
Douglass, Herbert S.
Douglass, Jesse E.
Dow, John L.
Dowd, Harry
Downey, Harold
Doyle, Frank J.
Doyle, Joseph
Drabble, Philip M.
Drabble, William W.
Drago, Cologgia
Drake, Harold M.
Draney, Harold A.
Drelich, Alex
Drestal, Edward
Drews, Herman W., Jr.
Driniani, Louis
Drinkwater, John J.
Drozd, Adam
Drumm, Robert I.
Dublinsky, Morris
DuBois, Camille
DuBois, Claudius H.
Dubsky, John R.
Ducas, Bernard A.

Duda, Mike
Dudko, Nick
Duffield, Robert V.
Duffield, Samuel E.
Duffy, Arthur M.
Duffy, James T.
Duffy, John F.
Duffy, William T.
Dugan, James
Dugan, Thomas A.
Dulhagen, Harry F., Jr.
Dultz, Louis
Dumblauskas, Ignos A.
Dunbavin, Richard
Duncikas, Joseph
Dunham, Ernest F.
Dunis, Antonio
Dunn, Howard
Dunn, Ira C.
Dunn, James
Dunn, Thomas J.
Dunn, William T.
Durning, George J.
Dykstra, John L.
Dykstra, Jurjon
Dymock, Gilbert B.
Sziengeleski, Stanislaw
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Dzulinsky, Steven
Earl, John Y.
Earle, Robert M.
Eckhardt, Ernest
Eckerson, John T.
Eckhart, Harry J.
Edwards, Austin B.
Eflingham, Harry
Egan, John B.
Egan, Leo L.
Egbert, Frank J.
Eggers, Reginald G.
Egler, Ernest E.
Ehrie, Howard S.
Eisenhart, Herbert
Eitel, Charles A.
Elder, Ralph B.
Elder, William J.
Elias, Robert H., Jr.
Elk, Francis J.
Ellis, George A.
Ellison, James
Elphick, William
Emmons, Lawrence
Engle, Abraham
English, John S.
Epple, Emil F.
Epstein, Morris
Erdwein, William G.
Ernst, William
Erpert, Ike
Erwin, John J.
Eskart, Adolph
Esher, John J.
Esposito, Michele
Essig, Harry
Ettlin, Albert J.
Etzler, Maurice E.
Eull, Frank B.
Eustace, John A.
Evans, Christopher, Jr.
Evans, William M.
Everett, Thomas H.
Everitt, Frank H.
Ewan, Homer L.
Eyck, Frank H.
Eyre, George
Fairman, Walter A.
Falkner, Charles H.
Fialluca, Thomas
Fanello, Nicola
Fanning, Clarence V.

Fanning, Edward A.
Fardon, Horace J.
Farlee, George W.
Farley, Burnard
Farley, Peter V.
Farraday, Reginald A.
Farrell, Christopher
Farrell, Patrick
Farrell, William F.
Farren, Robert, Jr.
Farry, Lester E.
Fatzinger, William V.
Faulds, Maurice J.
Fawcett, Raphael
Fay, John J., Jr.
Fazio, Antonio
Feeley, Frank
Feeley, Stephen J.
Fegely, Bryon S.
Fehrs, Robert P.
Feinberg, Samuel
Feinbloom, Nathan
Feinor, Walter
Feinsod, Max
Feketic, John J.
Feniello, Guisepe
Ferguson, Russell
Fernandez, John H.
Ferraro, Guisepe
Ferrarose, John
Ferrell, Joseph J.
Ferrera, Enrico
Ferrino, Peter
Feuerring, David
Fielding, George
Figula, Teofil
Finkelstein, Joseph
Finkelstein, Joseph L.
Finley, Earl S.
Finley, Philip J.
Finnigan, Nathaniel
Finocchio, Joseph
Fischer, Carl F.
Fisher, Alexander A.
Fisher, Charles J.
Fisher, Charles
Fitzgerald, Walter L.
Fitzpatrick, John J.
Fitzpatrick, Patrick
Flack, Robert
Flaherty, Frank L.
Flaherty, Patrick
Flanagan, John G.
Flanagan, Joseph P.
Flanagan, Patrick
Flannery, John H.
Flatt, William H., Jr.
Flegal, LaRue A.
Fleming, Dayton
Fleming, James F.
Fleming, John J.
Fleming, Frank B.
Flock, Andrew J.
Flood, John J.
Flynn, Michael A.
Foohey, Joseph F.
Ford, Edward T.
Ford, Horace J.
Ford, Richard
Foresta, Paul
Forfe, Mike
Forman, Lewis
Fornek, James
Forsthoffer, Anthony M.
Fortiner, Franklin F.
Fortune, Lawless P.
Foster, James
Fox, Harry
Fox, Fred D.
Fox, Patrick J.

Foy, James, Jr.
Foy, Martin D.
Fraher, Patrick F.
France, Ernest A.
Frank, Frederick J.
Frank, Louis L.
Franzblau, Edward W.
Frascello, Anthony D.
Frateschi, Venturino
Frech, Raymond C.
Freeman, Frank
Freeman, Gaylord
French, Ralph Irving
French, William R.
Fretz, Albert
Freudenberg, Louis J.
Frey, Frank W.
Frey, Russell
Frey, William
Frick, Augustus F.
Frisbie, Clement E.
Frisbie, Edgar C.
Fugito, Anthony F.
Fugle, Edward O.
Fuller, Charles D.
Fulton, George
Funk, Walter
Fuorro, Rocco
Furbush, Silas S.
Furey, Andrew J.
Furey, John J.
Futterer, Frank J.
Gadonsky, George
Gaffney, Thomas J.
Gagliardo, Michael
Gagliardo, Michael
Gaines, Dallas C.
Gallagher, Alex
Gallagher, Anthony P.
Galletta, Mario
Gallie, Denis P.
Gallie, George W.
Gallo, Nunze
Garashanko, Constantine
Garbaccio, Ermete J.
Gardner, Elbert R.
Gardner, Grover A.
Garfalakis, James
Gariss, Bryan
Garner, Robert E.
Garrett, George A.
Garrigan, Leonard J.
Garrison, William W.
Garrity, Arthur L.
Garrone, Michael
Gary, Charles P.
Gaskill, Eldridge K.
Gassel, Louis
Gatti, Harry
Gatti, John H.
Gavronsky, Samuel
Gaynor, John J.
Golairtch, August G.
Geanaris, Nikolas
Gebhardt, Charles J.
Geceleak, David
Geddes, Alfred
Geipel, Otto
Goist, Richard
Gellette, John C.
Gemmell, John J.
Genovese, Giro
George, Peter
George, Wilson D.
Gerard, Eugene
Gere, James A.
Gere, James A.
Gerhard, Carl L.
Gerhardt, Arthur F.
Germond, Alfred T.

Gerquest, Edward L.
Giammarco, Salvatore
Gianetta, Joseph
Gibbons, Anthony
Gibbons, Thomas E.
Giele, Francis J.
Giesecke, George
Gerew, Orval
Gifford, Roland C.
Gilbert, Elwood P.
Gilbert, Reading
Giles, Benjamin H.
Gill, Dominick
Gill, Harry A.
Gill, John J.
Gillan, Samuel
Gillen, Joseph
Gilmore, Edward E.
Gilmore, Henry
Ginder, Gus
Giordano, Baptist
Giordano, James
Guigliano, Carmine
Glacken, William H., Jr.
Gleichmann, Louis
Glennon, John T.
Glorieux, Gilbert R.
Glynn, Francis M.
Gneiding, Ernest
Gober, Frank J.
Godlarski, Frank
Goggin, Richard J.
Gola, John
Goldstein, Jacob
Goldstein, Ray
Goldstein, Robert
Goldstein, Samuel
Golish, Nicholas
Gombert, Conrad G.
Gonder, Amos R.
Gontarski, Stanislaw
Gorden, Sam
Gordon, Julius
Gordon, Michael J.
Gorman, Albert E.
Gott, Claude
Goulais, Joseph
Gould, Harold
Gould, Raymond J.
Gowen, Arthur L.
Gneiding, Ernest
Grady, Vivian G.
Grady, William, Jr.
Graf, Frank
Graham, Joseph D.
Granieri, Angeliro
Grant, Joseph C.
Grant, Walter
Grant, William
Grapentine, Frederick
Gru, Fred W.
Gravatt, Paul A.
Graves, Clifford T.
Gray, Carrington
Gray, George F.
Gray, Lewis L.
Gray, William G.
Greaves, John G.
Green, John A.
Green, John J., Jr.
Green, Paul
Green, William H.
Greenstein, Samuel A.
Greer, Alexander
Gregory, David
Greishaber, George
Gressmann, Frederick P.
Griep, Jacob H.
Grier, Henry
Griffin, Edward J.

Griffith, Joseph E.
Griffiths, John
Griggs, Fred W.
Griggs, William W.
Grill, James
Grill, Oscar
Grimeson, William F.
Grodski, Julian
Groeger, Gustave A., Jr.
Groff, Willard M.
Grooby, Walter M.
Gross, Cassius C.
Gross, Edwin F.
Gross, George E.
Gross, Joseph R.
Grosser, William M.
Grove, William G.
Grover, Walter
Gruber, Charles G.
Gryzbowski, Stanley
Guardenier, George C.
Guarino, Antonio
Guaziano, Francisco
Gucat, Gus
Gugleman, Frederick J.
Guidetti, Basilio A.
Guilfoyle, John J.
Gumbs, Harry W.
Gunnell, Benjamin E.
Gurnee, Amasa F.
Gurski, John
Hafeli, Anthony
Haferberger, Harold K.
Hagen, Noil H.
Hager, Albert E.
Haidukiewicz, Wladyslaw
Haight, William
Haiman, Adam
Haines, Fillmore T.
Hale, Harry G.
Hall, Edward R.
Hall, Fred C.
Hall, Frederick
Hall, Lewis
Hall, Silas B.
Hall, Walter K.
Hallberg, Simon P.
Halton, George J.
Hamilton, Ervin V.
Hammell, Charles A.
Hammond, Alfred G.
Hammond, Walter
Hampton, William C.
Hanaghue, Michael J.
Hanaghue, Michael J.
Hancock, Thomas J.
Hand, John
Handron, Mark
Hanschul, William
Hanford, Robert C.
Hankinson, Leon A.
Hanley, James W.
Hanley, John W.
Hanley, Peter M.
Hann, Grover C.
Hanna, Alexander L.
Hannum, Callwell T.
Hantschke, Edward A.
Harchar, John
Harcourt, Jack G.
Harden, Charles G.
Harden, William H.
Hardgrove, Walter E.
Haremza, Steve
Haring, Morris C.
Haring, Theodore J.
Harker, Harry
Harkins, John
Harrington, Timothy A.
Harris, James A.

Harris, James L.
Harris, James T.
Harris, Jasper
Harris, Russell S.
Harrison, Irving
Harrison, Walter A.
Harrison, William L.
Harsell, George J.
Hart, Earl J.
Hart, Israel R.
Hart, John J.
Hart, John P.
Hart, William J.
Hart, John P.
Hartford, Michael J.
Hartman, George J.
Hartmann, Frank J. P.
Hartmann, Theodore
Hartos, John
Harvey, Albert
Harvey, James B.
Harz, John A.
Haskin, Leonard W.
Haskins, George H.
Hassenforder, Joseph
Hassenfratz, William, Jr.
Hastings, Russell S.
Hauck, Robert, Jr.
Hauck, Walter F.
Haus, Anton F.
Hawk, Erwin P.
Hawk, George W., Jr.
Hawkins, Grover C.
Hawkins, Kenneth
Hawley, Clarence A.
Hayden, Louis B.
Hayden, Thomas M.
Hayes, Edward E.
Hayes, John J.
Haymart, Felix
Headley, Earl F.
Healy, John J.
Hearn, Joseph H.
Hearon, Joseph G.
Heath, William H.
Heavey, Harry
Herbert, Orren
Hedden, Ralph E.
Hedden, Wesley R.
Hoer, Raymond L.
Hehn, John C.
Heil, William J.
Heinrich, Jerome
Heinrich, Karl W.
Heins, Frederick E.
Heins, Herbert Godfrey
Heir, Morris
Heitman, Walter C.
Heller, Ernest, Jr.
Hemion, George
Hemmer, Grover A.
Henchey, Daniel M.
Henderson, Archie
Henne, William
Hennessey, Arthur P.
Hennessey, James C.
Hennessey, James
Hennessey, Joseph J.
Hennion, Clarence B.
Henowitz, Benjamin
Hendrickson, Alfred
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Henry, Charles A.
Henry, George
Henry, Lawrence R.
Henry, Walter H.
Hepworth, James A.
Herbert, Raymond
Herbert, William
Heringer, Frank F.

Herman, Alvin V.
Hermanek, William
Hermanson, Herman I.
Herrmann, Bertrand
Herrmann, James E.
Hereskorn, Alfred C.
Hersh, Austin H.
Hersh, Russell
Hettler, Jacob F.
Heum, George, Jr.
Heward, Arthur P.
Hewitt, James J.
Hoy, William S.
Heyman, Harry
Heyner, Anthony
Hezmalhalch, Arthur
Hickman, William M.
Hidden, Irad M.
Higgins, John R.
Higgins, Matthew M.
Higgins, Patrick J.
Higgins, Stanley W.
Higgins, William
Higgins, William
High, Jesse A.
Higham, Howard H., Jr.
Hildebrant, Harold D.
Hill, Arthur W.
Hill, Charles H.
Hill, Horace F.
Hill, Malachy A.
Hill, William
Hills, Albert M.
Hilton, Watson
Himmler, John G.
Hintzen, Walter
Hirt, John
Hirz, John M.
Hitchcock, John A.
Hitchuk, John
Hoag, Henry C.
Hoag, Walter H.
Hoblitzell, George W.
Hockey, Ralph W.
Hocking, William J.
Hodgkinson, James W.
Hodgson, Herbert V.
Hoeger, Jack J.
Hoffman, Christopher
Hofer, Benjamin K.
Hoffman, Harry G.
Hoffman, Philip F., Jr.
Hoffman, Raymond
Hoefman, Samuel R.
Hogan, Westley T.
Hogan, William J.
Holl, Albert E.
Hollander, Morton
Hollenbeck, Clinton
Holler, Harry R.
Hollingshead, Elwood R.
Holmes, Hans
Holmes, Michael K.
Holt, Albert
Holton, George J.
Honan, Joseph
Hook, Leonard
Hooper, Robert S.
Hope, Joseph F.
Hopkins, Charles A.
Hopkins, Harvey
Hopper, Melvin D.
Horbacz, Bronislaw
Horbelt, John
Hornbaker, Budd
Horner, Ernest J.
Hornstein, David
Horton, Lemuel K.
Hory, Edmond L.
Hotalen, Peter S.

Hotchkiss, Clarence
Houck, Robert L.
Hough, Edward R.
Hough, Linn
Hourihan, John J.
Houston, Sheldon
Howard, William
Howell, Andrew
Howell, Miller
Howell, Walter
Hoyle, William
Hoyt, Fowler C.
Hrenko, Mike
Hubbard, Alvin
Hubbs, Royden R.
Hubert, Joseph A.
Hudson, Clarence G.
Huff, Woodward
Hughes, Michael A.
Hull, Charles R.
Hulton, Richard L.
Hummer, Frank
Humphries, Clarence S.
Hunt, Elmer H.
Hunter, George J.
Hunter, James F.
Hurden, Edward A.
Hurlburt, Alfred V.
Hurley, George D.
Husty, Steve
Hyslip, Edward
Iavarone, Frank
Igoe, Edmund J.
Impaglizzo, Nicola
Insko, Herbert M.
Irelan, Hobart F.
Irons, Charles G.
Irvin, John
Irwin, Christopher D.
Irwin, Merle
Jack, Thomas
Jackacki, Edward
Jackson, Albert H.
Jackson, Charles H.
Jackson, James
Jacobus, Clarence E.
Jagger, James F.
Jannicelli, Toby
Jansak, Bennie A.
Jansen, Albert
Janusz, Stanley
Janzlik, Herbert
Jaroni, Martin
Jaworsky, Louis
Jeffas, William J.
Jeffrie, Thomas E.
Jenkins, John
Jensen, Fred L.
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Jerolomon, Chester P.
Jetter, Clarence M.
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Jobes, Albert
Joffe, Morris M.
Johmann, Jacob
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Johnson, George W.
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Johnston, William

Jollett, Edmond P.
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Jones, Monot
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Jordan, Benjamin
Jordan, Howard
Journey, Raymond H.
Joyce, George A.
Judge, Charles P.
Juengst, Ernest N.
Juistina, Mayo
Kaczmarek, Frank J.
Kaiser, George T.
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Kalnik, Steven
Kalvio, George J.
Kamalski, Tony
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Kane, Edward H.
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Karam, Darwin I.
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Karg, Howard M.
Karpatik, Max
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Kastler, Carl H.
Kats, Adolf
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Kazakawitz, Leon
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Kewesza, Stephen
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Manchester, Clifford R.
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Manfredi, Attilio
Mangialomini, Joseph
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Maul, August C.
Maurice, Joseph
May, Edward B.
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Mayston, Walter
Maszocoo, Joseph
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Meath, Frank A.
Medici, Joseph
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Meeker, Alward W.
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Meggett, Robert E.
Meise, Walter F.
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Meekie, John
Melliazzo, Guiseppo
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Menkens, George A.
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Meyers, Albert
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Mozzi, Aurelio
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Miklos, Michael
Miles, Clyde
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Mitchell, Daniel J.
Modreska, Bruno J.
Mohr, Christopher A., Jr.
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Mohrman, Harrison G.
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Molono, Angelo
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Montesi, Tony
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Mooney, Thomas J.
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Morgan, Edwin P.
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Nadler, Gustave W.
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Nasaw, Herman L.
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Nesterowicz, Edward
Newallis, George
Newbury, Reginald S.
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Nidd, Charles L.
Nielsen, James J.
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Nolan, Thomas A.
Noppel, Harry C.
Norris, Joseph C.
North, William J.
Norton, Joseph P.
Nowakosky, Walenty
Nozek, Theodore
Nugent, Edgar S.
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Matnik, Pete
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Ohlmann, Anton
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Olstrum, Irving C.
Olszanski, Peter
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 Ruggerio, Augustine
 Ruggerio, Joseph
 Ruhl, Archibald S.
 Rusech, Frank
 Rusecki, Michael
 Rusher, Harold
 Russell, Donald J.
 Russell, Fred A.
 Russell, Hugh T.
 Russell, John J.
 Russo, Carmine
 Russo, Joseph

Russo, Vincent
Ryan, John J.
Ryan, Lawrence J.
Rydell, Charles K.
Sabater, David
Sacco, Ernest
Sachrobsky, Timothy
Saduci, Bardosi
Sager, Oscar
Salner, Morris
Salvatore, Ardito
Salvatore, Raffaele
Salzmann, Rudolph G.
Samberger, Rudolph
Samlar, Fred F.
Samuelson, Albert
Sanderlin, Leon A.
Sandhoff, Frederick C.
Sandlow, Beny J.
Sanford, Peter, Jr.
San Severino, John
Santamair, Tony
Santillo, Anthony
Santore, Joseph
Santos, Abel A.
Santucci, Basilo
Sardoni, Frank
Sarno, Carmello
Satchell, Norvin W.
Satzger, Edward
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Savacool, Edgar M.
Sawelson, William
Sayers, James
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Scanlan, William F.
Scanlon, George L.
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Scharsmith, John E., Jr.
Schau, Otto
Schectman, Harry A.
Scheiss, Frederick
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Schelter, John D.
Schenkman, George
Schiefer, Harry
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Schlagenhaft, James J.
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Schnur, David L.
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Tisci, Joe
Tisco, Lingo
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Vincignerra, Gaetano
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Voskuyl, George G.
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Watt, Conrad
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Weeden, Thomas
Wehrkamp, Henry
Weimar, Harry O.
Weinert, Joseph B.
Weinschultz, William
Weintrob, Nathan
Weir, Horace G.
Weiss, Frederick
Weisse, Victor C.
Weit, James J.
Welch, Edgar M.
Wendels, Anthonia
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Wenner, Horace J.
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West, Kenneth G.
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Whitehead, Charles E.
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Willever, Samuel A.
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William, Berson
Williams, Emanuel G.
Williams, Francis P.
Williams, George
Williams, Harry F.
Williams, Horace W.
Williams, John A.
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Willis, Clarence A.
Wills, Walter H.
Wilson, Harold P.
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Wimpfheimer, Jacques D.
Wingert, George L.
Windecker, Charles
Winkler, John
Winner, William A.
Winslow, George W.

Winslow, Herbert L.
 Winter, Philip
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 Witzell, John McL.
 Wittenweiler, Frank G.
 Woerner, Charles A.
 Wohlke, Albert C.
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 Wojtkowiak, John
 Wolcott, George T.
 Wolf, Fred P.
 Wolf, George J.
 Wolf, Jacob
 Wolf, Joseph P.
 Wolfe, Van Horn D.
 Wood, Aymer V.
 Wood, George H.
 Woodruff, Henry G.

Woodruff, Thomas H.
 Woodward, George
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 Woolbert, John L., Jr.
 Woolley, Howard E.
 Wordemann, Raymond
 Worthage, George B.
 Worthington, Robinson
 Wright, Charles C.
 Wright, Edmund S.
 Wright, Harold C.
 Wright, Thomas H.
 Wroubel, Andrew
 Wurst, Alex. F.
 Wusching, Ignatius
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 Wymen, John A.
 Yakabowsky, John

Yampol, Jacob
 Yaramchuk, John
 Yates, John P.
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 Yoemans, Jacob A.
 Yosepowich, Joseph
 Young, Elwood K.
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 Young, George
 Young, Herbert E.
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 Young, Townsend C.
 Younginger, George A.
 Zagrubski, Arsenij
 Zaleski, Julius
 Zamarra, Paul
 Zanetti, Otto B.
 Zangara, Thomas

Zankowich, John J.
 Zannette, Julius A.
 Zannetti, Joseph T.
 Zazzetti, William
 Zdinowski, Adam
 Zellers, Ralph
 Zenzian, Joseph
 Zihala, Joseph A.
 Zill, Mike
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 Schnoor, John J.
 Scholl, Finn Martini
 Schreiber, Samuel
 Scott, Wallace A.
 Scribner, Edward
 Seigel, John A.
 Seiler, Alfred V.
 Seip, John, Jr.
 Shanahan, Edward F.
 Smith, Cecil L.
 Smith, Charles
 Smith, Herbert S.
 Smith, Joseph A.
 Smith, Stanley H.
 Smith, William H.
 Snyder, Harry H.
 Souder, Herbert G.
 Stone, Walter
 Stover, Alexander P.

Strohmeyer, Clifford
 Switzbagel, John G.
 Szymanski, Anthony A.
 Tallman, Eathern A.
 Taylor, Calvin
 Thompson, Ira
 Thrashner, Henry E.
 Thurick, Joseph E.
 Tighe, John L.
 Timlen, William H.
 Travers, Edward G.
 Travis, Michael P., Jr.
 Turner, Louis C.
 Vance, John V.
 Van Der Bush, Arthur
 Vermeulen, David
 Wakefield, Harold J.
 Wamsley, James T.
 Walzor, Eugene W.
 Warchol, Paul Robert
 Ware, Howard D.
 Wase, Charles A.
 Watson, John F.
 Weintraub, William
 Whalen, John E.
 Whilden, Leon
 Wiget, John A.
 Williams, Harry
 Williams, Robert A.
 Wilson, Nelson D.
 Woodard, Frank H.
 Woodruff, Robert E.
 Woolverton, William E.
 Worden, James L.
 Worth, George F.
 Wyzocki, John A.
 Zanetti, Bertie
 Zeliff, John P.
 Zeller, John P.
 Watters, William H.
 Weiler, Joseph A.
 Wenzel, Louis H.
 Whelan, James W.

United States Marine Corps OFFICERS

Barr, Chopin C.
 Culbert, Kenneth P.

Grath, Patrick D.

Merkel, Charles F.

Synnott, Joseph A.

ENLISTED MEN

Abrams, Edward B.
 Allegaert, Pierre F.
 Auten, Curtis R.
 Bedell, Charles R.
 Brennan, John J.
 Brooke, Arthur E.
 Buchlein, Edward R.
 Butler, William J.
 Canody, Joseph J.
 Canfield, John R.
 Card, Arthur
 Carroll, James P.
 Cassidy, Howard
 Connolly, George W.
 Conover, Kenneth S.
 Davey, Gregory M.
 Davidson, Charles J.
 Davis, Charles M.
 Decker, Emil F., Jr.
 Dederick, Ellsworth W.
 Dennie, Clarence A.
 Dippold, Lawrence J.
 Dobovitz, Abe
 Drummond, John J.
 Dutcher, Allen V.

Early, George T.
 Efinger, Joseph F.
 Erlandson, Alfred
 Farrell, Raymond F.
 Finnegan, Gerald R.
 Fossett, Edward A.
 Goetz, Gustave H.
 Goodeve, Frederick W.
 Graham, Peter
 Gratton, Edward R.
 Grollman, Herman
 Grosskurth, Carl
 Hall, Milton F.
 Halperin, Louis
 Henry, William D.
 Hollister, Marloyne V., 3d
 Hopta, Joseph L.
 James, John H.
 Jones, Thomas H.
 Kemble, Frank Wesley
 Kern, William T. H.
 Kirchner, Henry
 Kennedy, Walter Marcy
 Klapp, Joseph G. W.
 Laidlaw, Rollin W.

Lloyd, Edgar B.
 Lunstedt, William, Jr.
 Lyon, Russell G.
 McCormick, James J.
 Marcus, Joseph
 Mead, Leroy S.
 Morgan, Robert D.
 Moskovich, David A.
 Mullen, Russell W.
 Murphy, Martin J.
 Murray, Claude C.
 Naden, Edward
 Newell, Loren E.
 Nilan, Michael A.
 Nolan, Charles E.
 Oelschlaeger, Edward H.
 Overland, John A.
 Parkhurst, Andrew W.
 Pellington, Raymond
 Peterson, Olaf A.
 Polhemus, John C.
 Porter, Ernest W.
 Price, Charles W.
 Prindle, Sidney G.
 Reichle, Edward J.

Rhodes, Robert J.
 Riehl, Philip J.
 Riska, John J.
 Roscoe, Stanley
 Ross, William R.
 Schack, Leon
 Schnarr, George B. H.
 Schrank, John
 Shack, Leon
 Shields, Robert M.
 Sidders, Frank
 Smith, Herbert
 Snyder, Robert G.
 Steuer, George E.
 Steuert, Joseph J., Jr.
 Stockham, Fred W.
 Toulson, Joseph C.
 Vandervliet, Walter
 VanDuesen, Robert R.
 Weber, Clarence H.
 Weir, John W.
 Weisbaker, Alfred E.
 Wheeler, John R.
 Wright, Edward

United States Army Nurse Corps

Connolly, Katherine V.
 Ferguson, Ada M.
 Graham, Mary Jane

Lowe, Grace M.
 McGurty, Catherine
 Metcalf, Elizabeth

Norton, Mary
 Sullivan, Mae H.
 Weimann, Elizabeth Henrietta

Wells, Matilda F.
 Young, Rose A.

(While this list, compiled by the office of the Adjutant General at Trenton, is substantially correct, it is possible that there are a few omissions.)



WORLD WAR MEMORIAL
NUTLEY, N. J.

Today New Jersey dedicates this splendid bridge as a memorial to its sons and daughters who, in the World War, answered their country's call to service.

Holding in their hearts hatred for no people, but hating war and the things that lead to war, they were willing to battle for the cause of human justice and freedom.

Some of them did not return. In camp, and on the sea some of these young New Jerseymen gave up their lives on the altar of duty, while others still hold the ground they won in France.

From this memorial bridge, at evening, the golden bars of sunset, tender in their softness, will be seen reflected in the winding Raritan. They mark God's record of a day beyond recall. They are the beacon fires, set in the blue of the western sky, as our call to duty. They will bring us a message of these young lives sacrificed to duty and to principle, urging us to renew our devotion to the State of New Jersey and to the glorious nation of which it is a part.

—HAROLD HOFFMAN.

PARADE FORMATION

HEAD OF COLUMN

Squadron State Police on Motorcycles
Grand Marshal, General Hugh L. Scott
Chairman N. J. Highway Commission
Governor A. Harry Moore
Ex-Governor George S. Silzer
(Personal Staff)
Guard of Honor, Luke A. Lovely Post, American
Legion (Luke A. Lovely first Jerseyman killed
in War at Cambrai)
New Jersey State Highway Commissioners:
General Hugh L. Scott, Chairman

Abraham Jelin
Walter Kidde
Percy H. Stewart

Parade Executive Committee

Lieut. Commander Lewis Compton, N. M. N. J., Chair-
man Parade Committee
Captain C. Kalquist, U. S. A. R., Adjutant
Officer Frank Seiboth, Aide
Mr. Leo Zach, Aide

FIRST DIVISION

Military Organizations

Major J. K. Powell, U. S. A. R., in charge
U. S. Army Band

1. U. S. Army Detachment
2. U. S. Navy Band

3. United States Marines
4. United States Naval Reserve
5. National Guard Band
6. National Guard Battalion
7. Reserve Officers, U. S. Army Reserve

SECOND DIVISION

Veterans Organizations

Lieut. John Conlogue, U. S. A. R., in charge

1. Columbus Italian Band
2. Massed Colors and Color Guards
3. Uniformed Veterans
4. Semi-Uniformed Veterans

5. Veterans in civilian dress with flags
6. Grand Army in cars
Veterans organizations include American Legion,
Veterans of Foreign Wars, Army and Navy
Union, Spanish-American War Veterans, Un-
attached Veterans

THIRD DIVISION

Welfare and Juvenile Organizations

Capt. Charles Reed, U. S. A. R. in charge

1. Goodwill Band
2. Boy Scouts
3. Westminster Cadets

4. Grammar School children with flags
5. Red Cross Float and cars
6. Middlesex County Anti-Tuberculosis League Float
7. Salvation Army Float. "Salvation Life Boat," Sal-
vation Army Band

FOURTH DIVISION

Fraternal Organizations

Major J. C. Williams, U. S. A. R., in charge
Division Composed of Fraternal Organizations
Elks' Band

1. Variety Entertainers with Float, "Songs of Victory"
2. Tall Cedars Patrol
3. Sons and Daughters of Liberty, Milltown, Float

FIFTH DIVISION

Civic, Industrial and Commercial Division

Lieut. Joseph Edgar, U. S. A. R., in charge

1. New Brunswick Municipal Band
2. Uniformed Police
3. Organizations: Sewaren History Club, Italian-
American Citizens' Association of Perth Am-
boy (in civilian dress with flags)
4. Uniformed Firemen with apparatus: Perth Am-
boy Fire Department, South Amboy Fire De-

partment, Metuchen Police and Fire Marshals,
South River Fire Department, Milltown Fire
Department, Hopelawn Fire Department

5. State Officials in cars
6. County Officials in cars
7. City Officials in cars
8. Industrial Floats
9. Commercial Floats
10. Unattached and individual automobiles

PROGRAM

Victory Bridge Dedication Banquet

June 24, 1926

SPEAKERS

Chairman, W. C. WILSON, Mayor of Perth Amboy
Toastmaster, ADRIAN LYON, Former Judge of County Courts of Middlesex County
GOVERNOR A. HARRY MOORE, Governor of New Jersey
HON. GEORGE S. SILZER, Former Governor of New Jersey
GENERAL HUGH L. SCOTT, Chairman State Highway Commission
PERCY H. STEWART, Member State Highway Commission
HON. THOMAS F. BROWN, Perth Amboy
MORGAN F. LARSON, President New Jersey State Senate
JOHN E. TOOLAN, Prosecutor of Middlesex County
THOMAS L. HANSON, Assemblyman from Middlesex County
HAROLD G. HOFFMAN, Mayor of South Amboy
FRED W. DEVOE, Assistant Attorney General of New Jersey

GUESTS OF HONOR

Members of Highway Commission and Highway Department:

GENERAL HUGH L. SCOTT	ABRAHAM JELIN	C. F. BEDWELL
PERCY H. STEWART	MAJOR WM. G. SLOAN	A. LEE GROVER
WALTER KIDDE	EDWARD E. REED	FRED W. DEVOE

MAYORS

and members of governing bodies of different municipalities represented:

MAYOR THOMAS J. MULVIHILL	MAYOR WILLIAM H. SUTPHIN	MAYOR THOMAS F. DOLAN
MAYOR JOHN KENAH	MAYOR FREDERICK L. CLARKSON	MAYOR HAROLD G. HOFFMAN
MAYOR D. R. McCAIN	MAYOR FRANK HAGUE	MAYOR WILLIAM A. ALLGAIR
MAYOR B. W. ERICKSON	MAYOR C. E. F. HETRICK	MAYOR D. RAYMOND APPLEBY
MAYOR JACOB WYCKOFF	MAYOR JOHN KLOTZBACH	MAYOR WILLIAM A. RYAN
MAYOR JAMES P. MAHER	MAYOR JOHN J. MORRISON	MAYOR THOMAS L. RAYMOND
MAYOR RAYMOND L. WYCKOFF	MAYOR THOMAS A. FIFFE	MAYOR FRANK L. HOWLAND
	MAYOR WILLIAM WHITE	

Directors of Boards of Freeholders from all counties:

F. F. DOUGHTY	E. ARLINGTON JONES	WILLIAM L. BUTLER
WILLIAM BESWICK	JOHN M. GIBSON	JOHN W. SUTTON
HOWARD RUSS	J. D. DILTS	WILLIAM H. REEVES
SAMUEL WOOD	F. ALEX. CRAWFORD	FRANK W. REMSEN
CHAS. E. FOSTER	WILLIAM S. DEY	CHARLES A. MEYER
DAVID H. McBRIDE	BRYANT B. NEWCOMB	PETER H. MEISEL
PHILIP LINDEMAN	LEWIS A. WATERS	MORRIS P. STOUT

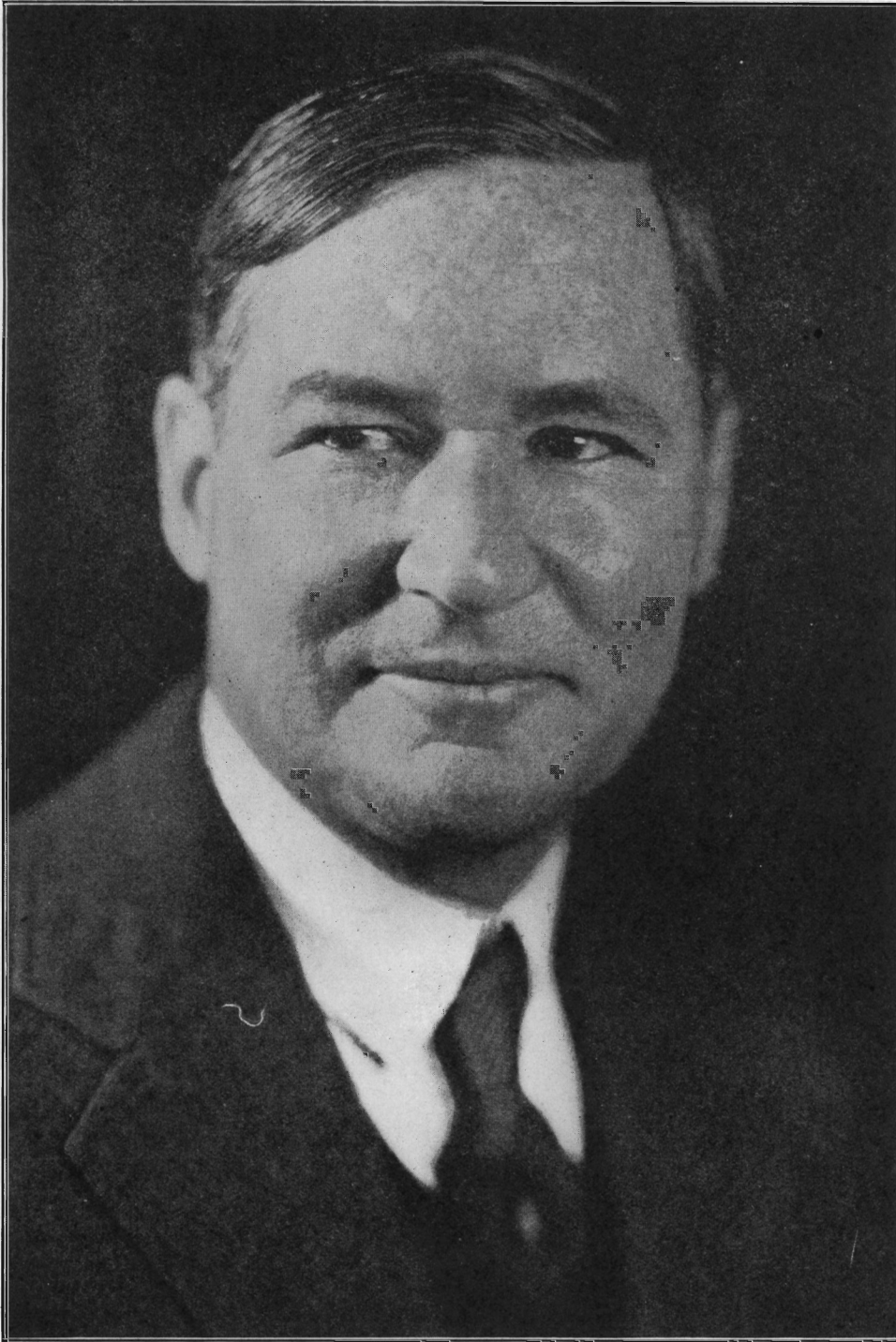
The Members of N. J. State Senate

The Members of the Assembly, State of N. J.

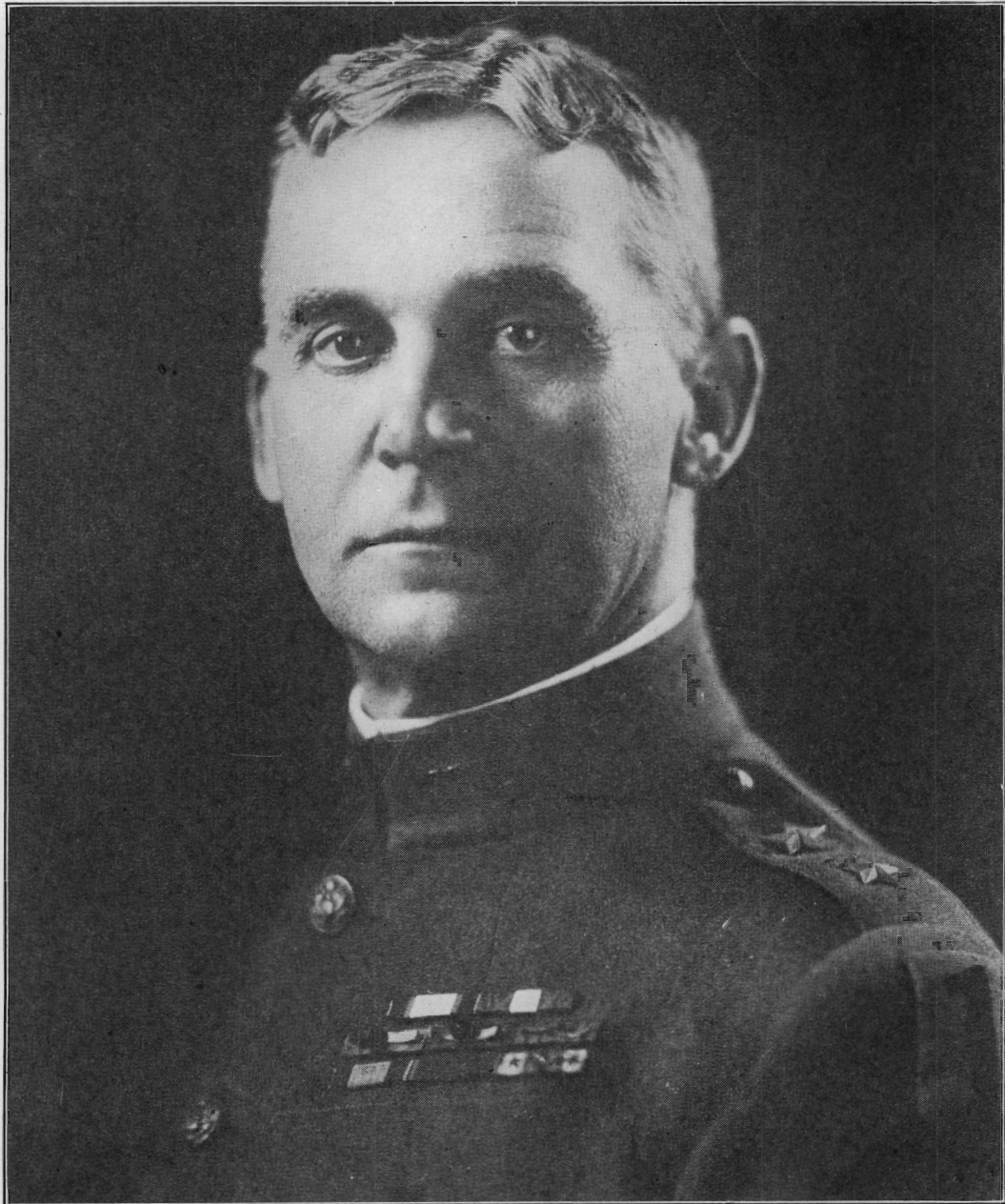
The United States Senators from New Jersey

The Members of the U. S. House of Representatives from the State of New Jersey

The formal dedication on the Victory Bridge will be in the form of the unfurling of the Stars and Stripes at the centre of the bridge. Following the unfurling of the flag a gun salute will be fired from Eagle Boat No. 48.



Governor A. Harry Moore

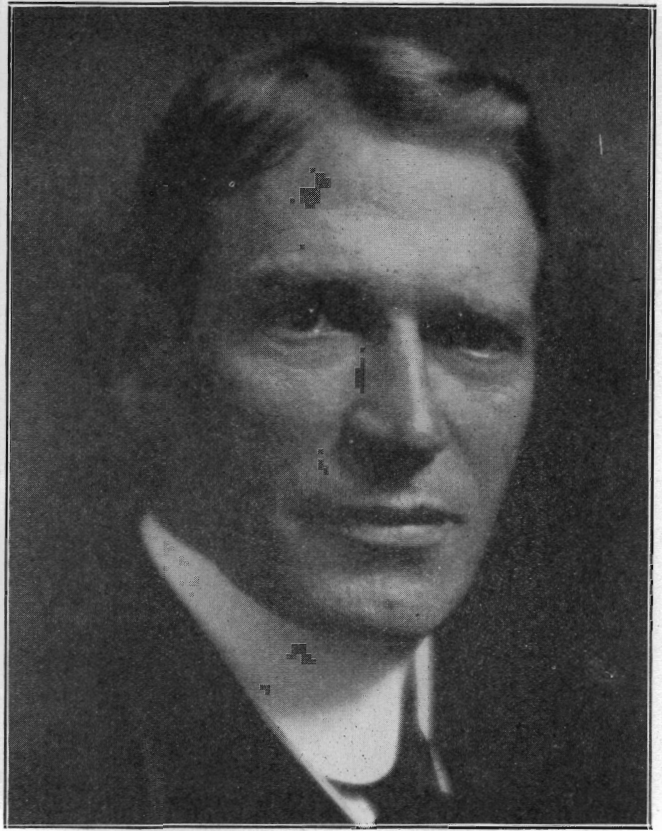


MAJOR GENERAL CHARLES P. SUMMERALL
United States Army

Commanding General of the Second Corps Area, comprising the states of New Jersey, New York, and Delaware, with headquarters at Governor's Island, New York Harbor.



EX-GOVERNOR GEORGE S. SILZER



U. S. SENATOR EDWARD I. EDWARDS



U. S. SENATOR WALTER EDGE

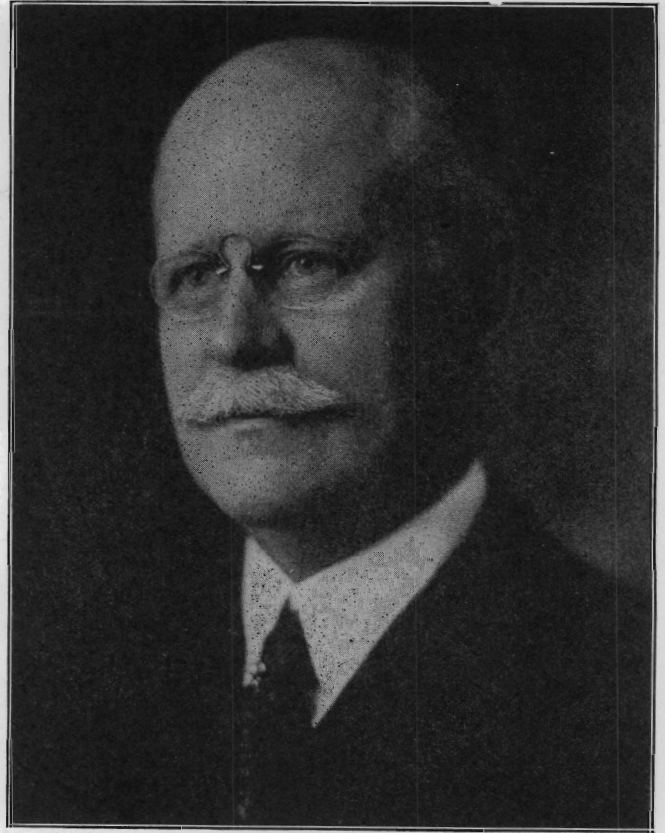


MORGAN F. LARSON, PRESIDENT NEW JERSEY STATE SENATE

82



ABRAHAM JELIN, STATE HIGHWAY COMMISSIONER



P. H. STEWART, STATE HIGHWAY COMMISSIONER



WALTER KIDDE, STATE HIGHWAY COMMISSIONER

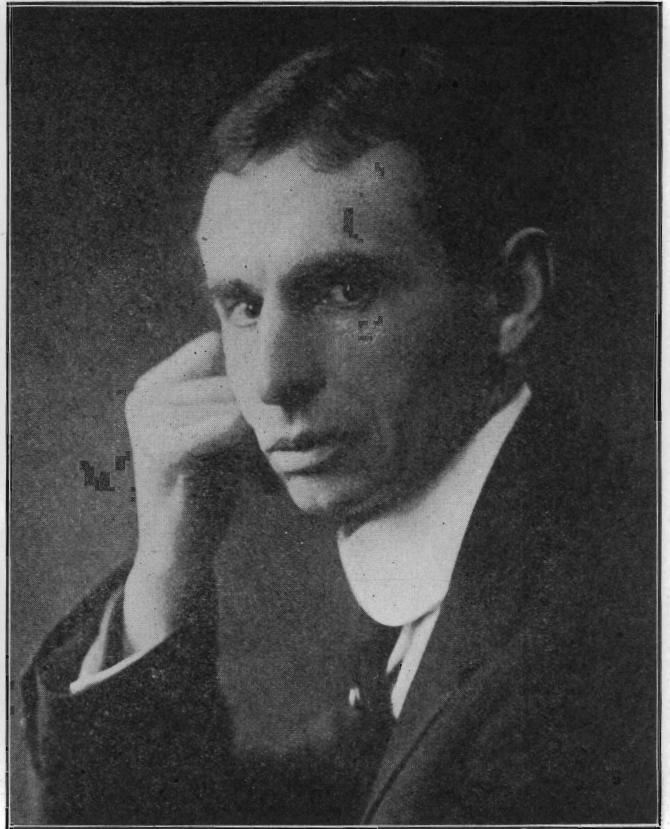


MAJOR HUGH SCOTT, GRAND MARSHAL
OF BRIDGE DEDICATION PARADE

83



MAJOR W. G. SLOAN, STATE ENGINEER



CLARENCE W. HUDSON, M. A. S. C. E.
DESIGNER OF THE VICTORY BRIDGE



HON. ADRIAN LYON

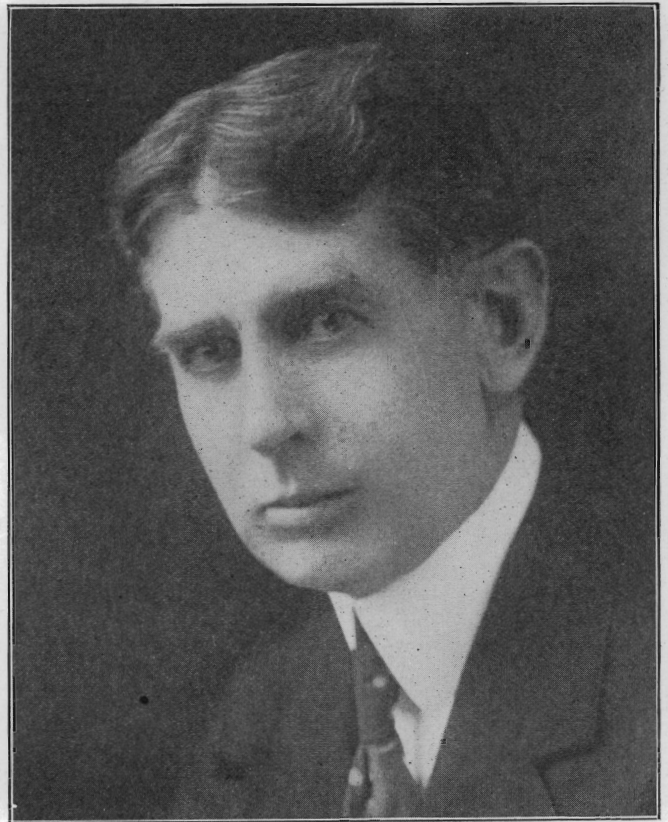


JOHN E. TOOLAN, PROSECUTOR, MIDDLESEX COUNTY

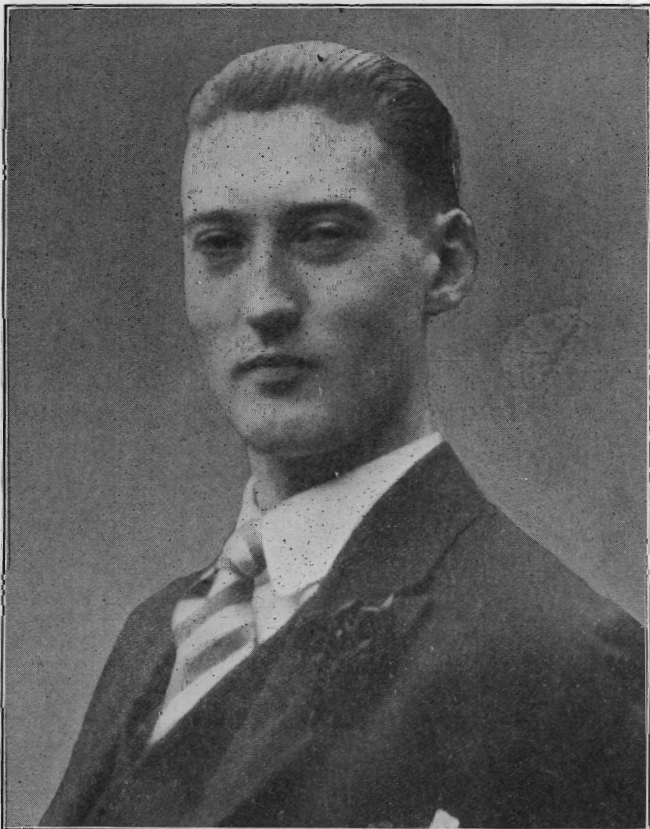
84



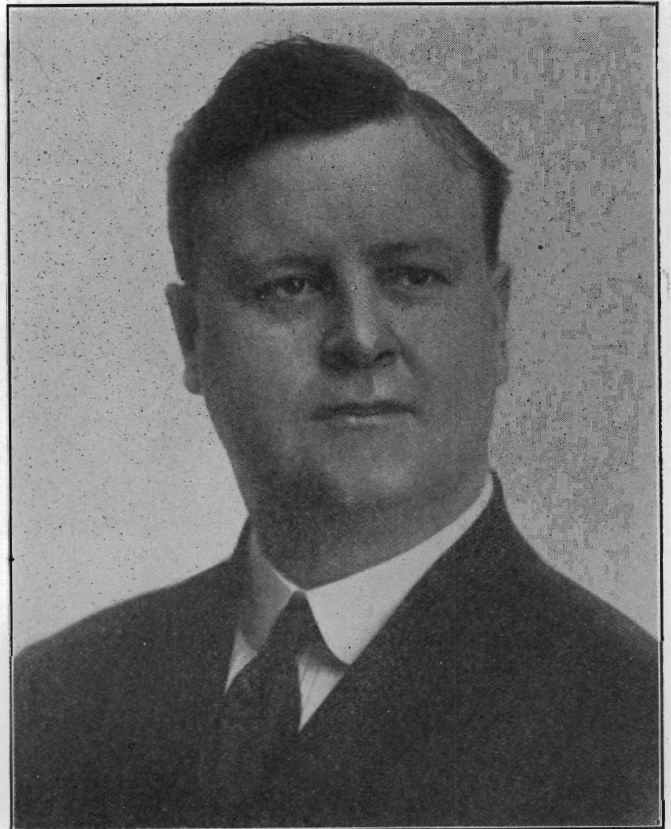
MAYOR HAROLD G. HOFFMAN, OF SOUTH AMBOY
TREASURER, BRIDGE DEDICATION COMMITTEE



L. W. STATLER, MANAGING DIRECTOR
PERTH AMBOY CHAMBER OF COMMERCE AND BUSINESS
MANAGER, VICTORY BRIDGE DEDICATION COMMITTEE



BARRON McNULTY, SECRETARY
BRIDGE DEDICATION COMMITTEE



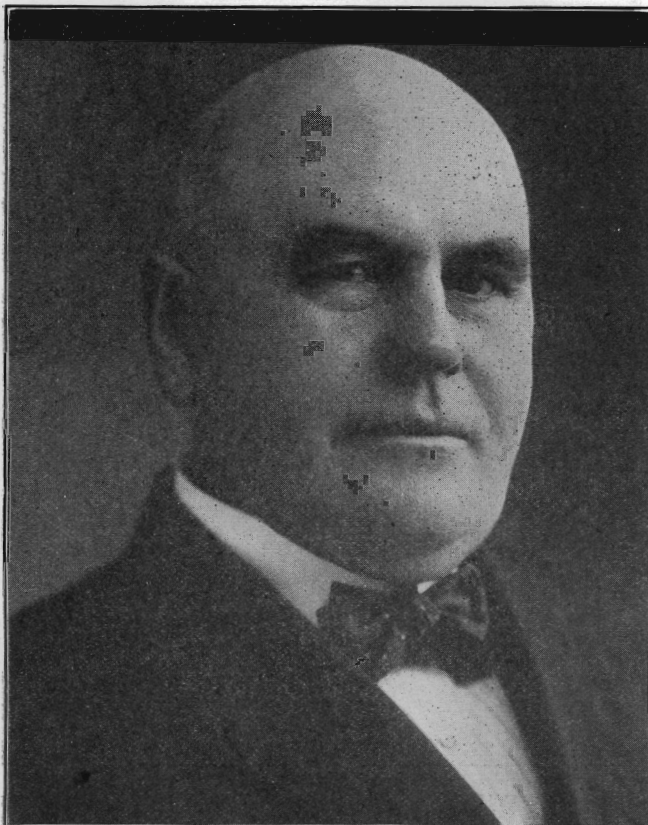
F. WILLIAM HILKER, COUNTY CLERK
OF MIDDLESEX AND CHAIRMAN OF
VICTORY BRIDGE BANQUET COMMITTEE



ARTHUR A. QUINN, PRESIDENT STATE FEDERATION OF LABOR



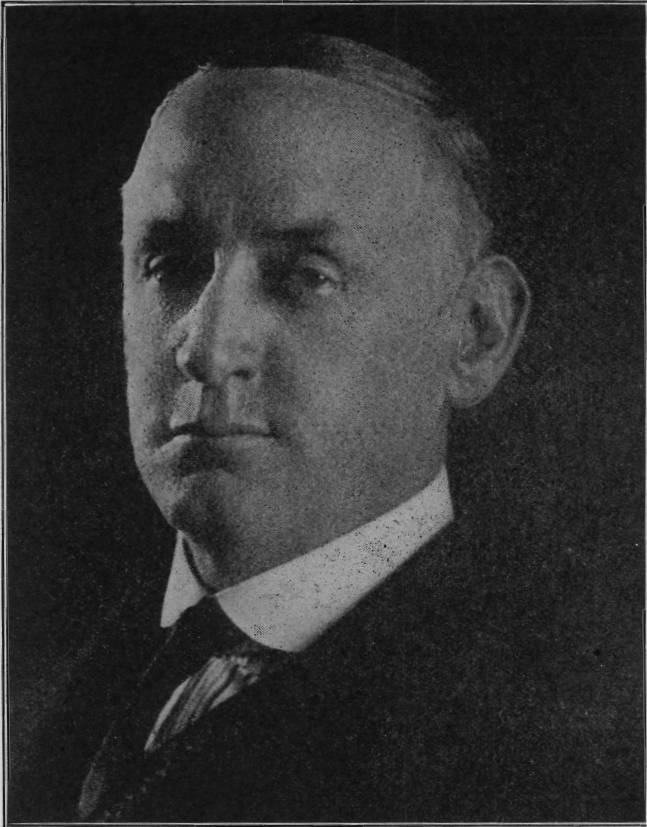
LEWIS COMPTON, LIEUT. COMMANDER
UNITED STATES NAVAL RESERVE



JOHN KENAH, MAYOR OF ELIZABETH



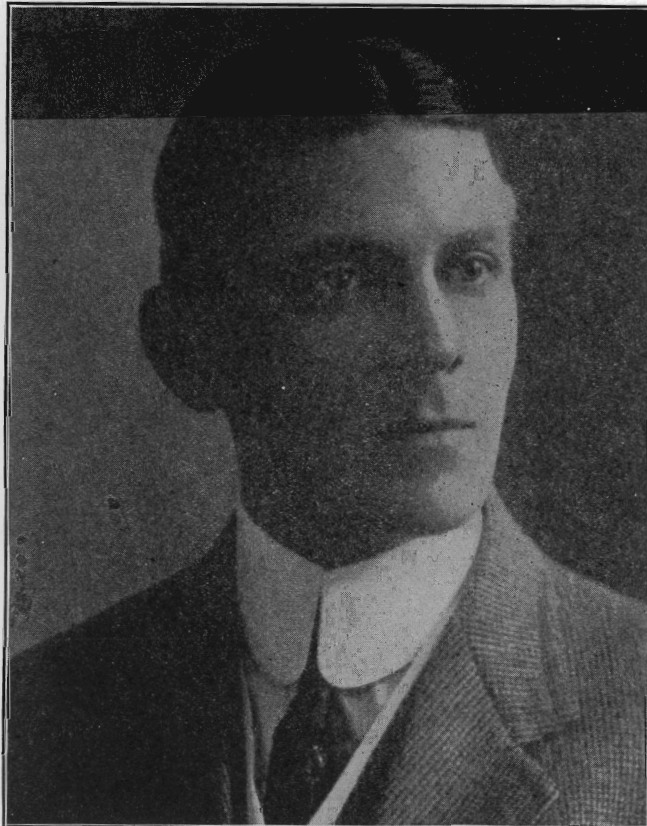
W. H. R. WHITE, MAYOR OF RED BANK



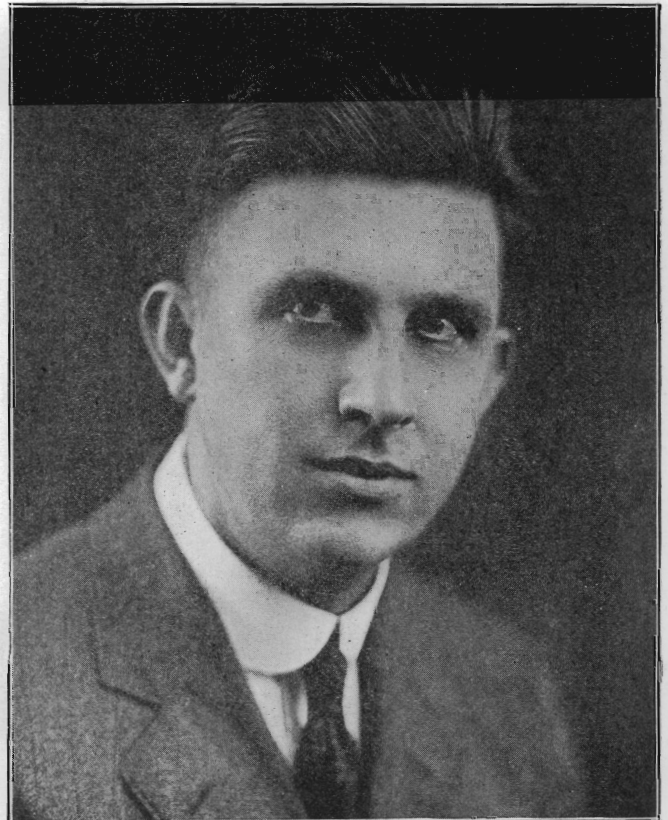
JAMES P. MAHER, MAYOR OF KEANSBURG



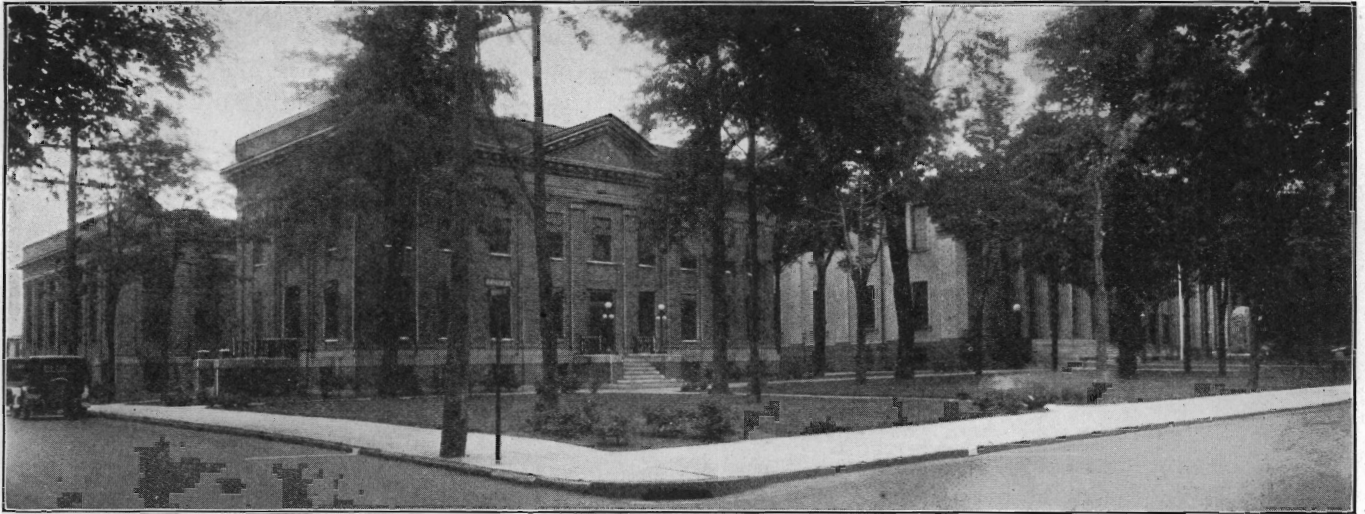
RAYMOND L. WYCKOFF, MAYOR OF KEYPORT



JACOB WYCKOFF, MAYOR OF JAMESBURG



WILLIAM E. OLSEN, TREASURER
CHAMBER OF COMMERCE, PERTH AMBOY



MIDDLESEX COUNTY BUILDINGS AT NEW BRUNSWICK

Middlesex County

“The Heart of New Jersey”

THE State of New Jersey may be divided into two parts: North Jersey and South Jersey. There are two dividing lines. One is the irregular course of the Raritan River. The other is the highway from Perth Amboy, to New Brunswick, to Trenton, representing the shortest distance across the center of the state.

The County of Middlesex occupies most of this central portion, a most advantageous location from every point of view. Many of its important communities are located on or near the Lincoln Highway, through the center of the state. Its four greatest municipalities, Perth Amboy, New Brunswick, Woodbridge Township, and South Amboy, have water frontage on the Raritan River, which will ultimately be transformed, through deepening of the channels, to a waterway admitting of large tonnage ocean going vessels, adding low rate water transportation to the splendid highway and railway facilities of those cities.

The importance of Middlesex County in relation to the rest of New Jersey was realized by the early settlers. Perth Amboy, at the mouth of the Raritan, has inscribed on its city seal the Latin phrase, “Portus Optimus,”—“the greatest port,” a prophecy that is rapidly nearing fulfillment.

There is little doubt in the minds of practical observers that the Raritan River will eventually be as important in its relation to water-borne commerce of

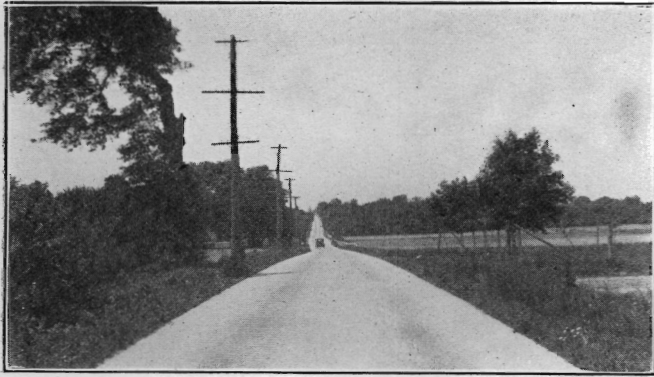
New York Bay as the Clyde of Scotland, the Elbe of Hamburg, and the Thames at London are to those ports of Europe.

Good roads are an outstanding characteristic of Middlesex County, many of them constructed by the County Board of Freeholders, and kept in repair to accommodate the great stream of motor traffic which flows through Middlesex highways. In making road improvements and repairs, the county endeavors to give all sections equal service in proportion to the volume of traffic passing through the different sections.

Many bridges have been constructed during the past decade; gravel and dirt roads are graded and scraped; repairs are made with crushed rock and packed down by steam or gasoline operated rollers. The county claims some of the best road apparatus and equipment in the state.

As the seat of Rutgers College, Middlesex County is the educational heart of the state, Rutgers and its subdivision-schools being land grant colleges, receiving support directly from the state. The agricultural college, especially, has made the county seat a mecca for farmers from all parts of New Jersey who seek, gratefully receive and successfully apply practical advice from the many agricultural experts at the Rutgers school.

Special extension departments have been developed recently under the leadership of President Thomas, of



ROAD BETWEEN MATAWAN AND OLD BRIDGE

the university, who has set a new precedent with his slogan, "The state is our campus." Industrial extension classes, consisting of young men from the many industries, and meeting at designated places in the industrial centers of the state, have extended the service of Rutgers to every part of New Jersey.

A special course in ceramics, with a magnificently equipped testing and experimental laboratory is part of the engineering school, and is of especial significance to New Jersey, famous for its clays and clay products.

Middlesex County is world famous for its fine clays, and has been generously endowed by nature, clay of every conceivable composition being found in the Raritan deposit. The best clays are located in the area East of the shale belt, starting at Milltown, and stretching toward the sea, ranging from the coarse, silica sand containing clays to the very best, white kaolin, which, when ground to the fineness of flour, is manufactured into terra cotta, sanitary ware and bathroom fixtures. It is also used extensively in the manufacture of fire-proof boards and related products.

With the demand for fireproof building material soaring every year, the ceramic and clay mining industry of the county is bound to develop to a position of even greater importance.

To the Southwest of New Brunswick stretches an area of fertile farm lands, where berries, fruit, choice vegetables and root crops are raised in abundance, supplying the Metropolitan market only a few hours distant.

The industrial communities of the county include Perth Amboy, New Brunswick, Woodbridge Township, South Amboy, Sayreville, South River, Milltown and Carteret.

The county institutions, the workhouse and farm, and the Keep Well Kiddie Camp at Lafayette are institutions that are kept up to a high standard of excellence and efficiency.

Besides its industrial sites, and water front on the Raritan, unsurpassed anywhere in the State of New

Jersey, Middlesex County's other great natural resource is its homesites. Because of its excellent roads, its network of bus lines, trolley lines, and railroads crossing the Easterly part of the county, Middlesex communities are assuming great importance as commuters' homes.

No inducement is neglected to bring a good class of home owners to the cities and towns of the county. New Brunswick, Dunellen, the Avenel, Iselin, Colonia, Sewaren and Woodbridge sections of Woodbridge Township, Metuchen and Menlo Park, located on either the main line or the Long Branch division of the Pennsylvania Railroad, and on the Central Railroad of New Jersey, are but a stone's throw from New York, Newark and Elizabeth. Every year large numbers of families, accustomed to the congested streets and crowded living conditions of the big cities, move to Middlesex suburban towns, where they find peace, privacy, pleasant surroundings and a healthful climate.

A large number of building and loan associations are ready to aid the prospective home owner. Practically every one of the commuters' towns have, during the last few years effected improvements aggregating many millions of dollars. Aided by the road building policy of the county, with the close cooperation of county and local officials, large tracts of what was heretofore idle acreage are being converted into progressive home communities.

The Victory Bridge, across the Raritan, between Perth Amboy and Sayreville, connecting the main highways of Woodbridge Township and South Amboy, and the Staten Island bridge over the Arthur Kill, being constructed between Perth Amboy and Tottenville, have had a stimulating effect on Middlesex County real estate, which is based on a firm foundation of increased land values.

The Victory Bridge binds the northern and the southern sections of Middlesex County more closely together, promising a wonderful development in both sections. The Tottenville Bridge will make Staten Island geographically a part of New Jersey, a part, so to speak, of Middlesex County. Proposed state highways connecting with these two bridges will cut across new territory, developing it, and likewise increasing population.

The county is, therefore, that rare combination of industrial and residential area, closely connected, not only with its various parts, but with the great Port of New York by rail and water, and with the business section of the New York-Newark metropolis as well.

Prosperity is being enjoyed by every municipality. Building is enjoying a consistent boom. Scores of new industries are being added annually.



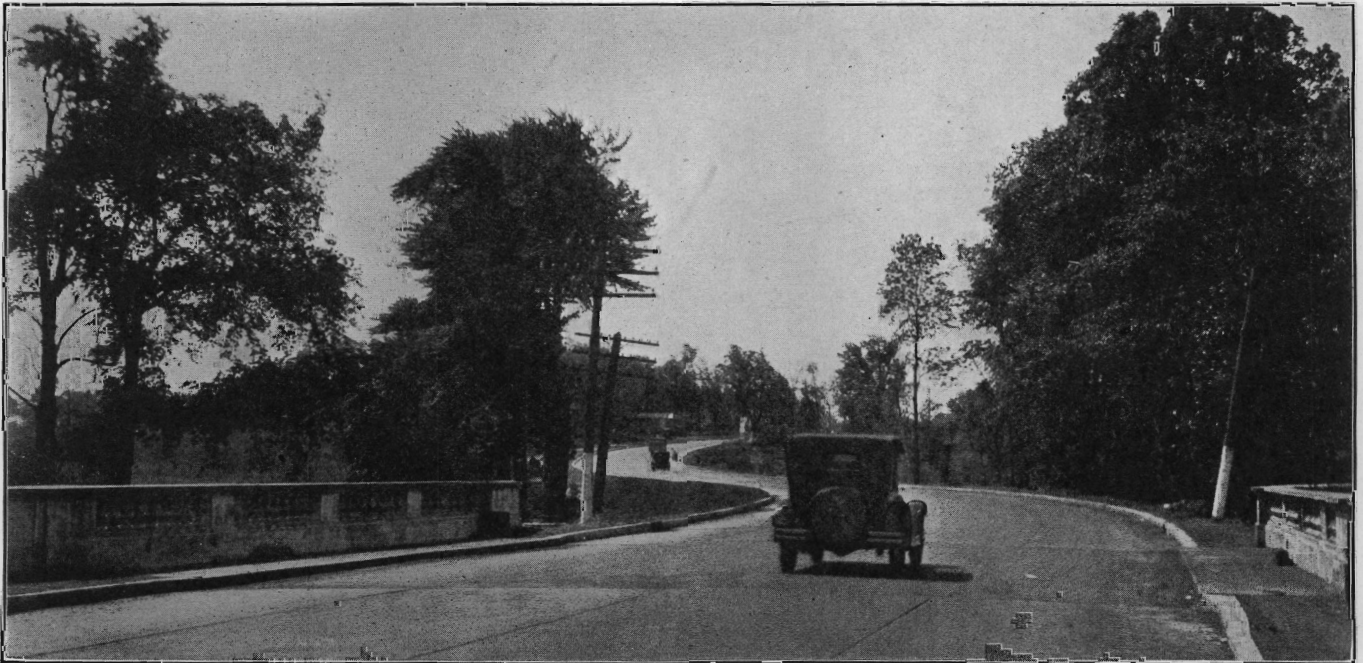
A STRETCH OF WELL KEPT MIDDLESEX COUNTY HIGHWAY, NEAR NEW BRUNSWICK



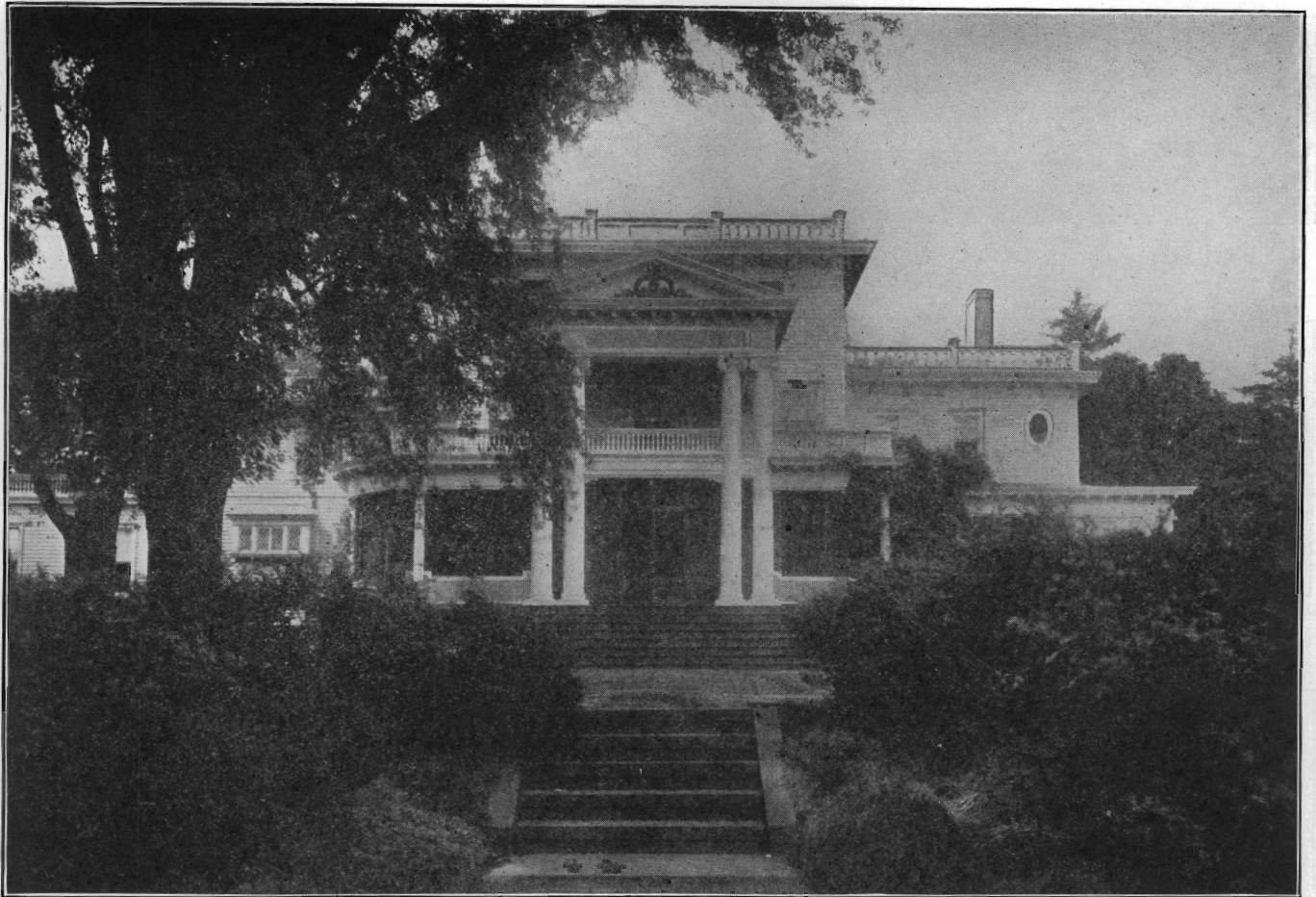
MIDDLESEX COUNTY CONCRETE HIGHWAY BETWEEN CRANBURY AND PLAINSBORO



ONE OF MANY WELL KEPT BRIDGES IN MIDDLESEX COUNTY



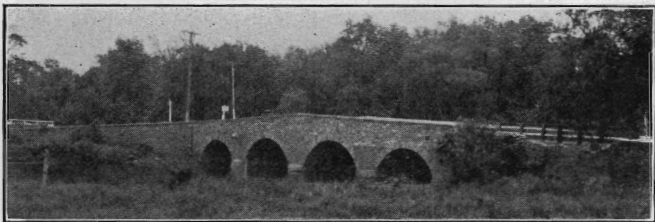
THE BEAUTIFUL LINCOLN HIGHWAY IN WOODBRIDGE TOWNSHIP, MIDDLESEX COUNTY



ONE OF MANY BEAUTIFUL HOMES IN THE COUNTY OF MIDDLESEX, RESIDENCE OF MR. ABEL HANSON



VIEW OF STRAWBERRY FIELD, MIDDLESEX COUNTY FARM



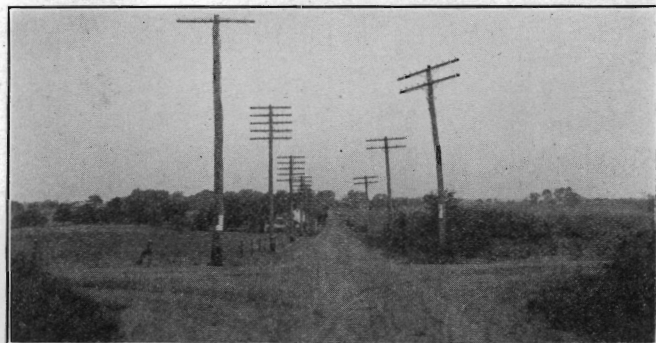
STONE ARCH BRIDGE AT KINGSTON



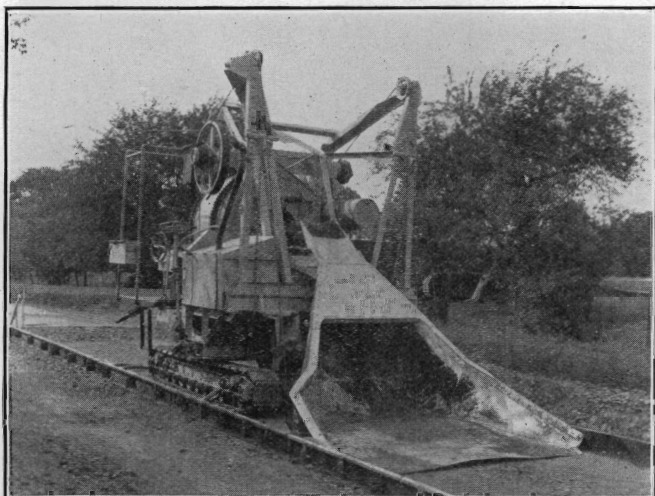
NEW WOODBRIDGE CREEK BRIDGE



COUNTY SCRAPER AND ROLLER USED FOR ROAD REPAIR



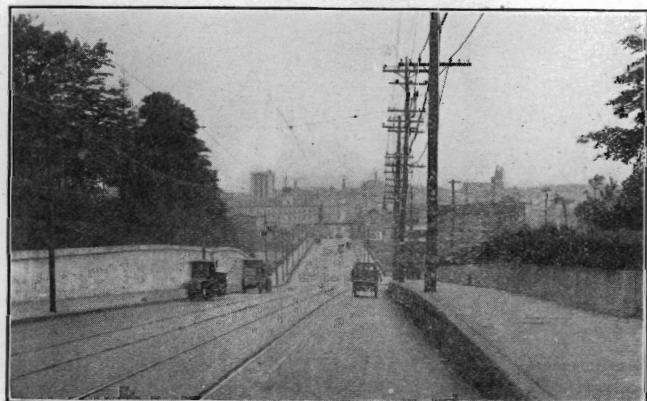
THE GRAVEL ROADS ARE WELL KEPT



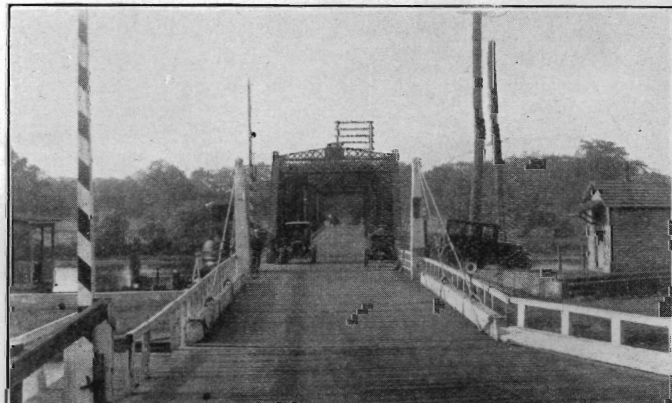
COUNTY ROAD EQUIPMENT



THE COUNTY WORK HOUSE



ALBANY ST. BRIDGE FROM HIGHLAND PARK



LANDING BRIDGE, NEW BRUNSWICK

Carteret

In Middlesex County

THE Borough of Carteret, named after the first governor of New Jersey, is located on the Long Branch Division of the Central Railroad of New Jersey. It is one of the many important industrial towns of Middlesex County. An adequate number of passenger trains both to New York and shore points, make commutation satisfactory. It has a population of about 7,000.

Carteret, having as its eastern boundary the deep waters of Staten Island sound, and crossed by one of the first class railroads in the country, has been found particularly favorable for industrial enterprises. A large number of plants are already located here, profiting by the waterfront location, and railroad shipping facilities.

The more important of these industries and their products are: The American Agricultural Chemical Company, fertilizer (this firm operates two plants, the Liebig plant, and the Williams & Clark plant); The American Oil Export Company, lubricating oils, etc.; The Consumers' Chemical Company, fertilizers; Inter-Ocean Asphalt Company, asphalt; Mexican Petroleum Corporation, fuel oil; Benjamin Moore & Company, colors, varnishes, muresco, etc.; Warner Chemical Company, chemicals, household chemicals, etc.; The Wheeler Condenser Company, condensers, pumps, engines, turbines, etc.; Armour Fertilizer Works; Carteret Oil and Refining Company; Metal-Thermit Corporation; Mexican Petroleum Corporation; U. S. Metals Refining Company.

The Wheeler plant has on its staff some excellent designers of machines, and has won world fame for its products, only the best of skilled mechanics being employed.

Carteret has a very satisfactory sewer system, water, light, gas and electricity; its homes in the residential district are of a fine type. It has built up a good business district. In addition to the Central Railroad of New Jersey, it is connected with Union and Essex counties by the Public Service fast line trolley. A fleet of motor buses also connects the borough with Woodbridge Township and Perth Amboy.

The population, swelled during the last decade to a great extent by citizens of foreign birth, is noted for its thrift and enterprise. Its building and loan societies have helped many toward obtaining homes of their own, making for a stable, home-loving community.

Among the public buildings to which Carteret points with pride are: four modern schools, a library, a new municipal building, and churches of many denominations, including Catholic, Episcopal, Greek, Hebrew, Lutheran, Methodist and Presbyterian. The fraternal orders of Carteret include Red Men, Odd Fellows, Foresters, American Mechanics, Knights of Columbus and Woodmen of the World.

The present population is rapidly increasing and there is ample area for growth and expansion. Local preference is expressed for foundries or machine shops, but industries of any kind would be equally welcome. Fire protection is furnished by two fire companies furnished with modern apparatus. In addition fire brigades, organized in the different factories, have kept down the loss through fires to a very low figure.

Carteret has two newspapers, a Chamber of Commerce, an Industrial Association, and civic organizations collaborating toward a bigger and better town. The Chamber of Commerce of Carteret may be addressed at 72 Roosevelt Avenue, Carteret, and will gladly give additional information.



THE CITIZENS OF
CARTERET

Join the People
of the State of New Jersey
in

Honoring

THE HEROIC DEAD

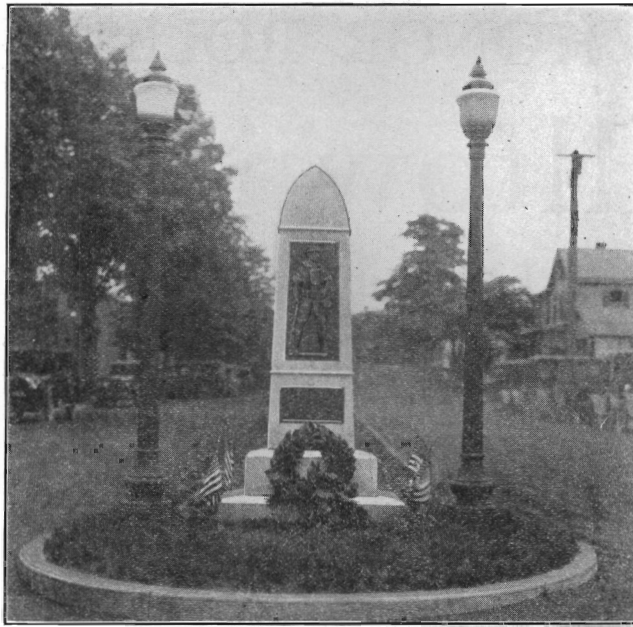
to whom

THE VICTORY BRIDGE

is dedicated

AS A MEMORIAL

June 24th, 1926



THE MILLTOWN MEMORIAL

MILLTOWN

Middlesex County

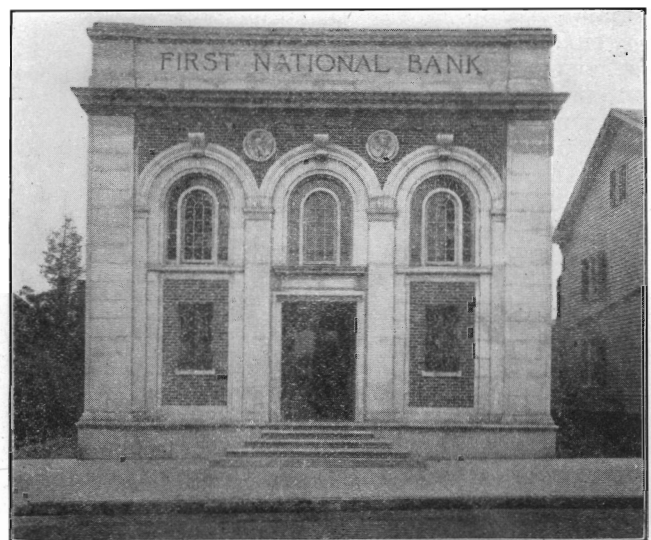
MILLTOWN, in the County of Middlesex, on the Raritan River Railroad, with a population of about 3,000, is famous as the home of the Michelin Tire Company, which employs about two thousand persons, and ships tires to every part of the world where automobiles are used. The factory is a model one, and interest is taken in the welfare of employees, who are encouraged in the building of homes.

Other industrial enterprises of importance include: Russell Playing Card Company, Edgar Brothers, fire clay; Glass Founders Corporation, Milltown Manufacturing Company (leather stains), Philadelphia & Boston Face Brick Company.

Besides the Raritan River Railroad, Milltown has bus, trolley and fast line trolley connections with Newark, Trenton, New Brunswick and South Amboy.



MILLTOWN'S EFFICIENT FIRE DEPARTMENT



FIRST NATIONAL BANK. MILLTOWN

HONOR ROLL OF Milltown, N. J.

In the County of Middlesex

*Marks names of men who
died or were killed in action.

A. ANDERSON	G. DE MONTELEON*	J. KOPETZ	G. PAPPAS
J. P. ARVIE	A. DICKINSON	H. KURMAS	S. PERRY, JR.*
L. AMADIEU	W. DIMANETTI	J. KEARBOU	J. PERRY
S. BRIDIER	G. DELUMEAU	J. KERVAN	A. PIALOUX
C. BORDEL	R. EVENOU	G. KUHALTHAU	W. POSEKY
L. BERNARD	H. FAHRENHOLZ	J. KUPCRYSKY	J. POLOSKI
J. BOURGARDE	C. FAHRENHOLZ	E. KUHALTHAU	P. POIGNONNEC*
J. P. BAURY	F. FLEURANT	L. LE GUILLON	M. QUEIGNEC
P. BARRERE	M. FICHANT	J. LE ROUX	P. QUIGNEC*
W. BARR	F. FALCHIER*	L. LEROUX	J. QUIGNEC
H. J. BAIER	S. FOURNIER*	A. LINS	J. RUPPRECHT
C. BLUMING*	A. FRAISSE	J. W. LINS	F. ROUSELLOT
H. BELIN	A. FABRE	H. W. LINS	A. RENOUX
J. BERNARD	S. FARBAT	J. LA FARGE	R. RICHTER
P. BARTHEROTTE	W. GALANIAS	L. LE FICHANT	ROY REEVES
L. BONDEC	J. GAYDIER	J. LE FICHANT	RALPH REEVES
S. BRICKMAN	G. GRAND	F. LE GALL	D. ROMERO
W. BRADLEY	A. GRANGE	P. LE MERDY	N. ROPERS
I. BAGONYI	L. GORENDS	L. LE NAOUR	J. RIOU*
Y. BERTHELOT	A. GRANGEMARRE	F. LE POUPON	G. REDON*
E. BROWN	J. GUERNIGOU	P. LEVENES	H. REEVES
P. COLLINS	J. GUELLAN	F. LE BRAS	P. RICHARDS, JR.
AL. CHRIST	A. GRESHANIWITCH	J. LE BRAS	P. SCHLUMBERGER
F. CRABIEL	P. GINELERVET	J. LE ROUZIC	P. SHEPPARD
D. CRABIEL	J. M. GENET	Y. LAZ	C. SCHWENDEMANN
I. CRABIEL	E. GELE	J. LAMY*	N. SUIGNARD
A. CHRIST	J. GORGEON	M. LE FICHANT*	C. SYOTTONIS
J. A. CHRIST	E. GARDE	J. MAGNET	J. SHEA
B. CHRIST	F. GUILLOT*	H. MEIROSE	P. SALAMAN
E. COLLINS	R. GATHERIAS	J. MEIROSE	M. B. SMITH
E. CHEVALIER	J. GOAVEC	L. MECHAN	W. SCHWENDEMANN
P. CHOLET	H. HARTLANDER	L. MITTON	V. TROULAKIS
T. CHARDONNET	C. HARTLANDER	F. MIOSSEC	G. THOMPSON
P. COXIC	G. HARTLANDER	J. MIOSSEC	C. VILLECOURT
R. CALLEDEC	R. HEADLEY	J. MONTOUSSE	A. VAUCHEZ
F. COJEAN	J. HEIMEL	F. MAZIERES*	H. VAN VOEN
E. COLLET*	A. J. HEIM	J. MELLEGOL	V. VAN CANWENBUGE
L. CANAFF	R. HEIMEL	F. MATHER	J. VAURIE
F. CRETEAU*	C. HUGHE	N. MOZORAKA	R. L. WALTERS
J. W. DORN	O. HAEGENS	H. MOORE	W. WEGANT
J. P. DOMAS	A. HOELZER	HARRY MOORE	J. WEGANT
L. D'HEERE	G. HOFFER	J. MANILOKAS	A. WYSEIUS
L. DECELLE	J. P. HEINZ	M. NIKOLA	G. WORTHGE*
M. DAVID	E. JUMET	H. OKESON	C. J. WEYD, JR.
L. DAVIOU	M. JEGOU	J. POIGNONNEC	C. WOLFF
H. DE SRNET	L. JENSEN	C. POIGNONNEC	J. YANDRESITZ
R. DE MONTELEON*	M. KUHALTHAU	F. POUPON	J. ZADERSK
G. DEHU	C. M. KUHALTHAU	J. PEFLOFKY	

Helmetta

Middlesex County

THE pleasant town of Helmetta, in East Brunswick Township, Middlesex County, has a population of about 1,000. Most of the residents are employed in the factory of George W. Helme Co., where a high grade of snuff is manufactured and shipped to every part of the United States. It is unusual that the tobacco used in the manufacture comes from the South, and that a great part of the snuff manufactured goes right back to the South, where a large demand for it exists in the tobacco and cotton growing regions.

The Helme business is one of long standing, and has not suffered by the preference shown throughout the country for tobacco in other forms. On the contrary, the business has increased, necessitating more modern, sanitary and efficient machinery for the manufacture of the product for which this Jersey town has become famous.

The town is located on the Camden and Amboy division of the Pennsylvania Railroad. There are



HELME RESIDENCE, HELMETTA

eighteen passenger trains in and out daily. Helmetta has kept pace with modern improvements in nearby towns, New Brunswick, the county seat of Middlesex, being only twelve miles distant and easily reached by fast line trolley or train.

There is one public school accommodating all the children of the town. The two local churches are Catholic and Presbyterian. Plenty of land fronting the railroad is available for factory sites, and can be secured on reasonable terms.

Good roads and the nearby Lincoln Highway provide for truck transportation. Jamesburg is the banking town.

Because of excellent soil, household gardens and truck farms thrive in and near Helmetta, and make for a pleasant, healthful community. The water supply is good, and plentiful, mains having been laid to accommodate an increase of population for years to come, and assure fire protection by fully equipped hose and engine companies.

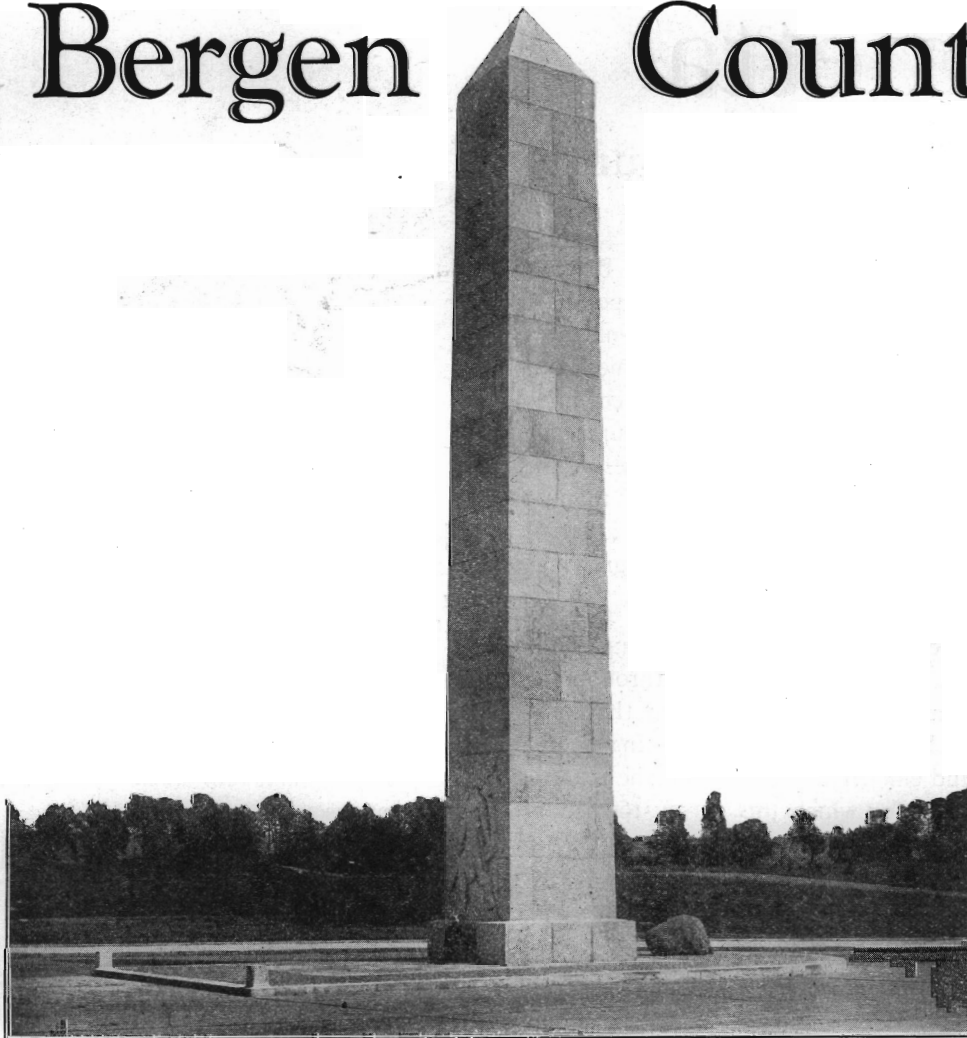
Further information regarding Helmetta may be obtained by communicating with Chester A. Burt, at the Helme Company office.



JAMESBURG MEMORIAL



Bergen County



In memory of those soldiers who gave their lives for their country while on duty in Camp Merritt.

This monument marks the center of the camp and faces the highway over which more than a million American Soldiers passed on their way to and from the World War, 1917-1919.

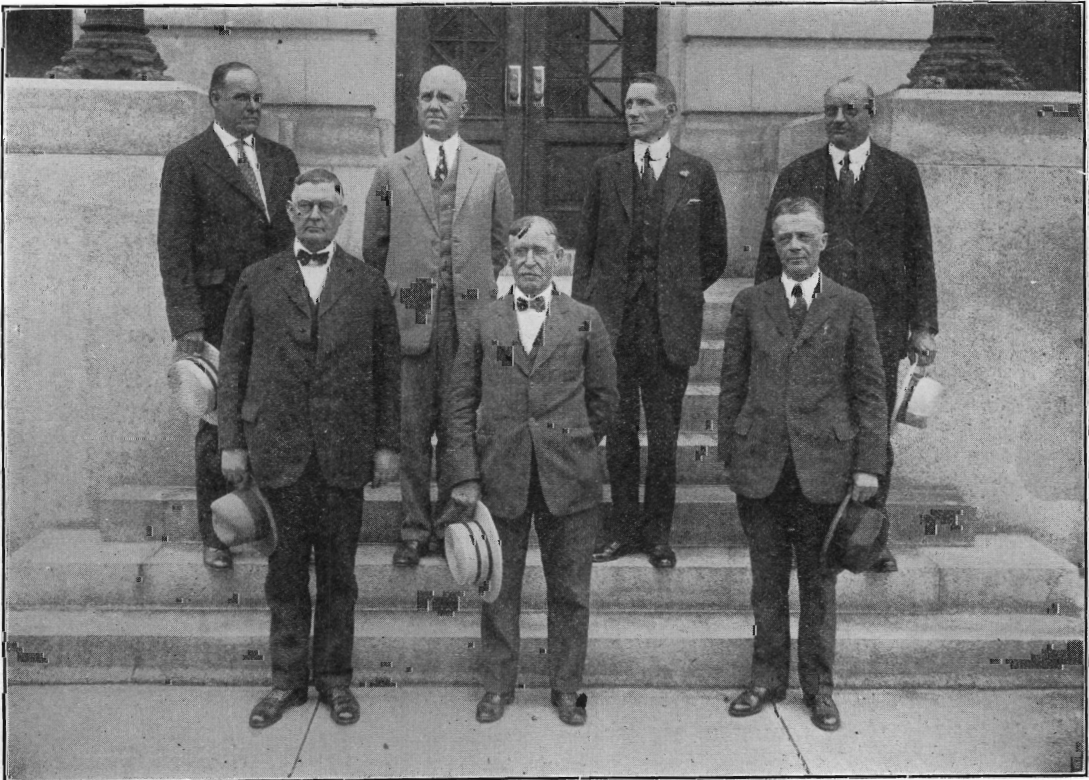
Erected by the State of New Jersey, the County of Bergen, the Bergen County Historical Society, officers and men of Camp Merritt, many patriotic citizens and the Camp Merritt Memorial Association.

One hundred and seventy-nine men of Bergen County were killed in action, or died in camps. The honor roll of the various municipalities is as follows:

Allendale	5	Fairview	2	Lyndhurst	4	Ridgefield	1
Alpine	2	Fort Lee	2	Maywood	3	Ridgefield Park.....	11
Bergenfield	2	Garfield	8	Midland Park.....	2	Ridgewood	7
Bogota	3	Glen Rock.....	3	North Arlington.....	1	Rutherford	13
Carlstadt	2	Hackensack	28	Northvale	1	Teaneck	3
Coytesville	1	Haworth	1	North Hackensack	3	Tenafly	1
Cliffside	5	Hasbrouck Heights.....	11	Oakland	1	Waldwick	4
Closter	4	Hillsdale	1	Palisade	1	Wallington	3
Crystal Lake.....	1	Kingsland	1	Park Ridge.....	5	Warren Point.....	3
Dumont	1	Leonia	7	Peetzburg (New Mil-		West Fort Lee.....	1
East Rutherford.....	5	Little Ferry.....	3	ford)	1	Woodcliff Lake.....	4
Edgewater	1	Lodi	3	Ramsey	7	Woodridge	2
Englewood	13					Wortendyke	1



BERGEN COUNTY COURT HOUSE, HACKENSACK, N. J.



BERGEN COUNTY BOARD OF CHOSEN FREEHOLDERS

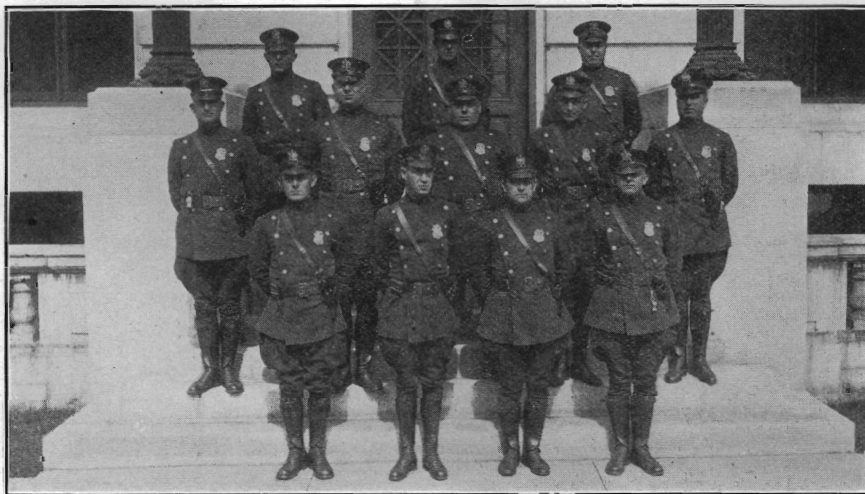
Top row, left to right—Harold S. Mabie, Walter A. Kipp, Carl W. Wright, Henry J. Wostbrock. Bottom row, left to right—
Albert Z. Bogert, Director William Beswick, Edson B. Gorham.



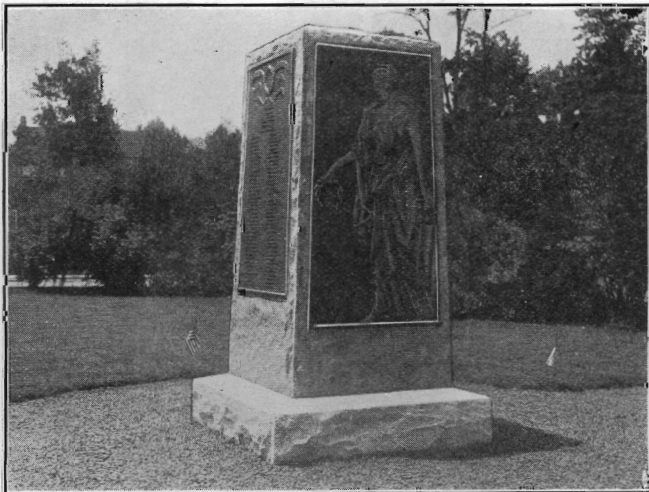
ERECTED BY THE PEOPLE OF HACKENSACK
In memory of its soldiers and sailors who fought in the wars
of the United States.



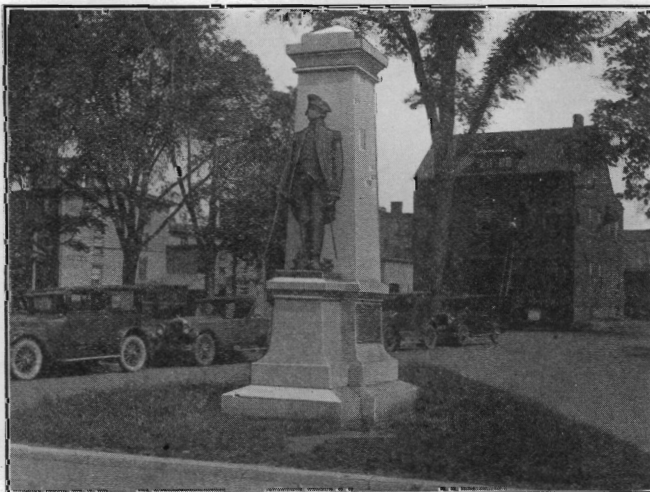
DEDICATED TO THOSE RESIDENTS OF THE CITY OF GARFIELD, N. J.
Who were enrolled in the active military and war relief service
of their country in the World War. Died in service, 13.



BERGEN COUNTY TRAFFIC POLICE
Every Member a World War Veteran.

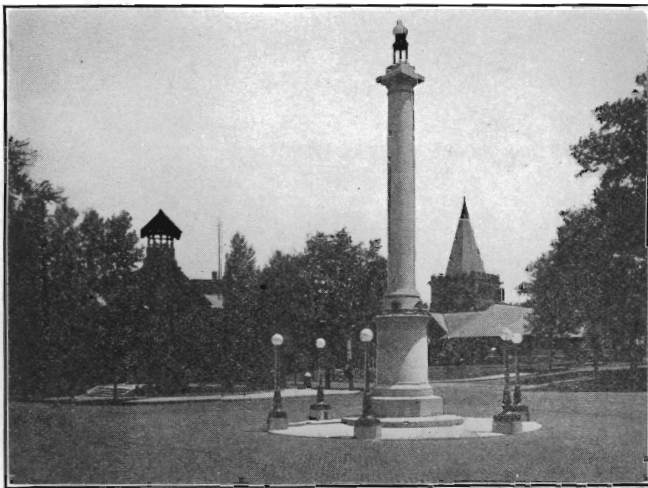


DEDICATED MAY 30, 1919, BY THE BOROUGH OF
HASBROUCK HEIGHTS
To her sons who served in the World War. Eight died in
service.

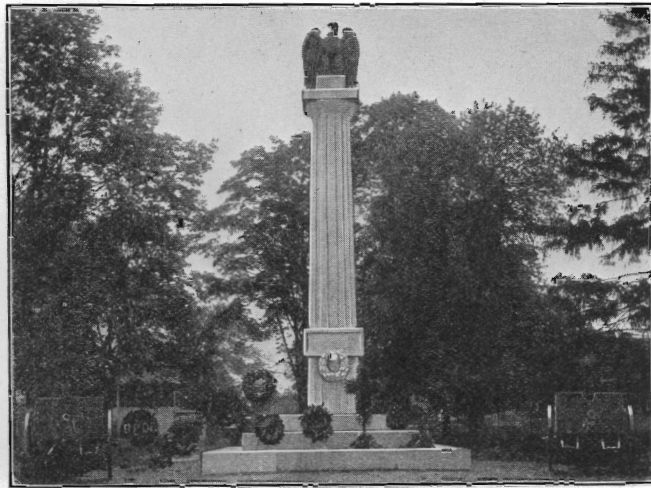


DEDICATED TO MEMORY OF BRIGADIER GENERAL ENOCH POOR
By the New Jersey Society of the Sons of the American
Revolution.

101



DEDICATED BY THE CITIZENS OF RUTHERFORD TO THE MEN WHO
LOST THEIR LIVES IN THE WORLD WAR.



IN TOKEN OF VENERATION OF THE SONS OF RIDGEWOOD WHO DIED
IN THE WORLD WAR THIS MEMORIAL IS DEDICATED



ERECTED BY THE PATRIOTIC CITIZENS OF ENGLEWOOD
to those who died and to those who served in the World War, 1917-1918. Twenty-three died in the World War.



DEDICATED BY THE CITIZENS OF RIDGEFIELD PARK, N. J.



ERECTED IN HONOR OF THE MEN OF WALLINGTON, N. J.
Who, at their country's call, joined the military or naval forces
of the United States of America and participated in the
great World War for democracy, 1917-1919.
Three men died in service.



LIEUTENANT CHESTER A. WELLS
Commander of American Legion, Bergen County, N. J.

163

EVERY MEMBER OF THE
BOARD OF CHOSEN FREEHOLDERS OF THE
COUNTY OF HUDSON

and each of the following officials

JOHN F. O'NEILL,
County Supervisor

JOHN M. GIBSON,
Director of Board

MRS. KATHERINE W. BROWN

JOHN J. COPPINGER

JOHN F. DRISCOLL

MICHAEL J. GILL

CONRAD L. KEIM

WILLIAM P. KERN

WILLIAM F. SULLIVAN

THOMAS J. WREN

and

MEMBERS OF THE BOARD

THOMAS J. WASSER,
Clerk & Supervising Engineer

JOHN J. MCHUGH,
Deputy Clerk

JOHN J. FALLON,
County Counsel

FRANK J. RADIGAN,
County Engineer

any of whom may be addressed at the

COURT HOUSE, JERSEY CITY

Telephone 3100 Montgomery

will be pleased to answer any inquiries as to the business and residential advantages which are to be gained by locating in any section of

The County of Hudson

with its countless natural facilities, situated as it is in the heart of the metropolitan district.

All the great trunk line railroads of the nation terminate in the County of Hudson. The Hudson, Hackensack and Passaic Rivers afford miles of rail and water connections. These, plus the fact that the New Jersey end of the Hudson River Vehicular Tunnels is located within the County, make it ideally situated for business purposes, whether the smallest or mammoth in scope.

The numerous choice residential sections, plus the most modern police, fire and educational departments, leaves nothing to be desired upon the part of the home seeker.

The county institutions of the County of Hudson are second to none and offer the best of testimony that every need of a well governed community is cared for and in many instances anticipated.

Every inquiry, pertaining to any and every phase of the business and residential life of the County will be cheerfully and promptly answered, but the principal purpose of this particular announcement is to pay tribute not only to

The
Heroic Dead
of
The County of Hudson

but also to those other patriotic men and women of the County who willingly offered their all during the Great World War to guarantee that not only their County, but their State and Nation would be continued as the greatest and freest in the world.

The American Legion



County Commanders of New Jersey

ATLANTIC COUNTY
G. WILLIAM BIGGS
SECOND ST., PLEASANTVILLE, N. J.

BERGEN COUNTY
CHESTER A. WELLS
368 LOOKOUT AVE., HACKENSACK, N. J.

BURLINGTON COUNTY
FRANK S. ABSALOM
FLORENCE, N. J.

CAMDEN COUNTY
GEORGE F. SEYBOLD
304 S. 5TH ST., CAMDEN, N. J.

CAPE MAY COUNTY
SAMUEL M. SCHELLINGER
1011 MICHIGAN AVE., CAPE MAY, N. J.

CUMBERLAND COUNTY
WILLIAM MacMURRAY
MILLVILLE, N. J.

ESSEX COUNTY
CHARLES W. LINFONTE
11 S. 7TH ST., NEWARK, N. J.

GLOUCESTER COUNTY
ALEXANDER G. P. PAUL
8 N. MARION AVE., WENONAH, N. J.

HUDSON COUNTY
JOHN J. KUEHNS
104 WASHINGTON ST., HOBOKEN, N. J.

HUNTERDON COUNTY
GEORGE R. PARKER
FLEMINGTON, N. J.

MERCER COUNTY
EDWARD A. MacMILLAN
c/o PRINCETON UNIVERSITY, PRINCETON, N. J.

MIDDLESEX COUNTY
HOLGAR HOLM
186 MADISON AVE., PERTH AMBOY, N. J.

MONMOUTH COUNTY
N. PAUL CASE
605 BANGS AVE., ASBURY PARK, N. J.

MORRIS COUNTY
DOUGLAS T. MORSE
BUTLER, N. J.

OCEAN COUNTY
HAROLD M. LeCOMPTE
255 BRUCE ST., LAKEWOOD, N. J.

PASSAIC COUNTY
HAROLD HIBBARD
24 BURGESS PL., PASSAIC, N. J.

SALEM COUNTY
DR. A. R. GREEN
SALEM, N. J.

SOMERSET COUNTY
EDWARD W. SMITH
W. HIGH ST., SOMERVILLE, N. J.

SUSSEX COUNTY
DR. H. E. BROACH
NEWTON, N. J.

UNION COUNTY
WM. G. McDOWELL
326 CENTRAL AVE., PLAINFIELD, N. J.

WARREN COUNTY
E. L. FLETCHER
HACKETTSTOWN, N. J.

OFFICIAL RECORD

COOPERATING ORGANIZATIONS

GIRLS' CLUB

Miss Leisa Henry
Miss Amy Riddlestorffer

MASTER BUILDERS' ASSOCIATION

Fred C. Christiansen
B. Stark
John F. Tanggaard

BNAI ZION CAMP, NO. 20

Louis Y. Sosin
Louis Braines
M. L. Goldberger
B. Nussbaum

WESTMINSTER CADETS

Albert C. Krogh

CHAMBER OF COMMERCE, METUCHEN, N. J.

Fred A. Whitaker
Phillip T. Ruegger
Charles B. Carman

PERTH AMBOY REAL ESTATE BOARD

John Quinn, Chairman
Howard Hardiman
Emil Roos

KIWANIS CLUB OF PERTH AMBOY

Ronald Kleckner, Chairman
Michael Tuzik
Nathan Goldberger
Herbert Rankin
Victor Main

KIWANIS CLUB OF NEW BRUNSWICK

C. P. Stelle, Chairman

BOROUGH OF SAYREVILLE

T. F. Dolan, Mayor
Jos. Bailey
Noel Bissett

Geo. Blew
John Kierst
Geo. Nickel
John Winkler
Jos. Weber

DEPARTMENT OF RECREATION

C. A. Emmons, Jr.

POLICE DEPARTMENT

Frank Seiboth
Paul Layden

BOROUGH OF CARTERET

Thomas J. Mulvihill, Mayor
Frank Haury, American Legion
Albert Welblund, American Legion

BOROUGH OF METUCHEN

Thomas H. Young
William P. Liddle
A. K. Hillpot

PAINTERS' UNION NO. 144

Arel Lembike
Jen. P. C. Meyer
Charles Beck

ASS'N OF CHOSEN FREEHOLDERS OF N. J.

Charles R. Stout, President
Frank Muta, Vice-President
L. Fritts, Vice-President
Henry J. Wosbrock, Treasurer
J. J. McHugh, Secretary

LIONS CLUB

Benjamin Goldberger, President
J. Alfred Compton, Secretary

WOMEN'S CLUB

Mrs. Chas. Seguire

STILLMAN-DELEHANTY-FERRIS COMPANY

General Contractors

No. 1 EXCHANGE PLACE

JERSEY CITY, N. J.

BRIDGES, BUILDINGS, WHARVES, DOCKS, MASONRY
RAILROAD CONSTRUCTION, HARBOR IMPROVEMENTS
STEEL ERECTION ROAD CONSTRUCTION

The construction of the Victory Bridge over the Raritan River was started on January 4, 1924. The contract allowed thirty months for completion, or the structure was to be finished by July 4, 1926.

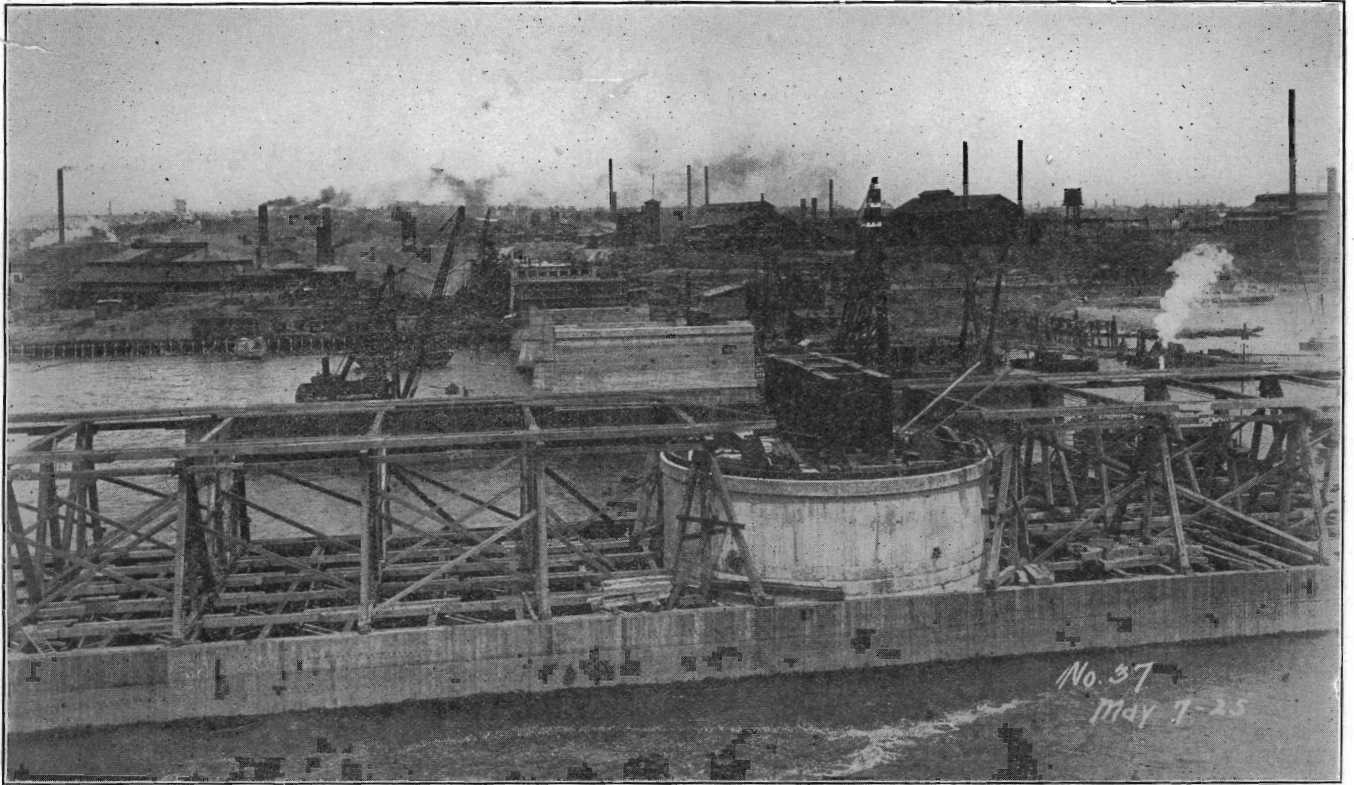
The contract was practically completed January 1, 1926, six (6) months ahead of time, except for some work which was held up pending a slight change of plan by the owners.

The entire project covers a length of about one and three-quarter ($1\frac{3}{4}$) miles. The bridge proper is supported by fifty-five (55) piers and abutments, nineteen (19) of which are in the river proper. Sixteen of the river piers are founded on piles, which were cut off as much as forty (40) feet below mean water level. The three draw span piers are founded on rock about one hundred (100) feet below mean water level.

During the construction work the field organization of skilled workmen mounted to as high as 850 men.

The construction included eighty-two (82) items or classes of work, the principal items being about as follows:

Concrete	50,800 cu. yds.
Structural steel	7,500,000 lbs.
Ornamental steel	165,000 lbs.
Machinery	300,000 lbs.
Granite	2,300 cu. yds.
Piles	5,000 up as long as 90 ft.
Steel reinforcement	1,650,000 lbs.
Earth fill	162,000 cu. yds.
Excavation	50,000 cu. yds.

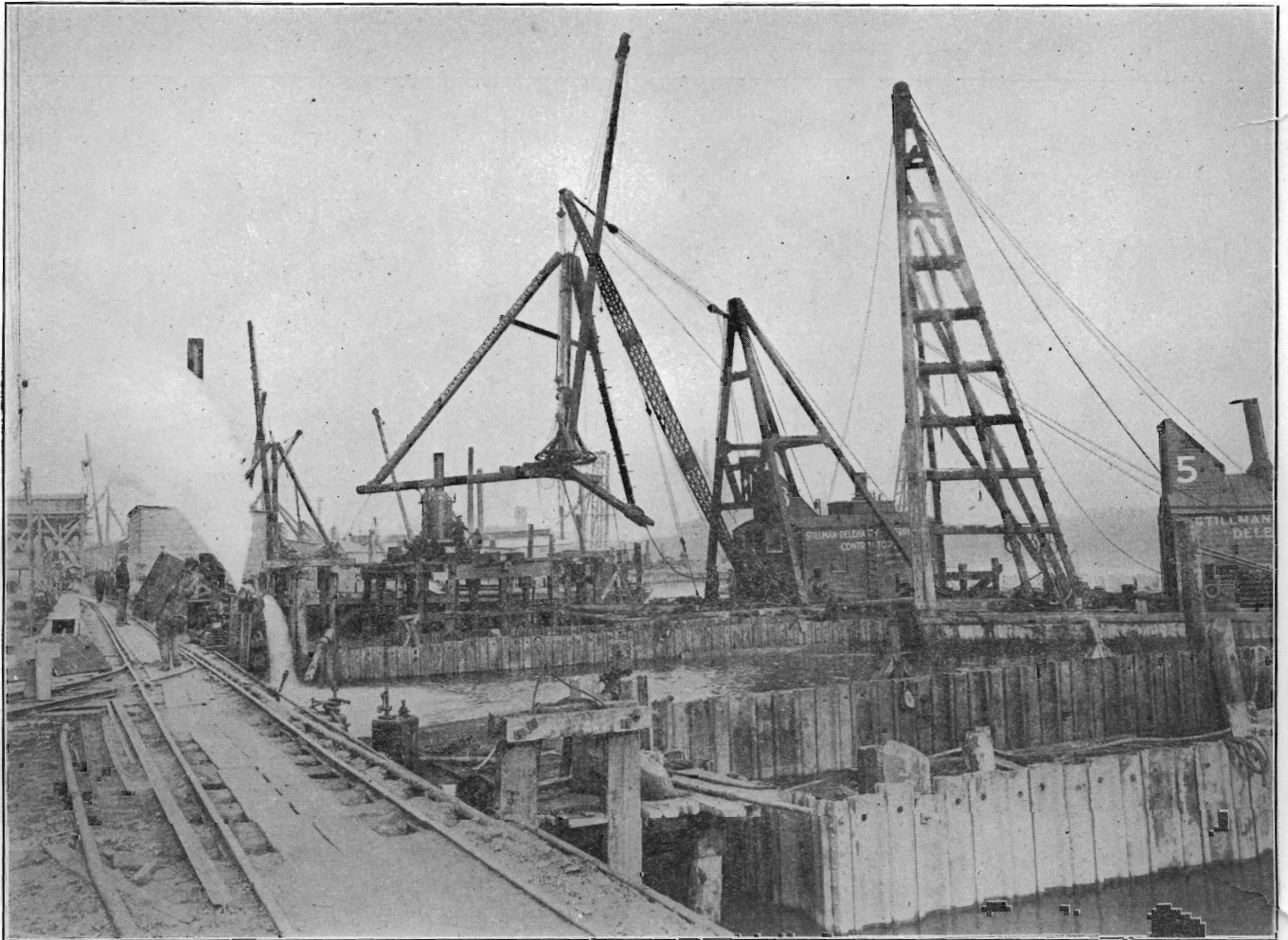


PHOTOGRAPH, SHOWING CENTER PIER AND RIVER PILES AND NORTH APPROACH UNDER CONSTRUCTION, OF THE VICTORY BRIDGE, PERTH AMBOY, N. J.

STILLMAN-DELEHANTY-FERRIS COMPANY

1 EXCHANGE PLACE, JERSEY CITY, N. J.

General Contractors

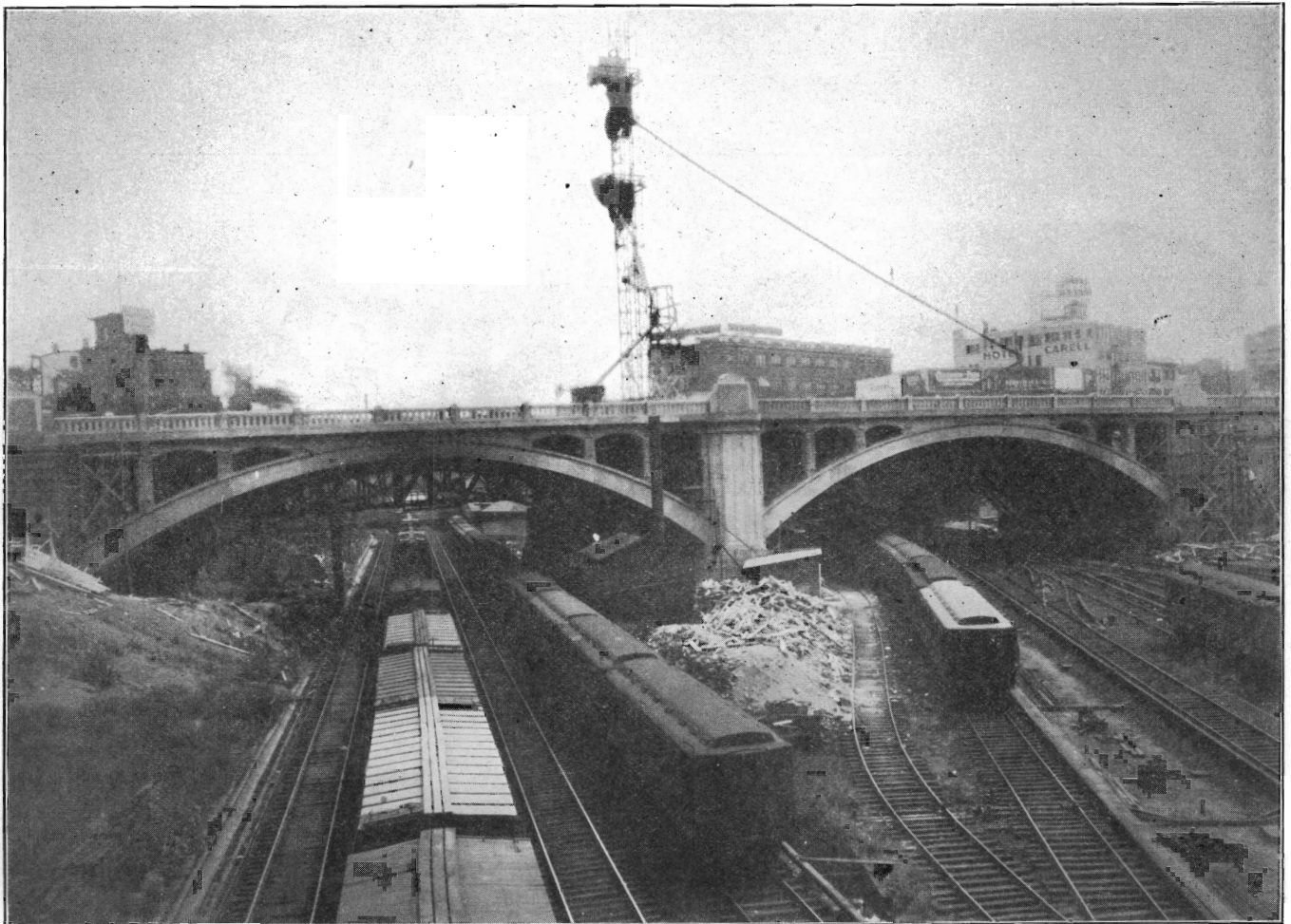


PHOTOGRAPH SHOWING METHOD OF CONSTRUCTING RIVER PILES, WITH STEEL-SHEATHED COFFER DAMS, AT THE VICTORY BRIDGE, PERTH AMBOY, N. J.

STILLMAN-DELEHANTY-FERRIS COMPANY

1 EXCHANGE PLACE, JERSEY CITY, N. J.

General Contractors

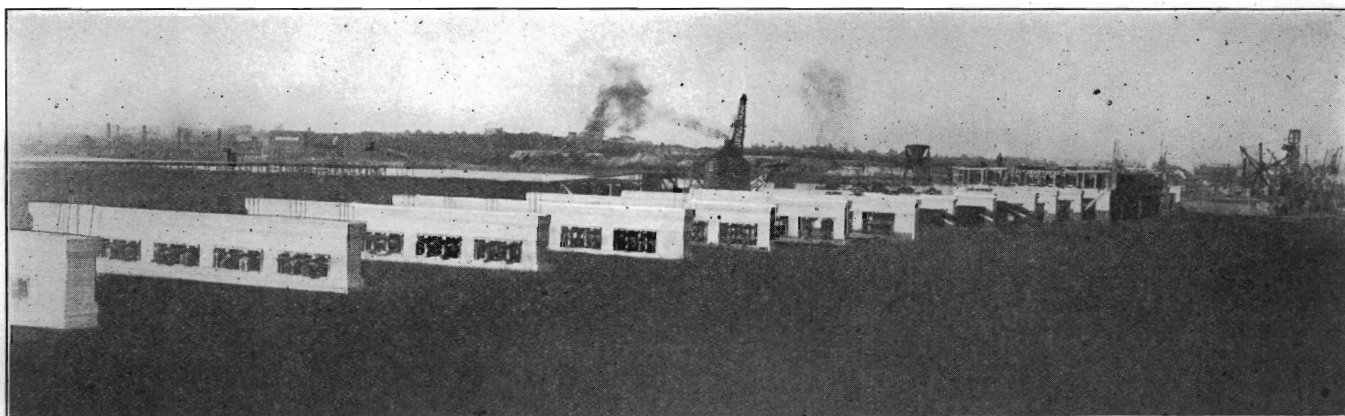


BOULEVARD BRIDGE OVER PENNSYLVANIA RAILROAD AND HUDSON & MANHATTAN
TRACKS AT JERSEY CITY, N. J., BUILT BY

STILLMAN-DELEHANTY-FERRIS COMPANY

General Contractors for the Victory Bridge, Perth Amboy

OFFICES, 1 EXCHANGE PLACE, JERSEY CITY, N. J.

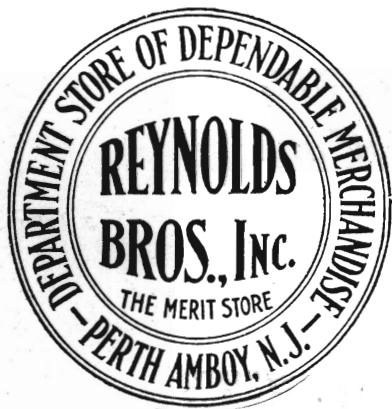


PHOTOGRAPH SHOWING CONCRETE PIERS UNDER CONSTRUCTION AT THE SOUTH APPROACH OF THE VICTORY BRIDGE, AT SAYREVILLE, N. J.

STILLMAN-DELEHANTY-FERRIS COMPANY

1 EXCHANGE PLACE, JERSEY CITY, N. J.

General Contractors



Memorial Tribute of

CHARLES MAROSI

Delicatessen—Groceries

526 CONVERY PLACE PERTH AMBOY

Memorial Tribute of

JOSEPH KONCZ'S CAFE

825 AMBOY AVENUE PERTH AMBOY

Memorial Tribute of

WEINER'S AUTO SUPPLY

Tires, Tubes and Accessories

Automobile Parts

521 CONVERY PLACE PERTH AMBOY

SHARP & HANSON
Inc.
"Where Quality Rules"
Phone: 142 Perth Amboy N. J.
158-160 Smith St.

Parties Accommodated

Memorial Tribute of

Vincent Horvath's Place

Don't Forget to Stop at

"THE OLD STONE HOUSE INN"

315 CONVERY PLACE PERTH AMBOY

Telephone 1443

Memorial Tribute of

John H. Miljes

HOUSE MOVER

Concrete Brick and Frame Buildings

Raised, Moved and Shored

440 BARCLAY ST. PERTH AMBOY

Memorial Tribute of

Julius T. Simmens

SIMMENS' MODEL BAKERY

PERTH AMBOY, N. J.

*To Our Employees Who Saw
Service In the World War*

BARBER ASPHALT CO.
PERTH AMBOY

“WE BUILD”



* **KIWANIS CLUB**
OF PERTH AMBOY

DERBEN W. BARTHOLOMEW
JOHN J. BITTING
HAROLD R. BRIEKS
CONOVER BURLEW
WILLIAM V. GARRETSON
MORRIS L. GOLDBERGER
NATHAN GOLDBERGER
SOPHUS GREISEN
FRED P. HANSEN
HAROLD P. HAYDEN
RAYMOND D. HOWELL
ELLWOOD R. JOHNSON
RONALD KIECKNER
WALTER S. KUROWSKY
JACOB KLEIN

MARCUS L. LEON
MAXWELL MacMICHAEL
VICTOR MAIN
LESTER MANN
THOMAS J. McGRATH
JOHN MELKO
MERRILL MOSIER
JOHN MURRAY
CHARLES W. NAULTY
PERCY J. QUACKENBUSH
HERBERT B. RANKIN
PHILIP SCHLESINGER
FENBY W. SCOTT
GEORGE S. SHURTS
LOUIS Y. SOSIN

MICHAEL G. TUZIK
ARTHUR WELKER
EDWARD F. KLEIN
F. WILLIAM HILKER
MERRIT MacLINDEN
ARTHUR GRAHAM
L. J. KEYES
FRANK WOGLOM
GLENWORTH STURGIS
EDWARD TANGAARD
IRVING GOLDSTEIN
EVER EVERSON
PETER MORTENSEN
MICHAEL FITZPATRICK

CHAUNCEY B. HAWLEY
Secretary

*Meet at Elks' Club, Perth Amboy, every Thursday noon

IN HONOR
*of those who gave their
last full measure of devotion*

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PERTH AMBOY

In Memoriam

LIONS CLUB of PERTH AMBOY

LIONS CODE OF ETHICS

1. To show my faith in the worthiness of my vocation by industrious application to the end that I may merit a reputation for quality of service.
2. To seek success and to demand all fair remuneration or profit as my just due, but to accept no profit or success at the price of my own self-respect lost because of unfair advantage taken or because of questionable acts on my part.
3. To remember that in building up my business it is not necessary to tear down another's; to be loyal to my clients or customers and true to myself.
4. Whenever a doubt arise as to the right or ethics of my position or action towards my fellow men, to resolve such doubt against myself.
5. To hold friendship as an end and not a means. To hold that true friendship exists not on account of the service performed by one to another, but that true friendship demands nothing but accepts service in the spirit in which it is given.
6. Always to bear in mind my obligations as a citizen to my nation, my state and my community, and to give to them my unswerving loyalty in word, act and deed. To give them freely of my time, labor and means.
7. To aid my fellow men by giving my sympathy to those in distress, my aid to the weak, and my substance to the needy.
8. To be careful with my criticisms and liberal with my praise; to build up and not destroy.

L. H. McHOSE, Inc.

RARITAN
MERCANTILE CO.
Perth Amboy



FRED C. CHRISTENSEN, Secretary
218 Madison Avenue

TELEPHONE 1361

Master Builders' Association, Inc.

of Perth Amboy, N. J.

BUILDERS' EXCHANGE
335 MAPLE STREET

*Sleep, Soldier, Still in honored Rest,
Your trust and Valor Wearing,
The Bravest are the Tenderest,
The Loving are the daring.*

JOAQUIN MILLER

To the Men and Women of New Jersey who gave Their Lives in the World War so nobly and unselfishly, we feel This Little Dirge best Expresses our tribute and appreciation of Their Sacrifice.

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Dedicated to the honor

of the members who served

in the World War

AND IN SOLEMN MEMORY

of those members

who made

The Supreme Sacrifice

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In Memory of

MARTIN M. CHRISTENSEN, Private

M. T. Co. 504, M. S. T. 422

HIS FATHER

Tablet to Shenandoah

A memorial tablet dedicated to the officers and men who lost their lives on the naval dirigible Shenandoah at Ava, O., on September 3, 1925, was unveiled at Lakewood on Saturday, June 19th, 1926.

Post Script

SO spontaneous was the response to the call for contributions to the Victory Bridge Memorial Dedication Fund that the original plan of a small souvenir program had to be abandoned.

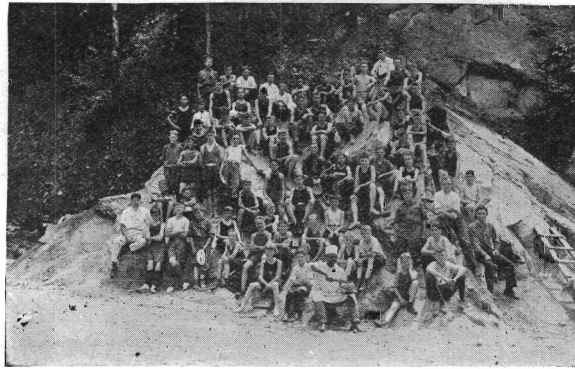
From that of a purely local celebration, the event's state-wide significance caused the Committee to change its plans. A bigger and better celebration was arranged for, and a program corresponding in size and contents.

The few weeks during which manuscript and advertising for this souvenir book was received, were too short to cover the entire state. In the rush to complete the book and get photographs from widely separated counties to the engraver, and text to the printer, some omissions and errors may have been made.

Everything possible has been done to avoid this. But should our readers or advertisers discover any discrepancy, the committee and editor ask their indulgence and forgiveness.

They wish to express their thanks to the Rev. Northey Jones, Mr. H. H. Pickersgill, Mr. H. R. Minton and others who have contributed to this book, to the photographers who secured good pictures in spite of the scant time at their disposal, and to the engraver and printer for receiving copy after the "deadline" was passed.

CAMP TAYLOR



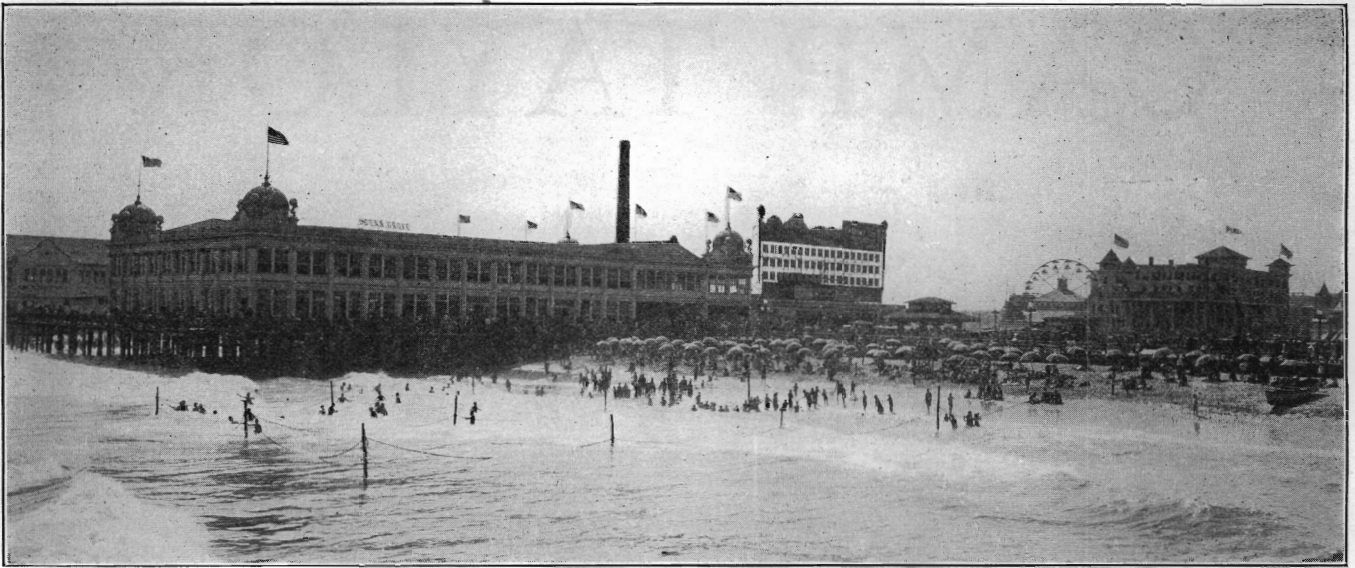
HAPPY YOUNGSTERS AT THE COUNTY CAMP.

Active in every patriotic enterprise, dedicated to the task of presenting opportunity for manly sports and amusement in a favorable environment to the boys of every community, regardless of creed or race, the Y. M. C. A. has always been recognized as one of the outstanding civic factors in the life of Middlesex and other counties of the state. As such it has at all times received the unstinting support of leaders in business and professional life. Camp Taylor, at beautiful Lake Solitude, High Bridge, Hunterdon County, is the summer camp of the Middlesex Y. M. C. A.

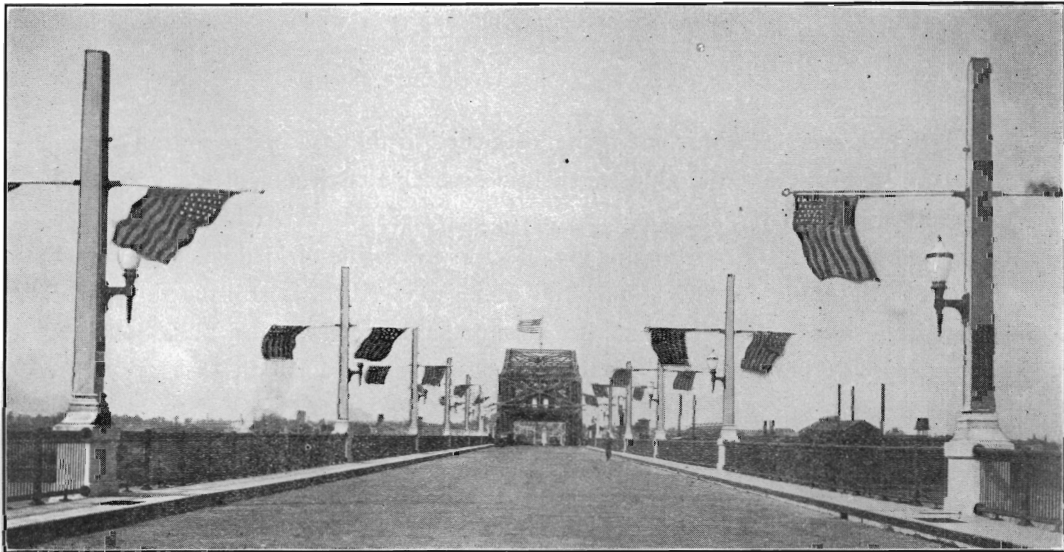


Y. M. C. A., PERTH AMBOY.

Middlesex County Y. M. C. A.



THE CASINO, ASBURY PARK (ONE OF THE MANY SHOW PLACES)



THE VICTORY BRIDGE OVER THE RARITAN RIVER.



NEW BANK AT JAMESBURG



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123

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of the Citizens
of
MERCER COUNTY
New Jersey
TO THE MEN AND WOMEN
of the State
Who Lost Their Lives
to win
Victory for America

The Victory Memorial Bridge Dedication
Committee Wishes to Acknowledge
Contributions from the Following

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Renowned for its
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126

IN HONOR OF

Edward Kelly

Killed in the Battle of the Argonne

and

ARTHUR GIESING

JOSEPH B. QUIGG

LEO HENDRICKSON

WACLAW LEDA

MIKE ROMAN

WOUNDED IN ACTION

and

218 OTHER EMPLOYEES

Who Served

in the World War

AMERICAN SMELTING & REFINING CO.

PERTH AMBOY PLANT

Memorial Tribute

to

The Men and Women

of

Morris County

who lost their lives in the

War for Democracy



Though They Are Dead

Yet Shall They Live

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Consider it alone from the standpoint of cost. Forget everything except cold dollars and cents. And—You'll build your new home of Natco Hollow Tile. It's the most economical material you can buy.

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IN MEMORIAM

of the heroic dead

of

New Jersey

Sol. Rubenstein

135 SMITH STREET

PERTH AMBOY

Those Who Died for
Their Country
Will Live Forever
in the Heart
of America



The Citizens of
ATLANTIC COUNTY
New Jersey



WHERE THE SURF OF THE ATLANTIC SINGS ITS ANCIENT SONG

ATLANTIC CITY

NEW JERSEY

The Convention City
of the United States



WHERE EVERY DAY'S A HOLIDAY WITH THE BOARDWALK THROU

THE PLAYGROUND OF AMERICA

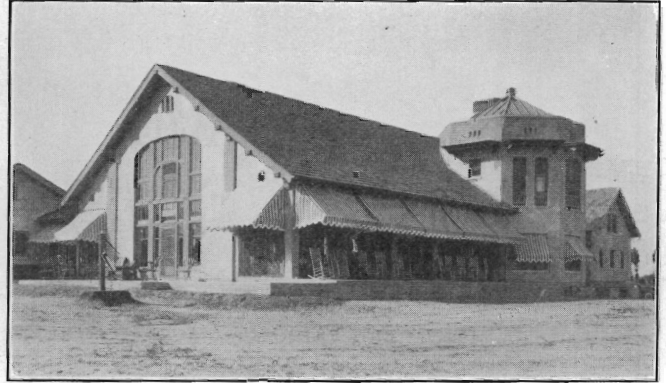
There is something about the very atmosphere of Atlantic City, the gaiety of its boardwalk, the appointment of its many hotels, the lure of the surf, the balmy weather the year 'round, that draws countless thousands from every part of the globe to

this great city by the sea . . . it is a mecca of pleasure seekers, of those in search of health and sport, and those who simply seek the invigorating balm of the ocean air.

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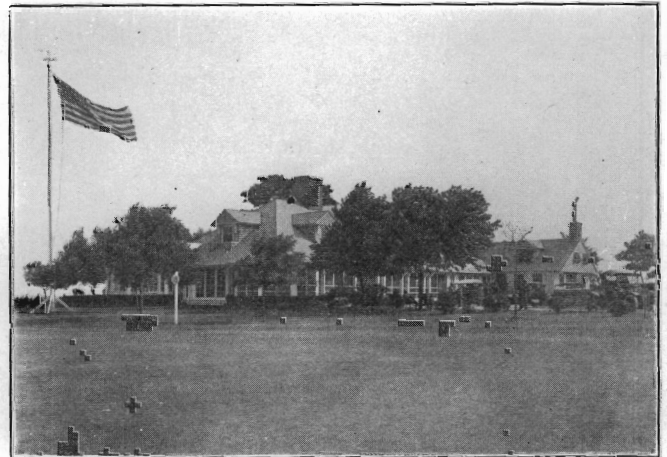
SECTION OF HIGHWAY



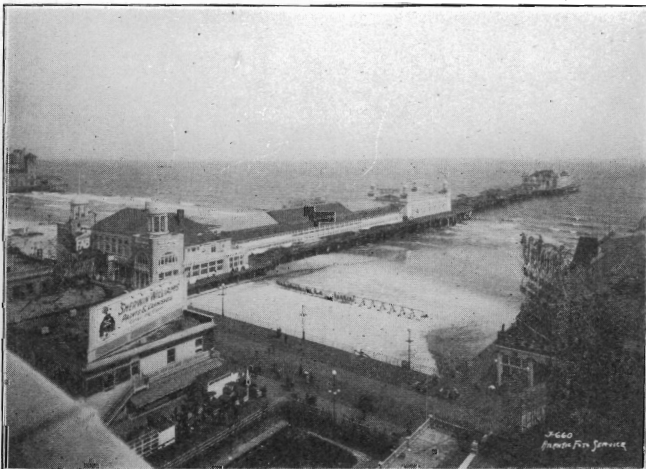
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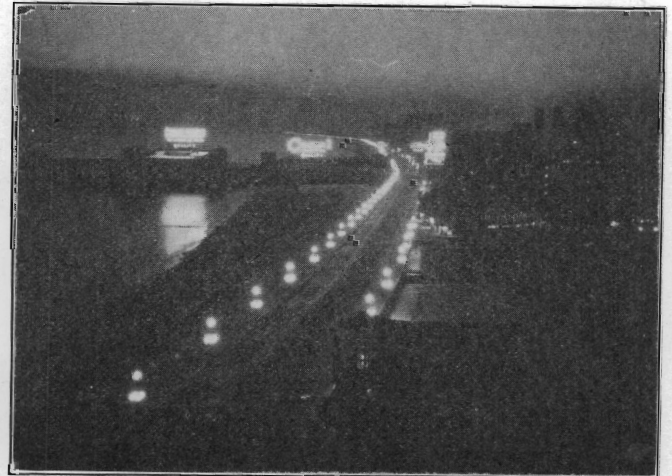
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COUNTRY CLUB GOLF LINKS



STEEL PIER



BOARDWALK AT NIGHT

JAMES O'BRIEN

JOHN B. EGAN

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These men gave up their lives in the service of our Country.

In their honor and memory and in tribute to two hundred and four others of our employees who served in the World War, this space is reverently dedicated.



RARITAN COPPER WORKS

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In Grateful Memory
of
the Du Pont Men
who made
the Supreme Sacrifice



Dedicated to the Memory of
New Jersey's Heroic Dead



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Perth Amboy

130

In Memoriam
BAKELITE CORPORATION
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*One Hundred and Fifteen PHOTOGRAPHS and eleven
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Memorial Tribute

to the

MEN AND WOMEN OF NEW JERSEY

who gave their lives

in the Service of Their Country

DURING THE WORLD WAR

Roessler & Hasslacher Chemical Co.

PERTH AMBOY

DEDICATED

to the Memory

of those

of our organization

WHO GAVE THEIR LIVES

for their Country

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KEASBEY, N. J.

METUCHEN, N. J.

MY PERSONAL TRIBUTE
and Homage

to the

Heroic Dead

of

OUR GLORIOUS STATE

—o—

WILLIAM S. DEY

In Constant Gratitude

To the heroic men and women of New Jersey who gave
their lives for their flag and country in the World War

THOMAS F. DOLAN

Mayor of
SAYREVILLE, N. J.

Memorial Tribute
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MEMORIAL TRIBUTE

to

Marinus C. Christensen

Private First Class Machine Gun Company
311th Infantry

—o—

Killed in the Battle of Bois St. Claude
St. Mihiel Sector October 3rd, 1918

—o—

*As Faithful and Honored as an employee
as he was as a soldier*

—o—

By
GEO. W. STILWELL

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Notary Public

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Steamship Ticket Agent

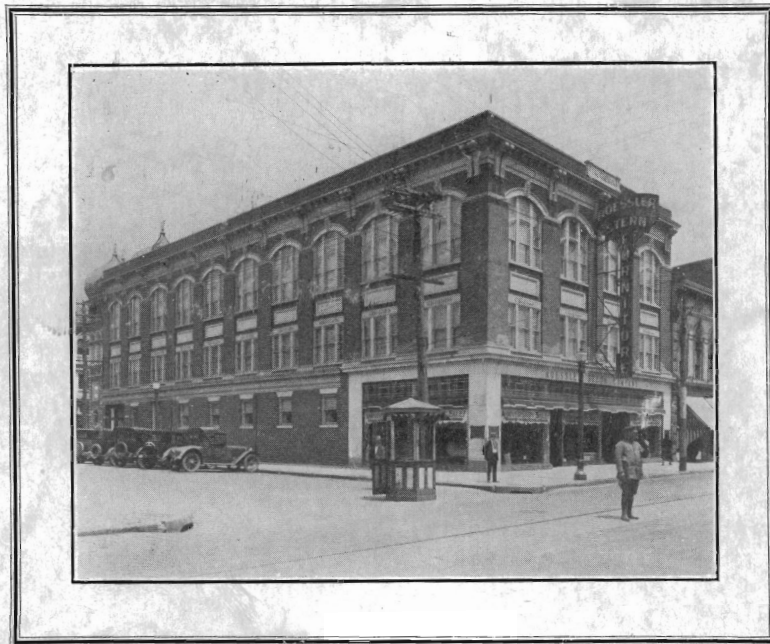
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JOHN J. QUINN



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who sacrificed their Lives
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