

F  
144  
E4  
C58+

CORNELL  
UNIVERSITY  
LIBRARY



Cornell University Library

F 144E4 C58

+

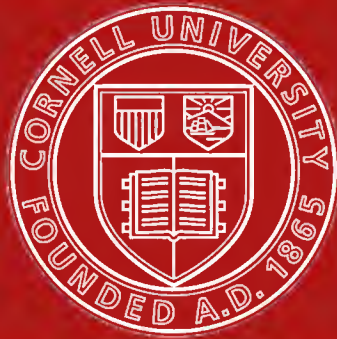
City of Elizabeth, New Jersey, illustrat



3 1924 028 828 809

olin

Overs



Cornell University  
Library

The original of this book is in  
the Cornell University Library.

There are no known copyright restrictions in  
the United States on the use of the text.

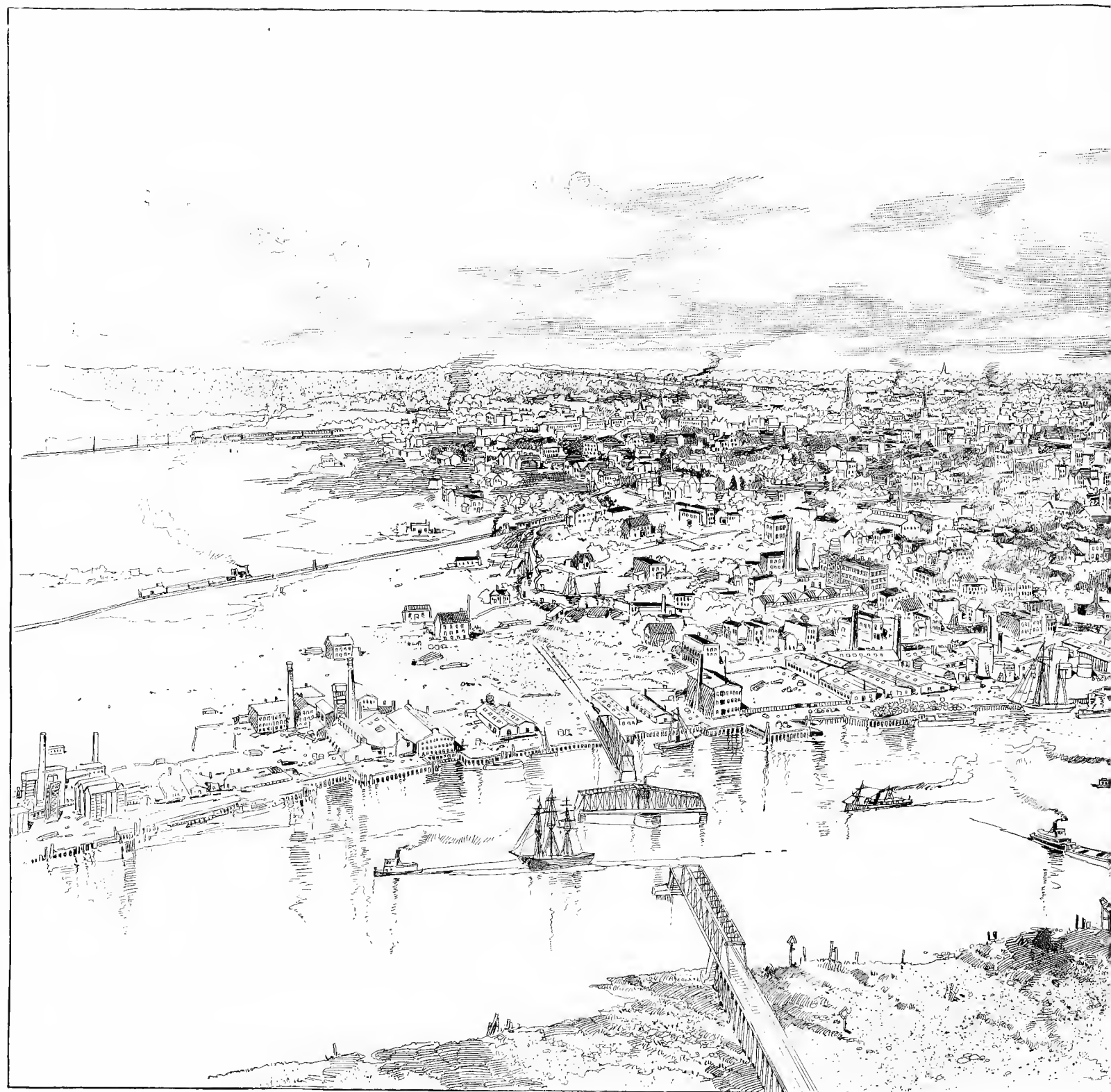
<http://www.archive.org/details/cu31924028828809>





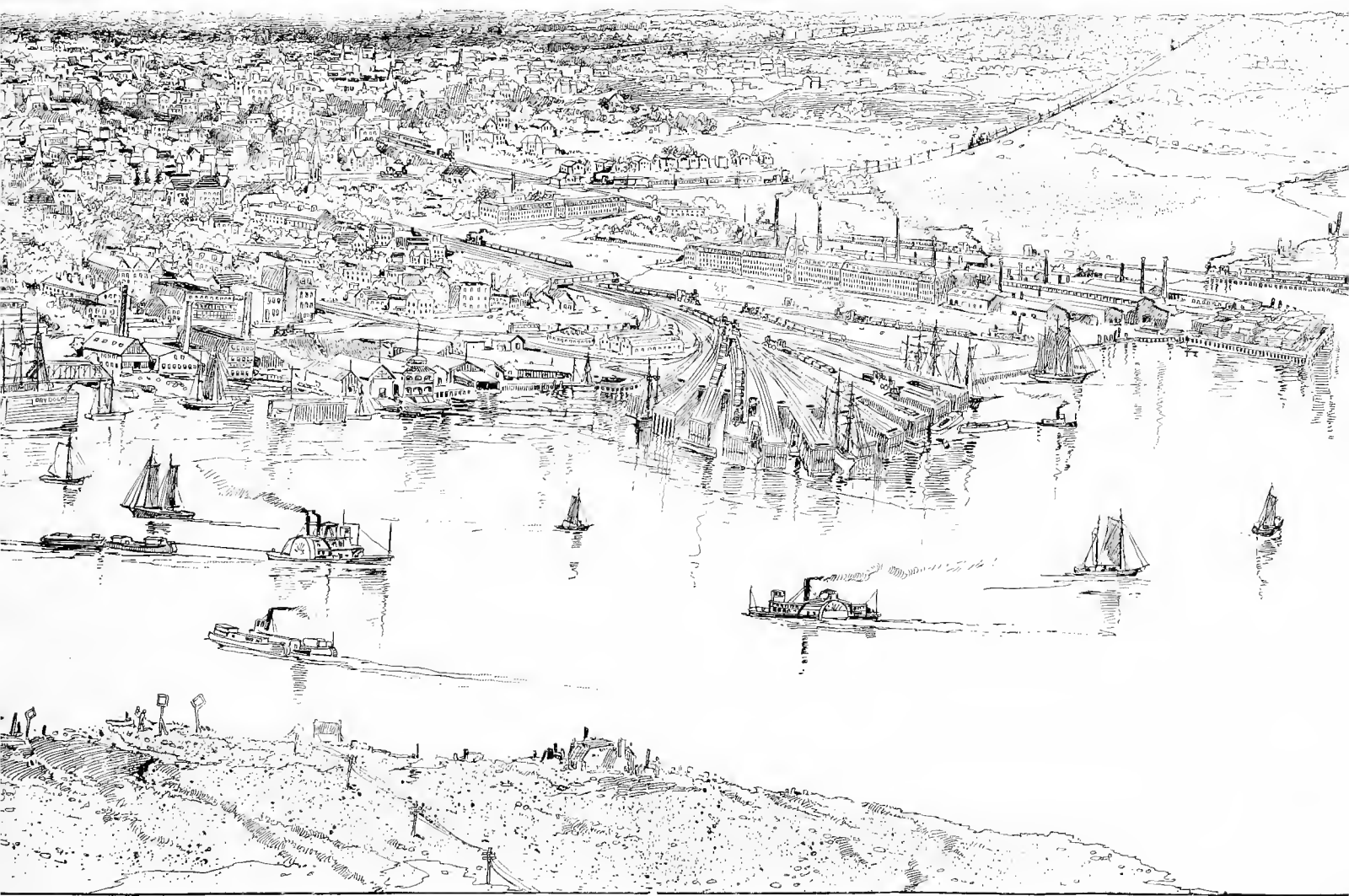






## BIRDSEYE VIEW OF THE CITY

Showing Three Miles of Water Front on Staten Island Sound and New



LIZABETH, N. J., LOOKING NORTHWEST,

with relative positions of the principal Factories and Manufacturing Sites.





# THE CITY OF ELIZABETH

NEW JERSEY

## ILLUSTRATED

SHOWING ITS LEADING CHARACTERISTICS : ITS ATTRACTIONS  
AS A PLACE OF RESIDENCE, AND ITS UNSURPASSED  
ADVANTAGES AS A LOCATION FOR  
MANUFACTURING INDUSTRIES.

---

ISSUED WITH THE APPROVAL OF THE BOARD OF TRADE.

---

PUBLISHED BY THE ELIZABETH DAILY JOURNAL,  
ELIZABETH, N. J.

1889.

D. V.

#### ACKNOWLEDGMENTS.

Photographs for this work, by W. H. HILL, Elizabeth, N. J.; a few by A. F. ASSON, Elizabeth. Engravings, with a few exceptions, by the Ives Process, PHOTO ELECTROTYPE ENGRAVING CO., 7 to 11 New Chambers Street, New York. The ink used is "soft flowing cut B," made by FREDERICK H. LEVEY & CO., 59 Beekman Street, New York. Composition and Press Work by the JOURNAL PRINTING HOUSE, Elizabeth. Design for cover by THOMAS R. MILLIN, Foreman Printing Department.

Copyright, 1889.

A. H. W.  
L. E. C. 462  
3.50

## TABLE OF CONTENTS.

## GENERAL DIVISIONS.

INTRODUCTORY,	1-8
HISTORICAL,	9-21
CITY GOVERNMENT,	22-36
CHARACTERISTICS AND ADVANTAGES,	37-82
CHURCHES,	83-98
EDUCATIONAL,	99-108
MANUFACTURES AND OTHER BUSINESS,	109-153
DISPLAY ADVERTISEMENTS,	153-156

## INDEX TO SUBJECTS.

Introductory.		PAGE.
Title Page, . . . . .		I
Acknowledgements, . . . . .		2
Table of Contents, . . . . .		3-5
Board of Trade, . . . . .		6
Introduction, . . . . .		7-8

Historical.

Early Discoveries, . . . . .	9
The Puritans, . . . . .	9
Carteret Arrives, . . . . .	10
Princeton College Founded, . . . . .	10
Elizabethtown's Glorious Record, . . . . .	10
The Fighting Chaplain, . . . . .	11
Caldwell Killed, . . . . .	11
Battle of Elizabethtown, . . . . .	11
Washington's Inauguration, . . . . .	12
The Famous Luncheon, . . . . .	12
Liberty Hall, . . . . .	13
The Inauguration Centennial, . . . . .	15
A Memorable Breakfast, . . . . .	16
The Review and Parade, (Centennial.) . . . . .	16
The New Borough Charter, . . . . .	17
The War of the Rebellion, . . . . .	17
Roll of Honor, 1861-65, . . . . .	17

City Government.

Introduction, . . . . .	23
Elizabeth's Financial Misfortunes, . . . . .	24
Preparing for Expansion, . . . . .	24
Speculators and Contractors, . . . . .	24
An Ill-timed Decision, . . . . .	26
The Martin Act, . . . . .	28
Negotiations with Creditors, . . . . .	30
The Recent Adjustment, . . . . .	32
Fire Department, . . . . .	33
Police Department, . . . . .	23

### Characteristics and Advantages.

Introduction,	37
Athletic and Rowing Associations,	76-79
Bar Association,	59
Banks of Elizabeth,	73
Board of Trade,	67
Building,	55
Building and Loan Associations,	151
Elizabethport Banking Co.,	74
First National Bank,	74
Gas and Electric Light Companies,	75-76
General Hospital and Dispensary,	60
Grand Army of the Republic,	79
Health,	37
Home for Aged Women,	62

	PAGE.
Ice Companies, . . . . .	75
Land for Manufacturing Purposes, . . . . .	49
Library Hall, . . . . .	66
Markets, . . . . .	135
Masonic, . . . . .	145
Military, . . . . .	80
National State Bank, . . . . .	73
New Road Law, . . . . .	141
Orphan Asylum, . . . . .	64
Odd Fellowship, . . . . .	149
Parks, . . . . .	138
Places of Amusement, . . . . .	151
Post Office, . . . . .	137
Property and Rents, . . . . .	51
Public Library and Reading Room, . . . . .	65
Railroad Facilities, . . . . .	40
Railroad Freights, . . . . .	42
Railroads in History, . . . . .	42
Real Estate in General, . . . . .	48
Scenery and Roads, . . . . .	139
Shipping by Water, . . . . .	45
Ship Building, . . . . .	134
Societies, . . . . .	145-151
Summer Resorts, . . . . .	144
Temperature, Population, &c., . . . . .	38
The County Seat, . . . . .	56
The Journal Printing House, . . . . .	70-72
The Newspapers, . . . . .	82
The Street Railroad Companies, . . . . .	81
Theatres, . . . . .	151
Union County Savings Bank, . . . . .	74
Water Freights, . . . . .	46
Water Supply, . . . . .	68
Woman's Exchange, . . . . .	138

Churches.

Introduction,	83
Christ P. E. Church,	90
Central Baptist,	95
Congregation B'nai Israel,	98
Colored Churches,	98
East Baptist,	95
First Baptist,	94
First Congregational,	96
First German Presbyterian,	96
First Presbyterian,	83
Fulton Street M. E.,	92
Grace P. E.,	90
German M. E.,	93
German Moravian,	96
German Lutheran,	97
Holy Rosary R. C.,	98
Madison Avenue Presbyterian,	88
Marshall Street Presbyterian,	88
Missions,	98
Park M. E.,	93
Second Presbyterian,	85

	PAGE.
St. John's P. E., . . . . .	89
St. James M. E., . . . . .	91
St. Mary's of the Assumption R. C., . . . . .	97
St. Michael's R. C., . . . . .	97
St. Patrick's R. C., . . . . .	98
Third Presbyterian, . . . . .	86
Trinity P. E., . . . . .	91
Westminster, . . . . .	86

Educational.

Public Schools,	. . .	99
Normal Training,	. . .	99
Mannal Training,	. . .	99
Honors Won Abroad,	. . .	99
School Buildings,	. . .	101
President Wheeler's Report,	. . .	101
Battin High School,	. . .	102
Private Schools of the Past,	. . .	103
Private Schools of To-day,	. . .	106
The Pingry School,	. . .	106
Mr. Young's School,	. . .	107
Miss Hunt's School,	. . .	107
Miss Higgin's School,	. . .	107
The Misses Sargeant's School,	. . .	107
Misses Vail and Deane's School,	. . .	107
Mrs. Knapp's School,	. . .	107
Lansley Business College,	. . .	108

Manufactures and Other  
Business.

Introduction,	109
Beerbower, L. B.	127
Borne, Scrymser & Co.,	130
Bowker Fertilizer Co.,	129
Breidt's City Brewery Co.,	133
Burger, J. N. & Sons.	131
Carroll, James	121
Commerce of the Port,	113
Connelly Motor Co.,	81
Cooke Bros.,	127
Crescent Iron Works,	124
Display Advertisements,	154-156
Elizabeth Ice Company,	75
Elizabeth Street Railway,	81
Elizabethtown Gas Light Co.,	75
Elizabethport Banking Co.,	74
Elizabethport Cordage Co.,	117
First National Bank,	74
Graff & Co.,	126
Heidritter, A. & Sons,	120
Hersh, C. & Son,	153
Journal Printing House,	70
Lake Hopalong Ice,	75
McLeod, Neil	153
Munsell, Eugene & Co.,	125
National State Bank,	73

New Jersey Dry Dock Co.,	PAGE. 123
Pacific Rubber Works,	152
Puegner, Max	151
Rankin, W. H.	122
Ryan's Hotel,	136

Sayre, T. F. & H. C.	PAGE. 124
Schuyler Electric Light Co.,	76
Singer Manufacturing Co.,	114
Squier, I. R.	152
Taylor, F. S.	153

Telephone Exchange,	PAGE. 76
Union County Savings Bank,	74
Waters, M. & A.	152
Whelan, W. J.	152
Wise, Charles C.	151

## ILLUSTRATIONS.

## Portraits.

Ames, Daniel T.	PAGE. 62
Atwater, Edward S.	49
Austin, Henry C., Chief Police,	29
Battin, Joseph	103
Bauer, H. J.	153
Bell, Robert G.	48
Benjamin, John W.	25
Bergen, Frank, City Attorney,	26
Blatz, J. Anthony,	25
Boudinot, Elias	9
Brant, William, Captain Police,	29
Breidt, Peter	134
Brown, Dr. George C.	67
Brown, Michael C.	25
Burger, John N.	131
Burger, John E.	131
Burger, Joseph J.	131
Carlton, William J.	104
Carlton, Albert B., Comptroller,	24
Clark, Hon. Amos	48
Clarke, Thomas A.	104
Cook, Henry	53
Coleman, Edwin L. P., City Clerk,	27
Connolly, James C.	25, 49
Coyne, Jacob J.	104
Crane, Aug. S.	71
Crowell, John L.	57
Cross, Judge Joseph	51
Daland, William B.	137
DeHart, Major William H.	80
Denman, Alex. S.	55
Dix, J. Augustus	99
Dunn, Hon. John T.	49
Dunham, Azariah.	45
English, Theodore C.	51
English, Nicholas C. J.	59
Egenolf, Peter	25
Furman, Waters, Lieutenant Police,	29
Geimer, Theodore S.	71
Gerber, James J.	42
Gilhooly, P. Hamilton	42
Glasby, Jonathan P.	25
Glasby, Frederick F.	57
Graff, Louis A.	48
Grier, Joseph H., Mayor,	23
Halsey, Meline W.	25
Hall, Ira J.	53
Hersh, E. S.	153
Heyer, William D.	101
Hill, W. H.	65
Hoffman, James P. Jr.,	51
Holmes, Barnabas	101
Irwin, James B.	104
Kempshall, D. D., Rev. E.,	84
Kingsley, Lewis W.	104
Kurtz, Charles	104
Lansley, Prof. James H.	108
Lever, William W.	71
Little, Thomas A.	104
Lowden, John J.	51
Lowden, Joseph D.	71
Lutz, John B., Overseer of the Poor,	29
McCandless, Harry	25
McCormick, Judge Thomas F.	57
McBride, Charles C.	71
Manning, James Jr.,	25
Marsh, Frederick C.	42
Matthews, George P.	104
Mascott, Louis	104
Meyer, Ernest L., City Surveyor,	30
Millin, Thomas R.	71
Morris, A. Hamilton	65

Moore, Samuel L.	PAGE. 45
Moore, Samuel L. Jr.	104
Moore, Charles H.	104
Mohr, William H.	49
Mravlag, M. D., Victor	25
Nolan, John J.	104
Norman, Zerman	42
Noyes, Charles W.	25
Nugent, Edward	104
Ogden, James C.	45
Ogden, Joseph G.	25
Ogden, Benjamin M.	55
"One of the Finest,"	35
Parrot, Hon. George T.	58
Pease, N. W.	101
Peters, John A., Lieut. Police,	29
Provoost, David B.	65
Ryan, P. J.	55
Ryan, William H.	104
Robinson, W. F.	101
Staats, J. A.	136
Schwartz, Augustus W.	71
Stratemeyer, H. J. Jr., Street Com.	28
Stratemeyer, M. H.	153
Sheridan, Patrick	128
Schleimer, M. D., David	25
Servis, Peter S.	104
Smith, John J.	25
Schmidt, Charles H.	45
Schmidt, Henry J.	138
Swift, C. Addison	59
Thomas, William P.	25
Voorhees, Hon. Foster M.	48
Wheeler, Ira B.	104
Whelan, John W., City Treas.	28
Williams, Samuel	104
Williams, Hampton C.	25
Wilson, William R.	57
Wood, Edward M.	58

Genung, Charles H.	PAGE. 27
Gilhooly, P. Hamilton	27
Halsey, Charles H. K.	59
Hoyt, J. O.	59
Knapp, Abram B.	20
Kiggins, Charles A.	63
Kiggins, Henry	32
Keyes, A. D.	34
Langdon, Charles H.	23
Mackintosh, John	74
Marsh, Frederick C.	41
Miller, L. B.	47
Mohr, Philip	141
Moore, Dr. C. C.	41
Morrell, George M.	63
Mulford, William P.	18
McLean, M. D., Thomas N.	47
Orcutt, C. B.	43
Ogden, J. C.	61
Oliver, William M.	45
Pinneo, M. D., J. O.	30
Quien, Louis	26
Rankin, John C. Jr.,	35
Rankin, William H.	78
Stearns, Mrs. John Q.	32
Townsend, Chas.	50
Thomas, W. P.	33
Trimble, A. Nelson,	78
Voorhees, John	32
Watson, Prof. J. M.	31
Welsh, Robt. W.	38
Wetmore, H. P.	21
Wilson, Wm. R.	49
Williamson, ex-Chancellor	63
Williams, H. C.	34
Woodward, R. W.	54
Woolsey, D. D. S., W.	19
Young, Eli A.	20

## Residences.

Adams, Major H. W.	PAGE. 46
Ames, Daniel T.	62
Blake, F. M.	50
Blake, James R.	33
Brandeege, Mrs. M.	40
Bailey, M. D., George W.	47
Bicknell, A. J.	20
Bird, Mrs. Clinton G.	66
Bloodgood, W. E.	33
Brooks, F.	64
Burnett, Mrs. James	46
Carlton, A. B.	73
Clay, John	79
Coote, C. W. M.	32
Corbin, Hon. W. H.	34
Crane, J. C.	39
Crane, Mrs. W. W.	39
Crane, Aug. S.	61
Crouthers, M. D., Anna J.	50
Daland, William B.	137
Davis, Jacob	30
Davidson, John	39
DeWitt, Alfred	46
Dix, J. Aug.	33
Edelsten, William	41
Edgar Cottages	67
Foote, Mrs. F. W.	43
Gartz, Louis A.	26
Gerber, James J.	42
Gerke, Reinhard	61

## Churches.

Central Baptist,	PAGE. 95
Christ Episcopal—	
Interior of Church,	90
Church, Rectory and Guild Room,	90
St. Paul's Chapel,	90
East Baptist,	95
First Baptist,	94
First Congregational,	96
First German Presbyterian,	96
First Presbyterian—	
Church and Chapel,	83
Rev. Dr. Kempshall, Pastor,	84
Church Yard,	84
Parsonage,	85
Fulton St. M. E. and Parsonage,	92
German Lutheran,	97
German Moravian,	96
German M. E.,	93
Grace,	89
Madison Avenue Presbyterian,	87
Marshall Street,	88
Park M. E.	93
St. James M. E.,	91
St. John's Episcopal,	89
St. Mary's R. C.,	97
St. Patrick's R. C.,	98
Second Presbyterian,	85
Third Presbyterian and Parsonage,	86
Trinity Episcopal,	91
Westminster,	87

**Schools.**

	PAGE.
Public School Buildings . . . . .	100
Battin High School, . . . . .	102
The Pingry School, . . . . .	106
Mr. Young's, School, . . . . .	106
Miss Hunt's School, . . . . .	106
Misses Vail & Deane's School, . . . . .	107
Lansley's Business College, . . . . .	108

**Charitable Institutions.**

Home for Aged Women, . . . . .	62
Hospital Buildings, . . . . .	60
Orphan Asylum, . . . . .	62
Public Library and Reading Room, . . . . .	64

**Public Buildings, Parks, Etc.**

City Hall and Market, . . . . .	24
Jail Warden's Residence, . . . . .	58
Jackson Park, . . . . .	53
Jefferson Park, . . . . .	19
North Park, . . . . .	40
Union County Buildings, . . . . .	56

**Maps.**

City of Elizabeth, . . . . .	44
Elizabeth and its Surroundings, . . . . .	36

**General Views and Miscel-  
lany.**

Birdseye View of City, . . . . .	Frontispiece
Boudinot House, . . . . .	13
Boudinot China Table Service, . . . . .	14
Boudinot Silver Table Service, . . . . .	15
Broad St., South from West Grand, . . . . .	66
Broad St., South from Murray, . . . . .	83
Crane's Tavern, . . . . .	17
Corner of Broad Street and Eliza- beth Avenue, . . . . .	18
Cottage Blocks, (W. S. Potter.) . . . . .	52
Dam at Ursino Lake, . . . . .	68
Elizabethtown in 1840, . . . . .	16
Elizabeth Wheelmen's Club House, . . . . .	77
First Presbyterian Church, 1840, . . . . .	11
First Street, . . . . .	38
General Scott's Mansion, . . . . .	54
Irrington Ave. Reservoir—Entrance, . . . . .	69
Irrington Ave. Reservoir, . . . . .	69
Liberty Hall, 1840, . . . . .	14
Madison Avenue from Scott Park, . . . . .	54
National State Bank, Water Com- pany and Journal Office, . . . . .	73
Newspapers of Elizabeth, . . . . .	82
North Broad Street, from West- field Avenue, . . . . .	22
North Broad Street, near West- minster Avenue, . . . . .	37
Old Parsonage St. John's Church, . . . . .	10
St. John's Church, 1840, . . . . .	12
Water Front Staten Island Sound, . . . . .	79

**Manufactures and other Busi-  
ness.**

	PAGE.
Adams, J. E. . . . .	146
Altman, F. . . . .	147
Arzt & Sons, . . . . .	135
Asnon, A. F. . . . .	146
Brant, E. W. . . . .	138
Bauer, C. L. . . . .	142
Bauer, Jacob . . . . .	144
Benton, Thos. H. . . . .	135
Bender Bros., . . . . .	145
Beerbower, L. B. . . . .	127
Benjamin, J. W. . . . .	142
Blakely, J. W. . . . .	141
Borne, Scrymser & Co., . . . . .	130
Bowker Fertilizer Works, . . . . .	129
Briedt's City Brewery, . . . . .	133-134
Burger, J. N. & Sons, . . . . .	131
Carroll, James . . . . .	121
Chatfield, D. H. . . . .	132
City Steam Laundry, . . . . .	150
Clauss Bros., . . . . .	136
Clauss & Son, . . . . .	151
Coleman, J. G. . . . .	141
Colon, Peter . . . . .	123
Cooke Bros., . . . . .	127
Connolly Gas Motor, . . . . .	81
Continental House, . . . . .	136
Cory Building, . . . . .	148
Daland, W. B. & Sons, . . . . .	137
Day, L. B. . . . .	152
Dehne, B. F. . . . .	151
Donahue, J. J. . . . .	149
Dugan, J. F. . . . .	135
Durning, M. . . . .	147
Dunn, L. A. & Bros. . . . .	146
Elizabeth Beef Co., . . . . .	142
Elizabeth Street Railway Car, . . . . .	81
Elizabeth Ice Co., . . . . .	75
Elizabeth Schuyler Electric Light Co., . . . . .	76
Elizabethtown Gas Light Co., . . . . .	75
Elizabethtown Water Co., . . . . .	68-69
Elizabethport Cordage Co.,— Main Building, . . . . .	117
Park, . . . . .	118
Yard View, . . . . .	118
Spinning Department, Interior Warehouses, . . . . .	119
Faulks, J. H. . . . .	150
Finck, W. C. . . . .	147
First National Bank, . . . . .	74
Graff & Co., . . . . .	126
Gray & VanDeveuter, . . . . .	146
Great Atlantic and Pacific Tea Co., . . . . .	147
Griesenbeck, L. F. . . . .	140
Grosch, A. F., . . . . .	148
Hammell, J. L. . . . .	142
Hand, L. T. . . . .	149
Heidritter, A. & Sons, . . . . .	120
High, Geo. G. . . . .	151
Hersh, C. & Son, . . . . .	153
Hooker, R. B. & Son, . . . . .	138

	PAGE.
Hopwood, Henry . . . . .	149
Johnson, N. L. . . . .	141
Journal Printing House— Business Office and Editorial Rooms, . . . . .	70
Heads of Departments, . . . . .	71
Composing Room, . . . . .	72
Press Room, . . . . .	72
Kent, H. A. . . . .	140
Krebs & Mathison, . . . . .	148
Leahy, Henry . . . . .	152
Laggren, J. R. . . . .	150
Lambert, C. . . . .	135
Little, James A. . . . .	144
McGrath, John . . . . .	143
Marsh, J. E. . . . .	149
Meeker, W. H. . . . .	146
Meyer, William . . . . .	148
Moore, S. L. & Sons Co., . . . . .	124
Munsell, Eugene & Co., . . . . .	125
National State Bank, Water Com- pany and Journal Office, . . . . .	73
New Jersey Dry Dock, . . . . .	123
Newspapers of Elizabeth, . . . . .	82
Oakes, James . . . . .	139
Oridge, J. H. . . . .	147
Pierson, C. C. . . . .	128
Pierson Bros., . . . . .	145
Plumb, George H. . . . .	150
Pool, Aug. . . . .	144
Potts Building, . . . . .	143
Pountney, C. E. . . . .	149
Rankin, W. H. . . . .	122
Rath, Henry A. . . . .	152
Rising Sun Brewing Co. . . . .	133
Rodemann, A. . . . .	139
Ross, Joseph C. . . . .	152
Sauer, John S. . . . .	143
Saunders & Cox, . . . . .	148
Sayre, T. F. & H. C. . . . .	125
Schmidt, H. J. . . . .	138
Sheridan House, . . . . .	136
Sheridan, Patrick . . . . .	128
Singer Manufacturing Company— Singer Park, . . . . .	109
Main Building, . . . . .	110
Forging Dept. and Foundry, . . . . .	111
General Views, . . . . .	112-114
Foundry Interior, . . . . .	115
Dock and Steamer, . . . . .	116
Spittlehouse, Charles . . . . .	142
Steeh, Edward . . . . .	139
Stoothoff, P. G. . . . .	144
Telephone Exchange, . . . . .	76
Terstegen, Frederick . . . . .	145
Thum Bros., . . . . .	138
Townley, W. E. . . . .	141
Tucker, William B. . . . .	143
Vogel, F. J. . . . .	140
Weiss, Aaron, . . . . .	141
White, John . . . . .	145
Yates, J. J. . . . .	135

# BOARD OF TRADE OF THE CITY OF ELIZABETH.

## OFFICERS.

<i>President,</i>	DR. GEORGE C. BROWN
<i>First Vice-President,</i>	SAMUEL I. WRIGHT
<i>Second Vice-President,</i>	WILLIAM B. DALAND
<i>Secretary,</i>	C. ADDISON SWIFT
<i>Treasurer,</i>	ALEXANDER S. DENMAN

## BOARD OF DIRECTORS.

President, First and Second Vice-Presidents Secretary, Treasurer, E. F. Brooks, Amos Clark, Henry W. Pope, A. J. Bicknell, J. Madison Watson, Charles McGinley, John Voorhees and Charles Rommel.

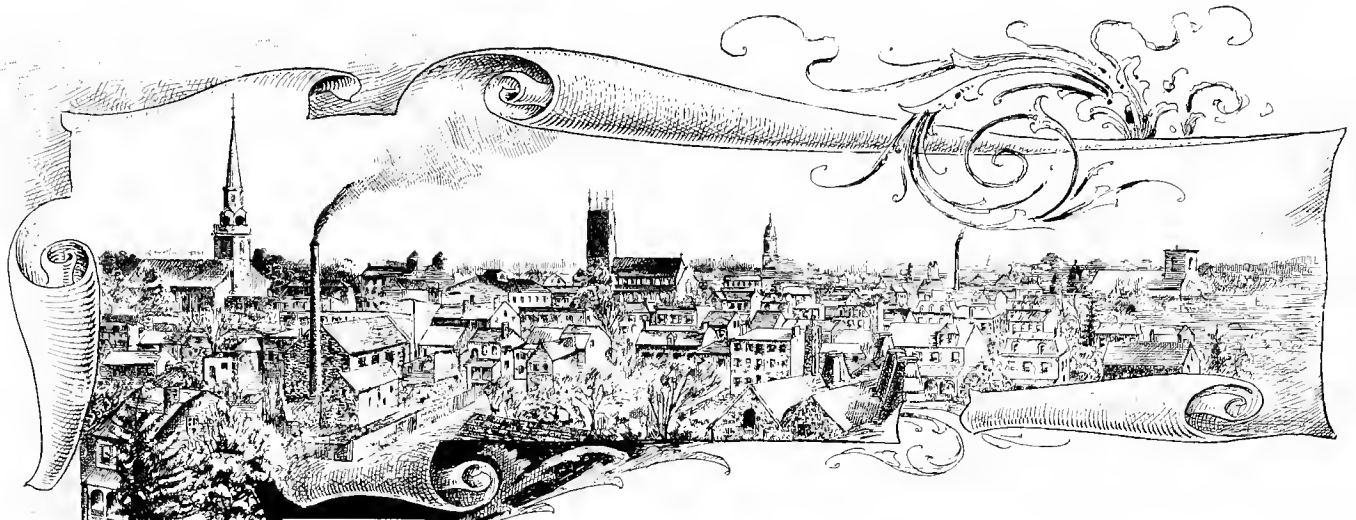
## COMMITTEES.

MANUFACTORIES AND INDUSTRIES— Hon. Amos Clark, John Voorhees, Samuel I. Wright, Joseph W. Allen and A. J. Bicknell.	DISCUSSIONS—A. J. Bicknell, W. B. Da- land, W. H. Ives and Prof. D. T. Ames.	RAILROADS—H. W. Pope, S. B. Ryder, M. W. Reeve, F. L. Heidritter, F. Collingwood, S. S. Moore, Benjamin Urner, E. C. Woodruff and Joseph Cross.
EDUCATION—Prof. J. Madison Watson, A. J. Bicknell and E. F. Brooks.	LEGISLATIVE—B. H. Campbell, Joseph Cross, E. S. Atwater, Prof. J. Madison Watson and S. S. Moore	PUBLICATION—E. S. Atwater, Benjamin H. Campbell, James A. Hand, F. J. Blatz and C. A. Swift.
RIVER IMPROVEMENTS—H. C. Sayre, James E. Browne and W. H. Ives.	ROOMS—A. J. Bicknell, E. F. Brooks and Charles McGinley.	

## MEMBERS.

Adams, Hugh W. Allen, Joseph W. Ames, Daniel T. Adelberg, Oscar Atwater, Edward S. Altman, F. Arkel, James B. Brown, George C. Benedict, Joseph Breidt, Peter Bicknell, A. J. Battin, Joseph Blatz, F. J. Bull, Alfred H. Brooks, E. F. Braut, E. W. Bowman, A. H. Brooks, Franklin Browne, J. E. Beckwith, Seth R. Boughten, Charles W. Bergen, Frank Bender, John C. Brown, L. R. Bauer, H. J. Bailey, G. W. Bauer, Charles L. Brown, G. Carleton Bauchelle, John U. Bronson, J. M. Banker, Pierre H. Campbell, Benjamin H. Cross, Joseph Clark, Amos Jr. Crane, Job S. Clark, Alfred H. Collingwood, Francis Carroll, James Cook, Henry Cox, Ebenezer Coyne, J. J. Chatfield, D. H. Clark, Cornelius H. Crane, J. Williams Clerihugh, J. C. Corbin, W. H. Connolly, Joseph W.	Deutsch, William M. Denman, Alexander S. Devine, M. W. Daland, William B. Daland, Dudley A. Day, Louis B. Deraines, Joseph N. Duncan, Harry DeHart, William H. Edelsten, William English, Theodore C. English, N. C. J. English, James R. Egleston, Melville Forsyth, Charles Febrey Bros. Ford, George C. Faulks, Isaac Fredericks, Julius Faatz, William G. Glasby, J. P. Gales, Joseph Gillhooly, P. H. Grier, Joseph H. Genung, Charles H. Hammill, Joseph L. Heidritter, Frederick L. Hayward, H. S. Halsey, C. H. K. Hedges, James E. Hall, James W. Jr. Hand, James A. Halstead, George B. Hanifin, John P. Harris, Chauncey Hooker, R. B. Harris, J. S. Ives, Edward Ives, W. H. Jaqueth, Charles H. Kingsley, L. W. Kean, John Jr. Knapp, A. B. Kiggins, Henry Keenan, Henry Krenum, O. D. Lewis, J. M.	Lawrence, Benjamin L. Lansley, James H. Leahy, Henry Lansley, W. J. Lathrop, Thomas C. Lindabury, R. V. McKinlay, William Mackintosh, A. Mecabe & Faulks MacMaster, James Martiu, Joshua H. Meeker, Ellis R. McBride, Charles C. McCandless, John McGinley, Charles Morrell, George M. Moore, Samuel S. McLean, Thomas N. Morris, A. Hamilton Meeker, W. H. McAllister, Rev. F. M. Moore, Thomas Morewood, William Miller, Lebbeus B. Morris, Justus Norton, Paul T. Neureiter, George Norris, John B. Neil, George Ogden, B. M. Ogden, James C. Oakes, James Orcutt, Calvin B. Ogden, Samuel R. Pope, Henry W. Plumb, George H. Pierson, C. C. Phelps, William C. Parrot, George T. Pope, Ralph Passman, Leonard Pierson, Frederick H. Pierson, Edward W. Pierson, John D. Pettit, Alonzo Provoost, D. B. Pope, Frank L.	Rankin, William H. Rogge, J. F. Ross, Joseph C. Russ, Charles Reeve, M. W. Rommel, Charles Ryan, P. J. Ryder, Seth B. Stillman, F. W. Sayre, H. C. Swift, C. Addison Servis, P. S. Schmidt, Charles H. Spittlehouse, Charles Smith, Benjamin Smith, Elias D. Sanborn, George H. Silvers, D. W. Saunders, Henry D. Stoddard, John Sutherland, A. M. Snydam, C. C. Taintor, C. C. Tucker, William B. Tyson, John K. Thompson, Sidney S. Townley, J. Mortimer Terstegen, Frederick Thomas, W. P. Urner, Benjamin Voorhees, John Voorhees, Foster M. Vogel, Frank J. Van Deventer, U. L. Van Buren, Charles N. Watson, J. Madison Woodruff, E. C. Waddell, J. O. Whitlock, W. P. Williams, H. C. Welsh, Robert W. Waterbury, Robert M. Winans, F. T. Wright, Samuel I. Wood, E. M. Wilson, Mark D. Young, Augustus F.
--	--	---	---





## THE CITY OF ELIZABETH

is a city of semi-urban homes. Here and there throughout its area, particularly in the northern and western wards, are collections of beautiful residences surrounded by spacious grounds, shaded by maples, elms and other richly foliaged trees whose graceful boughs often interlace above and across the graded avenues. Everything that lends attractiveness to exterior appearances may be found surrounding these homes. Well-clipped lawns, graveled walks, beds of richly blooming flowers and foliage plants, gardens that form not only a pleasant sight in themselves, and afford their owners many hours of recreation, but supply the tables with fresh, crisp vegetables, such as cannot be found in any market in the world. For in the residential portion of our city the dwellings are not crowded together as they are in the metropolis. The land is so cheap that those who dwell with us may have an abundance of room, and on pleasant property may lavish, at little expense, the full measure of taste and care and skill in making their homes the most delightful of spots and the happiest of retreats after the work of each day. And this, too, with all the advantages of a home in the largest and wealthiest cities in the Union. No comforts of the great cities are denied to residents of Elizabeth, while a thousand and one that may be had in this city are not to be obtained in New York. People of our city can reach the very business centres of New York more quickly than some who live in the metropolis itself. These statements are fully verified by the official railroad statistics within the body of this book.

Elizabeth has churches, schools, academies, paved streets, parks, gas, water, electric lights, markets, horse railroads, places of amusement, public libraries, enterprising newspapers, banks, factories, elegant residences, public institutions—everything that a great city can boast, and with all these a perfect abundance of those charming and restful accompaniments of semi-rural life that every great city is utterly destitute of. All these for people who are seeking residences within easy daily access to the great centres of business.

What for the manufacturer?

This is the question which the city of Elizabeth would answer to the fullest satisfaction, and this is one of the highest objects sought by the publication of this book. It is difficult to summarize in an introductory page the splendid advantages offered by this city

CHAS. ROLLINSON  
= DESIGNER  
240 BROADWAY  
NEW YORK

502 PENN AVE  
ELIZABETH  
N.J.

to manufacturers, for that portion of the whole book which is devoted to this question is itself but an incomplete summary of the manufacturing interests of Elizabeth.

To every manufacturer locating here Elizabeth can offer unsurpassed facilities for shipping to all parts of the habitable globe. Five railroad companies offer transportation, and besides these the Staten Island Sound, washing the entire eastern boundary for nearly three miles, and carrying more actual tonnage than is shipped from New York or London, provides one of the most important waterways in the world.

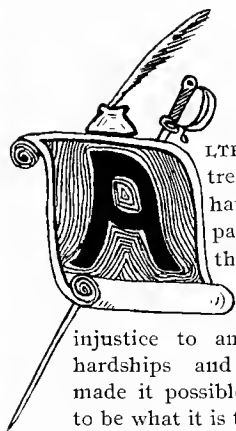
Cheap and abundant property, well located, advantageous sites on streets sewered, paved and in good condition; comfortable little houses at cheap rents for men of small means, tide-water rates of shipment, cheap fuel for steam producing, cheap material for building, splendid banking facilities for all engaged in business, well-stocked markets and stores of all kinds to supply the needs of a manufacturing locality, splendid public and private schools for the benefit of the citizens' children, enterprising citizens to help new comers in securing advantageous sites—everything that can be had in any city not of sudden and ephemeral growth can be found in the city of Elizabeth, and manufacturers cannot locate in any city that will be found more advantageously situated or that will in the end prove more satisfactory as a permanent manufacturing site.

It is the object of this publication to present to those seeking for delightful homes or unsurpassed manufacturing advantages some of the characteristic features of the city of Elizabeth. To this end the abundant illustrations of this book have been made, and the accompanying facts and statistics collected. The illustrations show exactly the kind of churches, schools, residences, stores, factories, etc., we have, while the text gives statements that are intended to be as accurate as the photographic views themselves. The effort has been to show the City of Elizabeth as it is; not to disparage or overestimate. There are enough advantages to present without exaggerating, for we stand ready to institute comparisons with any city in the United States, confident that the just and proper summary of the claims of our beautiful city will show it to be second to none.

We commend, therefore, this work to all who are seeking pleasant homes or the most advantageous manufacturing locality, and trust that the succeeding pages may be found filled with exactly such information as may be most useful, most desirable and best adapted to their inquiries and to the purpose in view.

# THE CITY OF ELIZABETH.

## HISTORICAL.



ALTHOUGH it is the purpose of this compendium to treat only of the things that are, and not of what have been, to omit to say something of the honorable past of a town whose history forms no small part of the history of New Jersey, and occupies far from few pages in that of American colonization and American independence, would be a flagrant injustice to ancestors, whose hardships and battles have made it possible for Elizabeth to be what it is to-day, and who have transmitted to their descendants the manhood and enterprise to make it so. To give more than the briefest history, would be beyond the limits and possibilities as marked out by the plan of this volume. Here and there, however, under appropriate subdivisions will appear more particular allusions to the past, as circumstances may require; but under this head only the briefest sketch of main events and important periods can be presented.

### EARLY DISCOVERIES.

On Thursday, September 3d, 1609, the East India Company's ship the "Half Moon," with Hendrick Hudson and his adventurous crew on board, dropped anchor in Sandy Hook Bay. On the following Sunday John Coleman and four other sailors were sent out in a boat to explore the waters and the lands on either side. An early historian tells us the quintette rowed through the Narrows and then found "a narrow River to the Westward between two Islands. The Lands were as pleasaut with Grasse and Floweres, and goodly Trees, as ever they had seene, and very sweet smells came from them. So they went in two leagues and saw an open Sea and returned." They had passed through the Kills between the Staten Island and the Jersey shores, had come into Newark Bay, and had been the first white men to see New Jersey and the site of the Elizabeth of to-day. Scheyichbi was the name the Indians gave the place, and to the bay which washed its shores

the Dutch afterward gave the title of Achter Kol. Thus was New Amsterdam founded and Elizabeth discovered.

### THE PURITANS.

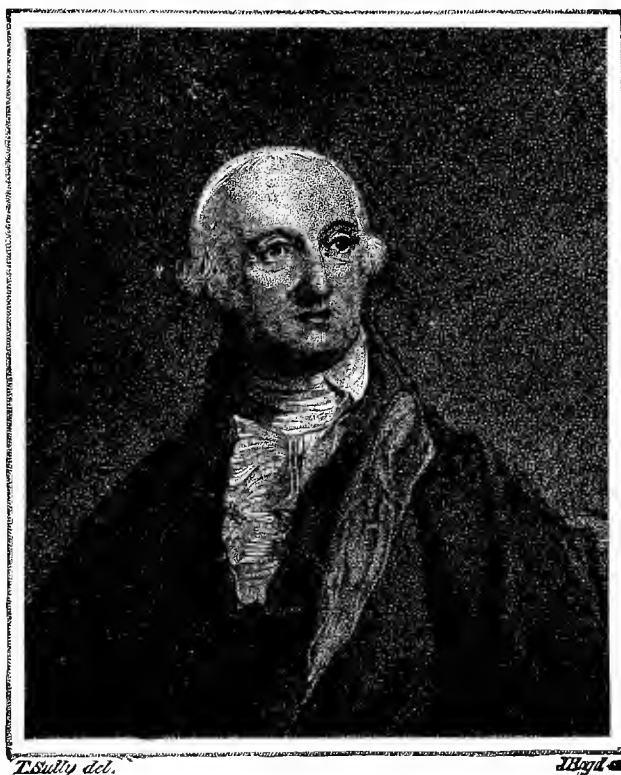
Previous to this the Puritans had established settlements in Connecticut and on Long Island. The restoration of Charles the Second to the throne of England in 1660 alarmed the colonists of

these places, who feared they would no longer enjoy the religious freedom that had been theirs under the Protectorate, and they bethought themselves of seeking liberty through affiliation with the Dutch comers, and forthwith, under the leadership of John Sticklin, of Hunterdon, Long Island, a large body of these men of Connecticut and Long Island made application to Governor Stuyvesant's council for privilege to settle on the shores of Achter Kol. Their petition was favorably received, and a general invitation was sent out later by the Dutch authorities for all Christian peoples to come and settle in the American domain of His Majesty of Holland. Shortly after this followed the surrender of New Amsterdam in the autumn of 1664 to England, and the subsequent deeding by Charles the Second of the former Dutch possessions to the Duke of York.

Negotiations were reopened by the Puritans for the founding of the Achter Kol colony, and

Colonel Richard Nicholls, the new English colonial governor, was petitioned for permission to purchase the desired lands from the Indians, which was granted. On the 28th of October, 1664, at Staten Island, the chief sagamores of the Indians deeded to John Bayly, Daniel Denton and Luke Watson, of Jamaica; Captain John Baker, of New York; John Ogden, of Northampton, and their associates, the lands mentioned, which deed was confirmed by Governor Nicholls on the first of December following.

"The land conveyed by Governor Nicholls' patent," says Hetfield in his *History of Elizabeth*, "was of large dimensions,



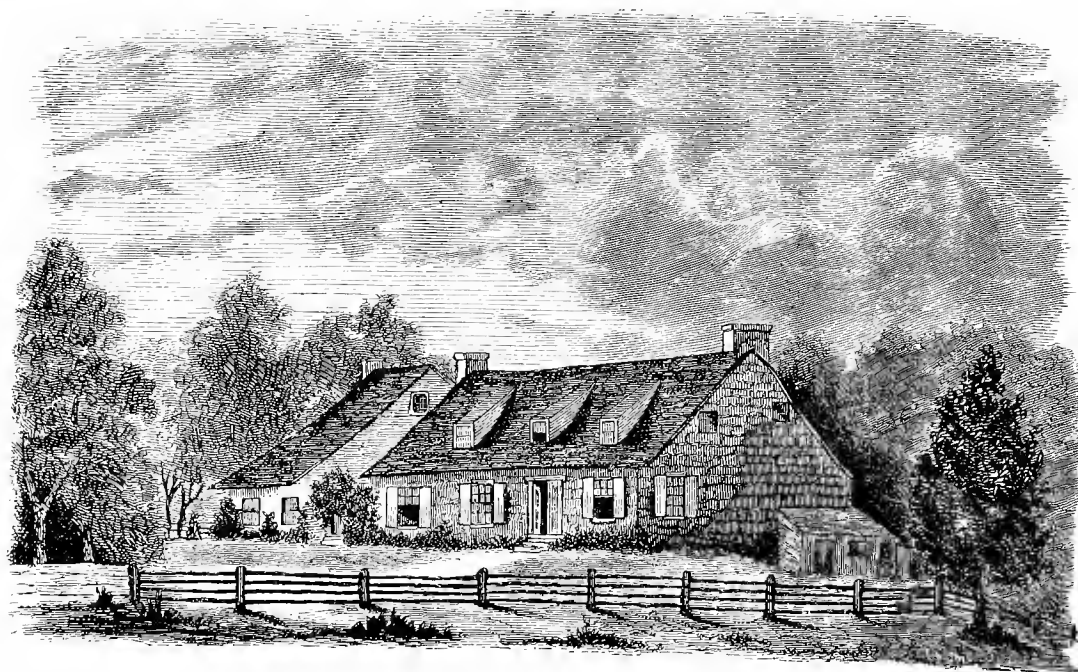
ELIAS BOUDINOT.  
[From Magazine of American History.]

It extended from the mouth of the Raritan on the south to the mouth of the Passaic on the north, a distance in a straight line of not less than seventeen miles, and running back into the country twice this distance, or thirty-four miles; embracing the towns of Woodbridge and Piscataway, the whole of the present Union County, part of the towns of Newark and Clinton, a small part of Morris County and a considerable portion of Somerset County—containing about 500,000 acres, upland and meadow in fair proportions, and watered by the Raritan, the Passaic, the Rahway and Elizabeth Rivers, Thompson's (Morse's) Creek and Bound Brook; diversified with level plains and ranges of hills of considerable elevation, ordinarily classified as mountains; the soil of the uplands mostly red shale and clay loam, and a large part of it susceptible of a high state of cultivation." The price named in the deed was: 20 fathoms trading cloth, 2 made coats, 2 kettles, 10 bars of lead, 20 handfulls of powder, and in addition 400 fathoms of white homespun to be paid a year after entry. Upon the execution of the deed occupation followed immediately, though ground was broken and the work of settlement began

For many years at intervals there was much trouble, arising out of the conflict of titles from the Indian and Carteret grants; but after Carteret obtained East Jersey, and subsequently conveyed his lands to the Quakers, the disputes were settled by compromise. In May, 1703, the proprietary government came to an end. Of the events that occurred from this time to the breaking out of the War of Independence, space forbids mention.

#### PRINCETON COLLEGE FOUNDED.

On the 22d of October, 1746, the charter of "The College of New Jersey" was granted to Rev. Jonathan Dickinson, pastor of the First Presbyterian Church, and others. Dickinson was the first president, and taught his pupils in the old parsonage on the south side of that part of the old Rahway road now known as Pearl street, between Washington avenue and Race street. "It was a frame building covered with shingles and painted red; in form it was long, two low stories in front, and the roof declined to the rear in a long slope, terminating at the height of one story above the ground." Upon Dickinson's death in 1748 the college



OLD PARSONAGE OF ST. JOHN'S CHURCH, ERECTED 1696, ENLARGED 1765.

(From Hetfield's History of Elizabeth.)

probably even before the confirmation of the Indians' deed by the colonial governor. The following spring more colonists arrived from Connecticut and Long Island and settled with the "associates."

#### CARTERET ARRIVES.

In August, 1665, the colonists were surprised by the arrival at the mouth of Elizabeth Creek of the ship "Philip," bearing Captain Philip Carteret, who announced himself as the holder of a commission from the king as governor of the colony, which he said had been deeded to Lords John Berkeley and George Carteret, and was to be known henceforth as "New Jersey." Berkeley and Carteret had been staunch supporters of Charles, and this was their reward at his hands. Trouble was imminent, and the deeds to John Ogden and his associates were produced. Carteret behaved very reasonably, waived his claim, purchased a share of the lands, and cast his fortunes with the settlers. The town was called Elizabethtown, in honor of the laudable Christian character and virtues of Elizabeth, the wife of Sir George Carteret.

was removed to Newark, and the Rev. Aaron Burr became its president. In 1756 President Burr moved it to Princeton, its present site.

#### ELIZABETHTOWN'S GLORIOUS RECORD.

The news of the opening of the War of Independence at Lexington, April 19th, 1775, reached Elizabethtown the following day and was received with wild demonstrations of enthusiasm. From that hour no town in all the colonies was more loyal, sent more soldiers, fought more bravely, made greater sacrifices of life and property, and did more effective service to the patriot cause than did the borough of Elizabeth. The glorious record may best be set forth in the statement that the annals of the town show the names of four generals, three colonels, five majors, two adjutants, fourteen captains, eight lieutenants, one surgeon and three quartermasters furnished the Continental Army, or in all forty commissioned officers. This does not include the names of many doubtless lost in lapse of time, nor the hundreds that bravely risked and gave their lives in the ranks. It is doubtful whether

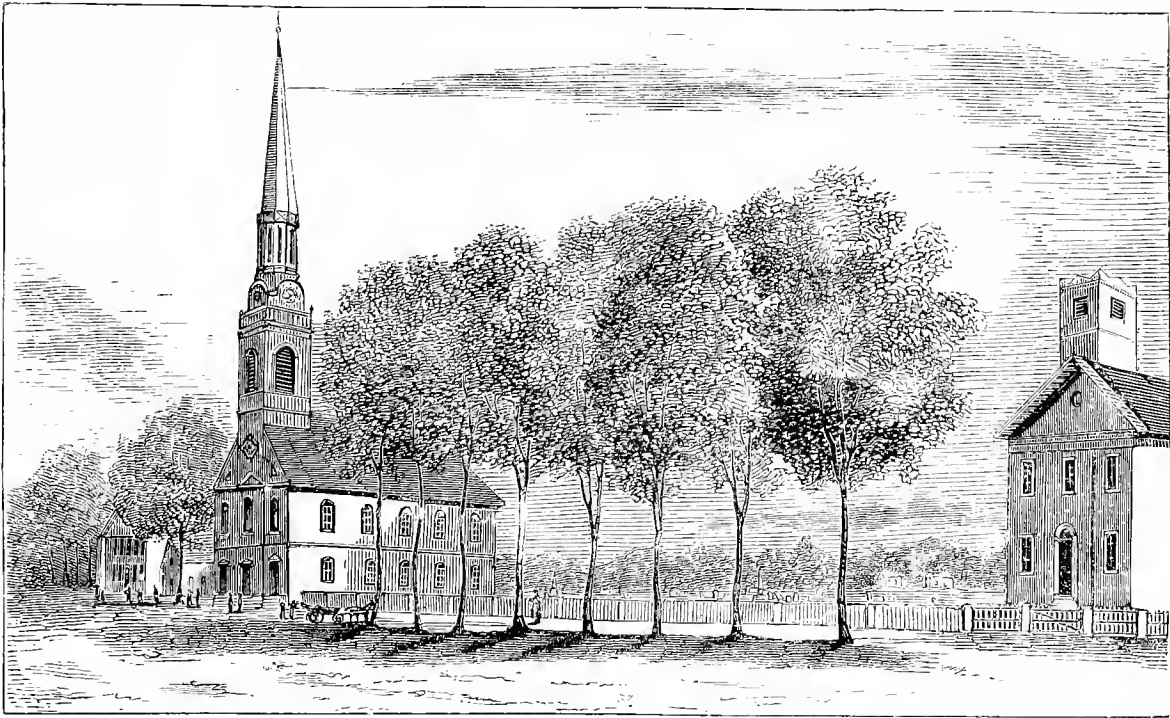
any town in the colonies could begin to show a proportionate record approaching this. Nor in the battle ranks alone were Elizabethans conspicuous in the Revolution. Among the citizens were Abraham Clark, signer of the Declaration of Independence; William Livingston, Governor of the State; Elias Boudinot, afterward President of the Continental Congress; Robert Ogden and Stephen Crane, Speakers of the Assembly; William Peartree Smith, the noted civilian, and General Jonathan Dayton, afterward Speaker of Congress. Generals Elias Dayton, Jonathan Dayton, Matthias Ogden and William Crane, and Colonels Aaron Ogden, Francis Barber and Oliver Spencer are bright names on the glorious pages of the history of national independence.

#### THE FIGHTING CHAPLAIN.

Prominent in all the battles was Rev. James Caldwell of the First Presbyterian Church, the "fighting chaplain" of the New Jersey Brigade. He preached resistance to tyranny in his pulpit on Sunday, and practiced what he preached during the week. On

charged that the murderer was bribed to do the dreadful deed, but there is no proof of this. The assassin was afterward hanged, without having left any confession of the motive for the crime. Caldwell did not die immediately, but was tenderly carried to the stoop of the famous Dayton house, nearly opposite the Boudinot house (shown on page 13), and there expired. There his funeral was held, and there, when the time came for his people to take their last look of his loved features, his nine children, homeless and doubly orphaned, were led to his casket by a brother minister, and were then taken to the homes of kind people, who brought them up in the fear of God, the love of their country and the hatred of its enemies.

The first company that went from New Jersey to the War of Independence was raised in Elizabeth by Edmund Disney Thomas. The occupation of Staten Island in the summer of 1776 by the British forces made the town an outpost early in the conflict, and during the whole war, with but few lapses, it was in a position of danger. On the 4th of July, 1776, a British sloop of fourteen guns



FIRST PRESBYTERIAN CHURCH, 1840.  
(From Hetfield's History of Elizabeth.)

one occasion when the wadding had given out, it is related that he rushed into the church, came out with an armful of hymn books, and cried out to the fighters, "Now put Watts into them, boys!" Washington turned the tide of battle by his capture of a thousand Hessians at Trenton, December 26th, 1776, and followed it up by his victory at Princeton, July 3d, 1777. Then General Maxwell came down from Short Hills with his Jersey Brigade and drove the British out of Newark and Elizabeth. When the Continentals arrived here "they found everything in ruins; their houses plundered, their fences broken down and consumed, their gardens laid waste, their fields an open common, and their records, both public and private, destroyed." On the 25th of January, 1780, the British made a raid on the town, destroying much property and burning the old First Church to the ground.

#### CALDWELL KILLED.

The closing tragedy of the war was the murder, November 24th, 1781, of Parson Caldwell by one of the American soldiers. It is

sailed up to Elizabethtown Point, and while the distinguished citizen, Abraham Clark, was signing the Declaration of Independence at Philadelphia, his townsmen at home battled for it. They attacked the sloop from the shore with two twelve pounders, set her on fire, destroyed her, and killed a large number of her men. This was but the beginning of a series of repeated forays from this place against the enemy's ships in the Sound and camp on Staten Island.

#### BATTLE OF ELIZABETHTOWN.

General Knyphausen landed at Elizabethport June 8th, 1780, with a force of five thousand men, with the intent to march against Washington, then encamped at Morristown, and drive the whole Continental army out of New Jersey. The inhabitants resolved to fight to the end. At the Cross-roads the advancing army was attacked by an outpost of twelve men. General Stirling was severely wounded and a temporary retreat was ordered. An advance soon followed, and the invading force marched up Elizabeth avenue, through the town to Springfield by the Galloping



Hill road. Warning of their approach was given by the firing of an eighteen pounder on Prospect Hill and the lighting of a tar barrel on a signal pole. The militia, farmers, and all who could bear arms, mustered and attacked the British. This little body, with the assistance of the regulars under Maxwell, made so gallant a fight that the enemy halted. Their commander, hearing that all of Washington's force was advancing from Short Hills, began a retreat at nightfall. During it all his force was pursued and harrassed by the patriots, the loss of many men being inflicted. During the retreat Mrs. Caldwell, the wife of the fighting pastor, was killed in her house at Connecticut Farms. A cowardly British ruffian came to the window of the room where she was sitting with her children and shot her.

Again on the 23d of the same month another invasion was made by a force of five thousand under General Clinton. Again was the warning given by the same means at Springfield, and again did the thousand brave Continentals and militiamen put them to flight and pursue them to the shores of the Sound. To the Elizabethans General Washington wrote: "The militia deserve everything that can be said; on both occasions they flew to arms universally, and acted with a spirit equal to anything I have seen in the course of the war." With the surrender of Cornwallis at Yorktown in October the conflict was practically ended, and the fighting men returned to their homes.

To the famous hereditary "Society of the Cincinnati," founded by the officers of the Continental army at Newburg at the close of the war, Elizabeth contributed seventeen members. The hereditary heirs now resident at Elizabeth are: William Pancoast Barber, William Chetwood Spencer, David Provost Thomas and William C. DeHart; while Governor Robert S. Green and William P. Thomas, Esq., are honorary members.

Little wonder is it, with such a history, that the many descendants of these Revolutionary heroes among the residents of to-day have cherished so sacredly the memories of the glorious past, and have celebrated with the fervor of true patriots all the anniversaries of these events; the centennials of the destruction of the British sloop on the day of the signing of the Declaration of Independence, of the burning of the old church, and of the battle of Elizabeth of June 8th, 1780, being most notable for their elaborateness. On the last named centennial the battle was gallantly fought again in sham at the Port, the Cross-roads, and on Elizabeth avenue and the Jersey streets. The Veteran Zouaves of Elizabeth, the Jackson Corps of Albany, and Company B of the Third (N. J.) Regiment represented the British; while the Washington Continentals of Princeton and the remaining companies of the Third Regiment personated the Continental forces. The ceremonies were participated in by all the citizens and some ten thousand visitors.

#### WASHINGTON'S INAUGURATION.

In General Washington's triumphant journey to his inauguration at New York on April 30th, 1789, Elizabeth played an important part. On April 22d he was met at New Brunswick by Governor Livingston, of Elizabeth, and rode to Woodbridge where he spent the night. On the following morning he was met there by a number of military companies, among them Captain Condict's, of Newark, Captain Wade's, of Connecticut Farms, and Captain Meeker's, of Elizabeth, and escorted to Elizabeth by way of Bridgeton, or Lower Rahway. General Matthias Ogden, of Elizabeth, of Revolutionary fame, commanded the procession, which escorted him to Samuel Smith's tavern, on or about the site of

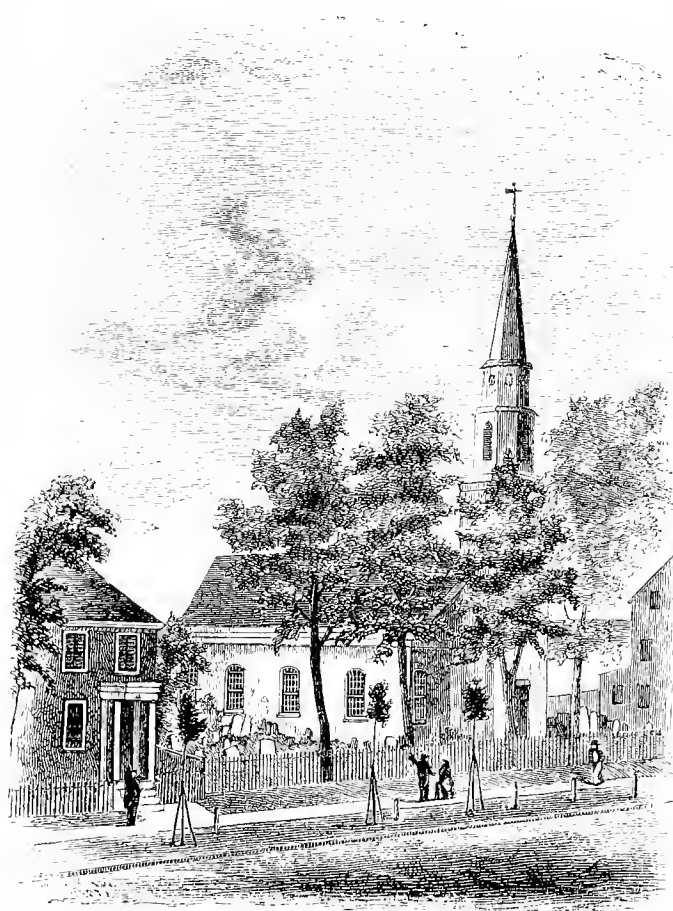
Mrs. Buckmaster's house on the southwest corner of Broad street and the present Rahway avenue. Here he held a brief reception. Then he went to luncheon at Boxwood Hall, on East Jersey street, the residence of Hon. Elias Boudinot, now remodeled and occupied as the "Home for Aged Women." There Washington met the committee of Congress and an illustrious company representing nearly all the quarters, if not the States, of the Union. Among those present were John Langdon, President of the Senate, from New Hampshire; Richard Henry Lee, Theodorick Bland and Arthur Lee, from Virginia; General Knox, the Secretary of War, from Maine; Tristram Dalton, from Massachusetts; William Samuel Johnson, from Connecticut; Charles Carroll, from Maryland; Ralph Izard and Thomas Tudor Tucker, from South Carolina; Governor Livingston, from New Jersey; Egbert Benson, John Lawrence, Walter Livingston, Chancellor Livingston, Samuel Osgood, John Jay and others from New York.

#### THE FAMOUS LUNCHEON.

An elaborate and exceedingly interesting account of this memorable luncheon, written by

Mrs. Martha J. Lamb, the historian, appeared in the May number of the "Magazine of American History," and it is proper to acknowledge that the publishers of this book are greatly indebted to the courtesy of Mrs. Lamb and the magazine which she so ably edits, for the use of several very valuable engravings which appear in these pages, as well as for permission to reproduce portions of her article. Speaking of this historic luncheon, Mrs. Lamb says:

"The table was spread in the spacious dining room with its dark wood trimmings, around which seats were provided for all, and the assembled greatness, nothing loath, did full justice to the delicious viands. The beautiful china table-service used on this occasion, and also the Boudinot family silverware, are in perfect preservation, apparently without a blemish, and are expected to grace the table at the luncheon given to President Harrison in the elegant hall of the Lawyers' Club, at the Equitable Building, in New York, April 29th, 1889. The china was decorated to order



ST. JOHN'S CHURCH IN 1840.  
(From Hetfield's History of Elizabeth.)



abroad, all its elaborate vines and flowers having been specially designed. The Boudinot arms appear in bright coloring on every plate and dish of whatever description, oftentimes twice or three times, as shown in the soup-tureen and quaint fish-platter of the sketch. Some of the silverware was made in Paris, some in London, and some in the city of New York, at different early dates. The larger and most costly pieces were imported in 1785 and 1787, although several of the choice dishes are much older. The beautiful porringer and cover came from Paris in 1777.

"Elias Boudinot, the statesman and philanthropist, was then in his fiftieth year, in the very prime of his active and useful life, a lawyer of wealth and eminent Christian character, had been classically educated and highly cultivated by reading and study, was affable and yet remarkably dignified in his manners, and a hospitable, genial and delightful companion. He had been sent as a delegate to the Continental Congress in 1777, and in 1782 was chosen president of that body, and in that capacity signed the treaty of peace with England. After the adoption of the Constitution he was naturally the first choice of New Jersey to the new Congress, and his constituents expected he would have been the speaker of the House."

The silver and china did grace the table at the luncheon to President Harrison, above referred to, and furnished not a little of the inspiration of that second memorable occasion.

Mrs. Lamb visited the city of Elizabeth in order to see the Boudinot house before making this very valuable contribution to American history, and it cannot be better described than in her own language:

"The home of Boudinot in Elizabeth was a great, square, comfortable structure, with an old-fashioned gable roof, tall chimneys suggestive of forefatherly fire-places, and a massive door with a brass knocker in the centre of a somewhat imposing front. It stood among lawns and gardens and lofty trees, very much embowered and hidden in summer-time with aspiring vines, attractive shrubbery and gay-colored flowers. There was no Jersey street then, but the house was reached by a private carriage-way from the old road to Elizabethtown. Its entrance hall and staircase are of the style so much in fashion before the Revolution, the former being broad enough for a cotillion party. Two stately apartments on either side of this central hall reveal even at this late day many traces of former elegance and taste. The mantels with their quaint carving and the curious cornices are worthy of note. Two stories have been added to the building, which has been converted into a home for aged women, but the charm of its historic associations remains."

After an hour or two spent here Washington was escorted by a great procession amid enthusiastic popular demonstration to Elizabethtown, where at noon he embarked on an elegantly decorated barge, and was rowed to New York by thirteen sailors dressed in white, of whom Thomas Randall was coxswain. A numerous gaily decked fleet accompanied him. As at Trenton, thirteen young ladies of the leading families, symbolically garbed as the thirteen original States, gave him greeting and farewell.

There is strong temptation to quote the whole of Mrs. Lamb's contribution, but the limits of space forbid. There is, however, another house whose history is so remarkable and so closely linked with that of Elizabeth, that it cannot be omitted. This is

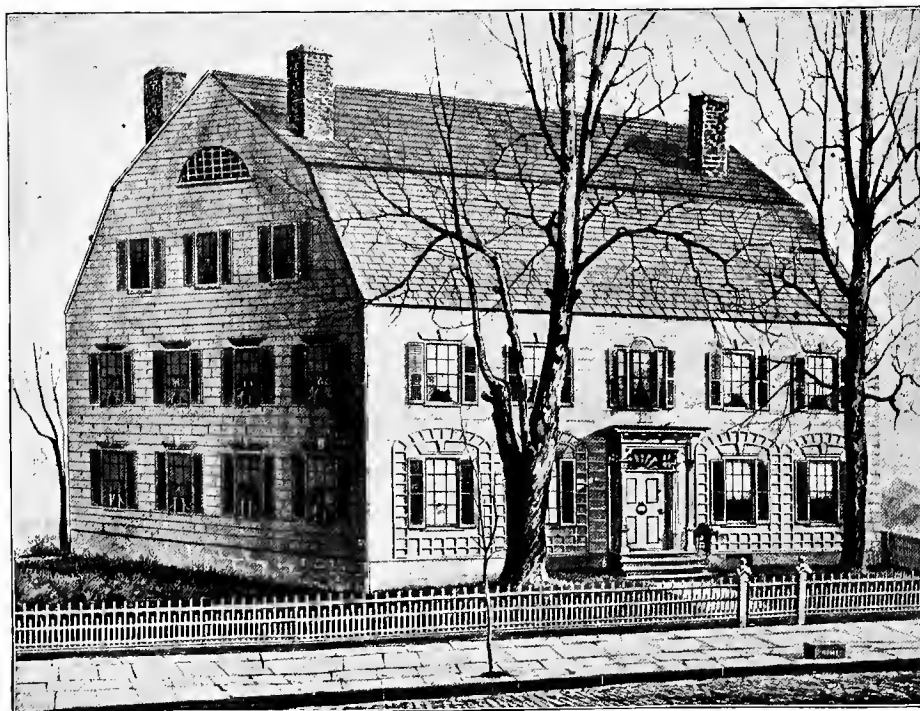
#### LIBERTY HALL,

owned and occupied by Governor Livingston. It was built in 1773 by Livingston himself. The following, with reference to this historic mansion, is taken from the same author and magazine:

"He owned, since 1760, some one hundred and twenty acres of land in Elizabethtown, and had brought the soil under cultivation. His hobby was fruit-raising. He imported fruit-trees, chiefly from England, until he had sixty-five varieties of pears, and plums, cherries, peaches and apples in similar profusion. He took so much pride in his Newtown pippin that, in 1767, he sent several barrels to a friend in London.

"The house

was named 'Liberty Hall,' and it is interesting to note that it was the first refuge of Alexander Hamilton when he arrived in America from the West Indies, a pale, delicate, blue-eyed boy of fifteen. He brought letters to Livingston from Dr. Hugh Knox, and through the advice of the former entered the school of Francis Barber, in Elizabethtown. 'Liberty Hall' was always open to him, and it was in listening to the table-talk of its many and delightful guests, among whom were the Ogdens, Stocktons, Boudinots, and the learned Dr. Witherspoon, that Hamilton obtained his first lessons in statesmanship. Mrs. Livingston and her daughters took a deep interest in the country's affairs, and the young ladies became full-fledged politicians long ere they had attained complete physical stature. The knotty problems of the hour prior to the outbreak of hostilities, and the methods of solving and settling them, were discussed daily in the household. Even in the most familiar correspondence with his children at school, the subject uppermost in Livingston's thoughts occupied the chief space. One instance was when his son wrote home about a reference in his lesson to ghosts, Livingston replied: 'Should the spectre of any of the Stuart family, or of any tyrant



THE BOUDINOT HOUSE.

(From the Magazine of American History.)

whatsoever, obtrude itself upon your fancy, offer it not so much as a pipe of tobacco; but show its royal or imperial spectrality the door, with a frank declaration that your principles will not suffer you to keep company even with the SHADOW of arbitrary power.' Liberty Hall has had an upper story and extension in the rear added within recent years, modern glass has taken the place of small panes in many of the windows, and the deep fireplaces are framed in marble mantels that had not come into use when the house was new. But the narrow doors and wide staircases—bearing still the cuts of the angry Hessian soldiery when thwarted in their purposes—and the innumerable little cupboards and artful contrivances for hiding things in the paneling of the walls, are tenderly preserved. It stands on elevated ground some rods from the street (what was the old Springfield turn-pike), about a mile from the railroad station, and the front yard retains the lofty shade-trees of a century ago. The large tree in the right foreground of the picture was planted in 1772 by Susan, the eldest daughter of Governor William Livingston—the same who with such heroism and tact saved her father's correspondence with Washington and Congress from falling into the hands of the British.

"It was this lady, Susan Livingston, who became the wife of Hon. John Cleve Symmes, whose daughter became the wife of President William Henry Harrison, and thus the grandmother of President Benjamin Harrison.

"The enemy made several attempts to burn Liberty Hall during the Revolution, and threatened the governor's life with ugly determination, subjecting him to the greatest possible inconvenience and danger. He presided over the Council of Safety, which met first in one town, then in another, and anywhere in the mountains and woods as policy or prudence dictated. He had a house at Parcipany, where his family lived for a time; and once, while visiting them, his movements were reported, and a party of refugees swooped down upon the place in the night. He had some gentlemen guests, and, wishing to be sure of catching the right man, they concluded to lie in the grass until daylight. They fell asleep, and when awakened by the morning sun, the governor, wholly unconscious of the assassination plot, had risen and was galloping over the road miles away to meet some important appointment.

"About the same time Livingston wrote to his daughter Kitty: 'If the British do not burn Liberty Hall, I shall think them greater rascals than ever, for I have really endeavored to deserve this last and most luminous testimony of their inveterate malice.' With a

view solely to the protection of the property by her presence, Mrs. Livingston returned with her daughters from Parcipany to Elizabethtown. But their courage and self-possession were several times put to the severest test. When the British made their memorable incursion into New Jersey in June, 1780, and burned Springfield and Connecticut Farms, the flames of which were in full view, and soldiers continually passing Liberty Hall throughout that dreadful day, the ladies were alone with the women-servants, the governor being at Morristown, and the men-servants all hiding in the woods. In the morning, three or four British officers called and had a short interview with Mrs. Livingston and her daughters; but they left so full of admiration at the coolness and intrepidity of the ladies as to swear they should not be harmed. The house was accordingly spared. Late in the evening some British officers sent word that they should lodge at Liberty Hall. This was regarded as additional assurance of safety to the family.

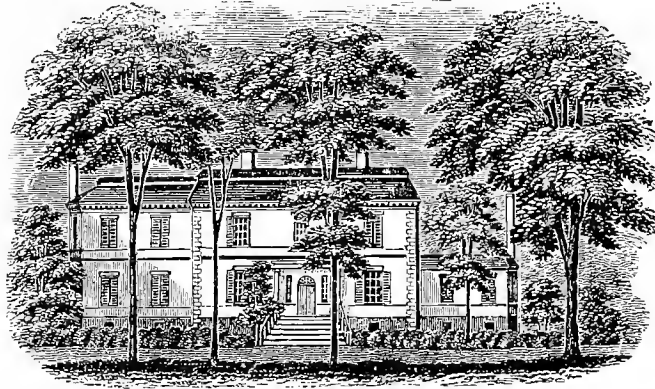
About midnight there was a sudden uproar, and the officers were called away hastily by startling news. There was firing along the road. Presently a band of drunken refugees came staggering through the grounds, and with horrid oaths burst the door open into the hall. The women-servants huddled into the kitchen, and the ladies locked themselves into one of the chambers. Their retreat was soon discovered, and there was a great pounding upon the door; as it was about to be burst in, Kitty Livingston stepped forward and resolutely opened it. A drunken ruffian seized her by the arm, and she, with the quickness of thought, grasped his coat-collar.

Just then a flash of lightning revealed to the assailant the lady's white robes and equally white, scared face, and the wretch fell back, exclaiming, 'Good God! It is Mrs. Caldwell, whom we killed to-day!'

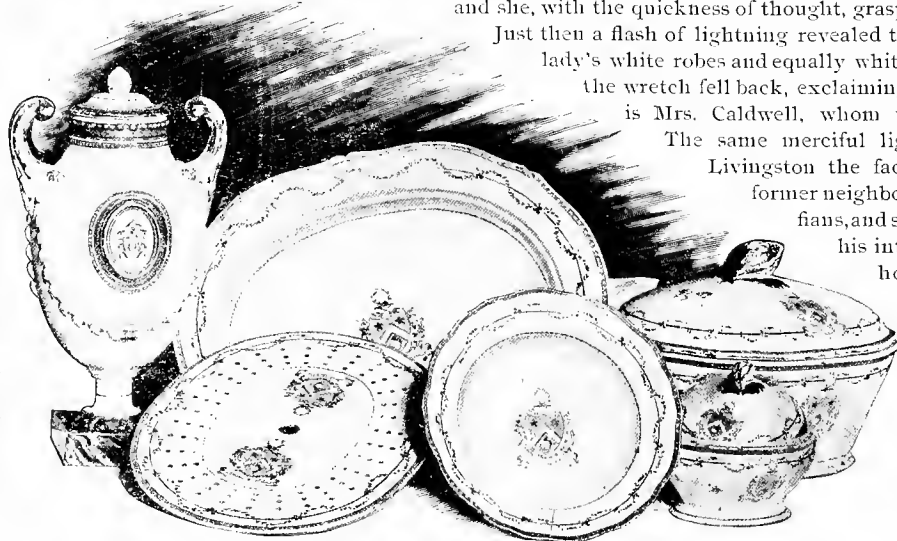
The same merciful light showed Sarah Livingston the face of one of their former neighbors among the ruffians, and she quickly secured his intervention and the house was cleared.

"It was in this historic home that Mrs. Washington was entertained in May, 1789, when on her way to New York after the inauguration of her husband as first President of the

United States. The mansion was decorated with flowers, and Governor Livingston's children—a gifted gathering of men and women—were present to help do the honors. The guest-chamber occupied by Mrs. Washington was over the library. The one set apart for the use of Mrs. Robert Morris was over the hall in the centre of the front of the mansion. The next morning Washington, accompanied by John Jay, Robert Morris and other distinguished gentlemen, arrived at Liberty Hall in time for



LIBERTY HALL, GOVERNOR LIVINGSTON'S MANSION, 1840.  
(From Historical Collections of the State of New Jersey.)



THE BOUDINOT CHINA TABLE SERVICE.  
(From the Magazine of American History.)

breakfast. No queen was ever escorted into a capital with more conspicuous ceremony than Mrs. Washington into New York.

"After the death of Governor Livingston, in 1790, the beautiful country seat passed into the hands of strangers. It had a romantic episode, being purchased by Lord Bolingbroke, who ran away from England with the school-girl daughter of Baron Hompasch, leaving an estimable wife to break her heart. Later on the property was purchased by the daughter of the governor's brother, Peter Van Brugh Livingston, who was the widow of Hon. John McKean. She subsequently married Count Niemcewicz, a Polish nobleman and poet, and the mansion once more became the centre of attraction for statesmen, scholars and celebrities. It has ever since been in the possession of the Kean family.

"There are not less than fifty noteworthy houses in Elizabeth that were built before the Revolution, and several that have defied the storms of at least two hundred years. The romantic story of the town's first settlement in 1664, and how in 1672 an arrogant little parliament deposed its first governor, would bear repeating if space permitted. For many years prior to the Revolution it was a larger and more notable place than Newark. It was where the General Assembly met until it commenced its alternations between Perth Amboy and Burlington; and it was the residence of the governors and officers of the government far into the following century. The house in which Governor Belcher lived is still standing in Jersey street, a little beyond the old home of Elias Boudinot. This distinguished patron of learning and religion took his seat in the executive chair of the province in 1747, and proceeded very soon to enlarge and improve the

charter of the College of New Jersey. The same house was occupied later on by Governor Aaron Ogden, who was five years president of the state society of the Cincinnati, and ten years president-general of the organization. Elizabeth and Newark had a little scrimmage in the early days concerning the boundary line between the two places. They did not attempt, as did an ancient Connecticut town, to settle the controversy by *private combat*. But a committee from Elizabeth met a committee from Newark on a little round hill between the two places—henceforward called 'Divident Hill'—and as a preamble to the tangled business before them, Robert Treat, of Newark, led in prayer. When the conference ended, John Ogden, one of the principal founders of Elizabeth, also prayed, returning thanks for their '*loving agreement*.' There were *unloving* disagreements afterward that were not disposed of so easily. A county election, for example, in 1807, was to decide the location of the court house. Elizabeth wanted it, and Newark became intensely excited. Public meetings were held in all parts of the county, and the children in the public schools were employed for days in writing tickets for the contest.

Whoever spoke a good word for Elizabeth was in personal danger. Two Newark gentlemen drove to Elizabeth in a gig on private business, and were received with a bucket of tar. On the day of election, every horse, carriage and cart in the place was in requisition, and every man and every woman old enough and big enough (age was a minor consideration), or who expected to grow old enough and big enough to vote, was promptly at the polls. It may have been forgotten, but it is true all the same, that in the beginning of the present century, widows and single women were entitled by the laws of New Jersey to vote in all elections. Vehicles were going all day to and from the different polls, and every person voted at every poll. Married women voted as well as single women. Three sisters, the youngest aged fifteen, changed their dresses and their names, and voted six times each. This was related to the writer, by two of the sisters, who lived to a great age, residents of Newark. Men and boys put on women's clothes in order to duplicate their votes. Never was there a more reckless and extraordinary proceeding. Newark won the court house, and in the evening illuminated herself to the tops of her steeples."

#### THE INAUGURATION CENTENNIAL.

Reference has already been made in former pages to various historic events, the centennials of which were celebrated by the people of Elizabeth with great display and enthusiasm. But none were marked with more elaborate display, more patriotic sentiment, and greater public interest and enthusiasm, than the celebration of the centennial of Washington's inauguration as first President of the United States.

The Board of Trade was among the first to take such measures as would make the celebration a great success. A committee was appointed with full

power to do all that was necessary or advisable. The Mayor of the city was requested to act as chairman, and the committee itself numbered some of the ablest and most representative citizens. They were: Mayor Joseph H. Grier, Chairman; Hon. Amos Clark, Dr. George C. Brown, Edward S. Atwater, Edward F. Brooks, C. H. K. Halsey, Chas. C. McBride, Rev. F. M. McAllister, Prof. D. T. Ames, Chas. McGinley, B. H. Campbell, P. J. Ryan, Frederick L. Heidritter, Maj. Hugh W. Adams, Hon. John Kean Jr., William B. Daland, John McCandless, F. J. Blatz, Lebbeus B. Miller, Charles Russ, Henry Cook, P. Hamilton Gilhooly, Augustus F. Young, Capt. S. I. Wright, Prof. J. Madison Watson, C. Addison Swift, Secretary, and County Collector Edward M. Wood, Treasurer. This committee met frequently, appointed sub-committees with an aggregate of several hundred members.

Half their work will never be told, but when the historic 29th of April, 1889, arrived, it found the whole city thronged with tens of thousands of people who had come from all sections of the State; and the whole city was ablaze with bunting. Conspicuous among all the decorations was that of the old First Presbyterian Church, which was trimmed with flags to the very top of the steeple, and



THE BOUDINOT SILVER TABLE SERVICE.  
(From the Magazine of American History.)

had its glorious Revolutionary record bannered on its venerable front. Scores of old mansions and buildings that remained standing ever since Washington passed by them were conspicuously adorned with their ancient and honorable record. When the full and complete history of Elizabeth is written, these precious old relics will each be allotted a worthy space.

President Harrison arrived by the Pennsylvania Railroad at 7.23 o'clock in the morning. He was received by Mayor Grier, Rev. F. M. McAllister, Hon. Amos Clark and Mr. Charles Russ, representing the city, and members of the State Committee. At the same moment the fire alarm gave the signal and every church bell in the city answered in ringing notes of welcome, and the cannons belched forth a salute. The President was escorted in an open carriage to the residence of Governor Robert S. Green, on the corner of West Jersey and Cherry streets.

#### A MEMORABLE BREAKFAST.

Here a goodly company sat down to a breakfast in some respects recalling the famous luncheon of a century before, which in a measure it represented. Without, the executive mansion was fairly enveloped in the national colors and emblems, while from the adjoining reviewing stand waved scores of flags. Within, flowers in profusion decked every available space.

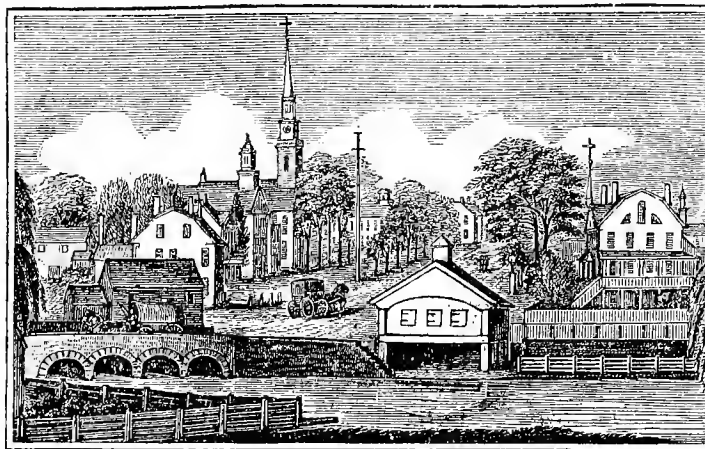
Breakfast was served immediately on the arrival of the Presidential party. In the centre of the table was a long tray of pansies, and in cut glass dishes were spring flowers, while bunches of La France roses were laid about the tray and dishes. The service was the old Stockton china, used by Governor Green's great grandfather, Robert Stockton, the first Chaplain of Congress and brother of Richard Stockton, signer of the Declaration of Independence. Governor and Mrs. Fitzhugh Lee, of Virginia, (the latter was Miss Fowle of Elizabeth), and Governor and Mrs. Beaver, of Pennsylvania, had arrived the night before. These with President and Mrs. Harrison, Vice-President and Mrs. Morton, Chief Justice and Mrs. Fuller, Justices Blatchford and Field, Thomas Harrison and Mrs. McKee, sat down with Governor and Mrs. Green. After the breakfast President Harrison gave his arm to Mrs. Green, and followed by Governor Green and Mrs. Harrison, led the way to the drawing-room. Mrs. Green wore a white damasce tea gown, trimmed with white lace and black velvet. Mrs. Harrison wore a dark walking costume. The Governor's two accomplished daughters and a few of their most intimate friends were also present. Immediately after the breakfast the doors were thrown open, and a brief reception was given. The people thronged to see the President, and among the distinguished bodies represented were the State Senate, the Assembly, the State Centennial Committee, the Society of the Cincinnati, the Sons of the Revolution, the State Historical Society, the Washington Society, the trustees and professors of Princeton and Rutgers Colleges, the Loyal Legion, the Grand Army, the County Freeholders, the Common Council, and all the city officers and boards. Besides city officials, nearly all the distinguished citizens of Elizabeth were present, and ex-governors from New Jersey and other States, and officials and ex-officials of all grades were present from every city in the State.

#### THE REVIEW AND PARADE.

From the Governor's spacious residence the Presidential party passed to the grand stand to review the parade—a procession larger and grander than anything ever before seen in the city. Grand Marshal Charles H. K. Halsey and his aides led the line, and then followed the military, led by the Third Regiment, N. G. of N. J., making a fine display. Next came the grandest body of old soldiers ever before seen or ever likely to be seen again in this State. It was the division of the G. A. R. Thousands of these old veterans passed in review, baring their whitened heads as they saluted their old comrade, now holding the highest position in the gift of the people. Cheer after cheer rose from these grizzled ranks and from the people who looked with pride and reverence upon this grand spectacle. Nearly three thousand of these old heroes were in the line.

After the veterans came several Camps of Sons of Veterans, and next followed the civic societies—the Odd Fellows, the Platte-deutsche Verein, Knights of Pythias, the young Centennials, Parnell Guards and many others. They were succeeded by a quaint display of "the agriculture of 1789 and that of 1889," showing the old farm life and agricultural implements as compared with the new. Then came the firemen, and lastly the division of colored citizens.

The scenes on the way from the Governor's mansion to the Aleyone Boat House, from which President Harrison was to embark—as Washington had embarked from "the Point" a hundred years before—were of indescribable splendor. The streets were crowded so as to be nearly impassable, and banners and bunting covered nearly every house. Three magnificent arches were erected—one at the intersection of Broad and Jersey streets, a second at Union Square, and a third at First street. That which attracted most attention was at Union Square. It was



ELIZABETHTOWN IN 1840, FROM THE BROAD STREET BRIDGE.

(From Historical Collections of the State of New Jersey.)

known as "The Living Arch." It was in the form of a bridge of steps rising one above another, and then extending in an arch across the street. On each step and on the arch were young girls dressed in white, representing the States. The climax of the grand spectacle was when the carriages of the Presidential party reached this arch. President Harrison bared his head and smiled. The little girls showered the bouquets into his carriage and into the carriage occupied by Vice-President Morton. The crowd went wild, and cheer after cheer rent the air. The girls on the arch represented the States, as follows: Pennsylvania, Kate Dohmeyer; New Jersey, Mabel Voorhees; New York, Mary High; Rhode Island, Maggie A. Bloomfield; Connecticut, Hettie Coleman; Massachusetts, Emily Wolferz; New Hampshire, Mabel Williams; Vermont, Rachel Barclay; Tennessee, Bertha Rittenhouse; Louisiana, Mary Morse; Mississippi, Elsie Schlieter; Alabama, Eva Davis; Missouri, Addie Miller; Michigan, Mary E. Coleman; Texas, Edith Van Auker; Wisconsin, Hettie Whitehead; Minnesota, Kittie Wachter; Kansas, Grace Ten Eyck; Nevada, Carrie Karr; Colorado, Mattie Young; South Dakota, Elsie Lohmeyer; Washington, Rhetta Prewett; Idaho, Lizzie Deprez; Utah, Jennie Hazeldine; New Mexico, Tillie Henel; Delaware, May Matthews; Maryland, Tillie Van Blarcom; Virginia, Nettie Meyer; North Carolina, Bessie King; South Carolina, Frieda Laucks; Georgia,



Gertie Dabb; Kentucky, Lillian H. Field; Ohio, Florence McCotter; Indiana, Belle Hixson; Illinois, Nellie Banvard; Maine, Edith McCotter; Arkansas, Jessie Grier; Florida, Florence Williams; Iowa, Nellie Weber; California, Florence Whedon; Oregon, Ethel Hoff; West Virginia, Louise Pollard; Nebraska, Ella Matthews; North Dakota, Florence Conrad; Montana, Hedwig Diehm; Arizona, Sarah Beyer; Indian Territory, Carrie Cole; Wyoming, Louise Jensen; Alaska, Etta Hindson. Prof. Heyer, of Public School No. 3, who did much in the arrangement of this patriotic scene, was on the arch with the girls. The President spoke in very complimentary terms of this beautiful feature of the celebration, and it will no doubt go down to history with the famous arch at Trenton, under which Washington passed in 1789.

From Elizabeth President Harrison passed to New York, through the waters of Newark Bay and the Kill von Kull, as Washington had done, and thus ended the greatest centennial celebration Elizabeth has thus far witnessed. So eager were the celebration committees to make it a success, and so generous were the people, that when all expenses were paid there were in the treasurer's hands nearly a thousand dollars of unexpended funds. These were distributed among the worthy charities of the city.

#### A NEW BOROUGH CHARTER.

So absorbed had the citizens been in the battle for independence that they allowed the borough charter to lapse on July 4th, 1776, and had thus become disfranchised; nor did they seek a remedy for some years, and it was not until November 28th, 1789, that a charter was obtained for the "Borough of Elizabeth," which then included several outlying townships. Under it John DeHart was made Mayor, and General Elias Dayton, Recorder. The natural advantages of location, enforced by the fame of its deeds, gave the town a steady and healthy growth. The population grew as follows: 1810, 2,977; 1820, 3,515; 1830, 3,455; 1840, 4,184; 1850, 5,583; 1860, 11,567. In 1836 the town had four hundred buildings. Union County was set off from Essex in 1857, and Elizabeth was made the county seat. By a charter from the State on March 4th, 1863, old Elizabethtown was officially baptised "The City of Elizabeth."

During the war of 1812 and the conflict with Mexico, the patriotism of the inhabitants abated not a whit, and many men risked and gave their lives to their country, and gained fresh patriot laurels for their birthplace. At the close of the war of 1812 General Winfield Scott took up his residence here, and thereafter, when not away on field duty, his headquarters drew to the town many officers, which gave Elizabeth a marked social fame. Some of these officers attained subsequent great renown, among them being General Robert Anderson, the gallant defender of Fort Sumter.

#### THE WAR OF THE REBELLION.

On the afternoon of the 13th of April, 1861, the news was first received of the firing on Fort Sumter. The wild scenes of that day are fresh in the recollection of many. That night a meeting was held at the Court House. It was an assemblage of excited men without leaders and without organization. They had seen the stars and stripes run up on the steeple of the loyal old First Church, and like their fathers and grandfathers before them they rushed to its defence at the first alarm. They were all heart but no head. Some wanted a company to be formed on the very instant, guns to be seized, and march made forthwith that night to the defence of Sandy Hook! Let us not laugh at them at this late day. Let us honor their devotion. They meant well; but their patriotic blood had rushed to their heads—that is all.

Nothing practical was of course accomplished that evening, except the demonstration that Elizabeth to a man was loyal to the Union. Flags waved from every house, and on the breast of every man fluttered the miniature stars and stripes. The City Council immediately appropriated \$10,000 toward the support of the families of those who were going to the war; while the old State Bank forthwith tendered Governor Olden a loan of \$50,000 toward the equipment of the troops. The ladies of the Humane Society forwarded \$50 from its treasury for the soldiers, and called upon the women to help them prepare necessaries for field and hospital use. On the 24th there was a mass meeting at Library Hall, when Judge E. B. D. Ogden delivered an oration, the eloquence of which still rings in the hearts of those who heard it.

"Who is here so vile that will not love his country?  
If any—speak; for him have I offended.  
I pause for a reply. None.  
Then none have I offended."

The answer to that famous query of Brutus, as it rolled in impressive periods from the mouth of the eloquent orator of the evening, will never be forgotten, and that moment the final seal was set on Elizabeth's endorsement of the cause. Resolutions were passed pledging fealty to the Union and support of the families at home. That very night one man gave \$500; one, \$250; forty-eight, \$100; nineteen, \$50; twenty-five, \$25; four, \$20; seven, \$10; one, \$5; one, \$3, and one, \$1; a total of \$7,109 from one hundred and five subscribers. David Hatfield organized Co. A, of the First Regiment, N. J. V., the first company of three years' men the State furnished to the civil war.

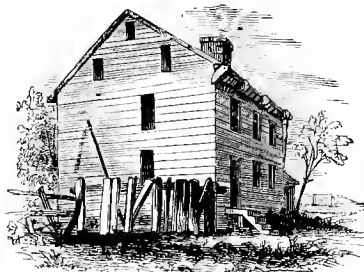
#### ANOTHER GLORIOUS RECORD.

No less honorable a part did Elizabeth take in the war of the Rebellion than in that of the Revolution. In proportion to its population, fully as many men fought for union as for independence. It furnished not only many men to New Jersey volunteer regiments, but many enlisted in the regiments of other States and the regular army. Adjutant-General Stryker's record gives the New Jersey volunteers in full, but by regiments only, without specifying from what towns or counties the men came. There has never been any attempt on the part of Elizabeth historians to compile the roster of those who went out from this city. As far as limited time permitted the compiler of this work has endeavored, by taxing the memories of ten or a dozen local veterans, to get at least a list of those who went from here and attained the rank of captain or higher. Recourse was then had to General Stryker's book for their record. The list is without doubt far from complete, but is here presented as the best circumstances will permit to be offered. Some future historian, with more time at his disposal, may perhaps be incited to compile a complete Elizabeth roster. By way of introduction the roster is headed by three of the city's distinguished veterans of the wars of 1812 and Mexico, one of whom also won glory in the war of the Rebellion.

#### THE ROLL OF HONOR.

At the head of the roll of honor of Elizabeth veterans stands the renowned name of Major-General Winfield Scott, the hero of two wars and commander of the armies of the United States, who took up his residence in this city at the close of the war of 1812, and lived here until within a few years of his death.

An Elizabeth veteran, who has seen as long, arduous and honorable service as any man who ever fought in the United States army is James V. Bomford, now resident here as a retired colonel, with the brevet rank of brigadier-general. His services occupy many honorable pages of the military records of the country, but



From Lossing's "Field-Book of the Revolution"  
COL. WM. CRANE'S TAVERN AT ELIZABETHTOWN POINT,  
Where Washington embarked on his way to his inauguration in New York; now the site of the Singer Factory.

only the briefest summary of them can be given here. Appointed brevet second lieutenant Second U. S. Infantry, from the Military Academy, July 1, 1832; on the Black Hawk expedition in 1832;

athlete. His strength and endurance enabled him to accomplish wonders. There was great rivalry among the young officers in the Mexican war in the performance of daring feats, and they would



CORNER OF BROAD STREET AND ELIZABETH AVENUE, 1889.

second lieutenant Second Infantry, October 6, 1834; in the Florida war, 1837-38; first lieutenant Eighth Infantry, July 7, 1838; on the northern frontier during the Canada-Border disturbances; adjutant Eighth Infantry, 1838; captain Eighth Infantry, March 4, 1845; in the military occupation of Texas, 1845-46; in the war with Mexico, 1846-48, being engaged in the battle of Palo Alto, May 8, 1846; battle of Resaca-de-la-Palma, May 9, 1846; battle of Monterey, September 21-23, 1846; at the siege of Vera Cruz, March 9-29, 1847; battle of Cerro Gordo, April 17-18, 1847; capture of San Antonio, August 20, 1847; battle of Cherubusco, August 20, 1847; battle of Molino-del-Rey, conspicuous in the forlorn hope, September 8, 1847; breveted major, August 20, 1847, for gallant and meritorious conduct in the battles of Contreras and Cherubusco; storming of Chapultepec, September 13, 1847, and assault and capture of the City of Mexico, September 13-14, 1847; brevet lieutenant-colonel, September 8, 1847, for gallant and meritorious conduct in the battle of Molino-del-Rey. At West Point and in the service he was noted as a great

fight and race their way to be the first to plant the victorious stars and stripes on the ramparts. Foremost in all these contests

was young Bomford. He was notably among the first to scale the fortifications at Cherubusco, Molino-del-Rey, Contreras and the City of Mexico. Twelve years of unbroken frontier service in Texas followed. Major Sixth Infantry, October 17, 1860; prisoner of war in Texas from May 9, 1861, to April 9, 1862; refused to give his parole not to fight again and was captive until exchanged; lieutenant-colonel Sixteenth Infantry, January 10, 1862; with his regiment from July to November, 1862, in the retrograde movement of the army commanded by General Buell, from Alabama to Kentucky, being engaged as chief of staff to Major-General McCook in the



RESIDENCE OF WILLIAM P. MULFORD, ESQ., NORTH BROAD STREET.

battle of Perryville, Ky. In this action while rallying a faltering volunteer regiment a minie ball passed through his body. He was breveted colonel for his gallant conduct in this battle, October 8, 1862. On his recovery he returned to service and was on active duty the rest of the war, at Indianapolis, Baltimore, Fort Columbus,



and in Pennsylvania. Colonel Eighth Infantry, May 18, 1864. From here on to his retirement for age, June 8, 1874, he was with his regiment at Baltimore, Raleigh, Charleston, Columbia and David's Island. At the close of the war he was breveted

John W. French, distinguished themselves in the civil war, and are now captains in the regular army.

George W. McLane—Colonel of Second Regiment, N. J. V., May 22, 1861; resigned December 31, 1861.



JEFFERSON PARK.

brigadier-general, March 13, 1865. From his entrance to West Point to his retirement he was in the military service of his country forty-six years.

General Bomford married into a fighting family, his wife being the daughter of another Elizabeth resident and veteran, General Newman S. Clarke, who distinguished himself in the wars of 1812 and Mexico. His army service in brief was: Appointed ensign Eleventh Infantry, March 12, 1812; second lieutenant in March and first lieutenant in August, 1813; later in 1813 he was adjutant; brigade-major to General Ripley, 1814; brevet captain for gallantry and good conduct; captain October, 1814; brevet major July 25, 1824, for ten years of faithful service; major Second Infantry July 21, 1834; lieutenant-colonel Eighth Infantry July 7, 1838; colonel Sixth Infantry June 29, 1846; commanded a brigade of infantry in Mexico in 1847; breveted brigadier-general for gallant and meritorious conduct in the siege of Vera Cruz, March 29, 1847; distinguished in planning and arranging campaign against Indians in Washington Territory in 1858. General Bomford's son George, and son-in-law,

J. Augustus Fay Jr.—First lieutenant Company H, Thirtieth Regiment, N. J. V., September 9, 1862; adjutant April 17, 1863;

adjutant Thirty-fifth Regiment, July 21, 1863; captain Company A, Thirty-fifth Regiment, July 31, 1864; judge-advocate department of the East; major Fortieth Regiment, February 16, 1865; lieutenant-colonel Fortieth Regiment, June 7, 1865; lieutenant-colonel by brevet, U. S. army, for gallant and meritorious services before Petersburg, Va., to date from April 2, 1865.

James Wilson—Captain Company A, Second Regiment, N. J. V., May 22, 1861; major Ninth Regiment, December 3, 1861; lieutenant-colonel of the regiment, February 10, 1862; resigned November 17, 1862.

Charles C. Suydam—Enlisted first lieutenant Fifth

N. Y. Cavalry, September, 1861; detailed staff, General E. D. Keyes, November, 1861; captain and A. A. G., March 6, 1862; lieutenant-colonel and A. A. G., Aug. 20, 1862; transferred A. A. G. Cavalry Corps, Army of Potomac, September, 1863; resigned Dec. 31, 1863; lieutenant-colonel Third Cavalry, Jan. 1, 1864; resigned Nov. 15, 1864.



RESIDENCE OF W. WOOLSEY, D.D.S., 1162 EAST JERSEY STREET.



RESIDENCE OF EX-COUNCILMAN ABRAM B. KNAPP, DEHART PLACE.

James B. Mulligan—Captain and A. D. C. under Brigadier-General Theodore Runyon, commanding N. J. Militia Brigade, April 27, 1861; captain Nineteenth U. S. Infantry, October 26, 1861; brevet major for gallant and meritorious conduct at Murfreesboro, Tenn., and Chickamauga, Ga., September 20, 1863; brevet lieutenant-colonel for gallant and meritorious conduct at battle of Mission Ridge, Tenn., and during Atlanta campaign, to date from September 1, 1864.

Chauncey Harris—Captain Company C, Fourteenth Regiment, N. J. V., August 22, 1862; discharged December 8, 1864, for disability from wounds received in action at Monocacy, Md., July 9, 1864; brevet major and lieutenant-col. March 13, 1865.

David Hatfield—Captain Company A, First Regiment, N. J. V., May 21, 1861; major May 28, 1861.

John Danforth—Major Thirty-seventh Regiment, N. J. V., June 25, 1864; mustered out October 1, 1864; took active part in operations before Petersburg, Va.

George B. Halsted—Secretary to Flag Officer Stringham, U. S. N., April 16, 1861; secretary to Flag Officer Goldsborough, U. S. N., September 24, 1861; resigned November 9, 1861; commissioned first lieutenant at large on General Phil Kearny's staff, November 2, 1861; captain and A. A. G., March 6, 1862; taken prisoner at Cedar Mountain, Va., August 9, 1862; brevet major April, 1865, for gallant and meritorious services; mustered out March 12, 1866.

Bradbury C. Chetwood—First lieutenant Company A, Second Regiment, N. J. V., May 22, 1861; second lieutenant First U. S. Artillery, October 24, 1861; major and A. D. C. staff of General E. D. Keyes, Fourth Army Corps, U. S. V.; returned to regular army April 16, 1863; first lieutenant May 5, 1863; resigned September 1, 1863.

Rufus King—Enlisted in Seventh Regiment, N. Y. V., at outbreak of war; soon obtained commission in artillery of U. S. army;

gallant conduct in many battles, notably those on the Peninsula, won promotion to major.

George E. Dayton—Private Company B, Thirtieth N. J. V., August 25, 1862; sergeant-major September, 1862; first lieutenant Company I, January 28, 1863; captain Company C, Thirty-fifth Regiment, September 15, 1863; brevet major March 13, 1865, for gallant and meritorious conduct at Chancellorsville, Va.

John H. Whelan—Captain Company K, Third Regiment, June 3, 1861; acting Brigade Q. M. on staff of General Phil Kearny; mustered out June 23, 1864. During Captain Whelan's duty on staff, First Lieutenant John B. Lutz acted as captain. Lieutenant Lutz enlisted June 3, 1861, and resigned January 18, 1863.

John P. Ritter—Captain Company G, Ninth Regiment, N. J. V., November 9th, 1861; resigned April 4, 1862, on account of disability.

Luther Martin—Second lieutenant Company A, First Regiment, N. J. V., June 7, 1861; captain Company D, Eleventh Regiment, May 27, 1862; killed at Gettysburg July 2, 1863.

William H. Meeker—Sergeant Company A, First Regiment, N. J. V., May 16, 1861; corporal May 21, 1861; sergeant August 1, 1861; Captain Company B, Eleventh Regiment, N. J. V., May

27, 1862; resigned on account of disability September 3, 1863.

John N. Lewis—Captain Company B, Thirtieth Regiment, N. J. V., September 6, 1862; resigned December 26, 1862.

James F. Hubbard—Captain Company H, Thirtieth Regiment, N. J. V., September 9, 1862.

William H. Williams—Captain Company B, Thirty-fifth N. J. V., September 23, 1863; discharged for disability September 5, 1864.

John Davis—Corporal Company A, One Hundred and Fifty-fifth N. Y. V., Corcoran Legion; second lieutenant 1863; wounded at Spottsylvania Court House May 18, 1864; returned to regiment July 18, 1864; promoted to



RESIDENCE OF MR. ELI A. YOUNG, 316 FIRST AVENUE.



RESIDENCE OF MR. A. J. BICKNELL, 538 MADISON AVENUE.

captain in front of Petersburg, Va.; taken prisoner August 25, 1864; shot and killed by rebel guard at Saulsbury, N. C.

Jonathau Townley—Second lieutenant Company K, Ninth Regiment, N. J. V., November 13, 1861; first lieutenant Company M, March 6, 1862; Captain Company K, March 11, 1864; mustered out February 4, 1865.

William Brant—First Sergeant Company A, First Regiment, May 16, 1861; First Lieutenant Company B, First Battalion, February 2, 1865; Captain Company B, First Regiment, May 11, 1865; mustered out June 29, 1865.

John McGowan—Born December 3, 1805; went to sea May 24, 1819; mate of the ship *Henry* of Philadelphia at nineteen; captain at twenty-four; made many voyages to all parts of the world before he was appointed lieutenant in the Revenue Marine Service by President Jackson, May 13, 1831; in Florida war landed two officers and twenty men, fortified the old Spanish fort, and protected the inhabitants from attacking Indians; promoted to first lieutenant March 1, 1841, and May 19 ordered to command of Van Buren, transferred to navy department for use during Mexican war along coast of Florida; first lieutenant of *Forward*, April, 1846, on naval duty at Vera Cruz and on the *Rio Grande*; October 13, 1846, participated in attack on Alverado under Commodores Connor and Perry, and October 24, 1846, under the command of Commodore Perry was at the capture of Frontira, the attack on the city of San Juan Baptiste (Tobasco), and the capture of the vessels in the river and harbor; officers and crew of *Forward* highly complimented by Commodore Perry for gallantry at these engagements, and Lieutenant McGowan especially commended by Captain Norris and recommended for promotion; after Vera Cruz was captured and all the ports on the seaboard, *Forward* was ordered home, in May, 1847; promoted to captain December 2, 1852; went into California steamship service; re-

signed in 1853 and remained in steamship service for some years.

Captain McGowan commanded the famous steamship *The Star of the West*, which was chartered by the government to take two hundred and fifty soldiers to the relief of Fort Sumter. The vessel was without armament or any protection from the batteries, and was under no orders to go under fire. News of her coming had leaked out and the rebels prepared to give her a warm reception. She entered Charleston Harbor on January 9, 1861, and steamed up the channel close to Morris Island, when the shore battery opened fire on her. Captain McGowan kept on, however, up the harbor and signalled Fort Sumter for some sign of encouragement or help. None was given. When within range the eight-inch guns of Fort Moultrie opened fire on her, two shots striking her. Still no reply came from Sumter. The *Star of the West* drew thirteen feet, and the channel lay close under the guns of Moultrie, the soundings about Sumter being only from three and a half to five and a half feet. To lie under the guns of Moultrie and be sunk was suicidal, so in the absence of any counter attack from Sumter to draw off the fire of Moultrie, he turned back to save the lives of his cargo, which act afterward received the approval of the government. The fact that open hostilities had not been declared was General Anderson's reasons for refusing to return the fire. Thus Captain McGowan received the first shots fired in the great war. On August 13, 1861, he again entered the Revenue service with a captain's commission, and was engaged in blockade and other naval service throughout the war. His last command was the *Bronx*. On November 30, 1872, he was ordered to shore duty and remained at it up to September, 1882, when the infirmities of age compelled him to resign, after fifty-three years of sea service and ten of land. The stories of his voyages and adventures in every land and on every sea would fill volumes.



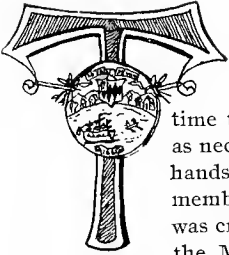
RESIDENCE OF MR. H. P. WETMORE, CORNER W. GRAND AND CHERRY STS.



NORTH BROAD STREET, FROM WESTFIELD AVENUE.  
Residence of Ex-Chancellor Williamson on the left, Trinity Church on the right.

# THE CITY OF ELIZABETH.

## CITY GOVERNMENT.



THE original charter of the City of Elizabeth was approved by the Legislature March 4, 1863. From time to time since then there have been amendments as necessity demanded. The city government is in the hands primarily of a Mayor, City Council of sixteen members, and a Sinking Fund Commission. The latter was created by an act of the Legislature, and consists of the Mayor, Comptroller and three Commissioners appointed by the Mayor and confirmed by the City Council. There is a Board of Education, the sixteen members of which are elected by the people. The members of the Board of Health are appointed by the Mayor and confirmed by the City Council. The Board of Excise consists of the Mayor and three Commissioners elected by the City Council. The present officers of the city are: Mayor, Joseph H. Grier, M. D.; Comptroller, Albert B. Carlton; Treasurer, John W. Whelan; City Clerk, Edwin L. P. Coleman; City Attorney, Frank Bergen; Street Commissioner, Henry J. Stratemeyer Jr.; Health Inspector, Erastus G. Putnam; City Surveyor, Ernest L. Meyer; Chief of Police, Henry C. Austin. All these officers, with the exception of the Mayor, are either chosen by the City Council, or are appointed by the Mayor and confirmed by Council.

The City Council, elected by the people, is as follows: First Ward, Dr. David Schleimer, Michael C. Brown; Second Ward, James C. Connolly, James Manning; Third Ward, Peter Egenolf, J. Anthony Blatz; Fourth Ward, Joseph G. Ogden, Dr. Victor Mravlag; Fifth Ward, Harry McCandless, John W. Benjamin; Sixth Ward, Charles W. Noyes, William P. Thomas; Seventh Ward, Meline W. Halsey, Jonathan P. Glasby; Eighth Ward, Hampton C. Williams, John J. Smith, President.

The offices of the city government are located in the City Hall, a commodious brick structure, erected in 1865 at a cost of \$80,000. It occupies a block bounded by East Scott Place, West Scott Place, Washington street and Elizabeth avenue, and covers an area of two hundred by seventy feet. In the building are also the armory of the Third Regiment, a commodious public market, and police headquarters and lock-up. The city offices and council chamber occupy the second floor.

The police force of the city is under the command of Chief Henry C. Austin, who has under him a captain, two lieutenants, three sergeants and acting roundsmen, and thirty-five patrolmen. The headquarters of the department is at City Hall, where is also a lock-up of ten cells. Another lock-up of two

cells is located on the corner of Franklin and First streets, and there is a tramps lodging house in the basement of the engine house on Broad street. The last annual report of Chief Austin showed an expenditure of \$32,008.18 for the year; arrests made, 1,339; robberies reported, 21; value of property stolen, \$1,031.35; number of robberies for which the thieves were arrested and the property recovered, 11; value of property recovered, \$364.85.

The members of the Board of Excise are: Mayor Joseph H. Grier, President; E. L. P. Coleman, Secretary; Charles H. Schmidt, James H. Lausley, Charles D. Whaley and Thomas Drum.

The members of the Board of Education are: Ira B. Wheeler,



JOSEPH H. GRIER, M. D., MAYOR.





ALBERT B. CARLTON, COMPTROLLER.

President; William H. Ryan, Secretary; J. Augustus Dix, Superintendent; Samuel Williams, Samuel L. Moore Jr., First Ward; Louis Mascot, Charles H. Moore, Second Ward; John J. Nolan, Edward Nugent, Third Ward; Thomas Little, Thomas A. Clarke, Fourth Ward; Lewis W. Kingsley, George P. Matthews, Fifth Ward; Ira B. Wheeler, Peter S. Servis, Sixth Ward; William J. Carlton, Jacob J. Coyne, Seventh Ward; James B. Irwin, Charles Kurtz, Eighth Ward.

The Mayors of Elizabeth since its incorporation in 1855 have been: Elias Darby, May 1, 1855, to May 1, 1860; James Jenkins, May 1, 1860, to May 1, 1861; James B. Burnet, May 1, 1861, to May 1, 1862; Philip H. Grier, May 1, 1862, to January 1, 1871; Francis B. Chetwood, January 1, 1871, to January 1, 1873; William A. Coursen, January 1, 1873, to January 1, 1875; Robert W. Townley, January 1, 1875, to January 1, 1878; James S. Green, January 1, 1878, to January 1, 1879; Robert W. Townley, January 1, 1879, to January 1, 1880; Peter Bonnett, January 1, 1880, to January 1, 1882; Seth B. Ryder, January 1, 1882, to January 1, 1883; Joseph H. Grier, January 1, 1883, to date.

#### ELIZABETH'S FINANCIAL MISFORTUNES.

Some years ago Elizabeth met with a financial misfortune, which, for a time, gave the city an unpleasant notoriety. A long chapter of accidents and mistakes led to municipal insolvency. The history of this part of the city's career does not come strictly within the scope of the present work, except in so far as the mishaps of the past are likely to serve as a protection against similar experience hereafter. Extravagance that has led to distress is apt to teach caution and prudence, and it is quite safe to assume that a city which has been through the long and miserable ordeal of bankruptcy may be trusted to manage its financial affairs with care and wise economy for many years to come.

In this view, and for this purpose, it may be proper in this place to present a brief and correct statement of the facts of this much discussed matter. They certainly furnish interesting

and useful information for all students of municipal government, and any erroneous impressions that may still exist on the public mind, in common fairness, should be removed. Animated and irregular controversy in the press often gives a perverted idea of the real truth of a complicated subject, and it must be confessed that Elizabeth has suffered considerably in such encounters. A strong and just prejudice against repudiation in any form often obscures the distinction between excusable and wilful defalcation.

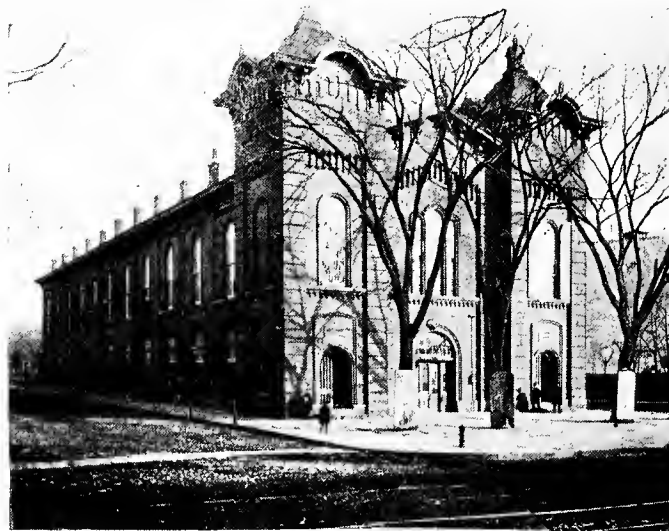
#### PREPARING FOR EXPANSION.

Prior to 1855 Elizabeth flourished in a quiet way under a borough government; but in that year an act was passed providing for the establishment of a city, and giving extensive opportunities for expansion by means of local improvements. In 1863 the charter was revised and amended, and additional powers conferred on the local authorities for opening, grading, regulating, curbing, flagging, guttering and paving streets, and constructing sewers. The method of procedure was simple, and appeared at the time to be reasonably safe. The charter authorized the City Council to order improvements made, such as a pavement or a sewer, and to assess the entire cost on the land fronting on the street improved. But in order to obtain ready money to do the work it was provided that bonds of the city might be issued in anticipation of the collection of the assessments. It was no doubt expected by the people, if not intended by the Legislature, that the city should only advance the money temporarily, and that the land in the vicinity should be ultimately liable for the entire expense of the improvement.

At the close of the civil war, a "period of unexampled prosperity" began all over the country. Farms, forests and meadows contiguous to the city were transformed, by maps, into building lots, and increased in market price from a few dollars an acre to thousands of dollars a lot. Between the years 1865 and 1874 more than two hundred new streets were opened on the outskirts of the town, many of them by bands of

#### SPECULATORS AND CONTRACTORS.

Large tracts of land were bought simply for the purpose of opening streets, and were paid for chiefly by purchase money mortgages. Genuine local improvement was not the object, but



CITY HALL AND MARKET.

damages from the city for land taken, and contracts and bonds for the so-called improvements. Millions of dollars were borrowed by the city to pay for the work on the supposed basis of the assessments, and millions in assessments were laid upon the



MEMBERS OF CITY COUNCIL, 1889.

vacant land. Then came the earthquake panic of September, 1873. The great bubble that had been expanding for years burst suddenly, and the whole country was plunged into bankruptcy. Elizabeth for a long time seemed likely to survive the shock without serious embarrassment. The market value of the assessed land decreased rapidly; but a large part of the assessments were deemed collectible, and the credit of the city was maintained. The general opinion was that prosperity would soon return, and that the assessed land could be sold for enough, at least, to save the city from insolvency. The collection of assessments was very much obstructed by litigation concerning their validity in the years following the panic, but still considerable progress was made.

Possibly the city could have avoided the necessity of suspending payment had it not been for an exceedingly unfortunate and ill-timed decision of the Court of Errors and Appeals rendered at the June term, 1876. Prior to that time the method of assessing the entire cost of street improvements on the land fronting on the street had been held to be constitutional in this State in a long train of decisions extending from 1832 down to 1874.\* Not only so, but the partic-

It was not only the legal theory, but the common understanding also, that the land in the immediate vicinity of a local improvement was exclusively liable for the cost. The owners of such land

were supposed to be the only parties interested, and they alone were allowed to object. In fact it was expressly decided that a general taxpayer of a city or town who did not own any land near a proposed improvement, could not be heard, no matter what objection he desired to make. The fact that municipal bonds might be issued and sold in anticipation of the collection of assessments did not give a general taxpayer a standing in court. On one occasion a large taxpayer attempted, by an appeal to the courts, to put a stop to an extravagant scheme for building a trunk sewer through a tract of vacant land. He did not own any property that was likely to be assessed for the cost of the sewer; but he was a taxpayer, and bonds were on the point of being issued in anticipation of the levy and collection of assessments. The court dismissed him with the assurance that "neither the prosecutor, [the taxpayer,] nor his property will

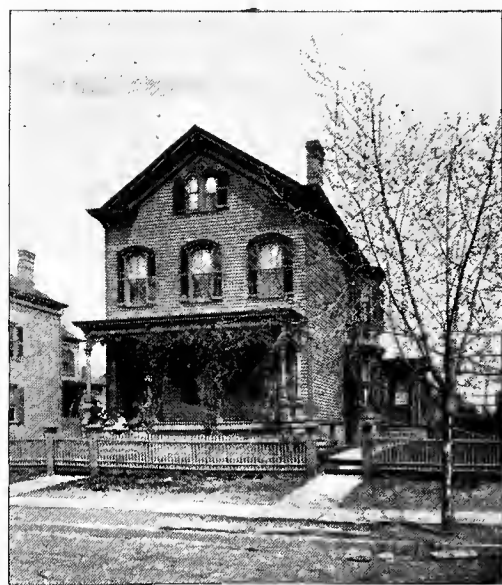
ever be resorted to, in any event, to pay the expenses of the proposed improvements. A fund has been carefully provided from



FRANK BERGEN, CITY ATTORNEY.



RESIDENCE OF MR. LOUIS A. GARTZ, 10 PROSPECT STREET.



RESIDENCE OF MR. LOUIS QUEN, 251 ELIZABETH AVENUE.

which they [assessments] are to be paid, and we have no right to say that it will prove inadequate."—6 Vroom, 472, June, 1872. Citizens at large were held to have no rights that could be affected

ular provisions of the Charter of Elizabeth on this subject were held to be valid. [Hand vs. Elizabeth, 1st Vroom, 365. Same case in Court of Errors, 2d Vroom, 547, especially page 551.]

\*See 1 J. S. Green, 196, decided in May, 1832; 4 Zabriskie, 385, February, 1854; 2 Dutcher, 228, June, 1857; 3 do., 103, June, 1858; 1 Vroom, 305, November, 1863; do., 520, March, 1863; 5 do., 227, June, 1870; 6 do., 163, June, 1871; 8 do., 68, February, 1871; 11 do., 270.



by the scheme for making local improvements, and hence were not permitted to interfere.

Many assessments laid in the city were set aside from time to time by the courts for errors and irregularities in the proceedings, but this was considered a mere dilatory proceeding, as the city generally proceeded at once to re-impose the assessments in the manner prescribed by the charter. But in the year 1874 a man of the name of Bogert filed a bill in the Court of Chancery to have an assessment on his property in Elizabeth declared void, under an act passed in 1870 to quiet title to real estate. The case was decided in favor of the city in October, 1874.—10 C. E. Green, 426. Two years later an appeal was taken by Bogert to the Court of Errors and Appeals, and at the June term in 1876 the decision of the Court of Chancery was reversed. The court of last resort held that the method provided in the charter for assessing the cost of local improvements "was, conspicuously, a nullity."—12 C. E. Green, 568. The court further held that "delay in seeking relief is not objectionable" in such cases. "The complainant was not bound to remove these proceedings [assessment and sale] by certiorari;

they were absolutely void from beginning to end, and he had a right so to treat them; they could not grow, by lapse of time, into a right. The city can gain nothing," the court went on to say, "by retaining the shadow of a right under this sale; if retained

lected in former years. Unpaid assessments in Elizabeth were not only declared to be "absolutely void from beginning to end," but, in effect, a judgment was entered against the city for the millions that had been paid.

This decision, as the event proved, destroyed a large part—probably more than fifty per cent.—of the fund which had been provided for paying the improvement debt, and forced the city to depend mainly on taxation for revenue. To pay the interest on the debt and the current expenses of the city would have required a tax rate of five or six per cent., which was certainly a greater burden than the taxpayers could bear.

The full force and probable effect of the decision in the Bogert case were not, however, perceived clearly at the time, although many who were somewhat familiar with the situation predicted disastrous consequences. The truth is, the decision, if not a mistake, was one of a chapter of connected accidents; and as it is the one for which the city was least responsible it has come to be regarded by many as the principal cause of the city's misfortunes. But what might have occurred, or have been avoided, if the case had been

decided otherwise, no one can tell. It is certain, that, for other reasons, a large part of the improvement debt would have fallen on the taxpayers; but, except for the decision, it is probable that the city would have been spared the necessity of defaulting. It is



EDWIN L. B. COLEMAN, CITY CLERK.



RESIDENCE OF JUDGE F. H. GILHOOLY, 700 FULTON STREET.



RESIDENCE OF MR. CHARLES H. GENUNG, 620 SALEM AVENUE.

for half a century, it would be nothing but a shadow still."

A still more serious meaning was given to the decision in the Bogert case than it seemed to have at first, for on the basis of that case it was decided that the city must pay back to the land owners, with seven per cent. interest, the assessments which had been col-

lected, that if the assessments had been re-laid within a few months after the Bogert case was decided, under a valid and stringent law, such as that passed ten years afterward, the loss to the city would have been considerably less. But the litigation and delays, always incident to the work of levying assessments, by which the city had

been embarrassed for several years, and the final collapse of the whole scheme, had led the owners of the delinquent land to believe that it was beyond the city's power to force them to pay promptly, if at all; hence, for a long time they disregarded the efforts of the city to collect any part of the cost of the improvements. Besides,

commissioners, however, relieved less than a million on the land. Many of the improvements had disappeared with the inflated and fictitious values formerly put upon the property.

It is easy now to see that it would have been much better for all parties if in 1876, or even a year or so later, the creditors had



JOHN W. WHELAN, CITY TREASURER.



HENRY J. STRATEMEYER JR., STREET COMMISSIONER.

the ill success of the city in its efforts to enforce payment left the impression that further endeavors would also be likely to fail; and therefore no vigorous proceedings were taken at the proper time to re-levy the assessments. During this period of inaction the market value of the land decreased steadily, until it almost entirely disappeared. The claims of the city, however, which it was believed, or rather feared, might some time be reassessed, remained as "clouds" on the title to the property, preventing sales and improvements. The result was that large tracts of land were practically abandoned by the owners, and yielded no revenue of any kind to the city. In 1886 an act was passed, commonly called the "Martin Act," from the name of the gentleman who introduced it in the Legislature, under which act all of the delinquent

land has since been reassessed. At the time commissioners were appointed under that act, to reassess the land, more than \$3,500,000 were apparently due to the city, by the records. The

agreed with the city to reduce the rate of interest on the debt; and the city had proceeded promptly to make a comprehensive and radical reassessment of the delinquent land. But it would have been impossible to do so at the time. Public opinion in the city was strongly opposed to any suggestion of scaling the debt or reducing the rate of interest. In fact, the creditors themselves were not more opposed to such a scheme. The actual condition of the city was not realized, and therefore all talk of suspending payment and sounding a parley with the creditors was considered worse than absurd.

Prominent citizens and the ruling powers of the city threw the whole weight of their influence in favor of maintaining solvency "at all hazards and at every cost." Bonds of



RESIDENCE OF MR. CHARLES H. LANGDON, 237 SOUTH BROAD STREET.

various classes were issued—funded assessment bonds, consolidated improvement bonds, funded debt bonds and tax arrearage bonds. Temporary loans were made, and loans in anticipation of taxes. In a word every source of municipal credit was drawn upon

various classes were issued—funded assessment bonds, consolidated improvement bonds, funded debt bonds and tax arrearage bonds. Temporary loans were made, and loans in anticipation of taxes. In a word every source of municipal credit was drawn upon

and exhausted, but it was all in vain. The time came when bonds bearing seven per cent. interest could no longer be floated at ninety-five, and then the city, still refusing to recognize the true condition of affairs, and hoping, with no visible reason, for a change for the better, began to borrow money "to tide over the difficulty." The Singer Manufacturing Company, and gentlemen connected with the company, generously advanced large sums of money to prevent defalcation, while the comptroller spent his time trying to find a market for more bonds. At last all efforts to avert the disaster failed, and default was made in payment of interest on the first of February, 1879.

For some weeks no communication was received from the creditors, nor move made by them. The people were anxious and alarmed. The property of the city, or in the city, which was liable to be taken to pay the debt was, to most people, an unknown quantity. Some were under the impression that the property of any citizen could be seized and sold by the sheriff, as in the New England states. Others thought the city hall, school-houses, almshouse, poor farm, streets, parks, fire engines, etc., were the only kinds of property that could be reached by the public creditors. The law, however, was explicit enough, although, happily, not familiar to the people by practical operation in the State. It provided that whenever an execution should be issued against any city, in case there was no property whereon to levy, the officer should serve a copy on the board or officer required by law to assess and levy taxes in the city, and upon receipt of such copy it became the duty of the assessing board or officer to assess and levy, in addition to the regular taxes, the amount due upon the execution, with interest to the time when the same should be paid, upon all the property within the city; such special tax to be assessed and collected at the same time and in the same manner as other taxes, and when collected the same was required to be paid

over to the officer who served the execution. A moment's reflection will portray the condition of a city under such circumstances better than pages of description.

The debt on the first of February, 1879, was \$5,638,053.59, bearing interest at seven per cent. The interest accrued at the rate of nearly eleven hundred dollars a day. About the first of April, 1879, the largest creditors brought suit on their bonds, and shortly after a movement began in the city for an adjustment of the debt. Prominent citizens met and appointed a committee of taxpayers to act with a committee of the City Council and of the Sinking Fund Commissioners.

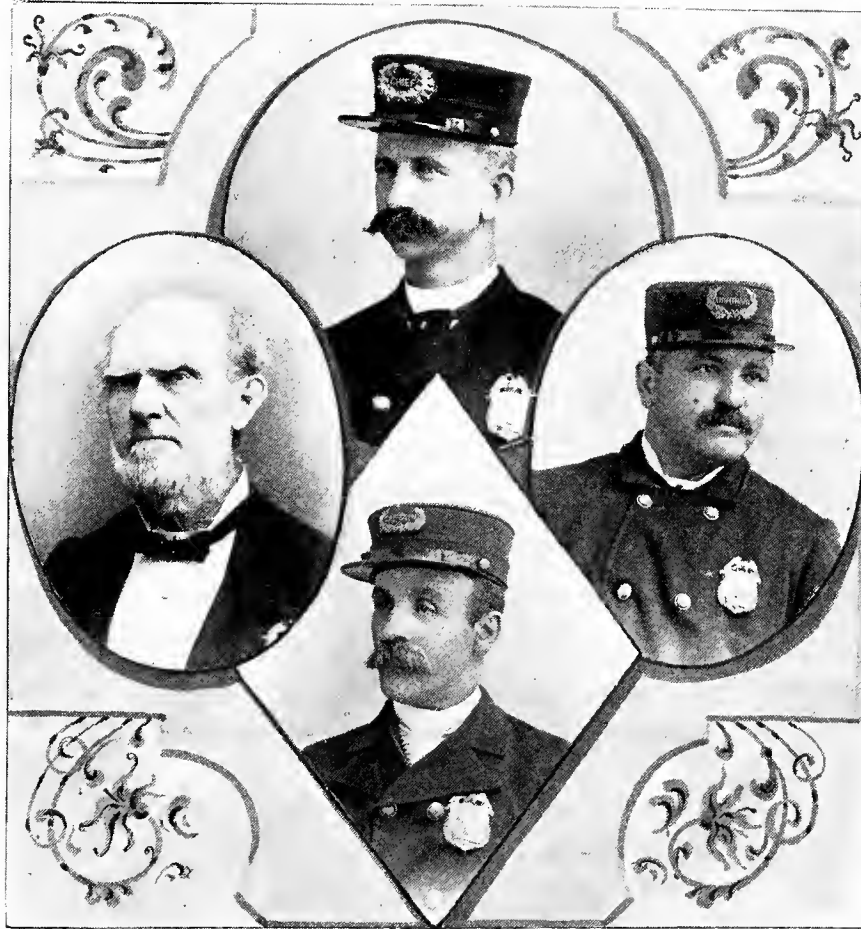
They instructed the committees to make known to the creditors the following facts: (1) The amount of the debt; (2) The amount of taxable property; (3) The amount required to carry on the city government; (4) The highest rate of taxation that the city could bear. The meeting also passed the following resolution:

"Resolved, That the said committees be further requested to ask from the creditors who have commenced suits against the city, such delay as will permit an effort to be made for a settlement and arrangement of the whole debt of the city."

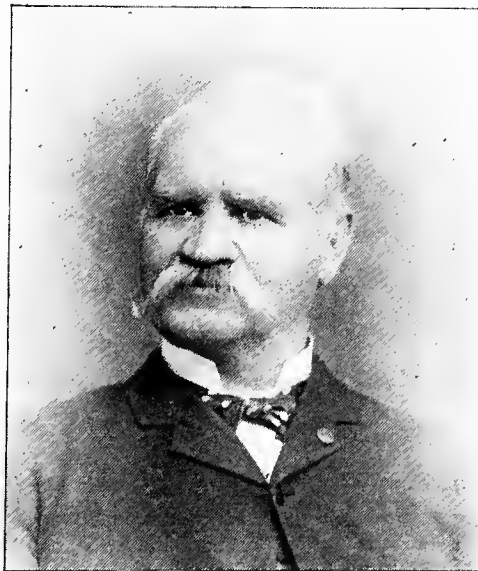
On the 22d day of July, 1879, a carefully prepared statement of the condition of the city was sent to each of the creditors whose address was known. It ended as follows:

"This statement is made with a view of informing the creditors of the condition of the city. If it contains any conclusions different from those you have formed upon other information, and you doubt their correctness, we respectfully invite you to confer with us on the subject, and to co-operate with the city and its citizens in some plan to ascertain the facts to the mutual satisfaction of the city and its creditors."

The circular was duly authenticated and sent to all the creditors whose address was known, but for some time no answer came. Then the chairman of the Citizens'



HENRY C. AUSTIN, CHIEF OF POLICE.  
LEUTENANT WALTER FURMAN. LEUTENANT JOHN A. PETERS.  
CAPTAIN WILLIAM BRANT.



CAPTAIN JOHN B. LUTZ, OVERSEER OF THE POOR.

Committee addressed a letter to the leading counsel for the creditors inviting a conference. A reply came but it was a refusal to confer. Owners of property in the city, who had paid all the assessments laid on their land, under the terms of the charter, naturally felt the hardship of being compelled to bear the cost of improvements to other property, through the medium of taxation to pay city bonds, which had been issued in anticipation of the collection of assessments. In the course of the controversy they expressed their opinion on the subject with considerable force, and it may be reproduced here as a summary way of stating their position:

"It is a curious fact, that many who regard an unjust assessment, or even one just in itself but not laid on scientific principles, as an odious thing, can see no hardship in proceedings to collect illegal assessments under the name of taxation. When bonds are issued in anticipation of the collection of assessments, and the assessments are afterwards set aside, it is plain that a proceeding to enforce payment of the bonds is nothing but an effort to collect illegal assessments by the machinery of taxation. It is true the assessments are thereby spread over a larger territory, and the sum of money levied on each piece of property may be small, but the *character* of the imposition is precisely the same. In the *Agens* case, 8 Vroom, 415, it was held that, 'An assessment laid on property along a city street for an improvement made in another street in a distant part of the same city, would be universally condemned, both on moral and legal grounds.' It was called 'an

People who held such opinions as these were quite willing to have the claims of the creditors strictly investigated before the courts. They felt sure that what seemed so unjust to them could not be legal; while others, not so hopeful, thought it would at least not be improper to have the rights of the creditors and taxpayers in the matter accurately defined by the court of last resort.

Finally, after more than a year spent in litigation, judgments amounting to nearly a million and a half of dollars were entered against the city.

Shortly after the entry of the judgments, negotiations for an adjustment of the debt were begun between some of the creditors and the city; but their plans were wide apart, and nothing was accomplished until March, 1882, when a few of the largest creditors advised the representatives of the city to make an offer to settle by issuing new four per cent. bonds for one-half of the old debt. The city at once made the offer and began to make preparations to carry it out, whereupon a controversy arose about the details of the plan, and a delay of more than six months ensued. In October following the questions in dispute as to the terms of settlement were arranged; but before any part of the debt could

be refunded one of the most influential creditors, whose assistance was indispensable, died suddenly. Bonds, however, amounting to nearly a million of dollars were settled by the first of January, 1883, and then the work of refunding ceased, and new plans and schemes began to appear. Most of the creditors expressed a willingness "to settle on any terms that all the others



ERNEST L. MEYER, CITY SURVEYOR.



RESIDENCE OF J. OTIS FINEDO, M. D., 1135 EAST JERSEY STREET.

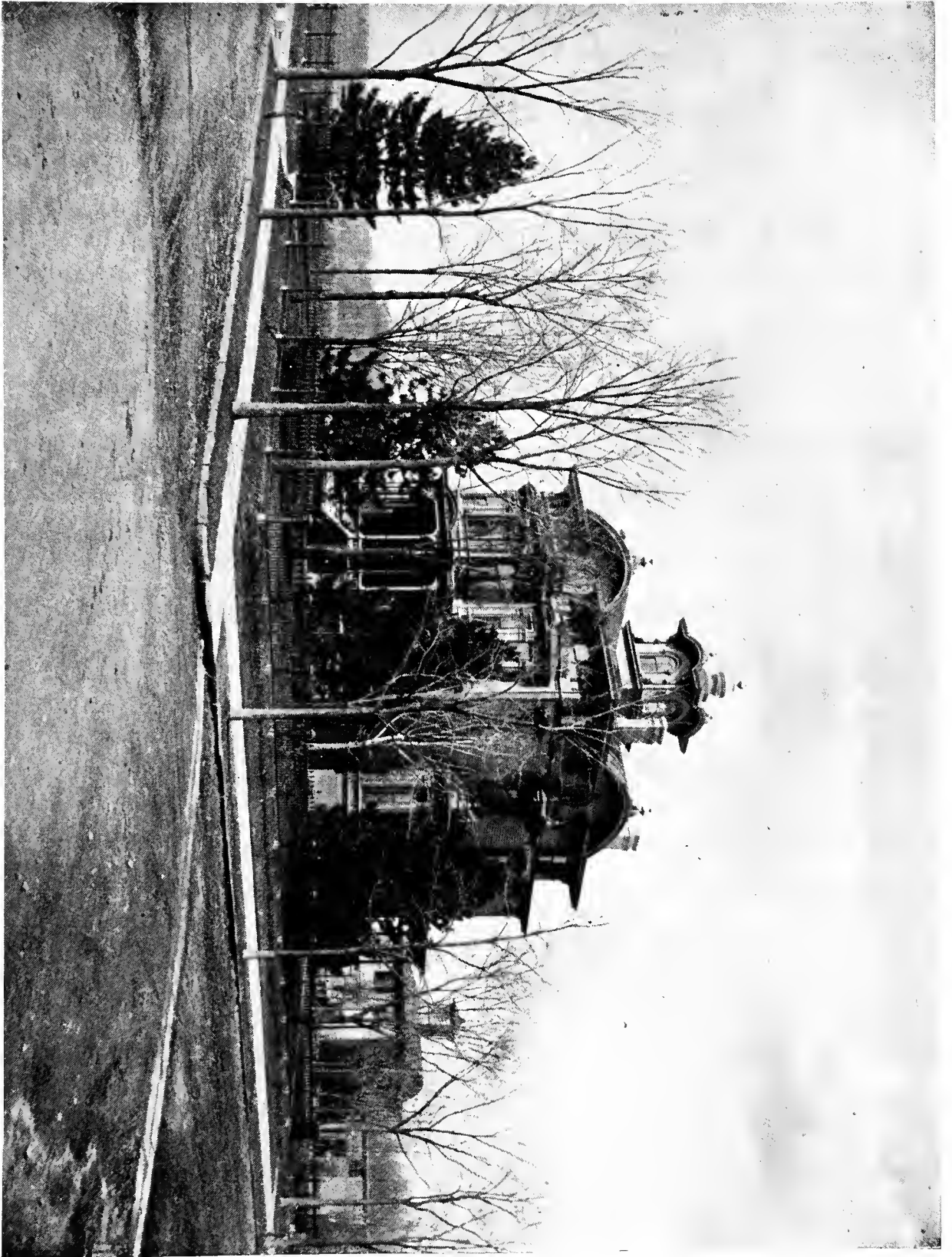
extortion.' But destroy the assessments by a flash of logic, enforce the bond, *call* the proceeding taxation, and it is no longer subject to condemnation, either on moral or legal grounds. The mere *form* of the operation seems to change both the morality and the legality of the act. This is the opinion of some learned jurists, but others are not so easily 'ravish'd with the whistling of a name.'"



RESIDENCE OF MR. JACOB DAVIS, 328 NORTH BROAD STREET.

would accept" but it was seldom that half a dozen creditors could be found who would agree on any particular plan. Some of the creditors called on the city to abandon the fifty per cent. plan and make another offer, and the city replied by asking the creditors to unite on another plan and present it for consideration. Committees met often, discussed the subject without coming to any conclusion, and adjourned, sometimes not in the best of humor.





RESIDENCE OF PROF. J. MADISON WATSON, CORNER OF RAILWAY AVENUE AND BAYWAY.

This residence is on a tract of sixty-five acres, situated midway between the Pennsylvania and the Jersey Central Railroads, having three eighty-foot avenues, four sixty-foot streets, a frontage of three miles, and commanding views of the bay, the Orange mountains and surrounding country.

The press became enlisted in the controversy, each side had one or more organs, and much was said and printed about repudiation and dishonesty, and Shylock and the pound of flesh.

In the spring of 1883, all efforts to effect a further settlement having failed, an attempt was made to compel payment of the

city to carry out any terms of settlement that might be agreed upon. The relief granted to the city was afforded on the distinct understanding that the people of Elizabeth would pay to the full extent of their ability, and not reject any fair terms of settlement upon which the creditors might agree. When it clearly appeared



RESIDENCE OF MR. HENRY KIGGINS, 200 WEST JERSEY STREET.

judgments against the city by taxation, enforced by mandamms. To raise money by taxation to pay the judgments and the necessary current expenses of the city would have required a tax rate of thirteen per cent. The Board of Assessment and Revision of Taxes were unwilling to be the instruments of imposing such an oppressive burden on the people, and on the evening of the first of June four of the members of that body resigned, leaving the board without a quorum for the transaction of business. This action deprived the city of the power to raise money for any pur-



RESIDENCE OF MRS. JOSHUA D. STEARNS, 1178 ELIZABETH AVENUE.

that the debt could not be paid in full, it was not unjust to prevent a few creditors from getting a large part of their claims at the expense of other creditors. All the creditors of a bankrupt are entitled to share equally in the assets, and laws which apply this principle of equity to an insolvent city or town, sustaining the most favorable terms of settlement that can be carried out, are not properly subject to criticism. The wisdom of the course taken by the legislature has been demonstrated by subsequent events. Nearly all the debt has been settled on terms as favorable to the



RESIDENCE OF MR. JOHN VOORHEES, 510 MORRIS AVENUE.

pose, and in the emergency the legislature was appealed to for help. The appeal was heeded, and in March, 1884, an act was passed unanimously by both houses, and signed by the governor, commonly known as "467," from the number of the bill. That law, in connection with other statutes, passed before and since, provided means for supporting the government of the city, without regard to the non-assenting creditors, and also enabled the



RESIDENCE OF CAPTAIN CHAS. W. M. COOTE, STENCER STREET AND THIRD AVENUE.

creditors as the city could venture to carry out, with a fair chance for prosperity.

The debt still unsettled—some \$300,000 of principal—will no doubt, sooner or later, be adjusted on terms of substantial equality with the rest. The adjusted debt at present is \$3,400,000, bearing interest at four per cent. The market price of the new bonds during the past year, has ranged from ninety to ninety-six, and

there are but few on the market. The holders are evidently confident that the city is able and willing to carry the adjusted debt, and the city gains strength constantly from steady growth and the support of the assenting creditors.

### THE FIRE DEPARTMENT.

Of the branches of the municipal government of Elizabeth the Fire Department has ever been conspicuous because of its effi-

ciency. The confidence born of this efficient service is manifest in the attitude of the insurance companies, and the low rates at which risks are taken on property in the limits of the city.

The department is over half a century old, but the spirit that is still manifest was the same that inspired the men who gave the organization existence.

Long before the organization of any department the citizens were required to keep buckets on hand, and these were worked by lines of random volunteers, and later by more formal "bucket



RESIDENCE OF MR. JAMES R. BLAKE, 717 MADISON AVENUE.



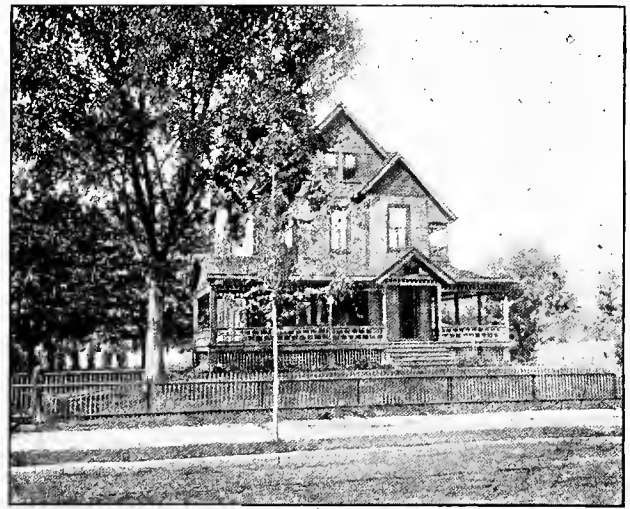
RESIDENCE OF MR. WILLIAM E. BLOODGOOD, 441 MORRIS AVENUE.

ciency. It has been a volunteer service, performed with skill, courage and heroism, that have been of an inestimable benefit to the city, as well as having brought honor to the members. In its earliest days, and all through the years, the registry of the department has had enrolled on its pages men who have attained honored places in the city's history—in business, the professions and in official service. Associated with them were men less prom-

brigades." Then came the purchase of the old "peppermill," which was a mere box with a rotary hand pump attachment, the water being thrown into the receiving box by the bucket brigade, whose lines stretched to the nearest stream or well. Under strong nervous excitement and muscular effort the machine occasionally cast a stream, perhaps twenty feet high, or could carry at a favorable angle the distance of a street's width. In 1837 the first



RESIDENCE OF J. AUG. DIV. SUPERINTENDENT OF SCHOOLS, 1077 EAST JERSEY STREET.



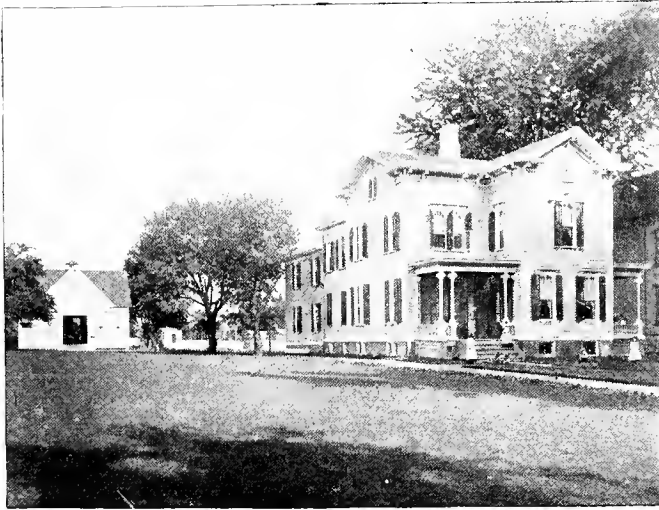
RESIDENCE OF COUNCILMAN WILLIAM P. THOMAS, 320 UNION AVENUE.

inent in life, but equally as daring and self-sacrificing, and ready at every call, without regard to its perils or costs. In love with the service, actuated by the sole purpose of doing good, prompt in answering duty's call, and careful in their government, the firemen have rightly won the admiration of their fellow citizens.

But, better than words, the record of the department speaks for itself, and has received the highest praise from authorities of wide

hand engine was purchased, and Protection Engine Company, No. 1, was formed with Ichabod Williams as foreman. In the following year another machine was bought and Rolla Engine Company, No. 2, was organized with John Chatterton as foreman. It was at this time that the ambitious fire laddies yearned to be known by the collective high-sounding title of a "department," and one was accordingly organized with David Sanderson as chief; Ichabod





RESIDENCE OF MR. ALFRED D. KEYES, 623 NORTH BROAD STREET.

Williams, first assistant; Waters Furman, second assistant. At this time No. 1 was kept in a shed between the Court House and the First Presbyterian Church. The old "peppermill" was still retained, and here stored, though it was now treated with much contempt since the arrival of the new fangled machines; the church-goers using it as a feed-box for their horses. Rolla, No. 2, was housed on Morris avenue, just south of the railroad tracks. There were lively competitions of speed and "squirt power" in those days, and No. 1 achieved the proud distinction of throwing the spray of its stream fifteen feet above the second gallery of the old church. Some twenty years ago Rolla brought the first steam fire engine to the city, and some seven years ago first introduced the use of horses. When Rolla purchased her first engine a rival company became madly jealous, yet having no faith in steam as against muscle, bought a fine hand engine in New York with which to surpass Rolla. Humiliation for the conservators of ancient ideas was the result. Soon all the companies cried for steamers and would not be comforted until they were given them. In a few years all the companies were satisfied, and the very harmonious department of the present day was brought into existence.

The present department consists of six steam fire engines, drawn by horses and having hose carts attached. They are: Protection, No. 1; Rolla, No. 2; Washington, No. 3; Red Jacket, No. 4; Hibernia, No. 5; Jefferson, No. 6. There are two hook and ladder companies: Lafayette, No. 1; and Jackson, No. 2. The two independent hose companies are: Continental, No. 1; and Osceola, No. 2.

The membership form of the department consists of one chief engineer, two assistant chief engineers, and sixty members of each engine company, forty of each hose company, and

fifty of each hook and ladder company, making a total force of five hundred and forty.

The department elects officers annually. The present officers are: Chief Engineer, Thomas McCabe; Assistant Chief Engineers, Joseph J. O'Neill and George Rabig.

The city has kept pace with the improvements of the time, and the apparatus of the department is of the most improved pattern. In addition the department is completely equipped with the Gamewell system of fire alarm. St. John's Episcopal Church bell gives the alarm for one district, a bell on a tower near Union Square the central district, and the bell on the engine house of Red Jacket Company, No. 4, for the other district. The alarm is four times repeated, and the time and number of boxes are automatically registered in the various engine houses. At the same time the doors of the horses' stalls, and of the houses, swing open, and the well trained animals are hitched and on their way to the fire within a few seconds.

The fire alarm system has its superintendent, and is under the control of the fire committee of City Council. The system is kept in perfect order, and thoroughly renewed as often as required for safe service. The boxes are located in all sections

of the city, and the various companies so stationed in districts as to make the system safe and valuable. There are 227 fire plugs within the city limits, giving ample water supply.

The engine houses are all brick structures, imposing in appearance, and complete in their appointments. Each company has its parlor finely furnished, and sleeping apartments for the drivers, who remain in the houses at night.

In addition to the individual company organizations and department officers, the firemen have several organizations which are important parts of the department and have each their part in the government of it.



RESIDENCE OF COUNCILMAN HAMPTON C. WILLIAMS, 220 SOUTH BROAD STREET.



RESIDENCE OF HON. WILLIAM H. CORBIN, 570 NORTH BROAD STREET.



The Board of Representatives is composed of thirty-four members, three from each company, three from the Exempt Firemen's Association, and one from the Board of Engineers and Foremen.

The Firemen's Relief Association comprises members of the

The Board of Trustees has also a benevolent work, as well as other duties to perform. The Board of Engineers and Foremen comprises the heads of the department and the foremen of the companies, and is practically the Chief Engineer and his cabinet.

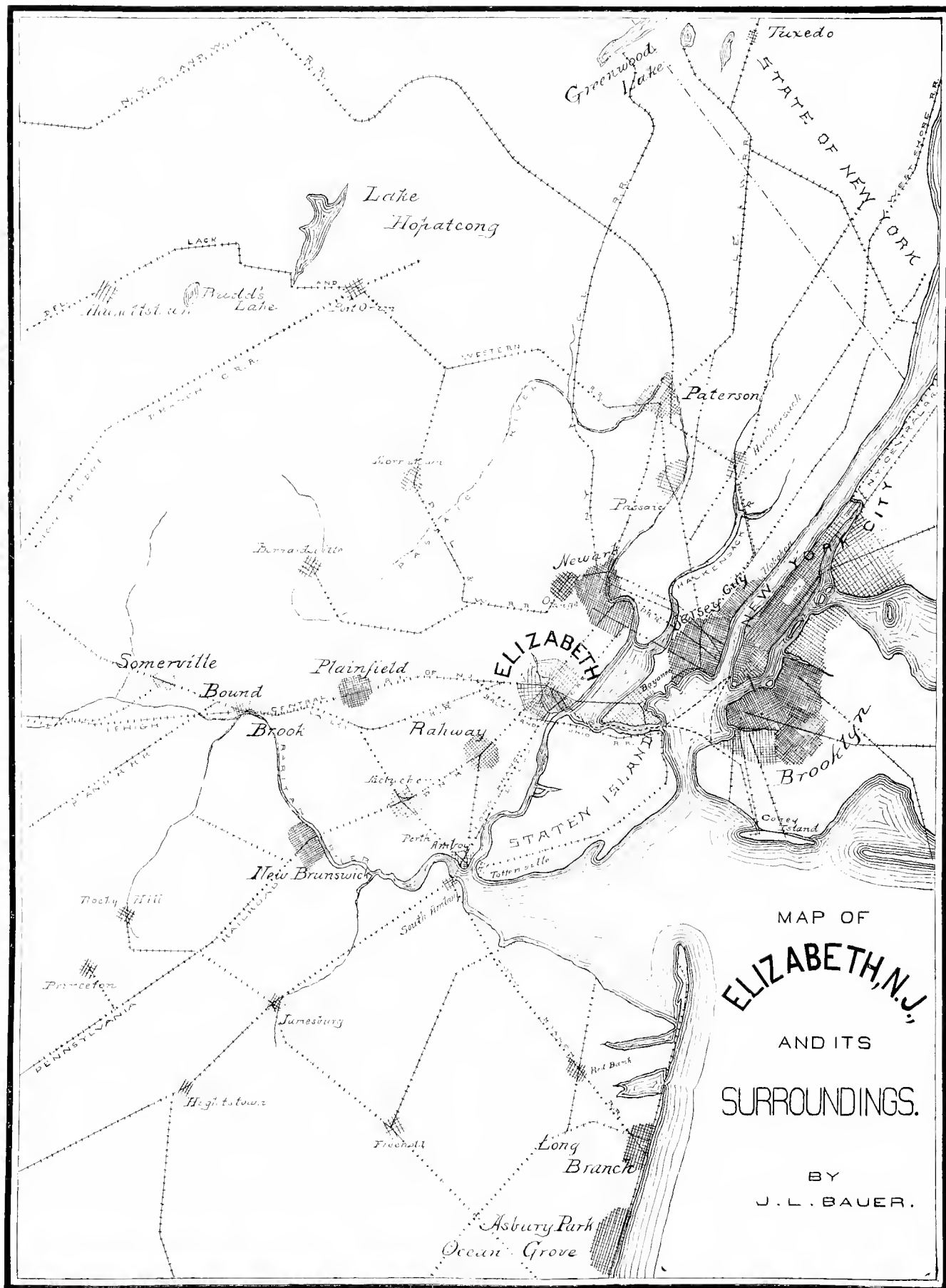


RESIDENCE OF MR. JOHN C. RANKIN JR., 1000 EAST JERSEY STREET.

Board of Representatives, and is the custodian of the fund received from the insurance companies. The money thus collected is expended for the relief of sick and disabled members, and the care of widows and orphans. The Association in these lines of charity has done a noble work, and the surplus has been invested in bonds and mortgages and assured securities, so that there is to-day a profitable income.

The Exempt Firemen's Association is an influential body, its membership limited to those whose service has gained them the exemption privileges. It is looked upon as the continuance or successor of the volunteer department if the city changes to a paid system, and as such it will be the beneficiary of the present department. There is also a Firemen's Insurance Association, which pays an endowment at a member's death.





# THE CITY OF ELIZABETH.

## CHARACTERISTICS AND ADVANTAGES.

**S**YSTEMATIC mention of all the characteristics and peculiar advantages of the City of Elizabeth is impossible in a work of this kind. They are to be found in every ward, on every street, and a proper compilation would far exceed the limits of these pages. But it has been the endeavor to select the most prominent features, such as characterize the city at large or some important section, and these are herewith presented. No city of the size in the United States has greater natural advantages; and few, if any, have, in so large a degree, the accommodations which this city affords. Two hundred passenger trains daily, to and from New York, besides two or more daily trips

residential and commercial, that other cities cannot boast of. It is to assist in bringing these advantages to the notice of those seeking homes or factory sites, that this book is sent out. Let it be distinctly understood that the statements herein contained are not exaggerations, but plain facts, easily substantiated; and let it also be understood that they in no wise set forth all that is commendable or advantageous in the city of Elizabeth.

### HEALTH.

Situated as it is, with a large body of water on one side and mountains on the other; its houses built, with few exceptions, separate from one another, and having ground about them,



VIEW ON NORTH BROAD STREET.

by water. Beautiful places of residence in every section of the city. Large factories already in operation in splendid localities, and hundreds of localities equally advantageous for other factories. A water front that is unsurpassed, on one of the largest and most important waterways in the world, a waterway competing with the Erie Canal, the Hudson River, the Sault de Sainte Marie, or the Suez Canal, in its total tonnage. All these are features that are more prominent in Elizabeth than in any other city of its size in this country; and it is therefore no exaggeration to claim for this beautiful city many advantages,

giving air and light; having good water, sewerage and drainage systems; and being under the strict discipline of an efficient Board of Health, Elizabeth, as might be expected under these conditions, can boast of a healthfulness that can compare very favorably with New York and surrounding cities. In the residential portion of the city the death rate is remarkably low and the average of the whole city will bear scrutiny. The death rate of New York is 27.76, and of Brooklyn, 23.39. A comparison with some other New Jersey cities tells much: Atlantic City, 29.34; Harrison, 28.50; Hoboken, 28.13; Paterson, 27.17; Newark, 27.02;

Bayonne, 26.38; Jersey City, 25.93; Orange, 24.49; Passaic, 24.38. At the foot of this list stands Elizabeth with 23.28.

In the twelve months ending June 30, 1888, there were 281 marriages, 894 births, and 758 deaths.



VIEW ON FIRST STREET.

There is an efficient Board of Health, with unlimited police powers, and independent of the control of the City Council. This Board is active in enforcing the strict provisions of an excellent sanitary code, and has abated many nuisances that have been reported. It has the power to order the Street Commissioner to clean filthy streets; and in many cases has promptly drained flooded lots that were a nuisance to the public health. During the six months ending April 30th of this year 195 nuisances were reported, and such was the vigilance of the officials that 185 of them were abated. Quarantine is strictly enforced. The City Physician vaccinates indigent children free, and vaccination is enforced in the public schools. Malaria is infrequent, as there is an absence of its chief causes, bad drainage and the opening of streets for sewers, gas and water, a complete system of pipes for these purposes having been laid for years. The water and sewers are treated of elsewhere.

The members of the Board of Health are: J. W. Whelan, Pres.; E. J. P. Coleman, Sec.; Dr. W. A. M. Mack, Wm. Birnie, J. J. Donohue; City Physicians, Drs. E. R. O'Reilly and E. B. Grier; Health Inspector, E. G. Putnam.



RESIDENCE OF MR. JOHN W. WELCH, 66 EAST JERSEY STREET.

#### TEMPERATURE, POPULATION, ETC.

At the last four compilations of the State census the population of Elizabeth has been: 1870, 20,849; 1875, 25,923; 1880, 28,229; 1885, 32,119. This is an increase of about sixty per cent. in fifteen years, while the increase of the whole county outside of Elizabeth has been but thirty-eight per cent. in the same time. During the past four years, and since the settlement of the debt troubles, Elizabeth's increase has far exceeded that of any preceding like period. Factories have been built and houses been erected in large numbers. The vote for President in 1884 was 6,138, and in 1888 it was



7,369, a gain of over twenty per cent. It is estimated with good reason that a census of Elizabeth's population to-day would show over 35,000 souls.

On the score of healthfulness the report elsewhere leaves nothing

being near the seacoast, and actually on a large body of salt water. Thus there is present a constant regulator of temperature, preventing violent extremes of either heat or cold. In the warm season the winds from one direction are cooled as they cross the



RESIDENCE OF MR. J. C. CRANE,  
1048 ELIZABETH AVENUE.

RESIDENCE OF MRS. W. W. CRANE,  
1050 ELIZABETH AVENUE.

to say of the climate here. Of its delightfulness a few words may be spoken. Situated about midway in latitude in the Middle States, it is about the mean point of temperature, giving a climate which approaches neither the frigid nor the torrid. Added to this location with regard to latitude, it possesses the advantages of

bay, while from the other the breezes blow down fresh and invigorating from the near-by Orange mountains.

In 1888 the highest recorded temperature was 93° above and the lowest 2° below zero. By way of a voucher the record of temperature and rainfall for the past two seasons is here presented :

	MEAN TEMPERATURE. (DEGREES.)	
	1887.	1888.
January,	37.72	23.66
February,	32.06	29.56
March,	33.36	31.93
April,	48.38	49.86
May,	65.51	59.60
June,	72.90	73.35
July,	79.77	73.57
August,	73.66	76.78
September,	63.60	64.37
October,	52.92	49.84
November,	41.42	44.28
December,	34.00	33.77
Mean,	52.10	50.87



RESIDENCE OF MR. JOHN DAVIDSON, 754 SALEM AVENUE.

	TOTAL RAINFALL. (INCHES.)	
	1887.	1888.
January,	4.23	5.77
February,	5.75	3.38
March,	3.98	7.81
April,	3.17	3.94
May,	1.09	6.33
June,	7.40	2.70
July,	7.96	2.18
August,	2.90	7.23
September,	2.48	8.09
October,	2.47	5.22
November,	2.24	5.48
December,	3.70	3.42
Total,	47.37	62.00

## RAILROAD FACILITIES.

In frequency of trains, rapidity of communication with the business section, and cheapness of commutation and fares, none of the cities that furnish homes to business men of the metropolis

instances two trains being started at the same time. In addition to the main depot the Pennsylvania has stations at North and South Elizabeth; and the Central at Elizabethport, Spring Street and El Mora or West Elizabeth. Thus all sections of the city at any distance from the main station have convenient stations of



IN NORTH PARK.

can offer railroad facilities that can for a moment be compared with those of Elizabeth. Its Union depot being situated at the junction of the Pennsylvania and New Jersey Central railroads, distant from New York by the former 14.2 miles, and by the latter 13.5 miles, trains may be obtained by one road or the other almost with the frequency of city horse cars, and certainly without the trouble of even consulting a time table. To New York by the Pennsylvania every week day are 47 trains, and by the Central 57; while from New York to Elizabeth the Pennsylvania furnishes 40, and the Central 60—a total of 104 to and 100 from New York. Between the hours of seven and ten in the morning the Pennsylvania furnishes twelve and the Central fifteen trains to New York, a total of 27, and an average of nine an hour, or one about every six minutes. Returning between the hours of 3.30 and 6.30 in the afternoon the Pennsylvania runs 15 and the Central 22 trains, a total of 37. On the Central between these hours trains run every fifteen minutes, all being express trains but those at 4.15 and 6.15, in several

their own. The trains daily to New York from these stations are as follows: North Elizabeth, 19; South Elizabeth, 24; West Elizabeth, 35; Spring street, 25, and Elizabethport, 36. From

New York the daily trains are: North Elizabeth, 15; South Elizabeth, 21; West Elizabeth, 37; Spring street, 27, and Elizabethport, 40.

From the main station on Sunday 25 trains leave for New York by the Pennsylvania, and 19 by the Central. From the way stations the trains are: North and South Elizabeth, 12 each; West Elizabeth, 12; Spring street, 11; Elizabethport, 14.

For the Elizabeth main station on Sunday 24 trains leave New York by the Pennsylvania, and 20 by the Central. To the way stations the trains are: North Elizabeth, 15; South Elizabeth, 21; West Elizabeth, 13; Spring street, 12; Elizabethport, 14.

The running time between Elizabethport and New York, including ferry to Liberty and Cortlandt streets, is thirty minutes by express trains, thirty-five to forty minutes by those stopping at two or three intermediate stations, and forty-five minutes for



RESIDENCE OF MRS. MARIUS BRANDEGEE, 339 NORTH BROAD STREET.



RESIDENCE OF MR. WM. EDELSTEN,  
276 WEST JERSEY ST.

way trains. This is true of both roads. The Central provides daily, 18 express, 10 semi-express, and 29 way trains to New York; and from New York, 18 express, 12 semi-express, and 30 way. A business man can reach Wall street from Elizabeth in forty minutes, or about the time it takes from the Central Park district; while a shopping lady or a theatre goer can get to Thirty-third street in 50 minutes. The latter can take dinner in Elizabeth, leave at seven o'clock, and be seated in easy time to hear the opening overture. Returning, he can get a train down town at 11.30, 11.45, 12.00 and 12.15; giving ample time to see the play through, or to stop and have a supper afterward.

Newark is five miles distant, and can be reached in fifteen minutes by the Pennsylvania or the Elizabeth and Newark branch of the Central. The Pennsylvania provides 44 daily trains to and 38 from that city, and the Central 27 to and 28 from.

Single fare between Elizabeth and New York by either road is twenty-five cents, and excursion forty cents. The Pennsylvania sells commutation tickets with sixty rides good within the month for \$6.00; for three months, \$16.20, and at the quarter rate for any longer period, or \$64.80 a year. On the Central the commutation rate is \$6.00 per month (sixty rides) for the first seven months, \$5.00 per month for the next three, and \$4.50 per month for the last two, amounting to \$66.00 in all. The three months and year tickets are \$16.20 and \$64.80 respectively, as on the Pennsylvania. School commutation tickets to New York are per month of forty-six rides \$4.00 by the Central and \$4.34 by the Pennsylvania. Commutation rates by both roads to Newark are \$4.00 per month; school tickets, \$2.68 by the Central and

\$2.67 by the Pennsylvania; and single tickets fifteen cents and excursion, twenty-five cents by either road.

Long Branch and the summer resorts on the Jersey coast are easy of access by both roads, at equal rates of fare, single fare to Long Branch being \$1.00, and excursion \$1.50. In summer the Central runs about fourteen trains and the Pennsylvania ten each way daily. The running time to Long Branch is one hour by express trains and an hour and a quarter by way.

Summer excursions to various pleasure spots are run daily on both roads. The Pennsylvania connects with a boat up the Hudson to West Point and Newburg, and the Central runs a steamer from Elizabethport to Bay Ridge, connecting there with the Coney Island railroads. Commuters at all seasons of the year may use their tickets on the Central on its boat plying between New York and Elizabethport, a delightful sail of an hour and a half through the Kills and New York bay. There are frequent day excursions on the Central at low

rates to Mauch Chunk, the "Switzerland of America," and over the famous Switchback. Atlantic City and Lakewood are reached by both roads summer and winter by special parlor car trains. Trenton and Philadelphia are also on the line of both, and now the Baltimore and Ohio runs to Washington direct, over the Central tracks, giving access to the Capital by two lines. The Lehigh Valley runs over the Pennsylvania, though it is fast fitting up a route of its own; the Philadelphia and Reading over the Central, and the Pennsylvania connects direct with the West Shore for the Catskills, Saratoga and Lake George without change of cars; so that Elizabeth is in direct communication



RESIDENCE OF HON. F. C. MARSH,  
1043 ELIZABETH AVE.



RESIDENCE OF DR. C. C. MOORE, 204 SOUTH BROAD STREET.



JUDGE P. H. GILHOOLY, COUNSELOR-AT-LAW.

with almost every section of the country.

To all these splendid facilities for travel will be added an additional advantage when the great Hudson river tunnel is completed. This will take but two or three years at most, as work on it is being prosecuted as rapidly as possible. Then, with railroad trains running under the bed of this mighty river, now crossed only by ferries, the time to and from New York will be materially lessened, and travel will be even more convenient than it is now.

Further than this, all the main lines have, or soon will have, four complete tracks from this city to their eastern termini, and the

safety, rapidity and comfort of each trip will thus be enhanced. All these improvements cannot fail to materially advance the price of property in Elizabeth, both for residences and manufacturing purposes.

#### RAILROADS IN HISTORY.

The New Jersey Railroad and Transportation Company's line, now held under lease and known as the Pennsylvania Railroad, was opened for traffic through Elizabeth in 1836.

In 1835 Col. James Moore located the line of the Central Railroad of New Jersey from Elizabethport to Somerville, and it was opened from the latter point to Broad street early in 1836. The construction of the



HON. F. C. MARSH, COUNSELOR-AT-LAW.

RESIDENCE OF MR. JAMES J. GERBER  
56 CHERRY STREET.

extension of the same to New York was begun in the fall of 1862. The Newark bay bridge was completed and the road opened to New York, including Communipaw ferry, August 1, 1864. The Perth Amboy branch, formerly the Elizabethport and Perth Amboy Railroad, began its construction early in 1871, and opened for business in connection with the New York and Long Branch railroad as far as Long Branch on June 28, 1875.

#### RAILROAD FREIGHTS.

The facilities for communication with all points in the United States afforded by the Pennsylvania and New Jersey Central railroads have been dwelt on elsewhere in this book so fully and

frequently that they need no repetition here. Suffice it to say that a car loaded on any tracks of the many branches and sidings in the city can reach any point in the United States and Canada direct without unloading. Manufacturers will appreciate the value of this, in that it allows them to make time contracts with safety and absolute calculation of the date of the goods reaching their destination. The perfect system of New York harbor transportation enables a car to be transferred from either the Pennsylvania or the Central to the tracks of any of the lines running into New York. Independent of this, the two roads



EX-SUPERVISOR JAMES J. GERBER, ATTORNEY-AT-LAW.

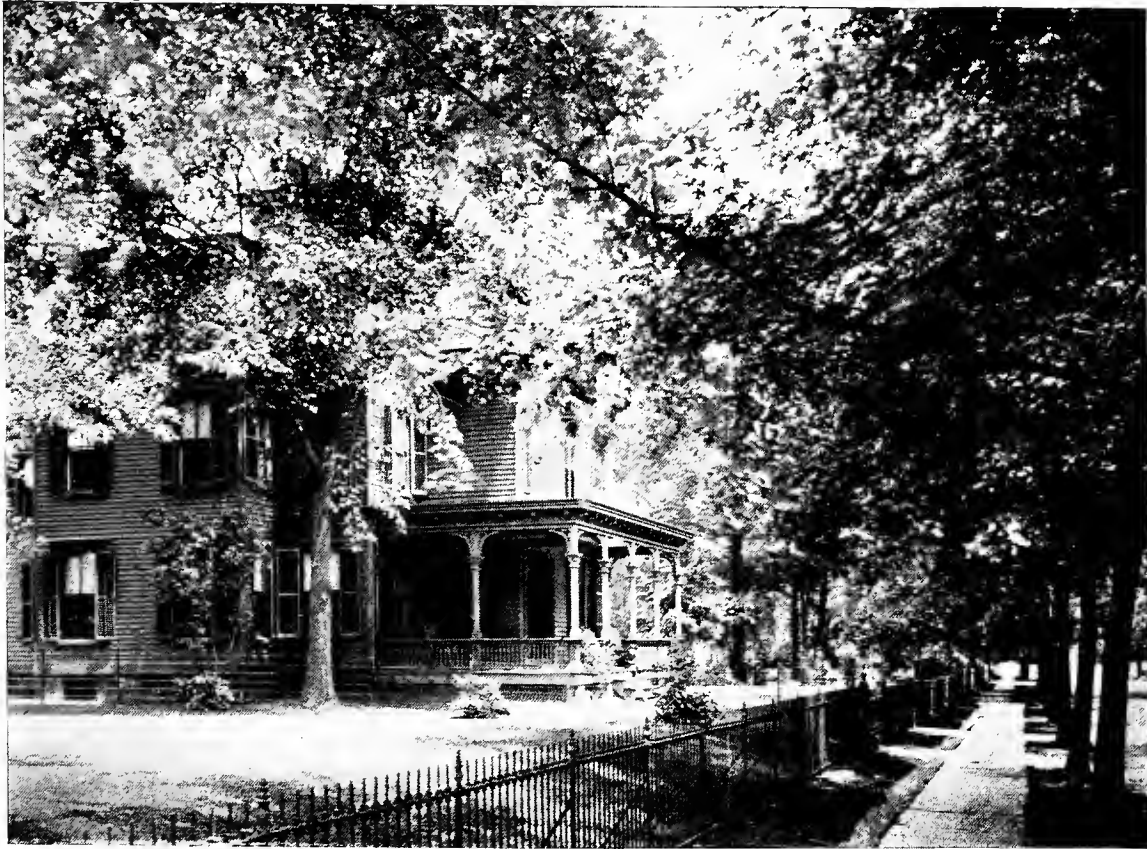


ZERMAN NORMAN, ATTORNEY-AT-LAW.



have a direct connection with all points west and south, and also north by the rails of the West Shore to Albany and over the

Class 3, Jersey City, 5 cents; Pier 16, New York, 7 cents. Class 4, Jersey City, 5 cents; Pier 16, New York, 6 cents. Class 5,



RESIDENCE OF MR. C. B. ORCUTT, 1019 EAST JERSEY STREET.

Poughkeepsie bridge to the east bank of the Hudson, while connecting steamers at New York enable a through rate to be given to every commercial centre in the world.

It may be generally stated that by both roads Elizabeth rates to western points are the same as those of New York. All rates are fixed by the railroad commission and are subject to the rules and classification of the interstate commerce law.

The fast freight lines of the Pennsylvania system are the Union, National, Empire, and Erie and Western Lake and Rail or Anchor, direct track connections being had with the Lehigh, New York, Susquehanna and Western, and West Shore.

The rates to New York and Jersey City at date of writing for freights less than a car load per hundred were: Class 1, Jersey City, 5 cents; Pier 16, New York, 9 cents. Class 2, Jersey City, 5 cents; Pier 16, New York, 9 cents.

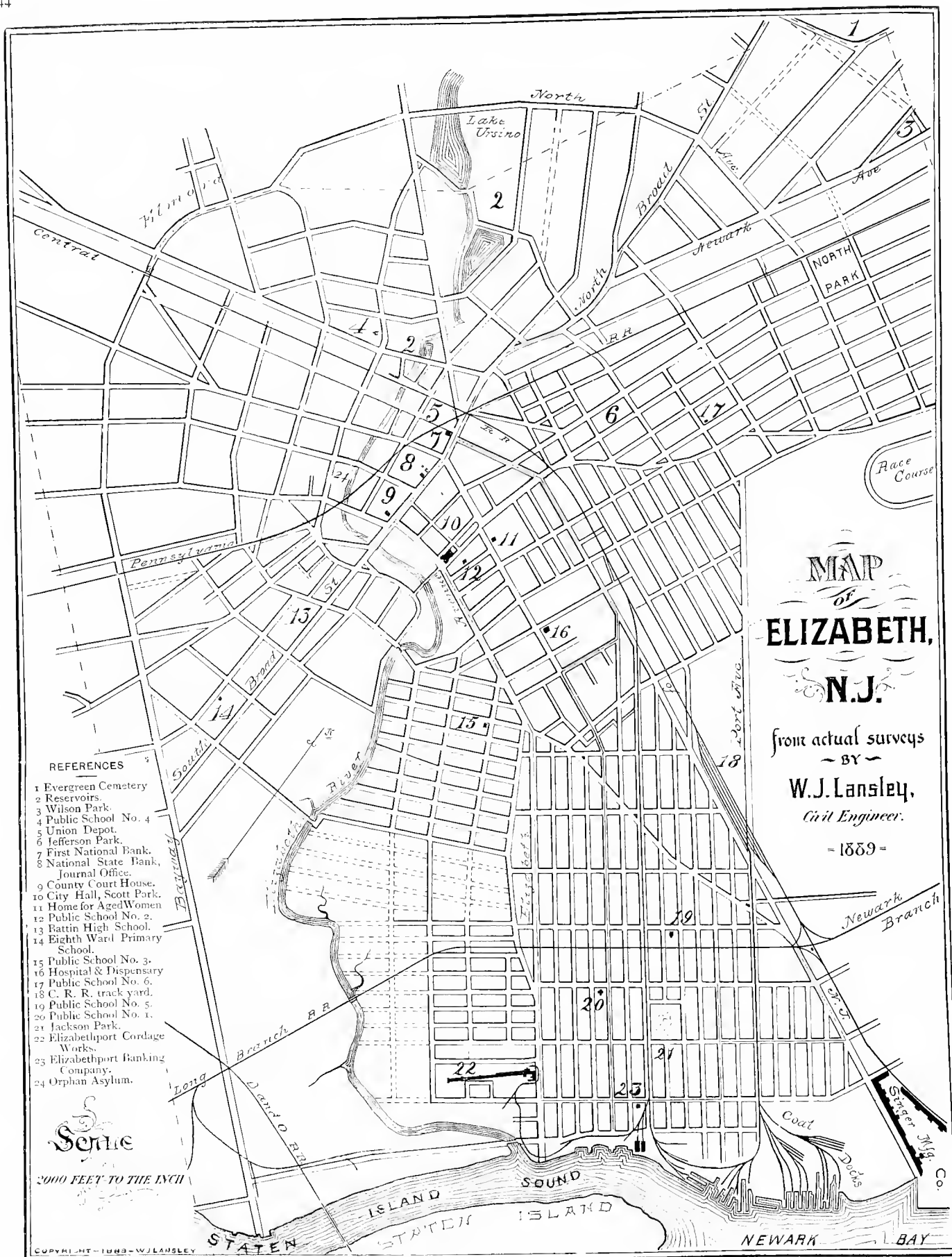
Jersey City, 4 cents; Pier 16, New York, 5½ cents. Class 6, Jersey City, 3 cents; Pier 16, New York, 5 cents.



RESIDENCE OF MRS. F. W. LOOLE, 143 WESTMINSTER AVENUE.

In bulk by carload to New York the rates per ton were: Class A, 60 cents; Class B, 54 cents; Class C, 48 cents; Class D, 38 cents. All these are, of course, subject to slight changes by the railroad commissioner. The Pennsylvania receives freight up to 11 A. M. for the west, and up to 5 P. M. for local points, leaving the day of delivery.

Over the tracks of the New Jersey Central run the following fast freight lines: White, Red, Blue, Nickel Plate, Merchants' Despatch Transportation Company, Inter-State Despatch, Erie, American Express, New York, Lake Erie and Western, Traders' Despatch, Lehigh Valley, Lake Shore and Michigan Southern, and West Shore and Housatonic. The rates per hundred to New York are the same as by the Pennsylvania. To Communipaw





MR. SAMUEL L. MOORE.

they are: First and second classes, six cents; third and fourth, five cents; fifth, four cents; sixth, three cents. Car-load freights come under fifth and sixth class freights.

In addition to these freight lines are the express companies, affording constant and rapid facilities. Adams runs over the Pennsylvania and the United States over the Central. There are also several local expresses for New York, Newark and city traffic.

Of the convenient location of the manufacturing districts to the railroad tracks in all parts of the city mention is made elsewhere.

#### SHIPPING BY WATER.

An examination of the map opposite will demonstrate most forcibly and without a word of further argument the unsurpassed advantages of Elizabeth as a shipping point by water. How important such a means of communication with all points is to manufacturers, both in the cheap and easy means of getting raw material, coal, iron, lumber and other supplies to the workshops, and as cheaply and easily getting the manufactured products to the markets of the country and the world, needs no emphasis here. And when the map of lines by water and rails by land is studied it will be seen with how much foundation the claim is



MR. JAMES C. OGDEN.

RESIDENCE OF MR. WM. M. OLIVER,  
401 JEFFERSON AVENUE.

made of the superiority in these indispensable particulars of Elizabeth above all the cities that are bidding for the workshops of the great manufacturing district that so largely supplies the markets of the metropolis.

It is situated opposite to the point where the waters of the Staten Island Sound (or Arthur Kill) and Newark Bay empty into the Kill von Kull and are carried to New York Bay and the docks of New York, Jersey City and Brooklyn, but about ten miles distant; and along the Bay and Sound for some two miles, from Morse's creek on the south to the New Jersey Central Railroad bridge on the north, offers a water front with

a channel along shore eighteen feet in depth at high and thirteen at low tide. From the Sound to the heart of the city runs the Elizabeth river, having a channel of ten feet for two thousand five hundred feet up from its mouth, and a depth of from six to seven feet the rest of the way. Of the character of the water front along these bodies of water mention is left to another chapter.

The Sound and the Kill von Kull are the connecting streams of probably the greatest system of inland and water communication in the world. The ocean is reached by the Kill von Kull and New York Bay, or by the



MR. AZARIAH DUNHAM.



MR. CHAS. H. SCHMIDT, EDITOR FREE PRESSE.



RESIDENCE OF MAJOR HUGH W. ADAMS,  
518 NORTH BROAD ST.

Sound and Raritan Bay. Into Newark Bay flows the Passaic. To the east communication is had with Long Island Sound and the rivers, and bays, and coast of New England. Tapping the Hudson is the Delaware and Hudson Canal, and by the Erie Canal the route is direct to the Great Lakes, the Northern Canal and Lake Champlain. By the Sound are reached the Raritan and South Rivers, Delaware and Raritan and Lehigh Canals, Delaware River, Delaware and Chesapeake Canal, Chesapeake Bay, Albermarle and Pimlico Sounds, the rivers of Virginia and South Carolina, the Pennsylvania canals, and the numerous rivers and bays tributary thereto. All the commerce of this vast system passes Elizabethport on its way to and from the metropolis, making the Sound one of the greatest water thoroughfares in the world. Thus the markets of the United States are open for the purchase of the cheapest and best raw material, free from the restrictions of monopolies or railroads. Manufacturers are independent of the scale of prices fixed by one or two coal companies, and can make their own contracts with the lowest bidders wherever situated. They can buy their iron and lumber from north, south, east or west. With these advantages of land and water communication they can make their time contracts with purchasers in any market in the world; charter their own vessels and send them direct from their own dock free from lighterage or cartage fees, or by the railroads load cars in their factory yards and get a through bill of lading to any point. Elizabeth's boast is, therefore, well founded that its location in this great water highway, and in the centre of this vast railway system offers facilities for manufacturers far ahead of its rivals.



RESIDENCE OF MR. ALFRED DEWITT,  
730 NORTH BROAD ST.



RESIDENCE OF MRS. JAS. BURNETT, 100 RAHWAY AVENUE.

## WATER FREIGHTS.

Elizabeth's extensive water front, more fully described elsewhere, offers advantages for shipping unapproached by those of any city in the neighborhood of New York Bay, the docks of the metropolis being but about an hour distant by steam. There is, of course, direct water communication with all points on the Atlantic seaboard by vessels, at any tide, drawing as high as sixteen or eighteen feet. The regular means of communication with New York is by the New Jersey Central boat, "Chancellor," which makes two daily trips, by three or four steam lighters running daily, and by two other steam lighters running irregularly to New York and Long Island ports. There are also numerous sailing lighters, and three regular tow lines tow canal boats at reasonable rates.

The Chancellor leaves Elizabethport on week days at 8 A. M. and 2 P. M., and New York at 11 A. M. and 5 P. M. The freight rates by this line run from seven to six cents per hundred, depending on the class of freight. The rates for wagons, etc., are: one horse and wagon, loaded, \$1.50; light, \$1.25; two horses and wagon, loaded, \$2.00; light, \$1.65; two horses and van, loaded, \$3.00; three horses and van, loaded, \$3.65; four horses and van, loaded, \$4.30; cow or horse, 65 cents; wagon, light, 65 cents; wagon, loaded, \$1; two horses and truck, extra size, loaded, \$2.50; two horses and truck, extra size, light, \$1.65. The boat stops at Mariner's Harbor, Bergen Point, and Constable Hook, and at Bay Ridge in summer, connecting with the Coney Island



railroads. To the three first-named points the rates are: two horses and wagon, loaded, \$1.25; two horses and wagon, light, 75 cents; one horse and wagon, loaded, 75 cents; one horse and wagon, light, 50 cents; one horse, light wagon or cow, 35 cents. Individuals and companies doing regular trucking on the boat to any extent can contract for special rates at lower figures than these. Passengers are also carried by this boat, and this, by the way, is a popular form of excursions in summer, the boats stopping at Mariner's Harbor on Staten Island, and Bay Ridge on Sundays.

The steam lighters make the tour of the docks every day and pick up freight. The rates are about five cents per hundred and from sixty cents to a dollar per ton for large freights. This is but about

Sailing lighter rates for large freights between Elizabethport and New York are just the same as the rates in New York harbor, *i. e.*, from fifty to sixty cents per ton.

Many factories own their own canal boats. This is a saving, of course, as only harbor towing charges have to be paid—say about ten dollars a boat to New York.

The water shipping facilities give a great advantage to factories in the purchase of coal, as they are not bound to buy their coal from the railroads if cheaper markets can be found elsewhere. Coal rates from New York harbor vary from eighteen to twenty-five cents per ton at different seasons

of the year and under varied circumstances.

To summarize, it may be said that Elizabeth offers an extensive



RESIDENCE OF MR. LEBBEUS B. MILLER 1025 EAST JERSEY STREET.



RESIDENCE OF THOS. N. M'LEAN, M. D., 1144 EAST BROAD STREET.

two cents per ton higher than rates from one dock to another in the North and East rivers.



RESIDENCE OF GEO. W. BAILEY, M. D., 1165 EAST JERSEY STREET.

water front, deep water, frequent and rapid communication, and rates but little, if any, above those from dock to dock in New

York harbor. These are advantages which build up large cities, and make them great centres of commerce and population.



HON. AMOS CLARK, EX-MEMBER OF CONGRESS.

#### REAL ESTATE IN GENERAL.

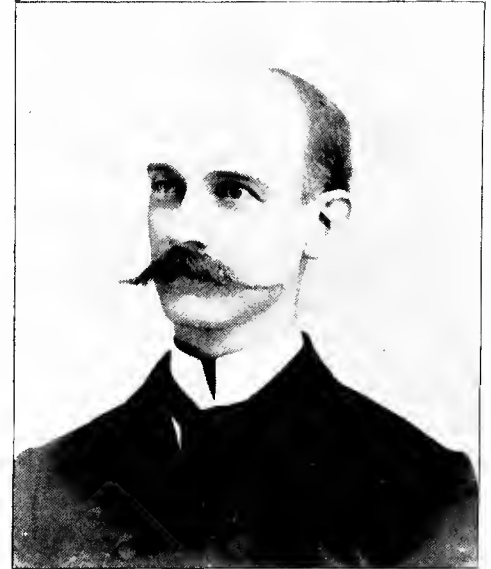
With all the advantages offered by Elizabeth as a place of residence and a location for manufactories, which are set forth in these pages with some minuteness of detail, an outsider is but little prepared to meet with land so cheap and rents so low as property owners present for his consideration. No city with the facilities of Elizabeth in location, land and



LOUIS A. GRAFF, ATTORNEY-AT-LAW.

water communications, public improvements, social advantages, and the thousand and one conveniences of an advanced and progressive city, can begin to compete with it when it comes to a question of prices. During the long years of doubt and depression brought on by the city's financial misfortunes property dropped lower and lower in value,

troubles kept real estate from falling out of market altogether. The settlement and the resurrection have come, and prices have been and are steadily rising. Those who from choice and necessity held on to their property in the dark days, when there was no demand, are now willing to sell. So it will be seen that there is very naturally a large quantity in the market, and this has stood in the way of an inordinately big jump in prices, which must otherwise have taken place, and leaves in low figures the reminder of the former depression. Thus it is that the purchaser from outside reaps a present benefit from the calamities of the past, in finding land cheaper than the advantages of the city, under other circumstances, would have rendered possible. With depressed real estate came, naturally, low rents, and rentals have



ROBERT G. BELL, ATTORNEY-AT-LAW.



HON. FOSTER M. VOORHEES, COUNSELOR-AT-LAW.

been subject to the same conditions as sales and bear about the same relation to prices elsewhere as does the real estate.



EDW. S. ATWATER, COUNSELOR-AT-LAW.

The wheels of progress, so long clogged, have begun to revolve again. New houses are springing up on every hand, streets are being improved, and horse car lines have been built, while others are in contemplation; until before long a complete system of these conveyances will traverse the whole city, connecting the residential portions with the business centre and the main railroad depot. The opportunity to take advantage of the low prices will be gone before many years, and Elizabeth real estate will have a value in the market commensurate with the facilities it offers the resident and the manufacturer.

#### LAND FOR MANUFACTURING PURPOSES.

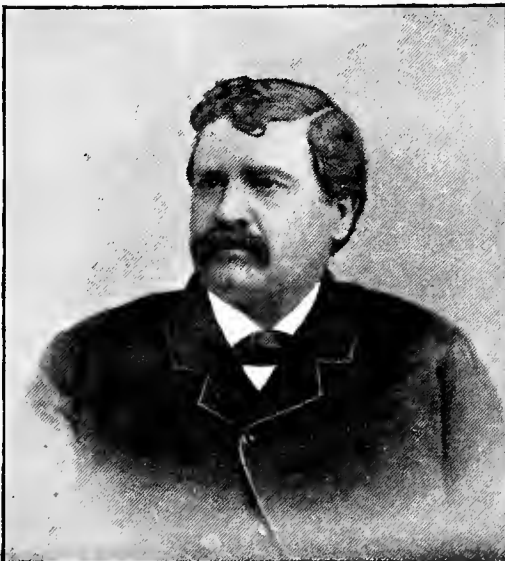
First, to treat of land available for the location of large manufacturing establishments. Although there are large plots of ground in the upper or residential portion of the city, by reason of their higher value they would be less likely to attract the attention of the manufacturer, and notice should here be more particularly called to those large bodies of land in the Elizabethport section south of Spring street. Here be it said that this property is held in large blocks by comparatively few owners. It is not necessary to speak of the actual price that will be taken for particular plots. These owners have been very free in their statements of values to



WM. H. MOHR, ATTORNEY-AT-LAW.

will be found willing listeners to reasonable offers, and ready to meet a purchaser even more than half way.

There are, of course, many factors to be considered in fixing values to the various plots of this property—distance from railroad, residential and business sections, and water front; character of the land, meadow or upland; improvements thereon, curbing, streets, water, etc. All these must enter into the calculation by the reader when maximum and minimum figures are given as representing the progression from the least advantages to the greatest, all things considered.

RESIDENCE OF MR. WM. K. WILSON,  
503 MONROE AVENUE.

HON. JOHN T. DUNN, COUNSELOR-AT-LAW.

the compilers of this book, and prices can be set forth here with sufficient detail for the reasonable inquirer. To such a one let it be said that these owners will be found most public-spirited citizens, foremost in the city's enterprises, ready to offer every inducement (as in many notable cases they have already done) to manufacturers to locate, and prepared to make present sacrifices of a part for the ultimate benefit of the whole of their property. They have been among the most liberal subscribers to this book to enable the advantages of the city to be laid before the world. Such men



COUNCILMAN JAMES C. CONNOLLY, ATTORNEY-AT-LAW.





RESIDENCE OF MR. F. M. BLAKE,  
1024 EAST JERSEY STREET.

In the first place there is a tract of vacant upland extending east from the Spring street station along both sides of the tracks of the Central Railroad of New Jersey, a distance of about two miles to Newark Bay. To the north of the track, for about half way to the Bay, it is upland for a mile before the salt meadows are encountered. The rest of the way the meadows are from a half to a quarter of a mile from the track. This is all fine upland, streets being laid out through the western portion of it, and is well adapted from its propinquity to the railroad, to which side tracks could be laid, for the location of extensive manufacturing plants, the water front being also within easy carting distance. On the south of the track all the way from Spring street to the water front are many acres of upland well laid out in streets. Almost a net-work of tracks runs through this section. This land can be bought all the way from \$1,500 to \$3,000 per acre, the minimum values being on the north of the track on the edge of the meadows.

The next available tract to be considered is that bounded by First avenue on the north, the Elizabeth River on the south, the Long Branch division of the C. R. R. of N. J. on the west, and the water front on the east. It is all upland, except a strip of meadow along the Elizabeth River. This, like the first plot described, has the advantage of being along or near the railroad, with facilities for side track connections therewith. It is laid out in streets, many of which are cut through. The upland portion of it can be bought for from \$1,200 to \$3,000 per acre. The meadow land could be had for perhaps \$500 per acre. Along the bank of the Elizabeth River, by piling and building a connecting roadway over

the meadow, would be made a most excellent site for light manufacturing establishments, where there was no shipment of heavy freights. Schooners and barges could come up the river and take freight direct from the factory.

Along the water front between Morse's creek and Newark Bay bridge there is considerable available frontage. It is, of course, the most valuable of all the manufacturing property offered for sale, having both water and rail facilities, and is held at quite a range of prices. It is safe to say that a fair average for much of it would be \$5,000 per acre.

Extending north from the city line for a mile and a half, to the Elizabeth River, along the banks of Staten Island Sound, is a most valuable strip of water front, of which about fifteen hundred feet are still open to lease or purchase. Its average width is some three hundred feet from the water to the salt marsh at the rear. It possesses peculiar advantages, in that for its entire length the channel of the Sound runs along the bank with a depth of

from seventeen to twenty-one feet at low tide. The bank is firm, and no filling in is needed to make it available. A city street runs through it in which are laid mains, giving an abundant supply of water for manufacturing purposes. In addition to the means of communication afforded by this street, the Central Railroad of New Jersey has laid tracks along the whole strip connecting with its Long Branch Railroad division. Manufacturers are thereby enabled to load their cars in their own yards and ship them to any point without any shifting of freight. Added to the advantages the



RESIDENCE OF  
MRS. ANNA J. CROUTHERN, M. D.,  
1165 EAST JERSEY STREET.



RESIDENCE OF MR. CHARLES TOWNSEND, COR. RAILWAY AVE. AND SOUTH ST.

Central offers are the conveniences furnished by the Baltimore and Ohio Railroad, whose tracks run directly to its bridge across



JOSEPH CROSS, JUDGE OF DISTRICT COURT.

the Sound at this point. At its southern extremity, where the B. and O. bridge is, this strip broadens and rises gradually into an extensive plot of fine upland, formerly known as the Gibbons farm, where the great mare Fashion was foaled and raised. At a half a mile from the shore the land has an elevation of thirty-seven feet above the water. The B. and O. tracks run through the farm, which offers extensive facilities for the location of manufac-

tories. The meadows and land of this section are of a peculiar formation, an underlying stratum of blue clay being found at a depth not to exceed thirteen feet. When piling has to be done for the foundation for heavy machinery this firm substratum, so near the surface, is a by no means insignificant advantage from an economic point of view, as those who, in many cases elsewhere, have had



JOHN J. LOWDEN, COUNSELOR-AT-LAW.

to go to a depth of forty and even seventy feet can attest. By reason of its railroad facilities and channel at the land's edge this section of the city is unsurpassed for manufacturing locations.

## PROPERTY AND RENTS.

It is impossible to lay down any fixed rule, no matter how full may be the qualifications and how complete the list of exceptions, governing the rentals of Elizabeth dwelling houses. Within ten minutes' walk of the main depot distance therefrom does not seem to establish any scale of prices, nor, strange as it may seem, does the character of the street improvements affect it very materially. A house on a less improved thoroughfare may bring as much rent as one of the same character and value on a



THEODORE C. ENGLISH, COUNSELOR-AT-LAW.

more improved one. It can be safely said that, with the exception of but two or three popular locations established on no stronger foundations than mere whims, rentals depend on the houses themselves irrespective of street improvements or distance from depot. Therefore in giving prices no mention need be made of the latter considerations. Workingmen's dwellings not considered, houses may be divided generally into three classes: Small houses of seven or eight rooms with part of or all the modern improvements; first-class houses of from ten to fifteen rooms; and extra first-class houses of superior construction, surroundings and location. The first-named can be rented for from \$18 to \$25 per month, the second for from \$25 to \$40, and the last for from \$40 to \$50, and (only in a few exceptional cases) to \$60 and \$75. Beyond the ten minute limit these prices suffer a reduction running from ten to forty per cent., as the city limits are approached. First class houses at Elizabethport rent for from \$20 to \$50 per month. Stores on the main business streets rent from \$20 to \$75 per month, depending on location and size. Offices bring from \$5 to \$25 per month.



JAMES P. HOFFMAN JR., ATTORNEY-AT-LAW.

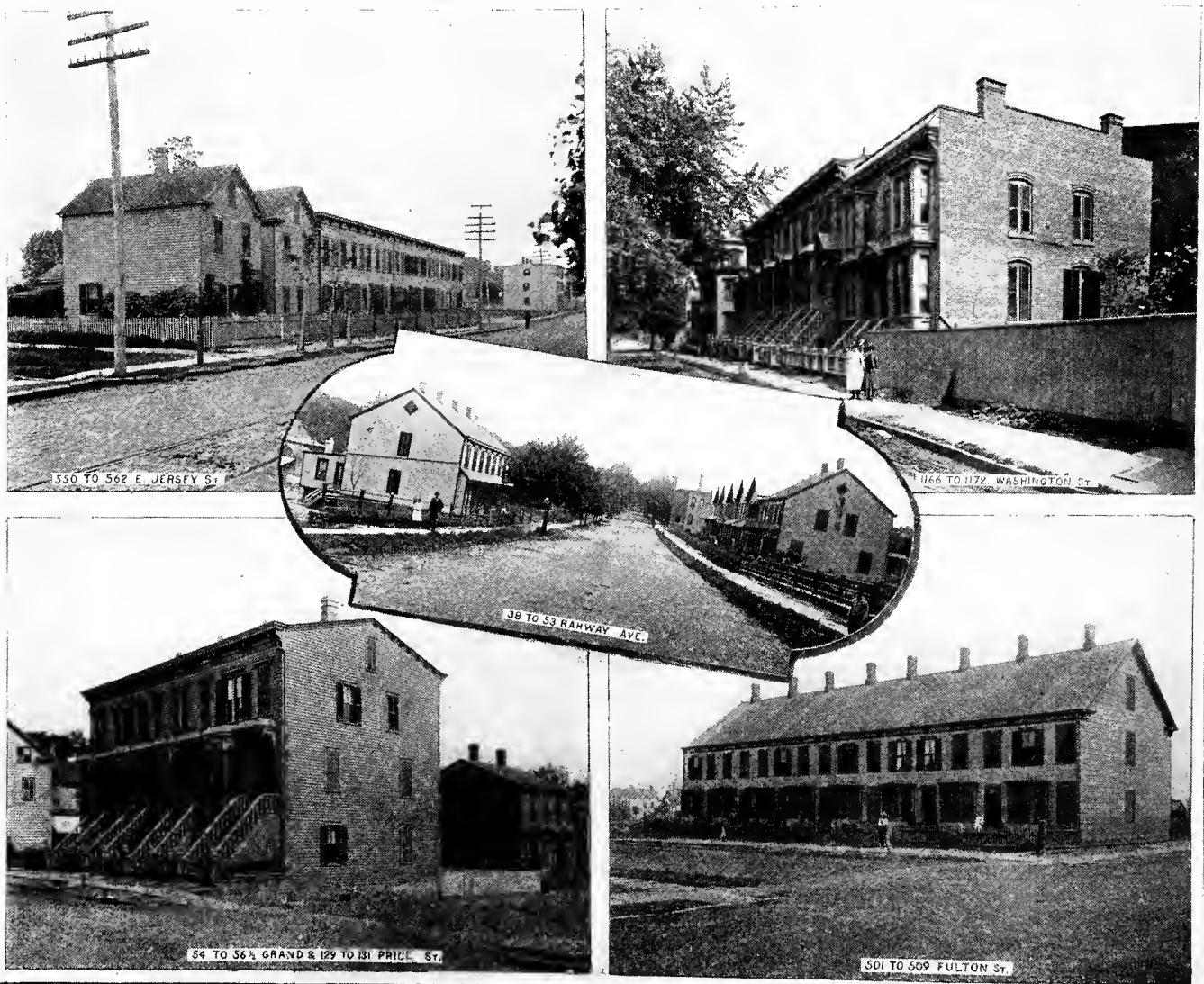
In all the prices above quoted the rents in a large majority of cases lean toward the minimum limit.

With the increase of manufacturing establishments at Elizabeth-

port there have been built large numbers of small houses, separate and in blocks, for the accommodation of the operatives. First-class homes of this kind on improved streets, modern built, with seven or eight rooms and water on the first floor, can be rented for from \$12 to \$20 per month. Houses without water and on unimproved streets can be had for about \$8 per month. Tenements of three or four rooms bring from \$5 to \$7.50 per month. Lots can be bought from \$100 to \$500, depending on location and the character of the street improvements. A small house and lot on an unimproved street can be had for \$1,000. There are many building and loan associations (more fully referred to elsewhere), which

interviewed extensively and minutely those who have charge of the sale of real estate, and will endeavor to set forth here a fair and reasonable average of their knowledge and opinion of possible purchasing prices, believing that in this way and this way only can the most effective appeal be made to those looking for land on which to build homes within easy distance of the metropolis.

By way of introduction to a more detailed statement it may be said that as regards residential property the highest price asked is \$100 per foot, and this only on two or three fine streets for but part of their length. Outside of these the choicest building lots on improved thoroughfares within ten minutes of the depot can



COTTAGE BLOCKS—BUILT AND OWNED BY W. S. POTTER.

enable the workingman to own his home or invest his savings at good interest. With land so cheap it would probably be to the advantage of large manufacturing establishments to erect homes for their workmen near the site of the factories.

#### RESIDENTIAL AND MANUFACTURING SITES.

Recognizing the fact that a mere statement that Elizabeth offers property at present at a rate much below that of other cities with equal or less advantages will carry but little weight without an actual statement of prices at which it can be bought in the different sections of the city, the compilers of this book have

been bought for from \$40 to \$60 per foot. On improved side streets within the ten minute limit and on the main avenues beyond this lots can be had for from \$25 to \$35 per foot, while near the city limits, and in many cases in the neighborhood of the branch depots, property is in the market for from \$10 to \$20 per foot.

In examining these prices and following the streets and sections enumerated a close study of the map is indispensable.

Elizabeth is built in sections running like the spokes of a wheel in all directions, with the union depot as the hub. Between these spokes, out toward the rim made by the city limits, are large tracts of almost unoccupied (*i. e.* unbuilt on) land. Designating

arbitrarily these districts and we have the Broad street or main uptown business district, the North Broad, the South Broad, the Jefferson Park, the East Jersey, the West Jersey, the Morris ave-

extends for but one block beyond Grove. On the side streets in this district, which have all the improvements, property can be bought for from \$30 to \$15 per foot.



JACKSON PARK.

nue, the Rahway avenue, and the Elizabethport districts. Let each of these districts be now taken up by itself.

Broad street is a spacious thoroughfare paved with Belgian blocks, has a horse car line running through it, and extends from the union depot to Elizabeth avenue, a distance of say half a mile. Along both sides are stores and office buildings with two churches and a few residences. It is the main business street. Sales have been so few that it is hard to fix any prices. From the depot to Jersey street the estimates run from \$1,000 to \$600 per foot; from Jersey street to Elizabeth avenue, \$500 to \$250 per foot.

Continuing to the south, Broad street becomes South Broad beyond Elizabeth avenue, and just across the river the residences begin. The Belgian block pavement extends to South street. On this street prices run

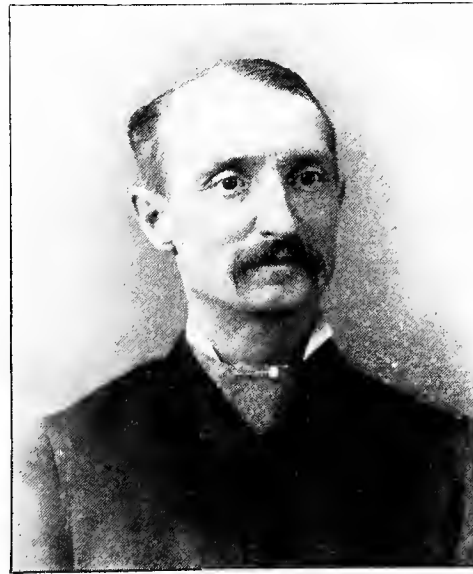
from \$75 to \$50 per foot. Beyond South there is macadam. To Grove street prices run from \$30 to \$25. And beyond here to the city line down to \$20 and even \$15. The macadam, however,

Coming back to the depot and going to the north we have North Broad street—a wide avenue extending for a mile and a half to the city limits. It is paved with Belgian block, is lined with fine residences, and has a horse car line. The average price of land offered runs from \$200 near the depot to \$100 per foot up to the Newark Boulevard. Beyond here values vary greatly. From here on the prices run to Fairmount avenue, \$75; to North avenue, \$50

to \$25; to city limits, \$25 to \$15. Side streets bring \$25 to \$15. The Boulevard runs out to Newark from North Broad street and is paved all the way with fine macadam. It is curbed, guttered and flagged, and has gas out as far as North avenue. Prices run from \$75 near North Broad gradually down to \$30 at North avenue. Fairmount avenue lots near the Boulevard are worth about \$50 per foot.



HENRY COOK.



IRA J. HALL.

PROPRIETORS CENTRAL N. J. HERALD.

East Broad street leads to the Jefferson Park section. Around the Park lots are worth from \$60 to \$10 per foot. Between East Broad and the Park the average price of lots in Jefferson avenue



is \$40 per foot. Above Mary street they run from \$30 at that point to \$10 at city limits. Madison avenue lots are worth about

Except between Rahway avenue and West Jersey, where there is macadam, Cherry street is unpaved. Along the paved part lots



MADISON AVENUE, LOOKING NORTH FROM SCOTT PARK.

*From a photograph by J. A. Woodward.*

\$5 less per foot than the corresponding ones on Jefferson avenue, and Monroe avenue a shade less than those on Madison. These are parallel avenues and are all improved.

East Jersey street runs from the centre point of Broad street and is paved all the way with Belgian blocks. The values run: To Jefferson avenue, \$150 per foot; to Madison avenue, \$100 per foot; to Catharine street, \$75 to \$50 per foot; and beyond this gradually down to \$30 per foot. Running north from East Jersey street to the C. R. R. of N. J. the prices are: Jefferson avenue, \$50 to \$40; Madison avenue, \$50 to \$30; Catharine street, \$30 to \$20; Spring street, \$25 to \$20.

West Jersey is likewise a Belgian block street. The prices are: To Pennsylvania railroad, \$150 to \$100; to Cherry street, \$75 to \$50; to city limits, \$75 to \$50. On Chilton street, recently macadamized, prices are advancing, between Jersey and Grand, \$30 to \$25; DeHart place, \$25.

West Grand has macadam from Union street to DeHart place. From Broad to Union there is Belgian block. Prices: Broad to Union, \$200 to \$100; to Cherry, \$50 to \$35; to city limits, \$50 to \$25.

are worth about \$40 per foot, and from Jersey street to the city line run from \$35 to \$25.

Rahway avenue has Belgian block to Cherry street, and beyond that macadam to the city line and Rahway. Prices: To Cherry street, \$50 to \$35; to city limits, \$35 to \$20.

Morris avenue is paved with trap block to the Elizabeth river bridge and beyond that with macadam. The prices are: Union depot to Westfield avenue, \$200 to \$100 per foot; to city limits, \$50 to \$30. Union avenue prices between Prince street and Morris avenue are \$50 per foot. Sayre street is unpaved and the prices are: \$25 to \$15 at city limits. Orchard street is macadamized, and prices run from \$35 per foot near Morris avenue gradually down to \$15 at city limits. Elm street is macadamized; prices are from \$40 to \$30 per foot. Stiles street is partly paved; prices from Morris avenue to Cherry are \$35 to \$30; beyond Cherry to city limits, \$30 to \$20.

Elizabeth avenue is a broad thoroughfare used principally for business purposes and is the main avenue to Elizabethport. It is trap-block paved and has a double track



RESIDENCE OF MR. R. W. WOODWARD, COR. EAST JERSEY STREET AND MADISON AVENUE.

Erected 1764 by Dr. William Barret, and for many years the residence of General Winfield Scott

*From a photograph by J. A. Woodward.*

horse car line running through it. Between Broad and Spring streets prices range from \$50 to \$35 per foot. Around Union Square lots are worth about \$50 per foot.

East Grand street, between Broad street and Jefferson avenue, land is worth, except in the immediate vicinity of Broad street, about \$40 a foot. The street is paved with Belgian block through this part and has a horse car line. Below Jefferson avenue prices gradually lessen to about \$15 per foot.

Coming to the Elizabethport district, values on First street, the main business thoroughfare, trap block paved and having a double track horse car line running through it, are about as follows, an average of the various estimates being taken: Elizabeth avenue to Franklin street, \$75 to \$50 per foot; to Broadway, \$120 to \$80; to Wall street, \$90 to \$60; to Port avenue, \$40 to \$35.

Second street has sewer, gas and water, but is unpaved. Between Broadway and Trumbull street the prices are from \$40 to \$30 per foot, and in the other parts from \$30 to \$20.

Third street has sewer, gas and water, but is unpaved. Lots as a rule are worth from \$40 to \$25 per foot, with some exceptionally good ones at \$60 to \$50.

East Jersey street is paved with Belgian block, and has a horse car line running through it. Between Fourth and Sixth streets there is no sewer. On the last-named part prices run from \$20 to \$15 per foot. Lots on the other part bring from \$40 to \$25 a foot.

On Fulton, Marshall, Franklin and Livingston streets, between Front and Fifth, having gas, water and sewer, but unpaved, lots can be purchased at from \$25 to \$15 per foot.

Lots on Elizabeth avenue, between First and Third streets, can



B. M. OGDEN, REAL ESTATE, INSURANCE AND LOANS,  
203 BROAD STREET.

## BUILDING.

An effort was made by the JOURNAL in the course of its compilation of this book to ascertain the number of buildings erected during the past two years and now in course of erection, with their total value. Even could complete figures have been obtained from local builders they would not have shown the actual amount of building, for the reason that many houses are erected by builders with headquarters in other cities, in what proportion it is impossible to say. Accordingly, about the first of April of this year a circular was sent out to thirty local builders, asking for the statistics for 1887 and 1888, and also for the number of buildings then in course of construction by them. Responses were received from only about one-third of them. An examination was also made of the records of building contracts filed by these same builders at the County Clerk's office. The result of these investigations, incomplete as it is, is given as a possible basis for an estimate. If the proportion holds good with those not reporting, then there is certainly a most favorable showing, with the added figures of outside builders taken into

consideration. The following estimated figures are given:

	<i>Contracts filed.</i>	<i>By builders.</i>	<i>Builders reporting.</i>	<i>Buildings.</i>	<i>Value.</i>
1887—	97	19	10	79	\$207,300
1888—	96	20	11	106	273,000
1889, to April.	29	12	7	29	74,300

It must be borne in mind that a single building contract in many cases covers several buildings.

Incomplete as these figures are, they show a rapid, healthy



P. J. RYAN, REAL ESTATE AND INSURANCE,  
124 BROAD STREET.



ALEX. S. DENMAN, REAL ESTATE AND INSURANCE,  
225 BROAD STREET.

be bought at from \$45 to \$35 per foot. Values on other parts of the street east of Union square are from \$30 to \$25 per foot.

In the present condition of the city's progress, it is not likely that these prices will long remain as quoted, as the demand is causing a steady appreciation of values.

growth, but they do not show the character of buildings erected. It must suffice here to say that the larger number are the comfortable houses of local tradesmen and skilled workmen, but many of them are all that wealth and modern elaborate architecture can present. Nothing shows better the normal growth of a city.



## THE COUNTY SEAT.

Elizabeth being the county seat of Union county, the public buildings of the latter are all within its limits. The Court House, county offices, and jail occupy commodious quarters on the site of the old town house. The court room is large and well ventilated, and has an annex library provided by the Union County Bar Association. The jail in the rear possesses all the modern requirements of capacity, cleanliness and security. The rooms of the Surrogate and the Board of Freeholders afford ample accommodations. The County Clerk's office has a fire-proof hall of records, of stone and iron.

As early as 1668, mention is made of the town house. Here, on

Union county practice, against such conceit or poor economy. The British made a raid from Staten Island on June 25, 1780, and burned the town house and jail, with other buildings. No attempt was made to rebuild until 1789, when, following speculative means used at that time to build the church and academy, a lottery was started to raise the necessary £2,500. The prizes aggregated £7,472, and 13,800 tickets were sold, divided into three classes, at one, two and three dollars a ticket. There were hitches in this scheme, and it was several years before its affairs were straightened out and the building was erected. In 1808 the building was again food for the flames, and was built again and occupied in 1810. With improvements, alterations and additions from time to time, it is the Court House of to-day. Some few years after the creation



UNION COUNTY BUILDINGS.

May 26th of that year, the first general assembly of the province met, and it was the meeting place of subsequent assemblies. In those days it was also the meeting house, the Quakers then in possession of the town having no prejudice against their place of worship being used for secular purposes. The act of 1682, for the establishment of county courts, provided that the "The County of Essex Session" should be held "in the publick meeting house of Elizabethtown" twice a year. In May, 1671, the first jury trial was held in the town house, a special court having been convened by the provincial governor for the trial of Captain William Hackett, of the sloop "Indeavor," for illegal trading in the province. The defendant was his own counsel. The first jury disagreed and the second convicted, a warning, at the very start of

of Union county in 1857, the wing occupied by the County Clerk's office, the chamber of the Board of Freeholders, and the hall of records was added on the site of the old cannon house and fire engine and truck quarters. This wing is seen on the right of the picture above.

Since the creation of the county the Supreme Court judges for this circuit have been: Daniel Haines, 1857 to 1866; David A. Depue, 1866 to 1876; Bennet Van Syckel, 1876 to date.

The presiding judges of the Inferior Court of Common Pleas, Quarter Sessions, and the Orphans' Court have been: Apollos M. Elmer, April, 1857, to April, 1865; Robert S. Green, April, 1865, to April, 1873; Enos W. Runyon, April, 1873, to April, 1878; Thomas F. McCormick, April, 1878, to date.

George W. Savage, Theodore Pierson, J. M. Ropes, David Mulford, William Gibby, H. H. Bowne, George W. Farnham,



THOMAS F. MCCORMICK, PRESIDING JUDGE COURT OF COMMON PLEAS.

Nathan Harper, Lewis S. Hyer and James T. Wiley have sat on the bench as associate lay judges, the last two named being the present incumbents.

Dr. Henry R. Cannon was appointed as the first County Clerk in April, 1857, and served until November of that year, when an election was held, he being chosen, and remaining in office until November, 1877, when he was succeeded by James S. Vosseler,

who was the incumbent until his death on March 24, 1887. John L. Crowell, of Rahway, was appointed to fill the vacancy, was regularly elected the following November, and is the present County Clerk.

Of the Sheriffs Edward Pierson, the Sheriff of Essex county, held over until the following November. The subsequent incumbents were: Melville W. Halsey, 1857 to 1860; Nathaniel Bonnell, 1860 to 1863; T. W. Reynolds, 1863 to 1866; Edgar Pierson, 1866 to 1869; Joseph Osborn, 1869 to 1872; Seth B. Ryder, 1872 to 1875; N. K. Thompson, 1875 to 1878; Seth B. Ryder, 1878 to 1881;

Thomas Forsyth, 1881 to 1884; George M. Stiles, 1884 to 1887; Frederick F. Glasby, 1887 to date.

Jonathan Valentine was appointed Surrogate in April, 1857, and

subsequently elected, serving until November, 1862. His successors were Robert S. Green, 1862 to 1867; Addison S. Clark, 1867 to 1877; James J. Gerber, 1877 to 1887; George T. Parrot, 1887 to date.

The Prosecutors of the Plea; have been sworn in as follows: John J. Chetwood, April, 1857; Robert S. Green, September, 1861; E. Y. Rogers, March, 1862; William J. Magie, March, 1866; J. Augustus Fay Jr., April, 1871; William R. Wilson, April, 1881, and still fills the office.



WILLIAM R. WILSON, PROSECUTING ATTORNEY.

The present Board of Freeholders is composed as follows: William J. Thompson, of Clark; Peter D. Van Saun, of Cranford; Frank Kleinhans, Robert G. Houston, Charles D. Whaley, John J. Donahue, of Elizabeth; George Kyte, of Fanwood; William T. West, of Linden; Bradford Jones, of New Providence; J. Frank Hubbard, A. Vanderbeek, of Plainfield; George Wright, William Howard, of Rahway; J. Martin Roll, of Springfield; William H. Briant, of Summit; George W. Doty, of Union; James T. Pierson, of Westfield. J. Frank Hubbard is Director of the Board, Charles E. Reed, of Rahway, is Clerk, Edward M. Wood, of Elizabeth, County Collector, and Clarence E. Ward, of Rahway, County Attorney. The Jail Warden is Charles W. Dodd, formerly the Chief of Police of the city of Plainfield.

The county of Union at large is most beautifully and advantageously situated, and has a rich diversity of soil and scenery. The upper part is mountainous, yet easily accessible, and many of the public roads in that locality afford views of surpassing beauty, covering not only the greater area of the county itself, but extending to New York, Brooklyn, New Brunswick, Raritan Bay, the Narrows and the score or more of growing cities and villages that enrich all this section of the State of New Jersey. In the southern part of the county are the rich, level fields that grow luxuriant harvests and are tilled by the Union county farmers, as thrifty, vigorous and



FREDERICK F. GLASBY, SHERIFF.



JOHN L. CROWELL, COUNTY CLERK.

intelligent a class of citizens as will be found in any community. All parts of the county are traversed by abundant streams of spring water, and all parts afford picturesque and inviting sites for those who love nature and desire to spend the hours not engaged in business in the midst of rustic quiet, pure air and healthful surroundings. When the system of new telford roads, elsewhere referred to at length, shall be completed, there will be scarcely a part of the county from which the metropolis may not be reached daily, all the year round, by those whose business calls them there; and the time is not far distant when to the many beautiful suburban residences now scattered thickly throughout the county will be added thousands more.

Union county has at this date about 75,000 inhabitants, and its property valuation for taxable purposes amounts to something like \$30,000,000. Its bonds sell readily at a

of uncollected dues, and not a dollar of current indebtedness. Few, if any, counties in the United States can make a better

showing. The character of its Board of Chosen Freeholders, which has charge of its taxes and finances, can readily be inferred from these few facts.

Among its larger and wealthier cities, outside of Elizabeth, which is the largest, are Plainfield, Rahway, Westfield, Cranford, Summit, Springfield, New Providence, Roselle, Union, Linden and Fanwood. There are also many smaller places. Those along the line of the Central, Pennsylvania and Delaware, Lackawanna and Western railroads are growing rapidly. Property in all of them is reasonable, but is advancing in value daily.

In point of health Union county stands among the first in the State, and some of her cities rank as leading sanitary resorts. Indeed, not a few of the finest sanitariums



COUNTY BUILDINGS—WARDEN'S RESIDENCE.



HON. GEORGE T. PARROT, SURROGATE AND COUNSELOR-AT-LAW.



EDWARD M. WOOD, COUNTY COLLECTOR AND ATTORNEY-AT-LAW.

premium, even when four per cent. interest is paid, and the county collector's last report showed that there was not a dollar

of this section of the country are located upon elevated points in Union county.

## BAR ASSOCIATION.

The Union County Law, Library and Bar Association is a most flourishing organization, and has in its ranks all the members of



RESIDENCE OF MR. CHAS. H. K. HALSEY, 668 NORTH BROAD STREET.

the bar actively practising in the county courts. It had its inception in an association of the same name, organized September 9, 1873, among its founders being such eminent lawyers as Judge William J. Magie, Governor Robert S. Green, Andrew Dutcher, Francis B. Chetwood, Judge Enos W. Runyon, Judge T. F. McCormick, Hon. J. Henry Stone, Hon. Benjamin A. Vail, and James R. English. Its object was to procure and maintain a law library, and to establish a code of professional conduct among its members. By it was established the law library in the Court House, now maintained by the association. A more formal organization was perfected by incorporation on November 2, 1877, and

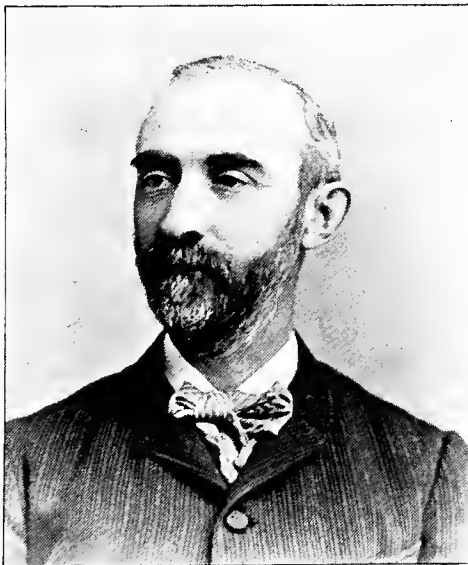
Hon. Frederick C. Marsh, vice-president and acting president, no successor to the late President William B. Maxson having yet been elected; Hon. Foster M. Voorhees, secretary and treasurer. The association holds a meeting at the beginning of each term of court



RESIDENCE OF MR. J. O. HOYT, 638 PEARL STREET.

to transact business relative to the maintenance of the law library and to pass on questions of professional etiquette and formulate rules therefor.

The present members from Elizabeth are: Governor Robert S. Green, Judge William J. Magie, ex-Chancellor Benjamin Williamson, Judge Thomas F. McCormick, Judge Joseph Cross, ex-Judge P. H. Gilhooly, Gen. J. Augustus Fay Jr., County Prosecutor William R. Wilson, J. R. English, N. C. J. English, T. C. English, Zerman Norman, ex-Congressman John Kean Jr., R. V. Lindabury, Assemblyman Foster M. Voorhees, C. Addison Swift, ex-Surrogate James J. Gerber, E. M. Wood, Robert G. Bell, Assem-



NICHOLAS C. J. ENGLISH, COUNSELOR-AT-LAW.

on May 7, 1878, the first officers of the new association were elected as follows: Judge William J. Magie, of Elizabeth, president; William B. Maxson, vice-president; Edward S. Atwater, treasurer; Frank Bergen, secretary. The present officers are:



C. ADDISON SWIFT, ATTORNEY-AT-LAW.

blyman Frederick C. Marsh, Edward S. Atwater, Louis A. Graff, William H. Mohr, Timothy C. Kelly, Robert E. Chetwood, ex-Judge Joseph Alward, Surrogate George T. Parrot, Councilman James C. Connolly, Howard Richards, Benjamin Williamson Jr.,



Frederick B. Williamson, William C. Spencer, William H. Corbin, William F. Day, City Attorney Frank Bergen, ex-Assemblyman John T. Dunn, John J. Lowden, James P. Hoffman Jr. The majority of these learned gentlemen are portrayed on pages 42 to 59 in this book.

#### GENERAL HOSPITAL.

In a city so rich in railroads and having so many large manufacturing establishments as Elizabeth, a proper place for the treatment of those injured by accidents is a necessity. Every city has, or ought to have, a place where the best medical and surgical skill may be secured promptly, and the best and most experienced treatment be received till the sufferer is relieved by restoration or final dissolution.

The noble devotion of the medical fraternity and the generous charities of the factories, railroads, associations, churches and citizens have supplied to this city the Elizabeth General Hospital

patients was \$1.01, and divided among patients and employes was sixty-two cents. During the year there were 398 visits of dispensary cases. On January 1, 1889 there were seventeen inmates.

The hospital relies, for some of its support, on the funds accruing from membership in the association, and the following extract from the by-laws will best show how large this source of income may yet become:

"Any person may become a member of this association, in either of the classes, and upon the terms following, viz.:

"*Annual Members*, upon the payment yearly of ten dollars.

"*Life Members*, upon the payment of one hundred dollars in any one year.

"*Beneficiary Members*, upon the payment of two hundred dollars in any one year, with the privilege of sending to be treated at the hospital one patient at a time for the year.

"*Life Beneficiary Members*, upon the payment of five hundred dollars in any one year, with the privilege of sending to be treated



DESIGNED NEW HOSPITAL BUILDINGS, EAST JERSEY AND REID STREETS.

and Dispensary. At the present time this noble institution occupies a building on Jaques street, near Elizabeth avenue, a building quite creditable in itself, and one that has been of great service to charity and great credit to the city. Here patients, without distinction as to religious belief, have the benefit of the highest medical and surgical skill and careful nursing at competent hands. Patients are expected to pay their board; but when they are unable to do this the doors of the hospital are open to them free.

How freely the benefits of the institution have been taken advantage of the following statistics, dating from the foundation of the hospital, in 1880, to January 1, 1889, will show: Number of patients treated, 1,372; total number of days of hospital care, 37,810; total expenses of hospital and dispensary, \$44,719. The results have been: Patients discharged cured, 897; improved, 247; not improved, 83; deaths, 145. During the year 1888 there were 253 patients treated during an aggregate of 7,198 days at a cost of \$6,600. The rate per day per capita divided among the

at the hospital one patient at a time, for three months of each year, during the continuance of the membership.

"Every contributor of \$2,500 shall be entitled to have one person in the wards, during six months of each year, on his or her recommendation; and shall be also entitled to designate by last will or other declaration in writing, the individual in whom this right shall be vested.

"Every contributor of \$5,000 shall be entitled to have one person constantly in the wards, on his or her recommendation; and shall be also entitled to designate, by last will or other declaration in writing, the individual in whom this right shall be vested.

"Any church in this city, whose congregation shall contribute \$200 to the hospital fund, shall be entitled to the free use of one bed for the current year; and each subscriber to this amount of \$10 or more, shall be entitled to a membership and a vote in the Association."

The managers hope, that in the course of time, this source may





RESIDENCE OF MR. JAMES C. OGDEN, 34 MURRAY STREET.

prove entirely adequate for all the needs of the hospital, but at present it is not. Its chief dependence is, therefore, upon the generosity of the public, and it is a matter of noble record that this source has never failed. There is hardly a society in the city that has not contributed to the hospital funds, and no call on this behalf has ever been made in vain. The work of the Ladies' Aid Society is referred to more at length elsewhere, and their worthy example has permeated the whole city; even the children contributing their little fairs and earnings to this and other charities of the city. When the hopes of the hospital managers are realized, and the membership of the Hospital Association is enlarged to the extent that is reasonably expected, there will be no further call for the willing assistance rendered so often by these societies and the general public, but the generosity and kindness of heart, which enabled the hospital to tide over many a dangerous date in its early history, will never be forgotten.

The institution owes its inception, primarily, to the forethought of Dr. James S. Green, who saw the city's need in this particular. The co-operation of Drs. Alonzo Pettit, J. Otis Pinneo and Thomas N. McLean was obtained, and at their personal expense two small rooms on East Jersey street were opened April 17, 1877, as a "Free Dispensary for the Treatment of Surgical Diseases of the Poor." How great was the demand may be judged from the fact that by the first of July of the following year 1,114 cases had been treated. Cases requiring medical treatment, however, were not turned away. The public became interested through the influence of enthusiastic press support and money began to come in from benefit entertainments and by individual subscription. Early in 1879 the necessity for further accommodations was made manifest, as up to this time some 5,351 patients had been treated. The project of a hospital was broached and on May 9, 1879, "The Elizabeth General Hospital and Dispensary" was incorporated on a

strictly unsectarian basis. The following were the incorporators and first directors: Dr. James S. Green, Dr. Alonzo Pettit, Dr. J. Otis Pinneo, Dr. Thomas N. McLean, N. C. J. English, William T. Day, Lebbeus B. Miller, J. Augustus Dix, Albert B. Hazard, Russell W. Woodward, William W. Stearus, Isaac E. Gates, Charles B. Place, Charles H. Rollinson and Charles W. Van Horne. Just before the annual meeting in May, 1880, the Jaques property, 100 by 100 feet, with a lot 50 by 100 feet in the rear, was purchased. The house was transformed into a hospital, with class rooms, operating room, dispensary, kitchen, laundry, male and female wards, and all the appurtenances to such an institution. It was opened October 11, 1880. It has had a steady and healthy growth, has increased its facilities to meet growing demands, until now it is the main charity of the city among all sects. Early in its history the Ladies' Aid Society was organized. Its object was to raise funds to meet the running expenses of the hospital, and to assist in providing needed appointments. The principal source of their revenue has been a series of fairs, held in successive years, and which have not only engaged the active co-operation of the ladies in all sections of the city, but have been popular and successful from every point of view. Besides these there have been entertainments, donations and contributions of various character, and this society has proved a most powerful auxiliary in carrying

forward the work of the hospital.

On May 22, 1888, a public meeting was called to discuss the growing needs of the institution in the way of increased accommodations and the ways and means of raising the funds therefor. Governor Robert S. Green presided and eloquent addresses were delivered by Dr. James S. Green, Hon. William H. Corbin and Judge T. F. McCormick. An opportunity of buying the large and well located property on the northeast corner of East Jersey and Reid streets had been offered, and the financial responsibility of the purchase had been temporarily

assumed by two members of the board, taking title in their own names. Then and there \$5,400 was pledged to the undertaking.



RESIDENCE OF MR. AUG. S. CRANE, 227 BAHWAY AVENUE.



RESIDENCE OF MR. REINHARD GERKE, 14 SPENCER STREET.

Since then the subscriptions have been raised to about \$13,000, and as soon as they reach \$20,000, which cannot be long at most, work on the new hospital buildings will be commenced. The picture on page 60, the design of Messrs. Thayer and Robinson,



HOME FOR AGED WOMEN.

architects, Liberty street, New York, shows the buildings as they will appear when completed. They will be ample in accommodation for the demands of years to come, and will be fitted up with all the appointments that modern science and experience demand in the treatment of medical and surgical cases. With the rapid increase of population and the coming of large manufactories, whose employees would partake of much of its benefits, it is



ORPHAN ASYLUM. [See Page 64.]

expected that the realization of the hopes of the friends of the institution is not far off. A recent donation of \$5,000 toward the endowment fund from the family of the late Alan W. Lukens, an early and constant friend of the institution, has been the cause of much encouragement.

The present officers are: Lebbeus B. Miller, president; J. Au-

gustus Dix, vice-president; William T. Day, secretary; C. H. K. Halsey, treasurer; Samuel S. Moore, financial secretary; Palmer H. Charlock, Cornelius H. Clark, W. T. Day, Benjamin Urner, R. W. Woodward, J. A. Dix, G. P. Matthews, Lebbeus B. Miller, C. B. Orcutt, P. J. Ryan, S. S. Moore, Henry Pfarrer, W. H. Rankin, E. D. Smith, managers; Mrs. M. L. Thompson, matron. The medical staff is J. S. Green, president; D. M. Miller, secretary;



*Yours truly,*  
D. T. Ames.

J. S. Green, consulting surgeon; J. S. Crane, consulting physician; J. S. Green, Alonzo Pettit, Victor Mravlag, D. M. Miller, surgeons; J. O. Pinneo, T. N. McLean, W. A. M. Mack, N. L. Wilson, physicians; D. M. Miller, N. L. Wilson, E. B. Grier, dispensary physicians; James S. Green Jr., house physician; G. Carleton Brown, D. D. S., dentist.

#### HOME FOR AGED WOMEN.

Not the least prominent and deserving of the charities of the city is the "Home for Aged Women." It owes its foundation

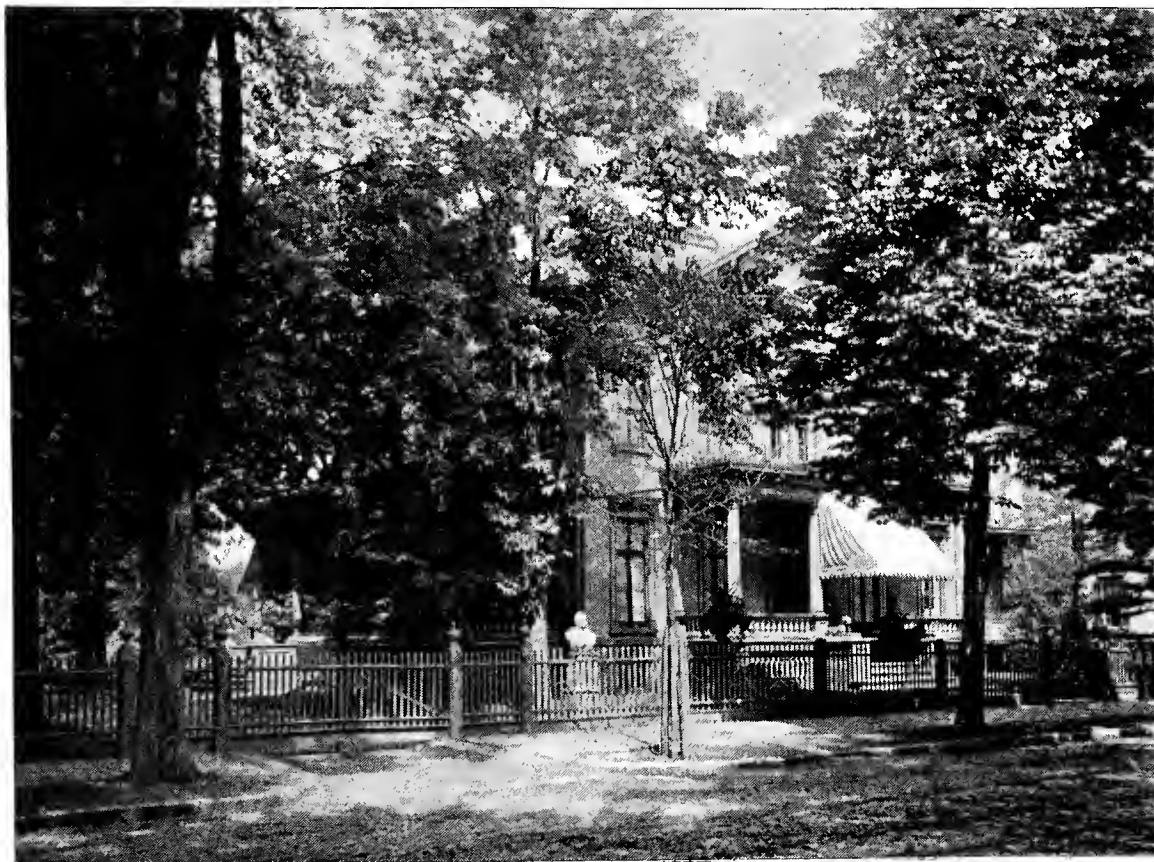


RESIDENCE OF PROF. D. T. AMES, 543 WALNUT STREET.

primarily to the beneficent remembrance of Mrs. Jane J. Ogilvie, an esteemed resident foremost in charitable works, who died in 1870. By her will she left the residuum of her estate after the payment of certain legacies in trust to her executors, Dr. J. S. Crane and the late Charles Howell, who were to devote it at their discretion to the aid of the indigent old women of Elizabeth. If

they saw fit they were empowered to devote the money to assistance in founding a "Home for Aged Women," should such an institution at her suggestion be established. The suggestion met

opened on Elizabeth avenue in the old Mahlon Mulford home-  
stead, with three inmates as beneficiaries. Here it remained for two or three years, after which a house on the corner of Elizabeth



RESIDENCE OF EX-CHANCELLOR WILLIAMSON, 310 NORTH BROAD STREET.

the approval of the executors, as best calculated to carry out the desires of the testatrix for the support of her aged and indigent sex. Accordingly on July 1, 1871, a circular appeal was sent out setting forth the desirability of such an institution. It met with

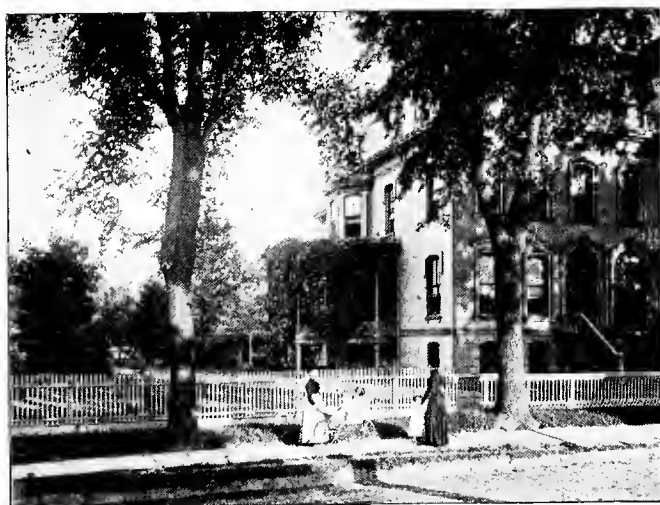
avenue and Catharine street was rented, where the home remained for six or eight years.

In the "flush times" of the city a lot was purchased on the corner of Pearl and Liberty streets, where it was intended to erect



RESIDENCE, 1085 ELIZABETH AVENUE, PROPERTY OF MR. C. A. KIGGINS.

a ready response from the charitably inclined, a charter was obtained from the legislature, approved March 15, 1871, and Mrs. J. G. Nuttman became the first directress. Forthwith a home was



RESIDENCE OF MR. GEO. M. MORRELL, NO. 423 NORTH BROAD STREET.

a permanent home. The panic came and the plan was abandoned. The next move was to the house, No. 54 Broad street. Here the home remained until some five years ago, when Box-



wood Hall, the Elias Boudinot house, of Revolutionary fame, on East Jersey street was purchased. It was bought for \$15,000, to

grounds. Here the destitute orphans of the city, between the ages of four and twelve, are received, cared for, and educated. On



PUBLIC LIBRARY AND READING ROOM.

which \$10,000 was contributed by the Ogilvie fund.

Here now the Home has a permanent location. The building, though ancient, is in sound condition and perfect repair. It has accommodations for twenty, each woman having a room to herself. Nor are the inmates altogether objects of charity. They obtain admission only on approval of the managers, and pay therefor the sum of \$100, or give security for the payment of the same within six months. Here in their declining years they have every comfort of friendly visitation and medical attendance. They have books to read and pastors of various denominations administer to their spiritual wants. No more deserving charity receives the generous support of the citizens than the "Home for Aged Women."

#### ORPHAN ASYLUM.

The Elizabeth Orphan Asylum occupies one of the finest buildings in the city. It is located on the corner of Murray and Cherry streets, and is a four-story brick structure, with ample

reaching the latter age they are apprenticed until eighteen years old. The building has ample accommodations for one hundred children, although there are at present only between fifty and sixty inmates. On the first floor are the dining room, school

room, parlor and two sitting rooms. On the second floor are two large dormitories and four other rooms. On the third is a well appointed hospital, cut off completely from the rest of the house. On the fourth are large play rooms, as there are also in the basement. Miss E. A. Peekes, the matron, with an assistant and a teacher, have charge of the children. The institution is supported by the donations of the citizens.

The Elizabeth Orphan Asylum Association was incorporated February 12, 1858, with the following as incorporators: Benjamin Williamson, Richard T. Haines, John J. Chetwood, Reuben Van Pelt, Garret

Green, David Magie, Samuel A. Clark, Nicholas Murray and Alfred DeWitt. The first directress was Mrs. R. T. Haines; the



RESIDENCE OF MR. FRANKLIN BROOKS, 1213 FAIRMOUNT AVENUE.

## *The Speech of Patrick Henry.*

—)(—

**L**ET us beseech you, sir, not to deceive ourselves longer." "We have done everything that could be done to avert the storm which is now coming on." "We have petitioned—we have remonstrated—we have supplicated—we have prostrated ourselves before the throne! and have implored its interposition to arrest the tyrannical hands of the ministry and Parliament!" "Our petitions have been slighted; our remonstrances have produced additional violence and insult; our supplications have been disregarded; and we have been spurned with contempt from the foot of the throne!" "In vain, after these things we may indulge in the hope of peace and reconciliation!" "There is no longer any room for hope." "If we wish to be free—if we mean to persevere, inviolate those inestimable privileges for which we have been so long contending—if we mean not basely to abandon the noble struggle in which we have been so long engaged, and which we have pledged ourselves never to abandon until the object of our contest shall be attained—we must—Fight!" "I repeat it, sir, we must—Fight! and appeal to arms and to the God of hosts is all that is left us!" "There is a just God who presides over the destinies of nations, and who will raise up friends to fight our battles for us." "The Battle, sir, is not to the strong alone; it is to the vigilant, the active, the brave!" "Besides, sir, we have no election." "If we were base enough to desire it, it is now too late to retire from the contest." "There is no retreat but insubordination and slavery!" "Our chains are forged; their clinking may be heard on the plains of Boston!" "The war is inevitable, let it come." "I repeat it, sir, let it come!" "Gentlemen, my cry is peace! peace! but there is no peace." "The war is already begun." "The next gale that sweeps down from the north will bring to our ears the clash of the resounding arms, our brethren are already in the field, why stand we idle?" "What is it that gentlemen wish?—what would they have?" "Is life so dear, or peace so sweet, as to be purchased at the price of chains or slavery?" "Forbid, Almighty God! I know not what course others may take, but as for me, "Give me LIBERTY or give me DEATH!"

---

Washington's Headquarters,  
1916 E. Main St., Richmond, Va.





first treasurer, Mrs. J. G. Nuttman, and the first secretary, Mrs. Alfred DeWitt. On July 29, 1858, the institution began its work of charity in a rented house on Broad street, with eleven children from the alms house. Of these first eleven the Scarlett brothers afterwards improved the advantages of the asylum. One is a prosperous lawyer, and the other two are ministers, in charge of prosperous congregations. Many other of the former inmates now occupy honorable positions. In 1860 the Thomas house on Broad street, near the bridge, was purchased, and was occupied as the asylum until 1872. In 1871 Anson G. P. Dodge, then a resident of the city, offered \$20,000 to buy land and build an asylum on the condition that the citizens contributed \$15,000 more. On the third of May of that same year at the anniversary exercises it was announced that the money had been raised. Building began immediately, and in 1872 it was completed and occupied. Mrs. Samuel A. Clark became first directress in 1882 and has held the office ever since. Among the most zealous friends of the institution, and a most successful alms-asker therefor, was the late Rev. S. A. Clark, rector of St. John's church. The passages of wit that always took place between him and Rev. Dr. Kempshall were the features of the anniversaries, are town history, and



WILLIAM H. HILL, PHOTO ARTIST, 110 BROAD STREET.

## PUBLIC LIBRARY.

The Elizabeth Public Library and Reading Room occupies two commodious rooms on the second floor of Library Hall, and is free to the citizens on proper recommendation. On the 28th of March, 1889, there were on the shelves of the library 4,072 books, of which all but 454 were for general circulation and use at the homes of readers. At this time the books showed 1,947 regular readers. The average daily circulation during 1888 was 73, the total circulation being 20,374. The institution is without endowment and is supported by voluntary contributions, the increase of books coming mainly from the same source. The reading room attached is supplied with a varied assortment of magazines and other periodicals, and is well patronized, all being under the supervision of Miss Mary E. Brittin, librarian.

The institution owes its origin to the efforts of Rev. Dr. W. S. Langford, formerly rector of St. John's Church, who founded a public reading room in the Arcade in 1880. In 1883, in answer to the promoter's appeal, several thousand dollars were raised, and an adjoining room added and fitted up with shelves. On November 12, 1883, a public reading room and library, with 1,500 books, was opened to the free use of the citizens, under the care of the Librarian,



DAVID B. PROVOOST, ARCHITECT, 210 BROAD STREET.

always filled Library Hall, where the exercises were held, and afforded the keenest enjoyment to all in attendance.

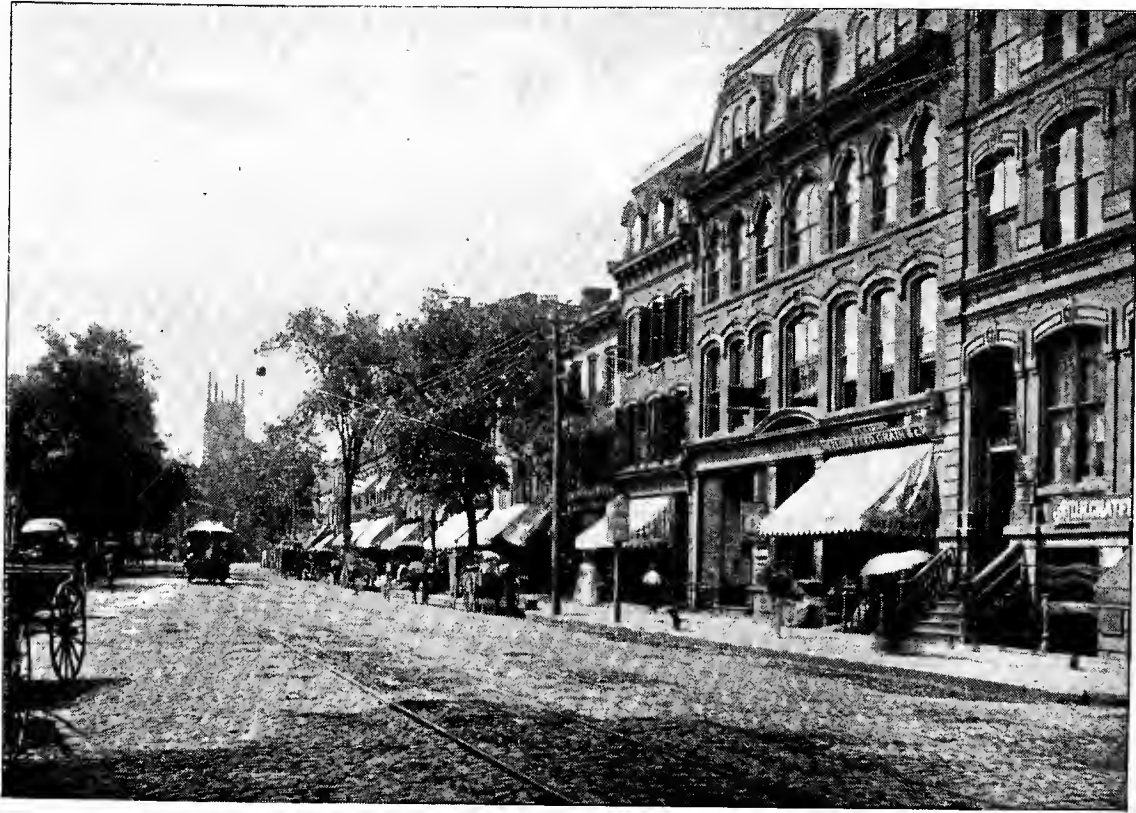


A. H. MORRIS, REAL ESTATE AND INSURANCE, 223 BROAD ST.

Thomas Bergen, whose devotion contributed not a little to the success of the institution. Later on the association was

incorporated. In 1887 the Library outgrew its original quarters, and at the invitation of the Trustees of Library Hall, the rooms

Williamson was made President, and has remained in that position till the present time. John T. Gilchrist was elected secretary.



VIEW ON BROAD STREET, LOOKING SOUTH FROM CORNER OF WEST GRAND.

in that building, once belonging to the Y. M. C. A., were offered free of rent; these were refitted and the books of the old Y. M. C. A. library added to the volumes in the Public Library. The support for the Library becoming inadequate and debt accumulating, a special effort was made by the President, Dr. R. Wescott, and the Board of Trustees, and a fund was raised by the citizens generally, which cleared the Library from all embarrassment.

The present trustees are: R. W. Woodward, president; Howard Richards, treasurer; C. C. Suydam, secretary; James B. Irwin, George S. Leary, Mrs. B. Williamson Jr., and Miss Jane Leigh Mahan. In connection with the board is the Ladies' Library Aid Association, which was formed in 1888, and has contributed substantially to the support of the Library.

#### LIBRARY HALL.

The first attempt to establish a public library was made through the incorporation of the Elizabeth Library Association, by a State charter, February 14, 1856. At the first election of officers Benjamin

The following year the erection of the present large building was begun, and it was completed at a cost of \$50,000. Ever since, under the original and subsequent boards, it has been used partly as a public library. About 1871, the Young Men's Christian Association came into existence, and the rent of rooms was given it free under the condition that a public library be maintained. When this association passed out of existence the books reverted to the original association. Some years later, as already set forth, rooms were given free for the same purpose to the Elizabeth Public Library and Reading Room, and on the shelves of the latter in addition to many volumes of reference are now 285 books for circulation belonging to the old association. In addition to the library the building includes a hall for public meetings and theatrical performances.

The late Charles Howell became secretary in 1862, and continued to hold that office and that of manager until his death in 1878, when his business partner, Jonas E. Marsh, became the incumbent and still holds the position.



RESIDENCE OF MRS. CLINTON G. BIRD, 677 PENNSYLVANIA AVENUE



THE EDGAR COTTAGES ON CHILTON STREET.

**BOARD OF TRADE.**

The Board of Trade of the City of Elizabeth was organized December 19, 1885, "to consider matters appertaining to the welfare of the City of Elizabeth and for the advancement of its business interests." On January 11, 1886, the following board of directors was elected: Benjamin H. Campbell, president; Robert W. Welch, first vice-president; Dr. G. C. Brown, second vice-president; C. Addison Swift, secretary; Mayer Sontheimer, treasurer; and W. H. Rankin, First ward; F. L. Heidritter, Second ward; Francis J. Blatz, Third ward; Dr. Lewis W. Oakley, Fourth ward; Alexander S. Denman, Fifth ward; W. P. Whitlock, Sixth ward; Jonathan P. Glasby, Seventh ward; H. C. Williams, Eighth ward, directors, with the five officers above named ex-officio directors.

Since its organization the Board has waxed strong in influence and numbers, until now it is a power for the advancement of the city's interests, and embracing many of the leading business men and property owners, its utterances fitly express the voice of the people.



GEORGE C. BROWN, D. D. S., PRESIDENT OF THE BOARD OF TRADE.

Every question of public moment is brought before it at its monthly and special meetings. Nor are the problems of local welfare dismissed merely with their discussion. Special committees are appointed to investigate and suggest action, and the main body acts. In their scope the duties of these committees have embraced a wide variety of subjects of vital interest to the community. The era of activity, which has aroused the city the past year or two, owes its start largely to the efforts of this Board. Circulars have been sent out setting forth the city's advantages as a location for factories, and direct appeals have been made to large manufacturing establishments to settle here, which have in many instances not been fruitless. There has been active participation in the final settlement of the debt and bringing delinquent taxpayers to payment, rendering such a settlement possible. Benefits have been obtained and abuses corrected. The course of legislation affecting the city has been watched closely, and special committees sent to the State capitol in reference thereto have not gone in vain. There have been general committees on legislation, education, sanitary precautions,

water fronts, commerce, railroads, thoroughfares, manufactures, industries, sidewalks, public parks and water service. All of them have aroused beneficial agitation in their respective directions.

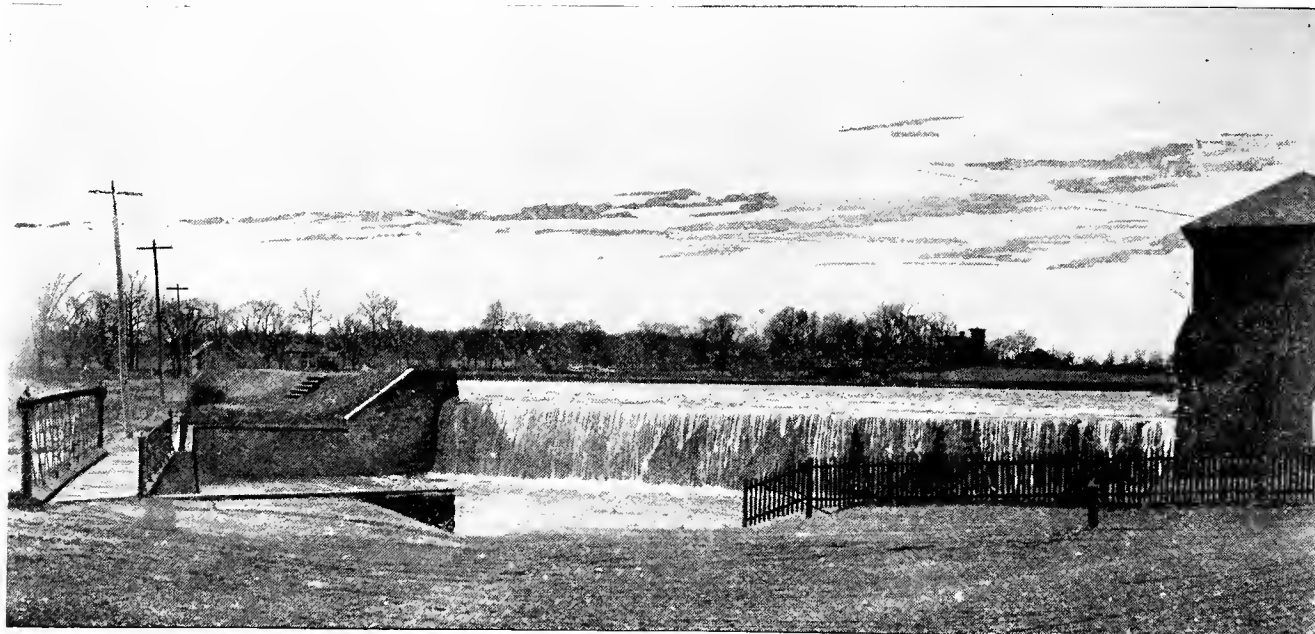
In May, 1886, the Board took up the matter of better railroad station accommodations, and in April, 1887, correspondence was opened with the railroads on the subject of lower fares and commutation. The citizens now enjoy a substantial reduction in both, and new depots are in prospect.

The repeated attempts at the repeal of "Bill No. 467," which was largely instrumental in helping the city out of its difficulties, owed their defeat not a little to the efforts of the Board's special committees at Trenton.

In January of this year the great question of putting the roads into the hands of the boards of freeholders of the various counties, the only way to the attainment of a uniform system of good highways in the state, came up for serious discussion and action. The "Union County Road Bill," as it was called, was endorsed by the Board of Trade and other citizens of the county at a meet-

furnishes water pure in quality and in a quantity fully proportioned to the present or any prospective needs of the city. The police powers exercised under the charter by the local Board of Health, are amply sufficient for the protection of the water supply from pollution and are freely exercised for this purpose.

The plant of the company is a history of progressive growth. The corporate limits of the city embrace some eight and a half miles of territory, with a resident population of about 35,000. The service has been extended commensurate with the growth and needs of the city. The length of the water mains now laid is somewhat in excess of forty-six miles, and two miles more have just been ordered to supply rapidly growing demands. All the large tracts of sparsely occupied land at Elizabethport, east of the Long Branch railroad, and to the north and south of that section of the city, treated of more fully elsewhere as offering advantageous locations for manufactories, also the entire water front from the bridge to Morse's creek, are supplied with an ample system of mains. The latter are mainly of cement, wrought iron, with occasional cast-iron pipes, and vary in size from twenty-four



THE ELIZABETHTOWN WATER COMPANY—GATE HOUSE AND DAM AT URSINO LAKE.

ing at the court house, and was finally passed by arduous work at Trenton.

These are but a few of the instances in which the Board of Trade has secured benefits and advantages to the city, and its monthly meetings are now considered so important that they are largely attended, and are the subjects of discussion in all parts of the city. Some of the reports prepared and read before this Board are models of research and valuable suggestion, and many improvements have already been pointed out that will, in years to come, prove of incalculable value to the city, both commercially and in the way of progressive sanitation. The work it has already performed has shown the wisdom of organizing such a deliberative body, for it has opened the way to many valuable improvements and is preparing for many more. The active membership of the Board is given in one of the first pages of this book.

#### WATER SUPPLY.

The water supply of the city is furnished by the Elizabethtown Water Company, and is derived from the Elizabeth river, which, having its source in and at the base of the mountains, to the north of the city, within a distance of about twenty miles,

to four inches in diameter. The company has 230 plugs for fire and extraordinary use.

The works proper may be classed as a pumping works with gravity distribution, the water being pumped into reservoirs of large capacity, from which it is distributed to the mains. At the beginning two reservoirs were constructed, one on Westfield avenue and the other on Chilton street, with a capacity, respectively, of about 3,000,000 and 12,000,000 gallons. These sufficed for the needs of the city until about fifteen years ago, when it became necessary not only to enlarge their storage capacity, but to have more control of the water supply. With these ends in view the company purchased what is known as the Ursino Lake property, on the Elizabeth river, to the north of the city, twenty-seven acres in extent, and, by the erection of a dam, created a reservoir of at least 135,000,000 gallons capacity. Within the past three years it was deemed advisable to provide an additional reservoir near to the point of distribution. For these purposes a tract of land of about fourteen and three-quarters acres, on Irvington avenue, was purchased, and a handsome and substantial reservoir of 50,000,000 gallons capacity was erected thereon, the work being completed in 1886. All the reservoirs are of durable construction and have



a total capacity of 200,000,000 gallons, or nearly 7,000 gallons per inhabitant.

2,000,000 gallons capacity—in all, five pumps, with a total daily capacity of 11,500,000 gallons, or about 300 gallons to every inhabitant.



THE ELIZABETHTOWN WATER COMPANY ENTRANCE TO IRVINGTON AVENUE RESERVOIR

The pumping stations are two in number. One of these at the old works has two Fairmount pumps of a daily capacity of 2,000,000 gallons each. At the other are a Worthington pump and a

Davidson of a capacity of 3,000,000 and 2,500,000 gallons respectively. In addition there is a turbine pump at Ursino dam of about



THE ELIZABETHTOWN WATER COMPANY - IRVINGTON AVENUE RESERVOIR, LOOKING TOWARD THE CITY.

Davidson of a capacity of 3,000,000 and 2,500,000 gallons respectively. In addition there is a turbine pump at Ursino dam of about

The Elizabethtown Water Company was chartered by the act of March 3, 1854, amended in 1872 and 1875. The incorporators were

Francis B. Chetwood, Francis Harris Jr., Jolin D. Norris, George R. Chetwood, Reuben Van Pelt, Keen Pruden, John Kean, John H. Rolston and Cyrus Manvel. The present directors are: Joseph Battin, John Kean, John Kean Jr., S. S. Battin, William D. Bruen, William Stiles, L. B. Barrows, George M. Ross and L. B. Battin. Joseph Battin is president; George M. Ross, secretary and treasurer, and L. B. Battin, engineer.

#### THE JOURNAL PRINTING HOUSE.

The Elizabeth Daily Journal and the New Jersey Journal are the two newspapers published by this house; the former every afternoon, except Sunday, and the latter every Tuesday, as it has been for over a hundred years.

The Daily Journal was established in July, 1871, by the late

man. But the demand for the paper soon necessitated the use of steam, and a few years later a new and faster press was provided. In 1888 the Journal had not only grown beyond its old machinery and presses, but had so enlarged that its old quarters were altogether too limited. A new building was erected for its use, and the business offices and mechanical department were removed to their present location at 74 Broad street. Here new presses, new type, new machinery and new appointments of all kinds superceded the old, and all the departments were enlarged to nearly double their former capacity. The result of this enterprise was a rapid growth in business, increased popularity of the paper, and greater demand for the finest grades of job printing.

No small proportion of this success is due to the Journal's constant devotion to the best interests of the city. It has at all times used its influence to advance the city's prosperity, to maintain its



THE JOURNAL PRINTING HOUSE—BUSINESS OFFICE AND EDITORIAL ROOMS.

Frederick W. Foote. It came into existence through a public demand for a clean, bright, able paper, Republican in principle, that would address itself to the intelligent readers of the city. Starting under such conditions, and conducted with a determination to meet them, it is no marvel that the paper was a success from the first issue.

For sixteen years the Journal office was on the corner of Broad and East Jersey streets, and here its founder and proprietor edited and published it until his death in 1879. It was then edited by Mr. Peter W. Rousse till 1887, when it came under its present management. Nearly all who now have charge of its various departments were associated with its founder, and some began work on the first number of the Journal.

The progress it has made may best be indicated by a brief statement of the most important improvements since 1871. At that time the Journal's presses were all driven by hand power. The daily edition was at first run off on a Hoe press, turned by a blind

credit, and to inspire the citizens with a proper public spirit and a proper pride in their city, so rich in natural advantages and with such grand opportunities for development. It is this devotion that has earned for the Journal the confidence and support of the people, and has made it the leading paper of the city, not only, but one of the foremost papers in the State of New Jersey. This book, issued upon the responsibility of the Journal, is evidence of the motive that has characterized the management of this paper since its first issue, as well as proof of the perfection it has reached in the art of fine printing.

The New Jersey Journal, now the weekly issue of the Daily Journal, is one of the oldest papers in the United States, having been founded in 1779. Its first editor was Shepard Kollock. Its early history was full of strange experiences. Published during a part of the war of the Revolution, and in a section of country that saw many engagements and was traversed many times in turn by each of the belligerent armies, the Journal of that day







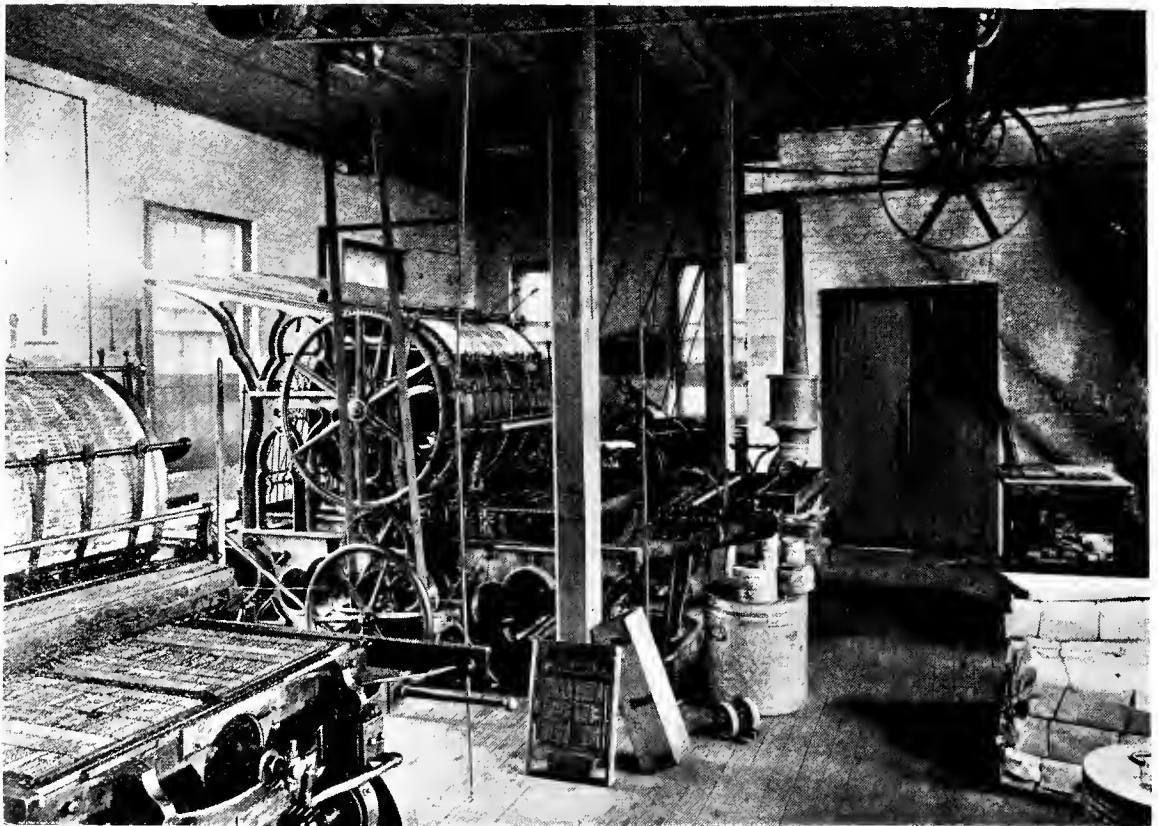
THE JOURNAL PRINTING HOUSE. PART OF COMPOSING ROOM.

paid dearly for its loyalty and patriotism. Time and again its presses were carted from place to place in order to prevent the enemy from capturing and destroying them. Its office was in a wagon more than once. In later years it became permanently established, and its files have furnished the fullest history extant of the city and county in which it has been published. It has, since its founding, been the leading family paper of this section, and on its subscription list are names of those who have taken it for more than half a century.

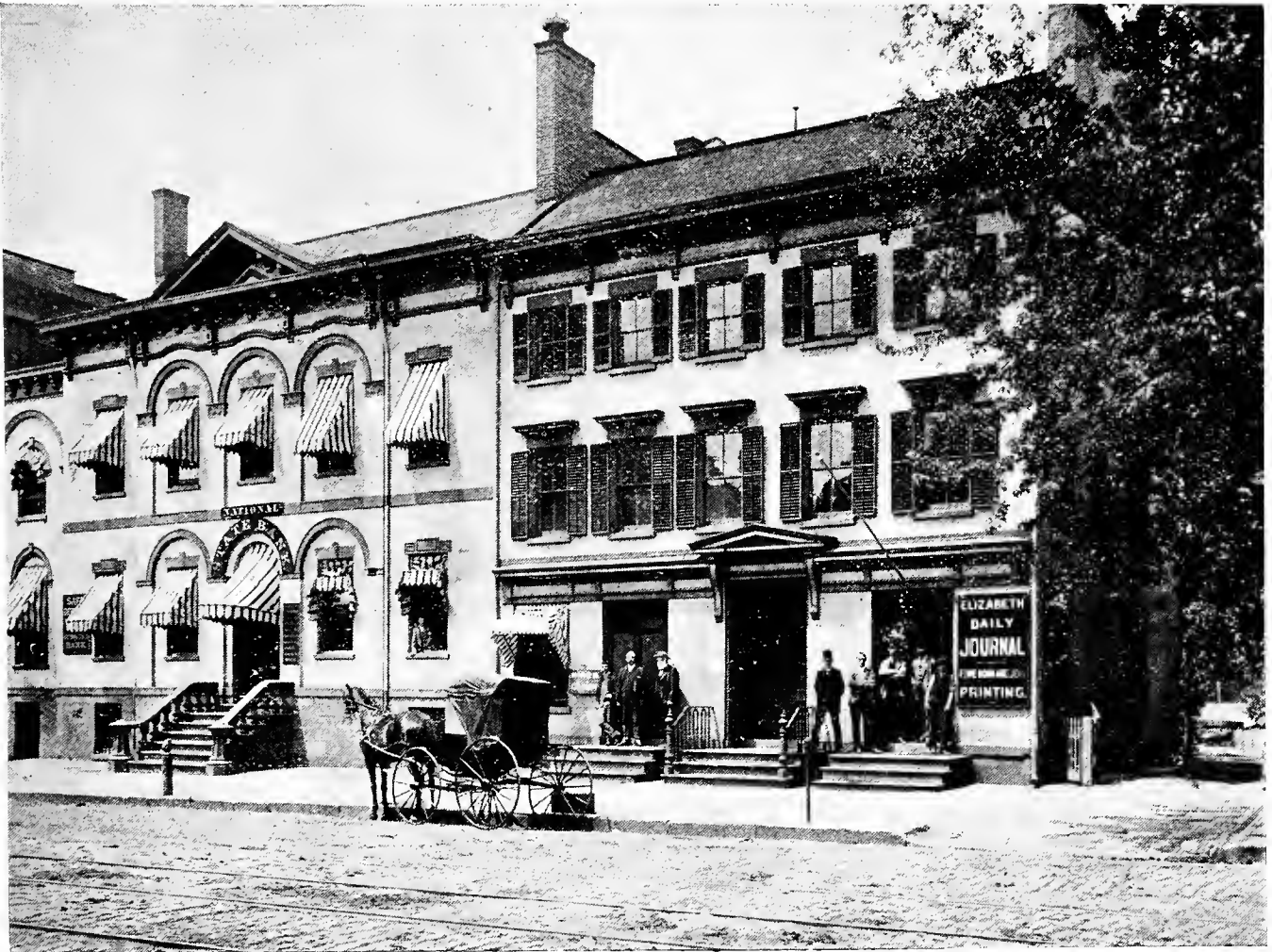
The jobbing department of the Journal Printing House is one of the most complete in the State, and the fact that the newest styles and latest designs in material are constantly being added, and the most skillful workmen employed, secures to it the cream

of the trade in this section of New Jersey. Its facilities are now such as to meet any demand that may be made upon them for the rapid and handsome completion of work. This book, printed on the presses shown below tells its own story of skill and practice in this house. It is but a few years since no small proportion of the printing in the Journal House was done on an old Franklin press that had seen long service as a part of the history of the old New Jersey Journal. The advance from that slow and imperfect printing

machinery to the presses which turn off the finest of process engraving work, fitly characterizes the progress made in the Journal's jobbing department. It is no more possible for a printing office to stand still and succeed than for a newspaper to prosper without keeping abreast of the times.



THE JOURNAL PRINTING HOUSE. PART OF PRESS ROOM.



NATIONAL STATE BANK BUILDING, WATER COMPANY'S OFFICE AND JOURNAL OFFICE.

### THE BANKS OF ELIZABETH.

The banks of Elizabeth are four in number. Their directors are among the most substantial men of the city; and their business policy has been the most liberal, consistent with financial wisdom and commercial stability. The manufacturing enterprises located here have always found in them every reasonable accommodation, and those yet to take advantage of the other facilities offered by Elizabeth will find in our banks every assistance offered by banks anywhere else.

#### NATIONAL STATE BANK.

The National State Bank was organized on February 10, 1812, with a capital stock of \$60,000. The president was Thaddeus Mills, and the other directors were R. Halsted, J. Ballard, J. Wilson, N. Ogden, Ichabod Williams, O. Nuttman

and Caleb Halsted. This bank was among the very first to respond to the call for help when the Rebellion broke out, and on April 12, 1861, offered a loan of \$50,000 to the governor of the state to equip troops for service.

The bank became a part of the national banking system in 1865, and on July 13th was converted into the "National State Bank of Elizabeth," with Keen Pruden president and A. S. Woodruff cashier.

In 1887 the banking room and approaches were entirely remodeled and refurnished in hard wood and Gibson's flaked glass. New time lock safes and a Herring steel safe deposit vault were built at a cost of over \$20,000, making it one of the handsomest banking rooms in the State.

The officers and board of directors are: John Kean Jr., president; James Maguire, cashier; John Kean, Julian H. Kean, Benjamin Williamson, Job S. Crane,



RESIDENCE OF COMPTROLLER A. B. CARLTON, 223 WEST GRAND STREET.





FIRST NATIONAL BANK BUILDING, CORNER BROAD AND WEST GRAND STREETS.

James Moore, W. T. Jones, Frederick L. Heidritter, H. C. Williams, Douglass G. Moore and Charles Russ. Following is the bank's statement for the quarter ending September 30, 1889:

ASSETS.	
Loans and discounts.....	\$845,180.32
U. S. bonds and other stocks, bonds, etc.....	287,510.01
Cash on hand and due from banks and bankers.....	242,143.53
Total.....	\$1,374,833.86
LIABILITIES.	
Capital stock.....	\$350,000.00
Surplus and undivided profits.....	162,015.11
Circulation.....	45,000.00
Due depositors and banks.....	817,818.75
Total.....	\$1,374,833.86

#### FIRST NATIONAL BANK.

The First National Bank was organized in August, 1864, with a capital stock of \$100,000, which was subsequently increased to \$200,000. The first location of the bank was at No. 233 Broad street, in the Stiles building. It was removed in 1869 to the new building, corner of Broad and West Grand streets, erected at a cost of \$50,000. The original officers were Amos Clark, president, and William P. Thompson, cashier. The latter still occupies this responsible position. In 1879 Jacob Davis was elected president. The present directors are: Amos Clark, Jacob Davis, F. J. Blatz, Lebbeus B. Miller, William H. Rankin, M. W. Reeve, Seth B. Ryder, John E. Voorhees and William P. Thompson.

This bank has never missed a dividend, and has paid out \$470,000 to its stockholders since its organization.

Following is the bank's statement for the quarter ending September 30, 1889:

ASSETS.	
Loans and discounts.....	\$542,841.49
U. S. bonds and other stocks, bonds, etc.....	244,450.00
Cash on hand and due from banks and bankers.....	232,694.30
Total.....	\$1,019,985.79
LIABILITIES.	
Capital stock.....	\$200,000.00
Surplus and undivided profits.....	128,466.59
Circulation.....	45,000.00
Due depositors and banks.....	646,519.20
Total.....	\$1,019,985.79

#### THE ELIZABETHPORT BANKING COMPANY.

The Elizabethport Banking Company was organized under the State law in May, 1889, with the following board of directors: F. L. Heidritter, president; E. A. Young, John Kean Jr., E. M. Fulton, Samuel Williams, E. S. Hersh, Louis Quien, L. Davis, T. H. Benton, W. A. M. Mack and P. H. Gilhooly. Mr. W. O. Smith is cashier.

A temporary location has been secured on First street and handsomely fitted up for business. The first quarterly statement shows the progress of the institution:

ASSETS.	
Loans and discounts.....	\$114,134.73
Due from national banks.....	64,872.06
Cash on hand.....	7,168.60
Rent account.....	111.00
Furniture account.....	2,201.49
Expense account.....	1,216.36
Total.....	\$189,704.84
LIABILITIES.	
Capital stock paid in.....	\$48,120.00
Discount and interest received.....	1,022.59
Due depositors.....	140,562.25
Total.....	\$189,704.84

#### THE UNION COUNTY SAVINGS BANK.

This institution was organized in 1874, and is located at 94 Broad street. Its officers are: President, J. S. Crane; vice-president, E. D. Smith; secretary and treasurer, Meline W. Halsey.



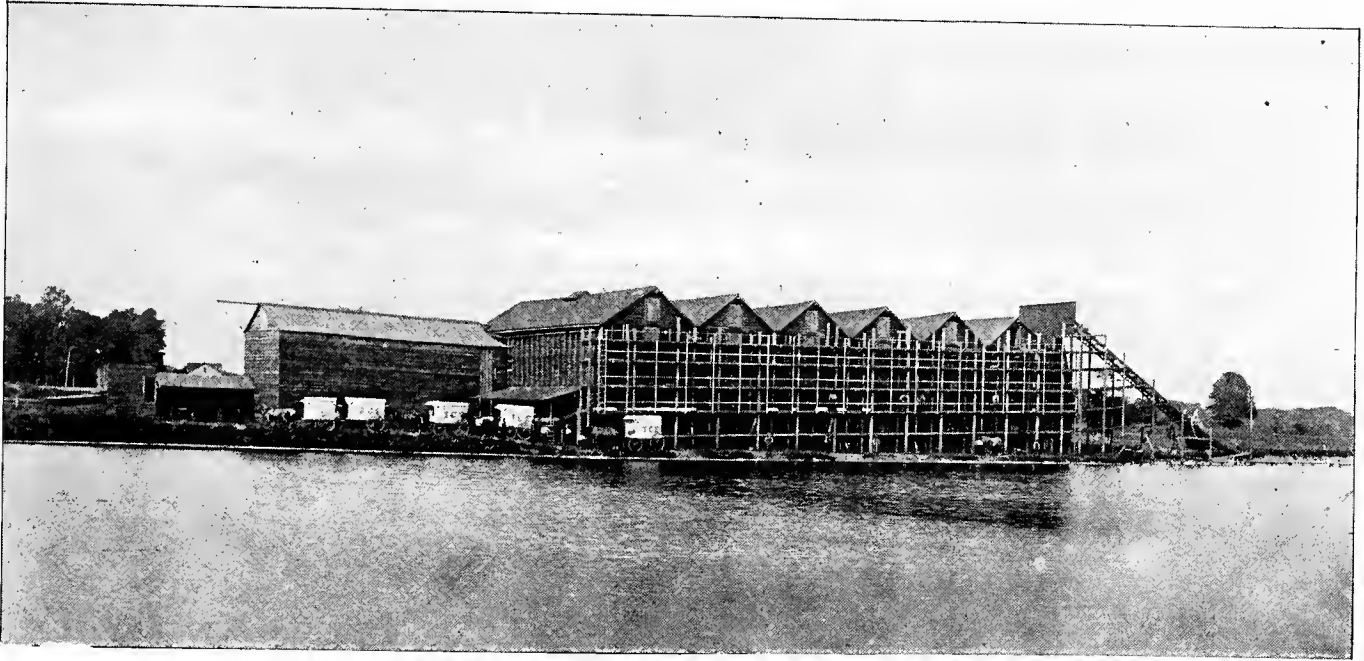
ONE OF NINE HOUSES BUILT BY MR. JOHN MACKINTOSH, OF MONTREAL, COR. FAIRMOUNT AND NEWARK AVENUES.

There are two insurance companies with home offices in Elizabeth: The Elizabeth Mutual Insurance Co. and the National Fire and Marine Insurance Co. The former was incorporated in 1812. Edward C. Woodruff, president; E. M. Wood, vice-president; Meline W. Halsey, secretary and treasurer. Its office is at 94

of from six to seven thousand tons each, with an equipment of fifteen wagons, ten of which are in daily use during the season.

#### LAKE HOPATCONG ICE.

Early in 1889 Mr. Frederick F. Glasby began supplying con-



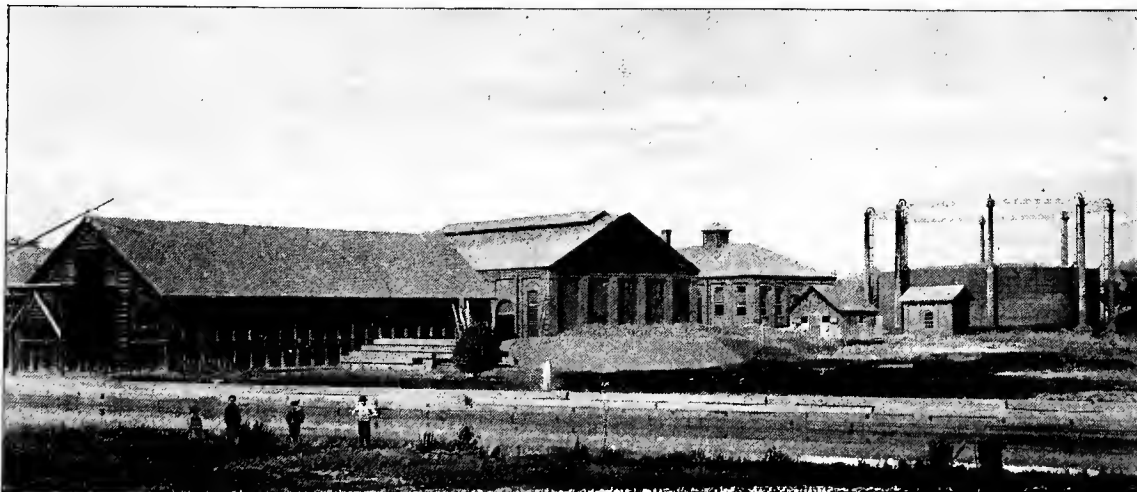
ICE HOUSES OF THE ELIZABETH ICE COMPANY, URSINO LAKE.

Broad street. The latter company was incorporated in 1865; its cash assets are \$151,223.02. Amos Clark, president; Jacob Davis, vice-president; M. F. Cory, secretary. Office, 142 Broad street.

#### THE ELIZABETH ICE COMPANY.

In 1866 the ice business in this city was conducted by the firm of Ross & Reeve, and in 1868 Reeve & Williams succeeded them,

sumers in Elizabeth with ice cut from Lake Hopatcong, in Morris county, N. J., frequently called the "Lake George of New Jersey," because of the beauty of its surrounding scenery and the crystal purity of its water. The ice is cut by the New Jersey Ice Line, is shipped in the winter season and is stored in Mr. Glasby's houses in this city for distribution. Lake Hopatcong furnishes a practically inexhaustible supply of ice, of a quality unsurpassed in any State in the Union. The present capacity of Mr. Glasby's ice



GAS WORKS OF THE ELIZABETHTOWN GAS LIGHT COMPANY.

and continued the business until 1887, when the Elizabeth Ice Company was incorporated, with a capital of \$50,000. The officers are: M. W. Reeve, president; C. H. K. Halsey, secretary and treasurer; and R. S. Williams, superintendent. The ice is cut from Ursino Lake, the average annual product being 13,000 tons. The company has two storage houses at the lake, with a capacity

houses is 3,000 tons. Four wagons are run daily all summer. The offices and houses are located at 213 Madison avenue.

#### THE ELIZABETHTOWN GAS LIGHT COMPANY.

The Elizabethtown Gas Light Company was established in 1855, and now has about fifty miles of mains in the streets and avenues of

the city. The extensive plant of the company lies on the Elizabeth River and Fourth street. The storage capacity of the large gas holder is about 300,000 cubic feet. Gas is furnished for light, heat and power. The company has made a specialty of selling or renting gas stoves for heating or cooking purposes, and experience has proved their utility and cheapness. The reduction in the price of gas has been as follows: 1868, \$4.50 per thousand cubic feet; 1869, \$4.00; 1872, \$3.50; 1876, \$3.00; 1880, \$2.50; 1887, \$1.75.

The directors of the company are: John Kean Jr., president; John Kean, W. W. Thomas, Jacob Davis, Julian H. Kean; Fred. A. Price, secretary; Frank Engel, superintendent. The office of the company is at 124 Broad street.

#### THE ELECTRIC LIGHT COMPANY.

Electric lights were first introduced in this city in 1882, power to run the dynamo being obtained from Sheridan's mill, then located on East Grand street, the Fuller system being used. In 1885 the present company began business and erected a plant on the Schuyler system, on Central Railroad avenue, between Jefferson and Madison avenues. Two 125-horse power boilers supply power to run the various dynamos in use. Extensive improvements have lately been made, increasing the capacity of the plant. Broad street, Morris avenue, Elizabeth avenue, First, Third, Wall, Bond and Court streets are lighted with arc lights of 1,200 candle power, the present total number being ninety lights. In November, 1887, incandescent lights were introduced and are in use in a number of stores and offices, a 700 light Westinghouse dynamo being worked up to its fullest capacity. Two 20-horse power dynamos furnish motive power, and the company is preparing to furnish power to run light machinery. The Trippe storage battery can be furnished to customers in the city or country for light manufacturing or for lighting purposes. The officers of the company are H. W. Pope, president; A. H. Hayes, treasurer; S. Ward, secretary; F. H. Tidman, sup't.

#### THE TELEPHONE EXCHANGE.

The New York and New Jersey Telephone Company's Exchange, established about 1880, in the Arcade building, is one of the best equipped in the country. This new and convenient mode of communication between all parts of the city was appreciated by private families as well as business men, and the number of

patrons steadily increased, until now the Exchange has 150 subscribers on the roll. Three day operators and one night operator are constantly at the central office, and the work of connecting one phone with another goes on without interruption. One thousand calls are not unusual in one day, most of them being local, for the doctor, grocer, fire and police departments, etc., but many communicate with surrounding towns, Newark, New York, Philadelphia, etc.

The long-distance telephone, a recent invention, enables subscribers to talk to Boston, Philadelphia, Baltimore, Washington, and even as far as Buffalo, N. Y., with perfect ease. The telephone system of Elizabeth affords communication with 50,000 subscribers in the vicinity of the metropolis, and the number increases daily. Mr. C. M. Root is manager of the Elizabeth Exchange, and discharges the duties of the position to the satisfaction of the many users of the telephone and the company.

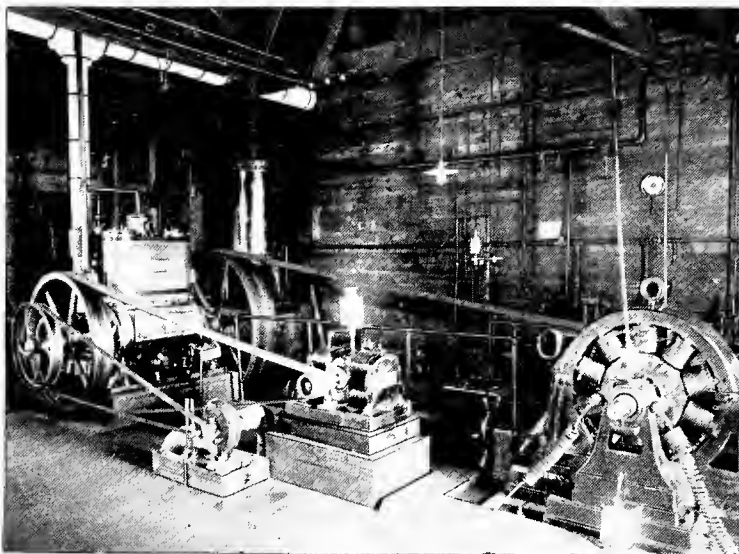
#### WHEELING.

Few localities in the United States offer, in the surrounding attractions of beautiful scenery accessible by good roads, greater inducements than does Elizabeth to the wheelman for the enjoyment of his favorite exercise. In all directions are pretty spots, by sea, on mountain top and plain, and in woods and valley. Already the famous riding district of the Oranges, with its hundred miles of macadam, is but an hour distant awheel, by way of a fine boulevard to Newark,

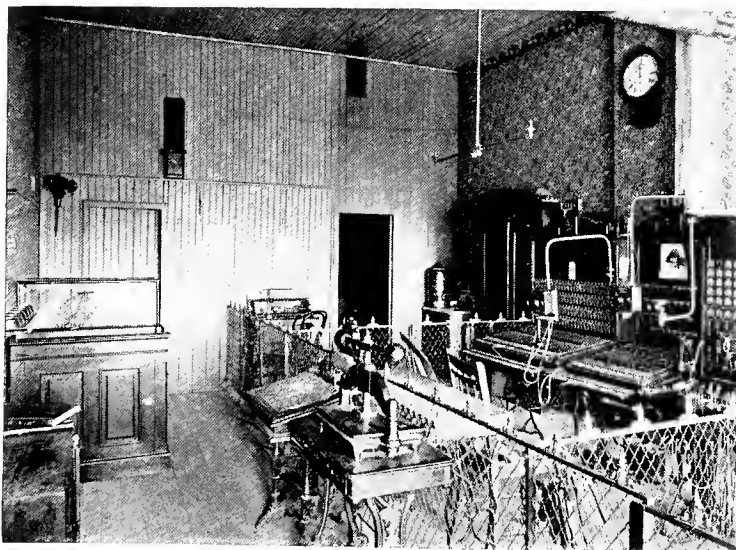
and one can make a run to Morristown, twenty-five miles away, through Newark, Irvington, Millburn, Summit, Chatham and Madison, with but a break of a mile in the smooth stone and gravel road. The outlying towns of Roselle, Westfield, Fanwood and Plainfield, with their fine macadam, are easily reached. Or one may cross over to Staten Island in a few minutes and wheel along the Kills, coast the hills on the shore of New York bay, or pedal along the south side with the ocean in full sight. The main thoroughfares of the city are well paved and mile after mile is being added to the Elizabeth telfords each year. The great

system of Union county stone highways is now in active course of construction, which will give to this section the greatest area of macadam roads of any district in the United States, connecting as it will Rahway, Plainfield, Springfield, Morristown, the Orange district, Irvington and Newark with Elizabeth, and covering three counties of the State.

With such advantages, little wonder is it that wheeling has made



THE ELIZABETH SCHUYLER ELECTRIC LIGHT COMPANY—DYNAMO ROOM.



NEW YORK AND NEW JERSEY TELEPHONE COMPANY—OPERATING ROOM.

such rapid strides here. Six years ago there were in the city but eleven riders of the silent steed. Now the number is rapidly nearing two hundred. Four of the pioneers organized on June 7, 1883, the Elizabeth Wheelmen, and to the efforts and prominence of this club much of the growth of the sport in this vicinity can be attributed. A year or two before there was an organization of some half a dozen cyclers calling themselves the Union Bicycle Club; but its existence was of such short duration, and it was of such an informal and unimportant character as to hardly deserve the distinction of being the pioneer club. The Elizabeth Wheelmen now numbers over fifty, and is one of the largest and foremost clubs in the State, and, indeed, in the country. Its members have been prominent in national cycling legislation, have held the highest offices in the State organization, have been foremost in the battle for good roads and a just recognition of wheel-

instructor is in attendance. Attached to this are ample locker and bathroom accommodations. A spacious billiard room is supplied with four tables; and the library, reading room and parlor, combined in one, are handsomely furnished, lighted by electricity, and well supplied with periodicals and books. The bowling-room with its four alleys occupies the first floor of the main building.

The club was organized in February, 1878, at the suggestion and under the presidency of Charles Selumacher. Beginning in the humblest way, with a mere skeleton of a floorless old building and an apology for a gymnasium, it grew rapidly until on October 1, 1882, the present elegant house was completed, the first of its kind erected by any athletic club in the country. In the fall of 1879 its athletic grounds, on the site of the present new reservoir, were completed, and games were given for three seasons. In 1883 a base ball nine was organized, which was in existence for two



CLUB HOUSE OF THE ELIZABETH WHEELMEN, 1203 EAST BROAD STREET, AND GROUP OF MEMBERS.

men's rights, have become known as fast racers on the track, and sturdy riders in the contests on the road. The club has a pretty little club-house on East Broad street, with tastefully furnished parlor, and fitted with every convenience for the storage of wheels and the comfort of the members. The present officers are: George C. Pennell, president; Thomas A. Doe, vice-president; L. B. Bonnett, secretary; E. A. Faulks, treasurer; F. C. Gilbert, captain; W. H. Caldwell, first lieutenant; H. McNeice, second lieutenant; A. F. Bellinger, sergeant.

#### THE ELIZABETH ATHLETIC CLUB.

The Elizabeth Athletic Club is a flourishing organization of long standing, and has on its rolls some two hundred members. Its commodious club house on West Grand street, adjacent to the Union depot, is thoroughly equipped with means for all manner of indoor enjoyment. There is a large gymnasium well fitted with apparatus, where, during the winter months, a competent

seasons, and made for itself the reputation of being one of the best amateur teams in the country, defeating many crack professional, college and amateur nines. At the end of this time the grounds had to be given up to the water company. The athletes of the club became prominent in sport and won many victories.

At one time Beverly Valne was the champion 100-yard runner, and Robert Bowne the champion light weight boxer of the United States. In bowling the club became famous from the start, winning scores of games in matches, and the Pilkington and Pomeroy tournaments. In the amateur athletic bowling league it won the championship in 1886-1887, with twelve games won and three lost; was fourth in 1887-1888, with six won and six lost; and was second in 1888-1889, with eight won and four lost, after a tie with the Roseville A. C. It is now a member of the Amateur Athletic and Union county bowling leagues. P. H. Charlock is president; W. C. Phelps, vice-president; M. B. Heilner, treasurer, and F. C. Edson, secretary.



## ALCYONE BOAT CLUB.

In the summer of 1878 great interest in rowing was aroused among the young men of Elizabethport by a number of races which took place on the Sound in ordinary whitehall boats. The outcome of this was the organization of the Alcyone Boat Club by



RESIDENCE OF MR. WM. H. RANKIN, 214 ELIZABETH AVENUE.

seven enthusiastic oarsmen. That winter a six-oared gig was purchased. This was the nucleus of the club, which in many regattas has made for itself a reputation all over the country. Since its entry into the Kill von Kull Rowing Association its crews in every class of boats have won far more prizes than any other, and the walls of the club-rooms are covered with silken trophies. In the great national regatta at Newark in 1880 its junior four-oared shell crew won the championship of the United States.

On May 21, 1879, a reorganization was effected with the following officers: Joseph D. Bennett, president; Henry F. Robinson, vice-president; Joseph D. Lowden, secretary; John Felters, treasurer; Theron B. Clark, Fred Bender Jr., Joseph D. Bennett, J. W. Shreve and Henry F. Robinson, trustees. A modest little two-story boat house, 20 by 50 feet, was erected and occupied by the club in August. The growth of the membership was steady until the original quarters became cramped. The present house was dedicated in May, 1887, with a reception. It is situated a little to the south of Livingston street. It is a three-story house of Swiss design, and has three large balconies facing the water. The first floor is devoted to the boats. On the second floor are the parlors, meeting-room, locker-room and billiard-room, all handsomely finished. The following are the present officers: E. L. P. Coleman, president; John Ball, vice-president; F. O. Walter, secretary; A. B. Clark, corresponding secretary; W. H. Shreve, financial secretary; George A. Ford, treasurer; W. H. Gillies, captain; James Breese, lieutenant; H. G. Wilson, W. H. Shreve, James Cameron, W. A. Weber, A. Schomberg, J. S. Hale, Thomas West, trustees.

## THE ARTHUR KULL ROWING ASSOCIATION.

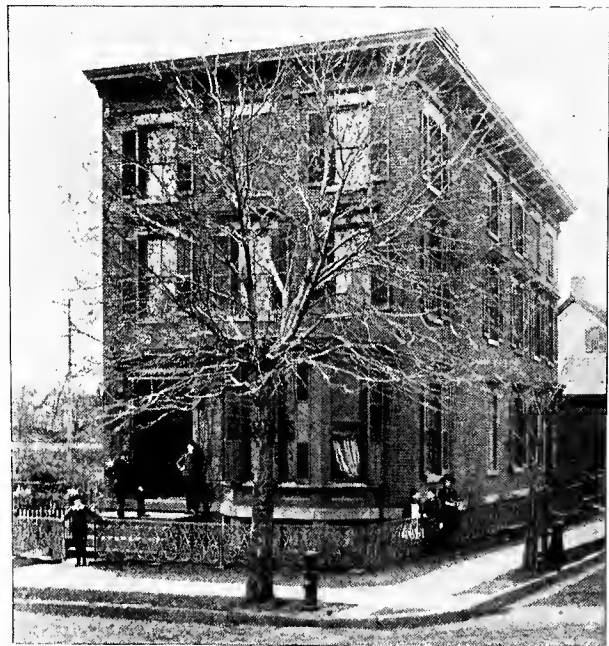
In 1878 F. C. Marsh, H. W. Harmon, C. H. Moore, James MacMaster and Charles Wyckoff formed the nucleus of this Association. Mr. Wyckoff died in 1886, the other four still take active interest in the organization which they started. On July 21, 1879,

articles of incorporation were drawn up and signed by H. W. Dederick, George W. Rogers, D. G. Moore, P. H. Gilhooly and James A. Hand, trustees. This put the club on a sound basis, and it rapidly grew until its membership now reaches nearly one hundred.

The Arthur Kulls, soon after their organization, built a beautiful boat-house at the foot of East Jersey street. The lower portion is devoted exclusively to the athletic interests of the Association. At the left of the entrance are the lockers, dressing rooms, baths, including shower bath. Shells, barges, pleasure boats and the accompanying oars take up the remainder of the first floor. Upstairs the parlor is finished in hardwood, with well waxed floor that bears mute evidence of many pleasant receptions. Upon the walls hang a score of trophies, won in the Kills Association at Bayonne, at the Passaic regatta, a challenge barge race with the Alcyones, and last, but not least, a magnificent silver cup, standing about eighteen inches high, a token of the high esteem in which they were held by the former Viking Association.

Although now almost forgotten by the younger members of the club, the most famous race in its day was the challenge barge race with the Alcyones, the crew in the Arthur Kull boat, C. H. Moore, W. Ward, James A. Hand and S. L. Bartlett. John L. Ballantyne, was coxswain. The race was close and exciting until near the finish, when the Kull's crew forged ahead and won easily. Their crack crew, the Bartlett brothers, have rowed the pair-oar gig seven successive times to victory. Eugene Bartlett holds the club mileage record, a gold bar with medal attached, and the Association has resolved to present them with additional medals.

The following are the present officers: John L. Ballantyne, president; W. F. B. Walker, vice-president; Henry F. Robinson, recording secretary; W. J. Lansley, financial secretary; James A. Hand, treasurer; Eugene Bartlett, captain; F. M. Risley, lieutenant; H. F. Robinson, J. A. Hand, W. F. B. Walker, Henry Whittam, John L. Ballantyne, W. O. Smith, trustees.



RESIDENCE OF MR. A. NELSON TRIMBLE, 31 RAHWAY AVENUE.

## THE VIKING ROWING ASSOCIATION.

The Viking Rowing Association lost its individual existence by its consolidation along with other clubs into the New Jersey Athletic Club in 1888. It was organized in 1873 by the union of the Elizabeth Boat Club and the Triton Boat Club, of Pamrapo, with



headquarters at the latter place. In 1877 a new boat-house was built at Bayonne, and here it remained until, with all its boats, it was moved to Bergen Point. Its members and crews participated

trains, during the season, within three minutes' walk of the grounds. The club is one of the largest in the United States, having a membership of over five hundred, and is prominent in



ALONG THE WATER FRONT ON STATEN ISLAND SOUND.

with success in many regattas and match races, and the trophies thus won are kept and cherished by the members.

#### KILL VON KULL ROWING ASSOCIATION.

Pursuant to a call issued by the Viking Rowing Association, of Elizabeth, the Kill von Kull Rowing Association was formed in 1880 with the following clubs as members: Alcyone Boat Club, Arthur Kull Rowing Association, and Viking Rowing Association, of Elizabeth; Argonauta Rowing Association, of Bergen Point; Bayonne Rowing Association, of Bayonne; and Staten Island Athletic Club, of Staten Island. Three years later the Clifton Boat Club, of Staten Island, joined the Association. In the late autumn of 1887 the Viking and Argonauta Clubs consolidated with the Bergen Point Athletic Club, forming the New Jersey Athletic Club. The first regatta was held in the year of the Association's organization, and has been followed annually by most successful regattas.

#### NEW JERSEY ATHLETIC CLUB.

Although not in the strict sense of the term a local organization, the New Jersey Athletic Club is worthy of mention, as over one hundred Elizabeth men are member. It has finely equipped grounds, beautifully situated on the shore of Newark bay, at Bergen Point, on the line of the Central Railroad of New Jersey. There is a special station which lets off members from all local

every branch of sport. Already nearly fifty thousand dollars have been spent, and a handsome club house is in contemplation. The Club has won trophies in every branch of sport, and boasts not a few champions in its ranks. Its fees are small: \$10 initiation and \$1 per month dues.



RESIDENCE OF MR. JOHN CLAY, 841 MADISON AVENUE.

#### THE TURNERS.

There are in the city numerous other athletic societies, among them the Turners, who have a large and beautiful hall and public building on High street, and are in a flourishing condition. Members of this club have taken part in tournaments in various parts of the United States, and have won valuable prizes and great honors.

#### THE GRAND ARMY OF THE REPUBLIC.

The city of Elizabeth has among its citizens a large number of those who served their country in the army and navy in the war of the Union, 1861-65. A majority of these veterans are enrolled in the Grand Army of the Republic, an organization devoted to the perpetuation of the principles for which they fought: loyalty to the country, charity for the sick and disabled soldiers and their families, and fraternity with those who shared the field and camp together.

One peculiarity of this organization is that it will in a comparatively short time cease to exist, as the great army of veterans are fast passing away and in a few years will be extinct. A post of the Grand Army of the Republic was organized in this city soon after

the institution of the Order, but in a few years it languished and died.

#### ULRIC DAHLGREN POST, NO. 25.

In 1875, Post Dahlgren, No. 25, Department of New Jersey, was organized on September 3d, with thirty-two charter members. The first commander was Wilson F. Smith; Adjutant, W. E. Townley. The post has prospered and grown and has upheld the principles of the order in the community. The present commander is W. H. Miller; Wm. E. Townley, senior vice-commander; George W. Decker, junior vice-commander; B. O. Horton, adjutant; Thomas A. Little, quartermaster; J. Younglove, M. D., surgeon; Jacob T. Morgan, chaplain; Theodore Crowle, officer-of-the-day; John Jordan, officer-of-the-guard; James T. Morgan, sergt.-major; W. P. Bonnell, Q. M. Sergt.; Joseph McCudden, inside guard; James Peterson, outside guard. The members on the roll number 150. The expenditures for sick and needy soldiers since the organization of the post have been over \$2,500. Through the efforts of the post suitable gravestones have been secured to mark the graves of all soldiers and sailors that are in the vicinity of Elizabeth.

#### U. S. GRANT POST, NO. 93.

This post is composed mainly of the Veteran Zouaves. The officers are: H. C. Austin, commander; W. H. Sault, senior vice-commander; Charles Dohmeyer, junior vice-commander; Wm. Zimmermann, officer-of-the-day; C. Bragga, surgeon; E. Rohrer, quartermaster; Wm. Eckerson, adjutant; Benjamin Cross, quartermaster-sergeant; R. C. Luster, sergeant-major.

#### JUDSON KILPATRICK POST, NO. 64

This post was organized in February, 1882, and now numbers over seventy comrades. In 1886 the post built a fine building on East Jersey street, at a cost of \$5,000. The officers of post 64 are as follows: John W. Bones, commander; Jerry Crowley, senior vice-commander; James Houston, junior vice-commander; Daniel Riordan, chaplain; William B. Geiger, surgeon; Reinhard Gerke, quartermaster; Joseph Becker, Adjutant; James Decker, officer-of-the-day; Joseph Cannon, officer-of-guard.

#### SONS OF VETERANS.

Major David H. Hatfield Camp, No. 2, New Jersey Division, Sons of Veterans, was organized February 28, 1885. Among the objects of this organization are: "To keep green the memories of our fathers, and their sacrifices for the maintenance of the Union," to aid the members of the Grand Army of the Republic; to aid and assist worthy and needy members of the Order, and to inculcate patriotism and love of country. The following are the present officers: L. Vollmer, captain; Jacob Martin, first lieutenant; A. C. Keenan, second lieutenant; J. E. Hoff, first sergeant; R. L. Gerke, quartermaster; J. J. Brant, color-sergeant; O. Keely, corporal; George Scott, sergeant-of-guard; Walter Dixon, inside guard; P. Bauman, picket guard. The camp has forty members. F. D. Morse, a member of the camp, is a past state commander.

The Ladies' Aid Society connected with the camp have the following officers: Mrs. F. D. Morse, past president; Miss Clara Scott, president; Miss Annie Moffitt, vice-president; Miss Mary Downey, secretary; Miss Hannah Dixon, treasurer; Miss Stella Hatch, guide; Miss Hattie Gerke, chaplain; Miss Gertie Brant, inside guard; Miss Tillie Moffitt, outside guard.

#### MILITARY.

Elizabeth is the headquarters of the Third Regiment, N. G. N. J., a regiment that is in a high state of discipline, and in excellent condition. Its advanced position among the military of the State is due in large degree to the ability and devotion of Col. Elihu H. Ropes, now and for many years past its respected commander.

Two companies, C and E, are located in this city, and their armory is in the City Hall building.

#### THE FAMOUS PHIL KEARNY GUARD—CO. C.

The Phil Kearny Guard was organized in Library Hall on September 2, 1868, by Captain William H. DeHart, and for more than twenty-one years has been under his command, and he is the only one remaining whose name appears upon the original roll. Captain DeHart has declined twenty-nine promotions during its history. When the company was but three years old, it was challenged by a company from Pittsburgh, Pa., to drill for a \$600 flag and the championship of the United States. The flag was captured at Cincinnati, Ohio, and never reached this city.

The honors conferred upon the command have been too numerous to mention in detail, but it may be stated that Governor Bedle selected it to represent the State at the one hundredth anniversary of American Independence at Philadelphia, for one week, in July, 1876, and it was the only military command present from New Jersey. It was one of the thirteen companies forming the Centennial Legion, representing the original states. Governor Joel Parker, in an address in Philadelphia, said New Jersey was proud of being the home of the most perfectly drilled military company in the United States, and referred to the Phil Kearny Guard. Upon the recommendation of Governor Abbett, and confirmed by the legislature in executive session, the rank of brevet major was conferred upon Captain DeHart in recognition of his services. Governor Ludlow complimented the command by accepting its invitation to be its guest, the only exception he made during his term, having declined all others.



MAJOR WILLIAM H. DEHART,  
COMMANDER PHIL KEARNY GUARD, CO. C, THIRD REG'T.

During the centennial celebration at Yorktown, Va., in 1881, the company was assigned to the post of honor in the Provisional Battalion, commanded by General E. Burd Grubb, and it was conceded by all witnesses that the Phil Kearny Guard was responsible for the awarding of the \$1,500 silver vase to New Jersey in the competition with troops from twenty-three states. On the return of the company each member received a vote of thanks of the legislature, and a handsome bronze medal from the State.

#### COMPANY E, TORBERT GUARD.

This company was organized in 1881. The present strength of the company is seventy-six men. The officers are: John C. Lucas, captain; Louis J. McVicker, first lieutenant; Sherman Garrison, second lieutenant; John P. Craven, orderly sergeant. There are twelve marksmen in the company, six of whom have won medals. The company room is in Market Hall.

#### VETERAN ZOUAVES, GATLING GUN COMPANY A.

The Veteran Zouaves, composed entirely of veteran soldiers, was organized by General J. Madison Drake in 1878, and mustered into the State service as a Gatling gun battery. The Zouaves have paraded in all of the principal celebrations of New York and Philadelphia since their organization. In 1886 the Zouaves went to San Francisco and were received at all the principal cities on their route. They possess a handsome armory on Broad street.



MOTOR AND STREET CAR OF THE CONNELLY STREET RAILWAY EQUIPMENT COMPANY.

**THE CONNELLY COMPANY.**

The Elizabeth and Newark Horse Railroad Company, the Connelly Street Railway Equipment Company lessees, was opened in 1866. They now operate a double track from the union depot to Bond and Second streets. A branch road runs to the Elizabethport depot, and another to Lyons Farms and Newark.

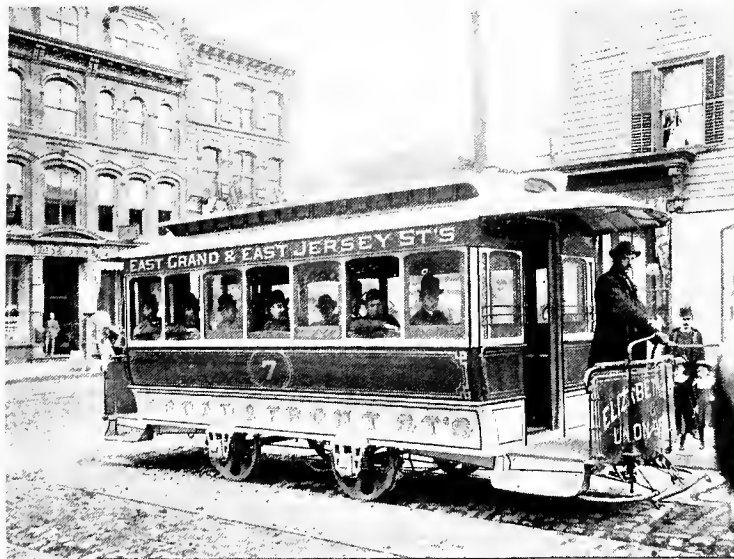
In June, 1889, the Connelly Street Railway Equipment Company leased the road and are putting their gas motors on the road in place of horses. The gas motor is in a cab, smaller than the horse car, but similar in appearance.

The company are fitting up a factory on Third avenue, where they will manufacture their motors and other gas machinery. The N. Y. office is at 111 Broadway. The officers are: J. S. Connelly, president; T. E. Connelly, treasurer; E. F. Eldridge, secretary; J. W. Akarman, superintendent.

**ELIZABETH STREET RAILWAY COMPANY.**

The Elizabeth Street Railway Company—"the new line"—was incorporated and opened their road in 1888. The road begins on Morris avenue, near the union depot, and runs through Broad street and East Grand to Livingston, to Smith, to East Jersey, to

Front street, on the Sound. The road is built in the best style and its cars are of the latest design. The object of this company was to meet the needs of the people living in the section of the city through which the road passes, and to build up that part of the city. In this the enterprise has proved a manifest success. The board of directors are: Frederick L. Heidritter, president; J. C. Ogden, vice-president; E. C. Woodruff, treasurer; Foster M. Voorhees, secretary; August Heidritter Jr., P. H. Gilhooly, John Kean Jr., H. Heyward Isham and Frederick C. Marsh. John C. Husbands, manager.



STREET CAR OF THE ELIZABETH STREET RAILWAY COMPANY—"THE NEW LINE."



THE NEWSPAPERS OF ELIZABETH.



# THE CITY OF ELIZABETH.

## CHURCHES AND SCHOOLS.

**E**LIZABETH is a city strong in religious sentiments, and established in the various forms of Christian worship. The history of its churches is, in a large degree, the history of the city itself. From the date of its founding till the present day this city has been eminent for its religious observances, its devout people, and for the great theologians and preachers who have filled its pulpits. Who are

ment was made in 1766, and refers to a much earlier date. For forty years the church was independent, but was united to the Presbytery of Philadelphia in 1717. The first building was a plain wooden structure, and being the only public edifice of any size was used as a court house and for other public purposes. In 1724 a new church, 42 by 58 feet, was erected, which was afterwards enlarged in 1766 to 74 by 42 feet. This building was burned by



FIRST PRESBYTERIAN CHURCH, CHURCHYARD, AND CHAPEL.

better known than Whitfield, Brainard, Dickinson, Caldwell, McDowell, Murray, Magie, Rudd, Clark, and others who are shining lights in the galaxy of great preachers!

It may well be said of our city that no advantages it may possess are greater, more lasting, and of higher importance, than its houses of worship.

### FIRST PRESBYTERIAN CHURCH.

One of the earliest events in the settlement of Elizabethtown, in 1665, was the establishment of a church. It is on record "that the first purchasers and associates did give the aforesaid tract of land (eight acres) for the use of the church." This state-

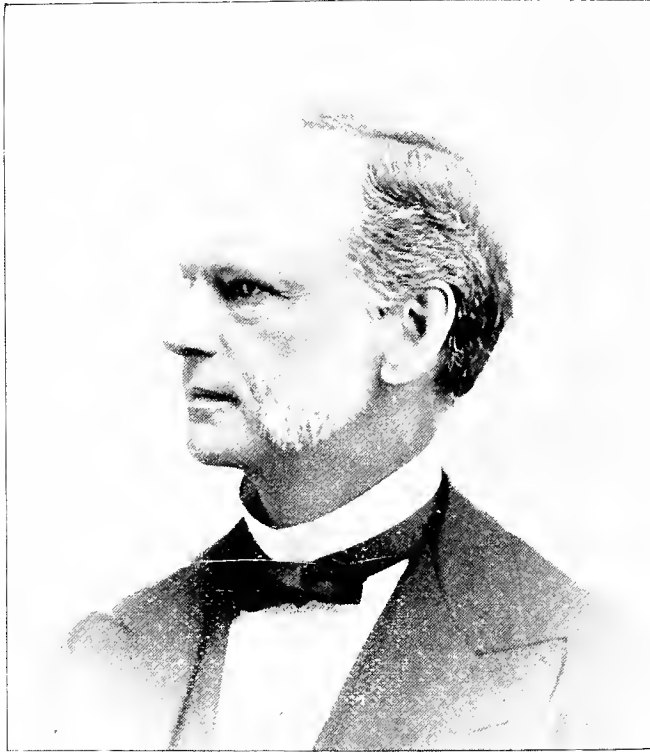
the British in 1780. It was quite a fine building, with bell, steeple and clock. The General Assembly, the Supreme Court and the Legislature met in the building, and the seats were arranged to accommodate them. The parish covered all of the present Union County until after 1776, at which time there were 345 pew renters and a congregation numbering nearly 1,200. In the early days of the church burials were made close to and even under the building; so that the present edifice is erected over the graves of many of the original members. The church has passed through all the ordeals generally incident to the introduction of musical instruments—as bass-viol, clarionets, etc.,—as aids to congregational singing, which generally raised a storm of indignation.



In 1780 the buildings were burned by the British, who wantonly destroyed the church, parsonage and academy. The congregation, however, soon secured a place of worship in a store-house on the creek. The original part of the present edifice was commenced in 1784, dedicated, although in an unfinished condition, in 1786, and completed in 1789. At this time the congregation was visited by a great revival, and many were converted. Again, in 1817, over one hundred persons were received into membership; and on one day in 1868 seventy-two persons united with the church. Since 1784 the church has been altered, extended and improved many times, and the present chapel was erected in 1864, and replaced an old building previously used as an academy. Rev. Jeremiah Peck was the first pastor, 1668-1678; Rev. Seth Fletcher, died in 1682; Rev. John Harriman, 1687-1705; Rev. Samuel Melyn; Rev. Jonathan Dickinson, Sept. 29, 1709. Under Mr. Dickinson the church became Presbyterian. Dickinson was a leader in the church at large, and prominent in its councils, and his influence on the rulings of the Presbyteries and Synods are evident to this day.

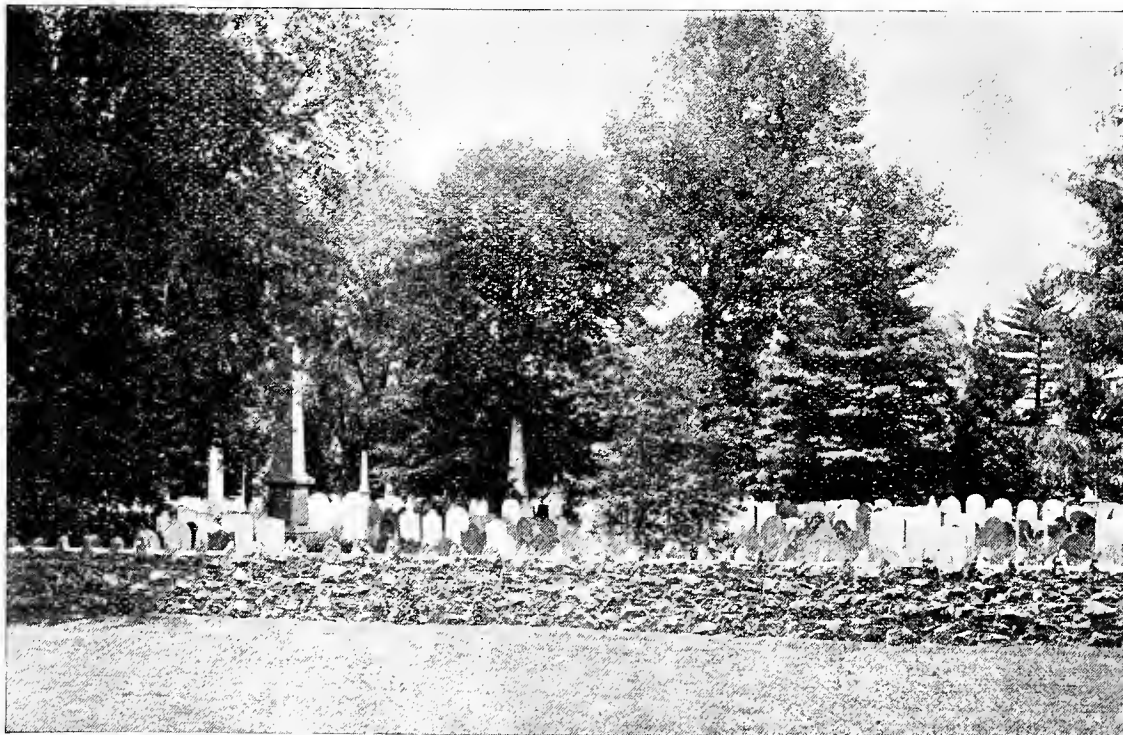
pastors were Rev. Elihu Spencer, 1749-1756; Rev. Abraham Ketteltas, 1756-1761; Rev. James Caldwell, 1762-1781. During Cald-

well's first year the renowned Whitfield preached in the church November 27, 1763. Mr. Caldwell was a sterling patriot, and in his congregation were such men as Governor Livingston, Elias Boudinot, member of Congress, Hon. Robert Ogden, Hon. Stephen Crane, Elias and Jonathan Dayton, and Abraham Clark, signer of the Declaration of Independence. Over forty commissioned officers went from the congregation into the Continental army. Mr. Caldwell was a chaplain in the army and served his country faithfully. In 1781 he was brutally shot while at Elizabethtown Point, and died on the steps of the Dayton house, on East Jersey street. In 1800 Boudinot presented the church with a pair of cut-glass chandeliers, which the trustees still hold. Rev. William Linn remained as a successor to Mr. Caldwell only a few months; Rev. David Austen remained from 1788 to 1797; Rev. John Giles, June to October, 1800; With Rev. John McDowell, D.D.,



REV. EVERARD KEMPSTALL, D. D., PASTOR FIRST PRESBYTERIAN CHURCH.

Rev. Henry Kalloch, 1800-1803



1. McDowell Monument.

2. Murray Monument.

3. Caldwell Monument.

He was instrumental in establishing the College of New Jersey, and was its first president. Dickinson died in 1747. The next

began a series of three pastorates, extending from 1804 to the present time. Dr. McDowell resigned in 1833, and died



PARSONAGE OF FIRST PRESBYTERIAN CHURCH, 227 SOUTH BROAD STREET.

subsequently in Philadelphia. In 1866 a monument was erected to his memory in the churchyard. Nicholas Murray, D. D., was installed in 1833, and remained until his death in 1861. Dr. Murray wrote a volume of notes on Elizabethtown history, and under the nom de plume of "Kirwan," published a series of letters to Archbishop Hughes, of New York. A monument to his memory stands in the churchyard. On September 18, 1861, Rev. Everard Kempshall, D. D., was installed pastor of the church, and in 1886 celebrated his twenty-fifth year in the pastorate with memorable services.

During the rebellion Dr. Kempshall with his people stood up manfully for the Union. In the words of the pastor, "The old flag flew from the church from the beginning of the war." Ever to be remembered are the war meetings of '61, the days of anxiety and rejoicing through succeeding years, the services for Lincoln and Garfield, and the Centennial of 1876. A great occasion was the anniversary of the burning of the church, commemorated in 1880. From this church have gone forth many men who have distinguished themselves at the bar, in the pulpit and in other professions.

The Sunday-school occupies an elegant room in the chapel building, and this year it celebrated its seventy-fifth anniversary. The churchyard was once enclosed with a brick wall, that stood where the new rustic wall stands. Then a row of sycamores stood in front of the wall, and an open space was occupied by carriages on Sabbath days, and extended to what is now the centre of Broad street. (See cut of church, p. 11). In the old churchyard lie the forefathers of Elizabethtown, and there are monuments to Dickinson, Caldwell, McDowell, and the graves of many a soldier of the revolution and the war for the Union. On the rear of the church are two old headstones bearing date of 1687, erected to the memory of two sons of the widow of Capt. Lawrence, who married Governor Philip Carteret. Strangers visit the spot where their ancestors are buried, and antiquarians are interested in the quaintly carved tombstones of two centuries ago. Burials are very infrequent now as there is little room for interments. The officers of the church are: Pastor, Everard Kempshall, D.D.; Elders, Jas. C. Woodruff, Chas. H. Langdon, Jonas E. Marsh, Joseph Alward, Chas. H. Genung, Lebbeus B. Miller, Brace Hopkins, Edward S. Atwater; Deacons, Abram B. Knapp,

Charles H. Jaquith, Walter B. Timms; Trustees, J. C. Ogden, Wm. S. Mersereau, M. W. Halsey, George H. Golden, William Gaston, H. C. Williams, George H. Freck; Sunday-school Superintendent, E. S. Atwater; Secretary, George H. Golden; Treasurer and Librarian, M. W. Halsey.

The pastors and people of the First Presbyterian church have always been leading men in the community, and both have ever been ready to lead in any good work for the advancement of the public and their own congregation. The ladies have home and foreign missionary societies, and other auxiliaries for church work.

## SECOND PRESBYTERIAN CHURCH.

The Second Presbyterian Church was formed in 1820 by forty members of the First church. Their first location was the Session house of the old church. Rev. David Magie was made pastor, and Elihu Price and James Crane were elected elders. In 1821 the present site on East Jersey street was secured and a building erected and dedicated May 1, 1822. Among the elders of the early days were James Brown, Robert Atchison, William Mulford and Job Chandler. In 1831 a lecture room was built on the site of the present residence of Dr. Bailey, and subsequently a lecture and Sunday-school room was built in the rear of the church. Dr. Magie was pastor from 1820 until May 10, 1865. In the holy relation of pastor "He served his master and kept the charge committed to him until he reached his three score years and ten."

Rev. Dr. W. C. Roberts, associate pastor with Dr. Magie, succeeded him, and remained until 1866, when he resigned to become pastor of the new Westminster church, in another part of the city, a number of the members also going to form the new church.



SECOND PRESBYTERIAN CHURCH.

Rev. James B. Patterson was the next pastor and served ten years. Rev. Hugh Smythe succeeded Mr. Patterson and was pastor for eight years. Rev. Eben B. Cobb was installed in 1887, and under his pastorate the church has taken on new life and is now one of the most flourishing churches in the city. Among the men who have entered the ministry from this church are Rev. David H. Pierson, still living in this city at an advanced age, Rev. J. F. Pingry, of this city, Rev. Dr. Roberts, President Lake Forest (Ill.) Seminary, Rev. David Magie, of Paterson, Rev. Frank Chandler, of Asbury Park, Rev. Dr. Ludlow, of Orange, and Rev. W. C. Rommel, of Philadelphia. The Sunday-school is under the superintendency of Mr. C. B. Orcutt, and numbers 295 scholars and teachers. The membership of the church is 379. On October 6 1889, the church was opened, after being closed for several months. It has been entirely redecorated and furnished with new pews etc., and is now one of the handsomest audience rooms in the city. There is no debt resting upon the church, the regular expenses being met by the pew rentals, and the extra expenses for improvements by subscription before work was commenced.

The elders are : T. C. Davis, Chauncey Harris, John O. Magie, Charles Rommel, C. B. Orcutt, Elijah K. Smith and S. S. Thompson. The trustees are : Dr. George W. Bailey, C. T. Glen, J. P. Glasby, J. F. Newcomb, William H. Luster, Fred V. Price and S. S. Thompson. Deacon, A. M. Baxter.

### THIRD PRESBYTERIAN CHURCH.

The Third Presbyterian Church is situated at the corner of Scott place and East Jersey street. It is a substantial building, with a seating capacity of 1,000. In the rear is a two-story building devoted to prayer meetings and the Sunday-school. Adjoining the church, on Scott place, is the parsonage.

The church was organized November 17, 1851, by members from the First and Second Presbyterian churches. The first pastor was Rev. Robert Aikman, D. D., now of Madison, N. J., who was installed in 1852 and served sixteen years. His successors have been : Rev. E. G. Read, 1868-1875 ; Rev. E. C. Ray, D. D., 1876-1881 ; Rev. Paul F. Sutphen, 1882-1886 ; and Rev. John T. Kerr, installed May 14, 1886.

The corner-stone of the church was laid September 21, 1852, and it was dedicated March 28, 1855. Shortly after the work had been commenced the country entered upon a period of financial depression, and the early history of the church is the record of a struggle with pecuniary difficulties, and the memory of the faithfulness of the founders remains as a valued legacy to the church.

During 1861-65 many of its members volunteered in defence of their country, and the flag always floated from the tower.

In 1881, on the last Sunday of his pastorate, Rev. E. C. Ray secured pledges to pay the last \$15,000 of the debt, which was entirely paid off in 1887. The church is now entirely free from debt. The pastor, Rev. John T. Kerr, is a graduate of Princeton College and Theological Seminary. He was called to this church

from the church of Lamington, N. J. The officers of the church are : Elders, Isaac Faulks, Ogden Woodruff, Russel W. Woodward, David R. Downer, Edward L. Bouton, Benjamin M. Ogden and William B. Hamilton ; Deacons, J. O. Tichenor, A. F. Bouton, Matthew H. Blair and Spencer A. Van Derveer ; Trustees, George S. Leary, J. D. Clark, E. N. Marsh, Benjamin M. Ogden, Ogden Woodruff, Spencer A. Van Derveer and Alex. S. Denman.

The Sunday-school, R. W. Woodward superintendent, ranks with the best in its methods and discipline. It has outgrown its original quarters and plans are being

matured to provide more commodious ones. Connected with the church is a Ladies' Aid Society, a Ladies' Home Missionary Society, two Mission Bands and a Young People's Society of Christian Endeavor, the latter of which publishes a monthly newspaper—"Christian Endeavor."

### WESTMINSTER PRESBYTERIAN CHURCH.

This church was organized on the 31st of January, 1866, in the Second Presbyterian Church, by ninety-three members of the Second Church, and seven from other churches. Mr. Richard T. Haines and Mr. Mahlon Mulford were elected elders ; Mr. Henry M. Baker and Mr. Henry Seymour, deacons. The church was organized under the corporate name of "The Westminster Presbyterian Church of Elizabeth." The special reasons for organization were a lack of comfortable pew accommodations in the



THIRD PRESBYTERIAN CHURCH.



WESTMINSTER CHURCH.

Second church, the rapid filling up with a population in that portion of Elizabeth lying north of the railroads, and a conviction that it should be furnished with church accommodations of its own.

On the 5th of February, 1866, a unanimous call was extended to the Rev. William C. Roberts, then pastor of the Second Church, and he was installed early in March.

Westminster Church in its organized capacity held its first service in Library Hall, on the 4th of March, 1866, and the Sabbath-school was organized with sixty scholars.

A plot of ground 175 by 230 feet, at the corner of Westminster avenue and Prince street, was selected as the site of the church, and purchased for \$7,000. The corner stone was laid on the 13th of June, 1866. During the next eigh-

teen months a massive building, of brown stone, in the Norman style, 70 by 105 feet, with an organ projection on the north side, 16 by 27 feet, was erected, and opened for worship December 29, 1867. One of the corners was finished at that time with a tower terminating in stone finials above the roof. The other tower with spire is yet to be built. A plan, recently adopted by the congregation, provides for a tower eighty feet in height, to be crowned with a spire 102 feet high. The church has a seating capacity of 1,100.

The chapel, 40 by 92 feet, with lecture-room, parlors and kitchen on the first floor, and Sabbath-school rooms on the second floor, was built a few years later than the church, but was dedicated first, viz.: September 3, 1871; whereas the church was not dedicated until March 17, 1876, nearly ten years after the laying of the corner-stone, and soon after the cancelling of the large debt with which the property had been encumbered.

The original cost of the property was \$153,696. The interest on funded and floating debts during the first ten years was \$17,075, making the total cost \$170,771. The estimated cost of the large tower and spire, required to complete the building, is something more than \$20,000.

Dr. Roberts, having been installed March 7, 1866, continued in the pastoral office until September 11th, 1881, when the relation was dissolved, that he might enter upon the duties of a secretary of the Board of Home Missions. The successor of Dr. Roberts in Westminster pulpit was the Rev. John Gillespie, D. D., who was called from the Presbyterian Church of East Liberty, Pittsburg, Pa. Dr. Gillespie was installed in Westminster Church, January 26, 1882, and served this church with signal ability and faithfulness until February 1st, 1886, when he, too, was released from pastoral responsibility in order to become one of the secretaries of the Foreign Mission Board.

The present pastor, Rev. John W. Teal, D. D., having been called from the pastorate of the Second Presbyterian Church, Germantown, Philadelphia, by the unanimous vote of Westminster congregation, June 6th, 1886, accepted the call, and was installed July 2d, of that year.

The church has a membership of 483. The Sabbath-school membership, including the Hope chapel school, is 512. The



MADISON AVENUE PRESBYTERIAN CHURCH.



benevolent contributions last year amounted to \$8,825.92; current expenses, \$8,352.44; total, \$17,178.36.

#### THE MADISON AVENUE PRESBYTERIAN CHURCH.

This church edifice was erected in 1884 at the intersection of Madison and Fairmount avenues. It is of the Queen Anne style of architecture. The interior is attractive and the acoustic properties are excellent. The property is valued at \$15,000.

The church is the outgrowth of a Sabbath-school, organized by Westminster church October 5, 1883, in a chapel near the present church. The late Charles L. Doe was chosen superintendent. Mr. Doe had eminent qualifications for the work, and the school from the outset was an assured success.

Early in the year 1875, it was evident that regular Sabbath services were required by the neighborhood. This part of the city was regarded by Westminster Church and the laborers in the Chapel Sabbath-school as a field for a Presbyterian church. Devotional and preaching services were held until the people interested with the co-operation of Westminster Church secured the services of Rev. Wm. S. C. Webster as stated supply. He commenced in July, 1875, and remained about a year, when in September, 1876, the services of Rev. A. L. Clark were procured. At a meeting held March 21, 1877, it was resolved that it was expedient to seek an organization, and that an application be made to the Presbytery of Elizabeth to organize a church at this locality. Accordingly on May 7, 1877, this church was organized.

Rev. Mr. Clark officiated as pastor until April, 1879. He was beloved and esteemed by his people. He was recognized by them as a man of earnest piety, and is held by them in affectionate remembrance. On the 19th of May, 1879, the congregation called Rev. C. E. Cunningham. He began his ministrations among them the first Sabbath in September, and was ordained and installed as pastor in November. In June, 1889, Mr. Cunningham resigned.

In time the limited seating capacity of the church was insufficient to accommodate the increased congregations, and steps were taken by the officers and societies of the church, aided by the pastor, to secure means for the erection of a new building, and a sufficient amount was soon secured to warrant the undertaking. On the 16th of June, 1884, the corner-stone of the church was laid with appropriate ceremonies, on the grounds, 100 by 150 feet, deeded as a gift by W. H. H. Moore, Esq., of New York. A mortgage, given for a portion of the amount necessary to complete the

building, has been cancelled, and the church is now entirely free of debt.

During the pastorate of Rev. Mr. Cunningham the church prospered spiritually as well as temporally. Long may it stand, a representative of the faith and a power for good in the community.

#### MARSHALL STREET PRESBYTERIAN CHURCH.

This church, which now bears the corporate name of "The Marshall Street Presbyterian Church," was organized in 1839 as a Congregational church, under the charge of Rev. Abraham Brown, who came from Oxford, Conn. He died in the autumn of 1840,

and his successor, Rev. Oliver S. St. John, who came in 1842, feeling the want of proper support to the church organization, after four years of discouraging labor, led his people to seek a union with the Presbyterian body. The change was effected, and in April, 1846, the church was received under the care of the Presbytery of Elizabethtown. Later in the year Mr. St. John resigned, and in the following year Rev. Edwin H. Reinhart was installed pastor. During these eight years the roll of membership had only increased from 29 to 32, but better days began to dawn, and after four years' service it became so enlarged that the missionary aid by which the church had been largely sustained was relinquished. Its progress since that time has been not rapid but steady, each year witnessing some growth, despite the withdrawal from time to time of many of its supporters to join new church organizations of other denominations, which have been established as population increased. Mr. Reinhart, after these forty-two years



MARSHALL STREET PRESBYTERIAN CHURCH.

of continuous and active service, still remains the honored pastor of the church he has served so long and well, but, feeling the weight of years and the onerous duties connected with his field of labor, in 1885 he asked to be relieved from the care of the church. Rev. Isaac H. Condit was very soon installed as associate pastor, and for nearly four years devoted himself to the active care of the church, during which time the membership had increased from 180 to 225. He resigned his charge, and the pastoral relation was dissolved on January 1, 1889. The congregation called Rev. George Buckle, of Westminster Presbytery, Pennsylvania, to be associate pastor, and he was formally installed in September, 1889.

The house of worship, which stands on a plot of ground, 100 by 125 feet, on Marshall street, between First and Second streets, was begun in 1839 and finished in 1840. It is a plain, unpretending structure, substantially built and well arranged for the various





ST. JOHN'S PROTESTANT EPISCOPAL CHURCH.

departments of church work, the basement and gallery being especially devoted to the use of the Sabbath-school of the church, numbering nearly 500 members. The building was enlarged in 1868, and has recently been put in thorough order, both inside and out.

The manse, on the corner of Elizabeth avenue and Geneva street, was built in 1858, and during 1889 has been put in complete repair. The church holds its property entirely free from debt.

The present organization is as follows: Pastor, Rev. Edwin H. Reinhart; Associate, Rev. George Buckle; Elders, J. Edwards Marsh, Elias D. Smith, Theron B. Clark, Walter O. Smith; Trustees, Josiah W. Baker, William G. Ballantyne, Charles W. Crane, Joseph R. Whittaker, William T. James, Gamaliel W. Cooley, Samuel Marsh Jr., William H. Hulskenper, August F. Schmidt.

#### ST. JOHN'S CHURCH.

St. John's Protestant Episcopal Church was founded on St. John the Baptist's day, 1706, by Rev. John Brooke, a missionary of the Propagation Society of the Church of England. The first building was 30 by 50 feet, and 21 feet high. It was erected chiefly by the care and diligence of Col. Richard Townley, who gave the ground, and burial ground also. In 1709 Rev. Edward Vaughn was appointed rector, and in 1721 he wrote the Society

in England that his "auditory consisted of 200 souls and more than forty communicants." In 1739 Mrs. Ann Askins presented the church with nine acres of good land and a fine orchard thereon, situate on Pearl street, "for a glebe for the minister forever." Rev. Thomas Bradbury Chandler became rector in 1747, and died in 1791. In 1757 a chime of bells, a library for the parish and plate for the altar were presented by George II, but they never reached America, being taken, while on ship-board, by the French. A charter for the church was obtained in 1762. The rectors that followed were: Rev. Samuel Spraggs, 1791-1794; Rev. Mr. Raynor, 1795-1801; Rev. Frank Beasley, 1802-1803; Rev. Samuel Lilly, 1803-1805; Rev. John Churchill Rudd, 1805-1826; Rev. Smith Pyne, resigned 1828; Rev. B. G. Noble, 1829-1833; Rev. Richard Channing Moore, 1834-1855. The church was enlarged and reconsecrated in 1841. In April, 1856, Rev. S. A. Clark was elected and entered upon his duties. The corner-stone of the present edifice was laid in 1859. The building is considered to be the finest specimen of the fourteenth century (gothic) style of architecture in New Jersey. The tower is 126 feet high and cost alone \$6,000. The cost of the church was \$50,000, and the chapel, built in 1867, \$15,000. On St. John the Baptist's day, June 24, 1860, the new church was opened for service, and consecrated March 26, 1861, by Bishop Odenheimer. The wardens and vestry on September 5, 1859, were: Benjamin Williamson, Anthony Morse, wardens; F. B. Chetwood, F. W. Foote, E. Darby, W. R. Phelps, James Jenkins, John Kean, J. O. Stearns, Joseph Benjamin, William Townley, vestrymen.

Dr. Clark died in January, 1875. No head of St. John's parish was ever so heartily mourned. It was due to his efforts and hard work that the new church was built.

Rev. Dr. W. S. Langford succeeded Dr. Clark in July, 1875, and served faithfully for ten years. He resigned to become General Secretary of the Board of Foreign and Domestic Missions at the urgent request of the church at large, and against the wishes of his own people. Rev. Otis A. Glazebrook, D. D., was elected in November, 1885. Rev. P. Le B. Cross is his assistant. The church has eight hundred communicants, and a Sunday-school with

five hundred scholars. The church has two missions; on Bond street, and at St. John's Home, on Pearl street. Services are held weekly.

The present wardens are: W. W. Thomas and Francis Collingwood; vestrymen, William Townley, Charles Russ, J. P. Roberts, G. C. T. Seaman, Warren R. Dix, F. M. Waterbury, F. W. Stillman, B. H. Campbell, Joseph Gales.



GRACE PROTESTANT EPISCOPAL CHURCH.

## GRACE CHURCH.

The first services of this church were held at the house of Mr. Vincent Bodine, November, 3, 1845, by Rev. Abraham B. Carter,



INTERIOR OF CHRIST CHURCH.

and continued until the spring of 1846. In September following Rev. Edward B. Boggs took charge on the day of his ordination, and here preached his first sermon, and officiated on alternate Sundays until March, 1847. The next account of services is by the Rev. David Clarkson in December, 1848. The parish was organized on the 18th of August, 1849, and commenced building the church, which was consecrated April 2, 1850.

The early history of the parish would not be complete without referring to the names of Mr. Vincent Bodine and Mr. Frederick Phelps, to whose untiring devotion the parish is greatly indebted. Mr. Clarkson resigning soon after the church was consecrated, the Rev. Eugene A. Hoffman took charge of the parish in August, 1851, remaining until May, 1853. Services were supplied by different ministers until March, 1857, when Rev. Clarkson Dunn accepted the rectorship, and continued in charge for thirteen years, until his death in January, 1870.

The succeeding rectors were the Rev. Joseph Mayers, 1870 to 1872; Rev. James Stoddard, 1872 to 1876; Rev. John F. Esch, 1876 to 1877; Rev. Henry E. Duncan, D. D., 1878 to 1883; Rev. Samuel B. Moore, 1883 to 1887. In November, 1888, the Rev. Henry H. Sleeper was called to the rectorship and assumed charge on December 14th. The church was enlarged in 1873. On Easter of 1889, through the energy of the rector and the kind help received from old friends and members of the parish, the property was freed from all encumbrance, and its future prosperity is assured. The church is on the corner of First and Court streets.

## CHRIST CHURCH.

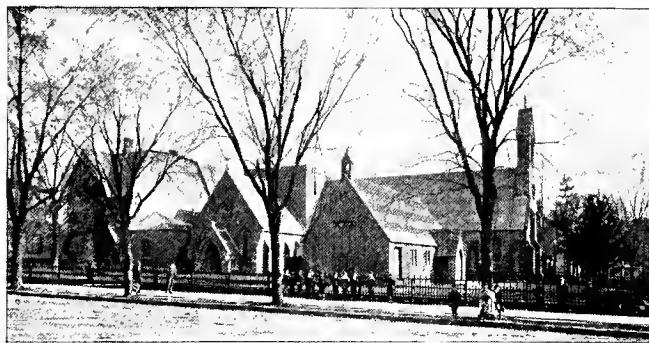
On the corner of East Jersey street and Scott place the walls of Christ Church rise from a well kept lawn. The simple Gothic facade, with open belfry does not prepare the spectator for the dimensions of the church, or the beauty of its interior. Consist-

ing of a nave, central tower, transepts and choir, it seats 750 persons; the choir containing stalls for clergy, and seats for thirty choristers. The church is 125 feet long by 80 feet wide across the transepts. The nave was built in 1853, and enlarged to its present dimensions, by additions, in 1870. The interior is decorated in polychrome, the woodwork is oak, Minton tiles pave the choir. The corona in the choir, the standard lights on the altar steps, the cross and candlesticks, and the hooded corona over the pulpit are artistic examples of brass work. The altar, with its retable and wings, is built of Caen stone elaborately carved. The church is provided with complete sets of hangings and vestments richly embroidered, to mark the ecclesiastical seasons, and has Eucharist vessels of gold and silver.

The parish was organized in 1853. Daily service has been maintained without interruption since 1854. In 1857 the weekly Eucharist was established, and since that date has been celebrated every Sunday. The rector and his assistant minister to a parish of about 400 families, with 633 communicants. The parish is second to none in its work among the poor, in which the clergy are assisted by a band of earnest laymen. Several guilds and societies systematize the arduous labor. Two Sunday-schools provide instruction for the children. The parish is supported by weekly offerings, the seats being free. Since its organization over \$260,000 have been offered upon the altar.

A feature of this church is its music, rendered by a vested choir of men and boys, who give their services, and are a rare example of a large volunteer choir attaining to such proficiency as to give a complete musical service twice every Sunday, and interpret the compositions of the best class of church musicians.

A gothic stone rectory adjoins the church, and a temporary structure on the lawn answers the purpose of a Guild room. The parish owns, free from debt,



CHRIST CHURCH, RECTORY AND GUILD ROOM.



ST. PAUL'S CHAPEL.

this property, and also a mission chapel at First avenue and Christine street, which was established March, 1881, and built in 1885, and named St. Paul's. There have been but three rectors



TRINITY PROTESTANT EPISCOPAL CHURCH.

of Christ Church, Rev. E. A. Hoffman, D. D., April, 1853, to June, 1863; Rev. Stevens Parker, D. D., October, 1863, to May, 1879; Rev. H. H. Oberly, M. A., June 1, 1879. There are two celebrations of the Holy Eucharist every Sunday, a service for children Sunday afternoon, and Morning and Evening Prayer every day. The baptisms average 100 per annum. The church is open all day.

#### TRINITY CHURCH.

The first meetings to consider the propriety of a new Episcopal parish to be known as Trinity, were held May 23 and 30, 1859. Steps were taken to secure a place of worship, and services were regularly held in the county court room until January, 1860. The parish had been previously organized on June 22, 1859, and incorporated July 29, 1859. The following were chosen as wardens: Elias Darby and Dr. George R. Chetwood; and W. D. Salter, Henry Kiggins, Joseph L. D. Lyon, Richard Kipling, Ogden Brown, Gilbert R. Fleming, J. F. Lyon, J. R. Hoole, Dr. Wm. Whitehead, vestrymen. Rev. Dr. Warren was called to the parish. A plot of ground was selected and a frame church built and occupied until its sale to St. Paul's Church in 1865. After the sale of this building the parish held services in the Third Presbyterian Church, until a chapel was

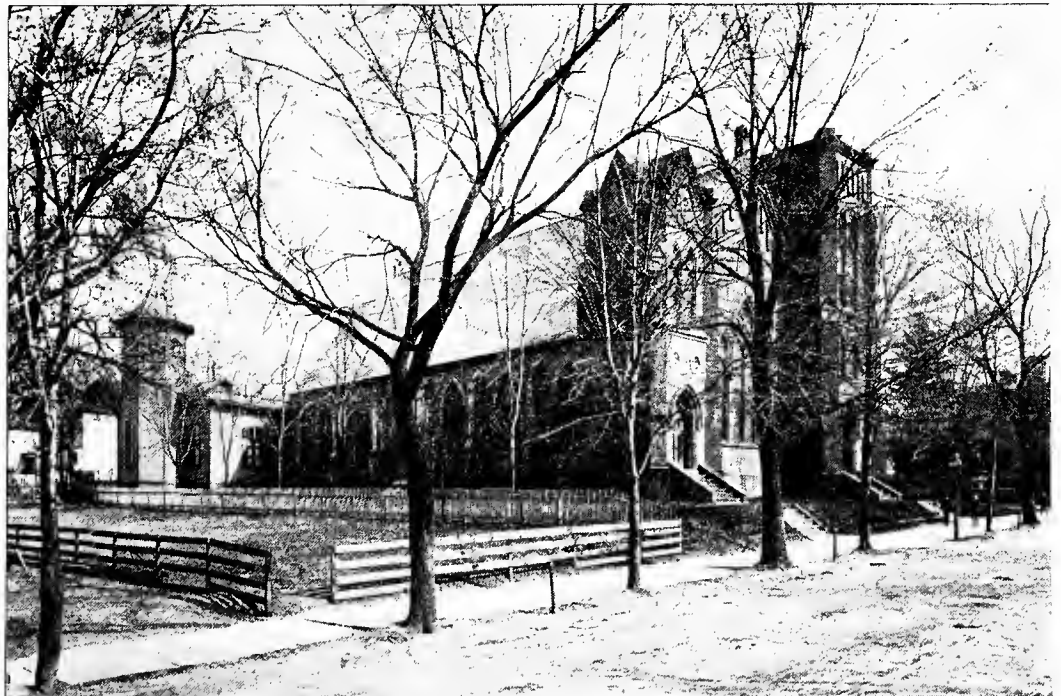
built on the plot selected for the church on North Broad and Chestnut streets, in 1866.

Rev. Mr. Warren resigned June 1, 1868, and Rev. Mr. Lowry succeeded him in 1869. Mr. Lowry retired in 1873, and the present rector, Rev. F. Marion McAllister, was called to the parish. The corner-stone of the present church was laid on April 10, 1871. The first services were held Christmas day, 1871. The church is now practically out of debt, having only a small encumbrance on the property. The wardens are: Alfred M. Bull, E. S. French; Vestrymen: F. P. Pepin, C. H. K. Halsey, G. S. Davis, H. W. Pope, B. Darrach, Roland Rhett, O. D. Kremm, W. M. Walton.

#### ST. JAMES M. E. CHURCH.

Methodism in Elizabeth dates from 1785. Bishop Asbury preached the first sermon here on September 6, of that year, and during the next month Rev. John Hagerty, of New York, visited Elizabethtown and preached in the house of Jonathan Morrell. This house is still standing in the rear of the pottery, on Elizabeth avenue. Mrs. Morrell had been a member of Philip Embury's class in New York, and became one of the principal supports of the young society, but upon her son, Thomas, devolved the responsibility of maintaining Methodism in this place. "Father Morrell" was faithful to his duty until his decease in 1838, in his ninety-first year. He had served in the army during the Revolution as major of the Fourth New Jersey regiment. An ardent patriot, he espoused the cause of independence and resigned his commission only when disabled by severe wounds. For many years afterwards he was a traveling preacher and stationed at many of the principal churches in New York, Philadelphia and Baltimore.

The first religious services of Methodists were held in private houses. A temporary building known as the "Tabernacle" gave way, in time, to an edifice on Elizabeth avenue and Morrell street. It was called "Father Morrell's Church." In 1845 a substantial brick edifice was dedicated on Elizabeth avenue, near Broad street, now occupied by a printing establishment. This church was the parent society of the several Methodist organizations in



ST. JAMES METHODIST EPISCOPAL CHURCH.

this city. In 1859 a new enterprise was started in Mechanic street, (now East Grand street), and continued in existence until 1865, when a portion of its members, with a like number from the old church in Elizabeth avenue, organized St. Paul's Church. From this time Methodism in Elizabeth took rank and importance with other leading churches of the denomination in the state. After worshipping in the Court House for several months the new society purchased the property formerly used by Trinity Episcopal Church, at the corner of East Jersey street and Jefferson avenue, and maintained an active and vigorous existence for twelve years.

In 1875 it became apparent that the growth of the city demanded another church in the north-eastern section. An amicable division of the property and membership of St. Paul's was the result, and the new society known as the Park Church was recognized by the Conference in the spring of that year; and in 1877 the remaining portion of St. Paul's joined with the Elizabeth Avenue Society and organized the St. James Methodist Episcopal Church, purchasing the property at the corner of South Broad and Pearl streets, consisting of a modern brick edifice and a chapel. Here, on the 15th of April, 1877, Methodist services were first held, under the direction of Bishops Harris and Haven. Its first pastor was Rev. James Montgomery, and Revs. Henry Spellmeyer, A. H. Tuttle, J. E. Price and L. C. Muller have been the pastors in the order given. Rev. Edson W. Burr is the present pastor.

It is with justifiable pride that the Methodists of Elizabeth refer to the fact that three of its former pastors have become bishops, and that others have occupied distinguished positions in the denomination.

The edifice illustrated was built in 1867. It occupies a commanding location and has a pleasing interior. A projected chapel and parsonage will give

a complete religious establishment that will be an honor to the city and a credit to the denomination.

#### FULTON STREET M. E. CHURCH.

The Fulton Street M. E. Church began in a very humble way. In the spring of 1837 Rev. I. N. Felch, pastor of the old Water Street M. E. Church, preached occasionally on the corner of Broadway and Front street until 1839. A class was formed, of which Chandler Denman was leader. Through all the vicissitudes of its early history this class was upheld. The preaching was continued by local ministers and the pastors of the old church in Water street, in various places. The Sunday-school was started in 1850. In 1851 Rev. Lewis R. Dunn came to the Water Street church and soon found his way to this section of the city. Preaching was maintained first, in the "Rechabite Hall," and, afterwards, in the lecture-room of the Presbyterian church. A new church was proposed, and lots, now occupied by the church building, were secured. The corner-stone of the little building was laid in October, 1851, and on June 30, 1852, the building was completed and dedicated. On Sabbath, the Fourth of July, Rev. L. R. Dunn preached in the new church and baptized ten or twelve children. Since that period this church has never ceased to grow. When the church was dedicated there were only three male members and seventeen female. But how constant, and even marvellous at times, has been its growth! Only a few years passed and the new church was found to be too small. In 1859 the present new building was begun, the corner-stone of which



FULTON STREET METHODIST EPISCOPAL CHURCH.



PARSONAGE OF FULTON STREET METHODIST EPISCOPAL CHURCH.





PARK METHODIST EPISCOPAL CHURCH.

was laid by Rev. L. R. Dunn, then stationed in Orange. The congregation grew under the successive pastors, and the Sabbath-school and membership have increased, until at the present time, only thirty years since the present edifice was built, there are 360 members and probationers, a Sunday-school of nearly 400 members, and a congregation averaging from three to four hundred persons. Since the erection of the new church there has been a felt necessity for a lecture-room, for Sunday-school and social services. This was realized during the ministry of Rev. C. Larew. The present parsonage was also built during his pastorate, in 1879-1882. The whole property is now valued at about \$20,000, upon which there is a small indebtedness. Samuel P. Thornton is President of the Board of Trustees; Llewellyn Wannamaker, secretary, and Frank J. Vogel, treasurer. The Board of Stewards is composed of Dr. Westlake, J. G. Coleman, C. J. Roper and seven other valuable men. J. G. Coleman is superintendent of the Sunday-school; C. Rogers, secretary; C. Wetton, treasurer, and Elwood H. Phares, librarian; with a corps of over forty teachers.

The following persons have been pastors of the church since its organization: C. S. Coit, 1853; Isaac Trotter, 1854; J. B. Heward, 1855; A. H. Brown, 1856; H. S. Bishop, 1857; J. Cowins, 1858; G. F. Dickinson, 1859-1860; J. F. Hurst, 1861-1862, now a bishop; C. S. Coit, 1863-1864; S. H. Opdyke, 1865-1866; J. I. Boswell, 1868-1869; G. Winsor, 1870-1872; C. C. Winans, 1873-1875; J. W. Young, 1875; N. Vansant, 1876-1879; C. Larew, 1879-1882; J. R. Bryan, 1882-1885; William Day, 1885-1888; L. R. Dunn, 1888-1890. There have been nineteen pastors in thirty-six years, who have effectually wrought in this vineyard of the Lord. Perhaps no church in this city has made greater advancement in the same

time; and at no period of its history has it been more united, more devoted and more prosperous than now. The time is not far distant when there will, doubtless, be a new organization here, which will add much to the efficiency of the church, and be a blessing to the northern section of our city. No doubt the future growth and prosperity of this honored church will be larger and broader than anything it has ever enjoyed in the past.

#### PARK M. E. CHURCH.

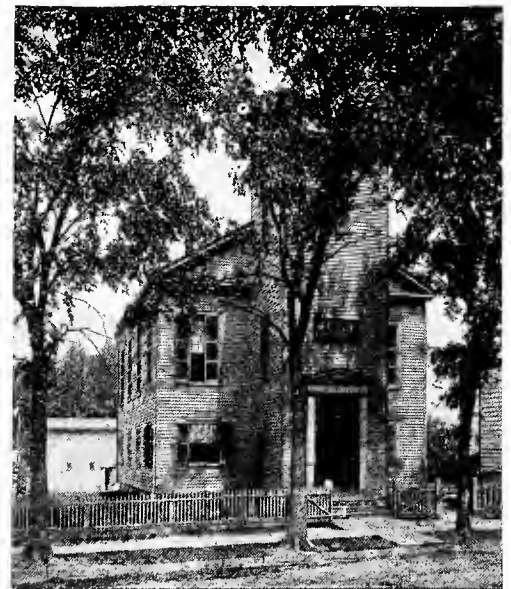
Was formed by a mutual division of the membership of the former St. Paul's Methodist Episcopal Church, between the new Park and the new St. James churches, and numbered about sixty persons. A chapel was built opposite to Jefferson Park in the spring of 1875, and used for worship for three years. The first pastor was Rev. Warren L. Hoagland. Rev. Charles E. Little was the second pastor, and during his pastorate the present church edifice was erected in 1878, and dedicated in June, 1879, by Mr. Little. Rev. Thomas Landon succeeded Mr. Little and remained two years. Rev. E. S. Jamieson remained for a year, and was succeeded by Rev. F. C. Dutcher, who was pastor for three years. Rev. R. Thomas Savin came next, and remained for three years. The present pastor, Rev. M. L. Gates, D. D., was transferred from the Southwestern Conference and took charge of the church in the spring of 1889. The church edifice is beautifully located opposite Jefferson Park, and is a highly ornamental structure. The auditorium is in amphitheatre form, the finishings are in natural woods, and the windows are of stained glass. It has been recently decorated and refurnished (1889). A commodious Sunday-school room is in the rear of the church. The present membership of the church is one hundred and sixty, and the scholars of the Sunday-school number two hundred. The progress of this church has been steady ever since its organization, and the efforts that it

has put forth to build the beautiful house has helped to strengthen and bind the people together.

#### GERMAN M. E. CHURCH.

The German congregation worshipping in the Adelphian Academy, on the 3d of May, 1853, elected Mr. Daniel Baehr, President, and Rev. J. W.

Freund, Secretary, and organized themselves under the law as the First German Methodist Episcopal Church of Elizabeth, by electing as trustees, viz.: Perian Price, John Williams Jr., Garrett Green, Joseph G. Ogden, John O. Woodruff, Asabel S. Randall and Freeman E. Tucker. May 25, 1853, the



GERMAN METHODIST EPISCOPAL CHURCH.



above named trustees elected Mr. Perian Price, President; Mr. F. E. Tucker, Treasurer, and Mr. J. Williams Jr., Secretary.

Mr. M. M. Williams kindly donated the three lots of ground on which the church, under the superintendence of Messrs. Price, Woodruff and Tucker, as building committee, was erected. The corner-stone was laid September 6, 1853, and the dedication took place on July 12, 1854. Rev. J. B. Weakley, D. D., Rev. L. R. Dunn, D. D., Rev. John Sauter, Rev. C. Jost and others officiated on these occasions. Christian Peters, Christian Schwarz and John Conrad were trustees at various times. Rev. F. W. Flocken is the present pastor, and the Board of Trustees are: Peter F. Scherf, Charles Buehrmann, George Molter, Charles A. Markhart, Louis Conrad, Henry Wolff, Charles Keller.

From its organization under Rev. J. W. Freund in 1853, until now, sixteen ministers have filled the pulpit in succession. They have baptized 299 children, performed 69 marriages, and received 270 persons into the church. Of these 180 were lost by removal and otherwise; 24 have died and 66 are still remaining, who, with the prosperous Sunday-school of 137 scholars, form an important part of the moral and religious influence among the German population of the city. Besides the church, which is on the corner of Third avenue and Centre street, valued at \$5,000, the society owns a parsonage on Amity street, valued at \$2,500, both of which are free of debt.

#### FIRST BAPTIST CHURCH.

Although so flourishing a body at present, the Baptist cause was slow in rooting itself in Elizabeth. The early settlers were largely composed of Presbyterians and Episcopalians, and to the present time their growth has been on a line with that of the city. In 1842 Elkanah Drake, a member of the church at Mount Bethel, came to Elizabeth to reside. He soon gathered the few Baptists together and established a "meeting" in the "Select School" in Union street. On June 5th, 1843, a council from eight churches met in the "Select School" and recognized as a gospel church the "First Baptist Church of Elizabeth." Letters were offered by Isaac Ball, Sarah Ball, Mary E. M. Ball, John W. Boyleston, Catharine Boyleston, Elkanah Drake, Sarah Drake, Elizabeth Faitoute, David S. Higgins, Margaret Higgins, Rebecca Higgins, Caleb Jeffrey, Rachel Ketchum and Martha Williams. Of these Mr. and Mrs. Boyleston and Rachel Ketchum long since left the city. The others rest from their labor. The first officers chosen were: David S. Higgins, deacon; and Elkanah Drake, Clerk.

The "Select School" room was purchased, remodeled and dedicated November 16, 1843. Rev. Spencer H. Cone, D. D., preached the sermon of dedication. The title at first vested in individual

members of the church, but on February 15, 1845, the Society was formed, and incorporated April 25, 1848. The first pastor called was Rev. Charles Cox. The first baptism by immersion occurred in the Elizabeth river, when Pastor Cox baptised his wife and Miss Ann Holton. Although his pastorate was short, a little more than a year, so faithful was his service that the church grew to number thirty-one, and a Bible school was organized in 1844.

With more or less degree of growth the church was shepherded by Pastors Edward Conover, E. Tibbals, William H. Turton, I. H. Waterbury and T. S. Rogers. In 1857 Rev. I. N. Hill assumed the pastorate, and in his term the building in West Jersey street was erected at a cost of \$3,000, and dedicated September 28, 1858. In 1859 Rev. George W. Clark, now of the Baptist Publication Society,

became the pastor. During his administration the church grew in numbers and efficiency. A missionary spirit was inaugurated, a plan of systematic benevolence took form, a debt of \$2,700 was paid, and a revival occurred in 1866. This year forty-eight members withdrew and formed a new church, now known as the Central Baptist Church.

In 1868 Rev. T. A. K. Gessler was called to succeed Rev. Mr. Clark. His talent and zeal, aided by the previous judicious training of Pastor Clark, resulted in the construction of the present beautiful house of worship, situated at the corner of Union avenue and Prince street. While pastor and people worked with a will, yet of the \$64,000 represented in the church edifice and grounds, \$30,000 was left as a heavy cloud to weigh with crushing effect upon a loyal but not strong people. About this time thirteen more members withdrew to form the Memorial Baptist Church. In 1874 the Church enjoyed a great revival, as the result of which sixty-

three joined the church after baptism. In 1880 Rev. Mr. Gessler was called to Brooklyn, and on February 22d, of the same year, Rev. J. C. Allen was called to the pastorate. He rendered efficient service to the church, and in the third year of his pastorate the debt, now amounting to about \$40,000, was lifted from the church. In 1884, much to the regret of the congregation, Mr. Allen accepted a call to the Hanson Place Baptist Church, Brooklyn.

On February 1st, 1885, Rev. Carter Helm Jones, a graduate of the University of Virginia, was chosen as pastor. The young pastor quickly won the hearts of his people, and so popular did he become that the capacity of the building was frequently insufficient to accommodate those desirous to hear him. Conversions were frequent, and the church attained its highest membership under his administration. On April 1, 1889, he accepted an invitation to become the pastor of the First Baptist Church of Knoxville, Tenn. At present the church is pastorless. The present officers are: Deacons, James Noxon, Charles H. Rollinson, Sam-



FIRST BAPTIST CHURCH.



EAST BAPTIST CHURCH.

nel C. Ridley, Chris. D. Aschenback, G. A. Keeney; Trustees, Joseph Battin, Amos J. Bicknel, Hiram P. Steward, William J. Corbet, Charles F. Aschenback, E. F. Brooks, G. P. Matthews.

#### EAST BAPTIST CHURCH.

Prior to 1871 there were in the east section of the city a few families of the Baptist faith. Most of them held membership in the churches in the other sections of the city. Some interest was maintained by prayer meetings, held weekly from house to house.

In 1871 Mr. Peter B. Amory purchased a small building, which he moved to Third street, and in September, 1871, it was dedicated as a Baptist mission, a memorial to the founder's daughter. In January, 1872, thirty-seven Baptists organized a church and obtained the free use of this building. In 1879 that church was disbanded, and in January, 1880, the present East Baptist Church was organized, and began worshipping under the pastorate of Rev. Adam Chambers. He was succeeded in 1882 by Rev. Theron Outwater, of Sanborn, N. Y., under whose pastorate the church erected an edifice on the corner of Third and Franklin streets. In appearance the building is very attractive. Its interior is of amphitheatre form and has capacity for about five hundred in the main auditorium and lecture-room, which are divided by sliding doors. In April, 1888, Rev. Mr. Outwater accepted a call to Washington, D. C., and the church secured the present pastor, Rev. J. Madison Hare. The membership at present is nearly one hundred, and there is a Sunday-school having a membership of two hundred and twenty-five. Since the present pastorate began the church has been handsomely furnished and the exterior beautified. The church property is valued at \$10,000.

The officers of the church are: Deacons, Thomas L. Hough, M. D., Philip G. Rose and Peter Robinson; Clerk, Joseph D. Lowden; Treasurer, P. G. Rose; Trustees, T. L. Hough, Peter Robinson, A. P. Palmer, John J. Lowden, John W. Shreve, Joseph D. Lowden and Harry G. Anderson.

#### CENTRAL BAPTIST CHURCH.

About the first of April, 1877, the Sunday-school of the Central Baptist church was organized in the building corner Jefferson avenue and East Jersey street, formerly used for similar purposes, and on the first of May following arrangements were made for stated preaching. Rev. J. G. Shrive preached for a considerable portion of the time until a pastor was called. On Thursday, September 13, 1877, definite action was taken for the formation of a church. On the 25th of the same month the organization was effected, under the new state law (having reference to the relation of trustees and the congregation), and by a vote the name of Central Baptist Church of Elizabeth was adopted. On the 19th of October, 1877, a council was convened which recognized the church as a church, and proceeded to ordain the pastor-elect, Mr. John McKinney, a recent graduate from Rochester Theological Seminary. Rev. Mr. McKinney continued as pastor of the church until September 1, 1887. The first deacons of the church were G. W. Kiersted, J. M. Watson and T. G. Conant.

Many repairs and additions have been made to the church building, increasing largely its beauty and usefulness. At a church meeting held April 12, 1888, a call was extended to Prof. E. T. Tomlinson, then head master of Rutgers College Grammar School, New Brunswick, N. J. Prof. Tomlinson accepted the call and is still the pastor of the church. Its present membership is 241. Its officers are: Pastor, Rev. E. T. Tomlinson, Ph. D.; Deacons, J. M. Watson, I. M. Littell, J. J. Coyne, A. D. Meyer; Trustees, C. C. Taintor, F. H. Davis, G. H. Sanborn, M. H. Davison and G. E. Dimock; Clerk, A. K. Van Deventer; Treasurer, F. W. Coyne. Believing in a working congregation, it has free seats, congregational singing, etc. The Sunday-school numbers 285.



CENTRAL BAPTIST CHURCH.

**FIRST CONGREGATIONAL CHURCH.**

The First Congregational Church of Elizabeth was organized January, 1864, in a chapel that stood on the corner of First and

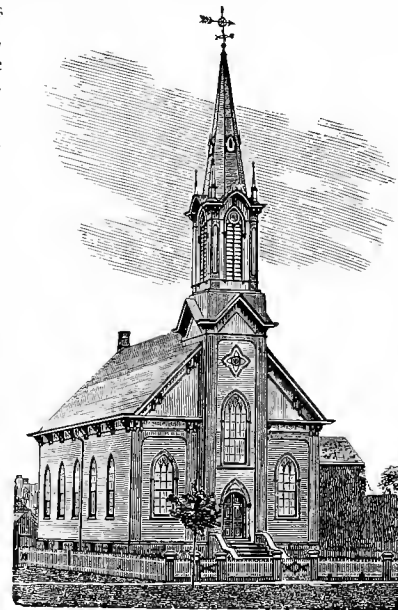


FIRST CONGREGATIONAL CHURCH.

Livingston streets. Its first pastor was the Rev. Frederick H. Parmenter, a young man of talent and ability, under whose ministry the church made a rapid growth. In 1865 the present edifice was erected at the corner of Third and Marshall streets. The property is handsomely located in a growing part of the city, and is valued at twenty thousand dollars. During the past year the building has been improved by repainting, frescoing and the building of a pipe organ at the side of the pulpit. The main audience room is beautifully designed and attractively furnished, and has a seating capacity of four hundred. The pews are all free, and everybody is made welcome. Mr. Edward Smith is organist and the singing congregational. The pastor, Rev. Robert A. Tufft, is a young man who preaches gospel sermons, full of fire and enthusiasm. The church is steadily growing in every department and never was in a more flourishing condition. The following is the official board: Pastor, Rev. Robert A. Tufft; Sunday-school Superintendent and Senior Deacon, George W. Smith; Trustees, Eli A. Young, Thomas H. Bentou, James R. Wentworth, Edwin Marsh, Edward Harrison.

**FIRST GERMAN PRESBYTERIAN CHURCH.**

First German Presbyterian Church, on Third street, between Livingston street and Broadway. The congregation was gathered by Rev. John Rudolph in 1875. With the view of gathering a new congregation a hall was reuted on the corner of Third and Fulton streets November 15, 1875. The movement proved a success and the hall was occupied until January, 1878, at which time the lecture room of the new church was occupied. The church was dedicated September 8, 1878. Rev. Dr. W. C. Roberts preached the dedicatory sermon in German, and Rev. Dr. Kempshall in English. The congregation now numbers nearly 300. The Sunday-school at present numbers 350 scholars. The work of erecting the church was financially encouraged and assisted by the Presbyterian churches of this city, the Presbytery of Elizabeth and the German Presbyterian churches of Newark.



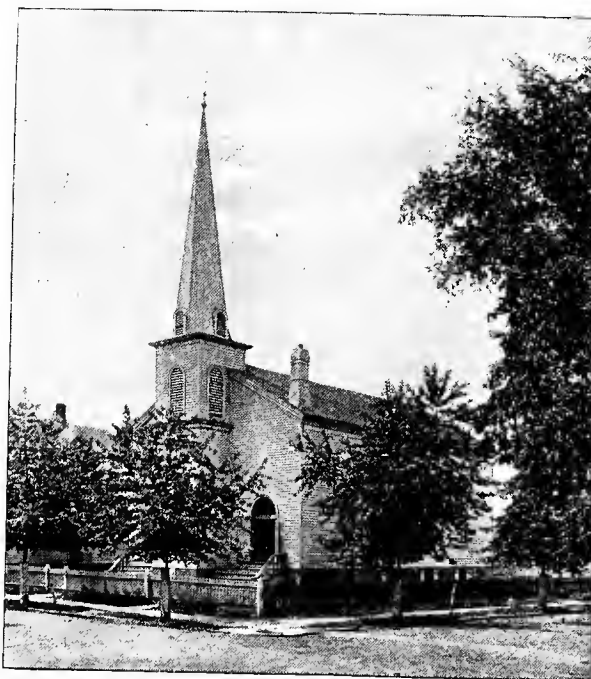
FIRST GERMAN PRESBYTERIAN CHURCH.

This kind assistance by many Presbyterians in this city will always be appreciated by the congregation, and especially by the Ladies Aid Society, who, under the lead of Mrs. H. Pfarrer, were untiring in their work of securing a safe financial condition of the church. The organ used in the church was purchased from E. Jardine, of New York, and is presided over by Mr. W. Hopf.

The elders of the church are Henry Pfarrer, Frederick Schomberg and Adolph Pflug; Trustees, Frederick Sommer, William Hopf, Peter Degenring, Theodore Scherf, George Schaar, Adalbert Lange and Peter Diederich. The church property is valued at \$10,000. A parsonage was built in 1881. Pastor Rudolph resigned in August, 1889.

**THE MORAVIAN CHURCH.**

The Moravian congregation was organized in 1863. Mr. Paul Hauser, a teacher, had charge of the congregation. The first location was in a school house on the corner of Second avenue and Centre street. From this they moved to the mission chapel on Martin street, near Smith. Rev. Christian Neu was installed as pastor in 1867, and in 1869 the present church building was erected at the corner of Seventh and Marshall streets. The parsonage adjoins the church on Seventh street. Rev. L. Nagel succeeded Pastor Neu, and Rev. Mr. Breager came after Mr. Nagel. The present pastor, Rev. E. N. Schwarze, was



GERMAN MORAVIAN CHURCH.

installed in 1884. The elders are C. H. Gerstung and J. Dimler; trustees, Charles Ernst, J. Schmidt, J. N. Burger, J.

the spring of 1844 the Bishop of New York, in response to many requests from this city, sent the Rev. Isaac P. Howell to Elizabeth, and he proceeded to organize missions in this city, Rahway and Woodbridge. On Palm Sunday, 1844, a congregation of twenty-five persons was gathered. In 1845 the basement walls of the church began to rise, and soon a substantial structure, plain, unpainted, unplastered, etc., was built on Washington avenue. In 1851 the school house was built, and in 1858 work was begun on the enlargement of the church and the pastoral residence, both of which were completed in 1862. The church edifice is now 133 feet long and 66 feet wide. This was the only Catholic church in the city until 1847, when the German church was organized on Smith street and East Jersey street.

The pastors since the organization have been four in number. Rev. Isaac P. Howell remained until he was obliged to leave the city on account of his health, and died soon after. Father Howell was renowned throughout this entire section as a faithful, earnest man. His pastorate lasted from 1844 to 1866. His successor was Rev. Father Kane. He remained from 1866 to 1871. Rev. Leo Theband was priest from 1871 to 1888, when the present incumbent, Rev. James Corrigan, took charge of the parish. Rev. E. P. Carroll is assistant pastor.

#### ST. MICHAEL'S R. C. CHURCH.

The German Catholics of Elizabeth were attended by the Redemptionist Fathers of New York from 1849 to 1851, when a congregation was organized. On August 8, 1852, they received their first resident priest, Rev. Augustin Danbner, O. S. F. Services were held during two years in Peters' building, at Union Square, when, in 1853, a new church was built on Smith street. In 1855 the church was



GERMAN LUTHERAN CHURCH.

Riefe Jr., and G. Traub. The church cost \$12,000. Number of communicants, 126; Sunday-school, 120.

#### GERMAN LUTHERAN CHURCH.

The German Lutheran Congregation, Rev. C. G. Fischer pastor, was organized in May, 1858. The first pastor was Rev. John Charles Wirz. The church building was erected in 1859. The dimensions were 35 by 50 feet. In 1871 it was enlarged twenty feet, and a steeple, with a bell, was added. The first parish school building was erected in 1860. The congregation has prospered, owing to the immigration from Germany, and has to-day 180 families, representing 450 communicants. The Sunday-school numbers 400 scholars and 50 teachers. In 1884 a commodious parsonage was built next to the church. In 1885 a new school building followed, the lower floor being used for school purposes and the upper floor for meeting-rooms of the various societies, viz.: a Young Men's Society with forty-eight members; a Male Sick Benevolent Society of forty members; a Ladies' Aid Society of 117 members.

The church services are open to all German-speaking friends every Lord's day, morning and evening. The Young Men's Society has an attractive meeting-room, with a piano and a library, and they gladly welcome any young Germans Tuesday and Thursday evenings and Sunday afternoons, from three to six o'clock. The Male Benevolent Society affords aid in sickness amounting to \$5 per week and \$80 at the decease of any of its members. The Ladies' Aid Society cultivates a Christian fellowship among the female portion of the congregation, and assists needy families of the church. The parish school furnishes a German-English elementary education, and has always enjoyed the liberal patronage of the community.

#### ST. MARY'S OF THE ASSUMPTION.

Before 1844 there were no Roman Catholic services held in the city except an occasional mass by a priest from Staten Island. In



ST. MARY'S ROMAN CATHOLIC CHURCH.

enlarged and a parochial school was built. In 1870 the present pastor, Rev. Albert von Schilgen, was appointed, and during his



pastorate the new church, corner of East Jersey and Smith streets, was built, and in 1872 dedicated. In 1889 a new parochial school-house was erected.

#### ST. PATRICK'S R. C. CHURCH.

The parish of St. Patrick was organized in the lower part of the city about 1857, and the corner stone of the present church on Wall street was laid in 1858. The first priest was Rev. Father Wertzfeldt. On the 27th of January, 1873, the present priest, Rev. Martin Gessner, took charge of the parish, and has for his assistant Rev. Father Meehan. Since Father Gessner came to this parish almost the entire block on Court street, between First and Second streets, opposite Jackson Park, has been acquired, and a

was appointed December 4, 1888. The parish numbers about one thousand. The financial affairs are in good condition. A handsome pastoral residence, for which most of the money has been already subscribed, is now being erected, and a fine church will soon follow.

#### CONGREGATION B'NAI ISRAEL.

The congregation Israel was organized on July 9, 1882, and a neat synagogue was erected on East Jersey street, near Reid. On February 21, 1883, the synagogue was dedicated. Rev. H. M. Levy is the Rabbi, and the officers are: M. H. Strauss, President; D. Kaufman, Vice-President; A. Weiss, Treasurer; M. Koestler, W. Miller, Charles Callman, H. Newman, Trustees.



Lyceum Building. Sisters' House.

ST. PATRICK'S ROMAN CATHOLIC CHURCH PROPERTY.  
School House.

St. Patrick's  
Church.

Priest's  
House.

Site of New  
Church.

number of parish buildings erected thereon. The buildings include a residence, parochial school, sisters' house, lyceum hall, and a new church now in process of erection, all of which will be worth, when complete, between \$400,000 and \$500,000. The corner stone of the new St. Patrick's church was laid in 1887, and when complete it will probably be the handsomest church of the denomination in New Jersey.

#### CHURCH OF THE HOLY ROSARY.

The parish of Our Lady of the Most Holy Rosary was established in July, 1886, by Bishop Wigger. Rev. John P. Callaghan took charge and built up the newly established parish. Having secured a fine location on Elizabeth and First avenues, between Fifth and Sixth streets, he erected buildings to be used both for church and school purposes, pending the erection of a permanent church edifice. Later on he built a hall, and was contemplating the erection of a pastoral residence when ill health obliged him to resign his charge. The present rector, Rev. James J. Curran,

#### COLORED CHURCHES.

There are in the city three churches maintained by colored congregations—the Shiloh Baptist, the Fourth Baptist, and the African Methodist Episcopal, and one mission school, the Siloam Presbyterian.

#### MISSIONS.

The CROSS ROADS MISSION, the oldest mission in the city, was started in 1855, and has a commodious building on Martin street, on a lot given by the late Isaac Jaques. The mission has a large Sunday-school with over 250 scholars. Mr. E. O. Winans is the superintendent.

The THIRD AVENUE PRESBYTERIAN CHAPEL is under the direction of the Third Presbyterian Church, and has a neat, commodious building on Third avenue. Weekly and Sunday evening meetings are regularly held by Mr. W. B. Hamilton, and a large Sunday-school is under the superintendence of Mr. S. A. VanDerveer. This promises to be the nucleus of a church in the near future.

HOPE MISSION, situated on Olive street, was started in 1873, and was under the care of the Second Presbyterian Church. In 1885 it was transferred to the care of Westminster Church. It has 125 scholars and teachers. Mr. Frank H. Robson is Superintendent.

The GOOD SAMARITAN MISSION is situated on Bayway, where it has a handsome chapel. It was organized in 1884 by Mr. John Beale, who is superintendent of the Sunday-school.

The GOOD WILL MISSION is situated on Broadway, near Fifth street, and has a neat chapel. It was started by Mr. John Beale in 1875, and is a flourishing school. It is now under the care of the Marshall Street Presbyterian Church.

## EDUCATIONAL.

### PUBLIC SCHOOLS.

The public schools of Elizabeth are under direct charge of the Board of Education, which is, within certain limits, entirely independent of all other governing bodies. The Board is assisted by a superintendent, who has general supervision, conducts examinations, etc. The latter office has, for ten years past, been filled by Mr. J. Augustus Dix, who has devoted his best efforts to the progress and improvement of the city's educational system. Under the fostering care and executive wisdom of the Board, and the efficient administration of this faithful superintendent, the public school system of Elizabeth has reached an advanced state of perfection, and does not now fear comparison with that of any city in the state. Although the line of instruction laid down by the State law has been followed, many advantageous features have been introduced to the end of higher and more practical instruction, and of the incitement and continuance of interest among the scholars.

The system is divided into five branches of instruction: normal training for teachers, manual training or industrial drawing, high school, grammar school and primary school.

#### NORMAL TRAINING.

The introduction of a normal training school for teachers is a recent innovation, yet so satisfactory have been the results that it is believed a long step has been taken toward the perfection of the local public school system. This important movement had its inception in the growing conviction that a teacher before entering upon the significant work of training the minds, hearts and wills of children, should first be instructed in the science and art of the profession. With this in view, the Board of Education adopted a curriculum embracing a two years course. During the first year the students are required to review the subjects pursued in the grammar department, giving special attention to their philosophical and practical bearings. This shall be followed during the rest of the first year and throughout the second by a professional course in psychology applied to teaching, science of education,

history of pedagogy, school government, school hygiene and school law. While pursuing this course the students shall spend a portion of each day in class-room training, where they are obliged to observe and apply the principles of pedagogy.

The Board have in anticipation many good results that should follow their efforts in the establishment of this new feature, and, indeed, the first year's work, which has been presented in detail to the Superintendent and Committee on Teachers, has been received with the highest commendation.

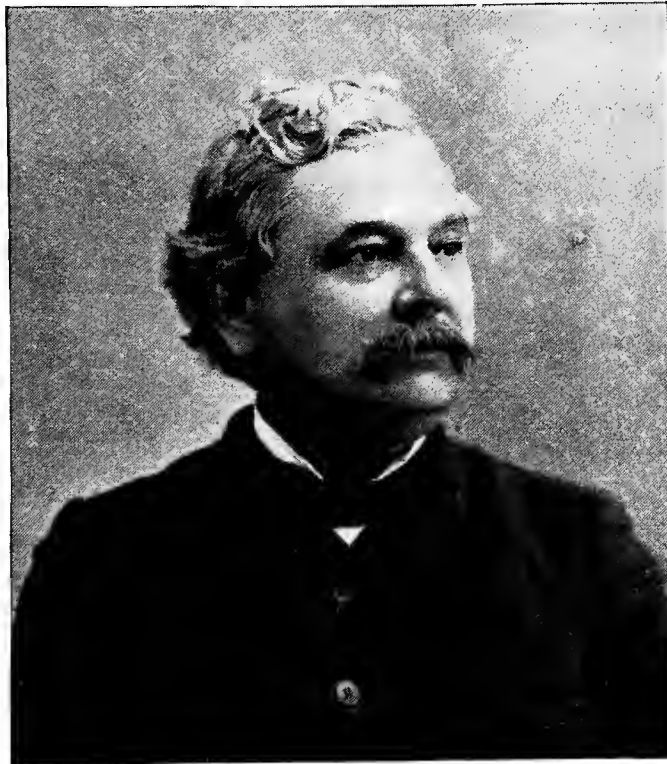
#### MANUAL TRAINING.

Miss M. E. Habberton, under whose direction the present system of industrial drawing and manual training in the Elizabeth public schools was established and is maintained, writes of the system as follows: "Industrial drawing was adopted in the public schools of this city in September, 1885. Previous to that time little or nothing had been done in drawing, which has come to be considered by all progressive educators as one of the fundamental branches of a thorough education. The term, 'industrial drawing' is a wide one. In our schools it includes object or model drawing in primary and grammar grades, constructive or working drawings in grammar grades, linear drawing and perspective in the high school, and designing in all grades. Designing includes the study of historical ornament, natural plant forms with their conventionalization, and the making of original designs. The latter are in many cases executed in India ink, in such a manner as to be creditable to pupils of more advanced age.

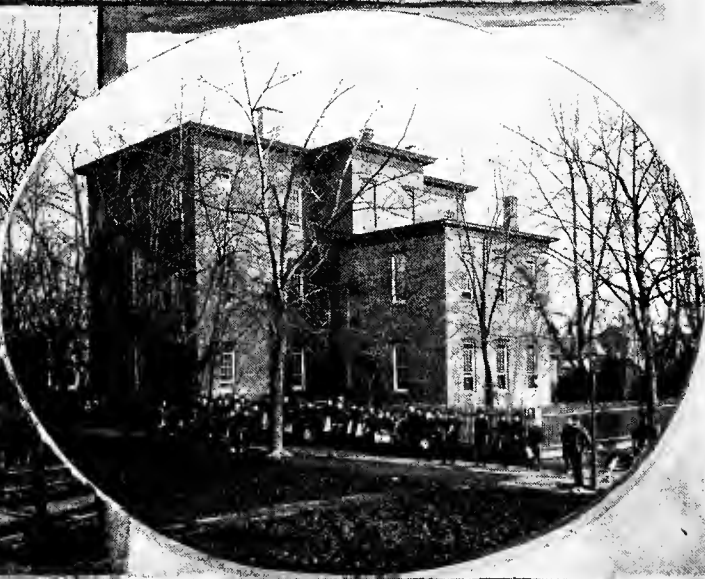
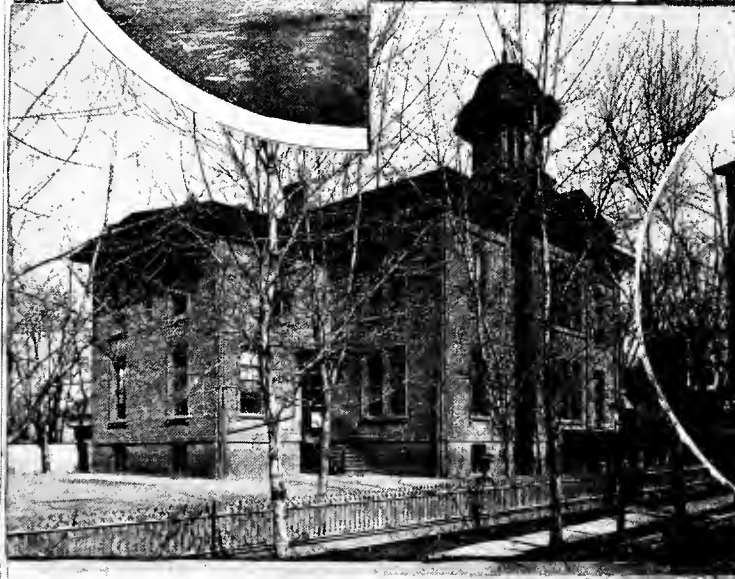
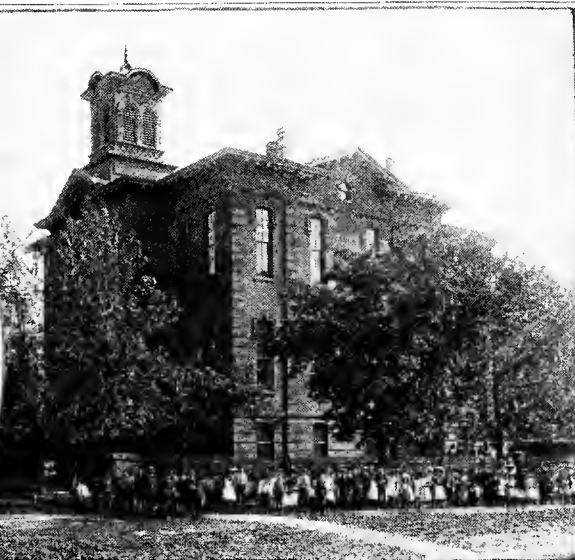
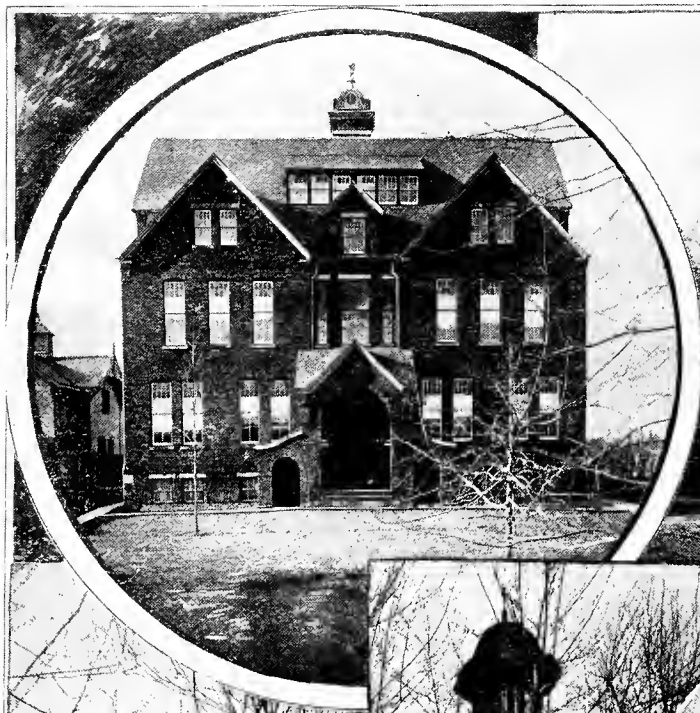
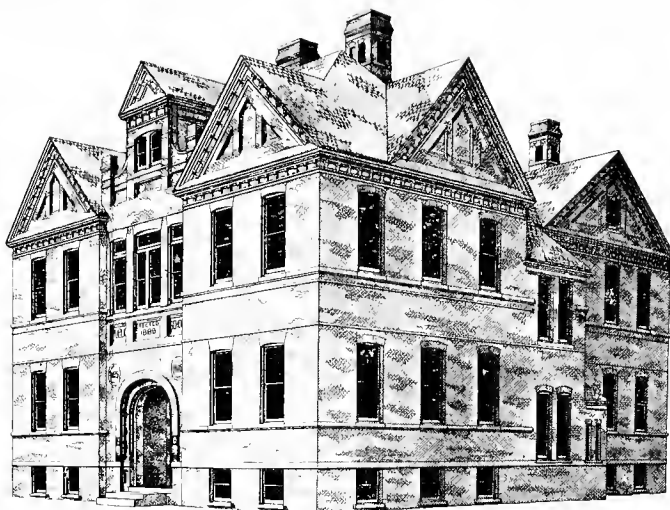
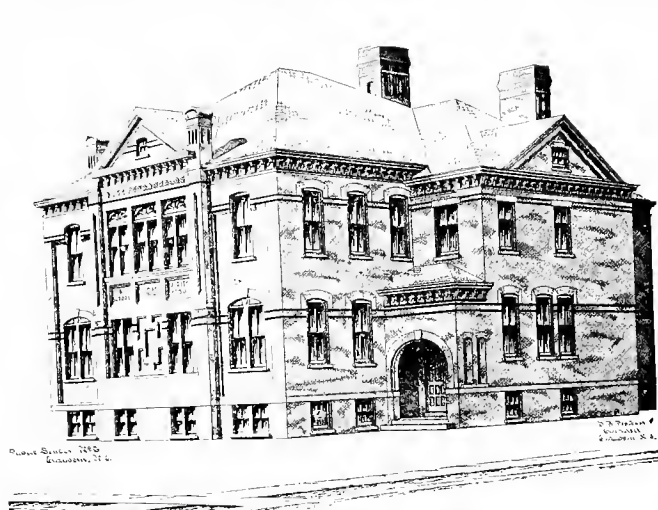
"This year the schools have taken advantage of an act of legislature for the promotion of manual training, approved February 15, 1888, by which the State appropriated an amount equal to that appropriated by any school district; and manual training has become an important feature of the school curriculum. Clay modelling, the use of tools in wood-working for boys, and sewing for girls have been added to the drawing, the former in the primary department, and the two latter in the second and third grammar classes. The plan pursued in these branches is, in the main, that adopted by the Industrial Educational Association of New York, and recommended in the report of the special committee on manual training in the State Board of Education, submitted and adopted February 7, 1889, the modifications being only such as are necessitated by the brief time allotted, *i. e.*, six per cent. of the school time, whereas the time recommended by the committee is thirty per cent."

#### HONORS WON ABROAD.

At the New Orleans Exposition of 1884-1885, less than one year after Miss Habberton took charge of this department, the Elizabeth public schools received a diploma for the work of their pupils. In 1889 three samples of school work from New Jersey were presented to the Commissioners of France, at their solicitation, one of the samples being a volume of drawings from Elizabeth. On this latter exhibit a gold medal was awarded.



J. AUG. DIX, CITY SUPERINTENDENT OF PUBLIC SCHOOLS.



PUBLIC SCHOOL BUILDINGS.

No. 6.—Adams Avenue  
No. 4.—Cherry Street.  
No. 2.—Morrell Street.

No. 5.—Fourth Street.  
No. 3.—High Street.  
No. 1.—Third Street.



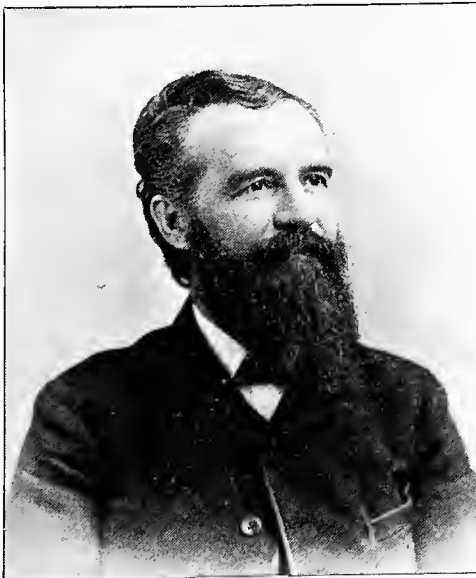
B. HOLMES, PRINCIPAL GRAMMAR SCHOOL NO. 1, AND COUNTY SUPERINTENDENT OF INSTRUCTION.

sixty-nine teachers and seven principals, and the expenditures for the year ending June 30, 1889, amounted to \$76,131.59. The total value of the property of Schools Nos. 1, 2, 3 and 4, the older schools in the city, is \$112,000. With the addition of the new buildings of Nos. 5 and 6, the value of school property in the city will be raised to \$165,000, independent of the magnificent High School, and the rented building for the primary school in the Eighth ward.

Public School No. 1 is located on Third street, between Fulton and East Jersey streets. The building was erected in 1855, remodeled in 1871, and again improved in 1879. An addition of two rooms was completed in 1887. It is divided into nineteen class rooms.

Public School No. 2 is on Morrell street and was erected in 1858, and altered in 1880 and 1884. It has fourteen class rooms.

Public School No. 3 is on the corner of Second avenue and High street. It was erected in 1872, and is divided into one assembly, one reception, and ten class rooms.



N. W. PEASE, PRINCIPAL GRAMMAR SCHOOL NO. 2 AND EIGHTH WARD PRIMARY SCHOOL.

A notable feature of the schools is a library of about 2,500 volumes of books of reference and standard fiction. That it is well patronized, a circulation of 7,808 the past year shows.

#### SCHOOL BUILDINGS.

There are eight school buildings now in use. The total enrollment is 4,042, with an average attendance of 2,870.

There are in all

Public School No. 4 is on Cherry street, between Westfield avenue and Sayre street. It was erected in 1885, and is a model building for the purpose, every requirement being carefully looked to in its construction. It has one principal's, one assembly, one library and twelve class rooms.

In the fall of 1888 a primary school was established at a rented house,

No. 518 Grier avenue, for the three lower classes. It has three class rooms. Its capacity is 150 and the attendance is 100. It is in charge of N.W. Pease, principal of School No. 2, and a vice-principal, Miss Whitney, and two teachers.

Public School No. 5, just erected and occupied this term, is on Fourth street, near Court street. Miss Louise E. Braun is principal. It has seven

class rooms and an assembly room, and is complete in everything.

Of similar character is the building on the corner of Adams avenue and Julia street, to be known as No. 6.

#### PRESIDENT WHEELER'S REPORT.

No better statement of the progress of our schools during the past ten years, and their present condition can be obtained than that furnished by a brief summary and extracts from the last report of Mr. Ira B. Wheeler, for many years president of the Board of Education. A man thoroughly imbued with interest in progressive education, and eminently qualified for his position, he speaks of our public schools with more than the mere authority of office.

Mr. Wheeler first refers to the financial disaster of 1879. It even involved the State school funds apportioned to Elizabeth, until the Board appointed a committee to confer with the State committee and to take whatever steps were necessary to secure to the schools the state money appropriated for their support. Through the persistent efforts of the Board, and particularly of Mr. John C. Rankin Jr., it was finally judicially determined, after a year's struggle, that the moneys apportioned to the schools should be held by the City Treasurer as a trust fund, subject to the order of the Board, for the payment of teachers' salaries and fuel bills only. This decision prevented the closing of the public schools in the dark days of the city's financial prostration. By this decision also it was settled, "not only for the present,



W. D. HEYER, PRINCIPAL GRAMMAR SCHOOL NO. 3.



W. F. ROBINSON, PRINCIPAL CHERRY STREET GRAMMAR AND NORMAL TRAINING SCHOOLS.



but for the future, that the integrity and efficiency of our public schools may be maintained, even in the midst of storm and wreck in the city itself."

The next important step was in 1881, when permanent experienced teachers were provided for the commencing classes. "Perhaps no step ever taken by the Board," says President Wheeler, "has been attended with more satisfactory results. These permanent primary teachers cannot be surpassed anywhere in the State for general fidelity and efficiency, and the happy faculty of inspiring interest and affection on the part of the little children."

In 1882 the Board increased the salaries of the teachers, and a further increase would be justified. In 1884 the corner-stone of the new No. 4 school building was laid. Later School No. 1 was

departments of the various schools into one department. This was in 1887, and "the work has since gone on with results that show the wisdom of the change. We now, for the first time, have a High School." He next refers to the Normal Training School, which has already been described, and concludes his report with these words: "I think it will be conceded that there has been substantial progress in separate departments, while the general efficiency of all the schools has been steadily maintained. And it is but simple justice to say that for whatever of intelligent reform and improvement has been accomplished since his appointment in 1880, we are largely indebted, sometimes to the recommendations, but always to the active and hearty co-operation of Superintendent Dix."



BATTIN HIGH SCHOOL. DONATED TO THE CITY BY MR. JOSEPH BATTIN.

enlarged and improved, and a primary school was established in the Eighth ward. In 1884 a new and significant departure in the city's educational work was undertaken in the engagement of Miss Habberton, but since then Miss Trippett has been engaged as an assistant, and, as Mr. Wheeler says, "we can now contemplate the department of Manual Training with much satisfaction." He adds what is equally true: "I believe that in this department our own public schools stand first over all others in the State of New Jersey. The Board having thus decreed that in the matter of rudimentary education hand and brain must be inseparably joined, it is sincerely to be hoped that there will never be one step backward, especially while the means for carrying on this excellent work are furnished by the State itself."

Mr. Wheeler then refers to the consolidation of the High School

#### THE BATTIN HIGH SCHOOL.

By a deed bearing date March 20, 1889, with the name of Joseph Battin signed thereto as grantor, the City of Elizabeth was made the recipient of the most munificent gift in its history at the hand of one of its citizens. For many years Mr. Battin has been foremost in the great business enterprises of the city, being principally and widely known as the president of the Elizabeth Water Company. He chose to share his prosperity with his fellow-citizens, to build for himself an imperishable monument in their hearts and memories, and to delight his declining years with the good that will be commenced by this new educational institution; an institution, which, in his honor, his grateful fellow-citizens insist shall be called the "Battin High School."

The property deeded embraces a tract of 155 feet on South

Broad street, the entire frontage on South street to Williamson street, and 170 feet on the latter. On this land is built the largest and most magnificent private residence in the State, widely known as the "Dimock palace," erected by Anthony W. Dimock just previous to the panic of 1873. This is Mr. Battin's gift, and the purpose of its perpetual use is for a high school, a school of practical industry, and a school of art, in connection with the public school system of the city. The deed was given into the hands of the Mayor on March 25, 1889, and was accepted by him, the Common Council and the Board of Education with appropriate ceremonies and heartfelt resolutions of gratitude, which were sincerely seconded by the people.

The building is an enormous three-story brown-stone structure, with spacious halls and rooms *en suite*; the floors, casements, stairways, doors, mantels and fittings being of the most costly natural woods. Its original cost was \$250,000, and on the day it was handed over to the city it was perfect in every appointment. Its spacious rooms will afford ample accommodation for the present and a long future, as from 400 to 500 pupils can occupy the many class rooms without crowding. There is no high school building in the State that can afford equal facilities. In the well lighted basement are six large rooms, which are used for manual training, and here the industrial classes work in wood and clay. To the left of the hall, on the first floor, is the great drawing-room, and to the rear of it, separated only by a broad arch, the music room. These two are thrown into one and make a fine assembly hall. To the right is a reception room, and to the rear of that a large dining hall, which is used as a meeting chamber of the Board of Education. To the rear is a large library, with magnificent cases for thousands of books. This is suitable for the office of the Superintendent of Public Schools. To the left of this the Principal of the High School has an office. On the second floor are six spacious apartments for class rooms, each having a retiring room attached, so that each teacher will have a private office and library. On the third floor the rooms correspond with those on the second. Here, also, are class rooms, and ample light is obtainable for the art school. On the roof is a large tower room commanding an extensive prospect in all directions. This, in time, will be found of use as an observatory. The many large windows throughout the building and the lofty ceilings leave nothing to be asked for in the way of light and ventilation; and there is a complete steam heating apparatus. The broad halls and stairways furnish ample egress and ingress. Altogether it is a palatial temple of education and a worthy monument to the generosity of the city's benefactor.

In September of the present year the High School department held its first sessions in the Battin building, with Miss L. H. Sayre as principal, and a corps of efficient assistants. The city, the Board of Education and the pupils may well be congratulated upon the possession of so magnificent a High School building.



MR. JOSEPH BATTIN.

#### THE PRIVATE SCHOOLS OF THE PAST.

The soil of Elizabeth seems to have been well adapted to the culture of schools. At a very early day an English "Society for the Propagation of the Gospel in Foreign Parts" turned their attention to this remote corner of the world. A curious volume of ancient date, issued by the above-named society, gives an interesting account, minute in its details, of a parochial school established in connection with the Church of England.

It has already been stated on page 10, that Princeton College, now one of the finest colleges in the land, was founded by Rev. Jonathan Dickinson, pastor of the First Presbyterian Church in this city, and other men of kindred spirit. From 1770 onward the cause of education received much attention. Passing on to a period which reaches the memory of the present generation, we have Mr. Coudert's school established near the "Wheatshcaaf."

Of this school no records are at hand. In 1806 the "Adelphian Academy" was erected in what was then called "Horse-Hollow," which place it occupied until it was removed to give way to the present market house on Elizabeth avenue. The teachers remembered are Mr. Periam, Mr. Ross, Mr. Stickney, Mr. Woodruff, Mr. C. J. Luster, Mr. Smith, Mr. Root and Mr. A. D. Rowe.

#### THE MASSIE SCHOOL.

Mr. Peter Massie, whose decease occurred in 1840, left, in his will, the sum of \$5,000 for the education of the needy poor. From the avails of this fund a small building was erected on East Jersey street, in which, under successive teachers, a school was kept under the provisions of the will until 1862. With the approbation of the chancellor, the avails of the original bequest were transferred to the educational department of the Orphan Asylum; and they are still applied to the salaries of the teachers in that institution. The building is now occupied by the Hope Mission on Olive street.

#### MR. FAY'S SCHOOL.

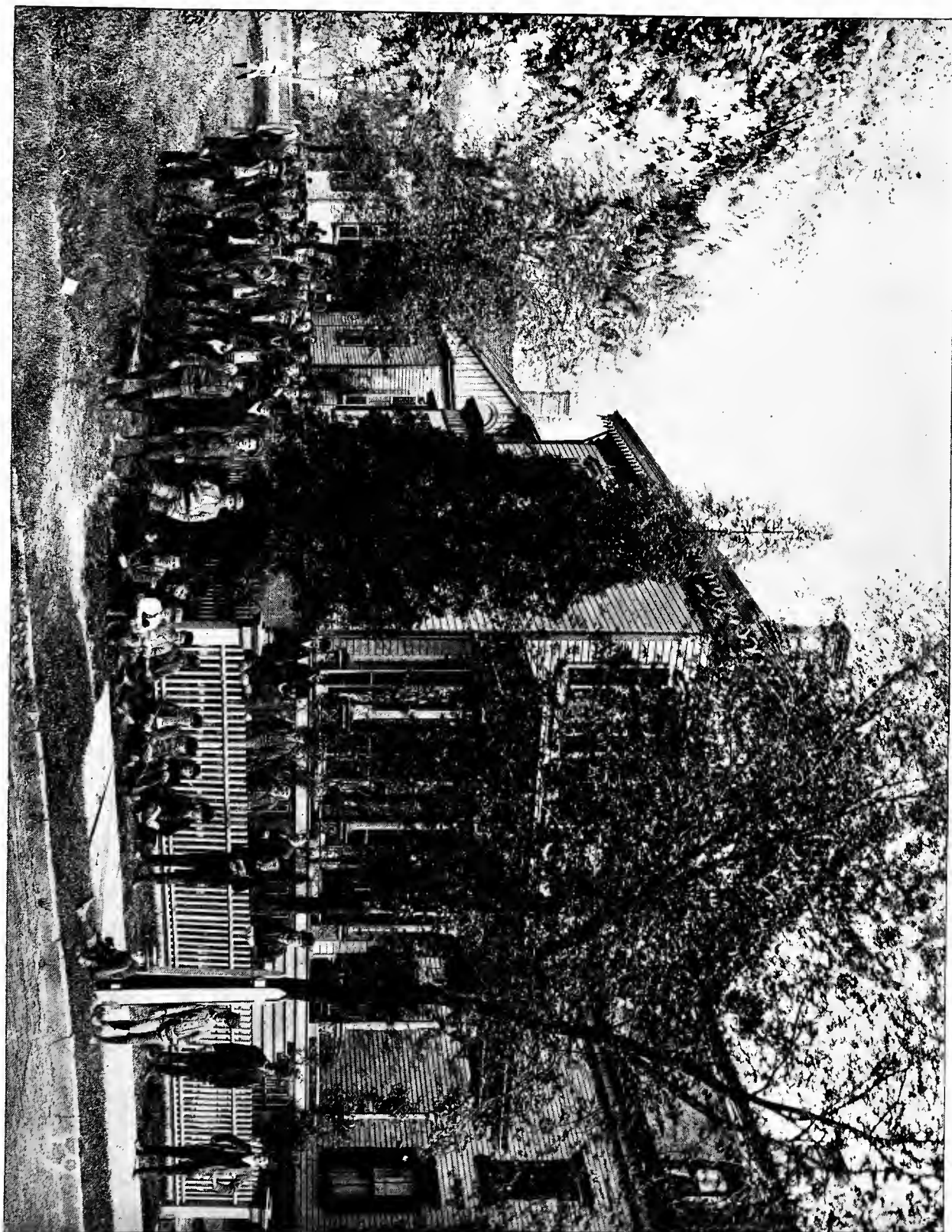
Mr. Julius A. Fay, a graduate of Williams College, came to this city in 1845. He had been Principal of the Stockbridge (Mass.) Academy, the Freehold (N. J.) Academy, and for eight years head of a leading classical school in Baltimore. This latter he transferred to this city, opening a school of high order in "The Chateau" on Rahway avenue. The school was continued until 1864, but Mr. Fay owned "The Chateau" until his death in 1887.

#### MR. FOOTE'S SCHOOL.

Mr. Frederic W. Foote, well known as a teacher, and afterwards editor of the New Jersey Journal, commenced his labors as teacher in connection with St. John's parochial school, during the ministry of the Rev. Mr. Noble. On the discontinuance of this school Mr. Foote became teacher of the public school in the North End school house; then, in 1833, the principal of his own private school, which was conducted with honorable success until he became editor of the New Jersey Journal in 1863. His useful life was brought to a sudden termination in 1879.



MEMBERS OF THE BOARD OF EDUCATION, 1889.



THE PINGRY SCHOOL, 445 WESTMINSTER AVENUE.



## MR. JOHN G. NUTTMAN'S SCHOOL.

Mr. John G. Nuttman, so well known as an exemplary Christian and elder of the First Presbyterian Church, came to this city in 1835, and established a school on Madison avenue, in the rear of



MR. JOHN YOUNG'S SCHOOL, 202 WEST JERSEY STREET.

his residence. His house was eminently a Christian home.

## MR. HALSEY'S SCHOOL.

One of the most notable schools of the city was that of the Rev. John Taylor Halsey, established in 1828. Of an honorable ancestry, one of a family of distinguished brothers, he came to this city, in the vigor of his youth, with an established reputation for ability and skill in the discipline and instruction of youth.

His school was the resort of pupils from the most honorable families of this city and the country. After a successful career in the path of his choice, his life was suddenly brought to a close by a fatal fever, in the midst of his days, in the year 1842. He is remembered, with gratitude and honor, by his pupils at home and abroad.

## DR. PIERSON'S SCHOOL.

In November, 1844, the Rev. David H. Pierson, Ph. D., who had been a pupil of Mr. Halsey's, and, afterwards, his faithful assistant, opened a school at Chilton, a spot which had been made famous by Mr. Halsey's success and his lamented death.

Two years and more had elapsed since Mr. Halsey's decease, so that Dr. Pierson's school was rather a newly-gathered one than the revival of Mr. Halsey's. After successive removals for the better accommodation of the growing numbers, a commodious building for boarding-pupils and day-pupils was erected in the northern portion of the city, and opened in April, 1851. "Pearl Cottage," now no more, is well remembered for the sweet influences which pervaded the home department, as well as for the many years of earnest Christian work in the school. After a faithful service of twenty-five years, Dr. Pierson resigned his school in June, 1869, to the hands of the Rev. J. C. Wyckoff, under whose direction it remained for a time. Dr. Pierson lived among us in retirement and honor until his death October 30, 1889.

## MISS HALL'S SCHOOL.

Miss Hall's school, one of the earliest boarding-schools of which we have any note, was large and successful. It seems to have been conducted with ability. This school dated from 1813 to 1821.

Three other boarding-schools are spoken of as in operation in this city at that time, one of which was conducted by a Mrs. Brown, one by the Misses Gorham. Of Mrs. Brown's school and the third named no record is at hand.

## THE MISSES GORHAM'S SCHOOL.

The Misses Gorham's school, extending, perhaps, from 1813 to 1835, is spoken of in the highest terms. It was under the special patronage of Dr. McDowell. Every Monday morning the reverend doctor was accustomed to conduct a Bible class in the school, accompanied with appropriate religious service.

## MISS SPALDING'S SCHOOL.

To the Misses Gorham succeeded, in 1835, Miss Clarissa D. Spalding, a lady of singular ability and devotion. Her school was every way successful to the last. The Rev. Dr. Magie, for many years, conducted a Bible class in Miss Spalding's school on every Monday morning.

## MISS CRITTENDEN'S SCHOOL.

Miss Crittenden's school, which was in operation in 1836, is well remembered for its faithful instruction and wholesome discipline. It was established for the instruction of young ladies and of children.

Of the schools of the past those of Miss Mulford and Miss Mitchell deserve especial mention for their fidelity and success in training the young children of their day. Many smaller schools worthy of highest regard may have existed in all these years, whose noiseless course, like the brook of the meadow, makes no mention of the good which they have done.

## THE PRIVATE SCHOOLS OF TO-DAY.

It is difficult to divide the schools of the past from those of to-day, for not a few of the latter have continued both the work and the reputation of their excellent predecessors.

## THE PINGRY SCHOOL.

The Pingry school has just completed the twenty-eighth year of its establishment in this city. The Rev. John F. Pingry, Ph. D., whose name it bears, commenced his labors here in 1861.



MISS HUNT'S SCHOOL, 211 SOUTH BROAD STREET, FORMERLY MISS RANNEV'S.

The Rev. Eugene W. Lyttle, A. M., an honored graduate of Hamilton College, is now connected with the school as one of the principals.

The following extract from the last annual circular represents the object and spirit of the school :

"It is the design of the school to furnish the necessary preparation for college, the scientific school, or ordinary business life : and the course of study, if faithfully pursued, will lead to that end. No pains have been spared to secure teachers of tried character and accomplishment." The pupils have borne an honorable name. The motto of the schoolroom : "The fear of the Lord is the beginning of wisdom," indicates the only foundation of virtue and sound morality. It is the only foundation on which it is safe to build.

The school has been greatly indebted for its success to the character and ability of those who have been helpers in the work. The names of Mr. Milton Quay, Mr. Frank H. Robson, Dr. Meyer and Mr. Thomas H. Phillips are well known to the present generation of boys.

#### MR. YOUNG'S SCHOOL.

Mr. John Young came to this city in 1854, with a reputation for learning and ability. He opened a school for boys on William-street. In 1860 Mr. Young erected the dwelling where he now lives, at 202 West Jersey street, and the school-room, where his work has been successfully carried on until the present time. This is an English and classical school, and has been well known for its thorough and earnest work.

#### MISS RANNEY'S SCHOOL.

Miss N. D. Ranney, in her earlier life, had been an assistant of Miss Spalding, and in later years had won distinguished honors in Newark, N. J., and at Hartford, Conn., before she was called to this city. On the decease of Miss Spalding in 1860, Miss Ranney succeeded her, and made her home and her school alike models of good order and propriety.

#### MISS PURVIANCE'S SCHOOL.

In June of 1881 Miss Ranney, having accomplished just twenty years, resigned her school to Miss Purviance. This accomplished woman moved among her pupils with a charming grace. Her daily presence was an education. In June, 1889, her work was resigned to Miss Hunt.

#### MISS HUNT'S SCHOOL.

Miss Hunt's school has just opened with great promise. If the spirits of Miss Spalding, Miss Ranney and Miss Purviance still hover about her apartments, the promises of her school will be fulfilled. It occupies the same building, 211 South Broad street, and is a boarding and day school for young ladies and little girls. The school is divided into three departments, primary, academic and collegiate, with French and German classes under native teachers ; and lectures on the sciences, history and art.

#### THE UNION SCHOOL.

The Union School, afterwards known as The Elizabeth Institute for Young Ladies, commenced its sessions in 1861. Though under a Board of Trustees, its affairs were largely managed by Mrs. R. T. Haines and Mrs. David H. Pierson. To the careful oversight of these ladies, the origin and early success of the

school were due. Conspicuous among the teachers in succession were Mrs. Case, Miss Josephine K. Little and Miss Nettie C. Read. In April, 1870, the school passed to the control of Miss Read. In the autumn of the same year a happy association was formed with Miss S. H. Higgins, which relation continued until Miss Read's decease.

#### MISS HIGGINS' SCHOOL.

The school continues to this day under the wise management of Miss S. H. Higgins, a true teacher. It is still held in well deserved honor. The school year begins the third Wednesday in September and closes the third week in June. The school is divided into primary, intermediate, junior and senior departments, in which are taught the English branches, elocution, Latin and French. Extra branches are French, German, drawing and music. Full provision is made for elective studies as well as for the course which prepares for college, and diplomas are awarded to all students who complete either the regular course or the college preparatory course.

#### THE MISSES SARGENT'S SCHOOL.

The Misses Sargeant's school, No. 284 North Broad street, was established in 1867. It has been under the charge of the present principals for nine years, and has had marked success, as is testified by the moral, social and intellectual improvement of the pupils. The corps of instructors consist of five resident and four non-resident teachers.

Special care is taken in the primary and preparatory departments. The limited number of pupils in each department guarantees individual attention. Drawing and painting, in their various departments, receive most careful attention. Modern languages are taught by native teachers. This school is well known for its very faithful and conscientious work.



MISSES VAIL AND DEANE'S SCHOOL, 279 NORTH BROAD STREET.

#### MISSES VAIL AND DEANE'S SCHOOL.

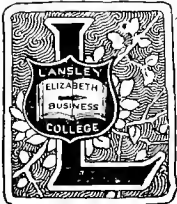
The Misses Vail and Deane's English and French school for young ladies and little girls was opened in September, 1869, in the neighborhood of Jefferson Park, by Miss Julia Lawrence Hayward. It soon became known as the Misses Hayward's School. In April, 1877, it was removed to 279 North Broad street, the present location. When the Misses Hayward left Elizabeth in June, 1886, the Misses Vail and Deane assumed the management, reopening the school in September of that year.

#### MRS. C. B. KNAPP'S HOME SCHOOL.

for young ladies and children, began its sixth year this fall, 1889. It has gained a reputation for careful and thorough training. English branches are taught by the best methods, and the languages, music, etc., by special teachers. Mrs. Knapp teaches young children by a system of her own, which has proved successful in giving them the best elementary instruction. Mrs. Knapp has succeeded in making a home school, where the pupils are led to love their studies, and where tasks are made interesting, at the same time leaving nothing undone to help the scholar to retain what has been taught. The school is at No. 350 Grier avenue. Boarding and day scholars are taken.



PROFESSOR JAMES H. LANSLEY, PH. D.,  
PRINCIPAL AND PROPRIETOR LANSLEY ELIZABETH BUSINESS COLLEGE.



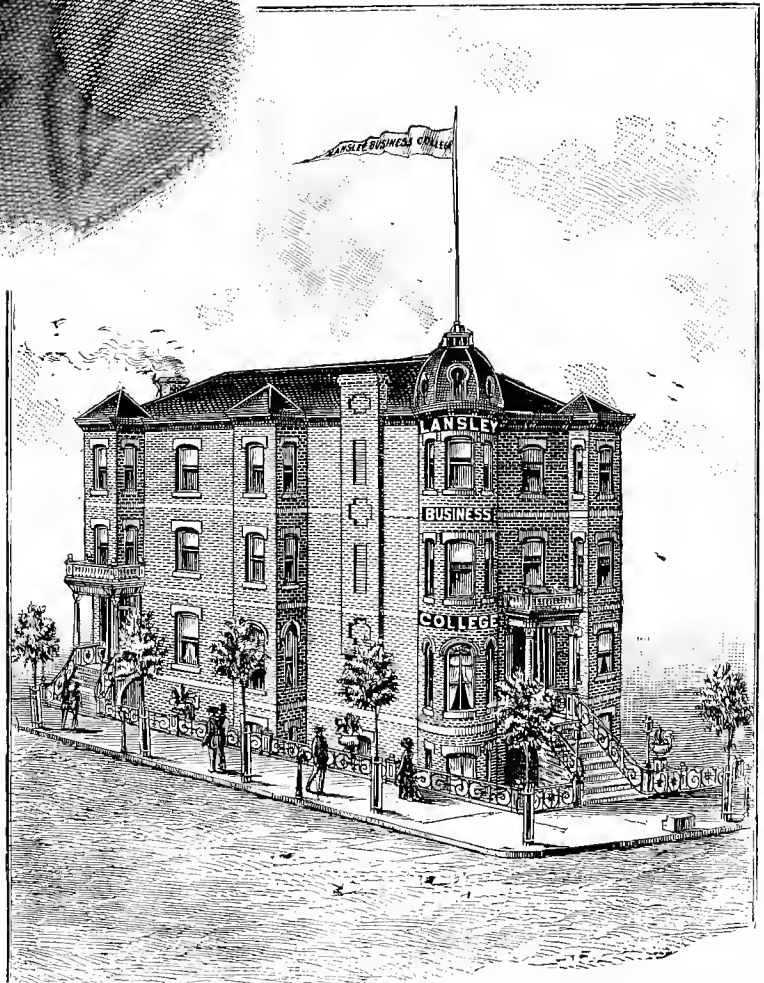
LANSLEY BUSINESS COLLEGE was established in Elizabeth in August, 1872, and the following year was incorporated and located at the head of East Broad street, on the corner of Jefferson and Magnolia avenues, where it still remains on a firm foundation.

The design and scope of this institution of learning are more general and widespread than its name would indicate. There are several independent courses of study provided for its patrons, of which may be mentioned: A BUSINESS COURSE, designed to prepare young ladies and gentlemen for office work; A COLLEGE PREPARATORY COURSE, wherein students are prepared for any of the classical or scientific colleges; AN ECLECTIC COURSE, in which pupils of either sex may pursue all the liberal and necessary studies to prepare them for future usefulness. In this department, to a foundation of the simple common English branches is added very thorough mathematics, sciences, languages, music and art, including free-hand and mechanical drawing. Lads and misses are taken at an early age, and they often remain for many years, till their school days are completed. A STENOGRAPHIC AND TYPEWRITING COURSE was early established, where young ladies and young gentlemen are thoroughly and quickly prepared and placed in good paying positions. This department has grown so rapidly and to such successful proportions, that probably it supplies more well equipped stenographers and typewriters, who take desirable positions, than any other school in the State. The EVENING SCHOOL is an important

feature of the college. This supplies the more mature pupils, who are otherwise engaged during the day, with the ready means of gaining an education, each at a private desk, and with personal instruction. So popular has the evening school become that, to secure admission, applications are made months in advance of the opening.

The following is from the pen of an observing and distinguished educator of Elizabeth, and speaks in no uncertain tones:

"Dr. James H. Lansley, an experienced and practical educationist, is the proprietor and principal of the Lansley Business College, a leading educational institution of Elizabeth, established in 1872. He readily gains and ever holds the respect and affection of his students. A thorough instructor and a rigid disciplinarian, yet conciliatory and generous in administration, his influence is all-pervading and beneficent. Aided by Mrs. S. W. Lansley, his amiable and cultivated wife, who has the general supervision of the ladies' department, the success of the institution was a



THE NEW LANSLEY BUSINESS COLLEGE BUILDING, COR. JEFFERSON AND MAGNOLIA AVENUES.

foregone conclusion. Dr. Lansley has shown his public spirit and executive ability outside of the college, notably as a member of the Board of Excise, and by extraordinary energy, tact and independence has won golden opinions from the friends of temperance and law and order generally in the city.

J. M. W."

# THE CITY OF ELIZABETH.

## MANUFACTURES AND OTHER BUSINESS.

**T**HE immense factories illustrated and described in these pages are evidences of the advantages which Elizabeth offers over New York and many other places. Nearly all the manufacturing companies have offices in the metropolis, but experience has shown them that it is far more economical and convenient to locate their factories in Elizabeth than to place them anywhere in the densely crowded quarters of New York city.

of having an abundance of room, so that the crowding of workmen and the cramping of machinery with consequent loss of power, need not be resorted to. In the matter of hygiene alone this is worthy of consideration.

But a far more important fact—from a purely business point of view—is the saving of material. Many factories in the large cities are so limited in space that they can store only a few days' supply of fuel and raw materials. As a result the companies are

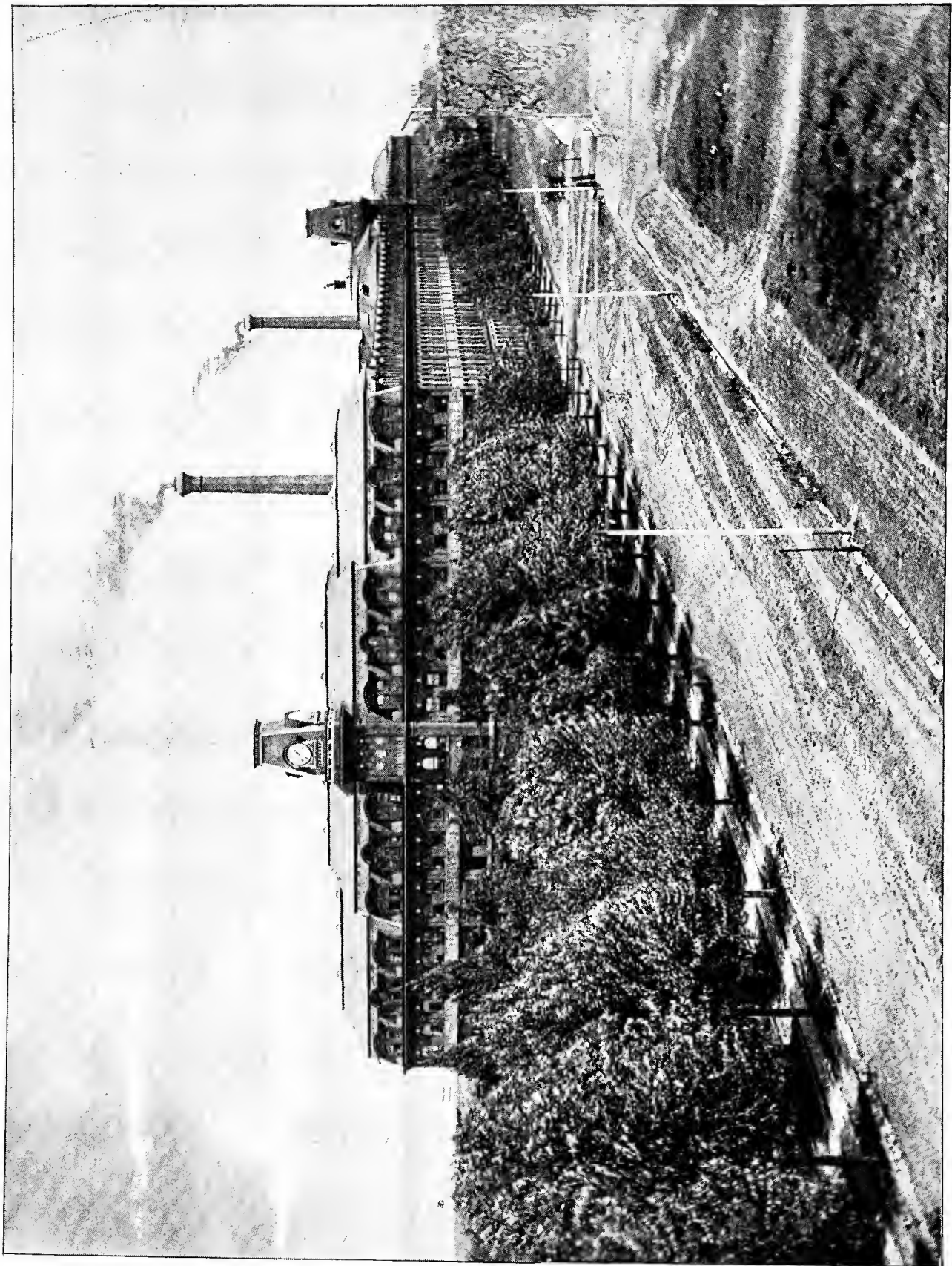


SINGER FACTORY—VIEW IN SINGER PARK, FACTORY IN THE DISTANCE.

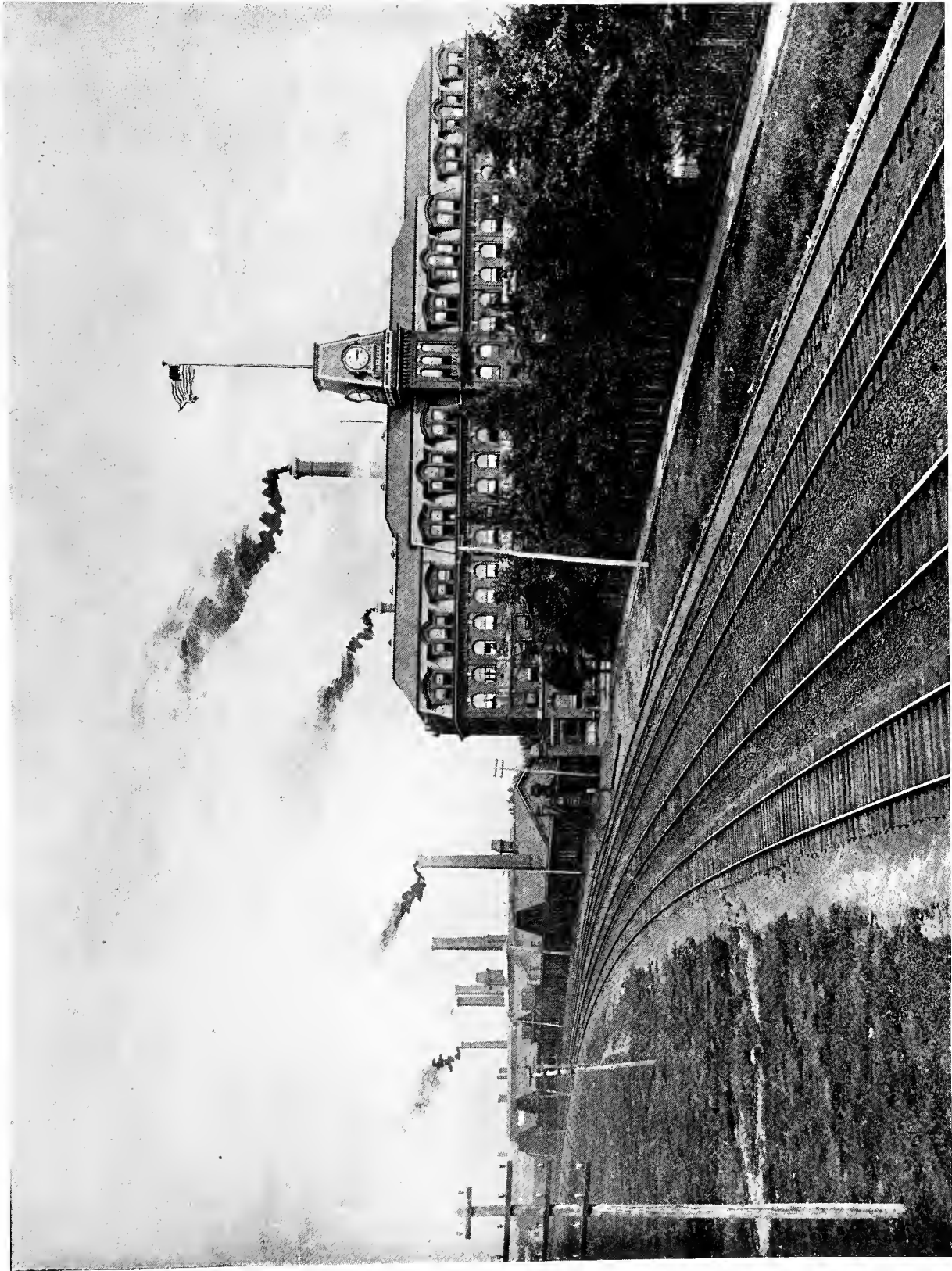
One of the first items of expense in a thickly built up city is for artificial light. Space is so limited that foundries and forges are often under ground, where gas or electric lights must always be used, and when there is room enough above ground so little light comes from the narrow streets that more or less gas must be burned at all times. In Elizabeth ample space can be secured for spacious, well ventilated factories, so that there is no need of underground foundries, and no necessity for artificial lights in any part of a factory, between sunrise and sunset. It is reported that one factory has saved many thousands of dollars annually in this item alone, to say nothing of the better work that can be done in wholesome air and broad daylight. There is a further advantage

obliged to buy coal, iron or wood in small quantities and at current market rates. The custom in this city is for the companies to buy a year's supply at a time, and store the materials on their premises to be used at convenience. Being thus able to take advantage of the market and buy when raw materials are cheap, the companies save immense sums of money and never run out of supplies. In New York every pound of coal and iron is discharged from vessels upon the wharves, loaded into carts and hauled across the city at an immense cost for hauling and a considerable waste in the matter of coal. At Elizabeth the very coal cars that had been filled at the breakers in Pennsylvania are run into the factory yards, and in not a few instances are drawn upon

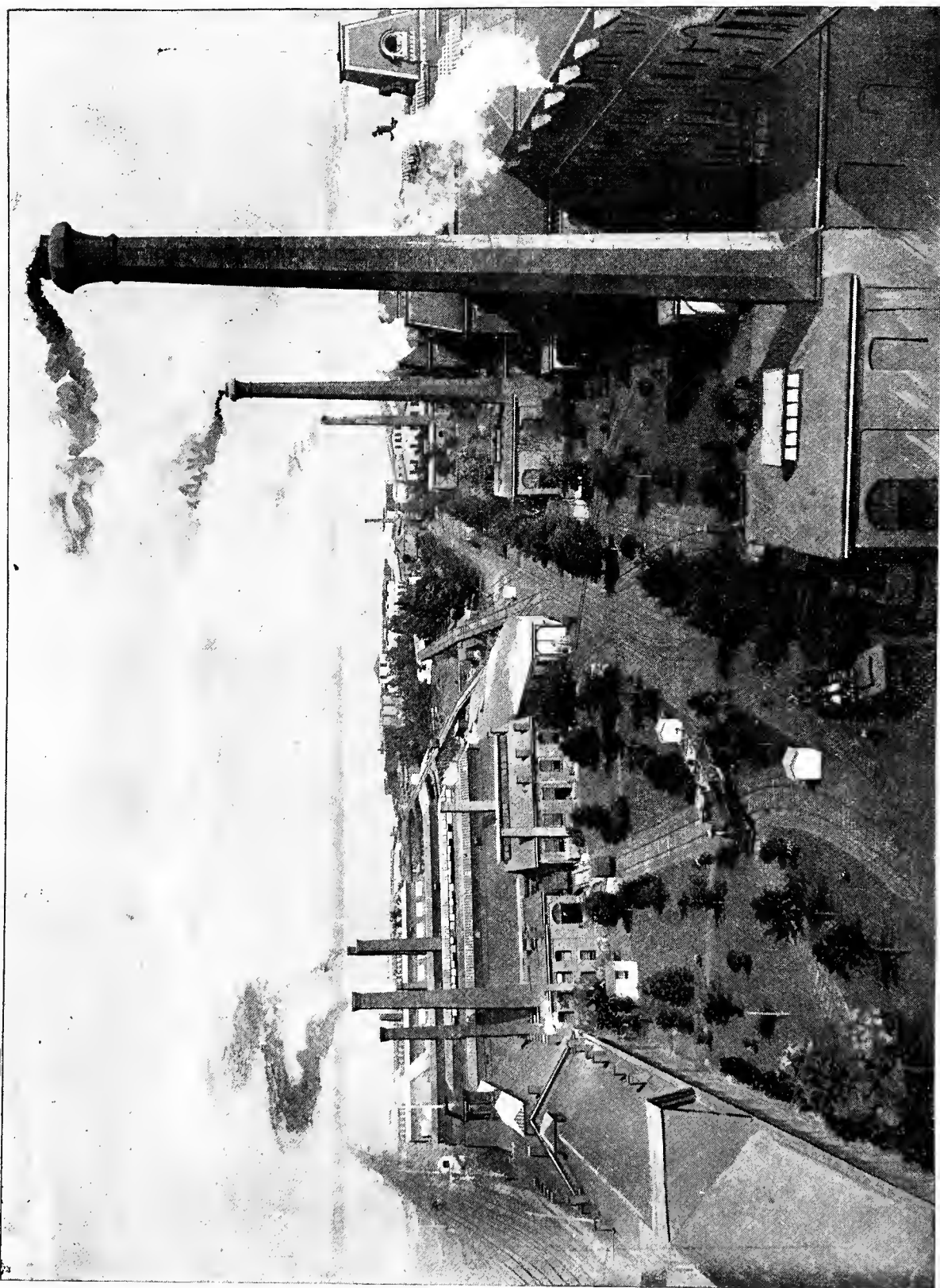




SINGER FACTORY--FROM CORNER OF TURNBULL AND SECOND STREETS.



SINGER FACTORY—FROM THE NORTH, FORGING DEPARTMENT AND FOUNDRY ON THE LEFT.



SINGER FACTORY—GENERAL VIEW, FROM TOWER OF MAIN BUILDING, LOOKING EAST.



trestles and dumped at the doors of the factories without a shovel once touching the coal. Iron comes largely from up the Hudson, is shipped directly to this city, and with one handling is at the cupola, where it is to be melted. Lumber coming from Pennsylvania takes the same course as coal, or coming from the Hudson is landed on the docks along the Staten Island Sound or the Elizabeth River and is piled up to await use.

The manufactured articles, when ready for shipment, may be loaded in bulk, without boxing, into cars which are run under sheds in or near the factories, and are not opened again except by

vate steamers or local lighters discharge directly on board, saving much expense and cartage.

Speaking of these and other advantages, one of the most prominent manufacturers said recently: "We have never had the least difficulty in securing help in Elizabeth, and usually have hundreds of applicants for employment on our lists. We have no difficulty whatever with the atmosphere rusting metal parts of our machines, and never have had. The means of transportation are vastly superior to those of any other manufacturing location within a hundred miles of New York."



SINGER FACTORY—VIEW OF EAST END OF MAIN BUILDING, LOOKING EAST.

the consignee at Chicago, Cincinnati, St. Louis, or, perhaps, San Francisco. In New York the manufactured articles have to be boxed, carted across the city to the ferries and then loaded into cars. The saving in handling at Elizabeth is thus seen to be enormous, while the single item of boxing, which is generally saved in Western freight, often amounts to more than the freight from Elizabethport to Chicago. Says the superintendent of one of our largest factories: "We can now land our machines in Chicago for less money than it cost to put them on the sidewalk in New York ready for the dray."

The shipment of finished products to foreign ports, or to the East or North, is attended with almost equal facilities. The docks of private companies along the Sound, or the public dock owned by the city of Elizabeth, allow vessels of large burden to load directly from the factories. If a cargo is to be shipped by steamer to Europe, South America or the Gulf States, the companies' pri-

#### THE COMMERCE OF THE PORT.

In this connection it is proper to refer to the commerce of the Port, as the lower part of the city is often called, to show that the water front and the facilities so strongly set forth are not mere theoretical advantages. The figures are taken from the report of Col. G. L. Gillespie, U. S. Engineer to the Secretary of War, for the year 1885, and cannot be disputed.

They very clearly show that the Kill von Kull and Staten Island Sound form one of the greatest waterways in the world; and what is more, there has been a great increase in these figures in the four years that have elapsed since their compilation.

Staten Island Sound's commerce for one year:

	<i>Tons.</i>	<i>Value.</i>	<i>Vessels.</i>
To and from Elizabethport,	2,942,000	\$21,592,750	17,060
To and from other ports,	13,500,000	40,000,000	95,000
Total,	16,442,000	\$61,592,750	112,060



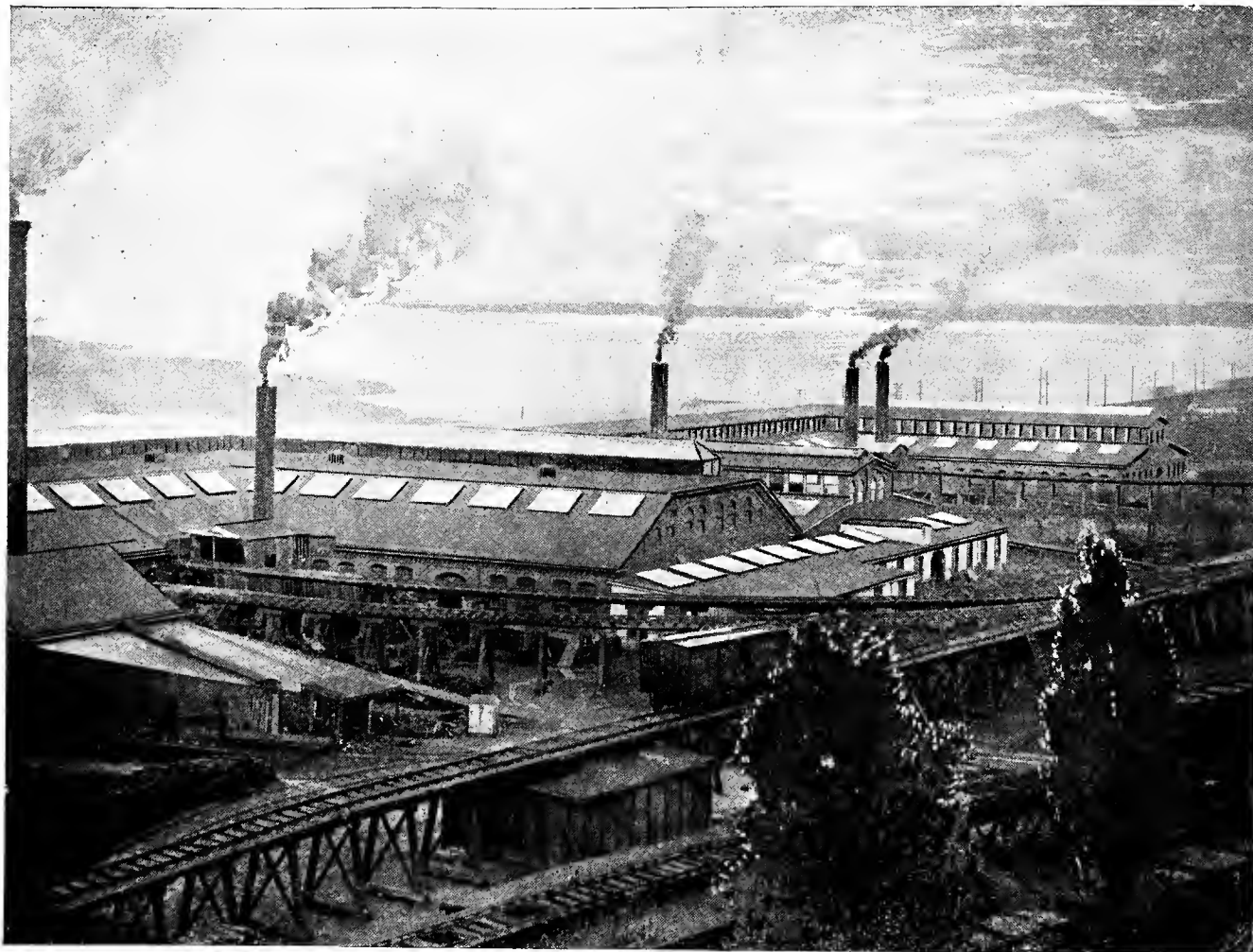
Kill von Kull's commerce for one year :

	<i>Tons.</i>	<i>Value.</i>	<i>Vessels.</i>
To and from Staten Island Sound,	16,442,000	\$61,592,750	115,060
To and from Newark,	1,200,000	30,000,000	22,986
To and from Port Johnston,	2,850,000	16,000,000	18,367
To and from various points on Kill von Kull,	1,852,266	9,802,662	40,034
Total,	22,344,266	\$117,395,412	196,447

In 1884 there were 2,326,600 passengers carried by vessels to and from points on the Kill von Kull. These figures are still more remarkable when submitted to comparison : Foreign tonnage of New York, 11,000,000 tons. Tonnage of coal and vessels past Cincinnati on the Ohio, 6,000,000 tons. Hudson River, including

#### THE SINGER MANUFACTURING COMPANY.

The works of the Singer Manufacturing Company are located in the Second ward of the city, on Newark bay. The main factory building has a frontage of 230 feet on First street, with a width of 60 feet. The Trumbull street annex to this building is 800 feet long and 50 feet wide, the whole being four stories in height. Below this building, on Trumbull street, are the cabinet and box factories, each 200 feet long and three stories high. On the north side of the grounds, adjoining the Central Railroad property, are the forging and foundry building together, making one continuous building 1,430 feet in length. The foundry alone has an area of two and one-half acres in one open floor, and the total floor area of the works is eighteen acres. On the opposite side of First street



SINGER FACTORY—VIEW FROM EAST END OF MAIN BUILDING, LOOKING NORTHEAST.

three feeding canals and forty-three towns along its banks, 20,000,000 tons. Total tons of freight carried on canals of New York state in 1884, 5,009,488 tons.

The entries and clearances at the port of London in 1884 were 74,105 vessels, representing registered tonnage of 18,549,000 tons. The net tonnage of the Suez canal in 1883 was 5,775,861 tons.

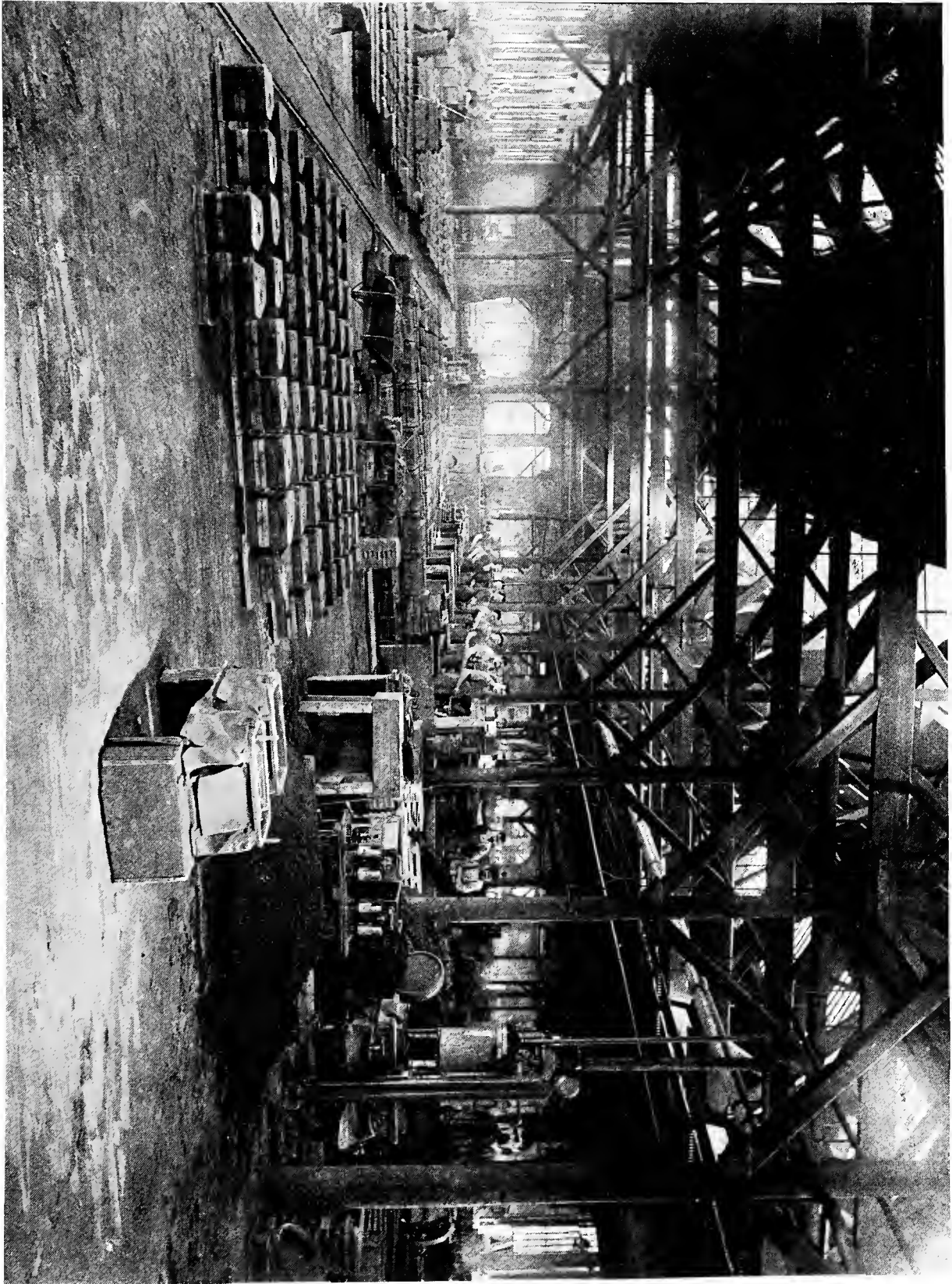
#### CONTEMPLATED IMPROVEMENTS.

Within the past few years the Board of United States Engineers has made recommendations for the improvement of the channels of the waters about Elizabeth. Some of the improvements are under way and all will probably reach completion before many years.

These facts show what unequalled advantages await the manufacturers who locate in the city of Elizabeth.

is the Singer park, (private), which extends to Second street, on the west, and occupies the space between Trumbull street and the Central Railroad of New Jersey, covering about three acres

The first Singer machine was made in Boston in 1851, and the firm of I. M. Singer & Co., the late Mr. Edward Clark being the "Co.," was formed during that year, the business being carried on in New York city. After various changes of location, necessitated by an increasing business, they built a large factory on Mott street, between Broome and Spring streets. Here, in 1863, they were succeeded by the Singer Manufacturing Company. The business still continuing to increase, the factory, although at first considered very large, was soon outgrown, and additional space was secured at the foot of Delancey street, and on Spring street, near Mott, which gave temporary relief. It was but temporary,



SINGER FACTORY—FOUNDRY.

however, and soon more commodious quarters became an absolute necessity.

Doing business in the heart of a large city was expensive, and, in many respects, objectionable, the cost of cartage alone forming a large item, and the company, deeming it advisable to seek a more advantageous location outside of the city, were finally led, after a thorough investigation, to the selection of the present site, as affording the necessary facilities. Here they could obtain ample space in one plot with excellent facilities for both rail and water transportation, and at the same time be within convenient distance of the great centre, New York.

A spur of the Central Railroad of New Jersey runs into the yard, over which is conducted all the railway traffic with the factory, railway freight being loaded in cars in the Singer Company's freight sheds, and forwarded without change to its destination. By this means they not only avoid all expense for cartage and

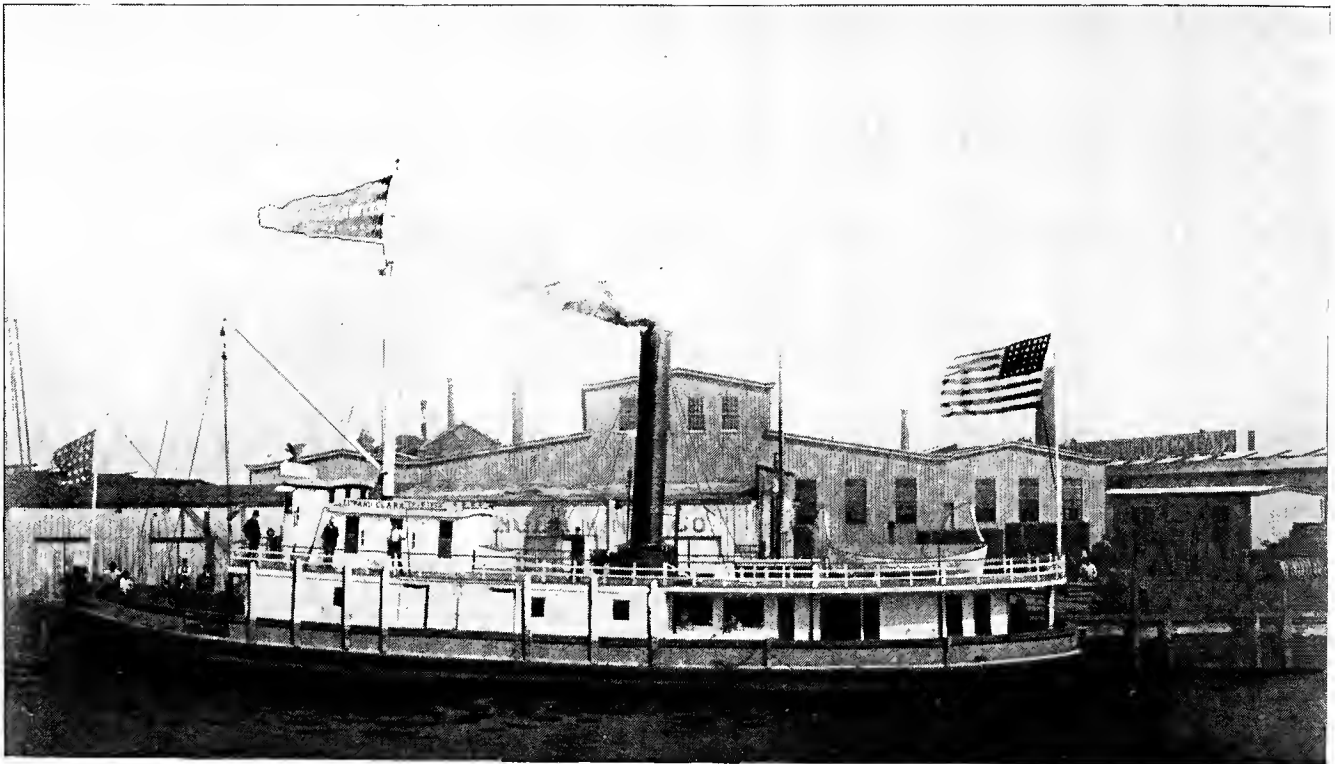
telephone exchange connecting all departments with the main office and with each other.

On these premises the Singer Company have also extensive boiler works, entirely separate from the buildings already enumerated, in which they manufacture for the Babcock & Wilcox Company, of New Jersey, their patent water tube boilers, of which over 40,000 horse power were constructed during the year 1888. The steam power used in the works is supplied by twenty-two of these Babcock & Wilcox boilers.

The works give employment to an average of 3,300 individuals, and have a capacity of 1,500 sewing machines per day. They, of course, consume a very large amount of raw material, the daily melt of pig iron alone varying from seventy-five to eighty tons.

About \$40,000 in wages is weekly distributed among the employes, the most of whom live in Elizabeth.

The present works were first occupied in the fall of 1873. Since



SINGER FACTORY—COMPANY'S DOCK, AND STEAMER "EDWARD CLARK."

make a considerable primary saving in packing cases and packing, but the percentage of loss by breakage, which invariably attends repeated handling of goods in shipment, is greatly reduced.

Newark bay furnishes ample facilities for transportation of all other freight, direct daily communication with all important shipping points in the vicinity of New York being established by means of the company's steamer, the "Edward Clark," a freight propeller, 115 feet in length. By its use steamer freight, which formerly had to be loaded on trucks and carted, is now transferred direct to the vessel by which it is to be shipped.

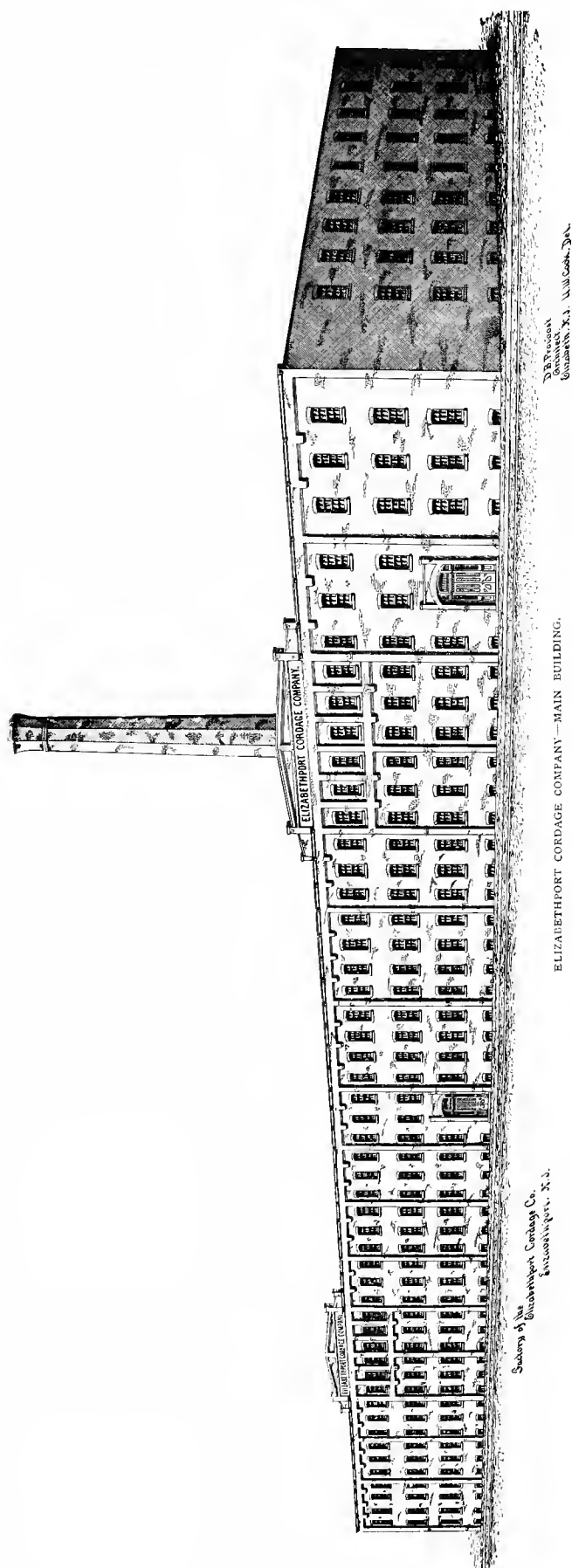
The plot occupied by the works contains thirty-two acres, and has a dock frontage of 800 feet. There are over four miles of railroad track within the yard, on which two switching locomotives, owned by the company, are kept constantly employed. The works consume annually about 15,000 tons of coal, which is received direct from the mines, via Central Railroad of New Jersey, without rehandling. Gas for lighting and manufacturing purposes is made on the premises, and the company have their own fire department, thoroughly organized and equipped, including a system of electric fire alarm signals. They also have a complete

at time various additions have been made, the last one being finished in the spring of 1888.

The Singer Company have thoroughly systematized the manufacture of sewing machines, introducing and successfully using automatic machinery in every department, and with their large corps of well trained employes, the work in their immense factory goes on with the precision and regularity of clock-work. In the factory everything is scrupulously neat, and every provision is made for the safety, health and comfort of those who spend their time within its walls.

The visitor to the works will find that while a close and exhaustive study has been made of the strictly useful and practical, the beautiful has not been forgotten. Through the yard are scattered trees which overshadow well-kept lawns, thickly dotted with flowers, and, indeed, the grounds, on which a force of men is kept continually employed, have more the appearance of a park than a factory yard.

The officers of the company are: F. G. Bourne, president; William F. Proctor, vice-president; C. A. Miller, secretary; E. H. Bennett, treasurer.



### THE ELIZABETHPORT CORDAGE COMPANY.

The Elizabethport Cordage Company's Works hold a prominent position in the list of Elizabeth's industrial pursuits. They were founded nearly sixty years ago, and since then the career of the company has been one of notable progress. The organization has always comprised honorable men, who have prosecuted the business with liberality, energy and enterprise that assured success. The product of the establishment has ever held a high reputation in the market, and the growing demand was met by the enterprise of the company, in the increase of facilities, and by due appreciation of mechanical improvements. As the result the works are among the largest of the kind in the world.

In giving to itself permanency and prosperity this industry has been of one of the most potent forces that have given growth and material advancement to the city, especially the section in which the works are located. The founders of the company were among the first to recognize the natural advantages Elizabeth possesses for commercial and manufacturing pursuits. They were among those who planned the present manufacturing section, and, through their success and earnestness, were the means of inducing other industries to locate here. As corporation, and individuals, they and their successors have been foremost in all matters that have tended to give the city its present prominence. In addition to the lands occupied by the immense plant, the company own real estate and houses which furnish homes for some of the operatives.

The mill premises comprise almost twenty acres of ground. The buildings are all substantial brick structures. The main building, as shown in the illustration, is attractive in its architectural design, is three stories in height, and with basement. Its front is of pressed brick with appropriate stone copings. It has a frontage on Elizabeth avenue of four hundred feet, almost two blocks.

At the west end of this building is a park enclosure in which are prettily laid-out walks, a miniature lake, fountain, flowers, etc. This park is carefully kept, and it adds much to the general attractiveness of the works, as well as being a pleasing acquisition to the locality.

The rope walk, or laying grounds, is 1,400 feet in length, two stories high, and is built of brick, with slated roof. On Elizabeth River, a short distance from Staten Island Sound, are the capacious wharves and storage houses of the company. These can be reached by lighters and vessels of larger tonnage. The storage houses are connected by a system of railroad tracks with the mill. These tracks run into the mill yard at different points, and connect by sidings with the main and Long Branch divisions of the Central Railroad. Thus the company have unexcelled facilities for handling and shipping their product. In shipments to distant points, especially the West and South, the railroad connections give the company the advantages of immediate communications with all leading lines of railroad, and they can forward goods from the mill direct without the necessity of reshipment at New York. A considerable saving is thus effected in both time and freight charges and the customers receive their goods in much better condition than would be the case if they had been rehandled after leaving the factory.

The company manufacture binders' twine and cordage, and afford employment to upwards of one thousand hands, and require for their weekly consumption between fifteen hundred and two thousand bales of raw material, chiefly Sisal hemp. Next to that manilla is most largely used, together with some Russian, Italian, American and New Zealand hemp.

The machinery is driven by several large engines, aggregating about 1,200 horse power. To furnish the large quantity of water required for condensation there are several spacious wells upon the premises, besides a miniature lake, about 100 feet in diameter, fed by exhaustless springs.

The process of making twine and cordage is of intense interest

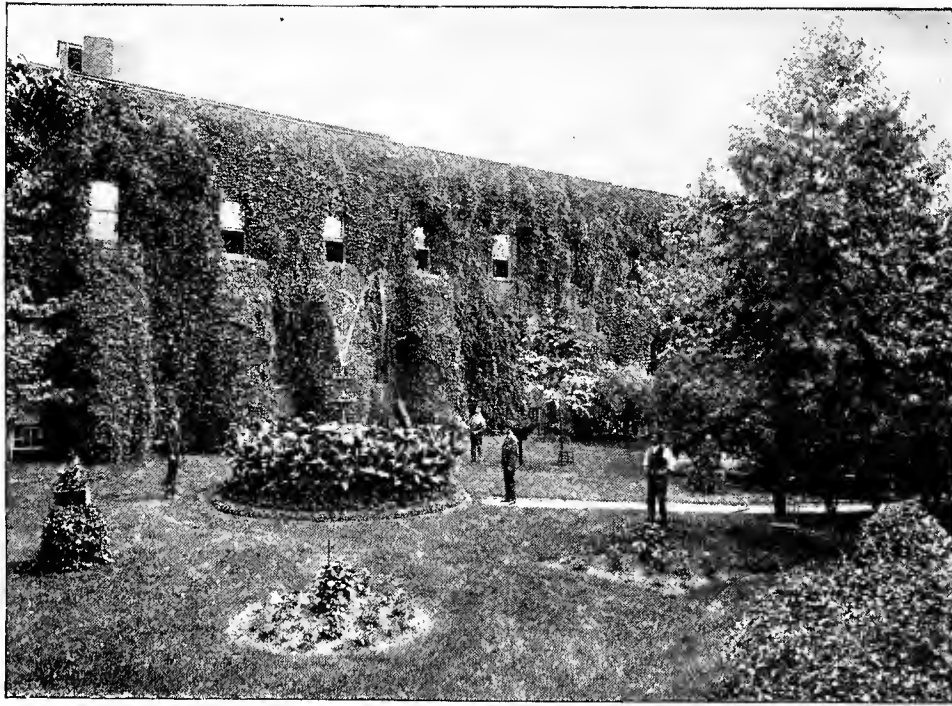


to visitors to this great concern. The bales of hemp are transported into the mill. The bales are opened, the hemp spread out and sprinkled with cordage oil, which softens it for the subse-

quent processes. The hemp is first run through the "scutching machines," which remove the dirt and straighten the fibres. Then the hemp is taken to the preparation department, where it passes through the breaking machines, which comb, straighten,

through the finishers, the hemp goes to the "spinning jennies," in which department there are nearly one thousand spindles.

From the spinning department the twine goes to the balling



ELIZABETHPORT CORDAGE COMPANY—THE PARK.

quent processes. The hemp is first run through the "scutching machines," which remove the dirt and straighten the fibres. Then the hemp is taken to the preparation department, where it passes through the breaking machines, which comb, straighten,

department, where machines put up the twine in balls in readiness for shipping. In all these departments the scene of whirling machinery, revolving belts and wheels is indescribable and marvelous to behold. The cordage is made in the ropewalk by form-



ELIZABETHPORT CORDAGE COMPANY—A VIEW IN THE YARD.

and lap the fibres and form them into big sliers. There is a series of these machines, all operating on the same principle, but each having finer teeth than the preceding one. After passing

ing machines, which travel its length on railroads. There are five of these tracks, or laying grounds, as they are technically called, and rope of any size can be produced.

In connection with the works is a well appointed machine shop where new machinery is made, repairs are executed and anything in the line of iron work can be done. There is also a blacksmith

tions that have these objects in view. The works are practically managed by Mr. E. M. Fulton, the general manager, and Mr. Samuel Williams, the superintendent, men in the prime of life,



ELIZABETHPORT CORDAGE COMPANY—THE SPINNING DEPARTMENT.

department, pattern and carpenter shops, all equipped with tools and machinery for millwright work, the making and repairing of bobbins, etc. In fact there is nothing wanting to render the establishment one of the most complete in the country.

energetic, well posted and enterprising. In addition to successfully conducting this immense establishment, these two gentlemen are also prominent in public and business affairs, being directors in the Elizabethport Banking Company and other institutions,



ELIZABETHPORT CORDAGE COMPANY—THE WAREHOUSES.

The company is liberal in its treatment of the operatives, and has done much for their moral and intellectual development, maintaining reading rooms, and contributing largely to all institu-

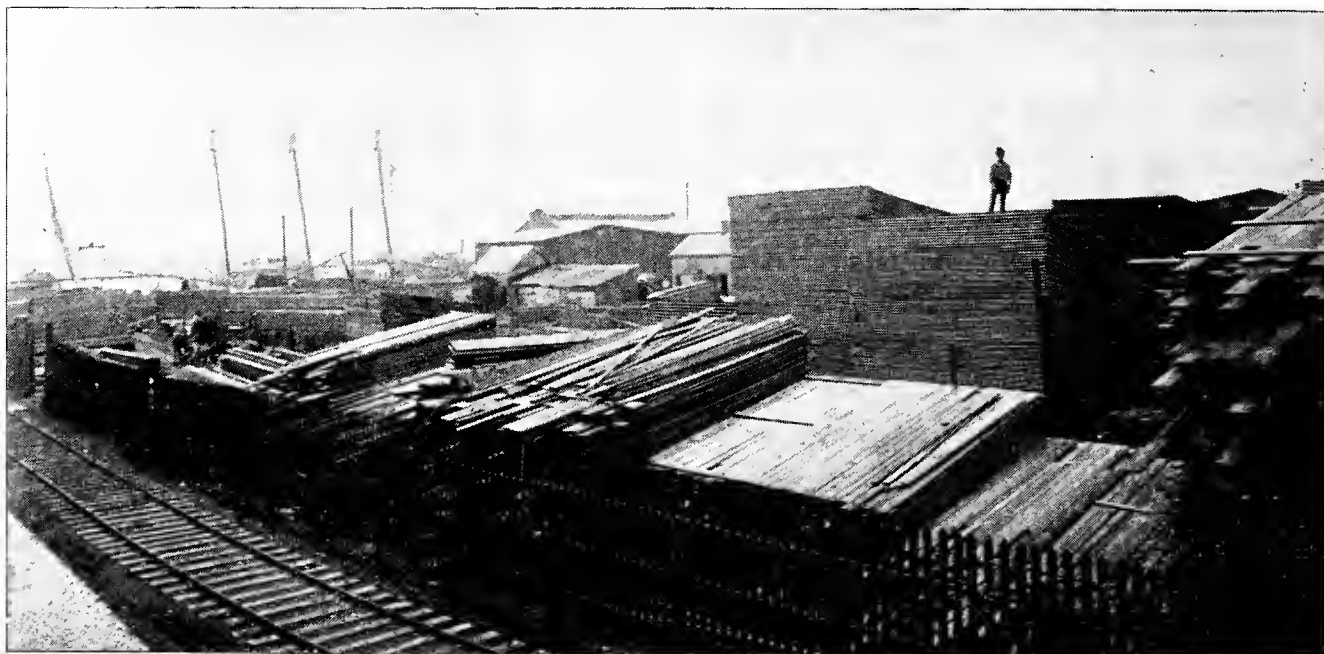
while Mr. Williams is also a member of the Board of Education. The office and warehouse of the Cordage Company are at 46 South street, New York.

**A. HEIDRITTER & SONS.**

The lumber business of Messrs. August Heidritter & Sons was established in 1860, but the mercantile career of the senior member of the firm in this city antedates that period by many years. His individual venture was started where the firm now have their

ship direct to all parts of the country. The planing mill is principally used by the firm for their own work, but has the required facilities for the outside demand that is made upon it.

The firm have an extensive lumber yard, warehouse and wharves on the Elizabeth river, near Staten Island Sound. Here materials



A. HEIDRITTER & SONS—DOCK AND LUMBER YARD ON ELIZABETH RIVER.

main office, planing mill, etc., on New Point road and Port avenue.

His sons, Frederick L. and August Heidritter Jr., who are the present partners, were schooled in the trade with their father, and the firm is a combination of capital and experience which have given it a commanding position in the trade.

The yards and mills on New Point road are well located so far as railroad facilities are concerned, being contiguous to the main

are received by water and rail from all parts of the country.

Fifty men are employed, and the average aggregate of lumber handled annually by the firm is ten millions (10,000,000) of feet. In addition to the lumber business, the firm's trade in other building materials and coal is extensive. Their yards cover an area of ninety city lots, and their storage houses, mills, etc., are all substantial buildings, with perfect appointments and complete facilities.



A. HEIDRITTER & SONS—MILL AND LUMBER YARD, NEW POINT ROAD AND PORT AVENUE.

line of the Central Railroad and the Long Branch and Newark divisions with their connections. Sidings run into the yards, and lumber, coal and other material are received direct from the timber-cutting districts, mills and mines of the West and South, in cars without being rehandled. These enable the firm to

ties. The members of the firm are large property owners and are identified with other business interests. Mr. Frederick L. Heidritter is President of the Elizabethport Banking Company and the Elizabeth Street Railway Company. He was one of the adjustment commissioners who reassessed the assets of the city.

**JAMES CARROLL,****Manufacturer of Common Brick, and Contractor.**

This business was first established by the late John Curtis, in 1850, who carried on the business of manufacturing brick until 1883, when it was purchased at Mr. Curtis' death by Mr. Carroll. The premises are situated on Staten Island Sound, about a quarter of a mile below the new Baltimore and Ohio Railroad bridge, and have a water front of three hundred and sixty feet. The property extends back from the water 3,200 feet, and is divided into two portions by South Front street, containing in all about thirty-nine and a half acres.

The extensive clay-beds from which the material for making brick is obtained are situated on the premises. On both sections

raw bricks after moulding, and the long covered piles of dried bricks awaiting transportation to the kilns. The color is brown, and though only sunburned, when perfectly dry are quite hard. In the long shed, at the back of the picture, the bricks are built into kilns, and under the arches beneath the fire is placed, and the burning is continuous until the bricks are burned a red color.

The number of employes varies; from fifty to one hundred men are employed in the various departments in the yard at different times of the year. The bricks from this yard are extensively used by local builders in the construction of new houses and factories in this city, and from eighteen to twenty carts and wagons are employed in distributing the products of this estab-



JAMES CARROLL'S BRICKYARD, FOOT OF BAYWAY

of the property are the machinery for mixing clay and the sheds where the kilns for burning brick are erected.

All the machinery for moulding and burning and otherwise preparing brick is very complete and modern in construction, and the capacity of the works steadily increases each year. The capacity of the works is from sixty thousand to one hundred thousand raw bricks per day, and from six hundred to eight hundred thousand bricks are burned in the kilns at one time. The annual production of the works averages from six to eight million bricks. Railroad tracks run alongside the works so that bricks can be shipped by rail to any part of the United States. On the water front material can be shipped or received by boat from all points.

The view, illustrating the yard, shows the method of drying the

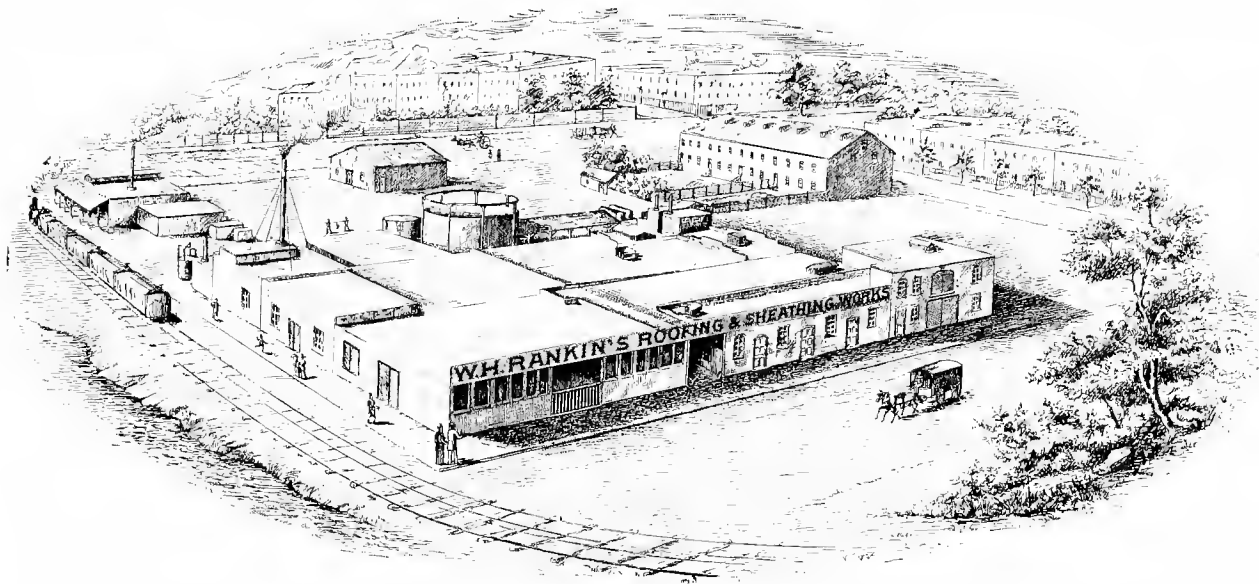
lishment into various parts of Elizabeth, and immediate vicinity.

No attempt is made in this yard to manufacture other than a first-class common brick, used for foundation walls, etc., and they will compare favorably with material of the same grade made in other places.

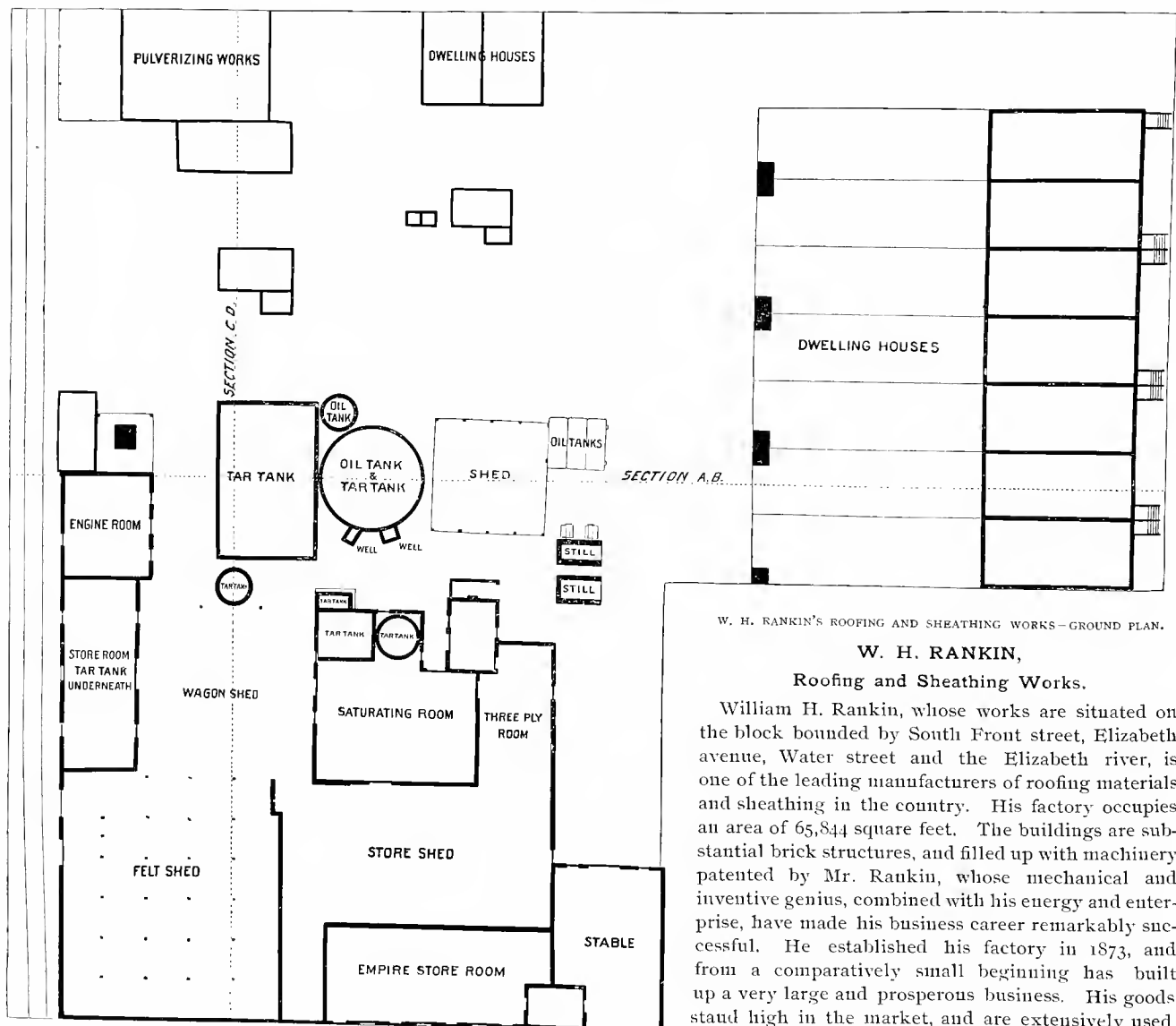
Mr. Carroll has made extensive improvements in his machinery, and has nearly doubled the production of the yard within the last year. He is prepared to keep his establishment worked up to its fullest capacity, and to meet all demands for bricks that are made upon him.

This is one of the most important establishments along the Sound, and as the manufactured products are in increasing demand, the capacity of the establishment will in time be taxed to its utmost.





W. H. RANKIN'S ROOFING AND SHEATHING WORKS, SOUTH FRONT STREET—GENERAL VIEW OF WORKS.



W. H. RANKIN'S ROOFING AND SHEATHING WORKS—GROUND PLAN.

**W. H. RANKIN,****Roofing and Sheathing Works.**

William H. Rankin, whose works are situated on the block bounded by South Front street, Elizabeth avenue, Water street and the Elizabeth river, is one of the leading manufacturers of roofing materials and sheathing in the country. His factory occupies an area of 65,844 square feet. The buildings are substantial brick structures, and filled up with machinery patented by Mr. Rankin, whose mechanical and inventive genius, combined with his energy and enterprise, have made his business career remarkably successful. He established his factory in 1873, and from a comparatively small beginning has built up a very large and prosperous business. His goods stand high in the market, and are extensively used

all over the United States and distant countries, especially South America. They have stood the severest tests of wear and climate, and have proved to be what was claimed for them in every instance.

Mr. Rankin manufactures resin-sized and oiled Empire sheathing, patent-painted felt, roofing pitch, liquid roof paint, three-ply brown felting, and tarred single, double and three-ply roofing. Many of these materials are the inventions of Mr. Rankin, and the evidence of their superiority over competitive goods is the success of his business. The average production is 150,000 rolls per year, consuming 1,200 tons of paper and 14,000 barrels of tar and oil. Thirty operatives are employed in the business. The factory has a decided advantage in location, being contiguous

to the railroad and water, so that shipments can be made direct from the works to all points of the country.

One of the accompanying illustrations is a birdseye view of

buildings or departments. Mr. Rankin is prominent in local business and public interests. He is connected with some of the financial institutions, and one of the principal owners of Temple opera

house. On the Elizabeth avenue side of the factory premises there is a row of brick houses owned by Mr. Rankin, occupied by operatives and others. On Water street there is also a double dwelling house on the factory premises. Mr. Rankin's main office is at 91 Maiden Lane, New York, and his residence, as shown in the illustration, (page 78) is at the corner of Elizabeth avenue and Geneva street.

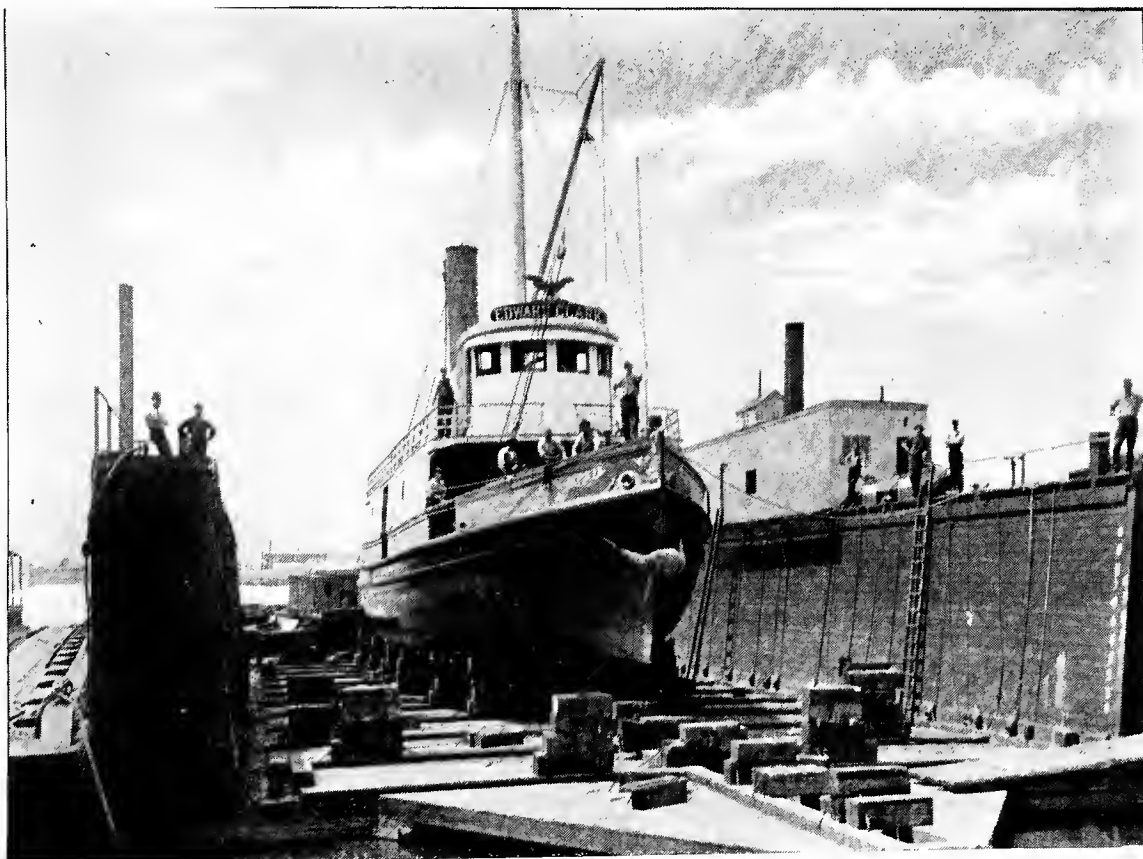


PETER COLON'S DRY DOCK, STATEN ISLAND SOUND, FOOT OF FRANKLIN STREET.

#### THE NEW JERSEY DRY DOCK CO.

The New Jersey Dry Dock and Transportation Company is located on South Front street, and has

a frontage of 1,500 feet on Staten Island Sound. The large floating balance dock has a capacity of 1,200 tons. The main ship-house is 100 by 200 feet; saw and planing mill, 125 by 50 feet.



NEW JERSEY DRY DOCK AND TRANSPORTATION COMPANY, THOMAS DRUM, MANAGER, STATEN ISLAND SOUND, MOUTH OF ELIZABETH RIVER.

Mr. Rankin's establishment, showing in detail the various buildings, sheds, tanks and the houses of the operatives. The second illustration is a ground plan, explaining the relative positions of the

Railroad tracks run into the yards and connect with the main lines. All kinds of repairs are made here and new vessels built: The officers of the company are: J. D. Heisenbottle,

president; Henry Wells, vice-president; A. L. Alpers, treasurer; Thomas Drum, general manager; John Driscoll, superintendent.

#### THE CRESCENT IRON WORKS,

The S. L. Moore and Sons Company, proprietors, were started originally by Charles E. & Samuel L. Moore in 1854, on Bond street, below Front, where they continued business until 1869. Then Charles E. Moore withdrew from the firm and Douglass G. Moore became a partner, and the new firm name became S. L. Moore & Son. In 1886 the Samuel L. Moore & Sons Company was incorporated, with Samuel L. Moore, president; Douglass G. Moore, vice-president, and Miller F. Moore, secretary and treasurer, and "The Crescent Iron Works" adopted as the name of the establishment. In 1886 the property on Front street was purchased

employed. Among the specialties manufactured by "The Crescent Iron Works" are the straight-line automatic engines, simple and compound, ore crushers and pulverizers, machinery for oil refineries and chemical works, copper smelting and cupola furnaces and fixtures, sand moulding machines, ice-making and refrigerating machines, both absorption and compression systems. The celebrated Delamater propeller wheel is also made in this establishment. Large numbers of street gates and fixtures, in use at railroad crossings, are made here, and are in use on several railroads in this vicinity. Marine engines are built and repaired, and contracts are taken for the entire construction of tugs and steamboats, including hull, tackle, etc. On the water front is a commodious dock, with appliances for loading and unloading vessels, which, with the lands adjoining, cover an area of 275 by 200 feet.



SAMUEL L. MOORE AND SONS COMPANY, "CRESCENT IRON WORKS."

and extensive improvements made to the buildings. The premises are situated on Front street, between Marshall and Franklin, and occupy the entire block on Front street, extending back 300 feet. The plant is entirely new and of modern construction. No pains are spared to provide the finest machinery and tools, and the best appliances for manufacturing are to be found in every department. A new steam crane of twenty-five tons capacity has just been added to the plant, making eight cranes now in use. The foundry has an area of 225 by 100 feet, and all grades of castings up to fifteen and twenty tons are made here. The machine shop covers 150 by 75 feet, and is fitted up with first-class machinery for all kinds of work. Scattered through the grounds are the blacksmith shop, carpenter shop, sand and pattern house, etc. About twenty tons of iron, not including other materials, are worked up daily, and two hundred and fifty men, a majority of whom are skilled mechanics, are

On this dock and into the yard railroad tracks run, giving ample facilities for handling heavy materials. The works are lighted by Edison's electric lights, run by their own dynamo. These works are pushed to their fullest capacity, and are to be enlarged.

#### T. F. & H. C. SAYRE,

Masons' Building Materials, Blue Stone, Etc.,

Office and main yard, rear 1068 Elizabeth avenue. The Messrs. Sayre established their business in this city in 1879. They were located at first on Pearl street, at the foot of Grove, and removed to the present location in 1885. The main yard is on the Elizabeth river, and covers an area of 150 by 300 feet, with sheds and docks for material. At the freight station of the Pennsylvania Railroad they have established a yard and storehouse, with 200 by 350 feet of land, which is connected with the railroad by tracks for the reception and delivery of material coming by rail. This

concern handles Windsor, Hamburg and Wrightsville lime, Hoffman, Rosendale and Portland cement, and common, front and fire brick, building sand, calcined plaster, lath, hair, etc. Another

lished in 1840 by Munsell & Thompson, at Crescent, New York state. In 1860 it was removed to this city to the factory now occupied by Graff & Co. The present factory was built by Mun-



YARD OF T. F. & H. C. SAYRE, DEALERS IN MASONS' MATERIALS, ETC., ELIZABETH RIVER, FOOT OF CATHARINE STREET.

important department is blue stone from the principal quarries of New York and Pennsylvania, which includes sills, steps, coping, gutters, curb and flagstones. Many of the large buildings recently erected or in process of completion in this city have been furnished by T. F. & H. C. Sayre. Having facilities for receiving and shipping goods from their own yards, either by rail or water, they furnish material in boat or car lots as well as by the wagon load, to suit the convenience of patrons. These yards being near the centre of the city and on paved streets, are accessible at all seasons of the year—an important item for builders desiring material.



EUGENE MUNSELL AND CO., STOVE FOUNDRY, FULTON STREET.

#### EUGENE MUNSELL & CO.

The Manhattan Stove Works are located on Fulton and Marshall streets, between First and Second. The business was estab-

lished in 1870. About 2,000 tons of material are annually worked up into manufactured articles, and about 150 workmen are employed. The average monthly pay roll will amount to \$7,500. The main building, which is of brick, is four stories high and occupies an area of 175 by 40 feet on Fulton street. The foundry building is 200 by 75 feet, with two additions 100 by 40 feet. This firm manufactures heating and cooking stoves, furnaces, fire-place heaters, brick-set and portable ranges, gasoline and oil stoves, etc., and is proprietor of the "Manhattan stoves." Messrs. E. Munsell & Co. have a reputation for first-class goods. Their

trade extends all over the United States, and to foreign countries. The firm is composed of Eugene Munsell, Lewis W. Kingsley and Franklin Brooks. Office and salesrooms, 218 Water street, N.Y.



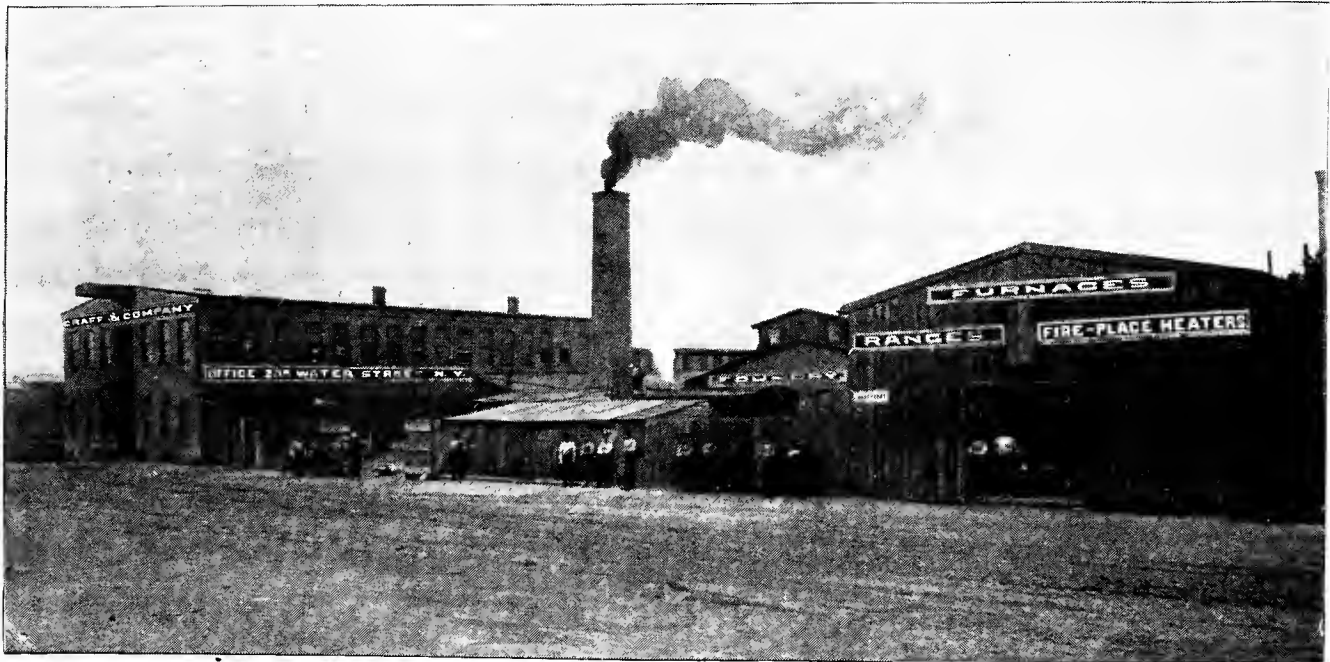
**GRAFF & CO.,****Furnaces, Ranges and Fire Place Heaters.**

The accompanying illustration gives a view of part of the foundry buildings of Messrs. Graff & Co., whose salesroom and office are at 208 Water street, New York. Their foundry is located on Water street, and runs through to South First street. Their works are extensive and consist of three moulding rooms, a large mounting shop, pattern shop, storage buildings, etc. They manufacture warm-air furnaces of various kinds, suitable for all parts of the country; fire place heaters and many styles of ranges for family use. Among their productions are the Faultless, Hot-Blast and Manhattan furnaces, which are in general use in this city; also the Faultless, Elegant and Eastlake ranges which are very familiar and popular. This firm formerly had their foundry at Troy, N. Y., but removed to Elizabeth about five years ago. They have found this change to be very advantageous in many ways, and their business has steadily grown. They keep pattern makers constantly at work producing new goods and making

attractive features, viz.: Removable wrought iron ovens, Smythe's patent revolving triangular grate, an effective ash sifter and ash pan, eight boiler holes, four being over the fire, large water back, easily replaced, dust flues, nicked oven shelves, broiling door. This modern-style range is a great improvement on the ranges heretofore used. Wrought iron ovens are readily taken out and replaced so that the range can be thoroughly cleaned. These ovens heat more quickly than cast iron, and so require less fire to do the baking. There are no cast iron plates to crack, and the revolving grate so effectually removes the clinkers that a continuous fire can be kept.

3rd. The Faultless Single-Oven Range, which is larger and better than any other single-oven range in the market. An examination of this range will satisfy everybody that this is a fact.

4th. The Elegant Elevated Oven Range, a beautiful and perfect range. A very extended experience with Elevated-Oven Ranges has enabled them to produce a range that works satisfactorily



GRAFF AND COMPANY, MANUFACTURERS OF STOVES, RANGES AND HEATERS, WATER STREET.

such improvements as they find their trade demands. Their business extends to all parts of the country, but they give especial attention to the requirements of the people in the vicinity of New York. Various methods of heating dwellings have come to the front recently, but none have so much to recommend them as can be shown in the use of a first-class and well set warm air furnace. At much less cost any ordinary house can be heated more satisfactorily with a good furnace than by any other method.

They call especial attention to the more notable features in some of their new goods. 1st. The Faultless Furnace, which is an embodiment of every desirable improvement in hot-air furnaces, brings into direct contact with the fire a greater radiating surface than is found in any other furnace, and the manufacturers have introduced forms which give strength to the apparatus, and consequently secure great durability. In addition to this feature, the popular rotary grate, dust flues, perfect cleaning arrangements, no bolted joints, arrangements for controlling draft from room above the furnace, whole radiating sections, compactness, and ease of management, form a combination of desirable features not easily found in any one furnace.

2d. The Faultless Double-Oven Range, which has the following

every time, even when the draft is not remarkably good, as is a necessity with other elevated ranges. On account of the revolving grate, the fire can be kept continuously without affecting the perfect operation of the range. No other elevated range has this grate, or towel racks, or so many boiler holes over the fire, or such large flues.

5th. The elegant fire-place heater, the most satisfactory article of its kind now in use. This heater is not designed in any respect to meet the wants of those desiring a cheap heater. It is made as substantial, large and complete as a fire-place heater can be made. The flues are extra large and so arranged that all the products of combustion are carried down to the base and up again before escaping into the chimney. The lower part of fire pot is of heavy cast iron and the upper part is lined with fire-bricks, thus securing perfect combustion without loss of direct fire-pot radiation. It has the most approved pattern of shaking and clinker-clearing grate, with slide centre for removal of clinkers. The grate can be shaken and entirely cleared without opening any of the doors.

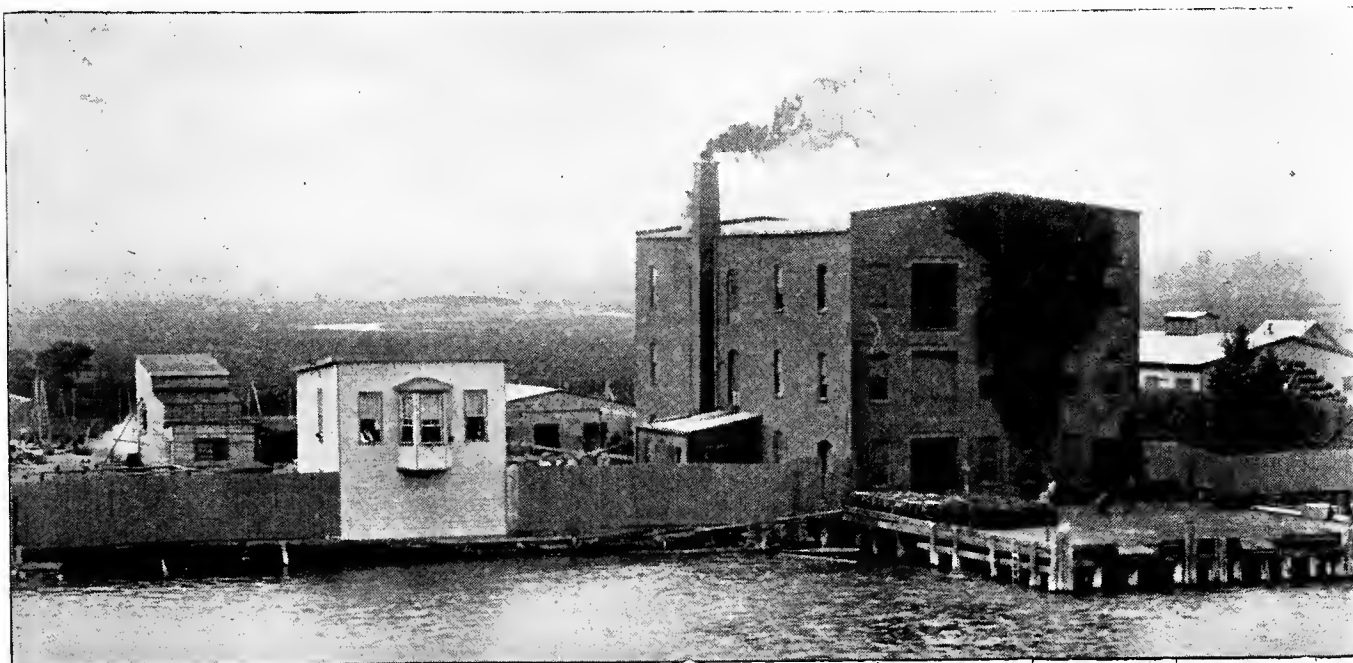
Graff & Company's agent in Elizabeth is Mr. Wm. B. Tucker. The citizens should examine the productions of this firm, as they can readily do at Mr. Tucker's store.

**COOKE BROS.,**

Manufacturers of Lard, Tallow and Neatsfoot Oils.

This business was established in New York in 1865, and removed to Elizabeth in 1880. The premises occupy about three

high grades of lard, tallow and neatsfoot oil, and stearine for soap and candlemakers' use. Special care is taken to produce a high grade of oils absolutely pure. The New York office is at 159 Front street.



COOKE BROS., OIL WORKS, STATEN ISLAND SOUND.

and a half acres on South Front and Clifton streets, north of the Baltimore and Ohio bridge. Three hundred feet of the property fronts on the Staten Island Sound, where ample docking, etc., allow shipments by water. Railroad tracks run to the yard so

**L. B. BEERBOWER,**

White Granite, C. C., Druggists' and Decorated Ware.

The Elizabeth Pottery, Nos. 1122 to 1126 Elizabeth avenue, extends through to the Elizabeth river. This pottery was started



BEERBOWER'S POTTERY, ELIZABETH AVENUE.

that goods can be put on cars without cartage. The factory building stands on the water front, is built of brick, 50 by 100 feet, and three stories high. The storage building is 50 by 100 feet. This firm manufactures animal oils only for lubricating purposes, including

in 1835 by the late Keen Pruden for the manufacture of common red earthenware. The present management dates from 1879, when Mr. Beerbower, who had previously been in the iron and pottery business in Phoenixville, Pa., purchased the works.

Within the last few years extensive improvements have been made by Mr. Beerbower, in erecting new kilns and buildings, and adding a very complete decorating department for the manufac-

ture of decorated ware. The premises have from 30,000 to 35,000 square feet of room, part of which lies along the Elizabeth River. There are four large kilns and a decorating kiln. About 135 operatives are steadily employed in the various departments and the annual pay roll will amount to between \$50,000 and \$60,000. All of the skilled labor commands good wages. 3,000 tons of coal are used in firing kilns, and about 25,000 tons of clay, flint, spar, etc., are annually worked up. This pottery, having established a



SHERIDAN'S MILL, SASH, BLINDS, DOORS, ETC., 7 TO 17 SOUTH BROAD STREET.

giving increased facilities for doing business. Improvement in the quality of wares of this pottery has placed them on a par with any imported and domestic goods of the same grades, and a large business is done with all parts of the country.

ture of decorated ware. The premises have from 30,000 to 35,000 square feet of room, part of which lies along the Elizabeth River. There are four large kilns and a decorating kiln. About 135 operatives are steadily employed in the various departments and the annual pay roll will amount to between \$50,000 and \$60,000. All of the skilled labor commands good wages. 3,000 tons of coal are used in firing kilns, and about 25,000 tons of clay, flint, spar, etc., are annually worked up. This pottery, having established a



EX-COUNTY COLLECTOR PATRICK SHERIDAN,  
PROPRIETOR SHERIDAN'S MILL.

high reputation for its wares, has been able to run continuously to its fullest capacity, in spite of foreign competition and the large quantity of imported goods constantly thrown on the market,

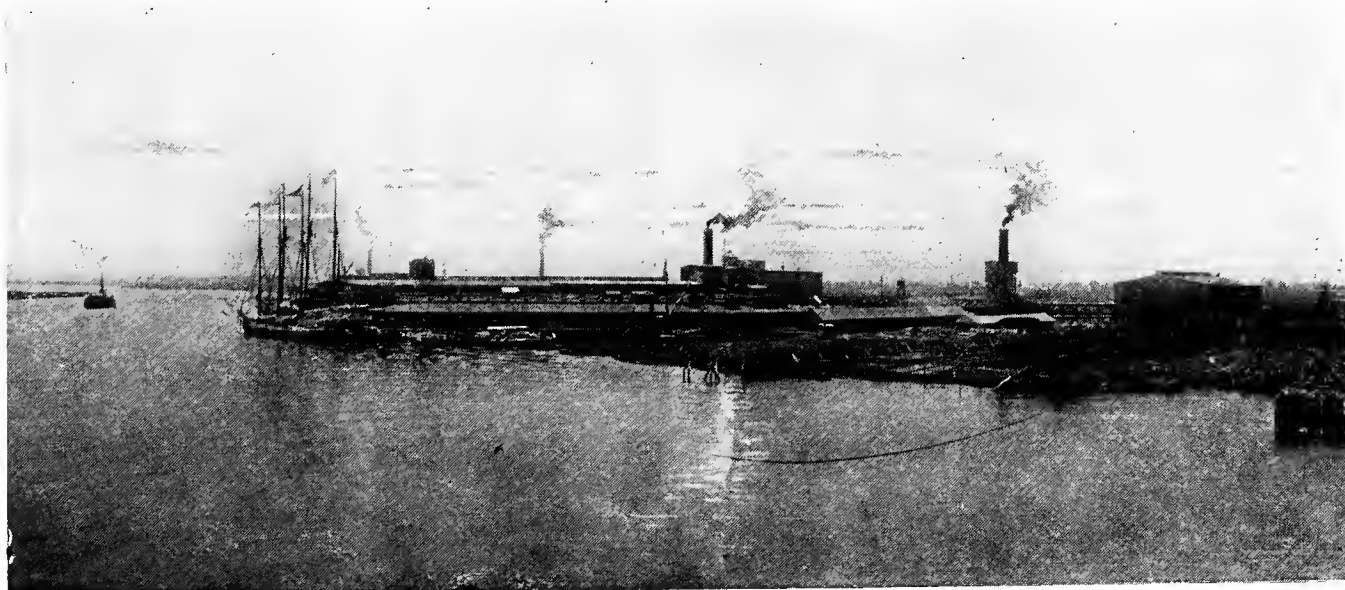


C. C. PIERSON, CARPENTER AND BUILDER, MANUFACTURER OF SECTIONAL LADDERS,  
RUBBER BUCKET PUMPS, ETC., 231 PENNSYLVANIA RAILROAD AVENUE.

**THE BOWKER FERTILIZER COMPANY.**

The extensive manufactory of the Bowker Fertilizer Company is situated on South Front street and Staten Island Sound, immediately south of the Baltimore and Ohio Railroad bridge. The company is incorporated under the laws of the state of Massachusetts, with branches in New York city, Rochester, N. Y., Savannah, Ga., Jacksonville, Fla., and Columbus, Ohio. Its main office is in Boston, and another large factory is located at Brighton, Mass. The officers of the company are: W. H. Bowker, president; Henry F. Coe, treasurer. F. W. Chamberlain is superintendent of the Elizabeth factory. The grounds of the factory in this city cover over eight acres, a great part of which is occupied by the numerous buildings of all sizes, that are scattered in different parts of the premises. The main building is three and four stories high, and is situated on the water's edge. It covers an area of 500 by 200 feet. Vessels drawing from 13 to 15 feet can readily come up to this building and to the extensive warehouses adjacent, and can load and unload their cargoes without any further transshipment. Railroad tracks run into the yards, giving access to the great railroad systems that pass through this city, and

and garden dressing. The Stockbridge Special-Complete Manures were the original special fertilizers sold in this country, and were originated by Prof. Levi Stockbridge, Professor of Agriculture in the Massachusetts Agricultural College. They were tried experimentally as early as 1867, and introduced commercially in 1876; and since that time have been extensively used throughout the Atlantic and Middle states. As the New England Farmer justly says, they have been extensively copied by other manufacturers, but the copies have not been equal to the originals in crop producing power. The idea has been taken by other manufacturers in order to attract trade, but the Stockbridge plan has been left out because to make manures on that plan requires more plant-food in more varied and expensive forms and at a greater cost of manipulation than these imitators care to employ. The Bowker Fertilizer Company was also the first to use in this country the term "manure," as applied to special fertilizers, believing that this word was more distinctive and comprehensive, and especially applicable to this class of goods. Those concerns that have come into the field with so-called special manures have not been content to only take the idea, but have repeated and appropriated the



WORKS OF BOWKER FERTILIZER COMPANY ON STATEN ISLAND SOUND.

allow goods to be sent direct from the factory to all points in the United States and Canada. The admirably arranged and costly apparatus for making sulphuric acid consists of a burner house, 125 by 82 feet, from which the fumes of the sulphur ores are conveyed (by a new system) through long pipes over one hundred feet to the acid chambers. There are three large acid chambers on the premises with a total area of 120 by 108 feet. So complete are the processes of manufacturing in this establishment that almost all of the raw material of any kind brought into the works is used up, and out of an annual output of about twenty-five thousand tons, not a half of a ton is thrown away as good for nothing. An experienced chemist, Mr. G. F. Gustin, is employed to determine and test the various chemical compounds so essential in the manufacture of fertilizers made in this factory. Among the products of the company are the celebrated "Stockbridge Manures," which include many specialties for crops and soils, including grains, grasses, fruits, etc., Bowker's Hill and Drill Phosphate, Bowker's Fresh Ground Bone, bone acid potash, and also chemicals for home mixing. Another product is special feeds for fowls and animals, which include animal meal, ground beef scraps, ground oyster shells, etc. Other popular and widely known products are the Ammoniated Food for flowers, and lawn

word. Imitation is the sincerest flattery, and so long as imitators simply parody the idea, and cunningly keep outside the pale of the law, they cannot be prosecuted for their piratical acts; but, nevertheless, one of the strongest possible endorsements of the Stockbridge Special Manures lies in the fact that those concerns that have ridiculed them most have copied them most. But the Stockbridge Manures will continue to be manufactured on the Stockbridge system, as heretofore, improving them from time to time as light and knowledge are gained. The principle of the Bowker Company is "To state what we sell and sell what we state." Mr. W. H. Bowker is a graduate of the Massachusetts Agricultural College, and has been a constant student of soils and fertilizers, his productions proving in their practical application to farming that they are all and more than they promise. Starting in 1873, the production of the company was but 125 tons, now the total production of the Brighton and Elizabeth factories will foot up over 30,000 tons annually. The factory in Elizabeth was established in 1880, and its output grows larger each year. The company employs about 150 men, the average monthly pay roll amounting to \$5,000. The productions of the company go to all parts of the country, but principally to the New England, Middle and Southern States.

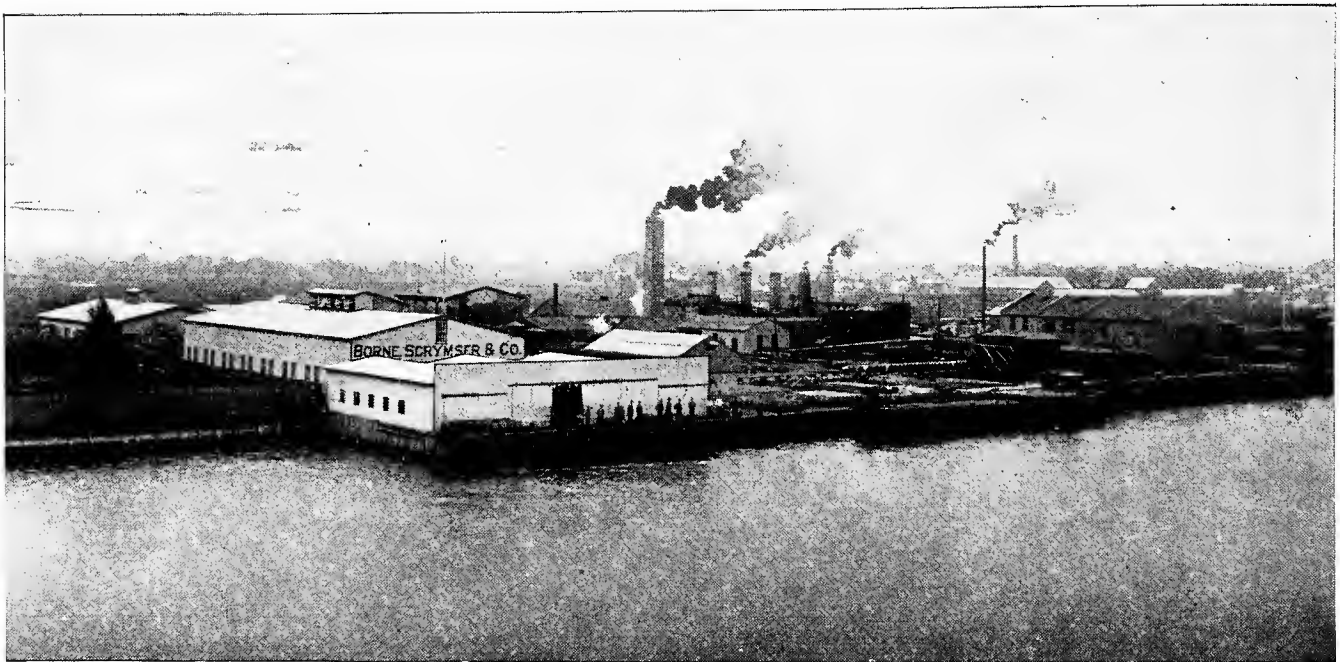


**BORNE, SCRYMSER & COMPANY,  
Oil Manufacturers.**

The extensive lubricating oil works of Messrs. Borne, Scrymser & Co. are situated in the southern part of the city, on the Staten Island Sound. The establishment of these works dates back to 1883, when ten acres of land were purchased, having a front of 425 feet on the Sound, and comprising two blocks of land, intersected by South Front street. Upon this property a very complete plant has been built for the manufacture of lubricating oils from crude petroleum. In this establishment, as in many others in this city, the refined and perfected products can be shipped direct from the company's docks by water, or may be sent by rail, with the minimum of handling, as spurs from the railroads run directly into the works, bringing in the coal that is used and taking out manufactured goods. Crude oil is brought to the works by pipes from the oil regions. Upwards of one hundred grades of lubricating oils are made, many of which are specialties of Borne, Scrymser & Co. The stills, of which there are seven, have a capacity of 125 to 600 barrels. Running through the various

members of the firm are John E. Borne, C. Howard Scrymser and Charles L. Tappin. The annual production of the works is 300,000 barrels, and 400,000 barrels of crude petroleum are annually consumed in the manufacture of lubricators. The view that accompanies this article was taken looking north from the new Baltimore and Ohio bridge, which crosses the Staten Island Sound just below the factory, and gives a very complete picture of the various warehouses, sheds, stills, etc., that are scattered through the grounds. In the foreground is the waterfront with the docks, etc., and in the extensive yard can be seen the tiers of barrels and other material, while the chimneys and stacks, etc., close up the background.

It is interesting to note the steady progress of this firm. Eleven years ago they built small experimental works in Brooklyn, which produced 450 barrels of manufactured oil per month. Their capacity was increased from year to year, being 6,000 barrels per month in 1883, when they were totally destroyed by fire, which caused their removal to Elizabethport. Here the new works were built with a capacity of 8,000 barrels per month,



WORKS OF BORNE, SCRYMSER AND COMPANY, ON STATEN ISLAND SOUND.

buildings, etc., is an intricate system of pipes that connect with all parts of the works. The whole appearance and order on these premises show that a comprehensive management governs these works in all departments. Among the various buildings scattered through the grounds are the cooper shop, the barreling house, the filter house, pump house, sunning house for bleaching oils, and the press house, which is fitted up with elaborate freezing apparatus, principally used to extract the paraffine wax. Two boiler houses supply 500 horse power to four engines employed in the factory. Sixty-one iron tanks, used in storing oils of various grades, are placed in various parts of the premises, and range from 75 to 5,000 barrels capacity. In the yard, between the Long Branch Railroad and South Front street, are huge piles of empty oil barrels, often containing eight to nine thousand in one grand pile. Borne, Scrymser & Co. have a very large export trade with all parts of the world, and their goods are to be found in every state in the Union and in Canada and South America. The employees number about one hundred and are under the superintendence of Mr. G. H. Kline. The offices and warehouses of the factory are at Nos. 80 and 81 South street, New York, and the

or less than 300 barrels per day. Now the production is 1,000 barrels of finished oils per day, which are distributed over all the world through agencies, among the largest of which are those in Australia, the various countries in South America and Japan. All requirements are met in the oils they manufacture, from the lubricating of the works of a watch to that of the engines of the largest ocean steamers.

They may properly be considered the pioneers in demonstrating the adaptability of petroleum products to the purposes of lubrication. It is not so many years since whale, sperm and lard oils were exclusively used on machinery. The first oils made for lubricating purposes from crude petroleum were of very low quality and could only be sold at very much lower prices than those obtained for animal oils. Now the condition of affairs is entirely reversed. The improvement in the quality of petroleum lubricating oils, and their adaptability to all grades of work, cause them to be preferred to the animal oils, formerly used at the same prices; the result being that the latter have been almost entirely displaced and their use is now the exception, where fifteen years ago it was the rule.



JOHN E. BURGER.

JOHN N. BURGER.

JOSEPH J. BURGER.

**JOHN N. BURGER & SONS,**

Leather and Findings, Schieren & Co.'s Pure Oak Tanned Leather Belting and Lace Leather.

John N. Burger established himself in the leather and finding business in this city in 1863, having been previously in the same business in New York city. His first place of business was at No. 122 Broad street, and the next year he removed to Water street, now Elizabeth avenue, and located at 1172, where he has remained for twenty-five years. Mr. Burger has steadily increased and extended his business until his trade covers a very large territory, and a branch store has been established at Plainfield, New Jersey.

In 1874 Mr. Burger began the manufacture of boot, shoe and gaiter uppers, and is now making large quantities for the trade. In 1876 the eldest son, Mr. John E. Burger, was taken into partnership, and in 1888 Mr. J. J. Burger, another son, came into the firm, and it now stands John N. Burger & Sons.

A few years ago Mr. Burger introduced a new department of saddlery hardware, leather and other goods for saddlers and harness makers' use. This firm deals also in leather belting, lace leather, rivets, etc., handling Charles A. Schieren & Co.'s celebrated oak tanned leather belting and lace leather. The reputation of this belting has extended all over the United States and Europe, and is invariably made of the finest material. All grades and kinds of leather are kept in stock, including Mercier, Simon Ulmo and Cornelius Heyl calf, horse hide, waxed leather, cow hide, sole leather, fancy upper leather, including alligator, kangaroo, dongola, porpoise, seal, patent leather, morocco and kid skins. The comprehensive catalogue of these gentlemen shows that a complete stock of boot and shoe uppers are kept in stock or cut to measure. All grades and shapes of uppers, etc., from the heavy boot to the finest shoe or slipper are made to order or kept in stock.

Shoemakers' tools and materials—domestic and imported—are kept in great variety, including threads, silks, boot and gaiter web, lastings and drills. Any one unused to the business of making or selling boots or shoes, has only a faint idea

of the numberless articles in common use and indispensable either in the making or selling of foot covering. Here are pegs, iron, zinc, copper and steel nails and tacks, bristles, beeswax, gum tragacanth and gum arabic, buttons and rivets, shoe laces, webbing, buckles, straps, etc. Sewing machines, machine oil and needles, thread, silks, etc. All varieties of lasts are sold at New York prices, plain or with iron bottoms.

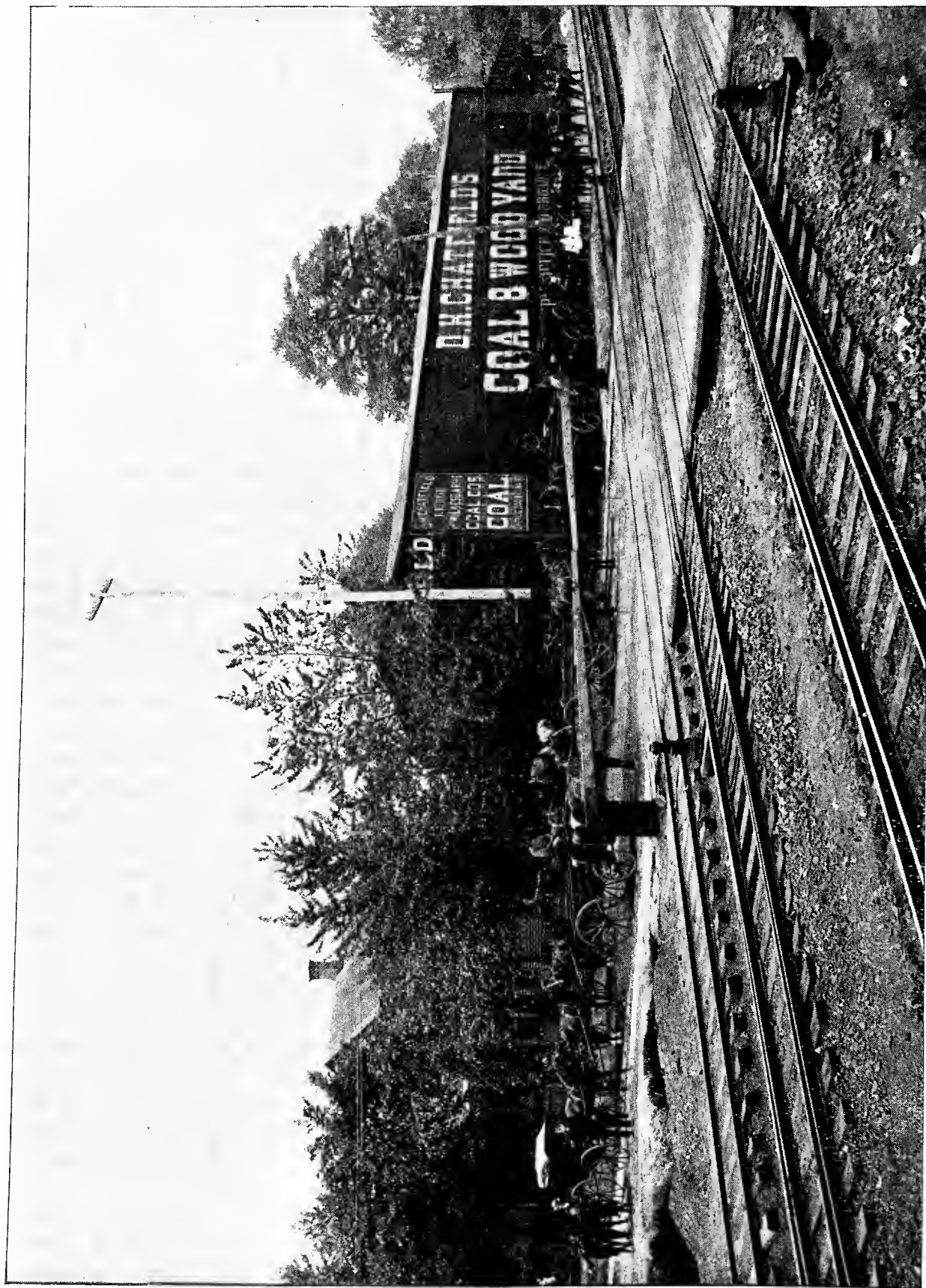
The business of this house is confined to selling to those who make custom work, or boots and shoes to order, and who repair the same. In the larger cities and towns the factory shoe has, to a great extent, superseded the custom shoe, but in the smaller cities and towns, and in the country places, the shoemaker still makes to order, and it is to this trade that the attention of the Messrs. Burger is given, and to whom their largest sales are made. It has been the aim of this firm to keep up with the times, and offer the newest goods and the best materials of all grades, and there have been many changes in foot wear since Mr. Burger went into business thirty years ago. Boots were then the general wear for men, and morocco, etc., for women. Now congress, lace or buttoned shoes are universally popular, and boots are worn but by few. Messrs. Burger & Sons carry all grades of goods, from the stoutest sole leather to the finest and most delicate kid, and include all the great makes of French calfskins, and by fair dealing have built up a business which is as large as any in the state.

The variety and extent of the stock kept by Messrs. J. N. Burger & Sons make it difficult to enumerate even a small part of the goods of various kinds in the establishment.

The illustrations on this page show the store front on Elizabeth avenue, and also portraits of Mr. John N. Burger and his sons, J. E. and J. J. Burger.



JOHN N. BURGER AND SONS, LEATHER AND SHOE FINDINGS, 1172 ELIZABETH AVENUE.



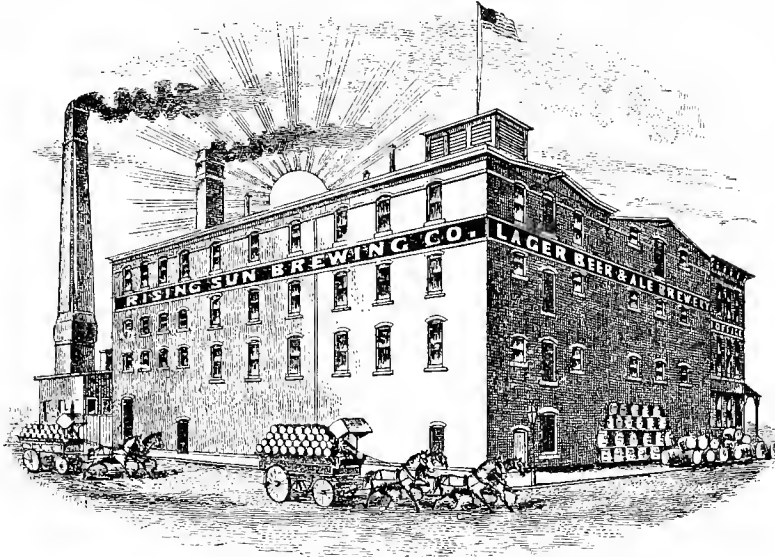
D. H. CHATFIELD'S COAL AND WOOD YARD, C. R. R. AND SPRING STREET, OFFICE 142 BROAD STREET.  
Dealer in all high grades of anthracite and bituminous coal. Sole agent for the best cannel coal mined. Steam-dried kindling wood a specialty. Business established in 1871.

**THE RISING SUN BREWING COMPANY.**

The Rising Sun Brewing Company was incorporated under the laws of the State of New Jersey, on March 2, 1887, with a capital of \$50,000. The incorporators are citizens of Elizabeth, who are interested in the development of home trade, which they supply with a wholesome article of ale and lager beer. The buildings are substantially built of brick, and are situated at Nos. 29 to 35 Seventh street, corner of Marshall street. The premises are amply supplied with all of the modern appliances for the manufacture of ale and beer. In addition to their home trade the Rising Sun Brewery Company have an extensive business in Newark and New York city, which they supply with their products. They have a complete equipment of horses and

wagons for transportation purposes. The present buildings were put up a few years ago on the site of a brewery which had

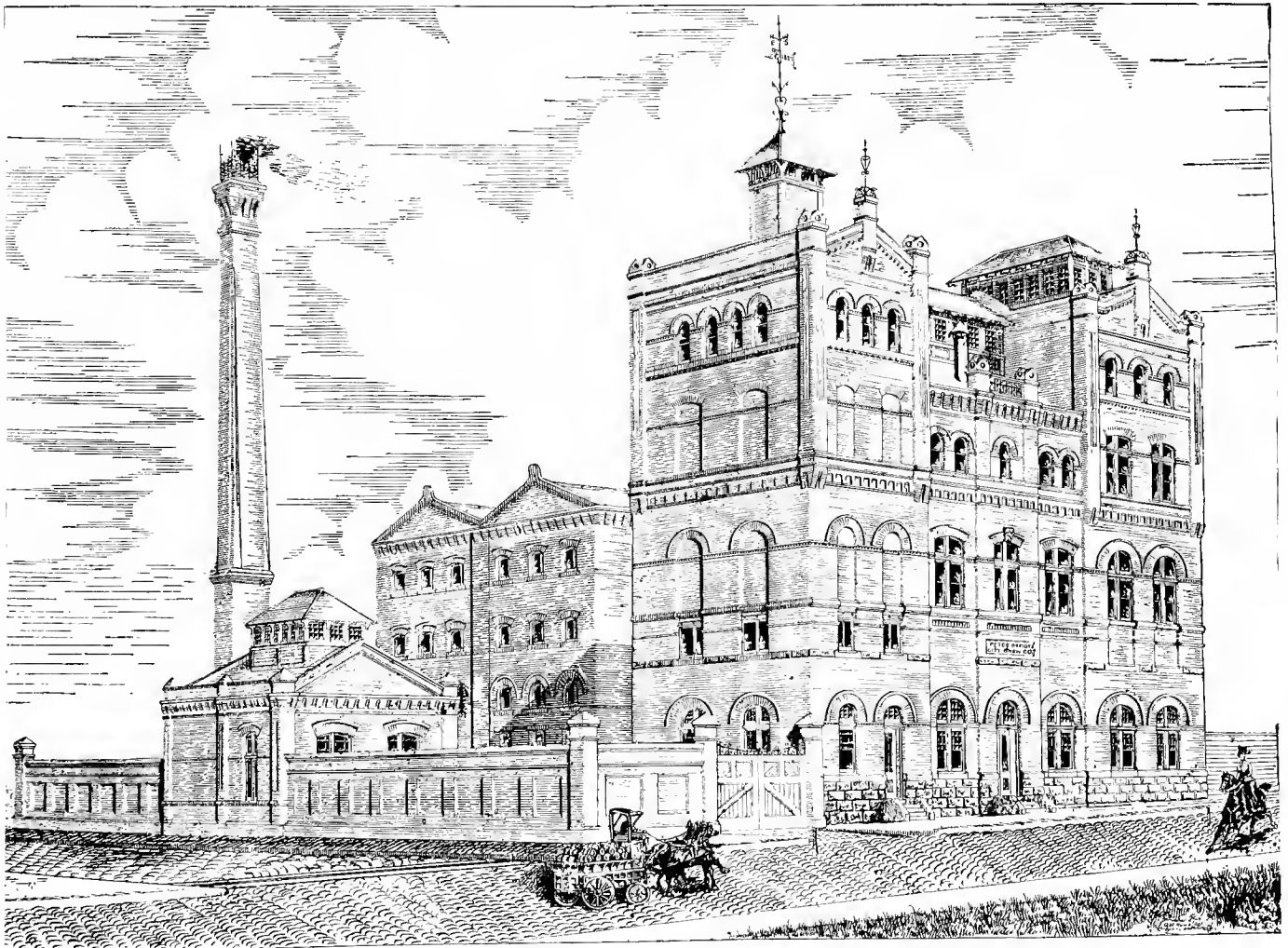
been destroyed by fire, and the extensive plant presents an imposing appearance, the wagons and teams in the vicinity of the brewery presenting a scene of constant activity. The business of the company is growing rapidly, and the present output of beer is at the rate of thirty thousand barrels per annum. The quality of the beer, which is of the finest, is equalled only by a few breweries and surpassed by none.



RISING SUN BREWING COMPANY, NOS. 29 TO 35 SEVENTH STREET.

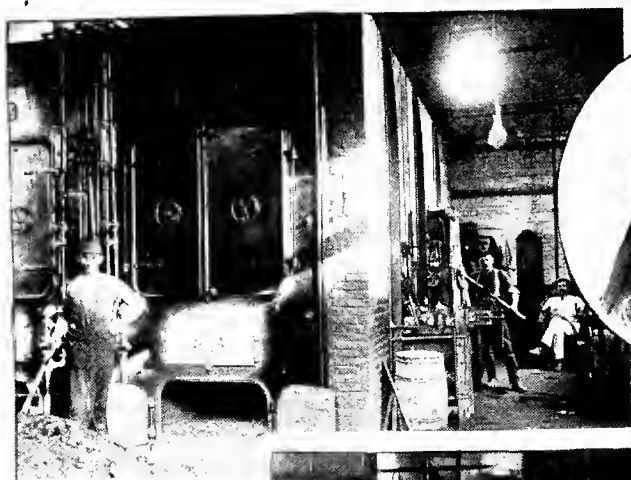
**CITY BREWERY COMPANY.**

The Peter Breidt City Brewery Co.'s works are situated on Pearl street, near Rector, where they occupy 190 feet on Pearl street, running back 245 feet, with an L on Rector street.



PETER BREIDT'S CITY BREWERY COMPANY, NOS. 600 TO 612 PEARL STREET.





BOILER ROOM.

This brewery was started by Eller & Bayer in 1864. The buildings were one-story frame structures. In 1882, after they had been lying idle for years, Mr. Breidt purchased the premises and began to rebuild the entire property. The west wing is now complete, and is a massive ornamental structure of brick, five stories high. The sky-

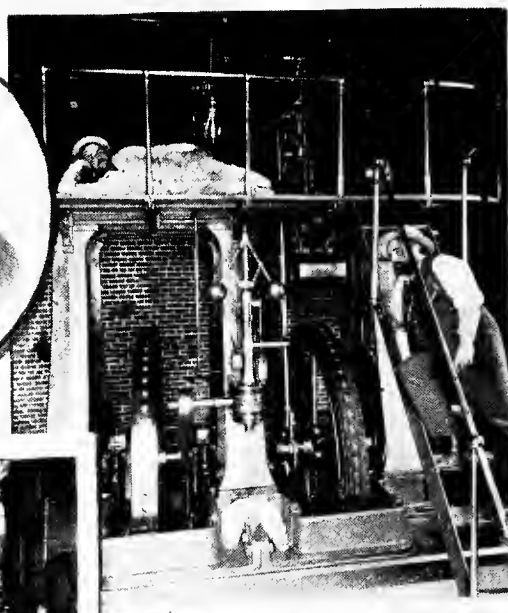


BOTTLING DEPARTMENT.

light on this building is 100 feet above the sidewalk. This building contains the elaborate cooling apparatus by which the immense cellars are cooled by an intricate series of iron pipes, through which ammoniated brine is forced by a very large pump, operated by the steam engine. A large iron tank is built on one of the floors, which is filled from the artesian well on the premises. This building is entirely fireproof, with iron stairways, stone floors, etc. On the rear of the premises is the large brick boiler house, containing two ninety-horse power boilers, the chimney of which towers 113 feet into the air. The stable is fitted up with all the modern appliances for the care of horses, twenty-four of which are usually stabled therein. This building is two stories high. Underneath the new west wing are the great cellars dug out of the solid rock. The total depth of these cellars is thirty-two feet, divided into three floors, one under the other. They will contain 8,000 barrels of beer and are kept cool by pipes of brine. The present capacity of the brewery is 30,000 barrels of beer per year, and when all of the buildings are complete the capacity of the establishment will be largely increased. The bottling department is fitted with modern appliances for bottling beer, and uses from 1,200 to 1,500 gallons of beer daily during the summer season. The buildings stand upon high ground and are conspicuous all over the city. By referring to the architect's drawing on page 133 it will be seen that the City Brewery will soon possess a plant equal to any in the state with facilities for doing a very large business. The product of the brewery increases each year and its popularity keeps pace with the trade.

#### SHIP BUILDING.

Within the past few years the ship-building industry at Elizabethport has assumed proportions of no mean extent, until now

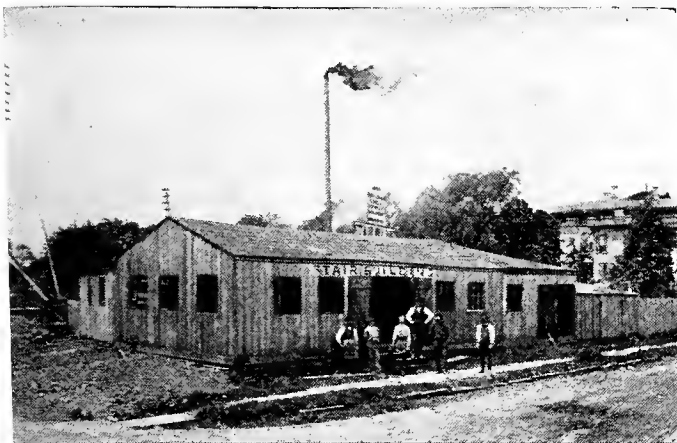


ARTIFICIAL ICE MACHINE.

there are here located two dry docks and four ship yards. As early as 1849 the firm of Rutan, Colon & Crowell came from Newark and occupied a yard on the Sound, extending from Marshall street to the Elizabeth river. Here business was carried on on a very extensive scale for those days, as many as eight keels being in course of construction at one time. Messrs. Colon and Crowell are now dead, the former having built sixty-four vessels in his lifetime. Mr. Rutan is now foreman of the United States yard at San Francisco. Peter L. Colon, a brother of the former member of the firm, succeeded to the business in 1857, and has carried it on ever since. Sometime in "the Forties" Captain William Kachkart, of Atlantic City, N. J., built the "Matagorda," the first three-masted schooner ever floated. Shortly after this Rutan, Colon & Crowell followed with the "Old Dominion," and after it with two more. These were the first three-masted schooners ever launched.

The largest of all the ship yards is that of the New Jersey Dry Dock and Transportation Company, described on page 123. From 150 to 200 men are regularly employed in ship building. During 1887 and 1888 one company built twenty-nine barges, a tug and a





J. J. YATES, PEARL AND CHERRY STREETS,  
Stair Building, Newels, Balusters, Rails, Etc.

float. In addition to this branch of work during this time, on an average, one vessel a day was on the dry dock for repairs. Building and repairing are constantly under way for the Pennsylvania, Erie, New York Central, and New Jersey Central Railroads.

The long established yard of Peter L. Colon (see page 123) now occupies 130 feet of water front at the foot of Franklin street. Attention is paid merely to the building of new vessels. The output of the yard is not far from \$50,000 per annum. Contracts show a large increase this season. On an average twenty-five men are employed.

The Baltimore and Ohio



ARZT AND SONS, 7 REID STREET,  
Manufacturers of Toys and Tinware Novelties.

Railroad has just started a yard near its bridge, with an extensive plant for building and repairing its barges and floats for harbor traffic and transportation.

#### MARKETS.

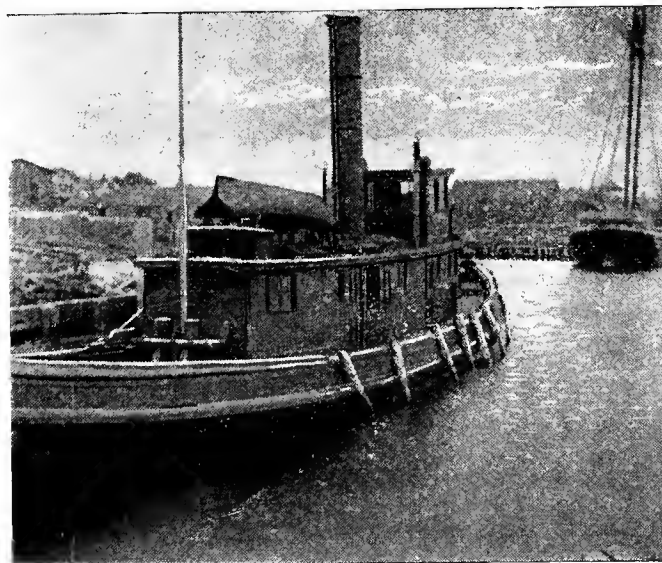
The market facilities of Elizabeth, for convenience, abundance and variety of supply, and cheapness of prices, are unsurpassed by those of any city about New York. Close proximity to New York, with ample means of quick communication by both rail and water with the metropolis, enable the local butchers and grocers to offer to their customers every advantage of price and selection enjoyed by New Yorkers. The city is surrounded



CLEMENT LAMBERT, 439-441 EAST JERSEY STREET,  
General Machinist—Machinery, Steam Fittings, Gratings, Iron Railings, Etc.



ELIZABETH CITY DYE WORKS, 77-79 WEST GRAND STREET, JOHN F. DUGAN, PROPRIETOR OFFICE 131 BROAD STREET.



STEAM-TUG, "P. I. NEVIUS," OWNED BY CAPTAIN THOMAS H. BENTON,  
Dock Builder, Dredger and Contractor, 316 Marshall Street.

by gardens and farms, which bring in every day a fresh supply of vegetables and country produce at prices even lower than in the markets of New York; while Newark Bay and the Sound furnish

Grand street, with a view to establishing such a place. These premises were first occupied in 1857, and have been continued under different proprietors up to date. The hotel is located adjoin-



SHERIDAN HOUSE, CORNER BROAD STREET AND RAHWAY AVENUE.

an abundant supply of fish, oysters and other water food. There is a public market centrally located in the City Hall building, and private markets and grocer and butcher shops are to be found in all parts of the city conveniently located. With the completion of the new macadamized roads throughout the county of Union, all of which radiate from the city of Elizabeth, there is every prospect that a new and larger market than has yet been established will become a necessity, as the current of traffic in produce, of which Union county yields a great abundance, will then be more than ever toward this city.

#### RYAN'S HOTEL.

Among the most essential things for a prosperous



J. A. STAATS,  
Proprietor Sheridan House.

ing the Pennsylvania and Central Railroads, in the centre of the city, and near the post-office, telegraph, etc. Mr. Ryan proposes to do a first-class trade, and will make his hotel equal to any in the State. Each room has been painted and papered and fitted with electric bells. The ladies' parlors, dining room, etc., have been luxuriously furnished, especially for their use. The hotel is conducted on the American and European plans. The restaurant is open day and evening, and the reputation of Mr. Ryan will be fully sustained in the cuisine and all that belongs thereto. Ample stable accommodations are provided in the rear of the hotel. The office and reading room, parlors, dining room, bath rooms, and all of the public and private conveniences, have been decorated and



JACOB KNOBLAUCH'S CONTINENTAL HOUSE, 1173 AND 1175 ELIZABETH AVENUE.



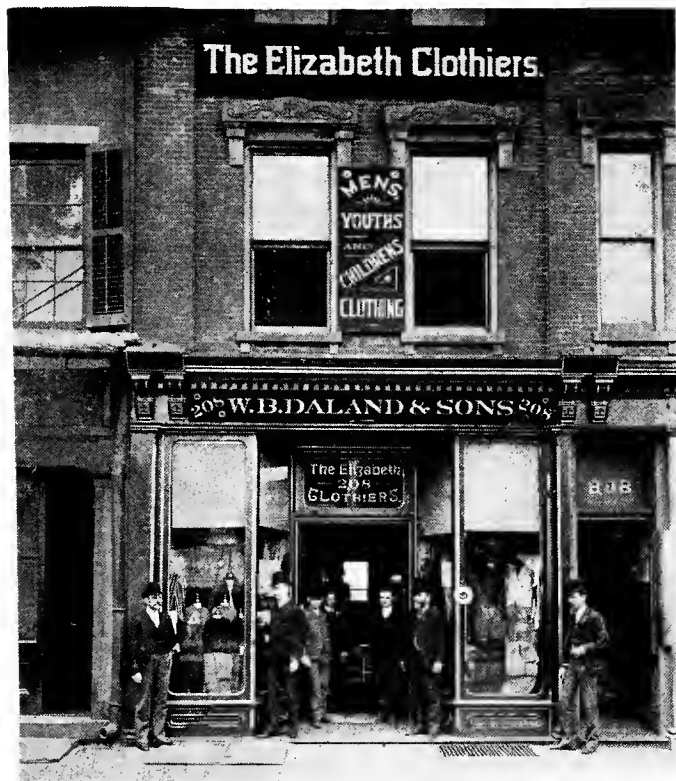
CLAUSS BROS., MINERAL WATERS, 1028 ELIZABETH AVENUE.

city are first-class hotels. In the summer of 1889 Mr. Wm. J. Ryan remodeled and refitted the premises Nos. 14 to 20 West

furnished with all modern appliances from a sanitary point of view, and for the comfort of patrons. The hotel already enjoys a



large share of public patronage and the proprietor proposes to keep up the reputation of the house.



W. B. DALAND AND SONS, THE ELIZABETH CLOTHIERS, 208 BROAD STREET.

#### THE POST OFFICE.

Traversed as it is by the Pennsylvania, New Jersey Central, Baltimore and Ohio, Lehigh Valley, New York and Long Branch, and Elizabeth and Newark Railroads, there are few cities that can boast of such facilities in the way of rapid and frequent mail communication as Elizabeth. Under Postmaster Samuel S. Moore there are fifteen carriers and four clerks. Collections are made several times a day from sixty-one lamp post drop boxes, while four full deliveries are made a day to every part of town except the extreme outskirts, to which there are two daily deliveries. Over thirty mail and twelve newspaper pouches are both sent out and received each day, showing the frequency of the mails and a large volume of business. The efficiency of the service may best be judged from the arrivals and departures to main points daily, which are as follows: Arrivals—New York and Eastern States, 9; Newark, (special pouch), 4; Newark and Morris and Essex Railroad, 4; South Jersey, Philadelphia, Pittsburg, Harrisburg, and all

Pennsylvania, 6; Western States and Territories, (direct), 4; Trenton and way stations, 4; Baltimore, Washington and Southern States, 2; C. R. R. of N. J. and Lehigh Valley, (direct), 4.

Departures—New York and Eastern States, 8; Newark, (special pouch), 3; Newark and Morris and Essex Railroads, 4; South Jersey, Philadelphia, Pittsburg, Harrisburg, and all Pennsylvania,



MR. WILLIAM B. DALAND, OF W. B. DALAND AND SONS.

3; Western States and Territories, (direct), 5; Trenton and way stations, 5; Baltimore, Washington and Southern States, 2; C. R. R. of N. J. and Lehigh Valley, (direct), 2.

The following are the figures for the three months ending September 30, 1889, showing the volume of matter handled: Letters mailed for local delivery, 57,677; postal cards mailed for local delivery, 31,167; mail letters, 155,921; mail postal cards, 25,681; newspapers, 20,036. Letters delivered by carriers, 208,059; postal

cards delivered by carriers, 62,569; newspapers, 202,846; pieces delivered at the windows, 15,000; total pieces handled, 778,956.

These figures do not include the newspapers published in this city.

For the fiscal year ending June 30, 1886, the money order business of the office amounted to \$68,415.17, while for the fiscal year ending June 30, 1888, it amounted to \$78,840.35. The last few years show a steady increase of \$10,000 per annum in volume. For the year ending March 31, 1889, the total window receipts for stamps, postal cards, etc., were \$27,808.27, and there is every reason to believe the sale of stamps this year will reach \$30,000.

The money order business for the past quarter ending September 30th, amounted to \$17,281, and this is scarcely up to the average quarter.



RESIDENCE OF MR. WILLIAM B. DALAND, 440 JEFFERSON AVENUE.



In addition to the post office proper, a branch office has been opened on First street, in the manufacturing section of the city, and proves a great convenience; and the steady increase of business is calling for additional carriers and new mail facilities all the time. This is in itself an evidence of the healthy growth of the city.



THUM BROTHERS, DRUGGISTS, 54 THIRD STREET.

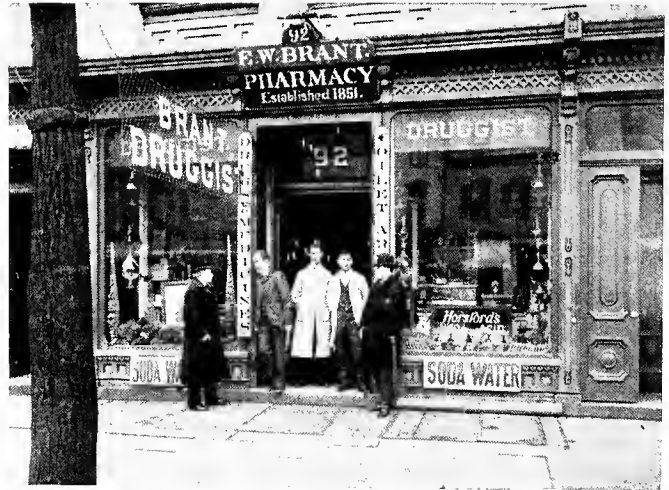
#### PARKS.

Although in a city where residences are surrounded by gardens and spacious lawns the necessity for public parks is little felt, Elizabeth is beautified by several of these public pleasure grounds.

Jefferson Park occupies a tract of a little over four acres, bounded by Jefferson and Madison avenues, and Mary and Anna streets. It is thickly shaded with trees of mature native growth, is laid out in walks, and is an ornament which adds not a little to the beauty of the city. It is illustrated on page 19.

Scott Park is a pretty little piece of land, four hundred by eighty feet, bounded by East Jersey and Washington streets and

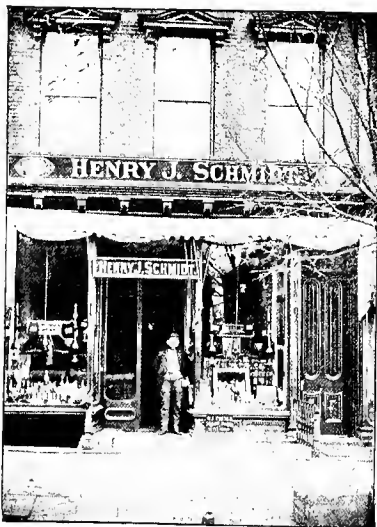
North Park occupies a large tract in that part of the city and is illustrated on page 40. Wilson Park, occupying a triangle between Virginia street and Newark and Sherman avenues, appears on the city map, but is as yet unimproved. Sheridan Park, a small triangular plot of ground in the Eighth ward, completes the list.



E. W. BRANT, DRUGGIST, 92 BROAD STREET.

#### WOMAN'S EXCHANGE.

The Elizabeth Woman's Exchange is on the plan of those so popular and successful in other cities. The annual dues are two dollars and members have the privilege of leaving in the sales-room, at 81 Broad street, articles of home manufacture, the commission for selling the same being ten per cent. The departments under the charge of the committees are art, needlework and domestic. Orders may be left to be filled in any of these departments. Through the medium of this exchange many a woman adds to the family purse and many a girl earns pocket money by her industry. Articles of delicate cookery, jellies, etc., for the



H. J. SCHMIDT, STAR DRUG STORE, 7 BROAD STREET.



MR. HENRY J. SCHMIDT.

Scott place. It was formerly a part of General Scott's property, and received its name from this fact.

Jackson Park is an enclosure of about six acres, bounded by

Broadway, Park place, Second and Court streets. It is well shaded and is laid out in lawns and walks. See page 53.

The Singer Company has laid out a very pretty park of some three acres in front of its factory at Elizabethport. It has a handsome fountain and is rich in highly cultivated flower beds and shrubbery. It is shown on page 109.



R. B. HOOKER & SON, DRUGGISTS, 103 BROAD STREET.

sick, artistic designs in fancy work, and beautiful work of the artist's pencil and brush may always be found on sale. The officers are: President, Miss Julia Dimock; Vice-Presidents, Mrs. Robert Helfenstein and Mrs. James Floy; Treasurer, Mrs. C. H. K. Halsey; Secretary, Mrs. C. Symmes Kiggins; Cashier, Miss H. M. Pinneo.

## SCENERY AND ROADS.

Built as the city itself is upon a plain, with but slight hills here and there, prospects of any extent are on the outskirts. Within the limits, however, the views are most pleasing to the eye. The necessities for grading have demanded but few sacrifices of trees upon the old avenues of the place. Here may be seen long, unbroken aisles of stately trees at frequent intervals, forming arches of interlacing boughs at many points. Nor are the newer streets without arboreal verdure; for those who laid them out were wise in their time, so that all excepting the most recent, are fringed with trees at least house-top high.

In the older streets the trees are mainly elms, but in recent years many maples have been planted. A most noticeable feature about Elizabeth is the extent of the floriculture in the front gardens. In no other city can more flowers or a greater variety of them be seen in season than

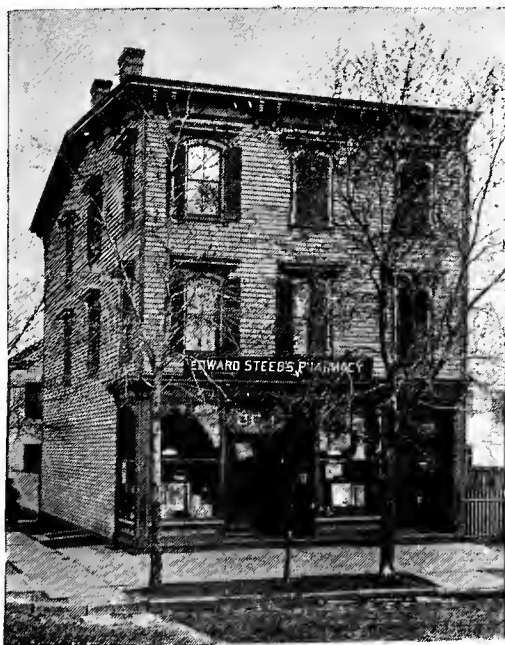
In its surroundings the city is singularly blessed in charming scenery. To the east one looks out over the broad waters of Newark Bay narrowing in the south into the Sound that flows through meadows to Raritan Bay. Before him he sees the ribbon of the Kills separating the Bergen shore from the hills of Staten Island with their patches of grass and woodland, while further on in the distance the stately arch of Brooklyn Bridge looms up, and the majestic Statue of Liberty raises its torch. To the south in the direction of Rahway the country roads all lead through quietly undulating, and well cultivated farm lands. To the east one encounters the little village of Roselle with its pretty cottages, noted as the first town in the United States to universally

adopt electric lighting for houses. Beyond here are hills at more frequent intervals.

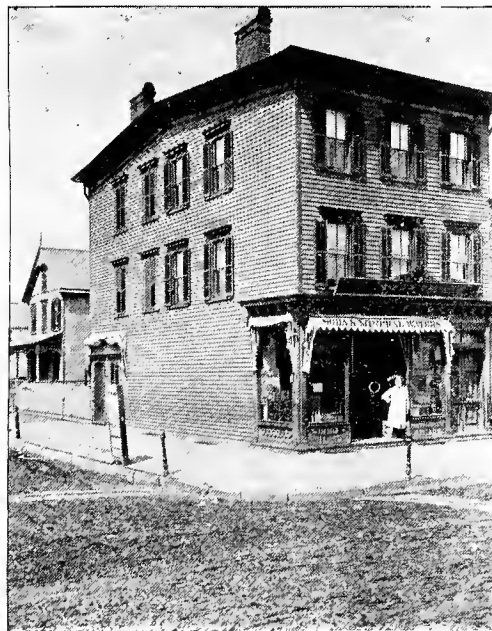
Passing through the towns of Cranford and Westfield with their



A. RODEMANN, DRUGGIST, 33 BROAD STREET, CORNER WASHINGTON.



EDWARD STEEB, DRUGGIST, 263 ELIZABETH AVENUE.



JAMES OAKES, DRUGGIST, 168 THIRD STREET.

here, so that in the spring and early summer, when nature is in its richest bloom, Elizabeth presents an almost unbroken line of brilliant colors along its streets.

fine roads, that gem of a hamlet, Fanwood, is met, and one admires the quaint architecture of modern villas. The chain of fine macadam roads is unbroken until the handsome city of

Plainfield is reached, resting at the foot of the hills. Here the ride of a dozen miles or so ends.

Another day one may take his drive to the northeast, out the old Morris pike. This leads to historic Connecticut Farms and Springfield. Turning to the south he may return over the Gal-



HENRY A. KENT JR., PARK DRUG STORE, EAST BROAD ST. AND JEFFERSON AVE.

loping Hill road and catch some very pretty views of woods, old farm houses and distant hills. Or he may turn to the east, through Springfield, until he reaches the beautiful stretch of macadam road between Irvington and Milburn. Up hill and down he will ride for some five miles or less until he comes to Irvington. At every point the view changes. On the tops of the hills he may look back to the mountains that cut the rich Morris valley from the vision. On the left, across rolling fields, the Orange mountains dotted with beautiful residences, will be in view, while ahead of him a little to the right he will see the broad Bay, the Sound and the hills of Staten Island. He will pass through Irvington, a pretty rural village built on the hills and rich in tree fringed streets. Continuing straight on he can ride down the hill into Newark, or he can turn to the east along the hill tops and enjoy the vision of the Bay, Staten Island, and Elizabeth below. Leaving the hill top he comes to the old road to Newark, and riding past the old school house where Tallyrand taught, he reaches the hamlet of Lehigh (formerly Lyons Farms), the terminus of the North Broad street branch of the Newark and Elizabeth Horse Railroad Company's line. Turning into this street he can come straight into the centre of the town unless he cares to

pause for a little drive through Evergreen Cemetery, a beautifully kept garden of the dead, with many mortuary works of art. Home reached and he has had a beautiful drive of some eighteen miles. He might, to be sure, instead of coming home by the way of Irvington, have found some picturesque drives, past woods and



LOUIS F. GRIESENBECK, DRUGGIST, 1099 ELIZABETH AVENUE, COR. SCOTT PLACE.

ponds and fields in the score or more of by-roads and lanes between the city and Springfield.

The popular drive for a short afternoon is over the magnificent four miles of broad macadam, which connects Elizabeth and Newark. Here of a sunny day one meets a constant stream of road-wagons, drawn by spirited trotters, and family carriages behind more decorous teams, while darting in and out are dozens of cycles of every species. Half-way, at Waverly, a turn to the

north of a few hundred yards brings one to the beautiful fair grounds of the State Agricultural Society and the trotting track of the Gentlemen's Driving Clubs of Newark and Elizabeth, where every Saturday are trials of speed for prizes, and every day impromptu trots among the fast step-pers owned in large numbers hereabouts. Newark reached, if one has the time and inclination, he may continue on through High street, past magnificent residences, until he comes to Central avenue. A pull of a mile up hill and the top is reached. The beautiful Orange valley with its con-



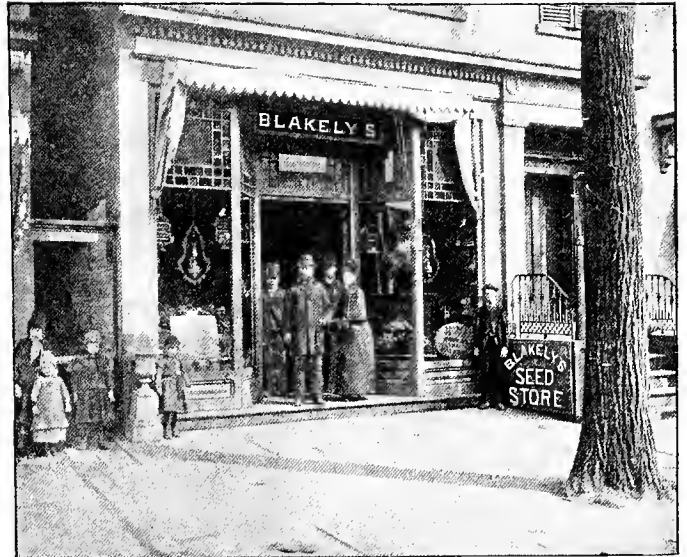
FRANK J. VOGEL, 136 FIRST STREET,  
Dry Goods and Notions, Ladies' and Gents' Furnishing Goods, &c.

tinuous towns, lies stretched out below. Within this district there are some sixty or seventy miles of macadam roads that run up hill and down through Roseville, East Orange, West Orange, South Orange, Montclair, Bloomfield and Milburn, past some of





N. L. JOHNSON, CORNER OF WASHINGTON AND JEFFERSON STREETS,  
New and Second-Hand Furniture, &c.



J. W. BLAKELY, 87 BROAD STREET.  
Seed, Plant, Cut Flowers and Bird Store.

the most beautiful suburban villas in the United States. Down the hill from which this view is had, but seven miles from Elizabeth by the way, and keeping straight on he comes to the Valley road, and following this to the right can pass through Llewellyn Park, with its dozen of residential palaces, and reach the foot of Eagle Rock Hill. A rather long and steep climb brings him to the top. But here he is rewarded for his labor an hundred fold in the grandest prospect about New York. Below lie the valleys and hills and cottages of the Oranges and adjacent districts. Beyond



Residence of  
MR. PHILIP MOHR.

J. G. COLEMAN, SUCCESSOR TO PH. MOHR, 80 FIRST ST.,  
Manufacturer of Ice Cream; Confectionery. Toys and Stationery.

the smoke of the factories of Newark rises, and to the right are the church spires of Elizabeth. Newark Bay seems but a big broad pond. How green are the hills of Staten Island! How towers the lofty Statue of Liberty! New York and Brooklyn, bound together by the cables of the great bridge, are plain to the view! Such in briefest outline are the surroundings of Elizabeth.

#### THE NEW ROAD LAW.

The main and, in fact, only obstacle that stood in the way of a consistent systems of good roads in Union county, and, indeed, throughout the State, was removed by the legislature

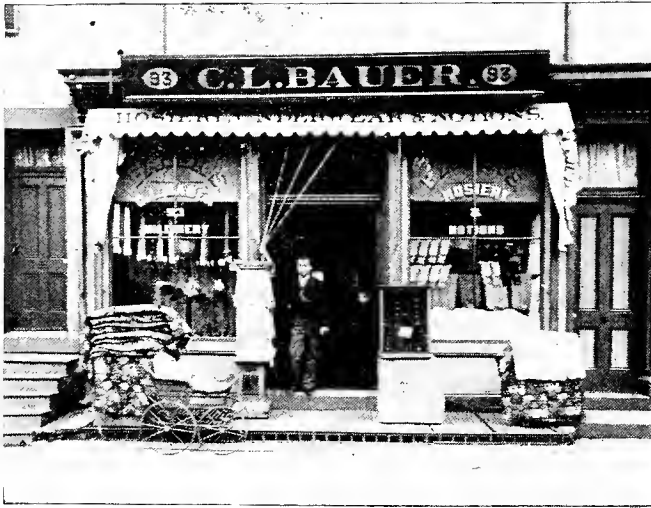


WILLIAM E. TOWNLEY, CENTRAL CASH DRY GOODS STORE, 104 BROAD STREET.

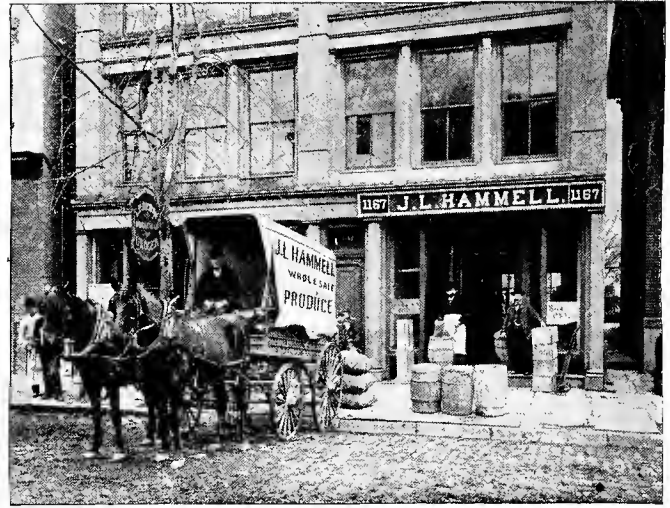


AARON WEISS, MERCHANT TAILOR, 106 FIRST STREET.





C. L. BAUER, FANCY GOODS, HOSIERY AND MILLINERY, 93 BROAD STREET.



J. L. HAMMELL, COMMISSION MERCHANT, 1167 EAST JERSEY STREET.

passing the road bill on March 19, 1889. Hitherto the construction and maintenance of the roads had been in charge of the overseers of the highways of the various cities and townships, a system that has never yet produced good roads.

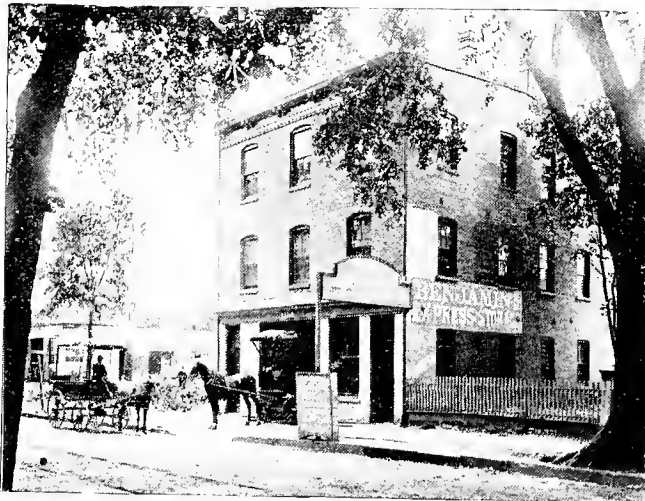
In brief, the new road law gives to the boards of freeholders of the various counties power to set apart certain highways as county roads; to be constructed and maintained by the counties. It authorizes them to construct these roads of telford, macadam and otherwise improve them. To cover this cost of making and repairing a direct tax may be levied that shall not exceed in any



CHARLES SPITTLEHOUSE, PLUMBING, STEAM FITTING AND HEATING, 1197-1199 EAST BROAD STREET.

year \$25,000, or bonds may be issued to the limit of \$150,000 in a single year. One-third of the cost of improvement and maintenance must be borne by the cities or townships through which the roads pass, the rest being borne by the county at large. Union county has already given out contracts for eighteen miles of such roads, and twelve more remain to be built before the roads, now set apart as county roads, are completed.

Union county has been the leader in all this agitation for better roads, and formulated the law that removed the stumbling block. The press throughout the State helped push along the ball set rolling



JOHN W. BENJAMIN'S ELIZABETH AND NEW YORK EXPRESS, Office and Storage Rooms, 1182 East Grand Street.



ELIZABETH BEEF COMPANY, 1216 EAST BROAD STREET, Swift's Chicago Dressed Beef.

by the Elizabeth Daily Journal, and rendered the passage of such a radical act possible. Horsemen and wheelmen, directly inter-

and Marsh, of Union, fought it through the Assembly, and Governor Green, of Union, signed it and made it a law the morning



JOHN S. SAUER, 97 BROAD STREET, CORNER OF EAST JERSEY STREET,  
Dealer in Fine Boots and Shoes.

ested in good roads, gave their enthusiastic and powerful aid, and all those property owners and citizens who were wide awake enough to see how direct would be the benefit to all, joined the



THE FOTTS BUILDING, CORNER OF FIRST AND FULTON STREETS.  
Owned by Capt. James Potts.

after its passage. And so the longed-for met with realization, and this act of reform, than which there is none more likely to prove of practical benefit to the citizens of the State, was



THE JOHN M'GRATH BUILDING, 1155-1157 ELIZABETH AVENUE.  
John McGrath, Dealer in Flour, Feed, Grain, Etc.

crusaders for reform. Senator Miller, of Union, introduced the bill and pushed it through the Senate, Assemblymen Voorhees



WILLIAM B. TUCKER, 225 BROAD STREET AND 41 BROAD STREET.  
Hardware, Plumbing, Furnaces and Ranges, Hot Water and Steam Heating.

passed. Union county, foremost in this agitation, will be the first to reap the benefits of its successful issue. Even prior to the

enactment of this great help the good work was begun, and was kept going on as fast as the old law permitted it; the towns, and even citizens themselves, bearing the expense without waiting to ask the county to share it with them. In the past five years miles of macadam have been laid in and about Elizabeth, Summit, Roselle, Cranford, Westfield and Plainfield. The Board of Free-



JAMES A. LITTLE, CORNER OF WESTFIELD AND MORRIS AVENUES.  
Carriage and Wagon Manufacturer, and General Repairing.

holders has long been anxious to get the roads into its control, and it is safe to say that before long the county's incomplete system will be made continuous. Five miles of macadam will run from Elizabeth to Rahway, thence some eight miles to Plainfield, thence twelve miles to Elizabeth through Fanwood, Westfield, Cranford and Roselle; while another spur will run to Springfield and Summit, eight miles, and, perhaps, also connect Springfield in a straight line with Westfield and its neighbors. Thus all the towns will be in direct connection over perfect roads with the county seat. At Springfield and Milburn the system will join the great network of macadam in the Newark, Irvington and Orange districts, and probably the finest and most extensive driving



THE JACOB BAUER BUILDING,  
82 First Street.

region in the United States will be created, and this, too, in the immediate future.

#### SUMMER RESORTS.

Situated in the centre of a perfect network of railroads and located on a branch of New York Bay, Elizabeth is within easy

access of the many summer resorts that surround the metropolis. A ride by rail of about half an hour brings one to New York, from whence are trains and steamboats to every resort on sea-shore or mountain. It would take a month of day excursions to exhaust all the noted pleasure places within easy access of Elizabeth. Coney Island may be reached by train to New York



AUGUSTUS POOL, 506-508 ELIZABETH AVENUE,  
Manufacturer of Carriages and Wagons, General Repairing, Etc.

or by a more direct route by steamer to Bay Ridge, a total journey of less than an hour and a half. The Long Branch division of the Central Railroad of New Jersey opens up the whole Jersey coast, half an hour nearer than from New York. By this line nearby are the fishing and sailing grounds of Woodbridge and the Amboys, while Long Branch and the Monmouth Park race course are but an hour's ride distant. Less than a half hour from them are Atlantic Highlands, Monmouth Beach, Deal Beach, Asbury Park, Ocean Grove, Key East, Ocean Beach and Spring Lake, to the north and south; while further down the coast are Barnegat Bay, Atlantic City and Cape May, the furthest of these but four hours' ride distant. During the season there are semi-weekly



PETER G. STOOHTOFF, 202 BROAD STREET,  
Dealer in Fine Groceries and Provisions, Fruits and Vegetables.

railroad excursions at low rates to Mauch Chunk and the Switchback, and a spur of the same road carries one to beautiful Lake Hopatcong, but two hours' ride from Elizabeth. Then again there are the hills of Somerset, Sussex, Morris and Essex, all easy of access by rail or wheel. From New York frequent steamboats run to picturesque Glen Island and up the historic Hudson, steam-





Wholesale Department, Murray Street and Pennsylvania Railroad.



Retail Department, 864 Elizabeth Avenue, Corner South Street.

boats up the latter as far as West Point, making daily excursion connection at Jersey City with Elizabeth. Then again one may get on the train at Elizabeth and without leaving it be carried to the Catskill Mountain district, Saratoga and Lake George via the West Shore road. In addition to all these there are a score of pretty little places on Staten Island, along the Sound, and among the hills back of the city that furnish a delightful jaunt in many a summer day.

#### MASONIC.

The second masonic lodge organized in the State of New Jersey was



GREENHOUSES OF JOHN WHITE FLORIST 1259 WAVERLY PLACE.

located at Elizabethtown, June 24, 1762, with the title "Temple Lodge, No. 1," under a warrant issued to Jonathan Hampton by R. W. Jeremy Gridley, Provincial Grand Master of North America. No record of the transactions of this lodge has ever been recovered. A copy of the original petition for this lodge from Bro. Hampton presented to the Provincial Grand Master above named by the hands of Rev. James Caldwell, was obtained by Bro. Joseph H. Gray, of Washington Lodge, No. 33, of Elizabeth, from the Grand Secretary of the grand lodge of Massachusetts.

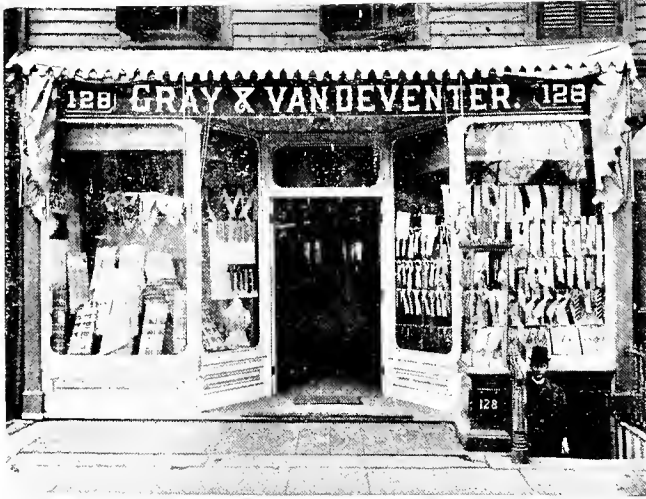


PIERSON BROS., 84 BROAD STREET, FRAME MAKERS AND ART DEALERS. Photographic and Free-Hand Portraits by Fred'k H. Pierson.



FRED. TERSTEGEN, 117 BROAD STREET, Inventor and M'r of the American Repeating Watch; Wholesale and Retail.





GRAY AND VAN DEVENTER, 128 BROAD STREET,  
Dry and Fancy Goods, Ladies' and Gents' Furnishings.



L. A. DUNN AND BROTHERS, 112 BROAD STREET,  
Booksellers, Stationers and Toy Dealers.

In the year 1782, upon the application of twenty officers of the New Jersey line, a traveling military warrant was granted by the grand lodge of Pennsylvania to a lodge to be numbered "36." Such famous Elizabethans as Generals Elias Dayton and Jonathan Dayton and Col. Aaron Ogden were members, the latter being junior warden.

At the convention held at New Brunswick, January 30, 1787, for the organization of the grand lodge John Du Van of Elizabethtown was present. At this meeting a dispensation was granted to the Hon. Bro. Elias Dayton to organize a lodge at Elizabeth. Bro. John Du Van received a dispensation for master of



Branch Office of The Merchants' Insurance Company, of Newark, N. J.,  
1175 EAST JERSEY STREET, CORNER OF BROAD STREET, W. H. MEEKER, MANAGER.

the lodge at Elizabethtown, April 2, 1787. The effort to establish a lodge at that time was unsuccessful.

In the year 1818 a petition for a masonic lodge was presented to the grand lodge, signed by Oliver Hatfield, Alfred Stone, Thomas P. Walworth, Charles L. Williamson, William H. Hinchman, Solomon M. Crane, Aaron Ogden, D. Burrowes, Jacob Geiger and Ephriam L. Whitlock. A warrant was ordered to Oliver Hatfield, Master; Alfred Stone, senior warden, and Thomas P. Walworth, junior warden. The new lodge was consecrated and officers were installed by M. W. General James Giles, grand



A. F. ASNON, ELIZABETH AVENUE AND REID STREET,  
Photographer.



J. E. ADAMS, FIRST STREET AND BROADWAY,  
Fine Family Groceries and Provisions.



W. C. FINCK, 125 BROAD STREET,  
Diamonds, Watches and Jewelry. Fine Repairing a Specialty.



GREAT ATLANTIC AND PACIFIC TEA COMPANY, 91 BROAD STREET,  
Samuel A. Leonard, Manager.

master, July 7, 1818. It was known as Washington Lodge, No. 41, and participated in the ceremonies in connection with the visit of the distinguished Bro. General La Fayette, Sept. 23, 1824. The meetings were held in the upper room of the old borough court house. It continued in existence up to the year 1830.

The present Washington Lodge, No. 33, was organized under dispensation in the year 1854, and warranted January 10, 1855, with the following officers: James S. Green, M. D., master; Wallace L. Crowell, senior warden, and William H. Thurston, junior warden. The pre-



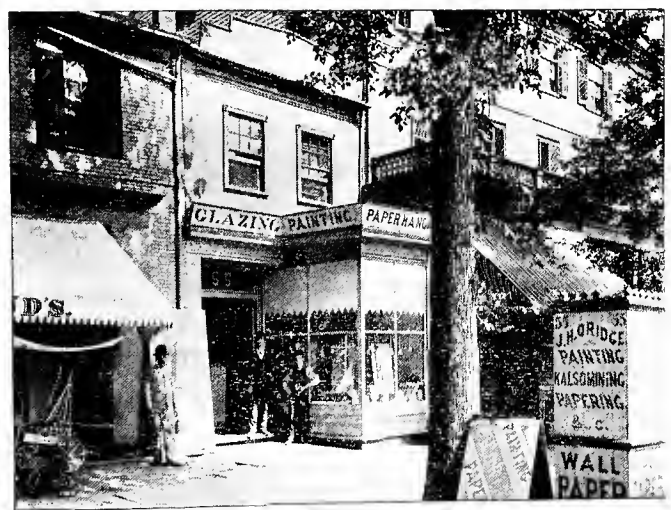
M. DURNING, 167 AND 169 FIRST STREET, CORNER OF COURT STREET,  
Furnishing Undertaker and Furniture Dealer.

sent officers are: Thomas N. McLean, master; Chas. T. Glen, senior warden; J. Frank Newcomb, junior warden; Robert B. Hooker, treasurer; Joseph C. Buzby, secretary; James S. Green, W. A. Pembroke and Charles Russ, trustees. The past master members are: James S. Green, S. W. Whitehead, W. A. Pembroke, F. V. Price, Charles Russ, R. M. Moore, W. H. Meeker, John C. Rankin Jr., William Gaston, J. Augustus Dix, H. M. Looker, Thomas N. McLean, Robert S. Green, William N. Olmstead and John R. Wheeler.

Essex Lodge, No. 49, was warranted January 14, 1857, with the following



F. ALTMAN, EAST BROAD AND LINDEN STREETS,  
Fine Family Groceries.



JOHN H. BRIDGER, 55 BROAD STREET,  
Painter and Decorator, Paperhangings, Mixed Paints, Glass, Etc.



A. F. GROSCH, CORNER OF BROAD AND EAST GRAND STREETS, Hardware, Stoves and Ranges, House Furnishing Goods, Etc.



KREBS AND MATHISON, 33 AND 35 FIRST STREET, Plumbers, Steam and Gas Fitters, Tin, Copper and Sheet Iron Workers.

officers: Samuel L. Moore, master; William J. Tenney, senior warden; David Crowell, junior warden. The present officers are: John L. Ballantyne, master; William A. Bembridge, senior warden; John Brown, junior warden; Robert C. Patterson, treasurer; David Schleimer, secretary. The past master members are: S. L. Moore Sr., Joseph Alward, Henry L. Norton, Peter H. Wyckoff, Edward L. Tillou, Robert C. Patterson, Elwood Phares, George N. Potter, George H. Sanborn, William J. Christopher, D. G. Moore, David Schleimer, William J. Brook, Frederick C. Marsh, Robert D. Fozard. The trustees are



SAUNDERS AND COX, CORNER OF BROAD AND EAST JERSEY STREETS, Hardware, Glassware, China and House-Furnishings.

S. L. Moore Sr., C. S. Harris and E. G. W. Ladd. The membership is 95.

Hermann Lodge, No. 81, was warranted January 22, 1868, with the following officers: Mayer Sontheimer, master; Frederick W. Schroeder, senior warden; John Graff, junior warden. The present officers are: Louis Strauss, master; John Gonnert, senior warden; Emil Koch, junior warden; Charles Hoffacker, secretary; Jacob Brucklacher, treasurer; J. Baurman, William Precheur and John Tag, trustees. The membership is sixty-four. The past master members are: Mayer Sontheimer, William Schroeder, Alfred D'Espie, August Wisching.



WILLIAM MEYER, 121 UNION STREET, AND F. R. R. AVENUE, Painter and Decorator, Dealer in Paperhangings, Paints, Etc.



CORY BUILDING, 105-111 BROAD STREET, J. Harvey Cory, Owner.





HENRY HOPWOOD, 1097 MAGNOLIA AVENUE,  
Fine Groceries and Provisions, Meats, Poultry, Etc

Orient Lodge, No. 126, was warranted January 18, 1872, with the following: William H. McIlhanney, master; John Whittaker, senior warden; Nathaniel K. Thompson, junior warden. The present officers are: William R. Wilson, master; H. W. Pope, senior warden; W. D. Heyer, junior warden; J. S. Farrand, treasurer; Otto Henriques, secretary; C. C. Stevenson, W. P. Ward, J. W. Sheppard, trustees. The past master members are: William H. McIlhanney, Theodore Townley, J. W. Sheppard, John Whittaker, C. C. Stevenson, William E. Hoy, J. S. Farrand, Charles Vaughn, Walter Chandler, J. W. Blakely and P. J. Demar-



CHARLES E. POUNTNEY, CORNER OF SECOND STREET AND BROADWAY,  
Coal and Wood, Flour, Feed, Baled Hay, Etc.



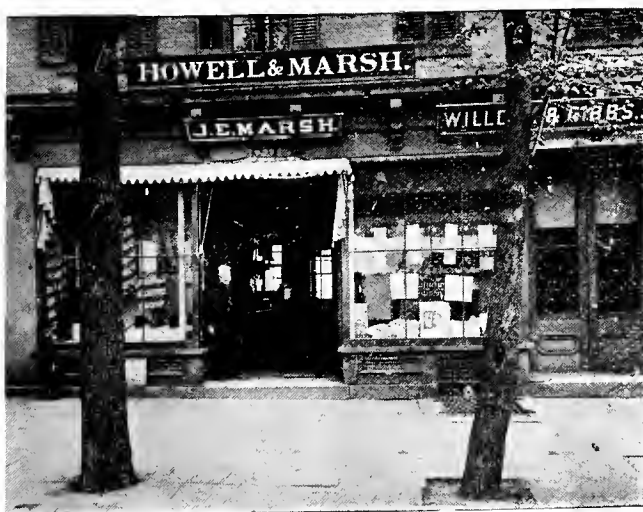
JOHN J. DONAHUE, 28 AND 30 FIRST STREET,  
Fine Family Groceries and Provisions.

est. Membership, 96.

Tyrian Lodge, No. 134 was warranted January 23, 1873, with the following officers: Wm. H. Green, master; George W. Smith, senior warden; David Sprague, junior warden. The present officers are: W. J. Husbands, master; D. T. Lowden, senior warden; R. J. Kirkland, junior warden; Peter Cron, secretary; Henry Gernert, treasurer. The past masters now members are: Henry Gernert, Alexander MacGregor, P. Kendall, R. J. Aljoe and George S. High.

#### ODD FELLOWSHIP.

The old Franklin Lodge, No. 9, I. O. O. F., was instituted in 1840, with the following officers: J. D.



J. E. MARSH, 85 BROAD STREET,  
Dry Goods, Hosiery, Notions, Etc.



LUTHER T. HAND, CORNER OF FIRST AND MARSHALL STREETS,  
Fine Groceries and Provisions.



Edwards, noble grand; T. D. Day, V. G.; Benjamin Woodruff, treasurer; Col. J. W. Woodruff, recording secretary; Archibald Woodruff, financial secretary. The first meetings were held in the Middlebrook building, on the northeast corner of Broad and

mention of them all, but a few of the larger organizations may be named.

The Knights of Pythias are represented by Olive Branch Lodge, No. 72, Theodore Koerner Lodge, No. 11, Harmony Lodge, No.



JAMES H. FAULK, 1213 EAST BROAD STREET,  
Plumbing, Gas and Steam Fitting, Stoves, Ranges, Furnaces, Etc.

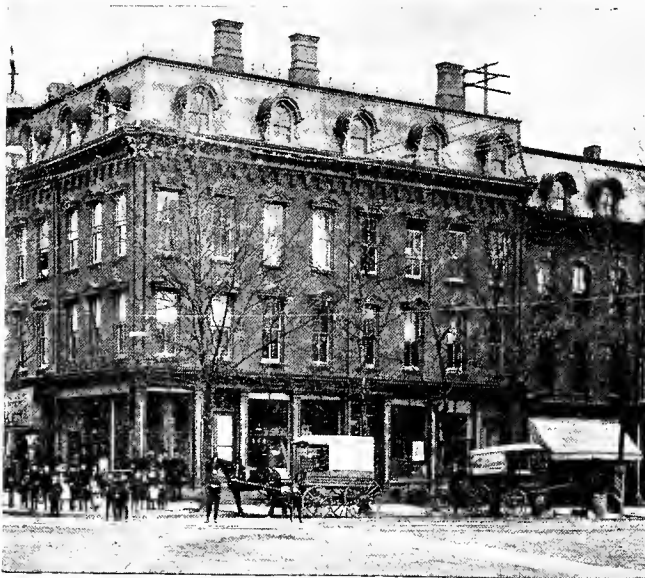
East Grand streets. Odd Fellowship has grown in Elizabeth since the organization of the first lodge, till it now has a large and highly creditable membership. Elizabethport Lodge, No. 116, was instituted August 15, 1849, and has 116 members. Hansa Lodge, No. 145, was instituted November 16, 1871, and has 87 members. Memorial Lodge, No. 165, was instituted January 24, 1872, and has 52 members. Mt. Carmel Encampment, No. 37, was instituted August 25, 1888, and has 54 members, and Columbia



CITY STEAM LAUNDRY, 78 BROAD STREET,  
D. E. Howard, Proprietor.

99, Volunteer Lodge, No. — and Unity Division, Uniformed Rank, No. 3.

The temperance societies, all flourishing, are represented by the following Divisions, S. of T.: Lincoln, No. 27, Father Mathew, No. 219, Perseverance, No. 220, Prosperity, No. —, Ark of Safety, Red Ribbon Club, Women's Christian Temperance Unions, Nos. 1 and 2, Lincoln and Elizabethport Bands of Hope, Loyal Temperance Legion, St. Aloysius Cadets, and St. Joseph's



GEORGE H. PLUMB, CORNER OF BROAD STREET AND ELIZABETH AVENUE,  
Fine Groceries and Provisions.

Encampment, No. 38, was instituted October 3, 1889, and has 53 members.

#### OTHER SOCIETIES.

Of other secret and benevolent societies Elizabeth has a generous share. The space allotted to this work will not even allow



JOHN R. LAGGREN, 271 AND 273 MORRIS AVENUE,  
Laggren's Steam Carpet Cleaning and Feather Renovating Works.

St. Patrick's and the Young Men's Father Mathew T. A. B. Societies, and Ray of Hope, No. —, and Guiding Star, No. —, Lodges of Good Templars.

The American Legion of Honor is represented by Livingston Council, No. 177.

The Royal Arcanum is represented by Elizabeth Council, No. 170, and Resolute Council, No. 808.

The Knights of Honor are represented by Onward Lodge, No. 2,858, Good Will Lodge, Knights and Ladies, No. 1,139, and Elizabeth Lodge, No. 2,885.



BENARD F. DEHNE, 1009 AND 1011 MAGNOLIA AVENUE,  
Fine Family Groceries and Provisions.

The Ancient Order of Foresters is represented by Court Advance, 7,611, and the Independent Order by Court Elizabeth, Court Lafayette and Court Washington.

Besides these there are over one hundred benevolent and miscellaneous organizations and societies in Elizabeth, including Chosen Friends, National Provident Union, Junior O. U. A. M., the several orders of Red Men, Ancient Orders of Hibernians, Branches of St. Patrick's Alliance, vocal and instrumental musical organizations, Clubs of the Knights of Labor, Unions of the various trades, literary clubs, pleasure clubs, athletic clubs, and, in short, all the clubs and societies that are to be found in a growing city of 35,000 inhabitants. Each of these numerous organizations are worthy of extended mention, but the limits of this book will not warrant that pleasure.

#### BUILDING AND LOAN ASSOCIATIONS.

There are now seven building and loan associations in this city, with the prospects of others being added soon. All of them are flourishing in marked degree, and they have in Elizabeth, as in many other cities, proved most beneficent institutions. Hundreds of wage earners have, through the help of these associations, been enabled to take advantage of the low prices of property, and to secure lots in good localities and build comfortable, pretty homes. Many of the best and most influential citizens are interested in them, and they have become so numerous throughout Union county and the State that a general law is

contemplated to protect and encourage them. Their successful management in Elizabeth is shown by the fact that some have not sustained a single loss since their organization and all are in splendid financial condition. The funds always find ready sale at liberal rates, and the associations are benefi-



GEORGE G. HIGH, BUTCHER, CORNER OF SECOND AND WALL STREETS,  
Choice Fresh and Smoked Meats.

cial not only to those who invest in them but to those who borrow from them.

#### PLACES OF AMUSEMENT.

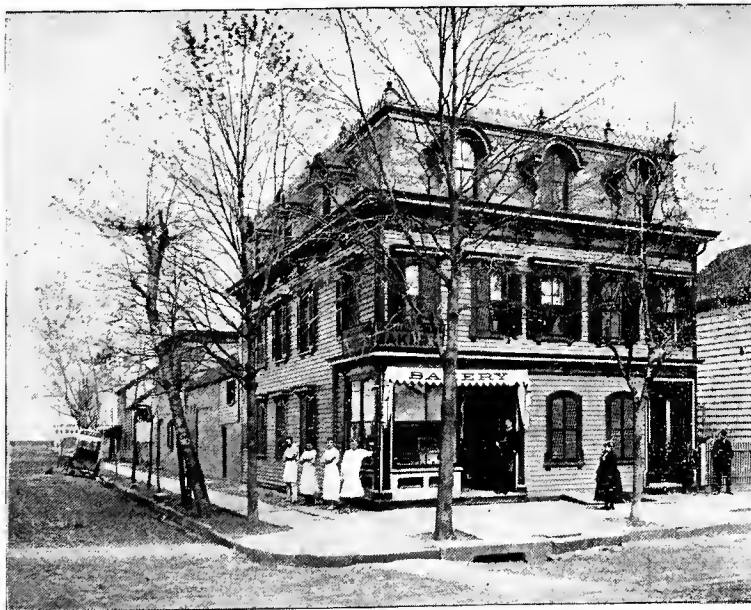
Temple Opera House is elegantly fitted up, has 222 electric lights, and will seat 1,300 people. Its stage, 63 by 75 feet, has abundant properties and settings, and first-class attractions appear there throughout the season. It is owned by a stock company, James A. Hand, president; William H. Rankin, treasurer. Mr.

A. H. Simonds has been manager six years. Library hall, Hertzel's hall, Quien's hall, the Zouave armory and Grand Army hall are other leading places of amusement.

**MAX PUEGNER**, 73 Broad Street, Cigar manufacturer; established at his present location in 1883. Mr. Puegner is a dealer in cigars and tobacco, and smokers' articles generally, of which he has a full selection of all brands and grades. Mr. Puegner has been a resident of Elizabeth for sixteen years and is favorably known to the community.

**CHARLES C. WISE**, Meat Market, 244 North Broad Street. This business was established in

1869, and the present proprietor began business in April, 1869. Mr. Wise deals in first-class meats only, and carries a stock of beef, mutton, lamb, veal, pork, ham, bacon and corned beef, tongue, sausages and bologna. Poultry and game in season. Orders will be taken at the house and delivered free.



CLAUSS AND SON, 563 ELIZABETH AVENUE,  
Bakers.

**ISRAEL R. SQUIER**, 108 Broad street. Hats, Caps, Furs and Straw Goods. Established 1855, corner of Broad and Mechanic (now East Grand) street, in the hat and fur trade. Headquarters for hats, caps, straw goods and furs, men's furnishing goods,



LEAHY'S SEED AND FLORAL STORE,  
1219 East Broad Street, Opposite Union Depot.

trunks, bags, etc. All of the latest styles in their season. Making a specialty of hats, etc.; a greater variety and better quality can be secured by purchasing at this establishment.

**M. & A. WATERS**, 1137 Elizabeth Avenue, dry and fancy goods, Bergmann & Co.'s worsteds, dress trimmings, buttons, children's caps, ribbons, laces, embroideries and notions, ladies' underwear, corsets, hand-made knit goods, hosiery, lisle and silk gloves, embroidery, silks and needles. All goods of the best quality, and sold at the lowest price considering the grade of goods.

**W. J. WHELAN**, 23 Broad Street, Drugs and Chemicals. Mr. Whelan was eleven years assistant for Mr. E. W. Brant, and



HENRY A. RATH, 1217 EAST BROAD STREET,  
Sanitary Plumbing, Tinning, Stoves, Ranges and Furnaces.

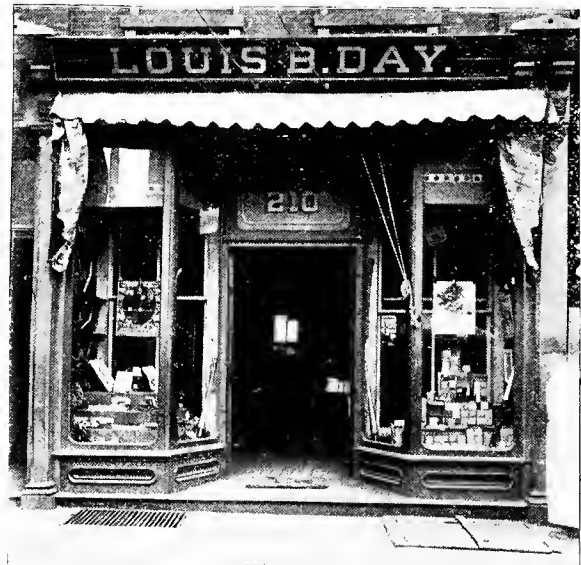
succeeded Mr. E. G. Putnam at his present location in 1887. This store was started as a drug store when Library hall building was completed in 1858. Mr. Whelan keeps a full line of drugs, chemicals, perfumery, soaps, brushes of all kinds, and a general assort-

ment of sundries, etc., usually kept by first-class druggists. The Putnam circulating library is located in the store, and has 1,500 volumes. New books constantly added. Rates, six cents for three days.



OFFICE OF JOSEPH C. ROSS, 142 BROAD STREET, CORNER OF WEST GRAND STREET.  
Real Estate and Insurance.

**THE PACIFIC RUBBER WORKS—D. M. BLISS**, Manager, are situated on East Jersey street, between Reid and Jaques streets. The business was established in 1882, and became known as the Pacific Rubber Works in 1887. The ground upon which the works are situated covers an area of 500 by 170 feet. In the rear of the factory are the extensive drying tables, which occupy over an acre of ground, and will dry 2,500 yards of material per day. In this establishment all grades of cotton and worsted goods are manufactured into gossamer waterproof cloaks of various colors, styles, etc. The employees number fifty, thirty-five of whom are women. Five hundred garments can be made



L. B. DAY, 210 BROAD STREET.  
Books, Stationery and Music.

per day, and thirty sewing machines are constantly in use in manufacturing goods, and are run by steam power. The business of the works has steadily increased, and the production of manufactured goods is larger each year.



**HERSH'S** Popular Dry Goods Establishment, 88 and 90 First Street, was started in 1866 at the present location. In 1875 Mr.

the Wilcox & White and Newman Brothers organs. Pianos and organs are sold on instalments, and a first-class instrument can be



C. HERSH AND SON, 88 AND 90 FIRST STREET,  
Dry and Fancy Goods, Hosiery, Notions, Millinery, Etc.

Edmund S. Hersh assumed control of the business, and it has steadily increased under his management until it is now the most important dry goods and notion house in Union county. Recent improvements have increased the capacity of the store to over 4,000 square feet. The stock is large and varied, and all the appointments are first-class, including Lamson's cash carrier system. Over twenty employees are regularly occupied in the various departments, and owing to the large business done in the establishment the proprietor is enabled to offer goods at metropolitan prices.



EDMUND S. HERSH, OF C. HERSH AND SON.

purchased at a very low price. Mr. Taylor has recently added to his store a large music room, where lessons are given in vocal culture, piano, organ, violin, guitar, banjo, flute and cornet. None but first-class and competent teachers are engaged.

**NIEL McLEOD**, 209 Broad Street, (three floors.) Established 1872. Horse equipments, manufacturer of fine harness. Truck and carriage harness of all grades. Imported and domestic riding saddles for ladies and gentlemen. Full line of horse clothing of all grades and for all seasons. Turf goods of all grades, English and American bits, dog collars and muzzles, saddlery hardware,



HENRY J. BAUER, 130 BROAD STREET,  
Jeweler and Optician.

**F. S. TAYLOR**, Piano and Organ Warerooms, 111 Broad St., were established in 1888, where can always be found a large assortment of Kranich & Bach, Starr, and McEwen pianos, and



MAURICE H. STRATEMEYER, 31 BROAD STREET,  
Dealer in Musical Instruments, Etc.

trace, pole, cart, dog and halter chains. Heavy draught collars a specialty. Rubber, horse and carriage goods, whips, soaps, oil, sponges and chamois. Fine department harness made to order.



---

**HALL & CARLTON,**  
 Honey Brook, **COAL,** Old Company Lehigh,  
 Upper Lehigh, Red Ash,  
 SOLE AGENTS FOR FRANKLIN OF LYKENS VALLEY.  
 Office, 124 Broad Street, Elizabeth, N. J. Yard, Cor. Jefferson Ave. & C. R. R.

---

**J. & S. S. THOMPSON,**  
**LUMBER AND COAL**

ELIZABETH, N. J.

.....

COAL, ALL GRADES AND SIZES.

LUMBER AND MASONS' MATERIALS.

YARDS:

17 Bridge Street. Madison Ave. cor. Meadow.

SIDNEY S. THOMPSON.

ESTABLISHED 1870.  
**P. J. & W. H. RYAN,**  
**REAL ESTATE AND FIRE INSURANCE AGENCY,**  
 124 Broad Street, Elizabeth, N. J.  
 All matters appertaining to Real Estate attended to with promptness. Fire Insurance  
 effected in the best companies at lowest rates  
 Reference: National State Bank, Elizabeth, N. J.

**JOSEPH WEST,**  
**FURNITURE, & CARPETS,**  
 OIL CLOTHS, WINDOW SHADES AND FIXTURES,  
 79 BROAD STREET, ELIZABETH, N. J.

**E. P. EDWARDS,** .....  
**\*\* Painter and Decorator, \*\***  
 Paper, Hangings, Artistic Combinations, in all New Designs.  
 233 BROAD ST., \* \* ELIZABETH, N. J.

**WEBER. \* KRANICH & BACH. PIANOS JAMES & HOLSTROM AND OTHER MAKES.**  
**S. T. MORROW'S JEWELRY AND MUSIC STORE,**  
 FIRST STREET & BROADWAY, ELIZABETHPORT, N. J.  
 Cheap for Cash or sold on Installments. Old Pianos taken in exchange. Parlor, Church and Lodge Organs, Violins, Banjos, Accordeons, Violin and Guitar Strings, &c.

**PAUL T. NORTON,**  
**COAL AT RETAIL,**  
 94 Broad St. 3d St. & Broadway.

**D. B. PROVOOST, \* ARCHITECT,**  
 ELIZABETH, N. J.,  
 DESIGNER OF THE FOLLOWING COTTAGES, ETC.,  
 Wetmore Residence, (p. 21), Edgar Cottages, (p. 67),  
 J. J. Gerber's " (p. 42), Public Schools 5 & 6, (p. 100),  
 Elizabethport Cordage Co.'s Factory, (p. 117).

**ALEXANDER KERR,**  
**\* MASON AND BUILDER, \***  
 Jobbing promptly attended to. Estimates furnished for all kinds of Mason Work.  
 307 TRINITY PLACE, ELIZABETH, N. J.

ESTABLISHED 1855.

**B. M. OGDEN,**  
**REAL ESTATE AND INSURANCE,**  
 203 Broad Street, Elizabeth, N. J.

Agent for Insurance Co. of North America of Philadelphia, and Hanover Fire Insurance  
 Co. of New York. Commissioner of Deeds and Notary Public.

**DR. GEORGE GIDNEY,**  
**VETERINARY SURGEON,**  
 62 AND 64 JEFFERSON AVENUE,  
 Telephone 117, ELIZABETH, N. J.  
 Residence, 16 Washington Avenue.

**JOHN KERON & SON,**  
**Boarding and Livery Stables,**  
 279, 281 & 283 MORRIS AVENUE,  
 Near Union Depot, ELIZABETH, N. J.  
 Telephone Call 63A. Open All Night. Coaches to Let.

**CREE & LEVANSELLER,**  
**Furniture and Baggage Express,**  
 Storage for Furniture, Trunks, &c. Freight to and from all depots at reasonable  
 rates. All orders by telephone promptly attended to.  
 OFFICE, 25 WEST GRAND STREET.  
 Also, Slate at L. T. Hand's, Cor. First and Marshall Streets. Trips made daily  
 to the Port. Telephone Call 30B.

**E. P. BEEBE,**  
**NURSERYMAN,**  
 1191 EAST GRAND ST., ELIZABETH, N. J.

# THE BONNETT ESTATE

OFFERS

FOR SALE, or TO LEASE ON LONG TERMS,  
**1,000 Feet of the Very Best Water Front**  
**in Elizabeth,**

DEEP WATER, NO EXTENSIVE DOCKING OUT REQUIRED, BEST OF FOUNDATIONS.

A Railroad and Sidings run through this estate and connect with The Central Railroad of New Jersey, The Philadelphia & Reading, The Pennsylvania, Baltimore & Ohio, and other Railroads. Uplands within and without city limits, and adjoining Depot on Long Branch Railroad, suitable for Factories and Dwellings. An unlimited supply of excellent fresh water.

Apply to

D. B. BONNETT, *Executor*,

414 SOUTH BROAD ST.,

ELIZABETH, NEW JERSEY.

ESTABLISHED 1866.

J. WILLIAMS CRANE,  
 Real Estate and Insurance

Agent

AND • GENERAL • BROKER,

229 Broad Street, Elizabeth, N. J.

Agent for the following First-class Companies:

Ætna Ins. Co. of Hartford, Conn.,  
 ASSETS, \$9,500,000.

Fireman's Ins. Co. of Newark, N. J.  
 ASSETS, \$1,700,000,

Hartford Fire Ins. Co. of Hartford, Conn. Assets \$5,000,000  
 Franklin " " " " Phila., Pa. " \$3,173,000

Rents collected, and careful attention given to the manage-  
 of property.

LOTS .....

OF VARIOUS SIZES

FOR SALE

ON

**West Jersey and Chilton Sts.,**

In neighborhood of the houses shown on  
 page 67.

INQUIRE OF

CHARLES H. EDGAR,

5 Beekman Street, New York City.

**JOHN MCCANDLESS,**

DEALER IN

\* (CHOICE FAMILY GROCERIES), \*

WINE, CIGARS, ETC.,

80 &amp; 82 BROAD ST., ELIZABETH, N. J.

**WHITEHEAD'S PHARMACY,**

213 BROAD STREET, ELIZABETH, N. J.

DRUGS + AND + CHEMICALS.

TOILET + AND + FANCY + ARTICLES.

Prescriptions carefully compounded at all hours.

**ISAAC FAULKS,**

BOOTS AND SHOES,

134 BROAD ST., ELIZABETH.

**I. NEWMAN,**

106 BROAD STREET, ELIZABETH, N. J.

+ + + + +

Hats and Men's Furnishings.

**FEBREY BROS.,**

DEALERS IN

\* FINE \* GROCERIES, \*

Meats and Vegetables,

TELEPHONE 41 B. 98 BROAD ST., ELIZABETH, N. J.

**MRS. AHERN,**

Fine French Millinery,

3 WEST JERSEY ST., ELIZABETH.

**MISS M. C. ENGELKE,**

Broad Street, Elizabeth, N. J.

EMBROIDERY MATERIALS AND NOVELTIES.

*Satins, Plushes, Felts and Stamped Goods. Yarns and Berlin Zephyrs, Fancy Goods and Notions.*

PERFECT STAMPING A SPECIALTY.

**PETER TAG,**

BUTCHER,

453 ELIZABETH AVENUE, ELIZABETH, N. J.

BEEF, MUTTON, VEAL, PORK, &amp;c.

All Orders promptly attended to.

**M. S. NEWBURY,**

\* The \* Elizabeth \* Beehive, \*

45 WEST JERSEY ST., COR. P. R. R.

Strictly Fine Groceries and Choice Fresh Meats. Selected Canned Goods and Fine Creamery Butter a specialty.

**J. J. NEALON,**

WATCHES, \* CLOCKS \* JEWELRY,

PLATED WARE, OPTICAL GOODS, &amp;c.

148 First Street, Elizabethport, N. J.

Difficult Watch Repairing a Specialty.

**BRUMMELL'S CELEBRATED CANDIES**

AT

CORBET'S,

COR. BROAD &amp; WEST JERSEY STS., ELIZABETH.

**CARSTEN MEINCKE,**

BROAD STREET CANDY KITCHEN,

FRENCH + ICE + CREAM + DEPOT.

89 Broad Street, Elizabeth, N. J.

All goods made under my own supervision, fresh every day. Agent for Wingfield &amp; Taylor's New York Bread. Delivered free of charge.

**MORRIS KOESTLER,**

\* DEALER \* IN \* STATIONERY, \*

Segars, Toys, Newspapers, Sporting Articles, &amp;c.,

NO. 140 FIRST STREET, ELIZABETHPORT, N. J.

THE

**METROPOLITAN****GAS LIGHT CO.**

have constructed their works,

COR. THIRD AVE. &amp; FLORIDA ST.,

are laying mains throughout

the whole city, and will fur-

nish a superior gas at moderate

rates.

OFFICES: 203 NORTH BROAD ST.

CHAS. G. FRANKLIN, Pres't. WM. M. OLIVER, Treas.

W. F. VAN PELT, Sec'y.

**MOSES W. MULFORD,**

DEALER IN

**COAL,**

CORD AND KINDLING WOOD, LUMBER,

LIME, LATH, HAIR, &amp;c.

COR. UNION STREET &amp; C. R. R.,

ELIZABETH, N. J.

**JOHN BEATTY,**

MEAT AND PROVISION MARKET,

BUTTER, CHEESE, EGGS, LARD, CANNED GOODS,

FRUITS AND VEGETABLES,

Star Mark, 206 Broad Street, Elizabeth, N. J.

# ==== FACTORY SITES ====

DESIRABLY LOCATED

UPON

STATEN ISLAND SOUND

AND

NEWARK BAY,

AND ON THE LINE AND NEAR THE ELIZABETHPORT DEPOT OF THE

CENTRAL RAILROAD OF N. J.,

FOR SALE IN PLOTS OF

FROM 1 TO 50 ACRES.

With or Without Water Front.

APPLY TO

HENRY H. ISHAM,

Trustee of Trumbull Estate,

255 SECOND STREET,

ELIZABETH, N. J.

35 BROADWAY,

NEW YORK.

















