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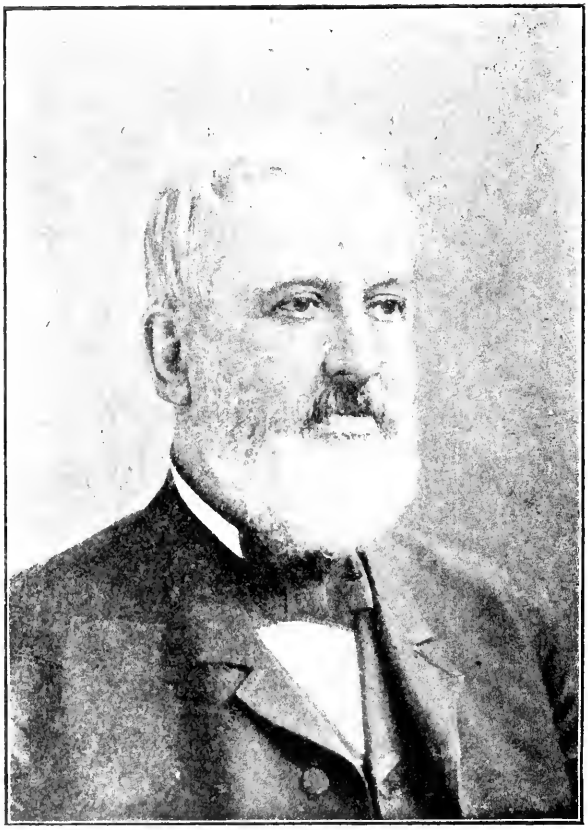

JOEL PARKER.

DEC 1 2 1917

AS A COLONY AND AS A STATE

One of the Original Thirteen

BY

FRANCIS BAZLEY LEE

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DEDICATED

TO

JOEL PARKER

AND

CHARLES S. OLDEN

THE ORIGINAL THIRTEEN COLONIES.

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THE institution of slavery had early lodgment within the limits of what is now New Jersey. For a proper understanding of the ethical and economic relation the State bore to slavery, the history of the institution in New Jersey may be reviewed.

As a broad, general proposition it may be said that the most advanced minds of Continental Europe during the first half of the seventeenth century held that there was no moral wrong in the holding of slaves, the important question being: "Does it pay to introduce bond-labor in place of free in new colonies?" Whether it would pay or not depended upon the cost of importing negroes and their maintenance on the American continent under adverse conditions of soil and climate. These questions both the Hollanders on the Hudson and the Swedes on the Delaware answered to their own satisfaction. They brought to the shores of those rivers blacks from the west coast of Africa and enslaved members of various tribes of the great Algonkin nation, with whom they came in contact, thus establishing the institution at the very beginnings of European settlement in New Jersey.

Although enjoying a more favorable climate upon the Delaware the Swedes held fewer slaves than the Dutch in the valley of the Hudson pos-

sessed. Slave owning meant expense, which the poor Swede planter was not so well able to assume as the more wealthy Hollander. The Swedes were also more given to forest-ranging and to peltry hunting than were the Dutch, who, while they dealt in furs, gave more attention to agriculture, in which pursuit the services of the slaves were in demand. But while slavery was a recognized feature in the social customs of the two colonizing nations it by no means came as prominently to the fore as it did during the times of the English occupancy.

The earliest allusion to slavery after the transfer of Holland's political control of the territory, then for the first time called New Jersey, is to be found in the "Concessions and Agreement" of the Lords Proprietors, Berkeley and Carteret. In the provisions of this document, promulgated in 1664, slaves are mentioned as a basis for the allotment of land to their owners, prospective colonists.

That slaves were brought into the then proprietary colony of New Jersey contemporaneously with the advent of the English settler is unquestionably true. It was as early as 1675 that an act forbade individuals from harboring, transporting, or entertaining apprentices, servants, or slaves, while Secretary Nicolls reported to the Duke of York in 1680 that Colonel Lewis Morris, of Shrews-

bury, ironmaster and plantation owner, had sixty or seventy "Negres about the mill and Husbandries in that Plantation."

Again, in 1682, an act was passed prohibiting trading with slaves, not only negroes in servitude but Indians being especially designated. Thence for a hundred years the laws of the State of New Jersey recognized full blooded negroes, mulattoes, and "half-breeds"—mixed Indian and negro stock—as being slaves. Abundant evidence of this is to be found in a long list of newspaper extracts, relating to runaway slaves, reprinted in the New Jersey Archives. As late as 1797, in an habeas corpus proceeding, the chief justice of the Supreme Court of New Jersey delivered this opinion, in which he speaks of the Lenni-Lenapé:

> They (the Indians) have been so long recognized as slaves in our law, that it would be as great a violation of the rights of property to establish a contrary doctrine at the present day, as it would be in the case of Africans, and as useless to investigate the manner in which they originally lost their freedom.

With the passing of the proprietary government in 1702 and the coming of Governor Cornbury, charged with a multitude of special "Instructions," slavery in New Jersey assumed a somewhat altered political aspect. One of them directed him to encourage the Royal African Company, of which company James II, as Duke of York, but a few years before had been

president. It was desired that, through the instrumentality of the Royal African Company, there should be "a constant and sufficient supply of merchantable negroes, at moderate rates," to be had in New Jersey. In this matter the governor was instructed to prevent any encroachments which might be made by citizens of New Jersey upon the trading privileges of the company, the Royal African Company being practically a "trust" engaged in kidnapping negroes and selling them to the colonists, and thus to a degree regulating the supply of labor on the American continent. Governor Cornbury was further directed to report annually the number and value of slaves in the province. It was in 1714 that an act was passed laying a duty of ten pounds upon every slave for sale imported to New Jersey, which law remained in force until 1721. This restrictive legislation, following a Pennsylvania precedent, was needful to stimulate the plan of populating the colony by white servants. From this act may be traced two lines of anti-slavery agitation—one ethical, whose leading exponent was Woolman; the other economic, based upon the consideration that slavery in New Jersey, owing to a variety of causes, was in itself commercially unprofitable. What may be termed a political view, that a race of whites partially endowed with the right of suffrage must eventually

come into conflict, with an alien race—either Indian or negro—having no political rights, had not yet arisen.

With the expiration in 1721 of the act laying a duty of ten pounds upon imported negroes there came nearly a half century of conflict between the House of Assembly and the Council concerning the question of regulation of the slave trade. In 1739 and 1744 the Assembly passed bills the tendency of which was toward an entire prohibition of importation of slaves from abroad. The act of 1744 laid a duty of ten pounds upon West India slaves and five pounds upon those from Africa. The West Indian expedition, the allurements of privateering, the establishment of linen industries in Ireland, and the Silesian War had in various ways caused high wages and a lack of labor, both domestic and foreign. Once more, in 1761, the Assembly passed a bill fixing duties upon slaves, which Governor Hardy, when the measure reached Council, refused to sign in accordance with the tenor of his "Instructions." In 1762 the Assembly succeeded in securing the consent of Council to an act levying upon negroes an import duty of forty shillings in the eastern division and six pounds in the western division of New Jersey, a form of legislation apparently discriminative, but which was necessitated by the fact that in New York a duty of two pounds was laid

and in Pennsylvania ten pounds. But the measure never reached the King for his approval, because the Lords of Trade, disclaiming "any opposition to the policy of an import duty," discovered some "technical faults" in the measure.

The desire on the part of the House of Assembly to secure the regulation of slave trade by prohibitive duties was an expression of both the commercial and the ethical sentiment of the time. In 1761 the House of Assembly had been partially influenced in its action by the desire to secure revenue from slaves who were "landed" in New Jersey and then "run into" New York and Pennsylvania for the purpose of escaping duties laid by those provinces. Experience had taught the colonists that many parts of New Jersey were not fitted for the employment of slaves, particularly in the newly settled regions of the northern central and northwestern parts of the State, where the winters were too severe for unacclimated Africans. Besides the plantations of the Hollanders of the Raritan Valley and of Bergen County, as well as the farms of Monmouth County and South Jersey, were "overstocked."

Added to this the doctrines of John Woolman, while not essentially novel, were at least so vigorously and convincingly presented that he had won over many members of the Society of Friends to an unqualified support of an anti-slavery senti-

ment. Although the Society in America, in England and in Ireland, had repeatedly declared itself as opposed to human slavery in any form its injunctions had rested lightly upon some of its most influential members—the wealthy plantation owners of West Jersey. This ethical influence was already being felt in the House of Assembly, and unquestionably had crept into Council.

From 1769 until the close of the colonial period an act was in force imposing a uniform duty for the entire province. The preamble of the law indicates that its spirit was both commercial and political. New Jersey took action under the stimulus of other colonies, which provinces had found such duties were beneficial in leading to the emigration of "sober, industrious foreigners," in promoting a general spirit of industry, and in compelling those who purchased slaves to "contribute some equitable proportion of the public burdens." Fifteen pounds was laid upon the purchaser of every slave who had not been in the colony a year, or whose duty had not been paid.

The last quarter of the century may well be designated as the period of agitation concerning the abolition of slavery in the State of New Jersey. The movement had grown slowly, and was unquestionably inaugurated as early as 1696, when the yearly meetings of the Societies of Friends in Pennsylvania and New Jersey recommended their

members cease from further importation of slaves. J. W. Dally, in his "Woodbridge and Vicinity," says that one of the monthly meetings of Friends in Woodbridge, held in 1738, reported slavery practically abolished among Quakers in that region. For several years no negro had been imported or purchased by Friends. This may have grown out of a recommendation made by the yearly meeting of 1716, when it was desired "that Friends generally do as much as may be to avoid buying such negroes as shall hereafter be brought in * * * . Yet this is only caution, not censure." In 1758 the Philadelphia yearly meeting endeavored to induce Friends to set their slaves at liberty, "making a Christian provision for them." This fell hard upon some masters, under the colonial manumission law, which required owners to enter into security to provide for their manumitted negroes in case the former slaves needed aid. Under such circumstances those desiring to manumit slaves held them until the negroes had reached thirty years of age, compelling them to work without wages.

The rising wave of democracy which swept over the colonies previous to the Revolution brought a sentiment in favor of restriction of slavery by the prohibition of importation and the regulation of manumission. In 1773 the Counties of Cumberland, Burlington, Monmouth, Middlesex, Hunter-

don, and Essex presented eight petitions to the House of Assembly, "all setting forth the evils arising from human slavery." In 1775 fifty-two inhabitants of the township of Chesterfield in the County of Burlington, many of whom were members of the Society of Friends, prayed that the Legislature "pass an act to set free all the slaves now in the Colony." Again, in 1778, Governor William Livingston urged the House of Assembly to make provision for the manumission of slaves, and that in a time when some negroes deserting their masters were joining Tory raiders in their devilish deeds committed among the farmers of the tidewater regions of the State. Governor Livingston, who could not be said to be in religious sympathy with the Society of Friends, was "convinced" that the practice of slavery was inconsistent "with the principles of Christianity and humanity, and in Americans, who have almost idolized liberty, particularly odious and disgraceful."

During the Revolution the vast and momentous questions of self-preservation, and the establishment of those national and State governments so auspiciously inaugurated, were so continuously present as to cast into secondary importance any more or less theoretical proposition such as the restriction or abolition of slavery. But in 1785, with the return of peace, a monster petition from the inhabitants of New Jersey reached the House

of Assembly urging gradual abolition and prevention of importation. During the following year, in a preamble to an act passed to restrain slave importations, the ethical phase of the question appeared, when the statute openly declared that the custom of bringing "unoffending Africans" from their native country into a condition of slavery was "barbarous." The act itself imposed a penalty of fifty pounds for bringing slaves into New Jersey imported from Africa since 1776, and a penalty of twenty pounds for all others imported. Those having but a transient residence in New Jersey were permitted to bring slaves into the State, but were not allowed to sell them in New Jersey. In 1788 the fitting out of slave ships was prohibited by forfeiture of vessels, cargoes, and appurtenances, while the export trade was absolutely forbidden, but the act did not apply to those emigrating from the State accompanied by their slaves.

In 1798 the subject was embraced in a general slave law. In 1812 and in 1818 there was additional legislation, the act of the latter year being directed against kidnapping of blacks. The statute imposed fine and imprisonment for those who illegally exported life or "term" slaves or servants of color. Those having resided in New Jersey for five years and then removing from the State might take away any slave which had been

his property for five years preceding the date of removal. To this removal the consent of the slave, who must be of full age, was required. A license from the county court of common pleas was also required. Any inhabitant of New Jersey might be accompanied by his slave on a journey to any part of the United States, but if the slave was not returned by his master the owner was subjected to a heavy penalty.

Of all slave legislation in the State of New Jersey the "gradual abolition" act of 1804 was by far the most important as well as the most interesting. It was the culmination of an organized movement to abolish slavery, which in 1786, according to Henry Scofield Cooley, led to the establishment of the New Jersey Abolition Society for that purpose. This society was formed in Trenton, and embraced a small but influential membership, largely drawn from the Society of Friends. In the constitution adopted at Burlington, "27th of 2d month," 1793, the society declared its abhorrence of "that inconsiderate, illiberal, and interested policy which withholds those rights from an unfortunate and degraded class of our fellow creatures."

But a few years before the founding of the New Jersey Abolition Society Rhode Island had taken like action in 1789 and Connecticut in 1790, while a proslavery movement was influencing public

thought in Delaware, Maryland, and Virginia. In 1794 ten States were represented in the Philadelphia convention of anti-slavery societies, the president of the convention being Governor Joseph Bloomfield. This body recommended the institution of annual discourses on the subject of slavery, says Henry Wilson in his "History of the Rise and Fall of the Slave Power in America," and sent forth an address to the citizens of the United States from the pen of the philanthropist, physician, and statesman, Dr. Benjamin Rush, of Philadelphia. Governor Bloomfield signed a memorial of the convention praying that Congress pass a law to prohibit the traffic carried on by American citizens to supply slaves to foreign nations and to prevent foreigners from fitting out vessels in this country for the African slave trade.

Local societies also existed in Trenton, Salem City, and probably in other places, all seeking to ameliorate the condition of the slaves by constitutional and honorable means. Thus the Trenton society's standing committee was charged with superintending the morals and general conduct of the free blacks, and with advising, instructing, and protecting them. Their children were to be instructed, properly apprenticed, and encouraged in good morals and habits of temperance and industry, while men and women of color were en-

couraged to work and to bind themselves out to a trade.

The "gradual abolition" act of 1804 had for two years been before the Legislature, and when passed was signed by Governor Joseph Bloomfield, president of the New Jersey Abolition Society. The act provided that every child born of a slave after the Fourth of July, 1804, should be free, remaining the servant of the owner of the mother until the age of twenty-five if a male, of twenty-one if a female. A similar provision had been defeated by a bare majority in the general slave law of 1798. The right to the services of such child could be assigned or transferred, becoming a species of personal property according to an opinion rendered by the Supreme Court of New Jersey in 1827. A certificate of the birth of a child of a slave was required from all masters, such certificate being filed with the county clerk, while after a year the owner of the mother of a child might abandon it upon giving proper notice. Such a negro or mulatto child became a township or county charge, and was bound out to service by the overseers of the poor. This latter provision led to fraud, and by 1807 the disbursements from the State treasury for abandoned negro children "amounted to half as much as all other disbursements whatever." In 1811, after much supple-

mentary legislation, this door to treasury raiding was closed by the repeal of the provision.

Under the first section of the first article of New Jersey's constitution of 1844 the State declared that all men are by nature "free and independent," that their natural and inalienable rights include, among others, "those of enjoying and defending life and liberty, acquiring, possessing, and protecting property, and of pursuing and obtaining safety and happiness." Under a similar provision of the Massachusetts constitution of 1780 the courts of that State held that slavery in that commonwealth was abolished. Not so in New Jersey. The New Jersey Supreme Court held that the section was a "general proposition," and "did not apply to man in his private, individual, or domestic capacity." Slavery, in name and largely in fact, was abolished in New Jersey during the year 1846, and marks another manifestation of that period of social unrest characteristic of the Jacksonian era. The abolition law turned every slave into an apprentice, without manumission, being bound to service to his owner, executors, or administrators until properly discharged. Much of the old slave legislation was reënacted, particularly as to the imposition for harboring such apprentices, or their sale to non-residents. Absolute freedom from birth was given to children born of such negro apprentices, the children

to be supported by their masters for six years after birth.

During the decade preceding the adoption of the abolition law the Anti-Slavery or Liberty party had grown in strength. In Philadelphia during the year 1833 the American Anti-Slavery Society had been formed. The constitution, as Professor McMaster shows, declared that each State had the exclusive right to regulate slavery within its borders, that the society endeavored to persuade Congress to stop the inter-State slave trade, to abolish slavery in the territories and the District of Columbia, and to admit no more slave States into the Union. Instantly there was an effort made by the South to suppress the society. The abolitionists began a "campaign of education," which the federal administration attempted to suppress by permitting postmasters to remove newspapers, pamphlets, monographs, and other printed documents from the mails. Mobs attacked abolition meetings, insulted the speakers, destroyed newspapers, while Congress, from 1836 to 1844, enforced a "gag" rule forbidding any paper relating to slavery or its abolition to be received. In April, 1840, driven to extremes, yet not deviating from a path so rugged and tortuous, the Anti-Slavery men met and nominated a presidential ticket, and in 1844 the new organization was named the "Liberty party."

Then the spirit of John Woolman appeared among the "travelling Friends." In their journeys to preach among the meetings of the Society in New Jersey many Quakers refused to drink sugar in their tea or coffee, because such sugar came from plantations where slave labor was employed.

As to the number of slaves held in New Jersey until the taking of the census of 1737 there is no definite information. A customs house report made from Perth Amboy in 1726 states that from 1698 to 1717 none was imported, and only one hundred and fifteen from 1718 to 1726, yet in 1737, according to Gordon's "Gazetteer of New Jersey," there were four thousand slaves in the province, forming eight and four-tenths per cent. of a total population of forty-seven thousand four hundred and two. In 1745 the number of slaves had increased to four thousand six hundred, or seven and five-tenths per cent. of the total population of sixty-one thousand four hundred. Until 1790 figures are by no means accurate. Some idea of the prevalence of slave labor may be gained from a statement made by the late William A. Whitehead, who preserved a report that in 1776 only one house in Perth Amboy was "served by hired free white domestics."

The census of 1790 shows that there were in New Jersey about eleven thousand five hundred slaves,

or six and two-tenths per cent. of the total population. Although in 1800 the number of slaves increased to about twelve thousand five hundred the percentage was only five and eight-tenths. This gave New Jersey a larger slave population than any slave State north of Mason and Dixon's line except New York. During the year 1790 the distribution of slaves among the counties of the State may be of interest and is herewith presented.

The County of Bergen, with twelve thousand six hundred people, contained twenty-three hundred slaves, or one-sixth of its population, practically the same ratio being held by Somerset County. One twenty-fifth of the sixteen thousand two hundred inhabitants of Morris County were slaves. In Middlesex County the number was one-twelfth, in Essex and Hunterdon Counties one-fifteenth, and in Monmouth one-tenth. In Cape May County the ratio was one-twentieth, in Sussex County one-forty-fifth. The influence of the Quaker sentiment is apparent in the large South Jersey counties, where the Society of Friends was most influential. In Gloucester County, with a population of thirteen thousand three hundred, there were only three hundred slaves; in Burlington County, with eighteen thousand people, there were but two hundred and twenty-five slaves; and in Cumberland, with eight thousand inhabitants, but one hundred and twenty slaves.

In 1810, owing to the operation of the "gradual emancipation" law, the number of slaves had been reduced to about ten thousand nine hundred, and in 1820 to seven thousand five hundred, forming in the latter year but two and seven-tenths per cent. of the population. By 1830, with a general State population of 321,000, there were still twenty-two hundred slaves in New Jersey, more than were owned in all New England, New York, Pennsylvania, Illinois, Indiana, Michigan, and Ohio. In 1840 there were but six hundred and seventy-four. The year 1850 found two hundred and thirty-six slaves, legally apprentices for life under the "abolition" act of 1846, and in 1860 this number had been reduced to eighteen out of a population of 672,000. It is the presence of these eighteen "slaves," or apprentices, that has given rise to the oft-repeated tale that New Jersey held her slaves until the thirteenth amendment was adopted.

Especially throughout the colonial period, and even until the early decades of the nineteenth century, the government and social condition of slaves in New Jersey is a matter worthy of consideration. From the trend of legislation before the "Union of 1702" it was evident that slaves were not allowed to travel from plantation to plantation without passes. In 1675 "ten shillings for every day's entertainment and concealment" was

the penalty imposed upon those who wilfully harbored slaves who ran away, not only to friends, but to nearby Indians, with whom the negroes associated and established more or less regular domestic relations. This legislation in 1694 was made more stringent. In 1714 slaves from another province travelling without a license were "taken up" and whipped, and as the years went by the laws became more rigid. Escape from masters was not the only subject of early police regulations. In East Jersey as early as 1682 all traffic with slaves was forbidden; an act to prevent larceny. In 1694 no slave was permitted to carry a gun or pistol, or to take a dog into the woods or plantations unless his master also hunted with him. In 1685 the sale of rum to slaves was prohibited by West Jersey legislation.

As early as 1751, and by similar legislation in 1798, large or disorderly meetings of slaves were prohibited, and in the same years certain hours of the night were designated at which time all slaves must be at home. On Sunday slaves might bury their dead, attend places of worship, or do any other reasonable act with their master's consent, but they could not hunt or carry a gun. Nor was begging permitted. In 1754 a special law applicable to the borough of Elizabethtown provided that slaves and servants committing misdemeanors, or indulging in "rude or disorderly

behavior," could be committed to the workhouse or receive corporal punishment not exceeding thirty stripes. In 1799 this act was made applicable to the entire State.

Through the operation of criminal laws it was early apparent that racial prejudices and lack of trustfulness had created a barrier between whites and blacks. In 1695 East Jersey passed an act creating a special court for the trial of crime-committing slaves constituted by statute, a practice in use until 1768; nor was it until 1788 that special punishments inflicted upon slaves were abolished. Andrew D. Mellick, in his "Story of An Old Farm," instances a death sentence pronounced in Monmouth County sessions, where a justice condemned a negro to having his hand cut off and burned before his eyes, to being hung, and his body burned to ashes. There are a large number of references in the unpublished records of the Supreme Court, as well as in contemporary newspapers, to death and lesser penalties inflicted upon slaves who had committed arson, rape, mayhem, and grand larceny, and attempting to encompass the life of their masters by the use of poison. When slaves were executed their owners were recompensed by a payment of certain sums raised by a poll-tax upon all slaves in the county between the ages of fourteen and fifty. Burning at the stake as punishment for murder committed by a

slave was a form of execution, instances occurring in Perth Amboy in 1730 and 1751, in Somerset County in 1739, and in Hackensack in 1741.

The severity of all this legislation was undoubtedly due to the constant fear of "negro plots." As early as 1734 an attempted insurrection in the vicinity of Somerville was quelled, and of thirty negroes apprehended one was hanged, some had their ears cropped, and others were lashed. The plan was said to have included massacre, arson, and flight to the Indians and the French. As a result of the "Negro Conspiracy" which so alarmed New York in 1741 two negroes were burned in Essex County after a large part of the population of the vicinity was under arms. Other plots were unearthed or supposed to be unearthed in 1772, 1779, and 1796.

The subject of manumission was a troublesome one to the colonial Legislatures. Fearing that free negroes would become "idle and slothful," a law of 1714 provided that every master manumitting a slave must pay, under bonds of two hundred pounds, an annuity of twenty pounds to such negro. This legislation, in spite of petitions, practically remained long in force, and all slaves sound in mind and body, between twenty-one and thirty-five years of age, could be emancipated in legal form without security being given. All other cases required security. To this act as well as

to more liberal emancipation legislation the courts of New Jersey gave a broad construction, the Supreme Court in 1794 going to the point of holding that mere general declarations of an intention to set negroes free, unaccompanied by any express promise or understanding, were sufficient authority for the court to declare the negroes free.

Although the rights and privileges extended to slaves were few, in 1682 owners of negroes in East Jersey were required to allow them victuals and clothing, while Lord Cornbury was instructed to secure the passage of a law providing capital punishment for those who wilfully killed Indians and negroes. In 1786 and in 1798 "inhumanly treating and abusing" a slave on the part of a master could lead to the owner's indictment by grand jury and the infliction of a fine. Masters were compelled to support their slaves, and any one selling by fraud "an aged or decrepit slave to a poor person unable to support him" was liable to a fine. In 1788 a statute directed, under fine, that all slaves for life or years born after the publication of the act, be taught to read before attaining the age of twenty-one years. A slave was allowed by the acts of 1714 and 1798 to testify in criminal cases where his evidence was for or against another slave. By reason of color he was presumed to be a slave, and the burden of proof

lay upon him. "Free negroes were commonly received as witnesses," says Cooley, although in the colonial period freedmen were denied the right of holding real estate.

In religious matters, with the help of the whites, the negroes of New Jersey endeavored to secure for themselves separate places for worship. This effort was largely the outgrowth of the Methodist Episcopal movement, and began to take form as early as 1810. In that year a negro congregation was organized in Salem City, and thereafter in West Jersey other churches were established. Trenton followed in 1817, Gouldtown, near Bridgeton, in 1818, with Evesham and Mount Holly in 1826. In the thirties Bridgeton, Allentown, Burlington, Camden, and Port Elizabeth were made centers for worship. The presence of many students in Princeton college, registering from the Southern States, accompanied by their body-servants, was one of the elements which led to the formation of a negro congregation in Princeton in 1832. By 1827 the negroes had built a church in New Brunswick, which was followed in 1836 by a similar edifice in Rahway.

Yet in spite of religious liberty, and the fact that the slaves sometimes voted under the provisions of the State constitution of 1776, their advantages even in New Jersey were limited. As to racial co-independence public opinion was an

unwritten constitution, a sentiment nowhere better expressed than by Francis Newton Thorpe in his "Constitutional History of the American People, 1776-1850," when speaking of the slave he said of the negro in bondage:

> He was an outcast, overlooked by the tax gatherers, refused admission to the schools, denied entrance to the trades, dwelling on the thorny edge of village life, doctored by charity, watched by a slave-holding democracy, rejected from the society of the white men, and forbidden to mingle freely with his own.

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IT WAS the passage of the "Fugitive Slave Law" in September, 1850, that brought to the fore an institution which, during the next decade, gained a peculiar national prominence. The stringent fugitive slave law of 1793, and the abortive attempt to give greater effectiveness to the measure by the legislation of 1818, had become a dead letter. This was owing to the attitude of many of the free-labor States, which passed acts forbidding their magistrates, under severe penalties, from assuming any part in carrying the law into effect. New Jersey, however, took no action, as she deemed existent legislation sufficient to cover all cases.

The law of 1850 was originally a part of Clay's famous "Omnibus Bill," and later passed as a separate measure. In its terms, very briefly stated, the "Fugitive Slave Law" provided that United States commissioners could surrender a colored man or woman to anyone who claimed the negro as a slave; that the negro could not give testimony; "commanded" citizens to aid the "slave hunters" somewhat as a sheriff's posse would search for an escaped murderer; and sought to destroy the "underground railroad" by prescribing fine and punishment for those who harbored runaway slaves or prevented their recapture.

To the people of the State of New Jersey this

act was of more than passing interest. Five per cent. of the total population of the State was of negro blood, free or slave. Many of these negroes were resident in West Jersey, their homes being upon the plantations or in the villages where their ancestors had formerly been slaves. It was into this portion of the State that the escaping negro from the South, particularly from Maryland, Northern Virginia, and the "Eastern Shore," entered upon his way to New England or Canada. Safe out of Dover or Philadelphia, he caught his first breath of personal freedom.

In its defiance of the federal statute the operation of the "underground railroad" was of course unlawful. Yet among those members of the Society of Friends who were most active in sending the slave to a place of security there was a special construction placed upon William H. Seward's declaration of the "higher law," a construction that negatived the show of force presented by the armed parties of slave hunters who searched for escaping negroes along the valleys of Delaware Bay and River or along the Hudson and the Raritan Rivers.

The "underground railroad," as operated in New Jersey, like the "Topsies," who travelled over it, "just growed." Traces of the system may be found early in the century, but it was not until the measure of Clay brought slavery to the

front as the paramount issue that the "railroad" was generally considered. For escaping negroes Philadelphia was ever a great center, and here converged a number of routes which led to Quaker farm houses along the Maryland border. Thence across the Delaware into New Jersey the slaves were sent under the care of trusted agents, whose most active supporters were members of the Society of Friends. Who were the "officials" of this corporation, and how funds were secured, is even now largely a matter of conjecture, for as a recent contributor to popular literature upon this subject says: "It was an enterprise where statistics were considered heretical and where know-nothingism was a religion."

In its operation, however, the "underground railroad" presented no difficult problems for the slave except that of fear of detection. For this reason the "trains" of slaves were generally sent through New Jersey at night, resting by day in barns, in the recesses of the woods, in cellars, or even in the kitchens of the most enthusiastic members of the cause. With but few exceptions the negroes of the State assisted the members of their race in thus escaping from their masters, for which work the trusted colored people of New Jersey were liberally supplied with food, clothes, and money.

As a broad statement it may be said that the

routes were numbered, and the stations designated by letters of the alphabet. A number of houses used for this purpose still stand.

It is further stated as a fact that there were twelve different routes across the State, and three of them were principal routes, over which at least forty thousand slaves were secretly conducted.

Of all the routes that known as Number 1 was probably the most conspicuous. Under the general charge of Jacob Bigelow, the southern part of the route extended from Philadelphia to Washington, District of Columbia. Crossing the Delaware, it entered New Jersey in the northern part of Camden County, at Morris station on the Camden and Amboy division of the Pennsylvania Railroad. Thence the route extended to Bordentown, to Princeton, and at points north and south of New Brunswick. In the words of a modern writer, agents of the "railroad" were engaged in ferrying the escaping slaves "across the Raritan River, for the bridges were never trusted. It was here that the slave chasers made their raids and caught in their drag nets many poor wretches. These raiders were paid well for every re-captured slave, and many unscrupulous men went into the business. Great precaution became necessary at these points, on the Raritan, so a secret service plan was put in operation. Friends of the cause, when they found the chasers too numerous, sent

out couriers to warn the approaching 'trains' of danger. A turn was then made toward Amboy and across to Staten Island, but a blockade was soon placed there. It then became necessary for each train as it approached the Raritan to wait until it received orders which way to seek the safest place for crossing. After crossing the Raritan those who did not go by Staten Island kept to the small roads until Jersey City was reached, where the smartest of the New York guides were on hand to direct the route across the State to Canada. Principal among these was John Everett. The routes across New York were numerous."

A second route across New Jersey was one said to have been organized by the Rev. Thomas Clement Oliver, of Salem City. Thither, across the head of Delaware Bay, fresh from the plantations of Maryland, came fugitive slaves to seek a few hours' asylum in their dash for freedom. In Salem City and its vicinity were many negroes who acted as guides from the State of Delaware. Boats carrying blue and yellow signal lights would be met on the Jersey shore, frequently at Greenwich, Cumberland County, by such negroes as the slave-born Harriet Tubman, of whom it is said she fed the black babies on paregoric and carried them in closed baskets like puppies, or John Mason, who claimed to have helped eighteen hundred slaves

to freedom. From Greenwich the route lay through Swedesboro, Woodbury, and Camden, frequently around by Mount Holly, and by the way of Bordentown to Princeton. This route became popular because of the favorable conditions, for there was a continuous chain of Quaker families, many free negroes, swampy lands, and pine forests.

Another route crossed the Delaware from Bristol to Burlington, and then by way of Trenton and Princeton to New Brunswick. Further up the Delaware Valley there was a route that started at Phillipsburg, thence to Somerville, to Elizabeth, and then across to Staten Island. This same route took a turn toward Morristown and then around Newark to Jersey City.

North of the Raritan River the system of the "underground railroad" was diversified. Of minor routes some passed around Metuchen and Rahway, leading to Elizabethport. However, after the slave chasers gathered there so thickly, the extension went around Newark and thence to New York.

From time to time slave chasers, by no means Southern owners, but men from New York, Philadelphia, and the State of New Jersey itself, engaged, for hire and bounty, to attempt the securing of the bodies of escaping negroes. These expeditions were largely unsuccessful owing to the

vigilance of the managers of the "railroad" and the alertness of rescuing parties. Probably the most celebrated instance in which New Jersey chasers were involved was an attempt made to capture a fugitive which occurred as early as 1833. A lawsuit, under the title of Johnson *v.* Tomkins, finally brought the matter to the United States District Court. According to the presentation of facts a slave owner located a slave in the underground railroad station of John Kenderline, living in Montgomery County, Pennsylvania. The owner and a party from New Jersey attempted to get the slave over the river, but a rescuing party overtook them. Resultant physical violence was the basis of a suit for damages. Sustained by the United States Circuit Court, these damages were assessed at four thousand dollars, the judge remarking the fact that the defendants were all Quakers and found it difficult to imagine the motives of persons who were members of the Society so distinguished for their obedience to the laws.

It has been frequently alleged that many of the New Jersey negroes are descendants of those slaves who escaped to the North during the existence of the "Fugitive Slave Law." Such, however, is far from true. While it may be said that an occasional fugitive negro remained in a settlement of his race, such as Gouldtown near Bridgeton, Topetoy Hill on the edge of Mount Holly, or

in Princeton, the number was most limited. There is sufficient reason for this statement. The eyes of the slave were turned toward New England and Canada; New Jersey was too near his old home. Unused to the manners, customs, and habits of the large towns of the North, and only partially acquainted with methods employed upon New Jersey farms, the "corn-field negro"—for it was he who most frequently ran away—betrayed himself at every step. Plunged from slavery into the hope of freedom, his inquisitiveness and his general lack of familiarity with his environment showed unmistakably that he had but recently "travelled on the railroad." For this reason he was hurried forward to comparative safety, and not left to linger in a State where spies dotted the highways, and where sympathy was not always as ready for his cause as it was in the Quaker farm houses.

Such were some of the characteristics of the "underground railroad," which aimed to give aid and comfort to those of a race who sought freedom through strange gates, until at last the end was attained through the ensanguined portal of a civil war.

OF ALL famous years in the history of the republic, that of 1860, with its mighty whirl of sentiment, of political and military activity, of hoping against hope, of seeking for relief, and of finding shifting sands, was in truth the most remarkable. Within twenty years the United States had acquired a vast, unknown region in the far West, snatched from Mexico. Then had followed the controversy circling around the one topic: "As Mexico, in 1827, had abolished slavery from this territory, shall the institution be reëstablished?" From this empire the States of California, New Mexico, Nevada, Arizona, Utah, and parts of Colorado and Wyoming have been formed. Upon its acquisition the "Free-Soil" party demanded that it be kept inviolate. The pro-slavery element urged that the new land should be "open to slavery and that any slaveholder should be allowed to emigrate with his slaves, and not have them set free." And while the great leaders of the day presented their arguments, based upon the construction of the constitution, Marshall, of New Jersey, in the winter of 1848, found gold in California. Then came the "'49ers" to a "free" State.

A period of most intense excitement followed the "gold fever." The "compromise" by Clay, the marvelous congressional debate led by Clay,

Calhoun, Seward, and Webster, the recommendations of the "Committee of thirteen," and the introduction of the "Omnibus Bill," the District of Columbia slave law, and the "Fugitive slave law," together with the death of President Taylor, served still further to complicate the situation.

In the meantime the sentiment in the South and in the North upon the question of slavery had assumed positive shape, and the issues presented at the opening of the Civil War were clearly defined. The South contended that Northern voters refused to recognize the domestic institution of slavery, which pre-existed the formation of the Union—their slave property which was guaranteed by the federal constitution. The "personal liberty laws" of some of the free States constituted a cause for separation, and as a broad and then unwarranted assumption the Southern people believed the election of President Lincoln meant the abolition of slavery. The Southern Democrats, as well as Whigs, under the leadership of Calhoun complained that it was with difficulty slaves could be recaptured when they had made good their escape to free States; that the constant agitation of the abolitionists tended to cause internal dissension: and demanded that the territories should be open to slavery.

The power of the South lay in the fact that, acting politically upon the defensive, she was also a

unit in sentiment. Into the vortex of Southern enthusiasm, of mistaken though sincere conviction, were drawn both the apathetic and lukewarm. While the North vainly essayed compromises the South was preparing, unconsciously perhaps, for that struggle which she knew was inevitable.

The North held that two or more republics could not exist upon federal soil, for if the logical sequence of the doctrine of secession was recognized States could secede until each commonwealth became a republic. The fundamental principle of all democratic forms of government, rule by will of the majority, would thus become a mere fiction, and the coercive power of society become lost. Yet judged by the modern industrial standards agreement must be had with a recent monographist, who says:

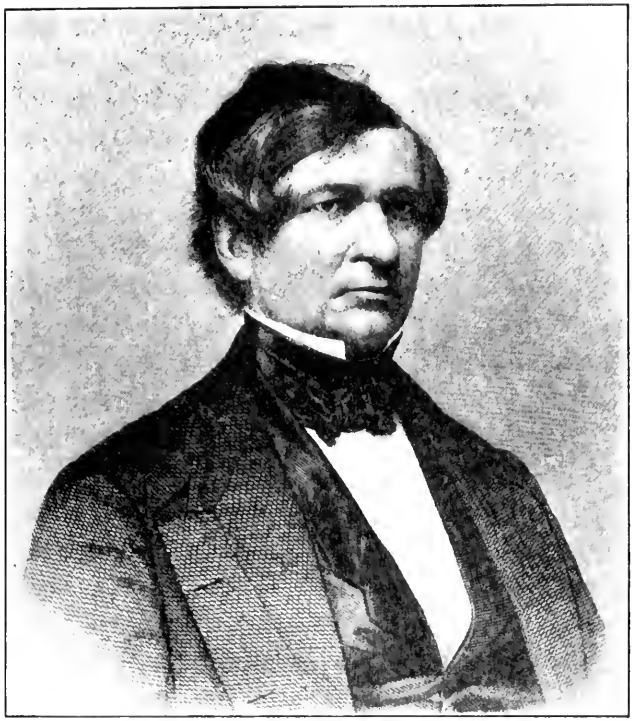
> The South, unquestionably, in the realization of her possibilities had been greatly retarded by the plan of slave ownership. While the North and Northwest had prospered, the Southern States had failed to develop their mines, clear their forests, or multiply their lines of transportation. Plantation life had led to static social conditions. The census of 1860 showed 4,000,000 negro slaves and 8,000,000 free whites between the Rio Grande and the Delaware. In the North there were but sixty-four slaves, of whom eighteen were in New Jersey, the remainder being in Kansas, Nebraska and Utah. Upon the other hand the white population in the Northern States amounted to 18,800,000, with 226,000 free blacks.
>
> The North had learned to dignify labor; the South had relied upon those who were held in bondage.

And it was thus, says one of the students of the period, that the close of the year 1860 found sentiment in New Jersey divided upon questions of public policy. He continues:

The Republican party in the State, embracing every element of the older, disorganized political associations, together with some disaffected Democrats, leaned toward war. But the party did not present an even front. Some of its Whig adherents had themselves been slave owners in New Jersey, while yet practically every other Northern State was "free soil." Others who were largely of the Society of Friends deprecated the resort to arms, and urged compromises or gradual abolition.

The Democrats embraced many men who were ready to fight and did fight, as the rosters of the New Jersey regiments show, but who, in 1860, considered that a solution of the problem was yet probable. It was believed that Harriet Beecher Stowe's novel, "Uncle Tom's Cabin," overestimated the true situation for the sake of dramatic effect. Some who were inclined to take a philosophical view of the situation quoted the opinions found in Claiborne's "Life" of General Quitman. Herein it was contended that racial hatred having died out in the South, the slave as a permanent fixture, as an hereditary heirloom, and as a human being with an immortal soul occupied a relation to his owner approximating that of guardian and ward. Public opinion more powerful than war would condemn to execution and infamy a cruel master, as interest taught the slaveholder it would be wise to cherish what was to be the permanent means of production and profit, while religion exacted the humane and judicious employment of the "talent" committed to the care of the South.

There were in the State a small unorganized minority party which openly sympathized with the South. This element was by no means confined to the Democrats, who, as a party, charged with the responsibility of the acts and utterances of this minority, were roundly abused by the "Opposition" press for alleged disloyalty.



Wm. L. Dayton.

(From an engraving by J. C. Buttre.)

The year 1860 found four national tickets in the presidential field. In April the Democrats assembled in convention in Charleston, South Carolina, where immediately a division occurred between the Northern and Southern elements of the party. The Northern delegates, being in control of the convention, at once proposed that questions regarding the rights of property arising under the federal constitution in States or territories were judicial, and that the Democratic party pledged itself to abide by and carry out the determination of these questions made or to be made by the Supreme Court of the United States. This proposition was immediately rejected by the extremists of the Southern minority, who declared that neither Congress nor territorial legislatures had power to abolish slavery in the territories, nor to prohibit the introduction of slaves therein, and that the federal government must protect slavery wherever "its constitutional authority extends."

The extreme Southern element withdrew from the convention, while the Northern majority and a few of its Southern adherents adjourned to Baltimore. Here in convention the so-called "regulars" placed in nomination for President and Vice-President Stephen A. Douglas and Herschel V. Johnson. But from the Baltimore convention there had been seceders, both Northern-

ers and Southerners, who nominated John C. Breckinridge for President and Joseph Lane for Vice-President.

Then came the National Constitutional Union party, composed of "old line" Whigs, Native Americans, and disaffected Democrats. These partisans nominated John Bell for President and Edward Everett for Vice-President. This party declared for the federal constitution, union of the States, and enforcement of the laws, and, having secured brief recognition, dissolved at the close of the campaign, Bell joining the Confederacy and Everett becoming a Republican leader in Massachusetts.

The Republican party met in Chicago in May and placed in nomination Abraham Lincoln for President and Hannibal Hamlin for Vice-President. The party platform insisted upon free soil for the territories, declared for the admission of Kansas as a free State, repudiated the Dred Scott decision, stated that the party had no sympathy with any policy that interfered with slavery in the States, and concurred in the Democratic demand that a railroad be built to the Pacific coast.

With the Democratic party thus rent into three factions the result was inevitable. The Republicans carried their national ticket; and even New Jersey, for the first time in twelve years, wavered in her Democratic allegiance, giving four electoral

votes for Lincoln and Hamlin and three for Douglas and Johnson—the only instance where the State has ever divided its electoral votes.

Scarce had Abraham Lincoln secured his election when South Carolina, upon the 20th of December, precipitated the crisis by the passage of her "Ordinance of Secession." But a few months remained ere Anderson should cut the flagstaff on Fort Moultrie, but in those few months, with cries of "Compromise" and "Peace," the nation plunged headlong into war. Soon were to be stifled the sophistries of constitutional construction, and the arguments that if the slave-holding States desired to perpetuate their policy they were at liberty to do so, provided they did not attempt the extension of the institution into embryo commonwealths where the settlers desired "free soil."

In a recent contribution to State history the writer says it was in vain that Maryland and Ohio accepted an amendment to the federal constitution, which provided that Congress should have no power to abolish or interfere within any State, with the domestic institutions thereof, including that of persons held to labor or service by the laws of said States. Temporizing had but delayed the declaration of hostilities between the North and South. Argument, persuasion, threat, and compromise had all been tried and found wanting. No futile attempts to adjust, by congressional ac-

tion, the differences between the States would avail, for beneath all superficialities lay economic and ethical considerations, which were by no means the outgrowth of environment, but which were inherited from those generations who lay sleeping in the dust.

IT WAS upon the 4th of March, 1861, in his inaugural address, that Abraham Lincoln, newly-elected President of the United States, defined the attitude of the Republican party, and set forth what may be termed "the consensus of conservative opinion in the North." In brief he pledged himself and the party he represented not to interfere with the institution of slavery in the States where it existed, that there would be no violence or bloodshed unless forced upon national authority, and that the power of his office would be used to hold, occupy, and possess the property and places belonging to the federal government.

In New Jersey many there were who believed that, in spite of all the "war talk," an amicable adjustment between the conflicting interests would be made, and that if war came it would be a "nine days' wonder." This belief was shared by Democrats and Republicans alike, men who could not see that the "inevitable conflict" was so close at hand that no human effort could change the course of destiny.

But the war had come, and upon the 12th of April, 1861, General Beauregard opened his batteries upon Fort Sumter, one of those federal "places" to which President Lincoln had alluded. Instantly, in spite of differences of opinion, Democrats and Republicans prepared for the conflict.

To the presidential call of April 15, 1861, which gave New Jersey's quota as three thousand one hundred and twenty-three men out of nearly one hundred thousand liable for military duty, ten thousand signified their willingness to take up arms in defense of the national government. Nearly a half million dollars, beside munificent private contributions, were offered to New Jersey by the banks of the State. In fifteen days the four New Jersey regiments were ready for duty on the field of battle.

The somewhat intimate relations of a social and financial character existing between the southern part of the State and the eastern shore of Maryland, as well as Delaware, led to the belief among State authorities that a "Southern feeling" might exist in the New Jersey counties bordering upon the lower Delaware River and Bay. But certain it was that Delaware Bay was open to attack, and that Philadelphia, with its stores of wealth, was greatly exposed to invasion by sea. A small but powerful naval force, owing to the inefficiency of the navy of the United States, could have easily put the city under tribute, a course which the Confederacy would have adopted had it been able so to do. As an essential means of protection for South Jersey and to aid Philadelphia Governor Olden directed the telegraph line to Cape May to be put in working order, prepared for the organiza-

tion of a maritime guard along the coast, and urged the patrol of the shore by armed vessels. To keep the Delaware River open, and establish communication with Philadelphia, Fort Delaware, near Salem, was regarrisoned and rehabilitated.

In 1861 the Republicans had secured the election of a Senate. A governor representing the principles of that party had been elected in 1859. The House of Assembly was Democratic. But in spite of political differences the executive and the Legislature were in accord. A special session of the two houses was called upon the 30th of April. Acts were passed authorizing the cities of Newark, Trenton, Jersey City, Rahway, Camden, and Bordentown to issue bonds, the proceeds of the sales thereof to be devoted to the support of families of volunteers. A State loan of two million dollars was created, provision was made for new regiments, for river and coast defenses, and for the purchase of arms and military stores. Under this act for supporting families of volunteers there were expended during the war two million three hundred thousand dollars.

In the gubernatorial election of the autumn of 1862 the political control of the State passed into the hands of the Democratic party, where it remained until the close of the Civil War. With the elevation of Joel Parker to the executive chair the Democratic party became responsible for the

position the State occupied before the nation, as it had been in the winter of 1862, when the two houses had been Democratic in joint ballot by a majority of three.

The election of a Democratic governor, the place held by a Republican predecessor, was due largely to his great personal popularity, and was not, as stated by some writers, due to any wavering in loyalty to the Northern cause on the part of New Jersey. In policy Governor Parker followed close upon the lines laid down by Governor Olden. Both may be said to have been opposed to sudden emancipation of the slaves, but both looked with disfavor upon arbitrary arrests, both were regarded by President Lincoln as stanch supporters of the national administration. True Governor Parker, in some respects, had differed from the presidential policy, and continued to differ, personally and officially, until the close of the war. But Governor Parker buried all personal considerations and held close to the doing of his duty. His administration is replete with acts indicating his loyalty to the Union, among them being the many bounty laws, an act increasing the war loan by one million dollars, and a statute providing for a commission to report as to legislative provision for wounded and disabled Jerseymen received his signature. He was also deeply interested in the work of the " United States Sanitary Commission

for New Jersey," and gave, by day and night, audiences to the municipal and ecclesiastical committees which called upon him. In the movements upon Philadelphia in 1863 and upon Washington in 1864 Governor Parker personally directed the transportation of the New Jersey troops, and frequently visited Washington upon missions of the highest political importance as well as of mercy.

In 1863, during the month of March, there was introduced in the New Jersey Legislature a resolution which reflected the opinion of many citizens of the State, who were by no means sympathizers with the South, and yet who wished to see the return of peace. This resolution, which was adopted, urged Congress to appoint commissioners to meet commissioners of the Confederacy " for the purpose of considering whether any, and if any, what plan may be adopted, consistent with the dignity and honor of the national government, by which the Civil War may be brought to a close."

This attitude of the State was due largely to the stand taken by President Lincoln after the battle of Antietam, which occurred upon September 17, 1862. The President, in accordance with his vow taken before the defeat of Lee, issued the preliminary " emancipation proclamation " of September 22, 1862. Its terms provided that if the Confederate States did not return to their allegiance be-

fore the 1st of January, 1863, all slaves within the Confederate lines should be forever free. The second proclamation of emancipation followed January 1, 1863. It was held by men of influence in New Jersey that the war was undertaken to restrain the extension of slavery, not for its abolition, and that, should the South be content to confine the "peculiar institution" within certain bounds, it would be well for the struggle to cease.

The presidential election of 1864 brought forward the name of General George B. McClellan as Democratic candidate for the suffrages of the people. In New Jersey, as in other States, the policy of President Lincoln had won him both praise and blame. The administration Republicans had attracted to the Republican party some of the "war Democrats." These, meeting on common ground, united upon Lincoln and Andrew Johnson as presidential and vice-presidential candidates. But the extreme wing of the Republican party, which accused President Lincoln of lack of severity toward the seceding States, and whose platform embraced congressional reconstruction of the Confederate States, confiscation of land belonging to those who had supported the Southern cause, and the absolute destruction of the principle of slavery, opposed the nomination, and named as their candidates John C. Fremont for President and

General John Cochrane for Vice-President. These candidates later withdrew.

A portion of the Democrats, urging that the war had been a failure, and desirous of peace, carried influence in the counsels of their party.

With a popular majority among the States balloting for him of nearly half a million votes Lincoln was inaugurated in 1865, only to fall by the hand of an assassin. By reason of his policy of amnesty, and the fairness of those methods with which he hoped to "reconstruct" the South, the peace sentiment in New Jersey, in fact throughout the entire North, was rapidly gaining ground. Everywhere the question was asked: "The South is practically crushed; why continue the struggle?"—a question which brought its own answer in the surrender of Lee at Appomattox Court House and of Johnson near Raleigh. Jefferson Davis, President of the Confederacy, was soon captured at Irwinsville, Georgia, and in a few short days the Confederacy itself, in form and substance at least, became the "Lost Cause."

During this wonderful struggle, while New Jersey had been free from engagements upon her soil, she had none the less given of her treasure and of the lives of her men to sustain the cause of the Union. For four long years her industrial activity had halted, her energies bent upon measures of war. To the citizens of the State, those

who had remained at home or had returned from the "front," peace was most welcome. To the few who were still inclined to sympathize with the South the collapse of the war was proof of the utter futility of arguments designed to further secession policy. To the mass of the people the return of peace meant the return of prosperity. It was the beginning of a new era characterized "as a time when those vast and indefinable forces which make for intellectual activity and material prosperity, and which mark the termination of great wars, were gathering. Everywhere there were indications of growth, in the chartering of railroads and manufacturing corporations, in the extension of the powers of municipalities, in the dissemination of new ideas and theories concerning economic relations, and in the zeal with which men applied themselves to the rehabilitation of affairs so long neglected."

IT WAS upon the 15th day of April, 1861, that the proclamation of the President of the United States was published calling for seventy-five thousand of the militia of the several States. In obedience to the proclamation Governor Charles S. Olden instantly issued a proclamation and order to detach one regiment from each of the then existing four military divisions of New Jersey. The first company, known as the Olden Guard of Trenton, reported April 23, 1861, and in seven days the four regiments were completed. These regiments, being organized into a brigade, were mustered into the United States service at Trenton, May 1, 1861. New Jersey possesses the distinction of sending the first fully organized brigade arriving for the defense of the City of Washington. Of this brigade Theodore Runyon was brigadier-general, the first regiment being commanded by Adolphus J. Johnson, the second regiment by Henry M. Baker, the third regiment by William Napton, and the fourth regiment by Matthew Miller, Jr. Having been held in reserve during the first battle of Bull Run, these "three months' men" were discharged from the United States service at Newark and Trenton, July 31, 1861.

In response to the second presidential call for troops, issued upon the 3d of May, 1861, a requisition was made upon New Jersey for three regi-

ments of volunteer infantry to serve for three years, or during the war. Anticipating the call, Governor Olden informed the secretary of war upon the 18th of May that the three regiments were ready for muster. The organizations were designated as the First, Second, and Third Regiments, while in pursuance of an act of Congress, approved July 22, 1861, the Fourth Regiment and Battery A were organized and assigned to duty with the three regiments already raised and in the field. These five regiments were generally known as the First Brigade New Jersey Volunteers.

These regiments continued in service throughout the war, participating in many prominent engagements in Virginia, Maryland, and Pennsylvania. The colonels of the regiments were: First, William R. Montgomery, Alfred T. A. Torbert; Second, George W. McLain, Isaac M. Tucker, Samuel L. Buck, William H. Penrose; Third, George W. Taylor, Henry W. Brown; Fourth, James H. Simpson, William B. Hatch, William Birney, and Edward C. Campbell.

The Second Brigade of New Jersey Volunteers was composed of the Fifth, Sixth, Seventh, and Eighth Regiments of Infantry and Battery B. These regiments were raised under the third call for troops, July 24, 1861, and, as in the case of the regiments of the First Brigade, saw active

Chas. S. Olden

(From a steel plate engraved by Emily Sartain.)

service in Virginia, Maryland, and Pennsylvania. The colonels of these regiments were: Fifth, Samuel H. Starr, William J. Sewell; Sixth, James T. Hatfield, Gershom Mott, George C. Burling; Seventh, Joseph W. Revere, Louis R. Francine, Francis Price, Jr.; Eighth, Adolphus J. Johnson, John Ramsey.

The Ninth Regiment was organized under an act of Congress approved July 22, 1861, leaving the State December 4, 1861. The regiment was in active fighting in Virginia and North Carolina. The colonels of the regiment were Joseph W. Allen, Charles A. Heckman, Abram Zabriskie, and James Stewart, Jr.

The Tenth Regiment, organized independently of State authority and known as the "Olden Legion," had been formed under the act of Congress approved July 22, 1861. On January 29, 1862, the regiment was transferred to the authorities of the State of New Jersey. Its service was entirely in the State of Virginia. Its colonels were William Bryan, William R. Murphy, and Henry O. Ryerson.

Upon July 7, 1862, President Lincoln issued a call for three hundred thousand additional volunteers to serve for three years or until the close of the war. Of this call New Jersey's quota was five regiments. For some time a regiment had been recruiting in the State, and this, the Elev-

enth, was sent upon August 25 to Washington. The colonel was Robert McAllister, the State of Virginia being the scene of its active service. The other four regiments furnished under the presidential call, and known as the Twelfth, Thirteenth, Fourteenth, and Fifteenth, were recruited rapidly from the organized, equipped, and drilled militia of the State. The Twelfth participated in the prominent battles in the State of Virginia, the colonels of the regiment being Robert C. Johnson, J. Howard Willetts, and John Willian.

The Thirteenth served in Maryland, Pennsylvania, Virginia, Georgia, and North Carolina, its colonel being Ezra A. Carman. The Fourteenth and Fifteenth Regiments participated in battles upon the soil of Virginia. William S. Truex was colonel of the Fourteenth Regiment, while the colonels of the Fifteenth Regiment were Samuel Fowler, Alexander C. M. Pennington, Jr., and William H. Penrose.

The Sixteenth Regiment, the First Regiment of Cavalry, was organized under the provisions of an act of Congress approved July 22, 1861, and was not under the control of the State authorities. Designated as Halsted's Cavalry, the regiment reached Washington about September 1, 1861, and served in Virginia with great distinction until the close of the war. The colonels of the regiment were William Halsted, Percy Wyndham, John W.

Kester, Hugh H. Janeway, and Myron H. Beaumont.

The Seventeenth, Eighteenth, Nineteenth, and Twentieth Regiments were organized from the First, Second, Third, and Fourth Regiments upon the completion of the three months for which they had enlisted in 1861.

The State of New Jersey, by its patriotic enrolment of volunteers, escaped the necessity of a draft of three hundred thousand men, to serve for nine months, ordered by the President upon August 4, 1862. The quota of the State under that draft was ten thousand four hundred and seventy-eight men, which was filled by the organization of the Twenty-first, Twenty-second, Twenty-third, Twenty-fourth, Twenty-fifth, Twenty-sixth, Twenty-seventh, Twenty-eighth, Twenty-ninth, Thirtieth, and Thirty-first Regiments. The service of these regiments was almost wholly in the State of Virginia. The colonel of the Twenty-first Regiment was Gilliam Van Houten; of the Twenty-second, Abraham Demarest, Cornelius Fornet; of the Twenty-third, John S. Cox, Henry O. Ryerson, Edward Burd Grubb; of the Twenty-fourth, William B. Robertson; of the Twenty-fifth, Andrew Derrom; of the Twenty-sixth, Andrew J. Morrison; of the Twenty-seventh, George W. Mindil; of the Twenty-eighth, Moses N. Wisewell; of the Twenty-ninth, Edwin F. Applegate, William

R. Taylor; of the Thirtieth, Alexander E. Donaldson, John J. Cladek; of the Thirty-first, Alexander P. Berthoud.

The Thirty-second Regiment, known as the Second Regiment of Cavalry, was organized under authority and instructions from the federal war department dated June 30, 1863. The regiment took part in engagements in Virginia, Mississippi, Tennessee, Missouri, Kansas, Arkansas, and Alabama. Its colonel was Joseph Kargé.

Under authority of the war department dated June 30, 1863, the Thirty-third, Thirty-fourth, and Thirty-fifth Regiments were organized. The Thirty-third served in Tennessee, Georgia, and North Carolina, its colonel being George W. Mendil. The Thirty-fourth was in battles in Kentucky, Tennessee, and Alabama, its colonels being William H. Lawrence and Timothy C. Moore. The Thirty-fifth took part in engagements in Mississippi, Georgia, and South Carolina. The colonel of the regiment was John J. Cladek.

The Thirty-sixth Regiment, Third Regiment Cavalry Volunteers, also known as the First Regiment United States Hussars, was organized under a proclamation of the President of the United States dated October 17, 1863. The service of this cavalry regiment was entirely in the State of Virginia. Its colonels were Andrew J. Morrison and Alexander C. M. Pennington, Jr.

The Thirty-seventh Regiment came into existence under a presidential call for troops to serve one hundred days. The details of the call were fully set forth by the proclamation of the governor of New Jersey, under date of May 16, 1864. The colonel of the regiment was Edward Burd Grubb.

Under an act of Congress approved July 4, 1864, the Thirty-eighth and Thirty-ninth Regiments were organized. The service of both regiments was confined to Virginia. The colonel of the Thirty-eighth was William J. Sewell; the colonel of the Thirty-ninth was Abram C. Wildrick.

The Fortieth Regiment was organized under the last mentioned act, the regiment taking part in the Virginia campaign of 1865, its colonel being Stephen R. Gilkyson.

The Forty-first Regiment was commenced, but owing to the termination of hostilities was discontinued and consolidated with the Thirty-ninth Regiment.

Of the batteries of artillery that of the First Regiment, known as Battery A, was a part of the militia force of the State, and was attached to the Third Regiment, Hudson Brigade. Although the tender was made the governor of New Jersey he was unable to accept the services of this battery until permitted to do so by the provisions of an act of Congress approved July 22, 1861. The battery served in Pennsylvania and Virginia, its captains

being William Hexamer and Augustine N. Parsons.

In September, 1861, Battery B, First Regiment, formerly known as Company F, First Regiment, Independent Essex Brigade, tendered its services to the State. Its participation in battles was confined to Virginia. The captains of Battery B were John E. Beam and A. Judson Clark.

Batteries C, D, and E, First Regiment, were organized under instructions from the federal war department dated June 30, 1863, serving in Virginia. The captain of Battery C was Christian Woerner, of Battery D, George T. Woodbury and Charles K. Doane, and of Battery E, Zenas C. Warren.

A notable military organization in New Jersey was Trenton's Company A, of the State militia. Thoroughly drilled and disciplined, on the 16th of April, 1861, a meeting of the company was called for the purpose of responding to President Lincoln's call for seventy-five thousand militia. Before action could be taken Company A was sent to the southern part of the city of Trenton to guard a large amount of military stores there collected in the State arsenal. This was the first company in the North to perform military duty under arms. The company later volunteered as Company A, First Battalion, Pennsylvania Emergency. The boast

of the company remained unchallenged that it sent more men to the war than any other organization in the North, while serving as a school for officers. The captain of the company was William R. Murphy. Following the appeal made by Governor Curtin, of Pennsylvania, upon the 15th of June, 1863, that neighboring States come to the relief of Pennsylvania and ward off the invasion contemplated by the confederate general, Robert E. Lee, upon the 17th of June, Governor Parker called for volunteers, particularly from among the nine months' regiments. The Twenty-third and Twenty-seventh volunteered for the service, as did four companies from Trenton, two from Newark, and one each from Lambertville, Morristown, Mount Holly, and Camden, and a light battery from Rahway. These ten companies were organized into two battalions, one of which was commanded by Captain William R. Murphy, of Trenton, the other by Captain J. Fred Laumaster, of Mount Holly. At the end of thirty days' service at and near Harrisburg the companies returned to New Jersey and were discharged.

The Maryland Emergency Company, mustered into service for thirty days upon July 12, 1864, was called out for service in Pennsylvania, Maryland, or the District of Columbia. The company, under the captaincy of Richard H. Lee, was stationed near Baltimore.

From time to time New Jersey men enlisted in the regiments of other States. Thus there were soldiers from this State in the regiments of Connecticut, Delaware, District of Columbia, Illinois (cavalry), Maryland, Michigan, Missouri, New York, Pennsylvania (artillery, infantry, and cavalry), and Wisconsin (heavy artillery).

New Jersey men also found representation in the Veteran Reserve Corps, instituted April 28, 1863, and in Hancock's corps, established November 28, 1864. There were no regiments of colored troops in New Jersey, such as enlisted being sent to the general rendezvous in Philadelphia.

In facilitating the mustering of troops rendezvous were established in August, 1862, at Trenton, Beverly, Freehold, Newark, and Flemington, while post commandants and disbursing officers were located in 1862 at Camp Perrine, Trenton; Camp Stockton, Woodbury; Camp Vredenburgh, Freehold; Camp Fair Oaks, Flemington; and Camp Frelinghuysen, Newark. In 1863 an agent of the State of New Jersey was sent to Washington to care for the troops going to the front as well as those in the hospitals in the vicinity of the capital. In this connection it may be said that during the Civil War hospitals were established in Jersey City, in Newark "Ward" or "Center Street," in Beverly, and at Trenton Barracks,

while there are two national cemeteries in the State—one in Beverly, the other in Newark.

In the call for troops whose service ranged from four years to one hundred days, New Jersey furnished 79,348, with 8,957 additional men not credited to her. The total call was 78,248, whereas the total number furnished was 88,305, being 10,057 in excess of the number required. The State paid no bounties, but county, township, and municipal authorities offered bounties amounting, it is believed, to twenty-three million dollars.

ALTHOUGH by an appeal to arms and the defeat of the Confederacy slavery had been extinguished within the limits of the United States, no guarantee existed in the federal constitution that at some future time the "peculiar institution" might not be reëstablished within the limits of the nation. To provide against such a possibility the thirteenth amendment to the organic law of the United States was sent to the several States for their ratification.

During the legislative session of 1866 the amendment appeared before the House of Assembly and Senate, both of which were Democratic, in the form of Assembly Joint Resolution No. 2, which was adopted by the house January 17th, the vote being forty-two to ten. Like action was taken by the Senate January 23d, the vote standing thirteen to eight. The resolution was approved by the governor January 23d.

When news of the approval reached the house that body, upon the same day, by a vote of thirty-three to fourteen, adopted a further resolution as expressive of its sentiments. This resolution stated that "New Jersey is gloriously redeemed in her political and moral history from the disgraceful stigma of being in sympathy, through her legislators, with the 'sum of all villainies,'" and that the course of New Jersey "will be hailed

with sincere joy and shouts of praise by all the freedom-loving people of New Jersey, as well as by the people of her sister States."

The attitude of the State of New Jersey toward slavery as a national issue is of interest. So far had the then prevalent theories of colonization affected New Jersey that the Legislature, by a resolution of December 3, 1824, considered a system of foreign colonization feasible in effecting entire emancipation. This plan, it was claimed, made convenient provision for free blacks, and cast upon the United States the duties and burdens incident to the evil of slavery. But colonization had been a failure. As an instance the project of inducing free negroes to emigrate to Hayti, in the year 1824, drew a number of New Jersey negroes to that island. This party of blacks, going from Port Elizabeth in the County of Cumberland, returned disgusted in a short time to their former homes, and to the employment of those in the village who had aided them in their efforts to locate in a new land.

Following the passage of the act of 1846, abolishing slavery by name in New Jersey, the Legislature of the State in 1847 resolved "that the New Jersey delegation in Congress be requested to use its best efforts to secure the exclusion forever of slavery or involuntary servitude from any territory to be annexed to the United States, except as

a punishment for crime." In 1849 the subject matter of the resolutions was repeated, and the speedy abolition of the slave trade in the District of Columbia was urged.

As late as the practical beginning of hostilities there assembled in Washington, in February, 1861, in response to the call of Virginia, which was trying the part of peacemaker, one hundred and thirty-three delegates of twenty-one States, who met for the purpose of proposing a remedy for the "unhappy controversies" which threatened to disrupt the nation. This was the Peace Conference, composed of men of national reputation. New Jersey sent as her representatives at this congress on the 29th of January, 1861, by virtue of a joint resolution of the House of Assembly and Senate, Governor Charles S. Olden, Peter D. Vroom, Robert F. Stockton, Benjamin Williamson, Joseph F. Randolph, Frederick T. Frelinghuysen, Rodman M. Price, William C. Alexander, and Thomas J. Stryker.

The New Jersey resolutions accompanying the appointment of these representatives were notable. The preamble recognized that the people of the State "consider the unity of the government * * * a main pillar in the edifice of their independence," declaring that the government of the United States is a national government, that the Union is not a "mere compact or league," and

that the constitution "was adopted in a spirit of mutual compromise and concession by the people of the United States, and can only be preserved by a constant recognition of that spirit." While the right of the general government to maintain its authority and enforce its laws in all parts of the country was undoubted the resolutions held that "forbearance and compromise are indispensable at this crisis to the perpetuity of the Union, and that it is the dictate of reason, wisdom, and patriotism peacefully to adjust whatever differences exist between the different sections of our country." It was further held that the Crittenden resolutions, or any other constitutional method that, by compromise, "will permanently settle the question of slavery," would be acceptable to the people of New Jersey.

"As a last resort," continued the resolutions, Congress was urged to call a convention of the States to propose amendments to the federal constitution, and States having in force laws which interfered with the constitutional rights of citizens of other States were urged to repeal such legislation.

The governor, upon the 30th day of August, 1866, called the Legislature of New Jersey in special session to meet in Trenton upon the 10th of September, to accept or reject the fourteenth amendment to the federal constitution. This

amendment dealt with citizens and their rights, the apportionment of representatives, the disability of persons engaged in the Civil War, and the validity of the public debt. These matters, second only in importance to the question of slavery, gave to New Jersey a marked prominence in the political history of the day. Although according to the view of the Republican governor, Marcus L. Ward, the fourteenth amendment was the "most lenient amnesty ever offered to treason," it was quite evident that to many members of the two houses the amendment was highly unsatisfactory.

In the Senate there were ten Democrats who refused to vote. Eleven Republican senators cast their votes in the affirmative, thus insuring the affirmative action of the upper house upon the 11th of September. In the House of Assembly upon the same day the vote was thirty-four ayes to twenty-four noes. With the approval of the governor from this hour the fourteenth amendment became to the State of New Jersey a cause for political strife.

The session of the Legislature of 1868 was made memorable by the withdrawal of the consent on the part of New Jersey of her ratification of the much discussed amendment. Upon the 20th of February, 1868, the house passed a joint resolution rescinding New Jersey's previous action by a vote

of forty-four to eleven, the Senate having taken a like action on the 19th of the same month by a vote of eleven to eight. In adopting such a course the Legislature of New Jersey, in a series of resolutions of national interest, declared that the basis of all government is the consent of the governed, and that all constitutions are contracts between the parties bound thereby. It was further held that any State assenting to a proposition to alter the fundamental law might withdraw before such number of States as might be necessary to bind the amendment had consented, which withdrawal becomes a duty, when, after consideration, it seems best for the safety and happiness of all that such action be taken. Three-fourths of the States not having yet consented, the "natural and constitutional right" of New Jersey "to withdraw its assent was undeniable."

In further discussion of this subject the New Jersey Legislature asserted that the authors of the fourteenth amendment excluded from the House of Representatives and Senate eighty representatives of eleven States in the Union "upon the pretence that there were no such States in the Union." This was to attain the end of securing the two-thirds of both houses of Congress necessary to propose an amendment. Furthermore, finding that the remaining two-thirds could not be brought to assent to the amendment, the "authors" of the

amendment "deliberately formed and carried out the design of mutilating the integrity of the United States Senate, and without any pretext or justification other than the possession of the power * * * ejected a member of their own body representing this State, and thus practically denied to New Jersey its equal suffrage in the Senate, and thereby nominally secured the vote of two-thirds of the said houses."

"The object of dismembering the highest representative assembly in the nation and humiliating a State in the Union faithful at all times to its obligations" was "to place new and unheard of powers in the hands of a faction, that it might absorb to itself all executive, judicial, and legislative power necessary to secure for itself immunity for the unconstitutional acts it had already committed, and those it had inflicted on a too patient people."

Denouncing the exercise of military law in the Southern States, and the errors of the plan of "Reconstruction," the New Jersey Legislature condemned the fourteenth amendment for a variety of other reasons, none of which, however, has been successfully maintained in the highest tribunals of the nation. The absurd and incoherent provisions are as follows:

It absurdly declares naturalized citizens of the

United States shall be citizens of the several States.

It lodges with the Legislature the executive power of pardon.

It adopts the principle of ex-post facto legislation.

It gives to the people in their sovereign capacity the judicial power of punishment.

It degrades the honesty and morality of the nation.

It alarms public creditors by placing "constitutional guards against the repudiation of the public debt"—a libel on the American people and a stigma upon the present generation.

It prohibits the States from passing laws interdicting the execution of such parts of the common law as the national judiciary shall deem inconsistent with the vague provisions of the amendment.

It brings State and common law, relating to life, liberty, and property, within the jurisdiction of federal tribunals.

It "gerrymanders" representation to secure to a faction "a sufficient number of the votes of a servile and ignorant race to outweigh the intelligent votes" of whites.

It sets up a standard of suffrage dependent entirely upon citizenship, majority, inhabitancy, and manhood, and any "interference whatever by the

State" imposing "reasonable qualifications * * * causes a reduction of the State's representation."

The claim of the supporters of the amendment that Congress could compel New Jersey to adopt "impartial suffrage" would transfer to the federal Legislature the right of a State to regulate suffrage within its own limits, a power fundamentally reserved to the States, a vital principle of self-government.

The New Jersey Legislature finally declared that the amendment was designed to overthrow self-government by conferring the elective franchise "upon a race which has never given the slightest evidence at any time or in any quarter of the globe of its capacity for self-government." The erecting of "an impracticable standard of suffrage, which will render the right valueless to any portion of the people," made the amendment "unfit to be incorporated in the fundamental law of a free people."

This resolution, passed upon March 27, 1868, was presented to the House of Representatives on the 30th of the same month. By a vote in the national Legislature of eighty to seventeen, there being ninety-two members not voting, the House of Representatives ordered that the New Jersey resolutions should be returned to the State, that only their title should be referred to in official

publications, and that the house denied the constitutional right of any State Legislature to withdraw its assent to the amendment. New Jersey, with Ohio, which State had also withdrawn its assent, were included in the joint resolution of Congress in the list of ratifying States, and their acts withdrawing their assent were treated as null and void. This attitude of Congress has never been successfully questioned in the Supreme Court.

The State election of 1867 had been one of intense political struggle. The Republican party had pledged itself to remove the word "white" from Article II, Section I, of the State constitution of 1844, throwing down any racial barriers to suffrage. The Democratic party in New Jersey was politically opposed to the extension of negro suffrage, and in consequence the Democrats obtained control of the Legislature. The contention that each State had the exclusive right to regulate the qualifications of its own voters, and the unseating of United States Senator John P. Stockton, whose seat was declared vacant by the Senate March 27, 1866, by a vote of twenty-three to twenty, were the two elements that led New Jersey to pass her famous resolutions of withdrawal of assent. Mr. Stockton had been ousted upon the grounds that he had been elected by less than a majority of all the votes in the New Jersey Legis-

lature. It was in consequence of the questions raised on this contest that the present federal statute was enacted regulating the manner of electing United States senators.

The fifteenth amendment to the constitution of the United States had been rejected by New Jersey in 1870, in the House of Assembly on the 1st of February, by a vote of thirty-three to twenty-seven. Like action was taken by the Senate on the 27th of February by a vote of thirteen to eight. The joint resolution of rejection was approved on February 15th.

This amendment to the constitution, which declared that the right of the citizens of the United States to vote should not be abridged "on account of race, color, or previous condition of servitude," later received the assent of a Republican House of Assembly and Senate, being approved by a Democratic governor. The amendment appeared in the form of Joint Resolution No. 2, which was passed by the House of Assembly by a vote of thirty-four to twenty-four upon February 8, 1871. The Senate passed the joint resolution by a vote of twelve to seven on February 15, and it was approved by the governor upon February 21, 1871, so rapidly had events moved since 1867.

FROM the close of the Civil War until the fateful "Black Friday" of 1873 New Jersey was the theater of an intense industrial activity. Within those few short years the State was almost revolutionized. Everywhere the signs of that intensity of thought and action characteristic of the close of a war were apparent. It was the beginning of the period of consolidation, when capital more than ever wielded an all-potent influence; when the great captains of industry forged to the front, and struggled for political control; when cities grew; when population from New York and Philadelphia overflowed the constricted boundaries of those great cities and built their homes in the counties bordering the Hudson and the lower Delaware; when men strove passionately, not for the ideals of the period of unrest of the days of Jackson, but for the more material ideals that come with the sudden acquisition of personal wealth.

It was the commencement of that phase of industrial life that marked the close of the nineteenth century. These were the vast consolidations of capital, the concentration of utilities, the formation of the "trusts." That plan of organization which made the later "trust" a possibility was shaping throughout the State. New Jersey, from 1866 to 1873, became the home of corpora-

tions, not of a few great industrial organizations, but of a host of smaller ones. These, taking advantage of the special legislation then characterizing the method of incorporating companies in New Jersey, forced hundreds of charters through the House of Assembly and Senate, stimulated by the influence of a powerful "lobby." It was in those days of special privileges, says a recent prominent State historian, that intense rivalry for precedence and enthusiastic exploitation brought men into every field of enterprise. Thousands of discharged soldiers returning to their homes from the Civil War sought and secured peaceful occupation, while the ever increasing torrent of immigration swept over the cities and into the country districts. The province of labor became more and more divided; capital, as represented in individuals, was vastly increased. The Civil War, largely through the operation of government contracts, had made capitalists enormously wealthy, and with labor seeking employment and capital seeking investment the corporation, in the modern sense, became a necessity. In the corporation men avoided the dangers incident to the laws regulating copartnerships, and gave to their enterprises far wider scope.

It was in truth a period of speculation. As in the days of the confederation, and in the few years following the second war with England, so in the

period following the Civil War men must needs find outlet for their energies and their dollars. The outward swing of the pendulum from the strain and stress of bloodshed and sorrow carried people to strange excesses. All the old issues had been settled, and those that came to the front were new ones of an economic character, except that of the demand for "general amnesty" for the late secessionists. Money, or rather fiat money, was plentiful, and every project, no matter how chimerical, found supporters, both moral and financial.

To incorporators New Jersey, by reason of its nearness to the great financial centers and the favorable conditions underlying the securing of charters, was a chosen resort for those engaged in "floating" a variety of "schemes," good, bad, and indifferent. The special laws grew in volume day by day. Companies were promoted to exploit the oil fields of Pennsylvania, perfect various processes for canning and preserving fruits and vegetables, the construction of patent pavements, improvements in locomotives and passenger coaches, the development of the iron and glass interests, the establishment of the brick and pottery industry, these being but a few of a hundred manifestations of activity.

Two of New Jersey's products, marl and cranberries, proved attractive, if later disastrous, ob-

jects for "promotion." In the case of marl, from colonial times small "pits" had been dug in that fertile portion of the State extending from Freehold to Salem City. As early as 1863, owing to the need of fertilizers and the demand upon New Jersey farmers for food supplies, to be used in the Civil War, the West Jersey Marl and Transportation Company had opened large and profitable "pits" near Woodbury. In less than a decade eleven competing companies had been organized. Even the prosaic and neglected cranberry was subjected to capitalistic influence, for within ten years no less than thirty-two companies were incorporated for its development in New Jersey. In 1869 an extreme was reached, when an oyster and stock raising company was formed under one and the same charter.

From these minor indications of the spirit of development and speculation the incorporators of companies turned to more attractive fields of enterprise. As early as 1864 a party of New York capitalists, chartered as the American Dock and Improvement Company, had endeavored to secure from the Legislature a free grant to the Hudson County water front, extending from South Cove to Cavan Point. It was then that men of influence associated with the free public school movement offered the State of New Jersey one million dollars for the riparian lands which the American

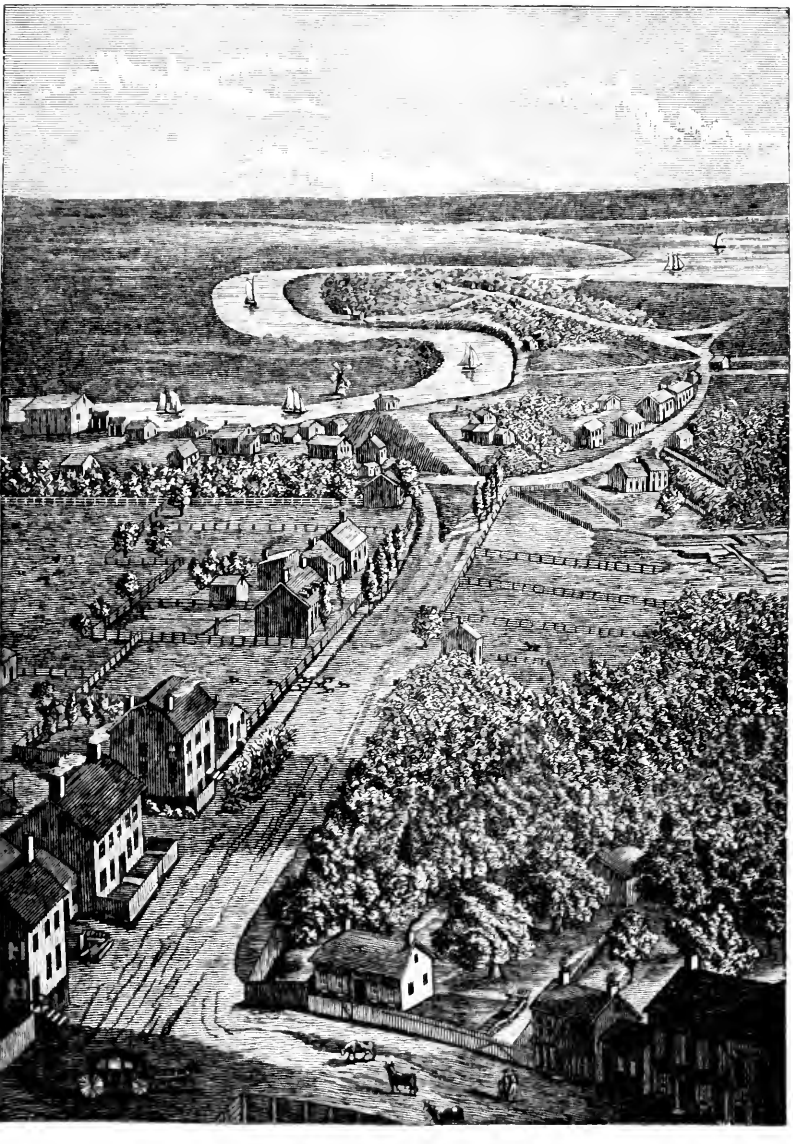
Company wished to obtain without payment of money. Thence arose, from legal opinions which were naturally incident to the contention, two essential conditions: first, that the American Company must pay for so great a privilege, and, secondly, that the State must determine, in view of her valuable water front privileges, what rights she possessed in her riparian lands and what methods should be used in the disposal of such rights. Hence, upon the occasion of the creation of a riparian commission, began a long period of discussion as to the relation the State bore to railroads seeking terminal facilities, and industrial corporations desiring locations upon tide-water fronts.

The disposal of the case of the American Company in no manner cooled the ardor of those seeking privileges for warehouses, docks, and ferries. Then with the transfer of an urban population to New Jersey, and the influence of the "commuter," came the incorporation of land and improvement companies. In Burlington, Camden, and Gloucester counties enterprises which had felt the blighting effects of the Civil War were rejuvenated, and new projects launched in the quiet river towns contiguous to Philadelphia. From New Brunswick to Paterson the real estate speculators "laid out" thousands of acres contiguous to the growing cities, and in attractive advertisements in the

local and metropolitan press set out the merits of new homes, free from taxes, from malaria, from city noise and heat, free from everything—except mortgages.

In the cities new market houses were being constructed, streets were in process of pavement and extension, public buildings were being erected, general municipal improvements were being instituted. In this period of inflation the desire for betterment led to later disaster. Smaller towns, notably Elizabeth and Rahway, possessed natural advantages and desiring to emulate the progress of their greater rivals, plunged into ill-fated plans of improvements. Streets were paved with wooden blocks, not only in the congested portions of the towns, but far into the country, making provision for a population which would not occupy the territory for at least a future half century.

It was in the incorporation of railroads and the union of existing smaller lines, bringing minor towns into direct communication with the great cities, that the period of development was strikingly marked. The Camden and Amboy Railroad, by securing control of the stock of lesser lines, or by a practical system of absorption, had extended its sphere of influence throughout Central New Jersey. The West Jersey Railroad virtually reached every town of importance in the southern part of the State. Under the influence of direct



VIEW OF OLD NEWARK.

communication the old towns of Woodbury, Salem, Bridgeton, Cape May, and the newer Atlantic City had been stimulated, while the remarkable growth of the New England settlement in Vineland attracted much attention to a long neglected portion of the State. In North Jersey during 1869 the Legislature passed an act validating and confirming the lease of the Morris and Essex Railroad to the Delaware, Lackawanna and Western Railroad, while the New York, Lake Erie and Western and the Central of New Jersey became possessed of those interests which, under their care, have tended so largely to develop the towns and cities in the northern and eastern parts of the State.

As to the general character of industrial corporations it may be said that many of these projects were exploited in the best of faith, and it would be as senseless as it would be unjust to charge against this vast body of incorporators sinister motives. They were overzealous and misled, capital became diffused through too many barren channels, and labor soon felt the evil effects. Thus when the crash came it was quite as much by reason of a mistaken policy of overproduction as it was by wilful and persistent stock jobbing.

The period from 1866 to 1875 showed political changes quite in keeping with this newer period of unrest. From 1850 to 1866 the Senate had re-

mained Democratic, with the exception of 1861, when the Republicans had control of the upper house, and in 1862, when there was a tie. The House of Assembly since 1850 had been Democratic, with the exception of but a few years. In 1865 there was a tie vote in the House of Assembly. Thence until 1873 there was almost constant change. In 1866 and 1867 both houses were Republican. In 1868, 1869, and 1870 both houses were Democratic; and in 1871, 1872, and 1873 both houses were again Republican. In 1865 a Republican governor, Marcus L. Ward, had been elected, but in 1868 the governorship was wrested from the Republican party by Theodore F. Randolph, whose successor, in 1871, was the former governor, Joel Parker, whose great popularity remained unshaken.

The presidential contest of 1868 found the Republicans with General Ulysses S. Grant and Schuyler Colfax as their nominees, and a platform declaring in favor of a reduction of the national debt, the encouragement of immigration, and the use of coin in the payment of bonds. The Democrats nominated Horatio Seymour and Francis P. Blair, and declared for universal amnesty, a uniform paper currency, the payment of the national debt in irredeemable paper currency ("greenbacks"), and the abolition of the system of land grants to railroads. As in 1864, so in 1868, New

Jersey declared herself in favor of the Democratic candidate.

It was in 1872, during the presidential contest, that a resident of New Jersey was brought forward as a vice-presidential candidate. Among minor political organizations which had sprung into existence was the National Labor party, declaring for paper money, an eight-hour law, Chinese exclusion, and the abolition of land grants to corporations. This party had nominated Joel Parker for the vice-presidency. While he declined the honor the very use of his name gave the party some local strength. Besides this movement the "Greenback" or "Ohio" idea had swept in from the Middle West; from 1865 to 1870 National Labor congresses had met, the restriction of immigration of the Chinese agitated the Pacific slope, while the moral question of prohibition of the liquor traffic assumed formidable proportions. Added to this the Republican and Democratic parties were divided. The death of Lincoln and the failure to carry out his plan of reconstruction upon broad and permanent lines had produced much bitterness in the South. The schemes adopted by professional politicians had split the Republicans in Missouri, from which arose a new party called the "Liberal Republicans," owing to its doctrine of more generous consideration for the Southern States. In the national convention of

the party in 1872 Horace Greeley, of New York, and B. Gratz Brown, of Missouri, were nominated for President and Vice-President on a platform which for the first time in the politics of the republic declared for civil service reform. The "regular" Republicans, unaffected by this movement, nominated General Grant and Henry Wilson. The nomination of Greeley and Brown was endorsed by the Democrats, but to many of the "old line" Democrats of New Jersey this endorsement was most distasteful, in that Horace Greeley, as "war editor" of the New York *Tribune*, had but recently accused many of his new political associates in New Jersey of disloyalty and even treason. The breach in the party widened, and General Ulysses S. Grant was elected President, the State of New Jersey giving him that remarkable majority of fifteen thousand two hundred, a majority since unequaled in a presidential contest, until 1896, when McKinley and Hobart, Republicans, received a plurality of 87,692.

The distinctive type of social development during the period preceding the panic of 1873 was different from that during the Jacksonian period of unrest. Then it was the betterment of humanity; later it tended more toward the personal comfort of the individual. But with newly-acquired wealth there was much ostentatious display, and attempts to attain a superlative degree of ele-

gance in dress and house furnishing. New men had come to the front with new ideas as to a standard of living, with new plans to spend their own —and other people's—money.

Upon the wide acres of New Jersey's farms which had been cut up into building lots new homes could be found, often with no apparent thought as to a desirable location. Square masses of brick or wood, with mansard roofs, treeless and forlorn, indicated a too common type of the "modern" house, while smaller residences, fearfully and wonderfully designed by ambitious architects, were to be found on country roads.

In the family homes by peaceful country sides, with all their associations, the old gave place to the new. Mahogany was supplanted by gaudily decorated "cottage sets," while more ambitious housewives painted, in gorgeous blues and greens, antique bird's-eye maple chests. Old silver, with its graceful shapes, was packed away, and "plated" ware, with a wealth of flowers and scrolls and fanciful designs, appeared upon the tables. "Art," struggling for existence, found its expression in hanging baskets made of pine cones, and in bunches of dried grasses and autumn leaves dipped in alum water to produce a "frost effect." Mottoes and chromos were to be found on the walls, and family portraits were hung in the garrets.

In the cities there were like crudities. Men sought great hotels and their ornate "bars," where the common parlors, dazzling in red and yellow silk, walnut furniture, and cheap paintings, attracted attention and called forth praise. In the summer there was an exodus to "fashionable watering places"—to Saratoga, Lake George, and various springs, but notably to Long Branch. Gambling and drinking were common,—much more common than at present,—and wealth, so quickly gained, was lavishly displayed. It was, indeed, an era of false taste, of striving for an artistic effect with little or no knowledge of how that effect should be obtained.

Even the railroad trains were not exempt. The engines were gay with color and brasswork, the coaches were panneled with mirrors, or decorated between the windows with scenes of tropical life —these, by the way, being often more artistic than more pretentious efforts. Newspaper advertising type felt the effect of this spirit and lacked both dignity and grace.

From the midst of this whirl of color, excitement, and money-spending the country was plunged into a short period of financial disturbance and then into the panic of 1873. This was largely caused by overproduction, as that of 1857 by a lack of capital preceding the failure of the Ohio Land and Trust Company. That

of 1873 was due to altered industrial conditions. It was the over-development of the new West that was largely responsible. It has been most truthfully said that, while the spirit of speculation had been rampant in New Jersey, and ten companies had been engaged in exploiting a given industry when one would have sufficed, the condition of affairs in the State, bad as they were, had no parallel to the rioting with money and credit which had taken place in the Mississippi Valley. That over-stimulation had its necessary reaction was well proved. Three transcontinental roads had been wholly or partly constructed, with scores of feeders and dependent lines. In the feverish markets of the United States and in Europe bonds and stocks of these corporations had met with ready sale in spite of the fact that none of them could show permanent earnings within a decade. There were constant defaults in interest, and at last the capitalists, gorged with unremunerative securities, refused to take more. Devastating fires in Boston and Chicago demanded money for municipal rehabilitation, and to add to the discontent a contest between the farmers and the common carriers arose.

In New Jersey, land speculations had become topheavy. The mortgages fell due, taxes were unpaid, improvement assessments had been neglected by property owners. Local banks, to aid

their depositors, withdrew their money from city institutions, which also demanded their loans. Then came rumors of the end, and upon that "Black Friday" of September, 1873, the crash came. Men, plunged from affluence to poverty, became wrecks of their former selves. Their industries were paralyzed, their workmen beggars. In 1873 and 1874 there were nearly eleven thousand failures, and the nation learned anew that old lesson that in spite of political conditions he who would dance must pay for his pleasure.

The effect in New Jersey was disastrous. Railroads, manufactures, and the farmers were alike crippled. There were but few who did not feel the evil that had fallen upon the nation. Municipalities which had engaged in expensive and often useless improvements were either bankrupt or were closely approaching that condition. Everywhere were but the flotsam of personal fortunes.

From these conditions the State and the nation emerged to once more enter upon a career of prosperity, and to see the world, in a new light, in the Centennial Exposition held in Philadelphia in 1876.

IT WAS upon February 27, 1867, that the capital stock of the joint companies, consisting of the Delaware and Raritan Canal Company, incorporated 1830, and the Camden and Amboy Railroad and Transportation Company, also incorporated in 1830, was consolidated with the capital stock of the New Jersey Railroad and Transportation Company, which latter corporation was chartered in 1832. Under the inspiration of Dudley S. Gregory and Russell H. Ivins the New Jersey Railroad had secured from the "Associates of the Jersey Company" a control of their stock, which gave to the railroad company the enjoyment of the ferry privileges, the undeveloped possibilities of which, in 1804, had proved so attractive to Alexander Hamilton.

Even before the middle of the nineteenth century the directors of the joint companies had realized that neither South Amboy nor the town of Perth Amboy, about whose commercial interests the East Jersey proprietors had once been so active, would ever become a commercial rival to Jersey City. To reach the then heart of New York City a new and more convenient spot must be chosen. But Jersey City held the key to the situation.

In addition to the yearly traffic relations between the joint companies and the New Jersey Railroad the acquisition of the bridge across

the Delaware River at Trenton, and the absorption of the Philadelphia and Trenton Railroad, extending from Morrisville to Kensington, now the northern part of the City of Philadelphia, had given to the Camden and Amboy interests an all-rail route from Philadelphia to New Brunswick, while the New Jersey Railroad controlled the one route thence to Jersey City and a monopoly of the ferries at the mouth of the Hudson River.

Thenceforth until the passage of the general railroad law of 1873 political and legislative warfare against the united companies was constant and bitter. The spirit of contest permeated every stratum of society. Most apparent in State and municipal affairs, the fight against "monopoly" seriously affected social and mercantile relations, and even in the pulpit the wickedness of the united companies was the subject of discourses by the "sensational" ministers of the day.

While the domination of the Camden and Amboy Railroad over Central and Southern New Jersey was complete other railroads had been projected and partly constructed, which had for their object the development of all that portion of New Jersey north of the Raritan River not contiguous to the New Jersey Railroad. Of these railroads the two most conspicuous were the Morris and Essex Railroad, chartered in 1835, now a part of the Delaware, Lackawanna and Western system,

an act confirming a lease having been passed in 1869, and the Elizabethtown and Somerville, chartered in 1831, long since absorbed into the Central Railroad of New Jersey. Although both these corporations with subsequent affiliations had entered and developed a region of New Jersey rich in mines and exceedingly fertile, neither the iron or zinc ores, nor the freight and passengers, carried by these railroads could reach New York City unless tribute was paid to the New Jersey Railroad. In the earliest days neither the Morris and Essex Railroad nor the Elizabethtown and Somerville was possessed of terminals within the limits of Hudson County. Thus it was that what is now the Central Railroad ran its cars over the New Jersey Railroad from Elizabeth to Jersey City, while the Morris and Essex trains were drawn by horses from its station in Newark to the Center Street station of the New Jersey Railroad, and there attached to Jersey City trains.

At best such traffic arrangements were unsatisfactory. There were disputes concerning mileage of cars and fares of passengers which assumed both corporate and personal phases. Later came the attempts of both the Morris and Essex Railroad and the Central Railroad of New Jersey to secure frontage upon the Hudson River and independent access to New York City.

In its control of the lowlands of old Paulus

Hook nature had vastly aided the plans of the New Jersey Railroad. South of the Hook lay the "Mud Flats" of South Cove, while to the north, in Hoboken, were available terminal facilities, but separated from the Hackensack Meadows by the rocky heights of Bergen Hill. To overcome such natural obstacles and to compete with the New Jersey Railroad Company were the problems presented to the Morris and Essex Railroad and the Central Railroad of New Jersey.

Of the many projects advanced by Commodore Stevens, of Castle Point, none was closer to his heart than the construction of the Morris and Essex Railroad. He had entered into traffic arrangements with the "great monopoly" under a protest, and had long been engaged in an endeavor to solve the engineering problem of constructing a tunnel through Bergen Hill. By this means his railroad would reach the Hudson by an independent line, with a terminal on a part of his vast Hoboken estate. He had, indeed, compromised with the New Jersey Company in making the Newark-Jersey City traffic agreement, but later had become identified with the promoters of the New York, Lake Erie and Western Railroad Company when they endeavored to construct a tunnel. As a result of this accomplishment of his desire both the Morris and Essex and the Erie Railroads jointly secured an outlet to New York City

through Bergen Hill. It was this joint use of the tunnel that led to the still famous "Frog War" between the two companies, when Governor Randolph was compelled to call out the militia in order to quell the rioters. In this "war" the Erie forces were under the direction of the magnate "Jim" Fisk, of Long Branch fame. Subsequently the Delaware, Lackawanna and Western Railroad Company, as successor to the Morris and Essex Company, blasted its own tunnel through Bergen Hill.

As an engineering enterprise the effort of the Central Railroad of New Jersey to gain a frontage upon the Hudson River was of equal if not greater moment. But one point was left for occupancy —the South Cove,—where sluggish tides, sweeping inward from the sea, submerged flats long sacred to oyster planters, gunners, and masters of river craft. To fill South Cove with refuse from New York City was the task undertaken by John Taylor Johnson and his associates of the Central Railroad. Years of toil, the expenditure of vast sums of money, the angry protests of residents of Jersey City justly annoyed by foul odors and consequent sickness, resulted in the reclamation of this tract. Docks, with miles of tracks, facilities for storing and handling coal and freight, and a terminal station erected upon ancient fishing grounds gave the Central Railroad of New Jersey

an outlet of its own, where, as in the case of the Lackawanna and Erie Railroads, ferryboats plied between its terminals in New Jersey and its piers in New York City.

In part the terminal and ferry monopoly of the New Jersey Company had been broken. It is necessary to thus briefly survey the physical condition of these great interests preparatory to a review of the passage of the general railroad law ere the full import of that measure be understood. This plan was necessarily adopted by William Edgar Sackett in his "Modern Battles of Trenton."

With the close of the Civil War, the great increase of business, the movement of population, the rapid growth of New York City, and the metropolitan area in New Jersey, the incorporation of successful industrial companies, the rapid flux of money and the overweening spirit of speculation—the feeling of opposition to the Camden and Amboy Railroad assumed a new phase. Before the great struggle between the North and the South the opposition to the monopoly had been based to a degree upon ethical considerations. It was a protest against a monopoly as such, and its political influence, rather than against its commercial aspect. By 1865 the railroad had become the dominant feature in the industrial life of the United States, and thenceforth opposition to the assumption that its monopoly features were a bar-

rier to the natural and proper development of the State. The company was conservative, and hesitated to extend its lines; at the same time it exercised its legal right to prevent this invasion of its territory by rival companies, and, most of all, by its chief competitor, the New Jersey Railroad and Transportation Company. The near approach of the expiration of the monopoly feature of the charter of the former stimulated new competitors to enter the field. Chief among these was the Central Railroad of New Jersey, which was looked upon as the main dependence in aid of a series of opposition enterprises. These, under various auspices and in various guises, appeared before the New Jersey Legislature as applicants for special charters, the only method in this State then employed to secure incorporation of railroads.

Before the Civil War a plan had been devised to construct a railroad in opposition to the Camden and Amboy Company. In 1854 a charter had been secured by the Torrey interests for the Raritan and Delaware Bay Railroad, designed to start at Port Monmouth on the north shore of Monmouth County, and thence extending in a general southeasterly direction to Cape May City. On the opposite side of Delaware Bay the railroad was projected along the "Eastern Shore" of Maryland and Virginia to Norfolk, and a branch line to a point opposite Baltimore. The enthusiastic pro-

jectors of this railroad hoped to capture trade from the Southern States, with powerful steamboats transferring passengers across Delaware Bay and from Port Monmouth to New York City. In New Jersey the course of the road was later extended through the heart of the "Pines," uncultivated and unsettled. With the exception of Bridgeton no town of importance lay upon the route, and small wonder it was that the railroad was ultimately built in sections, and in spite of the later influence of Jay Gould, with his New Jersey Southern Railroad of 1870, never realized any of the bold aims of its promoters. It was upon this railroad scheme that the Torrey interest borrowed nearly a half million dollars from the Bank of England, and the foreclosure of the mortgage created as great an interest in European financial circles as it did in the New Jersey court of equity.

The plan of constructing a rival railroad through the inhospitable "Pines" having failed to accomplish its purpose, the "anti-monopolists" turned to that territory lying between Trenton and Bound Brook. The Central Railroad of New Jersey in its road from Jersey City to Easton extended southwesterly from the Hudson to Bound Brook, at which point it was nearest to the City of Philadelphia. In the meantime the so-called "National Line" or "Air Line" had been pro-

jected from Philadelphia to Yardley, Pennsylvania, a village situated on the Delaware four miles northwest of Trenton. To connect Yardley with Bound Brook was the problem which tore the State into dissenting factions and made New Jersey the "battleground of railroad giants." Not only New Jersey but New York and Philadelphia were aroused. The press of the great cities complained bitterly of the policy of New Jersey, which required the Camden and Amboy Railroad to pay transit duties, "taken from the pockets of its New York and Philadelphia patrons," in lieu of taxes. So intensely were the people stirred that Governor Randolph, in a special message sent to the Legislature in 1869, urged the principle of a just and uniform rate of taxation upon all railroad and canal companies, a doctrine later advocated under different conditions by Governor Leon Abbett, and which led to the railroad and canal uniform taxation act of 1884. Under the stimulus of the governor's recommendation a tax of one-half of one per cent. was imposed upon the cost of the Camden and Amboy and other companies, in lieu of transit duties, to remain operative until a general railroad tax law should be passed. The session of 1870 saw the introduction of a bill, introduced under "anti-monopoly" interests, designed to unite the Central Railroad and the National line. This legislation was rivalled

by an act incorporating the now abandoned "Mercer and Somerset Railroad Company," which named Camden and Amboy men as directors. They sought to construct a railroad in the same location designed to be occupied by the "anti-monopoly" promoters. The contest ended with the Camden and Amboy Company still in power.

In the year 1871 the united companies and the Philadelphia and Trenton Railroad Company, with all their vast interests, passed by lease for nine hundred and ninety-nine years into the hands of the Pennsylvania Railroad Company. The transfer of these properties marked the culmination of the political power of the old "monopoly." Nearly forty years had passed since the "John Bull," with its whisky barrel on its tender, had steamed over the bit of track east of Bordentown. Under the stimulus of the "monopoly" the State of New Jersey south of the Raritan River had secured direct methods of transportation. Thus by 1869 there had been absorbed into the "Camden and Amboy" the Camden and Burlington County Railroad, branch lines to Vincentown, to Medford and Marlton, with connections from Kinkora to New Lisbon. A fertile agricultural county between Pemberton and Hightstown had been opened to the world. In the valley of the Raritan the Perth Amboy and Woodbridge Railroad had been built in 1855, a branch line to Rocky Hill

had been constructed, while as early as 1851 the Freehold and Jamesburg Agricultural Railroad had been chartered. In 1836 the Belvidere and Delaware Railroad was incorporated, and in 1849 a branch from Lambertville to Flemington was authorized. While some of these corporations for years retained a positive identity their affiliations with the joint companies were always of a most intimate character.

To Camden and Amboy influences were due the extension of that system of roads through the southern part of the State, now embraced within the West Jersey and Seashore system. The West Jersey Railroad was incorporated in 1853, with power to construct a line from Camden to Cape May. Allied interests built the Millville and Glassboro, chartered in 1859, the Cape May and Millville, incorporated in 1863, with branches later constructed to Salem, Swedesboro, and Bridgeton. By 1869 the system was complete, while a single opposition line, the Camden and Atlantic, chartered in 1852, found Atlantic City's business so unprofitable that in 1858 the Legislature authorized the sheriffs of those two counties to sell the road.

In the central and northern portions of the State the united companies had acquired other valuable interests. Under its direction had passed the affairs of the Orange and Newark, the Belleville and Newark, and the Trenton horse car lines, the

bridges used by the New Jersey Railroad Company over the Passaic and Hackensack Rivers, the Newark plank road, the Newark turnpike, the Essex and Middlesex turnpike, and the Trenton and New Brunswick turnpike, with the Camden and Philadelphia and the West Jersey ferry companies. Within half a century these various enterprises had been instituted, and then by lease, by control of stock, or by representation upon boards of direction under plans for what has later been known as "community of interests" the Camden and Amboy and New Jersey Railroads grew into a powerful, vigorous organization—an iron link between the two most influential cities in the United States.

The consolidation of capital stock of the joint companies and the New Jersey Railroad and Transportation Company, upon February 27, 1867, led to a change of name of these allied interests. The new corporation was henceforth officially called the United New Jersey Railroad and Canal Company. These three companies, together with the Philadelphia and Trenton Railroad Company, on June 30, 1871, executed to the Pennsylvania Railroad Company a nine hundred and ninety-nine year lease, which lease was validated upon March 27, 1873. Thus begins the history of the Pennsylvania Railroad in the State of New Jersey.

The advent of the Pennsylvania Railroad Com-

pany threw that corporation into the midst of a political strife which was being waged between the Democrats and the Republicans. In 1870 the Democrats had controlled both legislative houses, and, fearing their opponents, had prepared a "gerrymander" to obtain a majority of the sixty members of Assembly, the apportionment being based upon the returns of the federal census of 1870. The Democratic Legislature, owing to political causes, having failed to carry out the proposed "gerrymander," the Republican party plunged into the fight for immediate political control, as well as to secure a successor for United States Senator Alexander G. Cattell. Into this contest the Pennsylvania Railroad Company entered, and the roll call of the House of Assembly and Senate in 1871 showed a majority of Republican members.

Owing to the activities of partisan legislation, of which the creation of the Hudson County "Horseshoe" was a notable example, the "opposition" railroad interest contented itself with attacking the Camden and Amboy-Pennsylvania lease, and boldly but hopelessly demanded a charter for a line connecting Philadelphia and New York. The time-honored policy of the "National" influence, that of securing charters for piecemeal roads and finally uniting them in a single sys-

tem, was forever abandoned. Thus the issue was joined.

The session of 1872 was devoted largely to railroad legislation, both houses being Republican. At the outset the anti-Pennsylvania Railroad elements relied upon filibustering tactics. The sentiment of the State was drifting toward the enactment of a general railroad law and the abolition of special charters, whether granted to companies engaged in transportation or industrial enterprises. A familiar resolution was adopted calling for an investigation of the lease entered into between the united companies and the Pennsylvania Railroad Company. This motion was withdrawn but a short time before the Philadelphia and New York Railroad rushed through the House of Assembly its charter in opposition to the Pennsylvania Railroad Company, a measure which met defeat in the Senate, during the month of March.

Then came the crucial test. The session of 1873 was made memorable by the contest between great corporations, and after a long struggle there was finally enacted, upon the 2d of April, the general railroad law, which gave to the competitors of the united companies the right to cross the State and construct their lines between the Cities of New York and Philadelphia.

IT HAD become evident to far-sighted men as early as the close of the Civil War that a revision of the then existing State constitution was necessary. The abolition of special privileges, as exemplified in the charter of the Camden and Amboy Railroad Company, was the main object to be secured, although a similar objection had arisen concerning special legislation authorizing the existence of industrial corporations. Other reforms were in contemplation—collateral reforms incident to any period, when a people seek to rid themselves of a single evil, the existence of which is either real or assumed.

Governor Joel Parker, in his diplomatic but resolute way, brought the subject to an issue in his annual message submited to the Legislature during the session of 1873. He briefly stated the gist of the matter when he wrote: "The State Constitution should require general laws and forbid the enactment of all special or private laws embracing subjects where general laws can be made applicable." During the session of 1872 one hundred pages of the pamphlet laws contained all those of a public character, while the special and private laws occupied over twelve hundred and fifty pages of the same book. Equal taxation and general laws for the government of municipal corporations were also recommended.

The Republican Legislature of that year so far concurred in Governor Parker's suggestion as to provide for the appointment of a bipartisan constitutional commission by the governor. Based upon a Democratic precedent, in 1870, when that party had created a police commission in Newark, and had re-introduced the ancient principle of selection of municipal officers by the joint meeting, the Republicans had taken a like course regarding Jersey City, with most disastrous results. From the maladministration of certain officials the municipal affairs of Jersey City were becoming a scandal, and the various "Boards" governing the town were charged with corruption, fraud, and extravagance.

The advisory constitutional commission appointed by Governor Parker, under a resolution of April 4, 1873, consisted of fourteen representative men, two from each of the congressional districts. On the 24th of that month the governor nominated these members of the commission: Benjamin F. Carter, Woodbury; Samuel H. Grey, Camden; Mercer Beasley, Trenton; John C. Ten Eyck, Mount Holly; Robert S. Green, Elizabeth; John F. Babcock, New Brunswick; Martin Ryerson and Jacob L. Swayze, Newton; Augustus W. Cutler, Morristown; Benjamin Buckley, Paterson; Theodore Runyon and John W. Taylor, Newark; Abraham O. Zabriskie and Robert Gilchrist, Jersey City.

From the commission there were several resignations and declinations. Mercer Beasley was succeeded by Philemon Dickinson, of Trenton; Martin Ryerson by Joseph Thompson, of Somerset; Theodore Runyon by George J. Ferry, of Orange; Robert Gilchrist by William Brinkerhoff, of Jersey City; and John W. Taylor by Algernon S. Hubbell, of Newark. Ex-Chancellor Abraham O. Zabriskie had been unanimously chosen as president of the convention, but, his death occurring, his place was filled by Dudley S. Gregory, of Jersey City. The secretaries of the convention were Joseph L. Naar and Edward J. Anderson, both of Trenton. The commission sat from May 8 to December 23d, 1873.

Although strongly pressed to take action upon the question of senatorial representation the commission failed to act. The intense conservatism of the rural portions of the State had developed a spirit of "county rights," which had found expression even during the colonial period, when the crown's governors recommended the distribution of members of their Councils, as equally as possible, among the more influential counties. With the revolutionary constitution of 1776 each county was entitled to its member of Council, in this manner securing an equal voting privilege for every county represented in the Council, a custom continued by the constitution of 1844. There were, however, but few questions, affecting New Jer-

sey's interests, connected with constitutional reform that the commission did not discuss. A suggestion favoring biennial sessions of the Legislature was lost, and the proposition that a two-thirds vote should override the governor's veto was killed by a tie vote. The school question also appeared for discussion. Under the provisions of the statute school moneys are raised by tax based on valuations returned from the several counties of the State, and are redistributed by the State among the various counties, the children of the counties forming the basis of computation. Epigrammatically this idea was well expressed by William Edgar Sackett in his "Modern Battles of Trenton," when he said that in its practical operation the county that has more dollars than school children contributes to the maintenance of schools in counties that have more children than dollars. Opposition was expressed on the contention that the moneys, having been raised on valuations, should be re-apportioned on valuations. But no recommendation was made.

Although an amendment authorizing the Legislature to take from any persons and corporations any special privileges they enjoyed was defeated, the commission recommended, and saw adopted, an amendment forbidding the Legislature to pass any private, local, or special laws regulating the internal affairs of towns and counties. An amend-

ment was also advocated, and later adopted, prohibiting the appointment of local officers or commissions to regulate municipal affairs, concerning which subjects the House of Assembly and Senate were directed to pass general laws. It is upon these two provisions that a large amount of litigation has arisen, every word and phrase, as well as the spirit of these provisions, having been subjected to judicial determination.

With the discussion of these most important and many minor matters the constitutional commission submitted its report to the Legislature of 1874, a body, on joint ballot, overwhelmingly Republican. The commissioners, said Governor Parker in his annual message, had been animated by patriotism, wisdom, and discretion, and were particularly free from local prejudice and partisanship.

The Legislature rejected a number of the commission's recommendations, but accepted the provisions prohibiting special legislation for municipal corporations, directing that taxable property shall be assessed under general laws and by uniform rules, according to its true value, and prohibiting State grants to any municipal corporation, society, association, or industrial corporation.

Before the constitutional amendments reached the Legislature of 1875 the State was plunged into a gubernatorial contest, and in spite of the wealth

and influence of the Republican nominee, George A. Halsey, he was defeated by Joseph D. Bedle by a large majority. While George A. Halsey was unquestionably opposed to the methods employed in the administration of Jersey City's affairs Joseph D. Bedle presiding in the Hudson County courts as a justice of the Supreme Court, had sent many of the participants in jobbery to State Prison. As a result the excitement caused by political misdeeds in Jersey City, and subordinate issues, led to the election of a Democratic House of Assembly, the Republicans remaining in control of the Senate.

The subject of constitutional revision was discussed by Governor Bedle in his inaugural address. He had noticed the failure of legislative commissions selected in the States of New York and Pennsylvania, for the purpose of governing municipalities, and summed up the situation in trite phrase by hoping to see the day when every city in the State should be governed by a general law, guaranteeing to it local self-government. The session became vastly stirred concerning the so-called "Catholic Protectory" bill and the "Liberty of Conscience" act, two measures which later precipitated a violent religious controversy and which, reflected at the special election held September 7, 1875, led to the adoption of every con-

stitutional amendment by a majority of forty thousand.

The abolishment of special legislation and the attempt to meet the situation led to the passage of general laws to meet the requirements of the constitution and the needs of municipalities. "Poor, afflicted Jersey City," said one of those who had made a special study of the period, "found herself in fresh embarrassments. There was no other city in the State whose affairs were administered by legislative commissions, and any act intended to relieve her of hers was necessarily special and local and consequently repugnant to the new constitutional requirements." Subsequently relief came to Jersey City, when an act was passed under which, by the application of the principle of home rule, the great municipality upon the Hudson River became freed from those political conditions to which her citizens objected.

The line between general and special legislation, particularly in matters affecting municipal corporations, was at first broad and often ill-defined. A score of devices, apparently innocent, so cleverly were they formulated, were adopted to secure some favored locality special privileges under the guise of a general act. The matter disturbed the State, and was presented at every session of the Legislature until, under legislative au-

thority, provision was made for further amendments to the constitution. Commissioners for that purpose were appointed in 1881: Leon Abbett, H. N. Congar, and John T. Bird. To act with these commissioners Barker Gummere and Holmes W. Murphy had been selected by the House of Assembly and John J. Gardner and Thomas S. McKean had been chosen by the Senate. The recommendations of the commission were never adopted.

Three acts, the outgrowth of the work of the constitutional convention of 1873, are of essential interest and importance. These are a series of statutes passed for the classification of counties, approved February 7, 1883; of cities, approved March 4, 1882; and of boroughs, approved March 23, 1883. Under these acts groups of counties are classed by population, there being four classes. There are four classes of cities and three classes of boroughs. Thus the first class of counties are those having a population exceeding one hundred and fifty thousand, Hudson and Essex being thus included, as Newark and Jersey City are the only municipal corporations represented among first-class cities. Legislation, it has been held by the courts, may affect such classes without being unconstitutional.

FOR many years a racetrack, attracting fashionable folk and their money, had been established near Long Branch, not to mention minor tracks which from time to time, in various parts of the State, had experienced transient and sometimes locally brilliant careers. Although there was betting upon the speed of horses at Monmouth racecourse, nevertheless the laws against gambling were but lightly enforced. Monmouth racetrack had become an institution, in that legislative protection in the matters of pool selling and racetrack betting had been extended to these midsummer "meets."

The success of Monmouth course had led, before 1891, to the establishment of two other racetracks in New Jersey—one at Guttenberg, with a large New York City patronage, the other at Gloucester, which attracted the attention of Philadelphians. The two tracks became extremely profitable ventures, so much so, indeed, that they were politically powerful, and consequently met with censure from the press and from the bench. Moreover, whereas the racing at Monmouth had been generally regarded as "respectable" and honest contests of horseflesh, the exhibitions at Guttenberg and Gloucester were particularly denounced as the merest travesties of racing, and largely as accessories to the betting at pool-rooms all over the

country. In the meantime Monmouth course had been deprived of such legislation as had been beneficial, and sought to reopen its gates by the introduction, in 1891, of a bill removing racecourse betting booths from the category of disorderly houses.

Then followed a movement as remarkable as it was spontaneous. The act which would exempt Monmouth course also applied to a racetrack being laid out at Linden, near Elizabeth. The statute of 1891 had moved quietly through both houses, had gone to Governor Abbett unopposed, and was ready for his action. In Elizabeth was the Rev. Dr. Kempshall, a Presbyterian minister, actively opposed to gambling, who, being informed of the state of affairs, within three days organized the Anti-Racetrack League, of which he was president, and by its influence persuaded Governor Abbett to withhold his signature from the measure.

In the legislative session of 1893 there was a majority of members favorable to the influences of the Guttenberg and Gloucester racetracks. To secure permanency of gambling at horse races it was necessary that effective legislation be passed. First an offer was made that one-half of the gate money should be paid to the State for racetrack licenses, this act being defeated by a popular demonstration made in the capital. Then three bills were introduced—one permitting authorities of a county or town to license a racetrack located

within its limits, another which declared that a racetrack where bets were made was not a disorderly house, and a third imposing light fines upon those who violated the anti-gambling laws of New Jersey. The acts had been passed, with great rapidity, by the House of Assembly, had been but slightly delayed by the Hoffman-Riddle contest in the Senate, and, having been passed by that body, went to Governor George T. Werts for his action. He promptly vetoed the bills. But before the Anti-Racetrack League and its allied kindred organizations could be represented en masse in Trenton the House of Assembly and Senate passed the three bills over the governor's veto.

Trenton became a storm center. The leaguers, early in March, came to Trenton, filled the House of Assembly, overflowed to a local theater, where State and county organization was effected, and speeches were made amid intense enthusiasm, in which the racetracks, their interests, and their legislation were subjected to the bitterest invective and denunciation. As a result of this meeting a notable committee of citizens went before the House of Assembly to urge the passage of " repealers "—acts which never left the committees to which they had been committed. Then came disagreement, so it is said, between the managements of Guttenberg and Gloucester courses, the former having its profitable season only in

the winter, owing to competition in spring, summer, and autumn. Thus it was that the act forbidding winter racing was prepared, on the authority of Mr. Sackett, under the direction of the Gloucester influences.

But temporarily at least the racetracks had won the battle. Attempts were being made to open tracks under permission from town and county authorities. Clifton, in Passaic County, the old Monmouth course, Guttenberg, Gloucester, and possibly Linden were preparing for racing. Then came the gubernatorial election of 1892, resulting in the election of George T. Werts, Democrat, by a plurality of 7,625. The Democrats had, in 1891, ingeniously redistricted the State in such a manner as to secure, as they believed, forty-four of the sixty Assembly districts, but the Republican party was swept into power in the session of 1894 with a popular majority of nearly thirty thousand and thirty-nine members of the Assembly. Following the election came a decision from the Supreme Court, from which tribunal an opinion concerning the legality of the redistricting bill had been sought, that the system of electing assemblymen within district lines was not lawful, and that to be in consonance with the requirements of the State constitution the Assembly delegations must be elected on a "general county ticket"—the system at present (1902) in use.

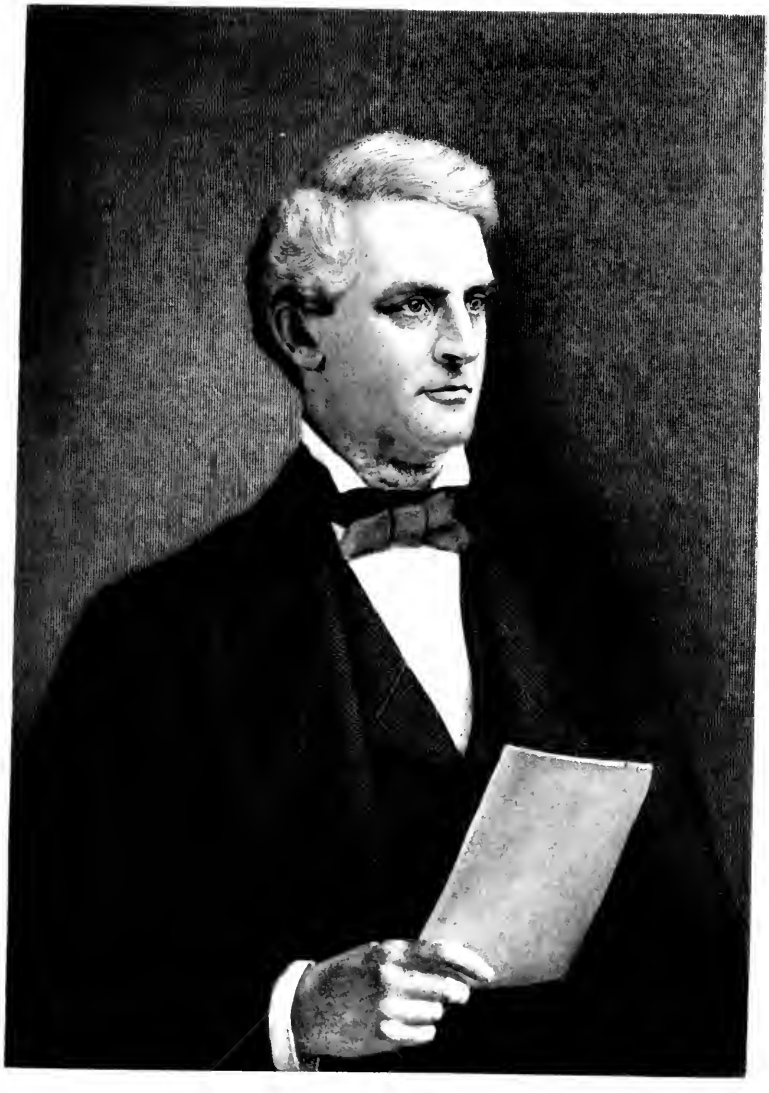
Now came a contest for the control of the Senate with its one Republican majority. The claim was made by the Democrats that the Senate was a continuous body, that the nine Democratic and four Republican "hold over" Senators were the constitutional judges of the qualifications and credentials of the newly-elected members of that body. The story of the manner in which the Republicans obtained control of the Senate is but recent history; of how physical force was opposed by physical force in the broad entrance to the Senate, and how eventually eleven Republican senators, the seven newly-elected and the four "hold overs," forced their way, on that January afternoon in 1894, to their seats. Then it was that, organization having been effected, by both "Senates"—Governor George T. Werts decided to recognize only the "Continuous Senate," and a memorable deadlock ensued. Promptly came an appeal to the Supreme Court, which held that the Senate of the State of New Jersey was not a continuous body, that the credentials of the newly-elected members constituted a title to their seats, and that the president of the "Continuous Senate" was not president of that body.

It was under such political conditions that a constitutional commission was selected by Governor George T. Werts in the early summer of 1894. The Legislature had responded to a call for

changes in the organic law, the demand being made for an altered system of jurisprudence and for the election of certain officers by the people. It was a manifestation of that constant attempt to democratize the bench, and remove the last vestiges of colonial methods of centralizing power in the hands of the governor. In pursuance of a joint resolution of the Legislature approved May 17, 1894, the following nominations were confirmed by the Senate:

At Large—John P. Stockton, Trenton; Allan L. McDermott, Jersey City; Samuel H. Grey, Camden; and William Walter Phelps, Englewood; while from the eight congressional districts were chosen George Hires, Salem; Howard Carrow, Camden; William M. Lanning, Trenton; Edward D. Stokes, Mount Holly; Henry Mitchell, Asbury Park; George C. Ludlow, New Brunswick; John Franklin Fort, East Orange; Carman F. Randolph, Morristown; Garret A. Hobart, Paterson; John D. Probst, Englewood; Edward Balbach, Jr., and Frederick Frelinghuysen, Newark; Edwin A. Stevens, Hoboken; Joseph D. Bedle, Jersey City; John Kean, Jr., Elizabeth; John McC. Morrow, Newark. Messrs. Hobart and Balbach declined to serve on the commission, and their places were filled by the appointment of Eugene Emley, of Paterson, and E. Cortlandt Drake, of Newark.

On Tuesday, June 5th, the commission met in



the Senate chamber at Trenton, and organized by the election of Samuel H. Grey as president; George C. Ludlow, vice-president, and Joseph L. Naar, of Trenton, secretary. The last session of the commission was held on September 25th. Several amendments were suggested by the commission and submitted, through the governor, to the Legislature, none of which were adopted by that body.

The anti-racetrack agitation found its final expression in one of three amendments to the constitution adopted at a special election held on September 28, 1897. Upon that day, by a vote of 70,443 to 69,642—a majority of 801,—the following amendment was adopted:

No lottery shall be authorized by the legislature or otherwise in this State, and no ticket in any lottery shall be bought or sold within this State, nor shall pool-selling, book-making or gambling of any kind be authorized or allowed within this State, nor shall any gambling device, practice or game of chance now prohibited by law be legalized, or the remedy, penalty or punishment now provided therefor be in any way diminished.

To restrain the appointing power of the governor another amendment was adopted the same day by a vote of 73,722 to 66,296. It was as follows:

No person who shall have been nominated to the Senate by the governor for any office of trust or profit under the government of this State, and shall not have been confirmed before the recess of the legislature, shall be eligible for appointment to such office during the continuance of such recess.

The same election also disposed of the question of woman's suffrage. An amendment authorizing women to vote at any school meeting held in any school district of this State, in which she might reside, for members of boards of education and all other school officers was defeated, the affirmative vote being 65,021 and the negative 75,170. The amendments adopted became a part of the constitution on October 26, 1897, the date of the governor's proclamation to that effect.

IN THE setting forth of the general yet salient features of the political history of New Jersey from 1862 to 1902—in this and the following chapter—it must be recognized that platforms presented by the Democratic and Republican parties during gubernatorial contests present a discussion of every subject of vital State interest. To trace the current of political thought, to note the intensity of popular feeling, to ascertain, in short, the "standing" of the two great parties, such platforms during a period of forty years have been carefully examined. In their presentation, which has been done largely in abstract and partially in citation of the language used, the thought of the framers has been essentially preserved. The result is an outline of twenty-eight platforms adopted upon the occasion of fourteen gubernatorial conventions.

That perfect impartiality might be secured the files of the Trenton *State Gazette*, an official Republican organ, and the Trenton *True American*, an official Democratic organ, were consulted. The files of these old-established daily newspapers which were used are those in the custody of Henry C. Buchanan, librarian of the State of New Jersey, in the capitol, at Trenton.

Not only for the student of State and national history, but for the working partisan, these plat-

forms contain a mass of data not elsewhere compiled. Therein may be found the changes of attitude toward questions of moment, which have been taken by the Republicans and Democrats; therein are presented matters once of pressing interest, now by the younger generation all but forgotten. Many of the candidates whose names are mentioned have fought their last political battles, and after the toil and conflict incident to the sustaining of their great organizations have left names by which future adherents to their principles may conjure. Many remain to conduct the tests of party strength, to render service, until they, too, shall pass the mantle of power to younger and more active shoulders. Thus freed from the spirit of partisanship the story of New Jersey's political life during forty years is mirrored from the best documentary evidence.

1862: *Republican.*—The Republican convention of 1862, by acclamation, nominated Marcus L. Ward for governor of New Jersey after the names of Frederick T. Frelinghuysen, Ephraim Marsh, Joseph T. Crowell, and William A. Newell had been presented and withdrawn.

The platform adopted was to the effect that the delegates to the convention had met pursuant to a general public call, "at a crisis in our history grave and momentous beyond expression." The resolutions in scathing terms denounced rebellion,

endorsed the previous State and the existing Federal administrations, asserted the loyalty of New Jersey, and expressed gratitude to the Union soldiers for their services on Southern battlefields, declaring that in case of intervention on the part of foreign governments a "persistent and uncompromising war" would be waged against such nations. The platform was devoid of reference to State issues.

1862: *Democratic.*—The Democratic convention of 1862 had no dearth of candidates. The following nominations were made: Peter D. Vroom, Moses Bigelow, Joel Parker, Charles Skelton, J. R. Sickler, Jacob R. Wortendyke, Alexander Wurts, Robert Adrain, R. M. Smith, Joseph N. Taylor, Benjamin Williamson, and Phineas B. Kennedy. Upon the fourth and intensely exciting ballot Joel Parker received the nomination.

The platform of the party deplored "the demoralizing tendency of the Higher Law teachings of the Republican party," and reiterated the faith of the Democracy in the doctrine that "Constitutional Law" is the only true basis of action. A "plank" extended a cordial support to the federal administration in its efforts to overcome rebellion. The suppression of the writ of habeas corpus, the restriction of freedom of speech and of the press, were declared to be dangerous infringements of constitutional rights. The platform contained a

protest against "reckless extravagance, infamous peculation, and political outrages, of which the party in power" was said to be guilty in its conduct of the Civil War. The idea was rejected that an object of the war should be the "emancipation of the slaves." The services of the volunteers were applauded, while the deaths of Major-General Philip Kearny and General G. W. Taylor and other brave men were mourned.

Parker's vote was 61,307, Ward's 46,710, giving a Democratic majority of 14,597.

The Democratic party in New Jersey in 1862 was still affected by the complications resulting from the presidential election of 1860. Although the Democratic fusion ticket, with a State vote of 62,869, had secured a majority of 4,523 over the 58,346 votes cast for the Republican ticket, nevertheless four electoral votes of New Jersey were cast in 1861 for Abraham Lincoln and Hannibal Hamlin, Republican candidates for President and Vice-President, while three electoral votes of the State were cast for the fusion Democratic candidates, Stephen A. Douglas and Herchel V. Johnson. At the same time 56,237 votes were polled for Breckinridge, indicative of the prevalence of "Southern" sentiment in New Jersey. But by 1864, during the administration of Governor Parker, the State of New Jersey returned to her Democratic affiliations, being the only State north

of Mason and Dixon's line to give a popular majority for the Democratic candidate, General George B. McClellan. In the presidential election of 1864 General McClellan opposed Abraham Lincoln, New Jersey's vote for McClellan being 68,024, for Lincoln 60,723, giving the Democratic nominee a majority of 7,301.

1865: *Republican.*—Four ballots were required in the Republican or "Union" convention of 1865 before Marcus L. Ward received his party's nomination for governor. The opposing candidates were Alexander G. Cattell and Major-General Judson Kilpatrick. The platform, in general terms, congratulated the country upon the return of peace, deplored the death of Abraham Lincoln, and endorsed the administration of Andrew Johnson.

Against the Democratic "influential leaders and presses" of the State it was charged that the Democrats had issued a manifesto, "through an ex-governor of the State," advising that New Jersey should cast her lot with the South, that the Democratic party prolonged the war by "evidences of sympathy with treason," and had "discouraged volunteering," thus contributing to the burden of large bounties. The Democrats were accused of opposing as unconstitutional a draft, and opposing also the enlistment of negro troops. They were charged with exciting popular opposition to na-

tional taxes, of refusing the elective franchise to the citizen soldiery when in service, and of increasing since 1850 the ordinary expenses of State government. The convention pledged the support of "Union" men of New Jersey in the effort to secure the adoption of the constitutional amendment abolishing slavery, deploring the position taken by New Jersey "as the only free State that has refused to ratify the amendment." For the honorably discharged soldiers the convention pledged itself to secure bounties, as well as to reduce State expenditures, to sustain the "Monroe Doctrine," and to support a policy of rigid economy.

1865: *Democratic.*—After four ballots Theodore Runyon was nominated by the Democratic convention of 1865. The other candidates were General Gershom Mott, Theodore F. Randolph, Moses Bigelow, and S. J. Bayard.

The State platform was lengthy, charging the war to the abolitionists of the North and the secessionists of the South. A return to the bimetallic standard was endorsed, and opposition to negro suffrage expressed upon the ground that the people of each State had the right to control the subject as they deemed best. This doctrine, broadly advocated, led to the adoption of a "plank" declaring the right of each State to control its own militia. The "Monroe Doctrine" was endorsed

and the federal administration adversely criticised for its plan of subordinating civil to the military power. The payment of equalized bounties due State soldiers was also advocated. The claim was made that the Democrats were the first in New Jersey to advocate and establish the principle of equal taxation.

Ward received 67,525 votes, Runyon had 64,737, giving a Republican majority of 2,789.

1868: *Republican.*—John I. Blair was the unanimous choice of the Republican convention of 1868. The State platform endorsed the national platform, which congratulated the country upon the success of the "Reconstruction" policy, and the guarantee, by Congress, of equal suffrage to all loyal Southerners. Repudiation was denounced, and equal taxation in the interest of labor advocated. It was urged that the national debt be extended "over a fair period for redemption," and that Congress reduce the interest thereon "whenever it can honestly be done," thus improving national credit. Reversing the attitude of the platform of 1865, New Jersey Republicans, by endorsing the national platform, violently denounced Andrew Johnson's administration and the "corruptions which have been so shamefully nursed and fostered." Protection to naturalized citizens was granted, bounties and pensions for soldiers were promised, as well as the protection of their widows

and orphans, foreign emigration encouraged, while removal of restrictions and disqualifications upon those "reconstructed" was advocated.

The State platform, in addition, urged that the Democrats in New Jersey be driven from power, they being charged with "attempting to undo the ratification of the 14th article of the Constitution."

1868: *Democratic.*—In 1868 the Democratic party selected as its gubernatorial nominee Theodore F. Randolph. Two ballots were taken, those presented in nomination beside Mr. Randolph being Isaac V. Dickinson, Amos Robbins, Nehemiah Perry, General Theodore Runyon, Henry S. Little, and Moses Bigelow.

The platform was marked by brevity and directness. The "Republican proposition" of striking the word "white" from the State constitution and establishing political equality between the races in New Jersey led the Democrats to "congratulate the people of the State upon their spontaneous repudiation" of such a course. Accepting the decision of the war and the consent of Southern States to the constitutional amendment as the practical abolishment of the institution of slavery, the Democrats of New Jersey insisted upon the right of *all* the States to regulate their domestic affairs without congressional interference. In spite of the fact that New Jersey in 1868 had a Republican governor Horatio Seymour, Demo-

cratic nominee for President, secured in New Jersey 2,870 votes over Ulysses S. Grant, the Republican nominee and successful contestant for the office. Seymour's vote was 83,001, Grant's vote 80,131.

1871. *Republican.*—Before the Republican convention of 1871 there were the following nominees: Cornelius Walsh (who was nominated by South Jersey), Major-General Judson Kilpatrick, John Davidson, Marcus L. Ward, Theodore Little, Ellston Marsh, John Hill, Colonel A. D. Hope, and James M. Scovel.

The platform endorsed the fifteenth amendment to the federal constitution, and commended the national administration in its effort to reduce the public debt and the adjustment of the controversy with Great Britain. Civil service reform was recommended, and the claims of Jersey City to be made a port of entry as the seat of an independent custom house were endorsed. Popular education, the " passage of a general law of incorporation and of the abolition, as far as practicable, of all special and private legislation " were recommended. Upon such a platform Cornelius Walsh was nominated upon the second ballot, but practically by acclamation.

1871: *Democratic.*—Although Joel Parker had positively declined the honor, nevertheless the Democratic State convention of 1871 forced upon

him on one ballot the nomination for governor. There were many candidates—Thomas D. Armstrong, Benjamin F. Lee, Nehemiah Perry, Theodore Runyon, Joseph D. Bedle, Leon Abbett, General Charles Haight, David Naar, Austin H. Patterson, and Isaac V. Dickinson.

Once more State issues occupied the attention of the platform builders. The party pointed to its record in New Jersey. It had, said the platform, urged the adoption of general laws, under which there would be no further "enterprises born of special legislation and maintained by corruption." An honest judiciary had been maintained, State and constitutional rights had been guaranteed, the sinking fund had been increased, riparian laws had been enforced, and three hundred thousand dollars had been collected from the federal government since the recent governor had proclaimed that the accounts between the State of New Jersey and the United States had been substantially settled.

Upon federal questions the Democratic party declared for a prompt and complete amnesty of all persons charged with political offenses, and a tariff based upon the principle of taxing luxuries, and the abolishment of taxes upon the necessities of life. All conspiracies against law and good order, North and South, were denounced, while the government of the United States was

declared to be a "government of limited powers," prescribed and enumerated in the federal constitution, and not a "supreme, unlimited, imperial, consolidated" government. Legislative commissions for the regulation and government of municipal corporations were declared to be "hostile to the principles of self-government," while recent legislation prohibiting the use of money at elections was commended to the attention of the Democrats in townships throughout the State.

In spite of success in 1871 the Democrats were unable in 1872 to overcome Ulysses S. Grant's remarkable majority of 15,200 over Horace Greeley, Democratic nominee for President of the United States. The State of New Jersey for the first time, in 1872, cast its entire electoral vote for a Republican candidate. Grant's vote was 91,656, the vote of Greeley being 76,456.

1874: *Republican.*—The gubernatorial contest of 1874 was distinctively upon local affairs. The Republican State platform declared its faith in the policy of the national administration. Upon national issues the platform advocated a tariff and a plan of equal internal taxation such as would protect and encourage the domestic manufactures and industrial interests of New Jersey. The establishment of a custom house in Jersey City was also favored. In special instances the Republicans commended, and stated they would pursue,

the policy of a general railroad system, the judicious amendment of the constitution, the advancement of the cause of popular education, and the wise management and liberal extension of penal, sanitary, and charitable institutions.

George A. Halsey was nominated for governor by acclamation.

1874: *Democratic.*—Joseph D. Bedle was the unanimous choice of the Democratic party in its State convention of 1874, although scattering votes upon the first and only ballot were cast for Charles Haight and John T. Bird.

The Democratic platform presented no novel or characteristic features in its treatment of national issues. Strict construction of the federal constitution, condemnation of "carpet bagging" in the "reconstructed" States, the restoration of gold and silver as the "only true basis of the currency of the country," the advocacy of resumption of specie payment, the adoption of a "tariff for revenue," and opposition to the "Civil Rights" bill were the subjects under review. The platform denounced the Republican policy of attempting to subject the "free press of the country to a new censorship" and condemned the doctrine of a "third term" for any presidential candidate.

Once more in State issues the Democratic party opposed government of municipalities by legislative commissions, and advocated a system of gen-

eral laws, while the "assumption by the Republican convention of credit for the passage of the general railroad law is as impudent as it is false, this measure * * * having been originated and sustained in both branches of the Legislature by distinguished Democrats." The "store-order system" and the illegal issue of paper promises in forced payment of wages were declared to be an "unjustifiable imposition upon the laboring man."

The Republicans were charged with falsely asserting that they saved the Union and abolished slavery, "when but for the Democracy of the country, and its men and means, every Republican administration would have miserably failed." Against the Republican administration were charged fraud, "hard times," the burden of a vast public debt, a failure to make the flag of the United States respected abroad, leniency in punishing dishonest officials, the use of military power, "carpet bagging," and wholesale robberies in the administration of affairs in the District of Columbia. The Republicans, said the platform, had been enabled to continue their career "by complacent assumptions of superior patriotism, integrity, and intelligence."

Bedle received 97,283 votes, Halsey 84,050, giving a Democratic majority of 13,233.

Two years subsequently, in the memorable contest of 1876, the State of New Jersey gave 115,962

votes to Samuel J. Tilden, the Democratic candidate for President of the United States. His opponent was Rutherford B. Hayes, Republican, who received 103,517 votes. Tilden's majority was 12,445.

1877: *Republican.*—But one ballot was required in the Republican gubernatorial convention of 1877 to decide upon William A. Newell as the party nominee. The other candidates were Frederick A. Potts, William Walter Phelps, Gardner R. Colby, Thomas N. McCarter, John Hill, and General Judson Kilpatrick.

The platform reäffirmed the national platform in its cardinal doctrines that the United States was not a league, that all citizens should equally enjoy civil, political, and public rights, endorsed civil service reform, with due regard to representing the party in power, advocated such a tariff for revenue as would promote the interests of labor, opposed the granting of the public domain to corporations, and embraced a general endorsement of the federal administration.

The Democratic party was accused of nominating for governor one unidentified with the State or its interests, one who had twice in the past two years been a candidate for office in another State. The Democrats were charged with nine years of extravagance in administering State affairs. The reforms demanded by the Republicans were the

simplification and reduction of official powers and perquisites, a reduction of fees, particularly those of the clerk of the Supreme Court, the clerk in chancery, and the secretary of state, a revision of the tax laws, a reduction of the rate of interest from seven to six per cent., and an enforcement of the constitutional provision prohibiting the use of the school fund for any sectarian purpose, being opposed to the interference of religious sects in civil affairs and any division or diversion of the school funds for their benefit.

1877: *Democratic.*—Amid scenes of the wildest enthusiasm the Democratic convention of 1877 nominated General George B. McClellan as their candidate for governor of New Jersey. The candidates were numerous, being W. A. Righter, John McGregor, B. F. Carter, Leon Abbett, John T. Bird, John P. Stockton, John Hopper, Wright Robbins, and Augustus Hardenberg.

The platform denounced the "frauds and crimes" by which the Democratic candidates for President and Vice-President "are prevented from occupying the positions to which they were chosen by a decided majority of the popular and electoral vote." Special legislation advancing corporate or individual interest was denounced, and legislation was recommended by which "statistical information relating to the interests of capital and labor" could be secured.

The reduction of the rate of interest to six per cent. and the abolition of excessive salaries, fees, and costs in litigation was recommended.

In the contest McClellan received 97,837 votes, Newell 85,094. Hoxsey, the Greenback candidate for governor, had 5,069, and Bingham, Tax and Prohibitionist, 1,439 votes, giving a Democratic plurality of 12,746.

1880: *Republican.*—The Republican convention of 1880 nominated by acclamation Frederick A. Potts, with a short platform denouncing the "tariff for revenue" measures of the Democratic party, advocating biennial sessions of the Legislature, and commending the action of successive Republican Legislatures in so reducing State expenditures that by 1880 no State tax was laid.

1880: *Democratic.*—The Democratic convention of 1880 placed George C. Ludlow in nomination upon the fourth ballot, with the following candidates appearing: Augustus A. Hardenberg, Andrew Albright, Orestes Cleveland, George C. Ludlow, John T. Bird, W. W. Shippen, John P. Stockton, and Augustus W. Cutler.

The platform was short, declaring for such a tariff "as will best preserve our home industries," favoring protection for labor, and condemning the defalcation of a Republican State treasurer and the loss of forty thousand dollars of State money deposited in two defunct banks, in which the fund

had been deposited by a Republican State treasurer at his own discretion.

The vote for Ludlow was 121,666, for Potts 121,015. Hoxsey, the Greenback candidate, received 2,759, and Ransom, Prohibitionist, 195 votes. The Democratic plurality was 651.

The presidential election of 1880 gave Winfield Scott Hancock a majority in New Jersey of 2,010, his total vote being 122,565. The vote of James A. Garfield, his Republican opponent, was 120,555.

1883: *Republican.*—The Republican convention in 1883 had before it the names of Jonathan Dixon, John Hill, Israel S. Adams, and Frederick A. Potts. Associate Supreme Court Justice Dixon was nominated upon the first ballot.

A brief platform endorsed the national Republican administration, "genuine civil service reform," "protection to home labor and industry," development of State and national resources, protection of "honest labor from unfair competition," equal taxation, the control of oppressive monopolies, and the "adequate protection and further development of our fisheries."

1883: *Democratic.*—There were nine candidates before the Democratic convention of 1883: Leon Abbett (who secured the nomination), Andrew Albright, Jonathan S. Whitaker, Charles E. Hendrickson, Augustus W. Cutler, Clayton Black, Augustus A. Hardenberg, and Lewis Cochrane.

The name of Chancellor Runyon was also presented, but withdrawn.

The party platform declared for proper sovereignty of the States, and, with the usual charges against the opposition, denounced the "sham methods of the Civil Service Commission." The abolition of internal revenue taxes, "a nursery of spoils and informers," was recommended, and the preservation of public lands for settlers was urged. An anti-monopoly tariff for revenue was advocated, as was equal taxation "on all properties within the State, whether that of individuals or corporations."

Abbett secured 103,856 and Dixon 97,047 votes. Urner, the "National" candidate, had 2,960, and Parsons, Prohibitionist, 4,153 votes. The Democratic plurality was 6,809.

The following year (1884) Grover Cleveland, Democratic nominee for President, received 127,784 votes, and James G. Blaine, his opponent, 123,433. Cleveland's majority was 4,351.

THE delegates to the Republican convention of 1886 selected as the party's candidate Benjamin F. Howey, the names of Frederick A. Potts, John Hart Brewer, and Gardner R. Colby being also presented as nominees. But one ballot was required to select Mr. Howey.

The platform declared that the Republican party had "ever stood the unflinching champion and firm defender of American labor against the assaults of the Democratic party and its demands for free trade, cheap labor, and foreign competition." The introduction by monopolies and corporations "of European paupers under contract to take the places of American workingmen" should be prevented by stringent legislation. "Inflexibly hostile to anarchy, socialism, and communism," the platform declared that the Republican party "has placed on the statute books of the State most of the existing laws" befriending the workingman. Arbitration, inspection of factories and workshops, regulation of the hours of labor of women and children, compulsory education, and equal taxation were advocated. The platform also approved of State and national legislation "restricting the manufacture and sale of bogus butter." The national policy concerning the granting of pensions to disabled veterans of the Civil War was approved.

The protection by legislation of fishing interests "from the menhaden piracy" was endorsed, while the party was pledged to a "non-partisan judiciary." "Honest money" and the redemption of the outstanding trade dollars were advocated, while the Democratic interpretation of civil service laws and unjust discrimination in freight rates by common carriers were denounced. The submission to popular vote of the question of "the regulation, control, or prohibition of the liquor traffic" was favored.

1886: *Democratic.*—The Democratic convention of 1886 had a long array of candidates. The choice of the body upon the first ballot fell upon Robert S. Green, although there had been placed in nomination Rufus Blodgett, Augustus W. Cutler, John McGregor, John W. Westcott, Charles E. Hendrickson, Andrew Albright, John Hopper, David C. Dodd, and John T. Bird.

The platform strongly endorsed the administration of Governor Leon Abbett, especially as to legislation affecting the State treasury, and the adoption of a portion of a general system of taxation of corporations to save the people from the imposition of a general State tax. His efforts to protect labor from convict competition were applauded. The resolutions demanded the amendment of immigration laws to prevent the importation of convict and pauper labor, while "the

public lands of the United States should breed homesteads, not railroad stock." A fair education, at public expense, for every child was advocated. Arbitration, legislation favoring the farmer, and self-government for Ireland were also recommended. Regarding the priority of claim in introducing legislation providing for equal taxation the platform stated that Governor Abbett, in his inaugural message and in each of his annual messages, had demanded that property should be assessed by uniform rules and an equal rate of taxation imposed upon corporations as upon individuals. A Democratic measure of 1884 had passed the House of Assembly, being amended in the Senate, in favor of taxation of railroad and canal corporations, while bills providing for equal taxation introduced in Republican Legislatures of 1885 and 1886 had been defeated.

Green with 109,939 overcame Howey with 101,919 votes and Fiske, Prohibitionist, with 19,808—the largest Prohibition vote ever cast in the State. The Democratic plurality was 8,020.

1889: *Republican.*—Edward Burd Grubb was the choice of the Republican party in its convention of 1889. During two ballots the delegates had voted for General Grubb, Frank A. Magowan, George A. Halsey, John Kean, Jr., John Hart Brewer, and John W. Griggs.

The campaign was one of State issues, the plat-

form declaring the Republican party to be pledged to local self-government in township, city, and county, which policy, said the Republicans, had been "flagrantly violated" by the Democratic Legislature of 1889. The Democrats were severely arraigned, and were charged with being "partisan, arrogant, and profligate," enacting laws redistricting the State, creating new charters for municipalities, and establishing new offices "only after deals and promises of appointment made between the legislative and executive branches of the State government." The Republicans favored statutes reforming the election laws, "to prevent fraud and false registration, and for the purpose of establishing the Australian or other like system of voting." The "reorganization and simplification of the courts of civil procedure of the State" was promised, while the compulsory education law, passed by a Republican Legislature, was designed to be extended to provide proper school facilities for children between the ages of eight and fourteen years. The Republicans claimed priority in the enactment of the child labor law, and criticised as "an insult to united labor" the course of the Democratic party in making partisan the labor bureau. Reasonable hours of labor and a "definite portion of each week for recreation" were promised the labor interests, while the law of 1884, regulating the taxation of corporate property and

franchises for State purposes, had met public approval. Such legislation the Republicans claimed to have enacted. A demand for economy in State expenditures was made, while the platform resented "the intrusion of the liquor power, as an organized force, into the politics of the State," the Republican party, as stated, standing "for purity, for temperance, and the preservation of the home."

1889: *Democratic.*—By acclamation Leon Abbett was nominated by the Democratic convention of 1889.

In brief the platform adopted by the party in 1886 was reäffirmed, the only essential elements worthy of special mention being the first declaration in this State against "trusts," which the platform defined as "combinations to control prices without regard to the natural rules of supply and demand." The "attempt made by Republican leaders of the Legislature of 1889 to impose a general State tax, as tending to extravagance in State affairs," was denounced, and it was declared that "the undercurrent of the movement was a desire to relieve corporate property from the payment of its fair proportion of taxation."

Regarding education the platform declared: "It is the duty of the State to see that every child receives a fair education, and is protected from employment in pursuits calculated to injure the

physical or mental value of future citizenship." Reforms regarding increase in municipal expenditures and a secret ballot were advocated.

Abbett's vote was 138,245, Grubb's 123,992, La Monte's, Prohibitionist, 6,853. The Democratic plurality was 14,253.

During the previous year (1888) Grover Cleveland, with 151,493 votes, had secured a plurality in the State of 7,149 as Democratic candidate for the office of President of the United States. His opponent, Benjamin Harrison, received 144,344 votes, while Fiske, who in 1886 ran for governor of New Jersey, had 7,904 votes.

1892: *Republican.*—Two ballots and four nominees—John Kean, Jr., Edward Burd Grubb, Frank A. Magowan, and Franklin Murphy—characterized the nominating features of the Republican convention of 1892, which selected John Kean, Jr., as its candidate.

In national matters the platform endorsed its belief "in the doctrine of a tariff for the protection of American industry, supplemented by reciprocity, inaugurated under the present administration by the McKinley tariff act, and we are opposed to the pernicious doctrine of free trade, whether presented in its own true name or disguised as tariff reform."

The policy of the Democrats in legalizing "an unconstitutional and pernicious combination of

corporations engaged in the production and carrying of coal " was declared to be " vicious and contrary to public policy." Arbitration, reduction in the hours of labor, tenement house and factory inspection, and the restoring of the proceeds of the sale of riparian lands to the State school fund were advocated.

The Democracy of New Jersey were charged with legislation making the Legislature and courts subservient to the executive department; with abolishing home rule; with multiplying public offices and increasing salaries; with the " appointment of public officers for a stated consideration to be paid to the party campaign fund "; with pardoning, indiscriminately, convicts in the State prison; with wastefulness in State expenditures; with creating " unnecessary boards and commissions for partisan purposes, investing them with arbitrary powers, and placing them beyond the control of the people by making their term of office subject to the will of the governor " ; with evading and misconstruing the constitution; with countenancing and supporting " race track gambling, with all its attendant evils "; and with destroying " the right of suffrage by false registry, ballot-box stuffing, and fraudulent count of votes."

1892: *Democratic.*—But one ballot was required to nominate George T. Werts in the Democratic convention of 1892. The remaining candidates

were E. F. C. Young, Augustus W. Cutler, and Richard A. Donnelly.

The platform stated that in response to Republican allegations of wastefulness it could be proved that the salaries of the new officers created in the State during Governor Abbett's administration had been less than fifteen thousand dollars, and that the expenses of the departments of banking and insurance and commission of electric subways had been legitimately paid by the corporations interested. No State tax had been levied, and in three years a State floating debt of four hundred thousand dollars had been entirely paid. Over two hundred and fifty thousand dollars had been expended for the improvement of public buildings and in the purchase of the military camp ground at Sea Girt. The platform further presented a long list of statutes of a beneficial character passed by Democratic Legislatures and approved by Governor Abbett. These embraced acts securing beyond the reach of fraud the payment of wages to mechanics and others engaged in the erection of buildings, an act creating sixty free scholarships in the State Agricultural College, and acts establishing free public libraries and reading rooms in cities and towns. There was an act giving silk workers a lien for wages due for work performed and materials furnished, a Saturday half-holiday act, an extension of the mechanics' lien

law, an act prohibiting corporations from forcing their employees to contribute to relief funds, statutes creating a State board of arbitration, and a commissioner of mines, insuring the secrecy of the ballot, and incorporating trades unions, all of which were passed between 1889 and 1892. The creation of the boards of public works governing cities of the first and second classes was a part of Democratic legislation of the period.

Mr. Werts secured a plurality of 7,625, all candidates receiving the following votes: Werts, 167,257; Kean, 159,362; Kennedy, Prohibitionist, 7,750; Keim, Socialistic Labor, 1,338; Bird, People's, 894.

The presidential election which occurred in this year gave Grover Cleveland, Democratic candidate for the presidency, his largest plurality during his three contests for the office, being 14,965. His total vote was 171,066, that of his Republican opponent, Benjamin Harrison, being 156,101. Bidwell, Prohibitionist, received 8,134 votes; Wing, Socialistic Labor, 1,337; and Weaver, People's, 985 votes.

1895: *Republican.*—Three ballots were required in the Republican gubernatorial convention of 1895 before the convention chose John W. Griggs as its candidate for governor. Votes of the delegates had been cast for these nominees: John Kean, Jr., Foster M. Voorhees, Maurice A. Rogers,

Elias S. Ward, John J. Gardner, and John J. Toffey.

The platform upon national issues declared the Republican party to be opposed "to any attempt to impose upon this country a debased or depreciated currency," and a firm belief in the wisdom "of a tax on imports which will afford protection to American industry and adequate revenue." The Republican party, said the platform, in the triumph of that political organization in State elections had removed from the statute books laws "under which the most infamous form of racetrack gambling had brought ignominy to the State," the "gerrymandering scheme" had been defeated in the courts, the State institutions had been "delivered" from the "domination of boards appointed solely for partisan purposes and restored to public usefulness by the establishment of non-political boards for their control," home rule had been assured "to the people of the several counties," while an exposure had been made of abuses connected with the State treasury.

The Republicans pledged themselves to oppose any attempt to impose a State tax, or any attempt "to impair or divert from its proper use the fund for the support of the free public schools." The "abolition of unnecessary offices and the reduction of official salaries" were also assured. The

Republican platform further presented this paragraph to the consideration of voters:

> The redemption of the State, committed to our hands, is not yet complete. It will not be complete so long as there remains a reform to be effected, a wrong to be righted, an enemy of good government to be defeated and overthrown.

1895: *Democratic.*—The Democratic State convention of 1895 selected on the first ballot Alexander T. McGill as its gubernatorial candidate, although the names of Philip P. Baker and Augustus W. Cutler had been presented in nomination.

The platform declared that it was the intention of the national administration to protect the people of this country from the debasement of the national currency. Industrial depression was "chargeable to the national legislation enacted by the Republican party. The purchase of silver to be stored in the treasury and the enactment of unjust tariff laws, to enrich a few favorites by the oppression of millions of consumers, were the main causes of paralyzation of our markets."

Regarding the charges that the Democratic party had been dishonest or extravagant the platform stated that the Senate investigation of 1895, "costing thousands of dollars," had reported that in the purchase of State supplies "there had been extravagance or malfeasance on the part of two or three State employees." The fact that the State was without debt, that millions of dollars had

been spent in the past twelve years in the improvement of State institutions, and that no State tax had been levied was a "sufficient answer to the charge of extravagance." No dishonest Democratic official, intrusted with the administration of the law, had been protected from prosecution and punishment, while under a Democratic governor the State's credit during twenty-five years had given New Jersey "a deserved fame."

The Democratic party favored the "adoption of a constitutional amendment that will render impossible any law for the legislation of gambling in any form." "Trickery and deceit," said the platform, had characterized the course of the Republicans upon the subject of legalizing betting upon horse races. Every bet made upon horse races in New Jersey during fourteen years had been made "under the protection of Chapter one hundred and forty-seven of the Laws of 1880, enacted by a Republican Senate and House."

A "plank" favored equal taxation in amending the tax laws so as to embrace all property "not used for religious, charitable, or educational purposes."

The platform also declared against the control of potable waters of the State by industrial corporations, the instance of Jersey City being cited, where, it was said, "the choice that is now presented to that city of bankruptcy or depopulation,

of buying water by the gallon, or receiving a supply from polluted streams, will within a few years be presented to every populous municipality in New Jersey." In support of this view the attitude taken upon this subject by Governor Ludlow in his annual message to the Legislature of 1882 was cited.

The Republican Legislature of 1895 was condemned for its course, "which ridiculed every request made for legislation in the interest of organized labor, and repealed laws passed by Democratic Legislatures for the protection of the wage workers of New Jersey." This Republican Legislature was also accused by the Democrats "with attempting to drag the judiciary into the field of politics."

By the largest plurality ever received by any governor of New Jersey John W. Griggs was elected. His vote was 162,900, his plurality being 26,900. McGill, Democrat, secured 136,000 votes. Wilbur obtained a normal Prohibition vote of 6,631. Ellis, the candidate of the People's party, had 1,901, and Keim, Socialistic Labor, obtained 4,147 votes.

Upon February 1, 1898, Governor Griggs retired from the governorship to accept the position of attorney-general of the United States. His successor was Foster M. Voorhees, president of the Senate.

For the first time in the history of the State, since the election of President Grant in 1872, New Jersey in 1896 gave its popular vote to William McKinley, of Ohio, and Garret A. Hobart, of New Jersey, Republican candidates for President and Vice-President of the United States. McKinley had the unprecedented plurality of 87,692, with 221,367 votes cast for him. William J. Bryan, his Democratic opponent, received 133,675 votes. Palmer, the National Democrat or "sound money" candidate, received 6,373 votes. Levering, Prohibitionist, obtained 5,614, and Matchett, Socialistic Labor, secured 3,985 votes.

1898: *Republican.*—The Republican convention of 1898 selected as its nominee Foster M. Voorhees, the choice being made by acclamation.

The platform declared "undying opposition to any proposition to debase the national currency," while the war policy of President McKinley was heartily commended, as well as the course of New Jersey's representatives in the national Legislature, and the administration of Governor Griggs and of Acting Governor Voorhees. The special revenue law, as a "necessary measure," said the platform, should be repealed as soon as the reduced expenses of the national government justified such a course; the annexation of the Hawaiian Islands and the construction of the Nicaragua Canal being also recommended.

Garret A. Hobart

(From an engraving by H. B. Hall's Sons.)

The platform proudly pointed to the party record under the claim that the Republicans had abolished legislation favoring racetracks, and had advocated a constitutional amendment "prohibiting the reënactment of such laws." Partisanship had been abolished from State institutions and in the State offices, and in the offices of the large counties "reasonable salaries" had supplanted the fee system. The platform also contended that the Republican party had "doubled the annual appropriation for the support of our free school system," while relief had come to the taxpayers of the several counties "by distributing amongst them annually more than two hundred thousand dollars of the tax received by the State from railroad corporations." Appropriations for good roads, said the platform, had been increased, and liberal appropriations had been made for the support and proper care of the insane. The public debt had been reduced by the payment of over five hundred thousand dollars, while in the construction and extension of State institutions over one million dollars had been expended. The party had "codified and condensed many of the cumbersome and complex State statutes," and a continuance of a policy of rigid economy, liberal appropriations for purposes of public necessity and welfare, beneficial labor legislation, and for the

promotion of the agricultural and industrial interests of New Jersey were promised.

1898: *Democratic.*—Elvin W. Crane was the choice of the Democratic convention of 1898, upon the first ballot. Before the convention the names of Richard A. Donnelly, Christian Braun, Howard Carrow, William D. Daly, Clarence T. Atkinson, James M. Seymour, and Isaac Carmichael were presented or voted for.

The platform charged the existing Republican State administration with "extravagance, corruption, and misrule," and declared the "paramount issues" of the gubernatorial contest to be "equal taxation, home rule, honest State and municipal government, the abolition of useless and expensive State commissions, the reduction of the large present expenses of the State government to the economical standard maintained for years under Democratic rule, the reduction of official salaries, the abolishment of the fee system and the placing of all officials upon a salary basis, the enactment of laws in the interest of organized labor for the protection of the wage workers of the State, the repeal of all laws that abridge the rights of juries to fix the amount of damages in cases where the death of a person is caused by wrongful act, and the release of the administration of State affairs from the control of corporations and their restoration to the authority of the people." The

platform, in accordance with precedent, declared for equal taxation.

The Republican party was charged with the creation of "useless and needless State commissions," with "gross extravagance in the administration of State affairs," and increasing, by five hundred thousand dollars, the expenses of the State government. It was added: "Salaries of public officials are far in excess of what they should be." The Republicans and the governor of that party were charged with neglecting the interests of labor, while the Democrats pledged themselves to "abolish the fee system in all State and county offices."

Unjust discrimination in rates for the transportation of freight was condemned, the Republican party being charged with too close alliance with "trusts and corporations."

The betterment of public school legislation was advocated, New Jersey owing to every child "an education unsurpassed by any other State." The platform advocated ample and suitable school accommodation, the establishment of a thorough kindergarten system, a compulsory education law, and a statute requiring the State treasurer to be the custodian of the teachers' retirement fund without expense to the fund. The Democrats favored the construction of good roads and proper State aid therefor.

Pensions and "suitable provision for additional pay" were advocated for the New Jersey volunteers of the Spanish-American War, to whom "the thanks of the people of the State and nation are due." Upon the other hand "Algerism" and the conduct of the war, resulting from the "incompetency of government officials," was condemned.

The platform reaffirmed Democratic devotion "to all the great and vital principles of the Democratic party on national issues." A delegate moved to add the words: "as enunciated in the platform adopted by the Democratic convention in Chicago in 1896," which amendment was lost.

From February 1, 1898, to October 18, 1898, Foster M. Voorhees, by virtue of his office as president of the Senate, had been acting governor. Upon the occasion of his nomination he resigned the presidency of the Senate, and David O. Watkins, speaker of the House of Assembly, became acting governor, discharging the duties of the office until Governor Voorhees took the oath of office January 16, 1899.

The vote of the gubernatorial election of 1898 stood as follows: Voorhees, 164,051; Crane, 158,552; Landon, Prohibitionist, 6,893; Maguire, Socialistic Labor, 5,458; Schrayshuen, People's, 491; giving a Republican plurality of 5,499.

During the administration of Governor Voorhees, upon the occasion of a visit to Europe, Presi-

dent of the Senate (later First Assistant Postmaster-General) William M. Johnson served as acting governor from May 21 to June 19, 1900.

In the presidential election of 1900 William McKinley again swept the State with a plurality of 56,899. His total vote was 221,707, that of William J. Bryan, Democrat, being 164,808. Woolley, Prohibitionist, had 7,183; Debs, Socialistic Democrat, 4,609; Malloney, Socialistic Labor, 2,074; Barker, People's, 669 votes.

1901: *Republican.*—The unanimous choice of the convention of 1901 was Franklin Murphy.

In a platform half the length of the Democratic document the Republicans approved the conduct of the national administration, specifying expansion of territory, currency and tariff legislation, and the purchase of bonds for cancellation, as well as President Roosevelt's efforts to continue President McKinley's policy. The Republicans also endorsed the administration of Governor Foster M. Voorhees, specifying the judicious and conservative use of the public funds, and the reduction of local taxes by the application of the State's surplus revenues.. The Democrats were condemned for incompetence and extravagance when in control of the national government, necessitating the sale of bonds and increase of the public debt, as well as for past corruption, extravagance,

and incompetence when in political control of the State.

The platform claimed that existing prosperity was due to Republican policies, and challenged comparison of the methods and results of Republican State administration with the past record of the Democratic party.

1901: *Democratic.*—The names of Democrats placed in nomination were those of James M. Seymour, Thomas N. Ferrell, Howard Carrow, Christian Braun, and James E. Martine. Two ballots were taken before Mr. Seymour was declared to be the choice of the convention.

The platform of the Democratic party adopted in the convention of 1901 presented certain features made familiar by previous presentations. It called for abolition of the entire fee system, equal taxation and thorough revision of tax laws, the repeal of laws abridging the right of juries to fix the amount of damages in cases where the death of a person is caused by wrongful act; a rigid enforcement of the laws prohibiting child labor; school room for all and the adoption of the kindergarten system. A rigid economy in government, surplus revenues to be applied to reduction of the State taxes for school purposes, a rigorous investigation of State institutions and the preservation of the forests of the State were demanded. In common with the Republicans anarchy was scathingly con-

demned, while both parties deplored the assassination of President McKinley. For the first time in the history of the State the Democrats publicly declared in favor of the election of United States senators by the people.

Upon the contention that the issues of the campaign were distinctively local the Democrats claimed that every important legislative enactment favoring labor was passed by Democrats, and that the prosperous condition of the State treasury was due to corporation tax laws initiated and passed by Democrats.

The resolutions further stated "that Republican legislation is controlled by an irresponsible Republican State committee, which in turn is ruled by corporations and trusts, and that Republican control has been expensive, incompetent, and partisan." Upon these grounds the Republican party was charged with the following acts of omission and commission: that local spring elections have been abolished, that cities have been deprived of the right to divide the wards in their municipalities; that the Supreme Court has been used as a reward for party services; and that the efficiency of the National Guard has been impaired by disbanding regiments without a public purpose. Charges were also made against the management of State institutions, that the child labor laws had not been enforced, that the "expenses

of the State government, not including payments on the public debts, have increased over fifty-five per cent. since 1893," and that there had been a failure to properly advertise proposed amendments to the State constitution.

The returns of the election showed the following vote: Murphy, 183,814; Seymour, 166,681; Brown, Prohibitionist, 5,365; Vail, Socialist, 3,489; Wilson, Socialist Labor, 1,918. Murphy's plurality was 17,133.

THE bank, so far as its vast reaching influence is concerned, is distinctively a modern factor in civilization. Banking in New Jersey, as elsewhere, until the passage of the national banking act of 1863 was evolutionary. From the beginnings of banks in this State, with the organization of the Newark Banking and Insurance Company, and the Trenton Banking Company, until 1850, it was a period of experimentation, of alternating success and failure, of an abundance of issue of paper money and subsequent stringency. Then came the law of 1850, when the State of New Jersey passed its first general banking law, whose effects gave to the public a reasonable degree of assurance that the institutions were being properly conducted.

When the national banking act was passed in 1863 there were twelve State banks with securities amounting to $1,748,333 and a circulation of $1,633,513. The affairs of eight banks were being settled by decrees from the court of chancery. Nine, which had obtained charters from the Legislature, were winding up their business under the general banking law.

It was the Civil War, with its constantly increasing demands upon the financial resources of the country, that showed the value of a bank in time of anxiety. Among the institutions of the

State the Trenton Banking Company had weathered many financial storms, and no period in the history of this bank was of greater interest to the State of New Jersey or the nation at large than that during the Rebellion. The minutes show that on April 16, 1861, two days after the bombardment of Fort Sumter, the directors passed a resolution tendering the governor of the State a loan of $25,000 for immediate use in equipping troops. On September 5, 1862, a loan of $200,000 was made to the State for the payment of bounties, while as the war proceeded Governor Charles S. Olden, who was then a director of the bank, was authorized to use all the money of the institution that might be necessary for sending troops to the front. The governor did so, with the result that the State, at the close of hostilities, owed the bank $600,000.

Since the passage of the national banking law of 1863 one of the most notable features of the history of banking in New Jersey was the establishment, in 1891, of a State department of banking and insurance. The duties of this department are to execute all the laws in force relative to insurance, banking, savings, trust, guarantee, safe deposit, indemnity, mortgage, investment, and loan corporations.

In 1899 a general revision of the banking laws of the State was undertaken. The act provides that seven or more persons of full age may become

a banking corporation. The affairs of every bank shall be managed by a board of not less than five directors, a majority of whom shall at all times be residents of the State of New Jersey. They shall be elected annually by the stockholders at their annual meeting, and hold office for one year, and until their successors are elected and have qualified. The board of directors of each bank shall from time to time appoint from its members an examining committee, who shall examine the condition of the bank at least once every six months, or oftener if required by the board. Such committee after each examination shall forthwith report to the board, giving in detail all items included in the assets of the bank which they have reason to believe are not of the value stated upon the books and records of the bank, and giving the value, in their judgment, of each of such items. Every bank shall make to the commissioner of banking and insurance not less than four reports during each year.

No bank shall make any loan or discount on the security or on the shares of its own capital stock, or be the purchaser or holder of any such shares, unless such security or purchase shall be necessary to prevent loss upon a debt previously contracted in good faith. The stock so purchased or acquired, within one year from the time of its purchase, shall be sold or disposed of at public or

private sale. The total liabilities to any bank of any person or of any company, corporation, or firm, for money borrowed, including in the liabilities of a company or firm the liabilities of the several members thereof, shall at no time exceed ten per cent. of the aggregate amount of the capital stock of such bank actually paid in, and of the permanent surplus fund of such bank. Every bank shall at all times have on hand in available funds an amount equal at least to fifteen per cent. of all its immediate liabilities; three-fifths of this amount may consist of balances due to the bank from good, solvent banks or trust companies, and two-fifths of such sum shall be held in reserve in cash on hand. It is lawful for any bank, under the provisions of this act, to issue as money, or put in circulation as money, any bills or notes.

Whenever any bank shall become insolvent, or shall suspend its ordinary business for want of funds to carry on the same, the attorney-general or any creditor or stockholder may, by petition or bill of complaint setting forth the facts and circumstances of the case, apply to the court of chancery for a writ of injunction and the appointment of a receiver or receivers or trustees.

The first savings bank established in New Jersey was chartered by the Legislature in 1828. It was the Newark Savings Fund Association, of which Luther Goble was president. In the twenty

years following several charters were granted for savings banks, but only a small percentage of them actually commenced business. Of these early incorporations one of the most notable was the Trenton Saving Fund Society, incorporated in 1844.

Although the savings banks were required to make reports to the Legislature there was the same neglect as in the case of State banks, and it was not until 1869 that the State authorities were able to compile satisfactory statistics showing the number of savings banks in the State and their resources.

In 1864 there were nine savings banks, which by the close of the period of inflation had increased to forty-two. In the growth of industrialism the various "dime" savings institutions appeared, and while their subsequent history was filled with vicissitudes there was on deposit in the savings banks of New Jersey in 1874 nearly thirty-one million dollars, which in ten years had increased from three million six hundred thousand dollars. Following the "hard times" and the panic of 1873 the deposits of the State, in 1879, reached the lowest ebb of fifteen million dollars. A revival of business in 1880 brought money to the savings banks, and in two years the deposits had increased more than ten million dollars.

It was not until 1876 that a general law govern-

ing savings banks was enacted in New Jersey, and it has operated so satisfactorily that it has not been materially amended.

The law requires that no savings bank shall be established without a certificate of authority from the commissioner of banking and insurance. The certificate is issued only when the commissioner has been assured that there is need of a bank in the locality where it is proposed to establish it. that it will be liberally patronized, and that the persons applying for the certificate are of good character and financially responsible. A majority of the managers must reside in the county where the bank is located and be freeholders in the State. No manager can have any interest, directly or indirectly, in the gains or profits of the bank except as a depositor, or borrow any of its funds, or become an indorser, surety, or obligor, in any manner for money loaned by or borrowed from the bank. The rate of interest and of dividends is regulated by the managers, so that the depositors receive all the profits of the institution, after deducting necessary expenses and reserving a certain sum as a surplus fund, which, to the amount of fifteen per cent. of the deposits, the managers are authorized to gradually accumulate and to hold to meet any contingency or loss by depreciation of securities or otherwise.

Investments are restricted to bonds of the

United States, the State of New Jersey, and the cities, counties, etc., therein; bonds of other States in the United States, or of any city or county therein, whose net indebtedness is limited by law to ten per cent. of the assessed valuation of the property therein; and first mortgage bonds of railroad companies that have paid dividends regularly on their capital stock for the five years preceding, or the consolidated mortgage bonds issued by any such company to retire its entire bonded debt.

Loans on personal security can not be made except upon the additional pledge of specified collaterals having a market value margin of twenty per cent. Not more than fifteen per cent. of the deposits can be so loaned. Mortgage loans may be made, up to eighty per cent. of the deposits, on real estate in New Jersey worth fifty per cent. more than the amount loaned thereon, but if the real estate is unimproved or unproductive the margin of value must be seventy per cent. The managers are required to invest the moneys deposited as soon as practicable after their receipt, except that for the meeting of current payments in excess of the receipts they may keep an available fund of not exceeding ten per cent. of the deposits, either on hand or deposited on call in designated banks or trust companies, or loaned on demand on specified collaterals. The aggregate deposits of any corporation or individual is limited

to five thousand dollars, exclusive of accrued interest, unless made prior to 1876 or by order of a court of record or surrogate.

The institutions must be examined once in two years, and oftener if deemed expedient by the commissioner of banking and insurance. Reports of condition on January 1st and transactions for the year must be filed annually, within one month from said date, under penalty of two hundred dollars for each day's delay, for which the managers are personally liable. Savings banks having no capital stock are taxed upon all their property and valuable assets, but the depositors are exempt from taxation on their personal estate to the amount of their deposits.

In addition to the savings banks there are twenty-five trust companies in operation in the State of New Jersey.

THE passage by Congress upon April 22, 1898, of an act to increase the military force of the United States, which act is commonly known as the "Hull Bill," was the first official movement toward calling out a force of volunteers for service in the war with Spain. The "national forces" were declared to consist of all able-bodied male citizens of the United States, and persons of foreign birth who had declared their intention to become citizens of the United States, between the ages of eighteen and forty-five years.

Under the provisions of the "Hull Bill" "the organized and active land forces of the United States shall consist of the army of the United States and of the militia of the several States when called into the service of the United States," it being provided that in time of war the army "shall consist of two branches, which shall be designated, respectively, as the Regular Army and the Volunteer Army of the United States," in which latter branch the term of enlistment shall be two years.

The regular army is the permanent military establishment, which is maintained both in peace and war according to law.

The joint resolutions of Congress approved April 20, 1898, recognized the independency of Cuba, demanded that Spain relinquish its authority and

government in that island, withdraw its land and naval forces from Cuba and Cuban waters, and directed the President of the United States to use the land and naval forces of the republic to carry the resolutions into effect. Based upon these resolutions and the power conferred by the "Hull Bill," President McKinley on the 23d of April, 1898, issued a proclamation calling for one hundred and twenty-five thousand volunteers, while upon the 25th of April Congress declared, by act, that war existed "between the United States of America and the Kingdom of Spain," which war had then existed for a space of four days.

Upon the 25th of April Secretary of War R. A. Alger instructed Governor Foster M. Voorhees that New Jersey's quota of the call for one hundred and twenty-five thousand volunteers would be three regiments of infantry, to serve for a period of two years. The rendezvous for the State was Jersey City.

The following day a conference of the military authorities of the State was held in the executive chambers at Trenton, the governor being present, and the next morning an order was issued for the calling out of three regiments of the National Guard as the quota of New Jersey under the first call for troops.

From the office of Adjutant-General William S. Stryker, upon April 27th, general orders were is-

sued, each regiment to be organized into three battalions of four companies each. The regiments detailed for duty were the First, Second, and Third Regiments, and Companies A, C, and G, Sixth Regiment, and Company E, Seventh Regiment (the companies so named to constitute a battalion of the Third Regiment), National Guard. The State camp at Sea Girt was designated as the place for rendezvous, which camp on April 28th was constituted a military post under the command of Major-General Joseph W. Plume, Governor Voorhees having assumed the responsibility of changing the place of rendezvous from Jersey City to Sea Girt, which move was made in absence of " instructions to the contrary " from the department of war.

Upon April 30th Assistant Adjutant-General Alexander C. Oliphant, then inspector, staff of division, National Guard, under special orders was directed to report to the governor as commander-in-chief for temporary duty on his personal staff.

So rapidly did the National Guard of New Jersey mobilize that on Monday afternoon, May 2d, at one o'clock, Companies A, C, and G, Sixth Regiment, and Company E, Seventh Regiment, National Guard, all of which organizations were to be attached to the Third Regiment, marched into camp. At three o'clock the First Regiment, headquarters Newark, and the Third Regiment, head-

quarters Elizabeth, arrived at Sea Girt. At four o'clock the same afternoon the Second Regiment, headquarters Paterson, reported in camp, and twenty-five minutes thereafter Major-General Plume had the camp colors hoisted and Camp Voorhees was formally established.

Captain William C. Buttler, Third Infantry, United States Army, the mustering officer of the New Jersey troops, reported to the governor, and Captain William C. Gorgas, assistant surgeon, United States Army, reported as the medical officer for the examination of recruits.

On May 4th the governor officially offered to the United States government the camp grounds at Sea Girt and the adjoining property as a military post, stating that it was sufficient for the encampment of twenty thousand troops. The offer was not accepted.

Company B, First Regiment, was the first company mustered into the service of the United States for the war, by Captain Buttler, May 6th, and the mustering in of the entire three regiments was concluded Sunday, May 15th.

Notwithstanding the large amount of clothing, equipments, etc., in possession of the regimental organizations of the three regiments referred to, and in the arsenal of the State, there were some supplies in which the regiments were deficient, notably in the matter of clothing.

Under special orders of the 13th of May the organization of the Third Regiment was altered, the companies of the Sixth and Seventh Regiments constituting a battalion of the Third Regiment, being thus lettered:

Company E, Seventh Regiment, to be Company I, Third Regiment.

Company A, Sixth Regiment, to be Company K, Third Regiment.

Company C, Sixth Regiment, to be Company L, Third Regiment.

Company G, Sixth Regiment, to be Company M, Third Regiment.

The following re-organization of the battalions of the Third Regiment was also directed:

Companies B, F, I, and L to constitute the First Battalion.
Companies C, D, E, and K to constitute the Second Battalion.
Companies A, G, H, and M to constitute the Third Battalion

On May 16th the First Regiment received orders to move to Camp Alger, near Washington, and on the evening of May 19th they broke camp at Sea Girt and started for Washington. The regiment was fully armed, uniformed, and equipped, had all the necessary tentage, one hundred thousand rounds of ammunition, ten days' fixed rations, and two days' travel rations.

Under orders of May 20 from headquarters, Department of the East, the Third Regiment of New Jersey was ordered for duty. The colonel with headquarters, unassigned field officers, and one

battalion of the regiment were assigned to Pompton Lakes, New Jersey, to relieve Lieutenant-Colonel Henry T. Dechert, and five companies of the Second Regiment of Pennsylvania Volunteer Infantry stationed there, guarding the Laflin & Rand Powder Works. The lieutenant-colonel and major and the remaining two battalions of the regiment were directed to report to the commanding officer of Fort Hancock for duty at that place.

On May 25th the Third Regiment broke camp at Sea Girt and the First Battalion proceeded to Pompton Lakes, Passaic County, New Jersey, and the Second and Third Battalions to Fort Hancock, Sandy Hook.

On the previous day, May 24th, Colonel Edward A. Campbell was designated by general orders to form and organize the First Brigade, First Division, Second Army Corps, at Camp Alger, Virginia. On July 17 Colonel Campbell was relieved by Brigadier-General Joseph W. Plume. It was in this corps that the First New Jersey Regiment remained until the close of its service.

On May 30th the Second New Jersey Regiment was ordered to proceed at once to the national camp at Chickamauga Park, and on the 1st of June the regiment left Sea Girt for Camp George H. Thomas. While upon their journey the regiment was ordered to advance to Camp Cuba Libre, Jacksonville, Florida.

Although New Jersey had filled three regiments a call came from the war department on May 27 that a thousand more men should be enlisted. Several conferences by New Jersey military officers were held on this subject on the 28th, 29th, 30th, and 31st of May, and in response the governor of New Jersey showed that the State's quota had been 2,862 men, which had been sent into the field. The muster-in rolls showed 3,162 enlisted officers and men in the service of the United States. It was shown the federal authorities that to increase the existing regiments would be difficult. The three regiments contained men from eighteen towns and cities in the central part of the State. New Jersey requested that a new regiment, recruited from the northern and southern parts of the State, be established.

On the 13th of June the recruits for the three regiments in the field began to arrive in camp at Sea Girt, and the next day the medical examination and mustering in of recruits began and continued until July 8th. The contingent for the First Regiment left for Camp Alger on July 1st, and on the same day the recruits for the First Battalion of the Third Regiment started for Pompton Lakes. The recruits for the Second Regiment at Jacksonville, Florida, left Sea Girt July 7th, and those for the Second and Third Battalions of the

Third Regiment at Fort Hancock, Sandy Hook, New Jersey, July 8th.

On June 28 a presidential call for seventy-five thousand additional volunteers was made, of which New Jersey's quota was one regiment of twelve companies.

On the 2d of August the First Regiment, then attached to the Second Army Corps, by order of the secretary of war was attached to the Fourth Brigade of the Third Army Corps, Major-General Wade, United States Volunteers, commanding, and assigned to duty in Porto Rico. This order, however, was not carried into effect.

In the meantime the Second New Jersey Regiment, at Jacksonville, had been assigned to the Seventh Army Corps, Major-General Fitzhugh Lee commanding.

On the 3d of September the First Regiment arrived at Sea Girt from the camp at Dunn Loring, Virginia, having been ordered to return to New Jersey for muster out, and on September 24th the Second Regiment arrived at Sea Girt under similar orders.

On Monday, the 26th, the First Regiment, on its arrival at Newark, was reviewed by the mayor and received a great ovation from the citizens. The Second Regiment also, at the same hour, was reviewed by the governor at Paterson, and a banquet was given later in the day to the officers and

men of the regiment. On Saturday, October 8th, the Fourth Regiment, which had been encamped nearly three months at Sea Girt, was ordered to Camp George G. Meade, Middletown, Pennsylvania, and it reported there on Sunday morning, October 9th, and was assigned to the First Brigade, Second Division, Second Army Corps.

Authority was issued by the war department to organize a signal corps in the United States Volunteer Army, and Captain Carl F. Hartmann, of Newark, was commissioned to enlist a company in New Jersey.

As early as the 26th of March the navy department began to look toward the Naval Reserves of the several States for aid in furnishing the seamen to take charge of the vessels of the navy in the threatened war, and Commander Horace Elmer, United States navy, with headquarters at the navy yard, New York City, was directed by the navy department to prepare a scheme for utilizing the available resources of our Atlantic coast in the formation of a mosquito fleet. In accordance with the intention of the navy department to assign the monitor "Montauk" for duty at Portland, Maine, that vessel was refitted at League Island, Philadelphia, in the early spring of 1898. On the 31st of March the navy department requested that Governor Voorhees immediately proceed to put the Naval Militia of New Jersey in thorough con-

dition to meet any sudden call for their services by the President of the United States. The divisions were to be recruited to their full strength and thoroughly drilled. A careful inspection was ordered of all vessels in the ports of New Jersey that could be utilized for a mosquito fleet.

On the 12th and 13th of April some detachments of officers and men from the Battalion of the East left Hoboken and reported for duty on the "Montauk," but it was not until the 27th of April that the monitor was ready for the full complement of officers and crew. In the meantime an exchange was made in this matter of service; the Battalion of the East was relieved and the duty was taken up by the Battalion of the West.

While the monitor "Montauk" was being prepared for service a communication was received from the navy department, April 15th, calling for a detail of men for service on the U. S. S. "Venezuela." The assignment of this vessel was afterward changed to the U. S. S. "Resolute," the recently purchased auxiliary "Yorktown." The government also proposed to establish a system of coast signal stations for the rapid receipt and transmission of information.

On the 11th of June the secretary of the navy requested the use of the U. S. S. "Portsmouth," which was the headquarters of the Battalion of the East, for the purpose of quartering the aux-

iliary force of the United States navy. This request was granted by the State of New Jersey.

On the 8th of October, 1898, Commander J. G. Eaton, of the "Resolute," while at Key West, Florida, thus addressed Governor Voorhees:

To-day, after a service lasting for five months, the members of the West Battalion, New Jersey Naval Reserves, are detached from this ship and ordered north for honorable discharge.

I cannot allow them to leave the "Resolute" without expressing to you, and, through you, to the State which they have honored, my sense of the patriotism, fidelity, and bravery these reserves have shown during the late war. Not only in the battles off Santiago on July 3d, and off Manzanillo on August 12th, when under fire from the enemy they exhibited coolness, courage, and enthusiasm, but also in the much harder, but less glorious, work at Guantanamo and Santiago they have shown the qualities which command respect and enforce confidence.

The "Resolute," with her several divisions of the Battalion of the West, had loaded dynamite mines and gunpowder at Newport, Rhode Island, and then joined the fleet off Santiago de Cuba. Early in June the "Resolute" was employed in the delivery of mines and ammunition between Guantanamo and Santiago. In the engagement with the fleet of Admiral Cervera, on the 2d of July, the "Resolute" lay about one and a half miles from Morro Castle, and the first shot fired by the Spanish struck about twenty-five yards on the starboard quarter of the "Resolute." Communicating with Admiral Sampson, the "Resolute" was directed to proceed at once to Guanta-

namo Bay and notify the United States ships in that vicinity. While under fire from the Socapa battery the men later were present at the destruction of the Spanish fleet, the "Resolute" conveying prisoners from the "Colon," which were subsequently transferred to the "St. Paul," and "Harvard." On July 15 the "Resolute," having been sent North, arrived in New York Bay, where stores for the sick and wounded and nurses for the yellow fever sufferers were taken on board.

On the 12th of August the "Resolute" was sent to bombard Manzanillo. The bombardment was opened by the U. S. S. "Newark," but on the morning of the 13th they were informed that the protocol of peace had been signed. Another trip was made north from Guantanamo Bay with the United States Marine Battalion, the vessel was refitted at the navy yard for the United States evacuation committee, and with them proceeded to Havana and from there to Nuevitas.

On the 21st of May a large detachment of the Battalion of the East was mustered into the United States service, and on the 29th of the same month they were transferred from the battalion headquarters on the U. S. S. "Portsmouth" at Hoboken, New Jersey, to the "Badger" at the Morgan Iron Works, New York City. On the 6th of June the "Badger" sailed for Provincetown, Massachusetts, to report for duty with the North

Atlantic patrol squadron; giving assistance to the U. S. S. "San Francisco," which was ashore at Cape Cod. The "Badger" then proceeded to the place of its assignment on the coast of Maine. From June 13th until June 20th the vessel was on this duty, with headquarters at Bar Harbor. On the 26th of June the "Badger" left Portland, Maine, for Key West, Florida, reaching there July 1st, and on July 4th arrived in front of Havana, Cuba, and took part in the blockade of that port for one week. On July 11th the vessel was ordered to Nuevitas and the blockading fleet at that port, where she remained until the 26th of July in active service, preventing many vessels from reaching the harbor. On the 26th of July they captured three vessels flying Spanish flags and the red cross, and were told that the Spaniards had yellow fever on board, finding nearly four hundred soldiers, but very few sick. A prize crew took these to Havana. The "Badger" subsequently became, for several days, the flagship of Commodore Watson. On the 18th of August she left Guantanamo for Montauk Point, Long Island, with soldiers of the Thirty-fourth Michigan Volunteer Infantry, arrived there August 23d, and sailed immediately for Boston. On the 26th of September the "Badger" left Boston for League Island Navy Yard, and on the 7th of October the detachment of men of the Battalion of the East serving on this

steamer was mustered out at Hoboken on the U. S. S. "Portsmouth."

Under charge of a detachment of the Battalion of the West the "Montauk" sailed from Philadelphia Navy Yard at six o'clock Saturday morning, May 7th, and anchored under stress of weather that evening inside the Delaware breakwater. On May 11th the "Montauk" reached Portland, Maine, where she remained during the war. Several officers and men of this detachment remained on the "Montauk" at Portland harbor until the cessation of hostilities; the rest of the officers and men were discharged, and on their way to New Jersey enrolled themselves for service on the U. S. S. "Resolute."

Of the organization of the New Jersey regiments in the Spanish-American War the colonel of the First Regiment was Edward A. Campbell with the following company captains:

A, Joseph H. McMahon; B, George Handley; C, Harry T. Spain; D, Orrin E. Runyon; E, James K. Walsh; F, John D. Fraser; G, George M. Buttle; H, Frank E. Boyd; I, Arthur Rowland; K, Cornelius A. Reilly; L, Theodore C. Reiser; M, Edwin R. Westervelt.

The muster-in roll of the Second Regiment gives Edwin W. Hine as its colonel. The captains of the companies were as follows:

A, J. Ernest Shaw; B, Edward A. Scanlan; C, James Parker; D, Hamilton M. Ross; E, Henry R. Goesser; F, Frank S. De Ronde; G, George E. Wells; H, Isaac Schoenthal; I, Terrence E.

Murphy; K, Thomas H. Slack; L, Addison Ely; M, Edward L, Petty.

Of the Third Regiment Benjamin A. Lee was colonel, the company captains being:

A, Jerome E. Muddell; B, Charles Morris; C, Frederick A. Bickel; D, Joseph Kay; E, Dennis F. Collins; F, Cyrus W. Squier; G, Herman O. Bauer; H, John E. Wehrly; I, Peter Vredenburgh; K, Joseph F. Clime; L, Lorenzo D. Dyer; M, John A. Mather, Jr.

Robert G. Smith was colonel of the Fourth Regiment, the captains of companies being as follows:

A, Richard R. Whitehead; B, Andrew Derrom; C, Charles H. Springsted; D, Edward See; E, Waldo E. Gibbs; F, Lewis T. Bryant; G, Bernard Rogers; H, Edmund Du Bois; I, A. La Rue Christie; K, Claude S. Fries; L, Clayton J. Bailey; M, George F. Seymour.

Of the detail to the "Badger," Battalion of the East, Edward McClure Peters was lieutenant-navigator; of the detail to the "Montauk," Battalion of the East, Edward McClure Peters was also lieutenant and navigator. Of the Battalion of the West the roster of detail to the "Montauk" shows the lieutenant-commander and executive officer to have been Harry R. Cohen. Of the roster of detail to the "Resolute," Battalion of the West, Charles S. Braddock, Jr., was lieutenant and senior watch officer. The captain of the Eleventh Company, Signal Corps, United States Volunteers, was Carl F. Hartman.

IT WAS from the sands and marshes of Paulus Hook, but a step south of the tracks which form the eastern New Jersey terminal of the Pennsylvania Railroad system, that Jersey City rose to greatness. For over one hundred years the ditch-pierced meadows and the bit of upland tied to the main shore by a long and ill-kept road had been in the possession of the Van Vorst family, one of whose members, Cornelius, had erected a ferry, in 1764, which took passengers from the southward to New York, and who in 1769 laid out a racecourse, which lasted as an attraction until the opening years of the next century.

With the close of the Revolutionary War and the resumption of peaceful pursuits Paulus Hook became an important center of transportation. Hence for Philadelphia went the springless Jersey wagon, called the "Flying Machine," on a three days' journey to the Quaker City. Then came the "genteel" stage wagon of Sovereign Sybrant, whose house of entertainment was near Elizabethtown. This stage, leaving Philadelphia on Monday, reached Trenton that day, arriving in Elizabethtown on Tuesday and Paulus Hook on Wednesday. Then for short distances stages ran to Hackensack, to Morristown, to Paterson, and the New Bridge, while according to the late Charles H. Winfield, in his excellent monograph

on the "Founding of Jersey City," as many as twenty stages a day entered and left Paulus Hook.

It was in the year 1804 that three movements were separately instituted for the development of the shore of New Jersey opposite the growing City of New York. Shortly after the Revolution John Stevens, with rare foresight, had acquired possession of the site of Hoboken, which, having been cut into lots, was offered for sale in New York City during the month of March, 1804. This was the new city of Hoboken. Another capitalist, James B. Coles, threw upon the market the "Duke's Farm" at Ahasimus, the title having been quieted,—a tract of two hundred and ninety-four blocks.

But no location offered so great inducements as did Paulus Hook. Men saw dimly the great future that lay before New York, and the part that the Hudson River shore of New Jersey must play in the transshipment of passengers and freight. So it was that early in 1804 Anthony Dey, representative of moneyed interests in New York and Newark, negotiated with Cornelius Van Vorst for the control of Paulus Hook, the terms being "a perpetual annuity of six thousand Spanish milled dollars," secured by an irredeemable mortgage. The Van Vorst title having been assured by Alexander Hamilton and Josiah Ogden Hoffman, for which service these two eminent lawyers charged

one hundred dollars, the property, containing one hundred and seventeen acres, was conveyed to Dey upon March 26, 1804. The tract was bounded by Hudson River, by Harsimus Bay, by Communipaw Bay, and by a straight line drawn between the two bays. On Paulus Hook were but a few buildings, the tavern on the corner of Grand and Hudson Streets, a nearby oyster house, stables, store houses, and out-structures. The total resident population was either thirteen or fifteen persons.

Thus from such humble beginnings sprung Jersey City, but these beginnings were marked by energy and a progressive spirit. In an advertisement marked by sincerity of purpose, though somewhat favorably colored, the capitalists, known as the "proprietors," announced that upon May 15, 1804, the sale of lots would take place at Paulus Hook, and on the succeeding day at the Tontine Coffee House in New York City. The plot laid out for prospective purchasers contained one thousand three hundred and forty-four lots. Upon the east side was Hudson Street, under water, on the north Harsimus or First Street, on the south Mason Street, the western boundary being a straight line from the intersection of Van Vorst and South Streets to a point at the junction of First and Washington Streets. Fourteen streets extended east and west through this tract, the up-

land occupying a circle bounded by Montgomery and Essex Streets.

By April 20 various conveyances had lodged Dey's interests in the hands of the proprietors, who were now confronted with two serious questions—satisfying purchasers as to the Van Vorst mortgage, and meeting the old-time contention on the part of the New York authorities that the corporation of the City of New York had jurisdiction over and ownership of lands under the Hudson westward to low water mark on the shore of New Jersey. Under such a claim any hope of making the new town a great commercial center would vanish, and, as Mr. Winfield has suggested, Paulus Hook might as well have remained a cabbage garden. Advised by their counsel that the City of New York had no such rights, the proprietors, however, were confronted with the opinions of later United States District Court Judge Robert Troup, of New York, and Recorder Richard Harison, of New York City, who held that the land in question belonged, under the charter of Charles II to James, Duke of York, to the State of New York, and was not comprehended in the grant from James, Duke of York, to Carteret and Berkeley, Lords Proprietors of New Jersey. It was further asserted that jurisdiction over the land rested in the corporation of New York City by reason of the terms of the boundaries of New York

City and County. From this reasoning the conclusion was drawn that all wharves built at Paulus Hook were unlawfully constructed unless built under the direction of the New York City authorities.

It was then that the sale of Paulus Hook lots was adjourned until the 14th of June, which was a race day. "Inclemency of the weather" was the reason given by the proprietors, but the true cause was to be found in the opinions given by Troup and Harison. Suddenly the common council of New York City, in a resolution wherein that body assured the proprietors that it entertained no sentiments hostile to their interests, offered every facility to promote the settlement of Paulus Hook. This resolution of June 26th gave as a reason for such action that the improvements "would greatly tend to the convenience of the inhabitants of this city in case of the return of the epidemic" [smallpox].

The objections on the part of New York City having been withdrawn, certain "Articles of Association" bearing date October 11, 1804, were entered into between the original proprietors and certain associates, while upon the 10th of November of the same year these capitalists were incorporated by the Legislature of New Jersey under a statute which had been drawn by Alexander Hamilton, entitled "An Act to incorporate the

Associates of the Jersey Company." Confined in its operation to the limits of the Van Vorst tract, the corporation was vested with broad powers. It could lay out streets, establish grades, improve the water front by the erection of docks, piers, wharves, and store houses, making all necessary by laws, orders, and regulations. Breaches committed against such by laws, orders, and regulations subjected offenders to a penalty not exceeding twenty-five dollars. The charter vested abutting lands under water in the associates, who were authorized to erect such structures as might be necessary for the purposes of commerce. Nine of the associates were selected under the provisions of the act as trustees, the board being organized upon December 24, 1804, in Joseph Lyon's tavern "at Jersey," while the clerk of Bergen County was directed to appoint a deputy for the "Island of Harsimus," whose duty it was to record all papers relating to real estate transactions.

In the founding of Jersey City the names of the associates make a notable list. Among them were Richard Varick, president of the board of trustees, who died in Jersey City in 1831, and had been attorney-general of New York State. There was Mayor Jacob Radcliffe, of New York City; Anthony Dey, of the Preakness family; and Joseph Bloomfield, then governor of New Jersey. Other distinguished Jerseymen interested in the

project were General John Noble Cumming, of Newark; Alexander C. McWhorter, of the Essex County family; Elisha Boudinot, associate justice of the Supreme Court of New Jersey; Jonathan Rhea, clerk of the New Jersey Supreme Court; Governors William S. Pennington and Isaac H. Williamson; William Halsey, first mayor of Newark; together with merchants of the first standing in New York City.

To those who would erect houses in "Jersey" special inducements were offered by the gift of lots proportioned to the value of the residences. Robert Fulton was urged to take a block of ground for the "safe keeping and repairing" of his steam vessels, a hotel was projected in 1805, known later as the Hudson House, while provisions were made for the planting of shade trees. The associators reserved land for a school, churches, public market, and a shipyard, while a bounty was offered to those who dug wells, seeking pure water. Near the corner of Hudson and Essex Streets a distillery was erected, a steam sawmill and gristmill were projected, and in 1816 "Prospect Point," the mansion of Richard Varick on Essex Street, was one of the most elegant of its kind between the Stevens property and Bergen Point.

But the project at Paulus Hook, so auspiciously begun, was doomed to dark days. Robert Fulton

lost money upon his lot-speculation, dying in 1815; the York and Jersey Steamboat Company, established in 1810, ultimately failed, and in the year 1834 there were upon the Paulus Hook tract but fifteen hundred persons and one hundred and seventy houses. With the decline of influence of the associates, and the evidence of their poverty, lawlessness reigned. Prize fighting, bull baiting, and dog fighting were common amusements, with drunkenness and gambling. The Legislature in 1813 and in 1817 was deaf to the petitions of the better class of citizens that a proper police regulate the affairs of the city, and it was not until 1835 that a place of confinement for disorderly persons was selected. This was the school house near Saint Matthew's Church, and which for a long time was city hall, jail, and police headquarters.

The elements which retarded the growth of the basic community underlying Jersey City were, according to Charles H. Winfield, threefold. One was the constant assertion on the part of the New York State authorities of their right of jurisdiction, ownership, and control over riparian lands on the New Jersey shore. This was not overcome until the New York-New Jersey boundary was settled by agreement in 1834. Then many of the lots had been sold subject to a ground rent and to the irredeemable Van Vorst mortgage. This

cloud upon the title was cleared in 1824, when Richard Varick purchased the mortgage, permitting the lots to be sold in fee simple. Lastly, while the associates were not only a land company, but a municipal corporation, every inhabitant of the Paulus Hook tract who was not a shareholder was subjected to the rules, regulations made, and penalties imposed by the trustees. In a small way it was the old story of "taxation without representation."

The time for change was ripe. The Legislature had provided that the law-making body ultimately should "institute a more adequate and complete corporation" for the mere purposes of municipal government. It was upon January 28, 1820, that "An Act to incorporate the City of Jersey in the County of Bergen" was passed, but in the body of the act the municipality was called "Jersey City," a somewhat indefinite designation. The statute provided that the "freeholders and other taxable" inhabitants should annually choose five members of the "Board of Selectmen of Jersey City," which board had jurisdiction over streets, public grounds, public markets, weights and measures, fire wood, bread, errant animals, night watch, fire engines, engine houses, and the "public peace and tranquility" of the corporation. But the good designed was rendered almost nugatory by provisions regarding the autocratic impo-

sition of taxes and the confirmation of all the powers or rights granted to the Jersey associates.

In the year 1825 the princely sum of one hundred dollars was assessed against the inhabitants of Jersey City, of which amount an investigation committee, in 1828, reported that thirty-nine dollars and eighty-seven cents had been collected—into such deplorable straits of economy had the young city gone. For twelve dollars a year a tavernkeeper agreed to furnish a room, fire, lights, pen, ink, and paper for the twelve meetings of the selectmen and for a board that had nothing to do, when the unsalaried members fined themselves for non-attendance.

The streets of the town were unkempt, pigs, sheep, and ducks roamed at will, Hudson Street was not filled in, there was, in 1828, a licensed place for the sale of liquor to every fifty-nine inhabitants, the selectmen were at odds with the associates, and had it not been for a new charter, secured January 23, 1829, the little town by the Hudson would have been in a sorry plight. Under this charter the number of selectmen was increased to seven and their powers increased. Private enterprise had brought new industries to the town. In 1824 a glass factory had been built, followed the next year by a pottery. There were two sandpaper factories, a windmill, and three smithies, while by 1834 the New Jersey Railroad ran

its passenger car "Washington," with its three compartments and seats on top, from Jersey City to Newark. "Fleet and gentle horses" drew the three cars of the Paterson and Hudson River Railroad Company, the steamboat "Washington" ran half-hourly trips until midnight between Jersey City and New York after June 8, 1835, while in 1836 the Morris Canal was completed. But the incubus of the poverty of the associates had fastened itself upon the town.

In 1838 Jersey City, with a mayor and common council, was incorporated, and thence until the abolishment of special legislation, in the year 1875, the charter underwent ninety-one revisions and amendments.

Since 1840, when the first federal census of Jersey City was taken, until 1900, the city has grown from three thousand to two hundred thousand. Most marvelous was the increase between 1850 and 1860, when the city leaped from seven thousand to twenty-nine thousand, an increase of three hundred and twenty-six per cent. From 1860 to 1870 the increase was one hundred and eighty-two per cent.; from 1870 to 1880 forty-six per cent.; from 1880 to 1890 thirty-five per cent.; from 1890 to 1900 twenty-six per cent.

The old township of Bergen, the bounds whereof were first definitely established in 1693, comprised that portion of Hudson County lying east of the

Hackensack River. From this ancient tract Jersey City was first carved in 1820. Thence until the outbreak of the Civil War the changes were comparatively few. Van Vorst and Hoboken Townships, now absorbed, appeared respectively in 1841 and 1849, North Bergen Township in 1843, Hudson Township in 1852, and Weehawken Township in 1859. Harrison Township, taken from a part of Lodi Township in Bergen County, was created in 1840. In 1855 the City of Hoboken was chartered.

During the progress of the Civil War the increasing demands of population caused a notable sub-division of territory. In 1861 both Bayonne and Union Townships were organized, and Greenville Township in 1863. During the same period the town of West Hoboken was chartered in 1861, and the town of Union in 1864, while in the period of expansion following the war Kearny Township was erected in 1867 and the City of Bayonne in 1869. Not until 1878 were there further changes, when the township of Guttenberg was formed. In 1898 the further development of Hudson County led to the organization of the town of Kearny from the township of the same name. During the same year the town of West New York came into existence, as did the borough of East Newark. In 1900 appeared the borough of Secaucus.

Of the cities of Hudson County, exclusive of Jer-

sey City, Hoboken's census was first taken by the United States government in 1850, when the city was credited with twenty-six hundred inhabitants. In ten years this had risen to nine thousand six hundred, an increase of two hundred and sixty-two per cent., the largest percentage gain ever made by any city in New Jersey during eighty years, except by Jersey City in the same decade and by Atlantic City of four hundred and twenty-five per cent. between 1870 and 1880. In 1870 Hoboken was credited with a population of twenty thousand, an increase of one hundred and eighty-two per cent. In 1880 there were thirty-one thousand inhabitants of the city, in 1890 forty-three thousand six hundred, in 1900 sixty thousand.

Bayonne's inhabitants were first recorded in the federal census in 1870, when the town had about four thousand people. This in 1880 was increased to nine thousand, in 1890 to nineteen thousand, in 1900 to thirty-three thousand. In no decade was this increase less than seventy-two per cent.

Accompanying this notable increase during the decade from 1890 to 1900 the town of West Hoboken has grown from eleven thousand seven hundred to twenty-three thousand, the town of Union from ten thousand six hundred to fifteen thousand, and Guttenberg from two thousand to four thousand, an increase in every case of practically

100 per cent., except in the instance of the town of Union.

From the days of the settlers, when the first sloop sailed into Bound Creek and laid the basis of country produce trade with New York City, until 1836, when Newark was chartered by the Legislature of New Jersey, the industrial metropolis of New Jersey had conducted its affairs under a town government. Here in replica were the phases of life found in New England—the town meeting, the calling and payment of schoolmasters, the direct personal element injected by the voter into questions of taxation, and all those other features typical of communities where Calvinism in some form was dominant. In 1832 the charter had been foreshadowed by the sub-division of the township of Newark into four wards, each represented by an alderman, a plan retained in the charter.

In 1836, in spite of the fact that Newark had received its impetus as a manufacturing center, the city was rich in memories of the past. There was the Gouverneur-Kemble mansion "Cockloft Hall," where had been entertained Washington Irving, Dr. Peter Irving, and William Irving, James Kirke Paulding, and Captain Porter, and where no small portion of "Salmagundi" had been written. Descendants of the original settlers still resided on the "home lots," the "Training

Place," now Military Common, was still in use, the dead were buried in the First Presbyterian churchyard, while the tanners and curriers had long since congregated about "The Swamp" on the south side of Market Street. On the edge of the town cattle were still pastured on the Salt Meadows, in which the cedar stumps of an ancient forest were yet to be seen.

With the new charter Newark advanced rapidly. New school houses were added to the one standing in 1845, and new churches sprung up where once had been barren hillsides or tracts of half-stagnant marsh. But the panic of 1837 almost prostrated the town, the blow falling heavily upon the greatest industry of the community, that of manufacturing leather products. From 1680, when the town meeting resolved that "Samuel Whitehead should come and Inhabit among us, provided he will supply the town with shoes," until the day of disaster, Newark had devoted the industry of her inhabitants to the making of boots and shoes, carriage equipments, saddles, and harness. With the Southern States a trade as large as it was profitable had arisen, not only in leather products, but in clothing, both for the use of slaves and their masters. But in the crash of 1837 every important establishment in the city, save one, failed to meet its financial engagements. John Whitehead, in his history of "The Passaic Val-

ley," says that skilled workmen, mechanics, and artisans walked the streets day after day, seeking in vain for employment, and that while Newark recovered her lost prestige it was in other markets, as the Southern States never returned to their old commercial relations with the city.

But of the cities enumerated in the census of 1820 Newark, from 1820 to 1850, owing to the establishment of manufactures and the congestion of population—notably foreign born,—advanced with the far greatest rapidity. From 1820 to 1860 during no decade was the increase less than fifty-eight per cent., while between 1840 and 1850 the increase was one hundred and twenty-five per cent. During these forty years Newark had grown from six thousand five hundred to seventy-two thousand in 1860. Thenceforth Newark continually exceeded its nearby rival, Jersey City, in actual growth. In 1870 Newark's population was one hundred and five thousand; in 1880, one hundred and thirty-six thousand five hundred; in 1890, one hundred and eighty-two thousand; in 1900, two hundred and forty-six thousand; the increase from 1890 to 1900 being thirty-five per cent.

At the base of the hills lying west of Newark some of the original settlers "took up" land at the foot of Orange Mountain. Others later came, and from the cabins of the pioneers arose the communities of Camptown, now Irvington; Tory Cor-

ner, embraced by West Orange; and Cranetown, now the residential town of Montclair. By 1796, between Montclair and Newark, the valley community occupied by the Dods and Baldwins was named Bloomfield in honor of a subsequent governor of New Jersey of that name. In 1812 the township of Bloomfield was organized. Of the Oranges, famed for their homes of culture, wealth, and refinement, West Orange was incorporated as Fairmount, by the Legislature, in 1862. The following year the present designation was adopted. In West Orange is Llewellyn Park, of eight hundred acres, named in honor of Llewellyn S. Haskell, who there created one of the finest resident sites in any portion of the world. South Orange as a township was set off in 1861, while the village of the same name was incorporated in 1869. These with East Orange City are essentially a part of the Town of Orange, chartered in 1860.

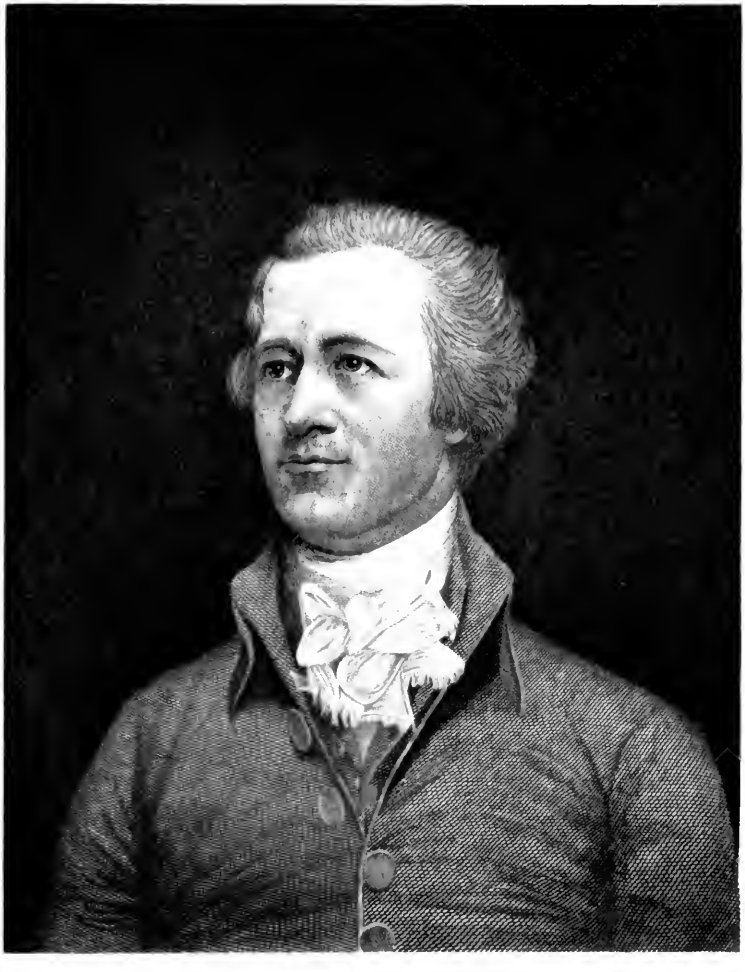
In considering these immediate environs of Newark it may be said that in 1806, for the purposes of assessment and collection of taxes, Newark Township was divided into three districts or wards, known as the Bloomfield, Newark, and Orange wards. Orange, as the generic name of this entire community, found its real beginnings about 1720, when the Mountain Society of one hundred persons erected its first meeting house, now represented by the First Presbyterian Church

of Orange. It is only in recent years, with the introduction of hat making and other small industries in its nearby associated towns, that Orange has lost its earlier characteristics of growth.

The City of Paterson stands as the vital illustration of the development of a manufacturing project which in its day was the boldest ever conceived in the United States. To Alexander Hamilton, framer of the project, whose master mind clarified all the current doctrines concerning the stimulation and subsequent protection of home manufactures, the city owes her existence.

As a political economist Alexander Hamilton had held close to the broad proposition that the United States, but recently declaring her political independence, should also as soon as possible declare her industrial independence. To accomplish this purpose it was necessary that two distinct courses be adopted—one the instruction of a people unskilled in manufacture, which could be stimulated by an effective object lesson; the other by the passage of effective federal legislation. By first supplying the home market under the ægis of a protective tariff the people of the United States could then reach out for the world-trade.

With these two ideas in mind, the object lesson and the tariff, Alexander Hamilton laid before capitalists, statesmen, and publicists his plan



for the creation of a great industrial community. Both ridiculed and applauded, this scheme of many factories, thousands of employees, in short this community to supply, with manufactured goods the country, if not the world, was as stupendous as it was novel, as shown by William Nelson in 1887 in his monograph on "The Founding of Paterson as the Intended Manufacturing Metropolis of the United States," and later in his "History of Paterson." Men of means were dazzled by its possibilities. But while they discussed the plan Alexander Hamilton had secured from the Legislature of the State of New Jersey "an Act to incorporate the contributors to the Society for Establishing Useful Manufactures, for the encouragement of the said Society," a statute which was passed upon the 22d of November, 1791. In view of so auspicious a beginning the House of Assembly and Council, largely Federalistic, gave the promoters of the plan a charter containing plenary powers. The "contributors" to the society had already subscribed to five thousand shares of stock at one hundred dollars per share, while over two hundred thousand had been paid into the treasury. Toward the "Articles not prohibited by law," which the society proposed to make, the energies of the contributors were first directed. All cotton yarn in the United States had been spun by hand, Sir Richard Arkwright's

ideas were not yet generally adopted, cotton fabrics were selling at the rate of fifty cents per yard, and under such conditions this one field of operation for the society was well nigh limitless. In the selection of a site for this new industrial community an examination of several localities was made, the choice being the Great Falls of the Passaic, where abundant water power and nearness to tidewater and the New York market were powerful factors in influencing this decision.

Except for the farms and their mansions the site of Paterson in 1791 was barren of all industrial enterprise.

In the charter of the Society for Establishing Useful Manufactures the capital of the company was designated as one million dollars, there being ten thousand shares at one hundred dollars each. Authorized to hold real and personal property to the value of four million dollars, the society was permitted to deal and trade in "such articles as itself shall manufacture and the materials thereof, and in such articles as shall be really and truly received in payment or exchange therefor." To encourage "so useful and beneficial an establishment" the society was to be exempt from all "taxes, charges, and impositions" during a period of ten years. Those in the immediate service of the society were also exempt from all taxes and assessments.

Of the franchises granted to the society one of the most important was the right conferred of digging canals and improving river channels, with power of condemning land and collecting tolls. To the stock of the company the United States or the State of New Jersey was authorized to subscribe to the amount of ten thousand dollars by means of a lottery.

The erection of a municipality comprising all inhabitants within a territory "six miles square," to be called Paterson—in honor of Governor William Paterson, who had signed the act incorporating the society,—was an essential provision of the statute. Of the new corporation the municipal officers were a mayor, recorder, twelve aldermen, twelve assistants, and a town clerk, appointed by joint meeting of the Legislature, while all other officers were elected by the qualified voters. The officers appointed by the joint meeting, except the town clerk, were made justices of the peace, while any seven were authorized to hold a court of quarter sessions as well as to act as a court of common pleas. In 1792 the composition of the two courts was reduced to the twelve aldermen—this charter in general terms being similar to that granted to Trenton during the latter year.

But the elaborate charter designed for the City of Paterson was never carried into effect, and it was not until 1831 that Paterson Township was

cut off from the old township of Acquackanonk, of which it formed a part, while the city itself was incorporated in 1851.

There was in the United States at the time of the incorporation of the society a French engineer, Major L'Enfant, who had but recently laid out the plans of the new federal city—Washington. Major L'Enfant was an enthusiast, a dreamer, who saw in Paterson the possibilities of an industrial capital. He seized upon the broad rights of the charter as an excellent field for operation, and involved the society in endless expense, particularly in attempting to construct a canal between Paterson and the City of Passaic.

In 1840, by the federal census, taken of the town, Paterson had a population of seven thousand six hundred, which increased in 1850 to eleven thousand. Until 1870 the increase was practically seventy per cent. each decade, the population of the city in 1870 being thirty-three thousand six hundred. From 1870 to 1890 the rate of increase was practically fifty-two per cent. per decade, while from 1890, when the city had seventy-eight thousand, to 1900, when the population was one hundred and five thousand, the percentage of growth was thirty-four per cent.

One of the most remarkable instances of growth in New Jersey is Passaic City. In 1880 the city had six thousand five hundred, and in 1890 thir-

teen thousand, an increase of ninety-nine per cent.; in 1900 twenty-seven thousand, in the latter decade an increase of one hundred and thirteen per cent., identical with the increase of Atlantic City, although the causes of development were totally different.

FROM the days when the mill of Mahlon Stacy, at the mouth of the Assanpink, marked the beginnings of the settlement of Trenton its century of growth, until 1790, was slow. It was upon the 25th of November in that year that Trenton, by act of the Legislature, became the capital of the State.

As early as September, 1776, Governor Livingston recommended that the capital of the State of New Jersey be conveniently located, but in spite of the suggestion no definite action was taken. During the Revolution the Assembly and Council met at such points as convenience and safety required, occasionally visiting Burlington, the old capital of West Jersey, and Perth Amboy, the old capital of East Jersey. However, with the establishment of peace, interest in the subject was revived, stimulated by the presence of Congress in Trenton and Princeton, and by the efforts of Trenton to secure the federal capital. Thereafter that city made several endeavors to become the capital of the State.

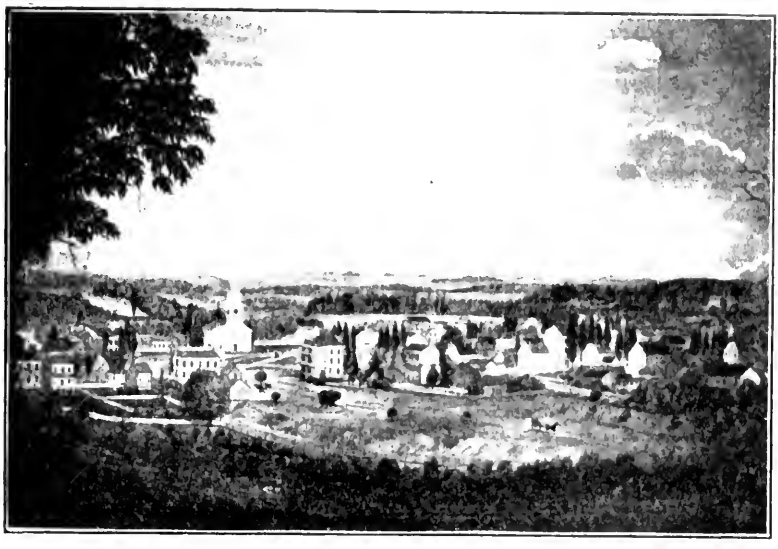
A conservative spirit desired the retention of both Burlington and Perth Amboy, or, in their places, Woodbury and New Brunswick. From the contentions arising upon the subject a compromise was effected, and Trenton, conveniently located, was chosen as the seat of government.

To secure suitable buildings for the accommodation of the Legislature and State officials commissioners were chosen to purchase or accept a suitable tract of land. This tract was obtained, the plot embracing the present capital, under condition that if the seat of government were removed from Trenton the land should revert to the heirs of the grantors. The citizens of Trenton contributed three hundred pounds toward the erection of a State house, and added to this a State appropriation was secured. By 1796 the capitol was erected at a cost of three thousand pounds.

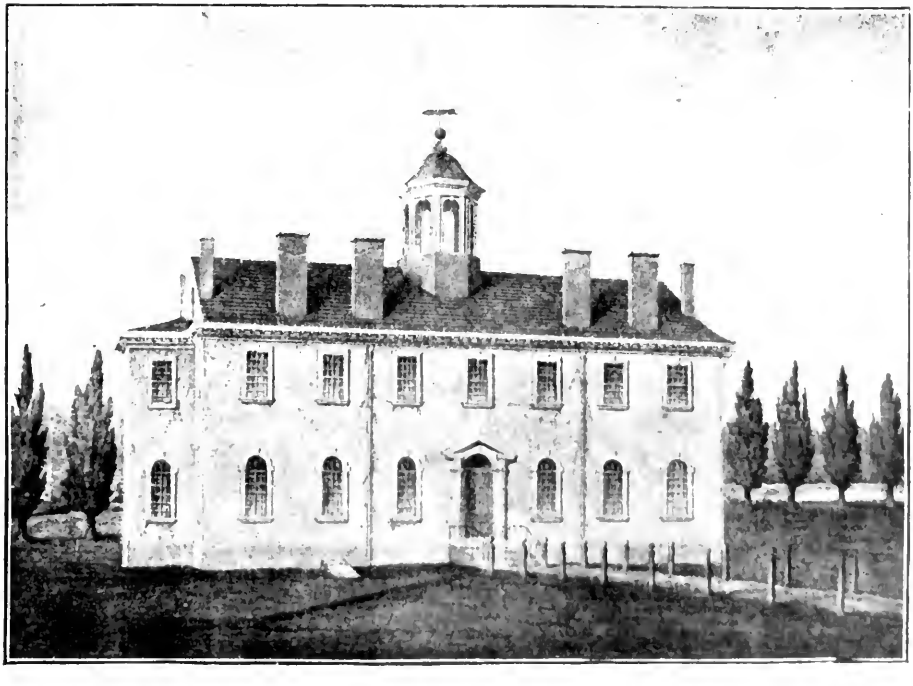
The front of the first State house stood upon a line drawn through the present executive reception room, while in the "yard" were poplar and other trees, which were from time to time used for fuel when the Legislature was in session. Subsequently the offices of the clerk of the Supreme Court and the secretary of state were located in separate buildings on the front corners of the capitol "yard."

The choice of Trenton as the seat of government led to the settlement of a contest which had been of long duration, the granting of an inhabitants' petition of the then Township of Trenton that they be incorporated as a city. Trenton received her charter upon November 25, 1792.

In the act which constituted the city may be found the general type of legislation characteris-



MORRISTOWN IN 1828.



THE FIRST STATE HOUSE AT TRENTON.

(Erected before 1800.)

tic of all municipal corporations of the period. To the inhabitants was left as little freedom of political action as they generally possessed under the constitution. The trammels of Old-World doctrines regarding borough towns rested heavily upon the Legislature. Not yet could the people be trusted, and it was with sparing hand that the Council and House of Assembly doled out a right here and a privilege there, retaining to themselves in joint meeting, the essentials of local self-government. As in Trenton so it was for many years to come in all specially chartered municipal corporations throughout the State.

The body corporate of these early cities, allowing for slight divergencies from the Trenton form of government, consisted of a mayor, who was also keeper of the city seal, a recorder, who was vice-mayor, three aldermen, six assistants, and a town clerk, who, known by the name of "The mayor, aldermen, and assistants of the City of Trenton," were entitled to hold both real and personal property, sue and be sued, and use a common seal. In addition the mayor, recorder, and aldermen were *ex-officio* justices of the peace, duly commissioned by the joint meeting of the Legislature. To the freeholders and inhabitants of the city was given the right of electing at town meeting the six assistants and town clerk, together with a tax assessor and collector.

Common council, under this dual system, was composed of the mayor, recorder, aldermen, and assistants, who had the power to make by-laws, pass ordinances, and appoint a city treasurer, city marshal, clerk of the market, "and such other subordinate officers as they may think necessary," to which offices the common council could annex fees and impose fines for malfeasance. Fines could be further imposed by the mayor, recorder, or one alderman for violation of ordinances, appeal lying to common council, to which body appeals in tax assessment matters also lay. Vacancies in the offices of mayor and recorder were filled by the aldermen selecting one of their number, while in case of vacancy in any office whose incumbent was elected by the voters the mayor was directed to call, "by advertisement or otherwise," a special election, giving at least five days' notice to the freeholders and inhabitants. Furthermore all liquor licenses were granted by common council.

A striking similarity may be observed in a comparison between the act creating the City of Trenton and the State constitution. There was the centralization of power in the hands of a select legislative body, responsible to no one in the exercise of its functions. The New Jersey constitution and the Trenton charter created special tribunals, the former making the governor and State council a court of appeals, and the latter vesting in the

mayor and aldermen of the city the powers of justices of the peace. Only minor officials were elected by the voters, as in the case of the State constitution. The prevailing spirit of one was the spirit of the other—the restriction of the franchise and the perpetuation of a privileged class.

Under such conditions it was that Trenton became the capital of New Jersey and a city of the commonwealth.

As Elizabethtown, the City of Elizabeth played so conspicuous a part in colonial affairs that no movement of a political, social, religious, or economic character in the Jerseys but had its expression in the life of the village. In the Revolution the barest mention of the names of those distinguished in the patriot cause reflects every phase of that struggle. William Livingston and his home, "Liberty Hall," Elias Boudinot, William Burnet, Jonathan Condit, Elias Dayton, Oliver Spencer, Matthias Williamson, Aaron Ogden, William de Hart, the Rev. James Caldwell, and Abraham Clark are but a part of that brilliant galaxy of Jerseymen.

In 1789 the Legislature confirmed Elizabeth's borough charter, under which government the town continued its existence until 1855, when its city charter was granted. In 1812 one of the State banks was established in the town, and during the industrial activity preceding the panic of 1837 two

new enterprises were chartered by the Legislature, the location of the "plants" being in Elizabeth. One was the Elizabethtown Silk Manufacturing Company, the other the New Jersey Gum Elastic Manufacturing Company, in the years when experiments were being made with sewing machines, an enterprise which has given Elizabethport world-wide fame.

Elizabeth has been distinctively a residential community, and it was in the city that the system of daily "commuting" to New York found its earliest permanent manifestation.

In matter of growth an interesting comparison may be made between Elizabeth and Trenton. In 1820, when the federal census made the first returns for these cities, Trenton contained four thousand inhabitants, Elizabeth three thousand five hundred, and Newark six thousand five hundred. Until 1850 the growth of Elizabeth and Trenton was almost identical, but in 1860 Trenton, with an increase of one hundred and sixty-six per cent. during the previous decade, forged ahead. In 1870 Trenton had twenty-three thousand, being two thousand more than Elizabeth. In 1880 Trenton contained thirty thousand, the excess over Elizabeth being about two thousand. In 1890, owing to the annexation of the contiguous borough of Chambersburg and the Township of Millham, Trenton forged ahead to fifty-seven thou-

sand, an increase of ninety-two per cent., while Elizabeth advanced to thirty-eight thousand. Trenton in 1900 had seventy-three thousand, Elizabeth fifty-two thousand.

The City of New Brunswick received its first incorporation in 1784, after nearly a century of existence as a community strongly marked by characteristics of a group of Hollanders, who about 1730 came from Albany, New York, and settled on the Raritan. This element gave to New Brunswick a type of life as respectable as it was conservative. To-day the streets nearest the river, with their remnants of Dutch architecture, have a distinctive touch of the Old World spirit nowhere else to be found in the State.

As the home of Rutgers College, the Theological Seminary of the Reformed Dutch Church, and the Grammar School, New Brunswick has been closely identified with the progress of secondary and higher education in America. After vicissitudes incident to the Revolutionary War, and the lack of financial support, James Parker, of Perth Amboy, presented a plot of ground to Queen's College, upon which, in 1811, the main building of the college was completed. In 1825 the Legislature of the State, in honor of Colonel Henry Rutgers, a patron of the institution, incorporated "The Trustees of Rutgers College in New Jersey."

New Brunswick grew slowly, and by 1840 had

only five thousand eight hundred and sixty inhabitants. A half century later the city had trebled its population, having eighteen thousand six hundred and three, which in 1900 had increased to twenty thousand and six. From 1840 to 1870 New Brunswick was a point of distribution. As the northern tidewater terminal of the Delaware and Raritan Canal, with extensive railroad connections, her river trade was large. Later specialized industries, such as wall paper, rubber, and medical supplies, were established in the city.

From the "Cooper Ferries" Camden, the metropolis of South Jersey, has grown from a mere hamlet to a position of importance. For nearly one hundred and fifty years, the few houses on the "Jersey shore" opposite Philadelphia, were the homes of plantation owners, the quiet of whose farms was broken only by the cry of the fox hunters, the snap of the duelling pistol, or the music and dancing of pleasure parties who came "over the river." With the construction of the Camden and Amboy, the West Jersey system, the Burlington County roads, and finally the Camden and Atlantic, Camden City, like Jersey City, spread beyond its confines, but, unlike Jersey City, was not hampered by marsh land and rocks. Manufacturing sites along the creeks, deep water, and speedy transportation attracted Philadelphia capital until, with the coming of great shipbuild-

ing interests, the city has developed with a rapidity that can best be told by figures.

When the census enumerators set down the inhabitants of Camden in 1840 there were in the town three thousand four hundred residents. By 1850 these had increased to nine thousand five hundred, a gain of one hundred and eighty-one per cent. In 1860 there were fourteen thousand, and in 1870 twenty thousand, in which year Camden, Hoboken, Elizabeth, and Trenton were of nearly the same population. But in 1880 Camden jumped to forty-one thousand, slackening this great percentage of growth by 1890 to fifty-eight thousand and in 1900 to seventy-six thousand, being slightly larger than Trenton.

Of the cities upon the seacoast the most notable is Atlantic City, a town combining the attractions of every known resort, yet unique. When the census was taken in 1860 Atlantic City had but seven hundred inhabitants, which by 1900 had increased to twenty-eight thousand. In the decade between 1870 and 1880 the increase amounted to four hundred and twenty-five per cent., and from 1890 to 1900 to one hundred and thirteen per cent. In this last decade, of the more important seaside resorts Cape May City, with two thousand five hundred inhabitants, had a permanent increase of only one hundred, although in the same county Holly Beach borough had increased one hundred

per cent. Ocean City rose from four hundred and fifty to thirteen hundred, while Sea Isle City lost somewhat heavily. Upon the upper New Jersey coast Asbury Park is credited in 1900 with four thousand, Seabright borough with one thousand, while Long Branch town increased from seven thousand in 1890 to nine thousand in 1900.

Exclusive of the incorporated cities in the State to which allusion has been made, some of the smaller cities have shown marked growth. Since 1890 Perth Amboy, owing to the establishment of great industrial enterprises, has risen from nine thousand five hundred to seventeen thousand seven hundred; the increase being largely foreign born. Bridgeton has grown during the same period from eleven thousand five hundred to fourteen thousand, East Orange from thirteen thousand to twenty-one thousand five hundred, Orange from nineteen thousand to twenty-four thousand, and Plainfield from eleven thousand to fifteen thousand. Of other smaller cities a number show little or no growth. These are Beverly, Bordentown, Burlington, Cape May, Egg Harbor, Gloucester, Lambertville, Millville, Rahway, Salem, and Woodbury.

There are in the State of New Jersey one hundred and ninety incorporated cities, towns, boroughs, and villages, although of these sub-divisions one only possesses a village government—

South Orange. In Bergen County the borough form of government is apparently the most popular, as of fifty-four incorporated places thirty-six are boroughs. A similar proportion of boroughs may be found in Cape May County, where of fourteen incorporated places eight are boroughs, and all of which are seaside resorts. In all of Hudson County there are but two boroughs, containing but four thousand inhabitants. Mercer, Burlington, and Passaic Counties contain boroughs with but three thousand, and Cumberland County and Warren County but one thousand each. In population the boroughs of New Jersey embrace a wide range from Surf City in Ocean County, with its nine inhabitants, to North Plainfield, with five thousand population.

THE development of the counties and the earlier phases of growth of their capitals show, as much as the story of the evolution of the great cities, the development of the State. The movement of population is not lacking in interest, in showing the changes that have taken place, by decade, during a period embracing the nineteenth century.

Of the thirteen counties of which New Jersey was composed in 1790 Hunterdon, with its twenty thousand inhabitants, was the most populous, although Sussex was only slightly less inhabited. A group containing between sixteen thousand and eighteen thousand embraced Burlington, Essex, Middlesex, Monmouth, and Morris. Between ten thousand and thirteen thousand were Bergen, Gloucester, Salem, and Somerset. Cumberland had eight thousand and Cape May two thousand five hundred.

In 1800 Hunterdon dropped to fourth place, being slightly exceeded by Sussex, Essex, and Bergen, the most populous county being Sussex, with twenty-two thousand five hundred. In 1810, with twenty-six thousand inhabitants, Essex led the list. Following closely were to be found Bergen with twenty-five thousand, Hunterdon with twenty-four thousand five hundred, Sussex with twenty-five thousand five hundred, Monmouth with

twenty-two thousand, Morris with twenty-two thousand, and Middlesex and Gloucester each about twenty thousand. The increase of the remaining counties had been slow.

In 1820 Sussex County reached the zenith of growth in population. With thirty-two thousand seven hundred it attained the position of the most populous county in the State. Even Essex was two thousand less, and Burlington a thousand short of Essex. Hunterdon, however, had a population of twenty-eight thousand and Monmouth of twenty-five thousand.

In the year 1830 a new element came into the calculations, namely, Warren County, which was reported as having a population of nineteen thousand. Its creation in 1824, from Sussex County, tended greatly to reduce the population of that territorial sub-division, throwing Sussex to twenty thousand. During the decade the increase in the County of Essex had been most marked. With its forty-two thousand inhabitants, of which twenty-five per cent. were in the City of Newark, it exceeded by ten thousand its nearest rivals, Burlington, Hunterdon, and Monmouth. Gloucester since 1790 had succeeded in doubling its population; Salem and Somerset had in ten years but slightly increased. The tide was turning; the new cities of East Jersey, although scarce commenced,

were overshadowing in point of increase of population the rural counties.

In the census of 1840 four new counties appear: Atlantic, cut off from Gloucester in 1837; Hudson, the southern part of Bergen, established in 1840; Mercer, comprising parts of Hunterdon, Burlington, Somerset, and Middlesex Counties, erected in 1838, and Passaic, the northern portion of Essex County and the western part of Bergen County, organized in 1837. In these new allotments Bergen County suffered heavily, being reduced in population from twenty-two thousand five hundred in 1830 to thirteen thousand in 1840. Atlantic, with its eight thousand five hundred inhabitants, reduced Gloucester from twenty-eight thousand five hundred to twenty-five thousand five hundred. Hudson had about nine thousand five hundred people, of whom a third were in Jersey City. In the erection of Mercer County, which contained twenty-one thousand five hundred inhabitants, Hunterdon shrunk from thirty-one thousand to twenty-four thousand eight hundred. Of this difference four thousand were in the City of Trenton. Essex, in spite of its growth, was visibly affected by the loss of Passaic and by the disasters of the panic of 1837, increasing but two thousand five hundred during the decade. From 1830 to 1840 Burlington, Cumberland, Morris, Salem, Somerset, and Sussex remained almost stationary.

Middlesex lost about one thousand, and Cape May, after half a century had succeeded with five thousand three hundred inhabitants in doubling her population, the same being true of Monmouth with thirty-three thousand people.

The enumeration of 1850 presents in the status of Essex and Hudson Counties some striking contrasts. From forty-five thousand Essex had leaped in ten years to seventy-four thousand; Hudson with twenty-two thousand had more than doubled its population. Passaic County, in an increase of four thousand, showed the influence of Paterson. Two new counties—Camden, established in 1844, and Ocean, in 1850—had drawn largely from Gloucester and Monmouth Counties, from which they were respectively set off. Camden County commenced life with twenty-five thousand five hundred inhabitants, Gloucester thereby having been reduced from twenty-five thousand five hundred to fourteen thousand five hundred, having in 1850 but slightly more population than she had in 1790. There were ten thousand people in the new County of Ocean. The seashore Counties of Atlantic and Cape May remained almost stationary. Of Mercer's growth during the decade from twenty-one thousand five hundred to twenty-eight thousand, Trenton furnished two thousand five hundred. Morris, owing to the completion of the Morris Canal and the development of the iron

mines, increased five thousand in population. Warren and Sussex were equal in population—twenty-three thousand.

The decade between 1850 and 1860 was made conspicuous by the creation of a new county, Union, formed in 1857, which was created from Essex and Middlesex, and started its territorial existence with twenty-eight thousand inhabitants, of which about eleven thousand five hundred were in the City of Elizabeth. In spite of such a drain Essex County advanced from seventy-four thousand to ninety-nine thousand, Newark in the same period increasing thirty-three thousand. Hudson County advanced from twenty-two thousand to sixty-three thousand, practically triplicating its population. The overflowing of people from New York City increased Bergen County from fourteen thousand five hundred to twenty-one thousand five hundred; Camden also felt the same influence from Philadelphia and gained ten thousand. Mercer, with thirty-seven thousand five hundred, had also gained ten thousand, which was Monmouth's increase. Passaic had about six thousand five hundred new inhabitants to her credit. The rural counties made normal gains.

The period from 1860 to 1870, in spite of the distractions of the Civil War, marked stupendous growths in those counties of East Jersey lying within the metropolitan area, even then well de-

fined. Hudson doubled its population, having reached in 1870 the total of one hundred and twenty-nine thousand. Essex, with one hundred and forty-four thousand, had increased forty-five thousand, Bergen had reached thirty thousand, Passaic had gained fifteen thousand, Union fourteen thousand, Morris eight thousand, while Middlesex had ten thousand additional population. Camden showed a gain of eleven thousand. Typical rural counties such as Salem, Somerset, and Sussex, whose populations ranged between twenty-three thousand and twenty-four thousand, had gained but little, while Sussex had actually lost. Cumberland, however, owing to the development of Vineland, Millville, and Bridgeton, had gained twelve thousand, Gloucester and Hunterdon each about three thousand, and Warren six thousand.

The closing quarter of the century is distinguished by three characteristics. One finds the marvelous growth of the greater and lesser metropolitan areas, the territory of New Jersey affected by the contiguity of New York City and Philadelphia; the development of the seacoast counties, and the practical stagnation of the distinctively rural counties. Of the counties within the New York metropolitan area Bergen rose between 1870 and 1900 from thirty thousand to seventy-eight thousand, and of all counties in the State between 1890 and 1900 Bergen, with sixty-six and

one-tenth per cent., had the largest percentage of increase. Essex advanced from one hundred and forty-four thousand in 1870 and one hundred and ninety thousand in 1880 to two hundred and fifty-six thousand in 1890, and to three hundred and sixty thousand in 1900—a brilliant record of growth eclipsed by that of Hudson County, which by 1890 had doubled its population of 1870, then one hundred and thirty thousand, with three hundred and eighty-six thousand in 1900. Essex's and Hudson's increase between 1890 and 1900 was forty per cent. From 1870 to 1900, the growth of Union County was less dramatic, ranging between forty-two thousand and one hundred thousand. Passaic during these thirty years increased from forty-six thousand five hundred to one hundred and fifty-five thousand, and Middlesex County from forty-five thousand to eighty thousand. Morris added twenty-two thousand to her population of 1870. Briefly and generally stated, in the Counties of Bergen, Passaic, Morris, Essex, Hudson, Middlesex, and Union, comprising the area of direct New York metropolitan influence, are to be found three-fifths of the residents of New Jersey.

The lesser metropolitan area, that of Philadelphia, is much less definite in its direct boundaries. By implication it may be made to include all of Southern and Central New Jersey, although the New York influence is strong in Atlantic City and

along the "shore" of Ocean County, and is felt in Vineland and Bridgeton. Trenton marks the point of separation between the influences of New York and Philadelphia, although the towns of the Delaware Valley between Trenton and Phillipsburg are in closer touch with Philadelphia than with New York City. Warren and Sussex Counties are unassociated, however, with Philadelphia.

Strictly speaking the metropolitan area of Philadelphia embraces Burlington County, Trenton in Mercer County, Camden, Gloucester, Cape May, and Salem Counties, and a large portion of Cumberland County, together with Atlantic City. In cities, towns, and villages within these counties there are those who daily transact business in Philadelphia, are in fact of the well-defined "commuter" class. It has been from 1870 that the influence of Philadelphia has been felt most directly, as it has only been within the past thirty years that Philadelphians have sought residences in New Jersey.

From 1870 to 1890 Mercer County has doubled its population, increasing from forty-six thousand to ninety-five thousand, of which in 1890 there were seventy-three thousand in Trenton. Burlington County has increased but four thousand five hundred in these thirty years, and from 1890 to 1900 has actually lost. Camden County has risen since 1870 from forty-six thousand to one

hundred and seven thousand five hundred,Gloucester County from twenty-one thousand five hundred to thirty-two thousand, Cumberland County from thirty-four thousand five hundred to fifty-one thousand, and Salem County from twenty-four thousand to twenty-five thousand five hundred, Thus it may be said that, excluding that portion of Mercer County outside of Trenton, in Burlington, Camden, Gloucester, Salem, and Cumberland Counties, together with Atlantic City, one-fifth of the people of New Jersey are within the Philadelphia metropolitan area.

The coastwise Counties of Cape May, Atlantic, Ocean, and Monmouth have developed by no means regularly between 1870 and 1900. Thus Atlantic County, under the inspiration of Atlantic City, doubled its population between 1870 and 1890, and from the latter year with twenty-nine thousand inhabitants reached forty-six thousand five hundred in 1900. Cape May County in these thirty years rose from eight thousand to thirteen thousand, and Ocean County from thirteen thousand to nineteen thousand, a growth largely stimulated by the development of Lakewood between 1890 and 1900. Monmouth rose from forty-six thousand to eighty-two thousand in the thirty years, increasing eighteen per cent. from 1890 to 1900.

The counties not included in the metropolitan

areas or in the seashore list are largely rural. Their growth has been slow, Hunterdon in 1900, with thirty-four thousand six hundred, having lost two and four-tenths per cent. since 1900, and having but a thousand more than in 1860. Somerset, with thirty-three thousand, has gained ten thousand since 1870, while Sussex, with twenty-four thousand, has made a slight gain since 1890, although the county still has less population than in 1820. Warren County shows three and four-tenths per cent. increase since 1890, having thirty-eight thousand inhabitants against thirty-six thousand five hundred, both in 1880 and 1890.

The county capitals, outside the large cities of Newark, Jersey City, Elizabeth, Paterson, New Brunswick, Trenton, and Camden, may be grouped by similarities in social and industrial conditions. Those of the three coast counties, Cape May, Atlantic, and Ocean, fall under one division. Of these Cape May Court House, the county seat of Cape May, first appears in history in 1705, when the grand jury of the county decided to build a small jail "upon the Queen's Highway, eastwardly of Gravelly Run." Stocks and whipping posts were ordered at the same time. Previous to 1705 county affairs were transacted at the whaling settlement of Cape Town or Town Bank, a location since swept away by the encroaching waters of the

sea. Subsequently the "Court House" was known as Middletown, but return was made to the present designation.

May's Landing, the town of John May, was created the county capital upon the erection of Atlantic County. It was a place of trade, the center of those industries characteristic of the "Pines," and, like Tom's River, the county capital of Ocean, had a large seafaring population.

Of another group the shire towns of Cumberland, Gloucester, Salem, Burlington, and Monmouth were similar.

In its early and comparatively rapid growth Bridgeton, shortly after the Revolutionary War, attained the distinction of being the most active town in the southern portion of New Jersey. By the close of the second war with England water power had been employed by the iron industries centering at the "Bridge," while in 1816 the Cumberland Bank came into existence. In 1836 came the Bridgeton Glass Company, and by 1839 two fire companies had come into existence. The city was incorporated in 1864.

In 1787 the inhabitants of the Township of Deptford were authorized to build a market house in the main street of Woodbury. In 1854 Woodbury was incorporated as a borough, having grown under measures taken to improve the navigation of the creek and in the establishment of

easy communication with Philadelphia. In 1870 Woodbury was chartered as a city. Like Salem and Mount Holly, Woodbury was the center of a number of small industries, but, being nearer Philadelphia than the other towns of the group, earlier became a residential town for those who sought homes in New Jersey. It may be said of all the shire towns in the two groups that the type of social life was affected by manners and customs of the South, this being still particularly noticeable in Salem.

Founded in 1676, it was during the three decades of the nineteenth century that the ancient city of Salem was the most active town south of Burlington, and a formidable rival of Bridgeton. In 1822 the Salem Steam Mill and Banking Company and in 1825 the Salem Steam Mill and Manufacturing Company were incorporated. In the latter year two fire companies were also incorporated. In the later fifties gas and water were introduced into the city, Salem being chartered in 1858.

Mount Holly, the county capital of Burlington, has no separate government, being a part of the Township of Northampton. In spite of the lack of autonomy Mount Holly became a center of importance early in the last century. With the organization of the Farmers Bank in 1815 Mount Holly extended its influence to Tuckerton, Wood-

bury, Freehold, and Trenton. For all the bog iron industries in the "Pines" the village was the center. Before the opening of the Civil War two fire companies, an insurance company, and water, gas, and telegraph companies had been organized, and efforts had been made to curb and pave the streets. For the benefit of Mount Holly there had been passed an act—which legislation characterized the development of nearly every town in New Jersey,—a statute preventing swine and animals from running at large in the public streets.

Freehold, the shire town of Monmouth County, in 1869, under the provisions of an act for the improvement of the town, felt the spirit of progress characteristic of the period. Twelve years previously a gaslight company had been organized, while as early as 1837 the Monmouth Insurance Company had been incorporated, a fact in itself indicative of the prominence that Freehold enjoyed as a center of county life.

The remaining group of county capitals, lying in the northern portion of the State, are Flemington, Hunterdon County; Belvidere, Warren County; Somerville, Somerset County; Morristown, Morris County; and Hackensack, Bergen County.

Between 1850 and the opening of the Civil War Flemington enjoyed a large measure of prosperity. Copper mining near the village, the establishment of a bank in 1855, with gas light and water com-

panies chartered in 1859, were evidences of progress. In 1870 an act for the improvement of the town was passed.

Belvidere was incorporated in 1845, although as early as 1828 a manufacturing company had been located in the town and in 1830 the Belvidere Bank had been chartered.

The advantageous position of Somerville made it a distinctively manufacturing community. When the Somerville Water Power Company came into existence, in 1840, there had been incorporated in the town an aqueduct company, in 1807, a manufacturing and a mining company, and a plant for making pins and types. Between 1840 and 1860 such enterprises as rope and bagging, cotton and woolen, and gutta percha were located in the village. In 1863 an act for the improvement of Somerville was passed, gas having been introduced in 1853.

The incorporation of Morristown in 1865 followed late in the period of permanent growth of the community. In 1799 the Aqueduct company had come into existence, followed in 1812 by the State Bank. In 1836 came the Morris County Bank and in 1862 the Morristown Bank. By 1856 gas was used, while nearly twenty years before a fire engine company had been incorporated. And to the credit of Morristown it may be said that the machinery of the "Savannah," the first steam-

ship to cross the Atlantic Ocean, was constructed at the Vail Works at Speedwell, near Morristown, in 1825, while the first successful experiments with the electro-magnetic telegraph, based upon the discoveries of Professor Henry, of Princeton College, were made by Vail and Morse at Speedwell Works, in 1838.

Although the Sussex Bank had been established at Newton as early as 1818 it was not until 1864 that Newton was incorporated. In 1850 the Legislature chartered the fire department, the gas company coming into existence in 1860.

With the act of 1853, authorizing the inhabitants to enclose the public green, an era of public improvements was inaugurated in Hackensack. Three years thereafter the citizens were given legislative right to improve their sidewalks. In 1861 a gas light company was incorporated, in 1864 the fire department was chartered, and in 1869 the water company came into being. Further stimulus was given the development of the town by the incorporation, in 1868, of the Improvement Commission, while in 1870 the Bergen County Savings Bank received its charter. The town now has three or four banks and trust companies. But it takes greater pride in the handsome Johnson Public Library building, costing nearly $70,000, the gift in 1901 of First Assistant Postmaster-General William M. Johnson.

FROM the time of the colony with its haphazard methods of education the State of New Jersey moved slowly toward a plan of governmental control of public education. Many years were to elapse ere the doctrine became prevalent that the State "owes" its children an education, years in which men who fought for some uniformity in methods of instruction and State aid were regarded as visionary if not fanatical. In the evolutionary growth positive signs of future development appear in the period between the close of the Revolution and the opening of the new century. As early as 1783 "an act for the promotion and encouragement of literature" was passed, while in 1794 a statute provided for the incorporation of trustees, not exceeding seven, who were empowered to organize societies for the advancement of learning. Under this act several academies, some of which are still existent, were organized, while others received special charters. Among these institutions were the academies at Hackensack and Trenton, while later academies were established in Belleville, Bridgeton, Newark, and Paterson.

The actual beginnings of the public school system, as pointed out in Dr. David Murray's "History of Education in New Jersey," began as early as 1803. In that year there was reprinted in Trenton an edition of Thomas Jefferson's "Notes,"

wherein, for Virginia, was urged a three-grade system of public schools. Among men in New Jersey to whom Jefferson's arguments appealed with great force was John Parker, of Perth Amboy, who from 1806 to 1819, with the exception of one year, represented Middlesex County in the House of Assembly. During that period he continually urged the cause of popular education, and after the defeat of several plans saw the goal gained, when upon the 5th of February, 1817, there was introduced in the Legislature "An act to create a fund for the support of free schools," which passed the House of Assembly on the 11th of that month and Council upon the following day. The statute was hedged in by a provision, adopted in the constitution of 1844, that the school fund was to be sacredly devoted to the purposes intended, and not subject to legislative borrowing, appropriation, or use for any other object, and its control was placed in the hands of the governor, the vice-president of Council, the speaker of the House of Assembly, the attorney-general, and the secretary of state. Certain United States bonds, bank stocks, and other securities were set apart for the fund. In 1871 the moneys received from the sale and rental of lands under water owned by the State were made a part of the fund, which now amounts to three million seven hundred thousand dollars. The fund is under the control of the

"Trustees of the Fund for the Support of Free Schools," the board being composed of the governor, attorney-general, secretary of state, state comptroller, and state treasurer.

In 1820 the Legislature authorized the several townships to levy a tax for the education of "such poor children as are paupers, belonging to the said township, and the children of such poor parents, resident in said township, as are or shall be, in the judgment of said committee, unable to pay for schooling the same." This law remained in force for some years, being amended from time to time and in such a manner as to provide for free schools for such time as the moneys received from the school fund and from local taxation would permit, and allowing tuition fees for the remainder of the year. Under the stimulus of the law of 1820 the American Bible and New Jersey Missionary Societies also engaged in an educational propaganda which included the building of schools and the hiring of teachers. These organizations employed an agent to gather statistics concerning illiteracy in the State and to arouse public sentiment.

It was in the latter part of 1828 that, in response to a call, "friends of education" met in Trenton. In a widely circulated report, the data for which were secured by Chief Justice Charles Ewing, Canal Commissioner John Neely Simpson, and

United States Senator Theodore Frelinghuysen, as well as by local sub-committees, most of the counties were treated in detail. From this report it is learned that in 1828 Morris probably enjoyed more than any other county "the advantages and blessings of education." It was a lamentable fact that there were in New Jersey no less than twelve thousand children destitute of instruction, while to remedy the general evil of incompetent instructors a member of the Essex County sub-committee recommended the establishment of a normal school for the special training of teachers. The contest for a system of popular education then broadened. For nearly thirty years came the demand for teachers especially trained, and it was in 1855 that the State Normal School was established in Trenton. With it was created a Model School, in which the normal students, pledging themselves to teach for two years after graduation, find an opportunity for practice teaching. At Beverly shortly before the opening of the Civil War the Farnum Preparatory School was presented to the State by virtue of the provisions of the will of Paul Farnum. Another State educational institution is the School for the Deaf, which is located in Trenton, and which was established in 1882. Prior to that date the deaf children of New Jersey were educated at the expense of the State in institutions in New York and Pennsylvania.

The Manual Training and Industrial School for Colored Youth, located at Bordentown, was established in 1894, and was under the care of a separate board of trustees. In 1900 it was placed under the care of the State board of education. It was not until 1871 that legislation was had providing for a State school tax, and making the schools absolutely free to all the children in the State of New Jersey.

As delineated by J. Brognard Betts, in the "New Jersey Hand Book," the school system of New Jersey, as at present established, consists of a State board of education, appointed by the governor, which board appoints the county superintendents of schools, makes rules for the holding of teachers' institutes, the examination of teachers, and for carrying into effect the school laws of the State.

The State superintendent of public instruction, an office created in 1846, has general supervision over the schools, and by law is made a court of private jurisdiction, having the power to investigate and decide, subject to appeal to the State board of education, all disputes that arise under the school laws, and may enforce his decision by withholding all school moneys from the district until his decision has been obeyed.

The county superintendents have supervision over the schools in their respective counties, ap-

portion the school moneys, license teachers, and, together with the local boards of education, prescribe the courses of study for their respective counties.

The entire State is divided into school districts, each city, town, and township constituting a separate district. There are two classes of districts. The first class includes the cities and large towns. In these districts members of the boards of education may be appointed by the mayor or elected by the people. The second class includes the townships and small boroughs. In these districts the members of the boards of education are elected and all appropriations are made by direct vote of the people.

The Legislature, recognizing the value of manual training, passed a law in 1881 providing that whenever a school district established a manual training school, or added manual training to the course of study pursued in the public schools of the district, the State would appropriate each year an amount equal to the sum raised in the district for that purpose, provided that the total annual appropriation by the State to a district should not exceed five thousand dollars.

The State gives to each school annually ten dollars, provided such school raises a like sum, to be used for the purchase of apparatus or to maintain a library for the use of the pupils; also to each

county a sum not exceeding one hundred dollars annually, upon like conditions, for the purpose of providing pedagogical libraries for the use of the teachers.

In order that the health of the children may be protected the law provides that all school houses shall have at least eighteen square feet of floor space and two hundred cubic feet of air space per pupil; that the light area must equal at least twenty per cent. of floor space; that there must be an approved system of ventilation; and that the light must be admitted only from the left and rear of classrooms. In order that these provisions of the law shall be obeyed all plans for school houses must be submitted to the State board of education for approval. Each district is also authorized to employ a medical inspector, whose duty it shall be to look after the sanitary condition of the school property, to inspect the pupils, and to give instruction to the teachers.

The constitution provides that the State shall provide free education for all children between the ages of five and eighteen years, but the Legislature, recognizing the value of kindergarten and higher education, has provided that children between the ages of four and twenty years may be admitted to the public schools.

Funds for the support of public schools are derived from five sources, viz.: State school fund,

State fund, State school tax, interest of surplus revenue, and local tax. The appropriation from the State school fund amounts to two hundred thousand dollars per annum.

Aside from the public school system the academies and secondary schools of New Jersey have given the State prominence as an educational center in America. Considered by counties, a plan followed in a recent monograph issued by the United States bureau of education, schools of eminence in Bergen have been the Bergen Columbia Academy, 1790-1813; Lafayette Academy, 1825-1853; and Washington Academy, 1769-1871.

In Burlington City, as early as 1722, Bishop Talbot urged the establishment of a free school, and it is greatly to the credit of the Episcopalians that both Saint Mary's Hall, a school for girls, founded in 1837, and Burlington College, for boys, chartered in 1846, were under the auspices of that denomination. In Mount Holly the Lancaster system of teaching was introduced at the old academy.

Cumberland County has at Bridgeton both the West Jersey Academy, opened in 1854 under Presbyterian auspices, and the South Jersey Institute, incorporated in 1866.

In 1792 the famous Newark Academy was opened in Essex County, while a number of private institutions are located in the towns nearby.

In Hudson County the Hasbrouck Institute, established in 1856, and the Hoboken Academy, chartered in 1860, are prominent. At Hoboken is located the Stevens Institute of Technology, opened in 1871 through the munificence of Edwin A. Stevens, who by will richly endowed a prospective institution of learning.

In Mercer, in the city of Trenton, was located an academy founded in 1781, and continued until 1885. Here are established the Normal School and its adjunct, the Model School. Near the city in Lawrenceville, is the Lawrenceville School, which is one of the three leading preparatory schools of the United States, and which was magnificently endowed by the trustees of the estate of the late John C. Green. At Hightstown is located Peddie Institute, under the auspices of the Baptist Church, its endowment being largely the gifts of the late Thomas B. Peddie and Mrs. Peddie, of Newark; and at Pennington is a famous seminary under the control of the Methodist Episcopal Church.

Monmouth County has had in Freehold the academy founded in 1831, the Boys' Institute, established in 1847, and the Young Ladies' Seminary, created in 1844, while Morris County has had academies in Morristown and Succasunna, beside many private schools.

At Somerville, in Somerset County, an academy

was founded in 1801, while a similar institution was erected in Bound Brook in 1800.

In Warren County are the Blair Presbyterial Academy, at Blairstown, the gift of the late John I. Blair, which school was originally established in 1848, and the Centenary Collegiate Institute of the Methodist Episcopal Church, located at Hackettstown. The institute was dedicated in 1874.

The theological seminaries in the State are those of the Reformed Church in America, located at New Brunswick, the Princeton Theological Seminary, the Drew Theological Seminary at Madison, and the German Theological School of Newark.

THE State of New Jersey, practically lying between 39° and 41 1-3° of latitude and 74° and 75½° of longitude, has an extreme length of one hundred and sixty-six miles and an extreme breadth of fifty-seven miles. Within this area are 8,224 square miles, of which the land surface is about 4,810,000 acres, the water surface 455,000 acres. Of the upland as distinguished from tide marsh, but including all swamp and fresh meadows, there are practically 4,500,000 acres. Nearly 300,000 acres are tide marsh, and 18,000 acres represent the beach (coastal dune) formation.

It is a curious fact that, in spite of nearly three centuries of human occupancy by members of the Caucasian race, with all the vast influence of the contiguity of metropolitan centers, there are in forest, in lots of ten acres and upwards, 2,070,000 acres, with only 2,000,000 acres of improved land in farms. The entire acreage of cleared upland amounts to 2,425,000 acres. Briefly it will be noticed that the forest area exceeds one-half of the acreage of improved farm land, due largely to the presence of the vast afforested tracts in the coastal plain and the Appalachian zone.

By geologists New Jersey is characterized as being on the Atlantic slope of the continent and is divided into four topographic zones: 1, the Ap-

palachian zone, including the Kittatinny Mountain and the Kittatinny Valley; 2, the Highlands; 3, the red sandstone or Triasoic area; 4, the coastal plain. These divisions are based on both the geology and the topography, the geologic structure and the topographic features being closely related and explanatory of the surface configuration and conditions.

The Appalachian zone includes the Kittatinny or Blue Mountain, and the Kittatinny Valley occupying the northwestern portion of the State. This level-topped and narrow range is rough, rocky, and heavily wooded, and extends across New Jersey from the New York State line, where it is known as the Shawangunk Mountain, to the Delaware River at the Delaware Water Gap. At High Point, near the northernmost point of the State, it is 1,804 feet high, which is the greatest elevation of the State. The Kittatinny Valley, ten to thirteen miles wide, is shut in by the Kittatinny Mountain on the northwest and by the Highlands on the southeast. It is characterized by high, rolling hills and minor valleys, pleasing landscapes and beautiful farming country. This valley is continuous, on the northeast, with the valley of Orange County in New York, and to the southwest stretches away into the great Cumberland Valley of the Atlantic slope of the continent.

The Highlands cross New Jersey in a general

north-northeast and south-southwest direction. The surface of this zone is hilly-mountainous, and is made up of several parallel ridges, separated by deep and generally narrow valleys. The latter are like the Kittatinny Valley—smooth—and are largely cleared and in farms. The mountain ranges are remarkably uniform in height. This division may be considered as a seaward-sloping tableland, whose northwest side has an elevation of one thousand to fifteen hundred feet above the ocean and its southeastern side six hundred to nine hundred feet above the sea. In the northern part there are several well-known lakes elevated amid the mountains—Hopatcong, Greenwood, Macopin, Splitrock, Green, Wawayanda, and Budd's being the more important of these natural upland sheets of water.

The red sandstone plain or Triasoic area, also called the Piedmont Plain, on its northern border is bounded by the Highlands. On the southeast this third great topographic zone merges into the clays and marls of the coastal plain. It is sixty-seven miles long and thirty miles wide at the Delaware River. The trap-rock ridges, known as Palisades, Watchung, Sourland, Cushetunk, and other mountain ranges, rise abruptly above the general level of the sandstone plain. They are generally forested, whereas the sandstone country is nearly cleared and in farms. These mountains

rise four hundred to nine hundred feet above sea level. The drainage is largely by the Hackensack, Passaic, and Raritan Rivers and their tributaries.

The last of the zones, known as the coastal plain, includes all the country southeast of the Triasoic sandstone area and borders the ocean. This zone is one hundred miles long from Sandy Hook to Salem City and is ten to twenty miles wide. The surface is hilly in part, but with gentle slopes, except where some of the streams have cut their way through its earthy beds and formed steep-sided stream valleys. The Navesink Highlands and the Mount Pleasant hills are the highest lands in this zone. The drainage is by many tributaries westward into the Delaware and by the Atlantic coast streams into the Atlantic Ocean. In the northwestern part of this zone there are clay beds and greensand marls, which make the outcrop on the surface in places; on the southeast there are sands, clays, and gravels, and fringing the sea a narrow range of sand hills or coastal dunes.

GEOLOGICAL FORMATIONS

In 1836 began the first geological survey of the State of New Jersey, which had been ordered by act of the Legislature during the preceding year. Both in 1836 and 1840, under the direction of the

late Professor Henry D. Rogers, the results of this survey were published. In 1854 the survey was reorganized under the direction of former State Geologist William M. Kitchell. This survey was continued until 1857. Since 1864 the work of the survey has been uninterrupted, the late Professor George H. Cook being, by the act of organization, constituted State geologist. The yearly reports of the work of the survey indicate a close study of the geologic structure and intelligent mapping of the formations.

In general the geologic structure of the State is so related to the topography that observations concerning the physical features give a satisfactory clue to such structure. All of the larger geological formations of the United States, except coal, occur in parallel zones, as has been indicated. These formations extend from northeast to southwest, and a section line across the State from Port Jervis southeast to the ocean crosses them nearly at right angles to their trend. The oldest geological formations in the State are the crystalline rocks of the Highlands. Granite, gneisses, and other crystalline schistose rocks and beds of magnetic iron ore make up the mass of these mountain ranges. These rocks are generally much tilted in position, almost on edge, and are also much faulted. They strike northeast and southwest and dip to the southeast or northwest. The iron ores

and zinc ores which are mined in the State are found in these formations. The granite, gneiss, and crystalline limestone or marble, used in building, are also from these Highland formations.

The Paleozoic rocks are found in the valleys included in the Highlands, in the Kittatinny Valley and Kittatinny Mountain, and in the Green Pond and Copperas Mountains. Cambrian, Silurian, and Devonian are represented, and the rocks are limestones, slates, sandstones, and siliceous conglomerates. The magnesian limestones and the slates constitute wide belts in the Kittatinny Valley, the Musconetcong, Pohatcong, Pequest, and other valleys. The Kittatinny Mountain mass consists of sandstones and conglomerates of the Oneida and the Medina epochs of the Silurian age. In the valley of the Upper Delaware, west of this mountain, there are narrow belts of waterlime, Lower Helderberg and Upper Helderberg, fossiliferous limestones, with Marcellus shale as the highest member of the Devonian within the State. The Green Pond Mountain rocks also have been referred to the Oneida horizon. The limestones and slates are the formations on which the rich wheat lands of Warren County and the dairy farms of Sussex are situated. Stone for building, slate for roofing and flagging stone, and limestone for lime and cement, are quarried in the Paleozoic areas. Copper, lead, and zinc ores, and barite,

limonite, or brown hematite, and glass sand have been worked in many localities.

The red shales and sandstones and the included trap-rocks of the northern-central part of the State are referred to the Jura-Trias of Mesozoic time. The sandstone beds dip in general toward the northwest, at a low angle of inclination in the sandstone. The erupted trap-rocks form long ranges of steep-sloping hills or mountains, often crescentic in form. A great deal of excellent sandstone for building and stone for road-making is quarried in this formation. Copper ores occur in the sandstone near the trap-rock or at their junction. Barite also has been mined in the sandstone at one locality.

The cretaceous rocks of the State include the clay district of Middlesex County and the greensand marl developed in Monmouth County and thence southwest to Salem County. A large amount of clay is dug in the Raritan clay district. The greensand marl, dug in shallow pits generally, and in numberless localities, has had a wide use locally as a fertilizer.

The formations of the coastal plain zone, later than the cretaceous beds, are greensand marls of the Eocene, clays and sands of the Miocene, and the clays, sands, and gravels of the Post Tertiary. They are recognized in a fourfold division, and are known as Beacon Hill, Bridgeton, Pensauken,

and Cape May formations. Clays and sands for brick, terra-cotta, and pottery, marls for fertilizer, glass sands, and gravel for road-building are dug in these formations.

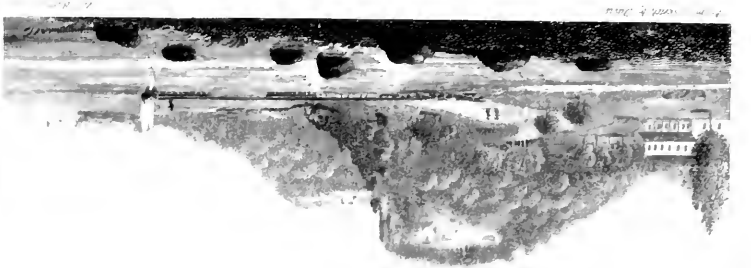
In the northern part of the State there are surface formations of glacial epochs, and the terminal moraine of the last glacial ice is traced from Perth Amboy by Morristown and Hackettstown to Belvidere on the Delaware.

Alluvial deposits of recent time are recognized in the river valleys and in the tidal marshes and in some of the fresh-water swamps.

ECONOMIC GEOLOGY

Of the iron-mining industry, largely located in Morris and Warren Counties, the magnetic iron ores form the basis. Of about seventeen active iron mines, in 1900, the output amounted to about 342,000 gross tons, while the mines of limonite, or brown hematite, and of red hematite are not worked. Since the decline of the bog iron industry in the southern and central portions of the State such ores have had no market since the middle of the last century.

The output of zinc, in 1900, amounted to 195,000 tons, the ores being red oxide, silicate, and franklinite. The zinc deposits of Ogdensburg and Franklin Furnace in Sussex County are the most



famous, although other localities where zinc blende occurs have been exploited, but have not been developed into mines.

Copper ores, usually of low grade, are widely distributed throughout the red sandstone zone. Lead, in the form of galena, has been mined in Sussex County. Arsenical and nickeliferous pyrites also occur, but not to any workable extent.

Graphite is disseminated widely in the crystalline schistose rocks of the Highlands. Mines have been opened and worked, irregularly, at Bloomingdale, High Bridge, and near Peapack.

Molbydenum occurs in form of molybdic sulphide at the Ogden mines and at the Hude mine, Sussex County, but is not worked.

Barite has been found in quantity for mining near Newton, Sussex County, and at Hopewell, Mercer County.

Clays are found throughout New Jersey. There are numerous beds of fire clay, stoneware or potter's clay, and clay used in the manufacture of paper, terra cotta, pipes, and bricks. The district at the mouth of the Raritan River produces, for its own establishments and more distant points, a vast tonnage of fire and ware clay. The large openings are near Woodbridge, Perth Amboy, Sand Hills, South Amboy, Sayreville, and Chesquake. Clays for ware and for terra-cotta are obtained at various points, notably near Trenton and

at Palmyra. Fire clays are found along the line of the New Jersey Southern Railroad, a large works being located at Winslow.

Brick-earth, or brick-clay, is found in thick beds along the Raritan River and Raritan Bay, along the Delaware, on the Hackensack, and there are very large brickyards on these navigable, tidal waters, which make a large part of the brick used in structural work in New York and Philadelphia. Fire-sand, kaolin, and feldspar, as well as fire-clay, are also dug extensively in the Raritan clay district and put into fire-brick. The supply of glass sand in the coastal plain is practically inexhaustible.

Of building stone granite has been quarried at Charlottenburg in Morris County, and Pochuck Mountain in Sussex County. Gneisses, for heavy bridge work, are quarried at Dover. Sandstone quarries at Avondale, Newark, Paterson, Little Falls, Haledon, Stockton, and Greensburg, or Wilburtha produce brownstone for cut work, while trap-rock, widely distributed and accessible to railroads and canals, has been most successfully used on State roads.

The marbles of the State are not at present worked, while slate for roofing has been quarried at the Delaware Water Gap, and at Newton and Lafayette in Sussex County. Flagging-stone quarries are opened near Deckertown in Sussex Coun-

ty, at Milford on the Delaware, and at Woodsville in Mercer County. The Green Pond Mountain range also affords a flagstone. Limestone, suitable for the manufacture of Portland cement, is quarried extensively near Phillipsburg in Warren County. Lime is made from limestone in large quantities at McAfee Valley, Sussex County, and at other points in the northern part of the State. The natural fertilizers, as greensand marl, white calcareous marls, muck, or peat, are common.

MISCELLANEOUS FORMATIONS

Infusorial earth occurs in workable quantity near Drakesville, Morris County, while manganese ore has been mined near Clinton, Hunterdon County. Two mines for mica have been opened, both in Warren County, and steatite occurs in Marble Mountain, and in Jenny Jump Mountain in Warren County. Apatite, with magnetite, makes a large deposit near Ferromont, Morris County.

SUCH support as the State and colony of New Jersey gave her agricultural interests previous to the opening of the Civil War was largely of indirect and generally unsatisfactory character. Such acts as were passed fall naturally under certain well-defined classes. There was a long series of statutes offering rewards for the heads or pelts of wolves and other destructive animals, another list of acts prohibiting the firing of woods and meadows, while a third series embraced laws of a special character enabling owners of marsh land to bank and drain their properties. It was not until the opening of the Revolution that the raising of sheep received the attention of the county committees of correspondence, unless the act of 1775 to prevent rams from running at large be excepted. One may search in vain for colonial laws creating bounties to be paid for the cultivation of new and useful crops—legislation which would probably have been throttled by the advisers of the King.

One act of the immediate post Revolutionary period has been quite forgotten, but which in its days promised a new era for the State. That it failed of its purpose was probably due to the advent of the French Revolution, although the act itself shows that as cordial relations existed in 1786 between New Jersey and the French people

as later existed when Joseph Bonaparte cultivated his gardens in Bordentown. Upon March 3, 1786, the Legislature of the State of New Jersey passed an act enabling Andrè Michaux, "Botanist of His Most Christian Majesty," to purchase a tract of land not exceeding two hundred acres, to be appropriated to the sole "Purposes of a Botanical Garden." Michaux, who was an alien and unable to hold land except by express act of the Legislature, according to the preamble of the statute, had been "employed for several Years in the Investigation of natural Curiosities in Persia and other Parts of Asia." Commissioned by the King of France to travel through the United States and "establish a botanical Intercourse and Correspondence" between France and the new republic, Michaux was fully empowered to obtain from France, at the expense of the King, "any Tree, Plant, or Vegetable that may be wanting" in the United States, and to send in exchange "all the Curiosities which may serve to extend botanical Knowledge and increase the Enjoyments of the Gifts of Nature." Michaux desired to establish "near Bergen" a botanical garden of about thirty acres "in order to make useful experiments with Respect to Agriculture and Gardening," intending, at that point, "to make a Depository not only of French and American Plants, but of all other

Productions of the World, which may be drawn from the King's Garden at Paris."

It was in 1855 that the Legislature passed an act directly promoting the agricultural interests of the State, while in 1840 the New Jersey State Agricultural Society was incorporated. In 1873 the State board of agriculture was organized, its membership including representatives of all agricultural and horticultural societies, farmers' clubs, granges of the Patrons of Husbandry, and other agricultural associations. In the same year the State grange was founded, while the State Horticultural Society came into existence in 1875. With elaborate investigations and excellent reports, the State board of agriculture has extended, since 1890, its scope of influence by the organization of what are termed Farmers' institutes. In addition to these the county boards of agriculture, which are auxiliary to the State board and are peculiar to the New Jersey system, hold meetings quarterly or oftener throughout the year.

Of many local agricultural societies in the State of New Jersey the earliest of which any record has been preserved is the "Cumberland County Agricultural Society," which lived from 1821 to 1827. In 1856 an agricultural and horticultural society was incorporated for that county.

Throughout the southern portion of the State there were a large number of such organizations.

In Atlantic County, in 1859, the German vintners were organized, the rights of which association in 1888 were merged into a society incorporated in 1875. In 1860 Cape May County had an incorporated agricultural association, and in 1871 a new society for that county was established. Salem County in 1854 had such an association, while the West Jersey Association, chartered in 1872, embraced both that county and the County of Gloucester. The " Farmers' Association " of Camden County came into existence in 1872, while the " People's " Society, in 1860, embraced the five counties in the old first congressional district.

The Burlington County Association was incorporated in 1852, although organized in 1847, while Ocean County had a similar organization in 1872. As early as 1838 Monmouth County had a short-lived society, and in 1857 a new society was organized. The first association of this character in Middlesex County was established in Jamesburg.

In Mercer County Princeton had a society in 1835. From this agricultural association in 1839 a movement grew which led to the formation of the State society in 1840. The county association was incorporated in 1865. In 1867 the " Central " Association embraced the interests of this and nearby counties.

Hunterdon County's Agricultural Society was incorporated in 1856, while Somerset's was char-

tered in 1855 and the "Franklin," of the latter county, in 1857. Morris in 1858, Sussex in the same year and reörganized in 1880, Warren in 1859, Bergen in 1859, and Passaic in 1862 were the counties in which agricultural societies were incorporated upon the respective dates, some of these having racetracks on their grounds.

In 1867 Union and Middlesex Counties each had an incorporate society. The "Essex County Society for the Promotion of Agriculture, Horticulture, and Manufactures," organized in 1844, became the "Essex County Institute" in 1847, while in 1864 the agricultural society for the county was chartered by the Legislature. In the latter year the Hudson County society was incorporated.

New Jersey, with her diversified soils, early supplied the Philadelphia and New York markets. From the beginnings of "river trade" the sloops and shallops of the farmers of this State could be found at the wharves along the Delaware and Hudson. This was particularly noticeable by the year 1830, when the pressure of urban population had made by this time a demand for country produce. From Bergen County, with a soil well adapted for vegetables, apples, and strawberries, Hackensack and Harrington supplied a part of the New York market, dairies being located in various parts of old Franklin township. So important had the industry become that as early

as 1833 the New York and Bergen Dairy Company was chartered. From North Bergen came vegetables, while the butter of Sussex County found a ready sale.

From Salem County Philadelphia drew much of her supplies—wheat, rye, oats, Indian corn, and vegetables. With the completion of the Camden and Amboy Railroad stimulus was given to farmers to turn from the cultivation of cereals and pork to market gardening. As early as 1838 an occasional two-car train called the "Pea line" was run over the road from Camden to New York. During 1839 it ran daily, with such good results that the directors of the road, in 1840, reporting to the Legislature, proudly alluded to the fact that the train was frequently laden with peas, potatoes, asparagus, and live stock, "and," continues the report, "upon one occasion (as incredible as it may seem) *30 tons of green corn.*"

Since that time the market for small fruits and vegetables has been vastly extended. Peaches are found in every portion of the State, the special area being northwest of a line beginning north of Trenton, thence to Summit, Caldwell, Pompton, and Ringwood. Of this section Sussex and Hunterdon Counties lead. A conservative estimate places the value of the crop of 1900 at $1,100,000. Apples are produced with greatest profit in this area and in the western parts of Burlington and

Gloucester Counties. Monmouth, Camden, and parts of Burlington and Gloucester grow immense quantities of pears.

Strawberries, raspberries, and blackberries are stimulated to profitable production wherever a nearby market is found, but the large commercial acreage of these fruits is in Cumberland, Atlantic, and Salem Counties. The large plantations of cranberries are chiefly within Ocean and eastern Burlington Counties. Grapes are extensively grown in Atlantic County and in parts of Cape May and Cumberland. The unfermented juice of the grape, bottled at Vineland, has an extensive market. Plum culture is increasing, and many tons are annually put on the market in fruit-growing sections. Cherries are a profitable crop, and are grown on most fruit soils. Huckleberries grow spontaneously in the wooded areas of the State, especially in the southern part, where forest trees are not so tall as to prevent their development. Millions of quarts of this fruit are annually gathered and marketed, and are a source of profit to the pickers, who also pick cranberries and who are mainly Italians from Philadelphia and residents of the "Pines."

The lighter or sandy soils of New Jersey furnish ideal natural conditions for the poultry business, which has been developed in particular localities, as Berlin and Brown's Mills in the

"Pines." Market gardening is a more intensive form of crop production than truck farming. The great system of New Jersey's macadam roads has extended the area of market gardening from fifteen to twenty miles from metropolitan centers.

Truck farming in New Jersey, owing to its proximity to large consuming populations, is profitable. A large proportion of the yearly product is conveyed to market by the farmers' teams in their own truck wagons. During summer and autumn fifteen hundred teams, loaded with New Jersey fruit and produce, cross the Camden and Gloucester ferries daily into Philadelphia, and a similar traffic prevails in the neighborhood of New York City, Jersey City, and Newark. Gloucester, Cumberland, and Burlington Counties devote large acreages to the production of watermelons and cantaloupes or muskmelons of fine quality. Being brought to perfection before shipping, their texture and flavor exceeds that of those brought to Northern markets from the far South. Thus the Hackensack muskmelons have a reputation for richness not surpassed by the Colorado fruit.

In commercial floriculture New Jersey, situated as it is between New York and Philadelphia City markets, makes the largest showing of any State in the Union in proportion to its size.

Dairying in this State is commercially conducted by two classes of farmers,—those who

cater to a local trade in the towns and cities, and those who ship the product to distant markets by railroad or dispose of it in co-operative or other nearby creameries. Dairy farms may be found in every county in the State, although the markets furnished by Cape May, eastern Atlantic, and Ocean Counties are distinctively local.

In mixed farming New Jersey produces corn, wheat, rye, oats, buckwheat, hay, and white and sweet potatoes. The farm value of these crops for 1900, according to returns made in the State, was $18,700,000, of which hay was valued at $8,000,000, corn at $4,000,000, wheat at $2,000,000, white potatoes at $2,000,000, and sweet potatoes at $1,300,000. Less than $100,000 worth of buckwheat was raised. The milch cows of New Jersey at the same period were worth $9,000,000, horses $7,600,000, while mules, sheep, and cattle brought the total stock valuation to $18,800,000.

The agricultural industry of New Jersey has been greatly promoted by the establishment of the State Agricultural College at New Brunswick, with its free scholarships, created by act of the Legislature in 1864. Associated with the college are two experimental stations, thoroughly equipped, with a State weather service. These institutions are closely allied with the work of Rutgers College.

In the development of the southern interior of

New Jersey the pioneer work of breaking down adverse prejudice and subsequent efforts at colonization upon a large scale was led by Charles K. Landis, best known as the founder of Vineland. The success of this and similar, though less important, enterprises led to the emigration into South Jersey of the persecuted Russian Jews. The first movement toward occupancy of tracts purchased by benevolent associations for the use of the Hebrews was made at Alliance, six miles from Vineland, where the prospective farmers secured their homes, payments to be made during thirty-three years. This was in 1881. In the following year other Russian and Polish Hebrews came to Rosenhayn, between Millville and Bridgeton, while in 1883 Carmel was founded.

The most conspicuous of all these settlements is Woodbine, founded through the liberality of Baron de Hirsch. Woodbine is midway between Millville and Cape May City. Here in the oaks and pines a settlement was mapped out in 1891, the tract consisting of five thousand three hundred acres, of which two thousand acres are improved, having twelve miles of farm roads, twenty miles of streets, lighted by electricity, pure artesian water, and well drained. In the town site is situated the Baron de Hirsch Agricultural and Industrial School for the advancement of secondary education, which was recognized by the Paris Ex-

position, which conferred upon this school the honors and privileges connected with the highest reward of the exposition—the Grand Prix.

The school was conducted first as an experiment on a comparatively small basis, but gradually it was increased, and at present it comprises an area of one hundred and forty acres of cultivated land, a considerable number of cattle, poultry yards, greenhouses, dairy, and apiary, and, besides this, there is a dormitory for the pupils, as well as a school building equipped with the most modern improvements. It is a matter of interest to recall the fact that ex-Governor William A. Newell, who, as congressman in 1851, was the father of the lifesaving service, was also the author of a plan which later led to the establishment of the federal department of agriculture.

IT WAS at a meeting of the Monmouth County Historical Association held during the autumn of the year 1900 that the late Governor William A. Newell, in the last historical address which he delivered, spoke the final word concerning the organization of the United States lifesaving service. This subject, so intimately connected with the maritime history of New Jersey, was exhaustively discussed by Governor Newell, and from his address the story of this important branch of the service may be told, largely in his own words, from his hitherto unpublished manuscript:

"My identification with this important measure," said the governor in his address, "was accidental, and was the result of a marine disaster of which I happened to be a spectator during the summer of 1839, when the Austrian brig "The Count Perasto" was wrecked near the Mansion House on Long Beach, Monmouth (now Ocean) County, New Jersey, whereby the captain and crew, thirteen in all, were drowned, and their bodies thrown on the strand. These sailors were buried at public expense in the cemetery of the Baptist Church at Manahawkin, in a single row, close to the north side of the church, where their mounds are still visible.

"The 'Perasto' was wrecked at midnight, having struck a sand-bar three hundred yards from

the shore, and was driven by force of the violent winds through the surf to the strand where, when the tides receded, she was left entirely beached upon the banks. The sailors were drowned in endeavoring to pass, by swimming from the bar, where the ship lodged for the time, to the main, and were found scattered along the surf for more than a mile. The bow of the ship being elevated and close at hand after the storm was over, the idea occurred to me that these unfortunates might have been saved could a rope have been thrown to their assistance over the fatal chasm, a few hundred yards to the bar, and they be hauled through or over the surf thereby. This reflection was followed quickly in my mind by the suggestion of a projectile force for that purpose by some mechanical means. The dead row in the churchyard was at my very door, the residence of my uncle, Dr. Hankinson, whom I was visiting after my graduation in medicine at the University of Pennsylvania.

"Thus situated I could not resist pondering over means for rescue of the shipwrecked mariner, and to that end I instituted experiments in throwing light lines, by bow and arrow, by rockets, by a shortened blunderbuss, all with comparative success. But my idea culminated in perfection by using a mortar or carronade with ball and line,

by means of which I found it to be an easy matter to effect my much desired purpose.

"In 1846 I was elected representative in Congress from the second district, which at that time included the maritime region from Sandy Hook to Little Egg Harbor. In my place on the first resolution day of the first session of the Thirtieth Congress, upon call of the States, on the 3d day of January, 1848, I offered the following resolution of enquiry; a motion which then and there laid the foundation of the United States lifesaving service. This system had no existence before, and to this day has no counterpart or parallel upon any other shores of the world, and with the appropriate legislation which followed has become and will remain one of the chief features of our governmental system with three hundred rescue stations, manned by two thousand brave and skilful wreckers and lifesavers, and for which the government appropriates annually two million dollars. This is the text of my original resolution:

"'RESOLVED, that the Committee on Commerce be instructed to enquire whether any plan can be devised whereby dangerous navigation along the Coast of New Jersey between Sandy Hook and Little Egg Harbor may be furnished with additional safe guards to life and property from shipwreck, and that they report by bill or otherwise.'

"Washington Hunt, of New York, Joseph H. Grinnell, and William R. King, of Massachusetts,

representatives of preëminently commercial and maritime States, with the complement of others, were members of the committee on commerce, but no report whatever was vouchsafed for or against my resolution, which they utterly ignored. I made frequent calls at their rooms and they listened to my arguments, but made no sign, and were understood to be unfavorable. Not one member of the House or Senate, from New Jersey or any other State, gave one favorable word. It was regarded as chimerical, expensive, and useless. Hoping and expecting nothing from the committee, I addressed my earnest efforts to personal explanation and appeal to all senators and members whom I could reach or influence, among whom were J. Quincy Adams, Thaddeus Stevens, Webster, Clay, Calhoun, Davis, Douglas, Benton. Indeed I sought to interview every member of either house, and personally solicited their support should I not obtain a favorable report from the committee to an amendment which I proposed to offer to some appropriation bill, as opportunity might provide. I considered my case lost when the committee on commerce bill and other bills involving appropriations came before the committee of the whole House for action. I endeavored to attach my amendment, but failed at every House bill, but had better fortune at the heel of the session,

when the Senate lighthouse bill came to the House for consideration."

It was upon the 9th of August that Governor Newell offered the following amendment to the lighthouse bill, which was unanimously adopted:

For providing surfboats, rockets, carronades, and other necessary apparatus for the better preservation of life and property from shipwreck along the coast of New Jersey, between Sandy Hook and Little Egg Harbor, $10,000, to be expended under the supervision of such officer as may be designated by the Secretary of the Treasury for that purpose.

Having secured governmental support, the system devised by Governor Newell rendered the most complete satisfaction in the rescue of two hundred and one passengers, the entire crew and passengers from the wreck of the Scottish barque "Ayreshire" on Squan Beach. The ship foundered on Absecom Beach in the midst of a blinding snow storm during the night of the 29th of December, 1849, and drifted to Squan Beach, near the woodland, where she beached on the 12th of January, 1850. The vessel was stranded upon the inevitable bar and the passengers were landed in sections. Dr. Robert Laird, who witnessed the rescue, was deputized to give a gold medal to John Maxen, who threw the first life line ever fired over a vessel to save perishing humanity.

This dramatic incident was described in a letter of March 13, 1850, written by Maxen, the pioneer wrecker:

I was present and superintended and sent the line by the mortar on board the ship "Ayreshire" on the 12th of January, 1850. We landed her passengers in safety, in all two hundred and one, which could not have been otherwise saved. We attached the line to the shot and fired it from the mortar. It fell directly across the wreck and was caught by the crew on board. Everybody came through the terrific foaming surf. Every soul, men, women, children, and infants, came through that cold snow storm dry and comfortable.

For the consideration of the members of Congress in support of an appropriation Governor Newell presented the following statement:

"The coast of New Jersey is more famous for shipwrecks, attended with loss of life, than any other part of our country, not even excepting the Florida reefs, and owing to a peculiar condition must always exist. The vast commerce which centers in New York is exposed to this danger, and the wonder is, when we consider its great extent, not that so many wrecks occur upon our coast, but that there are no more.

"From the 12th of April, 1839, to the 31st of July, 1848, there were known to be wrecked on this and the adjoining coast of Long Island sixty-eight ships, eighty-eight brigs, thirty barques, one hundred and forty schooners, and twelve sloops, an aggregate of three hundred and thirty-eight vessels in less than nine years; of this number there were cast away on the coast of New Jersey, between the points already designated, twenty-five ships, forty-eight brigs, seventy-three schooners,

eight barques, two sloops, and two pilot boats, making in all one hundred and fifty-eight vessels. Of the whole one hundred and twenty-two have occurred since February 20, 1846, thus showing the number of wrecks to be greatly increased over those of former years.

"The New Jersey shore, as may be seen by running an eye upon the map, lies in a direction of northeast and southwest, or nearly with these points, and vessels approaching our coast bound for the harbor of New York are often carried toward this shore by the strong northeasterly winds which prevail in the winter, and which are frequently accompanied by the thick weather which is the especial dread of the mariner.

"The condition which makes the New Jersey coast especially dangerous is this: that for the greater part of its whole extent there lies a bar, nearly parallel with the beach, and at a distance from it, varying from three to eight hundred yards; upon this bar there are not more than two feet of water, so that a vessel, driven by stress of weather, must inevitably be stranded long before she gets near enough to the beach to enable those on board to take any measure for the preservation of life. Not even a ship's ordinary long boat can float over this bar.

"In some cases of shipwreck there are some fortunate escapes, and the chance of life is al-

ways increased in proportion as the distance from terra firma is lessened. But here the mariner sees the land before him with a perilous space between the shore and the treacherous bar beneath him, and without assistance from that shore he can never reach it, but must perish in the very sight of land which, during his weary voyage, he has longed for by day and dreamed of by night.

"This assistance the small appropriation is designed to render. Although a ship's boat cannot cross the bar a surfboat will do this, and will live in a sea, and come to the shore when the keelboats would be swamped. These surfboats, then, it is proposed to provide at suitable stations along the coast, where the approach to the shore is most dangerous.

"In addition to this it is proposed to furnish, at each station, a carronade of sufficient caliber to throw a ball, with a rope attached, over the vessel in distress, so that those on board may 'bend a hawser' to this rope and thus effect a communication with the land. There should be deposited at each station a certain number of rockets, so that in a dark night a signal from the shore may be made to apprise those on board the distressed vessel in what direction they may look for aid."

This argument Governor Newell sustained by holding that it was the bounden duty of the gov-

ernment to protect the lives of its citizens engaged in perilous pursuits from which the revenues of the nation are derived. This proposition had already been recognized in the erection of lighthouses and breakwaters and in the anchoring of buoys to mark harbor channels.

Upon the opening of the second session of the Thirtieth Congress Governor Newell offered an amendment for the extension of his system from Little Egg Harbor to Cape May, thus including the entire Atlantic shore of New Jersey and also the Atlantic coast of Long Island. The amendment provided for buoys at Barnegat Inlet and the mouth of Tom's River and the re-opening of the lighthouse at Tucker's Beach, as well as for stations at Plum Inlet and East Hampton, Connecticut. The appropriation called for was fifty thousand dollars.

To Captain Douglass Ottinger, who recently died in Mount Holly at an advanced age, and who was then an officer in the revenue marine service, was given the supervision of the physical establishment of the lifesaving service. Under date of October 18, 1848, Captain Ottinger thus wrote to Governor Newell:

We have erected eight stations within the limits of the law for the preservation of life and property from shipwreck on the coast of New Jersey, and design to have at each one of them a substantial frame house, furnished with galvanized surfboats with ten separate air chambers, 160 fathoms of hawser, 360 fathoms of hauling

rope, 600 yards of rocket lines, rockets, stores, etc. Stoves and fuel will be placed in the buildings, which will be sufficiently large to shelter passengers and goods.

In addition to the surfboats I propose to have a life-car in each station, which is designed to carry a line to the stranded vessel, where the wind and sea are too heavy for the best constructed boat to live.

I have made some experiments in throwing a line from the shore to a vessel with a rocket, and threw it 250 yards, with which we tested the practicability of sending a hawser from the beach to a boat or vessel.

In 1861 President Lincoln appointed Governor Newell superintendent of the service for the coast of New Jersey. During his four years of tenure he made quarterly official journeys along the "shore" so that when he was again elected to Congress at the presidential election in 1864 he was enabled to advance still further the usefulness of the system.

When Governor Newell left the service he had seen it grow to twenty-eight stations on the New Jersey coast and twelve on the Long Island shore. Each house was provided with a surfboat, a lifeboat, which is a metallic elliptical vessel holding six passengers, who lie down when the hatch is fastened, and the car made impervious to water. At the end of each car is attached a large iron ring, through which runs a cable extending from the vessel to the shore on which the car plays through the surf, being pulled backward and forward, by a rope attached to each end, by the crew

and wreckers alternately, communication being established by a ball thrown from a mortar. To the ball is attached a small line with which a cable is drawn to the vessel, on which the car plays. A truck or braced wheeled wagon to convey the surfboat, lifecars, and other necessary appliances to the point of danger, blue lights used to notify the wrecked of approaching aid, or to warn them off a dangerous point of shore, lanterns, axes, spades, speaking trumpets, life preservers, lines, ropes, cables, stores, a full supply of wood, cut up, and provisions complete, comprise the furniture and contents of a station house.

During all these years the wreckers had served gratuitously, and, considering that such generous and dangerous labor should be compensated by the government, Governor Newell in a speech before the House of Representatives delivered June 14, 1866, urged that the crews of lifeboats, who endanger their own lives, should be paid a regular salary, and also be rewarded for any acts of dangerous or successful duty in saving life and property. This course was subsequently adopted.

As the honor of the organization of the life-saving service belongs to Governor Newell, an enduring monument erected by the Hon. James A. Bradley stands on the seashore of Asbury Park bearing an inscription signifying that near the spot the large packet ship "New Era" was

wrecked in 1854 and over three hundred persons lost their lives. The monument was erected to commemorate the zeal and energy of Governor William A. Newell, of New Jersey, who, as Congressman, succeeded in securing the passage of the law establishing the United States lifesaving service, and to commemorate the fidelity of the lifesaving crews whose efficiency renders such to disaster at this day almost impossible.

By resolutions of the Legislature of New Jersey, in 1896, the State officially recognized that Governor Newell had been solely instrumental in establishing the United States lifesaving service, which resolutions were indorsed by the Legislature of the State of Washington.

CLEAR eyed, expectant, and resolute, the State of New Jersey stands at the opening of the twentieth century the inheritor of vast activities, the agency through which some of the problems of the future may be solved. Through all the long years, stimulated by metropolitan influences, encouraging her industries, extending her public beneficences, educating her people, and strengthening her administrative functions, New Jersey may well take her place among those States whose life is optimistic, whose deeds are creditable, whose influence makes for the good of the nation.

But the nineteenth century brought many changes to the State, converting a population distinctively affected by rural influences into one whose life was largely urban. In other words, in 1800, scarcely two per cent. of the people of New Jersey lived under city influence; in 1900 eighty per cent. of the population of the State resided in great municipalities or were in daily communication with Philadelphia or New York. And the two great factors that have brought about this change were the development of manufactures and the growth of systems of transportation.

Of the great industries of New Jersey—silk, brick and terra cotta, window and bottle glass, men's felt and wool hats, celluloid, jewelry, pot-

tery, rubber, leather, shoes, woolen and worsted goods, chemical products and refined oils and their by-products, iron and steel in every form—the "plants" devoted to these manufactures may be geographically designated.

The one hundred and fifty silk mills of New Jersey are to be found in Paterson—the "Lyons of America,"—West Hoboken, and Jersey City. In this industry $22,500,000 is invested, twenty-eight thousand operatives are employed, and ten million dollars is annually paid in wages. In Paterson there are twelve large machine shops producing silk and other special machinery.

Brick and terra cotta works are located in the vicinity of Perth Amboy, although there are small plants throughout the central part of the State, notably between Trenton and Camden. This industry embraces about seventy plants, in which six thousand five hundred men are employed, and wages amounting to two million dollars are paid.

The making of window and bottle glass is characteristic of the region between Medford, Burlington County, and Bridgeton, Cumberland County. Twenty-five factories are to be found in this section. Six thousand hands are employed and $2,500,000 is invested.

In Newark and Orange are to be found the fifty establishments devoted to men's felt and wool hats. Two million dollars is invested in this industry

and five thousand six hundred operatives are furnished employment. In Newark are three great plants of the Celluloid Manufacturing Company, representing two million dollars of capital and giving work to seven hundred men.

As a jewelry manufacturing center Newark occupies a position first among all cities. Sixty-five establishments represent this industry, two thousand seven hundred operatives being employed and three million dollars capital invested.

With East Liverpool, Ohio, Trenton vies for first place as a pottery manufacturing center. Here thirty plants are engaged in every branch of the business, including the making of drain-pipe, sanitary ware, common china, decorative art objects, and floor and mural tiles. The operatives number three thousand seven hundred, and $5,500,000 capital is represented.

At Trenton, Jersey City, and New Brunswick the rubber mills of the State are located. Two thousand men are employed. Among other industries of Trenton are oilcloth and linoleum, carriages, brass lamps, and bedding.

In Newark the leather industry of New Jersey is centered. There are in the State fifty-five plants, with a capital of six million dollars and four thousand employees.

Forty-eight plants are engaged in the manufacture of shoes, many being in Newark, nearly

five thousand operatives being employed and $2,300,000 capital being invested.

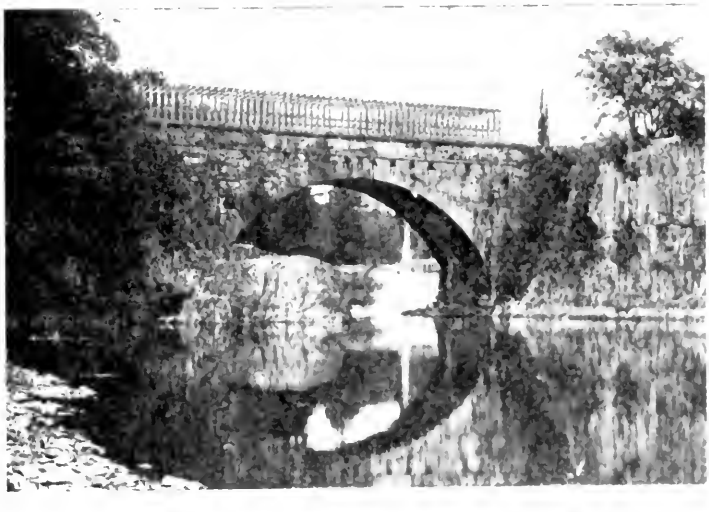
Passaic City is the center of the woolen and worsted manufactures of New Jersey. In that city are located nearly the greatest of the thirty-eight mills of the State, eight million dollars capital being invested in this enterprise in New Jersey and seven thousand six hundred persons being employed.

Throughout the State are forty-two "plants" devoted to the manufacture of chemical products, three thousand five hundred operatives being employed and fourteen million dollars capital being invested.

The number of establishments engaged in refining oils and their by-products is fourteen. The capital invested is seventeen million dollars and the number of men employed is two thousand eight hundred.

Of iron and steel manufacture every stage of the industry is represented in the State. In New Jersey the ore is mined, blast furnaces reduce the pig, puddling works convert it into steel and refined iron, and rolling mills work it into bars, nearly all of which are located north of Trenton. In the latter city are the John A. Roebling's Sons Company's works, employing two thousand men. In Paterson are two locomotive works, a great rolling mill, and many machine shops.

MONUMENT ERECTED BY THE SONS OF THE AMERICAN REVOLUTION AND DEDICATED TO THE MEMORY OF THE PATRIOTS WHO FELL AT SPRINGFIELD, JUNE 23, 1780.



LITTLE FALLS ON THE PASSAIC.

Of special industries Jersey City has the Lorillard Tobacco Company, six establishments devoted to the making of soap, tallow, and perfumery, of which Colgate's is representative, and the American Company's sugar refinery. At Elizabethport is located the Singer Sewing Machine Company, with its five thousand hands, and the Nixon shipbuilding yards. Trenton, Paterson, and Newark have large breweries. New Brunswick has "plants" devoted to such particular industries as wall paper and sheet metal, while at Camden are chemical plants and several shipyards. Altogether the number of wage-earning men and women in the State amounts to two hundred thousand, and the annual product of their labor is about four hundred million dollars.

Of steam transportation in New Jersey the number of miles owned and operated by the following systems on the 1st day of January, 1901, was: Pennsylvania, 409.02; West Jersey and Seashore, 332.57; Central Railroad of New Jersey, 440.30; Philadelphia and Reading, 230.89; Delaware, Lackawana and Western, 206.16; Erie, 149.90; New York, Susquehanna and Western, 126.73; Lehigh Valley, 111.61; unclassified roads, twenty-eight companies, 280.78—total mileage, including unclassified roads, 2,287.96. The aggregate number of persons employed on the railroads whose duties are performed within the limits of the State of

New Jersey is 32,405. The aggregate amount paid in wages is $18,023,604; the average wages per day is $1.82, and the average yearly earnings $566.11.

The canals of the State include the Delaware and Raritan, with its feeder, 66.86, and the Morris Canal, with its two feeders, 106.48, giving a total canal mileage of 173.34.

The reports of the cable, electric, and horse railroad companies for the year ending January 1, 1901, give 771.45 miles of track (all but a few miles operated by electricity), with total capital stock of $80,875,000. These roads have cost $142,428,000.

Thus from the humble beginnings of the "cottage" industries of the colony, and from the "flying machines" of the Revolution, have arisen the great enterprises and the systems of transportation giving New Jersey such power and influence as to make her most important among the sisterhood of States.

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