

Old Nov 29/24

SOLDIER DEAD

PAID HONOR HERE

BODIES OF HEROES ARE BROUGHT FROM RUSSIA TO HOBOKEN

**Impressive Services for
Seventy-Five Americans
Killed Guarding Arch-
angel Are Held on Pier 4
—Will Lie in State at
Pennsylvania Station —
Brought from Unmark-
ed Graves Along Siberian
Railway.**

Once again a funeral dirge was played for America's heroic dead and once again the measured cadence of marching feet resounded on one of Hoboken's war-famed piers this morning when simple but impressive services were held on Pier 4 for the 75 American soldiers whose bodies were brought back on the S. S. President Roosevelt from the frozen wastes of northern Russia.

From unmarked and lonely graves along the Trans-Siberian Railroad, where the soldiers fell in 1919 defending Archangel, Russia's northernmost seaport, their bodies were brought back to their native country for interment in national cemeteries with fellow "buddies" of the war who rest in graves of the heroic dead.

Hoboken was the embarkation point of the great army of dough-boys who set forth to the wars and service also as a debarkation center for the joyous homecoming of those who survived the great conflict.

Today the same piers served for a belated and grim debarkation when those American soldiers who were part of the troops who gave their lives, together with Canadian and Japanese soldiers, in a futile attempt to save Archangel.

The Roosevelt was scheduled to dock yesterday, but because of a heavy north Atlantic gale, anchored at Quarantine and did not get under way for its Hoboken berth until early this morning.

Off Ambrose Lightship the funeral boat was met by the United States destroyer Kane and escorted up the bay. Nine army planes from Mitchell Field were in the air, droning overhead and, as the vessel passed Governors Island, the national twenty-one gun salute was fired as a tribute to the war dead.

On arrival at the pier in Hoboken the bodies were placed in a specially prepared room, decorated with the national colors and a guard of honor placed over them. On the Macom, New York City tug, which left Pier A this morning to meet the liner down the bay, was Lieut. Col. J. Brooks Nichols, who was in command of the independent allied force of 2,500 American, French, English and Russian soldiers, who defended the railroad front south of Archangel.

Lt. Col. Nichols represented Governor Frederick Green, of Michigan, from which State most of the deceased casualties came as members of the 339 Infantry, and Captain O. J. Odjard, who commanded an independent Allied force of 600 men which saw most of the fighting with the Soviet Army, represented Mayor John C. Dodge, of Detroit. A score or more of veterans of the North Russia expedition, who are now organized as the Polar Bear Post of Detroit, V. F. W., and through whose work largely, the bodies were reclaimed, were also on the Macom.

Military honors were paid at the pier shortly before noon today, with a funeral service read by chaplains of the Veterans of Foreign Wars. Rev. Wallace Hayes, of Rutland, Mass., national chaplain of the V. F. W., assisted by H. N. Duff of Lansing, Mich., national commander, and departmental commanders from various states, officiated at brief memorial services.

Present also were the band of a battalion from the Sixteenth Infantry Regiment, of Brooklyn, and a detail of Hoboken police, led by Police Chief Edward J. McFeely, Captain Thomas Garrick, Lieutenants Owen Kilduff and George Solleder.

Governor Morgan F. Larson announced Wednesday that flags would be at half-mast in New Jersey until the funeral train in which the bodies will be carried to Detroit over the Pennsylvania Railroad had passed out of the western limits of the State to-morrow.

As the train, which leaves at 10:59 a. m. to-morrow, passes through the State capital, the twenty-one-gun salute will again be fired.

Fifty-six of the bodies, twenty-seven of which are identified and the remainder unknown, will be interred in the Polar Bear plot in White Chapel Memorial Park, Detroit. Three of the remaining bodies will go to Arlington National Cemetery in Washington, one to Cypress Hills National Cemetery, Brooklyn; one to Richmond, Wis.; and one each to South Boston, Lancaster, Pa.; Danville, Ill.; Marshfield, Wis.; Richmond, Ky.; Brown City, Mich.; Grand Rapids, Mich.; Manistee, Mich.; Kalamazoo, Mich., and East Towas, Mich.

Veteran posts from Hoboken and throughout Hudson County, led by the commanders, were present on the pier at services today.

On one of the flag draped coffins, which rested on the quarter deck of the Roosevelt, were four floral wreaths, the tributes of Mayor James J. Walker, Mayor Lodge of Detroit, Governor Franklin D. Roosevelt and Governor Green.

The New Jersey Department of the Foreign Wars announced that at half mile intervals on the route over which the special train will go across the state, guards will be posted who will fire a salute as the train passes their stations.

The Americans whose bodies were brought back were killed in action or died of wounds, disease or exposure, when the 339th Infantry, 310th Engineers, 337th Ambulance Company, and 337th Field Hospital, made part of the Allied forces which fought to prevent the Germans from seizing North Russia ports for submarine bases.

In 1919 there were 102 bodies shipped from Archangel the first to arrive in this country. The others had lain there since. Eleven more bodies are now in France where they will be interred in American cemeteries on the request of the relatives of the dead soldiers.

All posts of the Veterans of Foreign Wars of the United States of Hudson County attended the memorial services at Pier 4.

Services were conducted by the National Department, with the National Commander and other national officers taking part.

The veterans had made arrangements with Jersey City officials to have the municipal firing squads at the Manhattan Transfer Station tomorrow morning to fire the parting salute, followed by bugle call.

Full details will be broadcast over Station WMSG tonight between 8:30 and 9:30, by National Senior Vice-Commander Paul Walman of Baltimore.

The committee assigned to carry out the work for Hudson County comprises: Charles Gilmour, State senior vice-commander; Peter M. Lutz, department inspector; William A. Hill, councilman of Hudson County; Conrad Lang, department quartermaster, and Joseph F. Henninger, Hudson County commander.

Following further memorial services, the bodies will lie in State in the Pennsylvania Station until to-morrow.

A firing squad and a bugle and drum corps will meet the train at North Philadelphia, first stop. A troop of Pennsylvania National Guard Cavalrymen will act as a guard of honor for the remains at Harrisburg, Pa., while Governor John S. Fisher delivers an address.

Further honors will be paid by the Veterans of Foreign Wars as the train passes through Pittsburgh.

Dis Nov 29/24

SERVICES AT HOBOKEN FOR RETURNED HEROES

**Tribute Friday for 75 Soldiers
Who Died in Siberia**

Services for the 75 soldier dead who will arrive on the President Roosevelt, of the United States Lines Inc., tomorrow morning on the upper deck of Pier 4, in Hoboken. The bodies come from the vicinity of Archangel, Russia, where they have been buried since the invasion of the allied troops during the winter of 1918.

Because there has been no diplomatic or trade relations existing between the Soviet government and the United States, negotiations were impossible officially for their removal. They are being brought to the United States through the efforts of Polar Bear Post, Veterans of Foreign Wars, of Detroit, which with the assistance of the War Department, sent a representative to Russia who negotiated an agreement for their return.

A battalion and band of the 16th Infantry will be at the pier during the service. The arrival of the dead is in charge of Captain R. E. Shannon, now in charge of the traffic division and grave registration at the army base in Brooklyn, who as a lieutenant colonel, was in charge of the transportation of troops and supplies from Hoboken, during the World War.

SOLDIER DEAD FROM RUSSIA.

Memories of war days when the streets of Hoboken resounded with the clicking of hob-nailed boots on unyielding pavements as our boys marched to the ships that took them to France were revived yesterday when the United States liner President Roosevelt docked here with the bodies of seventy-five American soldiers killed in the Archangel campaign of the World War.

Ever since the war these bodies had lain in lonely graves in the forests and villages of the ice-covered Russian tundra, but now they are at last on the way to final resting places in the land for which they gave their all. Fifty-six of them are destined for Detroit and the funeral train is to have its progress across New Jersey marked by salutes fired by guards at half-mile intervals.

Too great homage cannot be paid these dead who faced a foe against whom there was no official war. They did their duty in a land where ice and snow added to the terrors of

"Unknown U. S. Soldier"

If from the folds of the American flag draping his casket could arise in the flesh one of the 29 unidentified American soldiers, brought back yesterday to Hoboken from Russia, what would he say?

Would he reproach those responsible for sending him into the wastes of Russia on a hopeless mission?

Would he denounce his superiors whose orders sent him thousands of miles beyond No Man's Land; thousands of miles away from where most of the soldiers of his country were fighting with the Allies?

Would he question the wisdom of President Wilson in consenting to send American soldiers into Russia?

Would he cry out against the slackers, one of whose places he may have filled?

Would he picture the home that he

had left at the call of his country, a mother who depended solely on him for support, and possibly a sweetheart who waited many years and may still be watching for his return?

Would he tell of the hardships that he endured in a country as strange to him as was fighting itself?

Would he extol his fortitude and point out his martyrdom; point out how a life filled with hope had been wrecked in the full bloom of young manhood?

We do not believe he would utter one word of recrimination, one word of bitterness. We do not believe he would speak but for PEACE for future generations so that no other American boy will face the horrors of war.

"Unknown U. S. Soldier" died for others and his first thought, if he could return, would also be for OTHERS.

DELAY DOCKING OF SHIP BEARING 75 SOLDIER DEAD

President Roosevelt to Reach Hoboken Pier Tomorrow Morning With Bodies from Siberia

Although the President Roosevelt, of the United States Lines, Inc., will arrive at quarantine today, bearing the 75 dead brought to America from northern Russia, she will not dock at Pier 4, Hoboken, until tomorrow morning. It is expected that she will be berthed at 8 o'clock. After that the work of removing the dead heroes from the ship will commence. They will be taken, flag-draped, to one of the large reception rooms at Pier 4, where services will be held at 11 o'clock.

A battalion and band of the 16th Infantry will be sent to Hoboken from the army base in Brooklyn, to take part in the ceremony. A police escort from the Hoboken police department in charge of Captain Thomas Garrick, has been assigned to special duty at the pier by Police Chief Edward J. McFeely.

Fifty-six of the dead will go to Detroit to be buried in the Polar Bear plot, at White Chapel Memorial Park. Since most of the men who fought in the Russian campaign were from Michigan, the bringing of the dead to America has been accomplished through the efforts of the Polar Bear Post, Veterans of Foreign Wars, of Detroit.

Of the remaining 19 bodies, one will go to Brooklyn to be buried in Cypress National Cemetery; two will go to the National Cemetery at Arlington, Va., and the others will be sent to relatives throughout the south and middle west.

GRIM REMINDER OF WORLD WAR

Bodies of 86 Soldiers, Who Fell in Russia, On Way to Hoboken.

Grim echoes of the World War will have silent resound in Hoboken Thursday, when the S. S. President Roosevelt, of the United States Lines, docks in Hoboken as a funeral ship, bringing the bodies of seventy-five American soldiers who lost their lives in 1918 in Russia.

Brought back to this country through the agency of the Polar Bear Post, of Detroit, Veterans of Foreign Wars, who sent an independent representative to Russia for reclaiming of the bodies, the heroic war dead will remain in Hoboken until Saturday morning, at 10:50 a. m. when they will be shipped to Detroit.

The Roosevelt is due in Hoboken Thursday at about 9 a. m. and will dock at Pier 4, and on Friday morning, a solemn and impressive service will be held with a battalion and band of the Sixteenth Infantry participating. Hoboken's veteran organizations and the police band will also take part.

Eighty-six bodies were reclaimed by the American representative of the veterans' post, who acted on their own initiative, but with the aid of representatives from the United States Government. The bodies were those of the 200 or more men making up the 339th Infantry, part of the Eighty-sixth Division of the American Expeditionary Forces, and the remains were not brought back to this country before because the American Government has never had any intercourse with Russia, not yet having recognized the Soviet Government.

Eighty-six bodies in all were reclaimed by the American representatives, twenty-seven of which are identified and fifty-nine of which are unknown. Eleven of the 86 bodies went to France, nineteen are distributed among different states of the Union, the 29 identified men will be interred in the Polar Bear plot in Whitehall Memorial Park, Detroit. One body will go to Cypress Hills, for interment in the Brooklyn National Cemetery, and three will be buried in the Arlington National Cemetery.

Captain R. E. Shannon, who was lieutenant colonel in charge of the transportation of troops and supplies from Hoboken, during the war, is back in the Mile-Square City to arrange for arrival of the bodies, a guard of honor and their shipping to various points. Capt. Shannon is now in charge of the traffic division of the army base in Brooklyn.

The bodies were brought back from the city of Archangel in Russia, near where the men fell in 1918.

Obs. Apr. 5/24 Obs Apr 16/24

WILL REPORT BILL TO SELL SHORE ROAD

Special to Jersey Observer.
Washington, April 5.—The Military Affairs Committee of the Senate has approved Senator Wadsworth's bill authorizing the War Department to sell the Hoboken Manufacturers' Railroad, but has made some material changes on the original which called for the sale of the railroad to the Port of New York Authority. The bill as amended by the committee authorizes the War Department to sell the Shore Road to the Delaware, Lackawanna and Western Railroad Company if the Port Authority fails to make a reasonable offer.

The amendment which originated with the City of Hoboken and the Chamber of Commerce at a hearing before the committee two weeks ago, which would make the Port Authority pay State and municipal taxes, was not added.

While Hoboken interests have been defeated in their effort to make this provision a part of the committee has put on record a recommendation that the Authority should not be immune from taxation.

Manager A. W. Coffin of the Hoboken Chamber of Commerce stated this morning that he interprets the recommendation of the Committee as indirectly supporting the contention of the city as far as immunity from taxation is concerned.

HOUSE BILL FOR SHORE LINE SALE FAVORS HOBOKEN

(Special Dispatch to the Jersey Journal)

Washington, D. C., May 9.—Amendments designated to satisfy both the City of Hoboken and the Port of New York Authority were added to the bill authorizing the sale of the Hoboken Shore Railroad to the Port Authority by the House Military Affairs Committee in reporting out the bill today.

The amendments added were practically the same as those added to the Wadsworth bill by the Senate Committee, except for some changes urged by Hoboken to safeguard further the city in the transfer of the railroad. The amendments were suggested by the War Department, the Port Authority, and Hoboken city officials.

Most important of the House changes is a provision that the operation of the shore line shall be subject to the jurisdiction of the Interstate Commerce Commission in the same manner and to the same extent as the road is at present. This amendment was insisted on by Hoboken officials to prevent the road being declared a private railroad and not a common carrier and thereby removed from the regulation of rates by the Commerce Commission. However, the provision was so worked as to prevent the other operations of the Port Authority being placed under the jurisdiction of the commission.

With regard to local taxation of the Shore Line, the House Committee adopted the Senate's compromise amendment which specifies that nothing in the act relieves the property from local taxation, but that this is not an expression of opinion by Congress as to the attitude of New Jersey and New York toward local taxation of Port Authority property.

Disposal and taxation of the so-called "back lots," or property belonging to the railroad company not connected with the operation of the road, would be more limited by the House bill than by the Senate amendment.

The House committee eliminated the option of the Secretary of War to hold this property, or transfer it to the United States or later sell it on terms he thinks proper and invite him to forming a corporation to take over the property.

The House committee also adopted the amendment asked by the Secretary of War authorizing him to dispose of the Shore Line to some other purchaser if terms cannot be arranged with the Port Authority. A few other technical changes in wording suggested by the Port Authority and Hoboken officials were also approved.

The bill as reported represents an attempt on the part of the committee to conciliate all interested parties and provide for all future contingencies. It is thought that the bill now will meet the approval of Hoboken, the Port Authority and the Secretary of War. The bill now goes to the House calendar and probably will be passed and taken up.

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Warns of New U. S. Tax Raid on Shore Line

WASHINGTON PLANS TO RETAIN MEADOW LOTS, FALLON TELLS GRIFFIN

Serious Financial Plight Seen For City If Exempt Lands Are Added To

Warning that the City of Hoboken is in serious danger of further loss of taxes from government owned property was sounded in a letter from Corporation Counsel John J. Fallon, received by the Board of City Commissioners yesterday.

This danger is contained in the amendment proposed by the Secretary of War to Senate Bill No. 2287, at Washington, which provides for the transfer of the stock of the Hoboken Shore Road, or Hoboken Manufacturers' Railroad, from the U. S. War Department to the Port of New York Authority. This amendment provides for the United States retaining any property it so desires not connected with the railroad itself. Such property would be the undeveloped "meadow" lots still owned by the Shore Road.

Urges Block on Raid.

Mr. Fallon stated: "Additional loss of municipal taxes which would result from the enactment of Senate Bill No. 2287 containing the amendment as proposed by the Secretary of War would place the City of Hoboken in a serious financial plight."

He strongly recommended that all parties concerned in Hoboken get in immediate touch with Senator Walter E. Edge, Senator Edward L. Edwards and Congressman John J. Eagan, and urge them to take some action to protect the City of Hoboken from a further raid by the government on its taxable property.

Mr. Fallon also called attention to the fact that all the property at the present time exempt from taxation in Hoboken amounts to approximately \$26,000,000 in value, a staggering burden on the other taxpayers of the city.

\$1,000,000 Revenue Yearly.

Referring to the annual loss of \$700,000 in taxes from the \$15,000,000 pier property owned by the government, Counsellor Fallon again called attention to the fact that the government is using the piers for commercial purposes and derives a revenue amounting to \$1,000,000 annually. And he again reminded the City Commissioners that despite the fact that the city is furnishing police and fire protection and other vital advantages to the piers, it does not receive anything in lieu of taxes for this big service.

All the hard work which has been done by the city law department, the Chamber of Commerce and the Hoboken Land and Improvement Company in seeking justice on the piers outrage was reviewed by Mr. Fallon in his letter, and he commented: "In spite of all our efforts Congress has manifested absolute indifference to our plea for justice."

Sees Grave Situation.

A prediction of grave consequences was made by Mr. Fallon if the city should lose another fight to prevent further loss of taxable property. He said:

"If the Port of New York Authority should acquire any considerable amount of property in the City of Hoboken and claim exemption from assessments for municipal improvements which would be of special benefit to such property and such claims should be sustained by our courts, the financial plight which our city would suffer as a result of all such exemptions cannot reasonably be estimated at this time."

In referring to the fact that \$26,000,000 worth of property is now exempt from taxation in Hoboken, Mr.

WARNS OF SCHEME TO ADD TO TAX BURDEN



JOHN J. FALLON.

past has been persistently endeavoring to have its recreation field of considerable acreage exempted from taxation. The city law department has thus far thwarted Stevens Institute in its purpose, but the time is not far distant when said property will be exempted from taxation unless the Legislature shall repeal the iniquitous laws which now permit so generally the exemption of property from taxation."

Development Blocked.

Counsellor Fallon's statement in full about the amendment he criticizes is as follows:

"The amendment proposed by the Secretary of War is inimical to the interests of the City of Hoboken in so far as it authorizes said official if he deems it to be in the public interests that any real or personal property owned by the Hoboken Manufacturers' Railroad Company not connected with the railroad itself should be separately disposed of or held for later disposition, to cause such property to be transferred from the Hoboken Manufacturers' Railroad to the United States, or to form a corporation to acquire such property for the purpose of holding the same until such time as the Secretary of War receives what he shall deem to be a fair and reasonable price therefor."

It is thus seen that in addition to the fear of being deprived of taxes the City of Hoboken also fears that if the War Department holds on to whatever property it fails to transfer to the Port Authority, it will prevent that property from being developed.

In the opinion of Counsellor Fallon the manifest purpose of the amendment is to deprive the City of Hoboken of taxes which it now receives from the meadow lots of the Hoboken Manufacturers' Railroad, and would "impose another onerous and inequitable burden upon the taxpayers."

Dispatch Mar. 22/24

Hoboken Tax War in U.S.

Senate Committee

Dispatch Apr 8/24

CITY IS FACED WITH POSSIBLE LOSS OF \$29,000,000 RATABLES

City Assured of Right to Tax Shore Line

PORT AUTHORITY NOT EXEMPT FROM LEVY SENATE BOARD SAYS

Fallon and Haight Fight to Compel Port Authority to Pay Taxes On Shore Railroad — Eagan and Edge Urge Consideration For Municipality

D. L. & W. WILLING TO PAY
\$1,000,000 FOR LINE

Washington, March 21.—Perilous taxation conditions in Hoboken were brought to the attention of the committee on military affairs of the Senate today. Corporate Counsel John J. Fallon, representing the city, and Thomas G. Haight, counsel for the Hoboken Land and Improvement company, submitted the condition that affect the city when a hearing was held on a bill by Senator Wadsworth of New York which would authorize the sale by the government of the Hoboken Shore Line railroad to the Port of New York Authority.

Mr. Fallon contended that as the Port Authority is a municipal agency it would, under the law, be exempt from taxation and he insisted the Wadsworth bill should be so amended as to provide that if the sale was made to the Port Authority, that body be required to pay taxes on the property. It is understood the Lackawanna Railroad is willing to pay \$1,000,000 for the line, which was seized by the government when the United States entered the World War.

Edge Urges Action.

Representative John J. Eagan and Senator Walter E. Edge attended the hearing to urge the action desired by the Hoboken authorities. The Port Authority was represented by its counsel, Julius H. Cohen and Eugenius H. Outerbridge of New York and Julian A. Gregory of New Jersey.

Mr. Haight caused an eruption during the hearing when he asserted the Wadsworth bill had been drawn with the evident intention of avoiding taxation. Mr. Cohen denied this. Figures by Judge Haight were submitted to show the loss of ratables by government ownership or realty in Hoboken as a result of the war.

The city's total ratables are \$105,067,932, of which about \$10,000,000 is personal and the rest realty. The taking of the German piers by the government subtracted \$12,269,000 and the property which the Port Authority would remove would be \$16,977,484 additional, a total of over \$29,000,000. This was entirely too much for the other taxpayers to stand, he said.

It was insisted by Mr. Fallon that Hoboken had been harshly treated by the Federal government by the removal of taxpaying realty from the city ratables and it would be the imposition of further injustice in perpetuity if the railroad were transferred to the Port Authority.

Under the bill as drawn the Port Authority shall be authorized to operate the railroad, in accordance with the comprehensive plan for the development of the Port of New York. That plan defines the Port Authority as a municipal corporate instrumentality.

Mr. Fallon contended this language has been judiciously construed to mean that such an instrumentality is not subject to taxation, because it is an agency of the government. In justice to Hoboken, he said, that language should be clarified so that the right of Hoboken to tax the railroad in the hands of the Port Authority be undisputed.

Calls It Pioneer Work.

Answering the arguments of the Hoboken proponents, Mr. Cohen explained the Port Authority was doing what was really pioneer work but he said the developments planned by the Port Authority would ultimately operate to increase the ratables of Hoboken so immensely as to nullify the loss of taxes from the railroad.

The Port Authority, Mr. Cohen declared, was willing to pay taxes but he proposed that an agreement be made with the city by which the sum would be definitely fixed and not fluctuate with the tax rate. He said this should be done so that the Port Authority would be able to have certainty of figures on which to calculate its cost of operation.

Mr. Cohen alleged the Hoboken Land and Improvement Company had been indirectly interested to a large extent in the ownership of the Hoboken Shore Line Railroad; that it was more desirous of seeing the property go into private hands, such as the Lackawanna Railroad, than be made available for the development of the Port Authority plan.

The tax issue is important to the Port Authority because there are 185 communities within the Port Zone and the decision made in the Hoboken case might be a precedent for subsequent disputes.

The Port Authority presented General George W. Goethals to tell how important the railroad is as an agency in time of war, a status that would be preserved if the Port Authority had the control. The Shipping Board submitted a proposed amendment under which the road would always be available in connection with the government owned piers.

Eagan Sends Report to Chamber That Tells How Tangle is Solved by U. S.

The Hoboken Chamber of Commerce received yesterday from Congressman John J. Eagan in Washington a copy of Senator Wadsworth's report on the hearing of the military affairs committee on the bill pending which authorizes the War Department to dispose of the Hoboken Shore Road to the Port of New York Authority.

As predicted in a special story to The Dispatch from Washington when the hearings were in progress, the amendment to the bill suggested by the City of Hoboken to safeguard the payment of taxes on the Shore Road by the Port Authority, was not adopted. The report explains in detail why it was not considered necessary to make use of the amendment, and contains assurance which Hoboken interests believe dependable, that municipal taxes will be paid by the Port Authority.

The Report.

The report states: "The Port of New York Authority's assurance to the representatives of Hoboken that the property would meet its local burdens seems to the committee one which can be accepted in full faith, but in order to relieve the anxieties of the people of this municipality we have added an addition proviso as follows:

"That nothing in this act shall be construed as relieving or exempting the property acquired hereunder by the Port of New York Authority from any municipal taxes or assessments for public improvements and nothing herein contained shall be construed as an expression on the part of Congress as to whether the States of New York and New Jersey or either of them should relieve or exempt the said Port of New York Authority from taxation."

Not Private Corporation.

The report also refers to efforts being made by a private railroad corporation to obtain possession of the Shore Road, and presents the objections to such a transaction voiced by General Goethals and other military experts. It also presents the aims and scope of the New York Port Authority in a clear-cut way.

The Port of New York Authority is not a private corporation but is a corporate municipal instrumentality of two states aimed to being of value to the public, steamship line, railroads, etc., in co-ordinating the different parts of the port. It is vested with the power to issue bonds which are in their nature municipal bonds.

In buying the Hoboken Shore Road the Port Authority proposes to deliver its bonds to the Secretary of War in lieu of cash, the government receiving the four per cent annually and the ultimate payment of the bonds.

The Lackawanna Railroad, on the other hand, it is understood, stands ready to pay substantially the same price for the road as the Port Authority, only its payments would be made in cash. Regarding such a possibility the military affairs committee makes the following comment:

"It is feared by the committee of the Port Authority that the road making this offer may be induced to block the plans for the location of railroad facilities in accordance with the law and for purpose of preserving or creating strategic competitive advantages such railroad."

In his testimony before the committee, General Goethals stated: "It is in the interest of public and defense that the road go into private hands."

Importance Admitted.

All those who testified at the hearing admitted of the great importance of the Hoboken Shore Road in times of peace as a feeder of great Hoboken piers and in time of war as an important link in connecting the government-owned pier and the railroad system of the country.

Dispatch May 14/24

Dispatch May 3/24

Senate Approves Bill to Sell Shore Line

City Wins Step in Fight to Tax

CITY'S RIGHT TO TAX GIVEN O. K. IN UPPER HOUSE

Height, Volk, Coffin, Campbell
and Fallon Get Credit For
Two Amendments

Washington, May 13.—A bill permitting the Secretary of War to dispose of and the Port of New York Authority to acquire the Hoboken Shore Line Railroad was passed today by the Senate.

With yesterday's passage in the Senate and approval of the House practically assured, Hoboken has won a victory that forestalls any attempt that might be made in the future to make the Shore Line exempt from municipal taxation. Without the active interest of the Hoboken Chamber of Commerce and the city itself the Wadsworth bill in the Senate would likely have been passed without an amendment which assures to the city the right of taxation.

To former Judge Thomas Haight goes the credit for the amendment which was made to both the Senate and House bills. Both original bills merely authorized the Secretary of War to sell the Shore Line to the Port of New York Authority or any other bidder who might offer a higher price. Enlisted in the fight with Judge Height were Anthony J. Volk, president of the Hoboken Chamber of Commerce; A. W. Coffin, manager of the chamber; Palmer Campbell, president of the Hoboken Land and Improvement Company, and Corporation Counsel John J. Fallon.

Eagan Aided Fight.

Congressman John J. Eagan of the Eleventh Congressional district, at meetings of the military affairs committees of both the House and Senate, backed up Chamber of Commerce and the city representatives seeking an amendment. The Senate bill was introduced by Senator Wadsworth of New York and the House bill by Representative Ogden Mills of New York.

That the Chamber of Commerce's fears that the Shore Line might be exempt from taxation were well grounded was shown when some opposition to the amendment cropped up. It was contended that the Port of New York Authority was a public utility and as such should be exempt from municipal taxation. The vigilance of the Chamber of Commerce, principally, saved the city uncounted thousands of dollars in years to come.

The Lackawanna railroad was also said to be an active bidder for the to their terminal connection, but ob-Shore Line railway as an auxiliary section to the Lackawanna ownership came from the War Department and only the Port Authority was considered.

SHORE ROAD MAY BE PUT ON EXEMPT LIST

A lengthy and important communication was received at the meeting of the Hoboken City Commission this morning from Corporation Attorney John J. Fallon, in which he drew attention to the proposed transfer of the Hoboken Manufacturers' Railroad to the Port Authority under conditions which would render the holdings of the railroad company exempt from taxation.

In his letter Conselor Fallon deals with the efforts which have been made to carry this point and the work done by the Chamber of Commerce and himself to prevent it. He continues:

"It may not be generally known that property within the city of Hoboken of approximately \$26,000,000 in value is now exempt from taxation, and that, in addition thereto, Stevens Institute of Technology has annually, for some years past, been persistently endeavoring to have its recreation field, of considerable acreage, exempted from taxation."

"The city law department has thus far thwarted the Stevens Institute of Technology in its purpose, but the time is not far distant when said property will be exempted from taxation, unless the Legislature shall repeal the iniquitous laws which now permit so generally the exemption of property from taxation."

In addressing the Board of Commissioners this morning Fallon said that he thought the people of the city, the manufacturers and business men should know what is going on in these matters.

A communication was received from H. E. S. Wilson, vice president and treasurer of the Campbell Stores, protesting against the proposed license fee of \$12 per truck. It was pointed out that the rate in New York is but \$2, that the existing rate is \$7, and it is suggested that a rate of \$8 would be ample in Hoboken.

HOBOKEN GIVEN RIGHT TO TAX IN SHORE LINE SALE

Amended Bill Reported — City
Also Can Assess Lots Connected With Railroad

Washington, May 8.—The Mills bill with amendments for sale of the Hoboken Shore Line Railroad was favorably reported today by the House military affairs committee. Both the Lackawanna railroad and the Port of New York Authority are seeking to buy the line.

The bill as now written is the same as the Wadsworth bill pending in the Senate. The amendments were tacked on to meet requests of the city authorities of Hoboken, the Port Authority and the War Department.

Hoboken Is Protected.

One amendment provides that the railroad shall remain subject to the jurisdiction of the Interstate Commerce Commission, as at present. Hoboken asked this in order to assure that the road would remain as a common carrier. It is specifically provided, however, that this shall not be construed as extending the

Shore Line AMENDMENT TO GRANT HOBOKEN RIGHT TO LEVY

House Committee Accepts Haight
Change—Now Conforms
With Bill in Senate

Hoboken gained another step in its fight to obtain the right to tax the Shore Line railway, yesterday, when the House Committee On Military Affairs accepted an amendment offered by Former Judge Thomas Haight.

Haight was present as representative of Hoboken, the Hoboken and the Hoboken Chamber of Commerce. A. W. Coffin, manager of the Chamber of Commerce, and Palmer Campbell, president of the Hoboken Land and Improvement Company, and Congressman John J. Eagan, were present.

The amendment provides that the Port Authority now controlling the Shore Line will not be considered a federal agency and will be subjected to the Interstate Transit Commission. This would make the road taxable.

Will Affect Pier Row.

The amendment will also affect the piers if the Port Authority now contemplating taking over the piers goes through with its plans.

A restatement of the arguments favoring the sale to the Port of New York Authority was made to the committee by Julius H. Cohen, counsel for the Port Authority. The bill was introduced by Representative Ogden Mills of New York. The Mills bill is identical with the Wadsworth bill which was recommended with amendments by the Senate Military Affairs committee and is now awaiting action by the Senate.

The testimony of the Port Authority attorney followed the same form as his arguments before the Senate committee last March. He described the value of the Shore Line to the unification of terminal facilities and foreold possible dangers of private ownership of the road.

With regard to local taxation of the road, the House bill adopts the Senate's compromise, which specifies that nothing in the act relieves the property from local taxation, but that this is not an expression of opinion by Congress as to the attitude of New Jersey and New York toward local taxation of Port Authority property.

Alienation and taxation of the so-called property belonging to the railroad company not connected with the operation of the road, would be more limited by the House bill than by the Senate.

The House committee eliminated the discretionary power of the Secretary of War to hold this property or sell it on terms he thinks proper and limits him to forming a corporation to take over the property. These lots are then placed on the same status with regard to local taxation as is the railroad proper.

The House bill also carries the amendment asked by the Secretary authorizing him to dispose

Apr 15/24

Dispatch May 9/24

Dispatch May 14/24

Senate Approves

Bill to Sell Shore Line

CITY'S RIGHT TO TAX GIVEN O. K. IN UPPER HOUSE

Height, Volk, Coffin, Campbell
and Fallon Get Credit For
Two Amendments

Washington, May 13.—A bill permitting the Secretary of War to dispose of and the Port of New York Authority to acquire the Hoboken Shore Line Railroad was passed today by the Senate.

With yesterday's passage in the Senate and approval of the House practically assured, Hoboken has won a victory that forestalls any attempt that might be made in the future to make the Shore Line exempt from municipal taxation. Without the active interest of the Hoboken Chamber of Commerce and the city itself the Wadsworth bill in the Senate would likely have been passed without an amendment which assures to the city the right of taxation.

To former Judge Thomas Haight goes the credit for the amendment which was made to both the Senate and House bills. Both original bills merely authorized the Secretary of War to sell the Shore Line to the Port of New York Authority or any other bidder who might offer a higher price. Enlisted in the fight with Judge Haight were Anthony J. Volk, president of the Hoboken Chamber of Commerce; A. W. Coffin, manager of the chamber; Palmer Campbell, president of the Hoboken Land and Improvement Company, Corporation Counsel John J. Fallon.

Eagan Aided Fight.

Congressman John J. Eagan of the Eleventh Congressional district, at meetings of the military affairs committees of both the House and Senate, backed up Chamber of Commerce and the city representatives seeking an amendment. The Senate bill was introduced by Senator Wadsworth of New York and the House bill by Representative Ogden Mills of New York.

That the Chamber of Commerce's fears that the Shore Line might be exempt from taxation were well grounded was shown when some opposition to the amendment cropped up. It was contended that the Port of New York Authority was a public utility and as such should be exempt from municipal taxation. The vigilance of the Chamber of Commerce, principally, saved the city uncounted thousands of dollars in years to come.

The Lackawanna railroad was also said to be an active bidder for the to their terminal connection, but the Shore Line railway as an auxiliary section to the Lackawanna ownership came from the War Department and only the Port Authority was considered.

Apr 15/24

SHORE ROAD MAY BE PUT ON EXEMPT LIST

A lengthy and important communication was received at the meeting of the Hoboken City Commission this morning from Corporation Attorney John J. Fallon, in which he drew attention to the proposed transfer of the Hoboken Manufacturers' Railroad to the Port Authority under conditions which would render the holdings of the railroad company exempt from taxation.

In his letter Conselor Fallon deals with the efforts which have been made to carry this point and the work done by the Chamber of Commerce and himself to prevent it. He continues:

"It may not be generally known that property within the city of Hoboken of approximately \$26,000,000 in value is now exempt from taxation, and that, in addition thereto, Stevens Institute of Technology has annually, for some years past, been persistently endeavoring to have its recreation field, of considerable acreage, exempted from taxation."

"The city law department has thus far thwarted the Stevens Institute of Technology in its purpose, but the time is not far distant when said property will be exempted from taxation, unless the Legislature shall repeal the iniquitous laws which now permit so generally the exemption of property from taxation."

In addressing the Board of Commissioners this morning Fallon said that he thought the people of the city, the manufacturers and business men should know what is going on in these matters.

A communication was received from H. E. S. Wilson, vice president and treasurer of the Campbell Stores, protesting against the proposed license fee of \$12 per truck. It was pointed out that the rate in New York is but \$2, that the existing rate is \$7, and it is suggested that a rate of \$8 would be ample in Hoboken.

Dispatch May 9/24

HOBOKEN GIVEN RIGHT TO TAX IN SHORE LINE SALE

Amended Bill Reported — City
Also Can Assess Lots Connected With Railroad

Washington, May 8.—The Mills bill with amendments for sale of the Hoboken Shore Line Railroad was favorably reported today by the House military affairs committee. Both the Lackawanna railroad and the Port of New York Authority are seeking to buy the line.

The bill as now written is the same as the Wadsworth bill pending in the Senate. The amendments were tacked on to meet requests of the city authorities of Hoboken, the Port Authority and the War Department.

Hoboken Is Protected.

One amendment provides that the railroad shall remain subject to the jurisdiction of the Interstate Commerce Commission, as at present. Hoboken asked this in order to assure that the road would remain as a common carrier. It is specifically provided, however, that this shall not be construed as extending the

Dispatch May 3/24

City Wins Step in Fight to Tax

Shore Line

AMENDMENT TO GRANT HOBOKEN RIGHT TO LEVY

House Committee Accepts Haight
Change—Now Conforms
With Bill in Senate

Hoboken gained another step in its fight to obtain the right to tax the Shore Line railway, yesterday, when the House Committee on Military Affairs accepted an amendment offered by Former Judge Thomas Haight.

Haight was present as representative of Hoboken, the Hoboken and the Hoboken Chamber of Commerce. A. W. Coffin, manager of the Chamber of Commerce, and Palmer Campbell, president of the Hoboken Land and Improvement Company, and Congressman John J. Eagan, were present.

The amendment provides that the Port Authority now controlling the Shore Line will not be considered a federal agency and will be subjected to the Interstate Transit Commission. This would make the road taxable.

Will Affect Pier Row.

The amendment will also affect the piers if the Port Authority now contemplating taking over the piers goes through with its plans.

A restatement of the arguments favoring the sale to the Port of New York Authority was made to the committee by Julius H. Cohen, counsel for the Port Authority. The bill was introduced by Representative Ogden Mills of New York. The Mills bill is identical with the Wadsworth bill which was recommended with amendments by the Senate Military Affairs committee and is now awaiting action by the Senate.

The testimony of the Port Authority attorney followed the same form as his arguments before the Senate committee last March. He described the value of the Shore Line to the unification of terminal facilities and foreold possible dangers of private ownership of the road.

With regard to local taxation of the road, the House bill adopts the Senate's compromise, which specifies that nothing in the act relieves the property from local taxation, but that this is not an expression of opinion by Congress as to the attitude of New Jersey and New York toward local taxation of Port Authority property.

Alienation and taxation of the so-called property belonging to the railroad company not connected with the operation of the road, would be more limited by the House bill than by the Senate.

The House committee eliminated the discretionary power of the Secretary of War to hold this property or sell it on terms he thinks proper and limits him to forming a corporation to take over the property. These lots are then placed on the same status with regard to local taxation as is the railroad proper.

The House bill also carries the amendment asked by the Secretary authorizing him to dispose

Obs May 8/24

Obs Apr 25/24

House Amendments Fully Protect Hoboken's Rights

Special Dispatch to Jersey Observer.
Jersey Observer Bureau, 2
Washington, May 8. 5

Additional safeguards for the city of Hoboken, insuring it against any possible losses on account of the sale of the Hoboken Shore Line Railroad to the Port of New York Authority, were included in the amendments reported by the House Military Affairs Committee to the bill introduced by Congressman Ogden Mills of New York, authorizing the Secretary of War to sell the road.

As did the Senate committee with the Wadsworth bill, the committee added an amendment providing that the Port Authority should not be exempted from paying local taxes on the railroad property. Going further than the Senate amendments, however, the committee also amended the bill so as to make the Shore Line subject to the jurisdiction of the Interstate Commerce Commission, just as any other railroad. This amendment was urged

Hoboken officials in order to prevent the road being classed as private line; and to meet the objection of the Port Authority the amendment was so worded as not to affect any of the other property

of the Port Authority to the jurisdiction of the Commerce Commission.

The additional property of the Hoboken road which is not necessary to the operation of the line, and which is not to be included in the sale, is made subject to local taxation also, and provision is made for the formation of a government corporation by the Secretary of War to administer this property. The Senate amendment allowed the Secretary the option of selling this property, and made no reference to taxation to it.

The bill as reported by the House committee is believed to be as nearly as possible satisfactory to all the parties concerned, the city of Hoboken, the Port Authority, and the War Department. Congressman John J. Egan, who has taken a keen interest in the bill and has attended all the hearings on it in both the Senate and House committees, will attempt to secure action on it by the House at an early date.

The report of the House committee follows hearings on the bill held last week, at which a number of Hoboken representatives were present, as well as members and counsel of the Port Authority,

ing to pay taxes, but before the New Jersey Legislature this year they were unwilling to have the law expressly read that they were not exempt from taxation. They wanted to be in the position of being able to go to the municipalities and show that, as a Federal agency, they were exempt from taxation and then bargain with the municipalities to pay a stated sum.

"Such a bargain, I contend, would not be constitutional in New Jersey. They would have to pay the entire tax or none at all.

OPPOSED TO RIDER.

"At the hearing in Washington we tried to have a rider attached to the bill which would provide that nothing in the bill or the two previous resolutions would in any way exempt the Port Authority from taxation. They still claimed that they were not averse to paying taxes, but they were opposed to the rider.

"I called the committee's attention to the fact that, although the bill merely authorized the Secretary of War to sell the stock of the Manufacturers' Railroad to the Port Authority, they have incorporated into it a provision which would give them a Federal charter to operate the railroad. Such a charter would keep them aloof from the State."

The Manufacturers' Railroad property owned by the War Department is valued at \$16,977,484, and the Government is now paying taxes on this property. Taking this from the taxable ratables of the city, Mr. Fallon explained, would be an additional hardship which the city should not be called upon to bear, in view of the fact that the former German piers in Hoboken, now valued at over \$12,000,000, had already been taken from the taxable ratables.

LOSS AN INJUSTICE.

When it is considered that the total ratables of the city are only one hundred and five million dollars, this further loss would be an imposition of further injustice to the people of Hoboken, which Mr. Fallon pointed out very forcibly to the Senate committee.

It developed during the hearing that the Delaware, Lackawanna and Western Railroad had offered \$1,600,000 for the Shore Road, which is the trade name of the Manufacturers' Railroad, and it was alleged by Mr. Cohen that the Hoboken Land and Improvement Company, which was indirectly interested in the road, would rather see it pass into private hands, such as the Lackawanna Railroad, rather than to the Port Authority.

The Army submitted a rider which would authorize it to sell the stock to whom it pleases.

The Port Authority was represented at the hearing by Mr. Outerbridge, General Goethals and Julius Cohen. There were also present Colonel McAdams, a director in the railroad, and also Palmer Campbell, Captain C. O'Neal, vice-president of the road; William Reed, A. W. Coffin of the Chamber of Commerce, Judge Haight and Albert C. Wall, representing the Hoboken Land and Improvement Company, while Congressman John J. Egan spoke for Hoboken at the hearing. Did Senator Wall

GOVERNMENT PLEDGE TO SAFEGUARD CITY ON TAXES SECURED

Secretary Weeks Assures Delegation Shore Railroad Lots Must Bear Their Portion of Local Burdens— Pier Tax Agitation Continues.

[Special to Jersey Observer.]

Washington, April 25.—Assurances that no action detrimental to the interests of the city of Hoboken would be taken in disposing of the extraneous property of the Hoboken Manufacturers' Shore Railroad Company not included in the sale of the Hoboken Shore Line to the Port of New York Authority were given by Secretary of War Weeks yesterday to a delegation of city officials who came to the capital for the purpose of insuring the city against possible loss of revenue from the property.

Corporation Counsel John J. Fallon, accompanied by Mayor Patrick R. Griffin, Commissioner Gustave Bach, Judge William J. Hanley and A. W. Coffin, called, with Congressman John J. Egan and Senators Edwards and Edge, on Senator Wadsworth, chairman of the Senate Military Affairs Committee, and explained to him their fears that the Secretary of War under the authorization given him by the bill allowing the sale of the Shore line, might dispose of the hundred or so back lots of the railway to some corporation or agency of the Government, so as to deprive the city of Hoboken of the right of taxing this property.

The delegation asked whether some amendment to the Shore line sale bill, or some other act of legislation, might not be passed so as to guard against such an occurrence. Senator Wadsworth indicated that he was doubtful as to the possibility of such action being taken by Congress, but assured the Hoboken representatives that in his opinion the bills as reported by the committee would protect the city amply, and that he did not believe that any action contemplated by Secretary Weeks would bring about such a condition.

Following the conference with Senator Wadsworth, the delegation

called on Secretary Weeks and presented their case to him, with the result that they were assured of his sympathy and that he was not considering the disposal of the property in such a way as to make it exempt from proper local taxation.

Under the terms of an amendment inserted in the Shore Line bill at the request of Secretary Weeks, he is empowered to retain such part of the property of the railroad company as is not necessary for the operation of the Shore Line and to sell it on the most advantageous terms to the Government, or failing in a satisfactory sale to take over the property for the Government to form a Government corporation to hold it.

During their stay in Washington the Hoboken officials also spent considerable time going over with the New Jersey members of Congress the probability of getting favorable action by Congress on a proposition to have the Government pay to the City of Hoboken an annual indemnity in lieu of taxes lost by the city from the piers now owned by the Shipping board. The New Jersey Representatives are earnest in their support of such a measure, and it is probable that steps will be taken in the near future to attempt to have it passed.

Dispatch May 9/24

HOBOKEN GIVEN RIGHT TO TAX IN SHORE LINE SALE

Amended Bill Reported — City Also Can Assess Lots Connected With Railroad

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The bill as now written is the same as the Wadsworth bill pending in the Senate. The amendments were tacked on to meet requests of the city authorities of Hoboken, the Port Authority and the War Department. Hoboken Is Protected.

One amendment provides that the railroad shall remain subject to the jurisdiction of the Interstate Commerce Commission, as at present.

Hoboken asked this in order to assure that the road would remain as a common carrier. It is specifically provided, however, that this shall not be construed as trying to extend the jurisdiction of the Interstate Commerce Commission to other operations of the Port Authority.

With regard to local taxation of the road, the House bill adopts the Senate's compromise, which specifies that nothing in the act relieves the property from local taxation, but that this is not an expression of opinion by Congress as to the attitude of New Jersey and New York toward local taxation of Port Authority property.

Alienation and taxation of the so-called property belonging to the railroad company not connected with the operation of the road, would be more limited by the House bill than by the Senate.

The House committee eliminated the discretionary power of the Secretary of War to hold this property or sell it on terms he thinks proper and limits him to forming a corporation to take over the property. These lots are then placed on the same status with regard to local taxation as is the railroad proper.

The House bill also carries the amendment asked by the Secretary of War authorizing him to dispose of the road to some other purchaser if terms can not be arranged with the Port Authority.

Obs Mar. 22/24

PORT AUTHORITY NO TRY TO EVADE SHORE R. R. TAXES

This Develops at Washington Hearing—The Wadsworth Bill Opposed.

Washington, March 22.—That the Port of New York Authority is trying to evade paying taxes to the City of Hoboken, if successful in purchasing from the War Department the Hoboken Manufacturers Railroad, developed at a hearing before the Military Affairs Committee of the Senate yesterday, on a bill introduced by Senator Wadsworth of New York, authorizing the sale.

Strenuous objection to the bill in its present form was made by Corporation Counsel John J. Fallon, representing the City of Hoboken, and former Judge Thomas G. Haight, representing the Hoboken Land and Improvement Company.

It has been the contention of the Port Authority all along that it would pay taxes for land or properties taken over by it from municipalities, and while assurances of this kind have been given to municipal representatives, the status of the Port Authority as a municipal agency would place it in the position of being exempt from taxation by municipalities.

Julius Cohen, counsel for the Port Authority, declared that the developments planned by the Authority would ultimately operate to increase the ratables so immensely that the loss of taxes from the railroad would be nullified. This seemed to prove conclusively that the Port Authority did not intend to pay taxes despite their previous assurances to the contrary.

THE WADSWORTH BILL.

The Wadsworth Bill would authorize the Secretary of War to sell to the Port Authority the stock of the Hoboken Shore Road, now owned by the War Department. Under the law of 1922, relating to the Port Authority, it is called "a corporate municipal instrumentality of the two states." In the Congressional resolution passed in 1923 it is referred to in language, Mr. Fallon contends, and was practically admitted by the Counsel for the Port Authority, whereby it is created a Federal instrumentality or agency.

"So that it might," contends Mr. Fallon, "under the State Law claim exemption from taxes and also claim exemption under the Federal Law."

Obs. May 12/24

LA GUARDIA TO FIGHT SALE OF SHORE ROAD

Congressman La Guardia, of New York, has thrown down the gage of battle to the Port of New York Authority. He will oppose the sale of the Hoboken Shore Road by the Government to that organization, in Congress. This he intimated in a letter to Mayor Hylan.

The New York Congressman is particularly opposed to that provision of the bill pending in Congress which would permit the Secretary of War to dispose of the Shore Road in Hoboken and accept bonds of the Port Authority in lieu of cash. In asking Mayor Hylan for data on the facts, he says:

"The Authority of the Port of New York has been making desperate efforts for the last three years to find some way to sell bonds. If this bill is enacted into law, the Government would transfer the Hoboken Shore Line to the Port Authority, who would pay the Government only in paper. This would make it possible, however, for the Port Authority to then go out and sell bonds to the public on property, the value of which is one hundred per cent. hypothecated by the bonds given to the Government. You may readily see how easy it would be to mislead the public, and you can picture how this Port Authority, with absolutely no property back of it, would feature the fact that the Government accepted its bonds."

Obs. May 14/24

Senate Passes Bill to Sell Shore Road

Million Dollars Reported Price—Way Believed Paved for Its Prompt Passage Through the House Despite Difference in Amendments.

Special to Jersey Observer.

Washington, May 14.—Sale of the Hoboken Shore Line Railroad by the War Department to the Port of New York Authority was approved by the Senate yesterday when Senator Wadsworth, of New York, called up the bill recently reported by him from the Military Affairs Committee authorizing the sale. The bill was passed without a record vote, no objection being made to it.

The amendments written into the bill by the Senate committee were left intact. These provide for the protection of the city of Hoboken against loss of revenue from the Shore road property for the operation of the road in co-operation with the piers and docks owned or controlled by the Government; and for separate disposal of the surplus property of the Hoboken Manufacturers' Railroad Company which is not needed in the operation of the road. Provision is also made for the Secretary of War to dispose of the road to other parties if the port authority fails to agree upon terms and conditions of sale which are considered satisfactory to the Government.

The original provisions of the bill, authorizing the Secretary of War to accept the bonds of the Port of New York Authority in payment for the

Shore Road, were left unchanged. One million dollars is reported to be the amount to be paid for the property, this offer having been tentatively agreed on by the Secretary of War, provided Congress would authorize him to accept bonds in lieu of cash.

The Senate bill goes to the House, where the committee has within the past week reported out a similar bill, but the amendments added in the lower House differ in some respects from those of the Senate bill.

It is believed probable that the House Committee will immediately report the Senate bill, with amendments to make it the same as the House will already reported, and offer it as a substitute for the measure already presented. This is now pending on the House calendar, and may be taken up almost any hour.

Obs. June 7/24

BILL FOR SALE OF SHORE ROAD TO PORT AUTHORITY WILL NOT BE TAKEN UP THIS SESSION

House Leaders Reach Such an Agreement Despite Appeals From Governors Silzer and Al Smith—Hylan and New York Democrats Opposed.

WADSWORTH BILL NOT PASSED SENATE

Jersey Observer Bureau, Washington, June 7.

appeals from Governor Silzer of New Jersey and Al Smith of New York, House leaders have virtually agreed not to permit the Mills Bill, authorizing the sale of the Hoboken Shore Line to the Port of New York Authority, to be taken up in the House this session.

Opposition of Mayor Hylan and practically the entire New York Democratic delegation in Congress is held responsible for the refusal of the Rules Committee to report a

resolution calling for the immediate consideration of the bill, which was requested by the governors. Without a special rule there is no chance for the bill coming up before adjournment of Congress, except under suspension of the rules, which is not likely.

The New York City interests are opposed to the bill because it is believed by them to be in furtherance of the plans of the Port Authority for the development of the Port of New York along lines not in the best interests of New York.

The bill authorizes the sale of the Hoboken Shore Line to the Port Authority, to be used as a belt line in linking up the trunk lines entering the Port district, in line with the plan of the Port Authority for unification of the terminals. The principal necessity for the bill is to authorize the Secretary of War to accept bonds in payment for the road, as the Port Authority is unable to make a cash offer.

The Mills Bill is almost identical with the Wadsworth Bill, which has passed the Senate, except for the addition of one or two amendments designed to protect the City of Hoboken from loss of revenues from taxation.

Dispatch June 28/24

Lauds Chamber as Watch Dog Citing Fight on Shore Line Tax

The fight that the Hoboken Chamber of Commerce won to make the Hoboken Shore Line railroad taxable was cited, Thursday, to the Chamber of Commerce of the Oranges as an example of what public-spirited bodies can do by acting as "watch dog."

Former Mayor Julian A. Gregory of East Orange was the speaker and he told the meeting in Orange that from the standpoint of Hoboken citizens, the fight had been "self preservative" and had in its victory shown that an organized body of "civic minded business men" could often do more than the city officials themselves. Former Mayor Gregory is a member of the Port of New York Authority.

Couldn't Afford to Lose.

The Hoboken chamber fought the proposal in Congress on the grounds. Mr. Gregory said, that during the war the War Department had taken over nearly \$20,000,000 of tax ratables in the form of docks and that the city could not afford to lose more taxable grounds.

Mr. Gregory reviewed the history of the Port of New York, from the time that Manhattan Island was first

settled until this State and New York went to court to determine which should have jurisdiction over the waters of the Hudson and the Upper and Lower bays. He told of the settling of the dispute in 1837 and the continuation of the system which was then agreed upon, of giving New York control over the surface traffic up until the formation of the Port Authority and of the general trend toward co-operation between railroads and other transportation concerns to keep down freight rates and expedite the handling of incoming farm and factory products.

Sold Her Heritage.

"New Jersey has sold her heritage of natural resources of tidewater rights and frontages," the speaker said, in praising New York City and State for having retained much more than has this State of its more valuable coast line. "There will come a time when the people will realize that the best interests of all lie in the State control of the rivers and shores and not allowing private concerns to own them to compete against each other until freight rates make produce cost much more than it is worth."

Obs. July 18/24

AUTHORIZE SALE OF SHORE PLOT

Secretary of War Approves Plan to Sell Five Acres in Hoboken.

The Hoboken Shore Railroad will now receive bids for the purchase of waterfront property between Twelfth and Thirteenth streets, it was announced by Captain Charles D. O'Neill, president and general manager of the road this morning. The property, which is owned by the War Department, will be sold for a period of 26 months.

There are five and one-half acres in the grounds and a frontage on the river of 190 feet.

The announcement was made by Captain O'Neill when he received word from Washington that Secretary of War Weeks had approved the plan of the board of directors of the railroad to sell the property. It is understood that because of the heavy taxes which the city exacts, the Shore road found this property a heavy drain on their finances.

As far as is known at present, there might be two principal competitors for the property, the Lackawanna Railroad and the Hoboken Land and Improvement Company, both of which own the adjacent land. It has also been suggested in other quarters that the City of Hoboken condemn the property and construct a municipal pier. The Port authority, it is also said, would like to obtain control of the property.

Another party vitally interested in the disposition of the land is the Nungesser Dickinson Seed Company, whose building now stands on the site. Should some other party buy the property, the Lackawanna Railroad or the Land and Improvement

Obs. July 16/24

BOARD CONSIDERS SHORE ROAD SALE

Army Men Discuss Plan to Sell Parcel on Hud- son Street.

A private meeting of the board of directors of the Hoboken Shore Railroad, which is owned by the United States Government, was held yesterday at which the matter of selling the valuable waterfront property on Hudson, between Twelfth and Thirteenth streets, was discussed. Captain Charles D. O'Neill, U. S. A., president and general manager of the railroad, declined to make public the decision reached by the

board of directors for the reason that the final decision in the matter rests with Secretary of War Weeks.

Word has been sent to Washington of the opinion of the board of directors on the proposition and a reply is expected within the next few days. Since the matter has been referred to the Secretary of War, however, it may be inferred that the decision rendered by the board of directors yesterday was in favor of the sale of the property.

Should the Secretary of War also favor the plan, Captain O'Neill states the property will be put on the market and the sale advertised in the Jersey Observer. It is understood that the Shore Railroad wishes to dispose of the property because of the heavy taxes which are draining the receipts of the company.

This valuable property, which is at present occupied by the Nungesser Seed Company, consists of five and a half acres. It has unquestionably fine docking facilities and it is likely that, should it be put on the market, there will be keen competition to obtain it.

Obs July 18/24

Obs July 22/24

Obs July 19/24

MANY INTERESTED IN POSSIBLE SALE OF SHORE PARCEL

Several May Bid for Gov-
ernment Property in
Hoboken.

Should Secretary of War Weeks give permission to the Hoboken Shore Railroad to sell their valuable waterfront property on Hudson street, between Twelfth and Thirteenth streets, the question of who the probable purchasers might be has caused considerable discussion. The property comprises some five and a half acres, with a shore front of 190 feet.

Both the Lackawanna Railroad and the Hoboken Land & Improvement Company own the adjacent property and it is thought likely that of those two the railroad would probably be more desirous to purchase. Either organization, however, might take over the property to increase its holdings.

Unfortunately, experts believe the property would not be quite suitable for a steamship pier, as the average dock of such character is about 190 feet in width. Consequently there would not be sufficient room on both sides of the pier to berth steamers and lighters. Even though the North German Lloyd Steamship Company greatly desires pier space in Hoboken, they would prefer to be located further downtown. Besides that they need two piers, and the erection of the dock in the Shore Road property, if it were

feasible, would not be of much help in solving their problem.

The Lackawanna Railroad, however, could use the property very well. It would be suitable for some sort of a short dock, a float bridge or a dock for barges. If the railroad took over the ground they might erect warehouses for the storage of freight.

One of the parties vitally interested in the sale of this property is the Nungesser-Dickinson Seed Company, which has a large building occupying a section of the space. This local company is associated with the Albert Dickinson Seed Company, in Chicago, one of the largest of such concerns in the United States.

When interviewed about the possible sale of the land and its effect on his company yesterday, Marshall Duryea, president of the local seed plant, declared if the Lackawanna Railroad or the Hoboken Land & Improvement Company purchased the property he did not think his company would be obliged to move. If some "dark horse" buys the land it might seriously effect the lease held by their company, he stated.

It has been the announced policy of the War Department, which owns the stock in the Hoboken Shore Railroad, to dispose of its land holdings in the Mile-Square City. A considerable portion of its meadow land has already been sold. By means of a bill introduced into Congress at the last session, which failed of passage because of opposition which developed in New York, the Senate Military Affairs Committee had attempted to sell the Hoboken Shore Railroad to the Port Authority.

At a recent meeting of the board of directors of the Shore Railroad, it is understood, the company decided to recommend to the Secretary of War that the property be sold in open market to the highest bidder. The fate of the proposition now rests with the Secretary of War. It has been rumored, however, that the Port Authority will attempt to prevent the public sale.

SALE MAY SUPPLY VALUATION BASIS

Price at Coming Shore Front
Sale May Prove Assess-
ment Discrepancies.

Now that waterfront property owned by the Hoboken Shore Railroad, on Hudson, between Twelfth and Thirteenth streets, has been put upon the market for sale to the highest bidder, many local people are interested in what effect this sale may have on the city's future tax assessments on waterfront lands.

For some time now several local authorities have declared that Hoboken's waterfront has not been properly and fully taxed. The price which this piece of waterfront brings may provide a new valuation criterion for the entire riverfront and may serve as a basis for higher assessments.

The Hoboken Shore Railroad, which is owned by the War Department, is now receiving sealed bids for the land. The proposals will be opened on August 26. The company will part with its property for cash or it will allow a seventy per cent. mortgage.

The property contains five and one-half acres, with a frontage on the river of 190 feet. This is said to be of sufficient width to erect a modern steamship pier, but it would be satisfactory for a smaller dock. The Nungesser-Dickinson Seed Company has a large building on the property, but there is yet much space remaining for the construction of warehouses, should they be desired.

Some people have suggested that the city condemn the land and construct a municipal pier, claiming that the latter would be a fine paying proposition. Such a pier would be desirable, they claim, for the local business men, who could have their cargos unloaded in Hoboken from any sort of vessel, whether it be steamship or sailing schooner.

The Lackawanna Railroad and the Hoboken Land and Improvement Company, both of whom own adjacent land, might be bidders for the property, it is thought. The land would be extremely useful to the Lackawanna and it would make a considerable addition to the holdings of the Land and Improvement Company.

EXPECT CITY TO BUY SHORE PLOT

Local Business Men Think
City Owned Dock Would
Benefit.

Now that there is a strong possibility that the Hoboken Shore Railroad, which is owned by the War Department, may offer its valuable waterfront property on Hudson, between Twelfth and Thirteenth streets, Hoboken, up on the open market for sale, many local people feel that this would prove a splendid purchase for the City of Hoboken to construct a municipal dock. At present the city does not own any part of the waterfront.

For the past thirty years, local people have felt it was a great mistake to have allowed all the waterfront property in the city to fall into private hands. Probably every other city in the vicinity has retained some part of its river property for its own use, except the Mile-Square City.

Jersey City has a municipal dock at the foot of Morgan street, and has found it a paying proposition. At present if any ship, large or small, steam or sail, wants to do cargo in Hoboken it cannot do so unless it pays high prices to private pier owners. A municipal dock in the city, many business men consider, would benefit local industries considerably.

The Shore Railroad property is 190 feet wide. It is not quite of sufficient width for a modern steamship dock to be constructed, yet it would make a splendid municipal pier. The entire property consists of five and one-half acres, where warehouses could be erected.

Whether the property will be sold or not now rests with Secretary of War Weeks. It is believed that the fate of the land will be known within the next few days.

SET DATE FOR SALE OF SHORE PROPERTY

As announced in the Jersey Observer last week the War Department has authorized the Hoboken Manufacturers Railroad Company to sell the property owned by it on the east side of Hudson street between Twelfth and Thirteenth streets. Sealed proposals for the property will be opened on August 26 at 10:30 a. m. at the office of the company, foot of Fifth street, Hoboken. There are two plots involved. One is about five and a half acres, lying between Twelfth and Thirteenth streets, including the Nungesser Seed Company building, nine-story dock, and a two-story brick and cement building, one open pier 725 feet in length and 2,000 feet of rail-track, extending throughout property.

The other plot is triangular in shape, lies south of Eleventh street at the intersection of Hudson street and River road, and comprises 763 square feet.

ARMY PLANS SALE OF HOBOKEN LAND

The valuable water front property, occupied by the Nungesser Seed Company, on Hudson, between Twelfth and Thirteenth streets, Hoboken, will probably be put up for sale by the Hoboken Shore Road, owned by the United States Government, within the next few days, it was authoritatively learned by the Jersey Observer, this morning. There are five and a half acres in the property, which has valuable docking facilities.

Captain Charles D. O'Neill, U.S.A., president and manager of the road, refused to discuss the matter at this time, when he was questioned this morning. The Jersey Observer, however, has learned positively that the matter will be brought up before the board of directors of the road when they meet in Captain O'Neill's office next Tuesday. If they and the Secretary of War approve the plan, the property will be advertised for sale.

Because of the heavy tax drain upon the Shore Railroad, it is understood that they believe it would be good policy to sell the property as soon as possible.

Shore Line May Sell Water Front Lands

FIVE ACRES WILL BE SOLD BY U. S., REPORT IN CITY

Property Occupied by Nungesser
Seed Co., to Go, is Hobo-
ken Rumor

There is rumor in Hoboken which seems to be well founded but which cannot be verified at present that the Hoboken Shore Road, owned by the United States War

Department, is preparing to dispose of some of its valuable water front property. When questioned as to the truth of the rumor, Captain Charles D. O'Neal, U. S. A., vice-president and manager of the road, said he was unable to discuss the matter at the present time.

Contains 51-2 Acres

The property in question is occupied by the Nungesser Seed Company which is housed in a large brick building. It fronts on Hudson street between Twelfth and Thirteenth streets and extends to the river front which makes it especially desirable as ships can dock there. The property is 190 feet wide and occupies five and a half acres of land and water.

There would be nothing at all surprising in the sale of this property by the War Department, as it would be in line of the present policy of the government to dispose of all its war-time acquired property for which it now finds no need.

Obs July 30/24 Obs July 12/24

Obs July 11/24

N. Y. Herald World Aug 28/24 Jersey Journal Aug 22/24

\$600,000 Bid For Hoboken Rail Property

Shore Line Road Opens
Offers for Strip of Land
Weeks Is Selling, Despite
Innumerable Protests

Port Authority Objects

reiterates Offer of \$1,000,-
000 in Bonds for Line
if Congress Consents

As for the waterfront property of the Hoboken Manufacturers' Railroad Company (Hoboken Shore Line), owned by the United States Government, and which adjoins the road's terminal at Hoboken, were opened yesterday by the directors of the operating company, at their offices, Fifth and Washington streets, Brooklyn.

This is the strip of land against the side of which protests have been filed. Secretary of War Weeks by the Port Authority of New York, Governor of New Jersey and the Citizens' Union of Hoboken. The Hoboken Shore Line was taken over by the government in 1917 and the explanation of the proposed public sale of the property adjoining the terminal is that it costs the government from \$40,000 to \$50,000 a year to leave the lots vacant.

Three Bids Received

The largest bid received was for \$600,000 cash from the Hoboken Land and Improvement Company. William T. Mohl, 143 Liberty Street, Manhattan, offered \$575,000 cash, and the Frank Industrial Realty Company bid \$440,000, 30 per cent cash, the rest payable in accordance with the terms of the sale.

In its attempt to block the public sale of the land the New York Port Authority reiterated its previously announced offer of \$1,000,000 in thirty-year 4 per cent gold bonds, as soon as Congress might authorize the sale for capital stock and other properties of the Hoboken Manufacturers' Railroad, respectively of the lots in question. Bids of a similar character were also offered for material, supplies and equipment.

In refusing to call off the sale, however, Dwight Davis, Assistant Secretary of War, acting for Secretary Weeks, explained that the two parcels involved were not used by the railroad for any purpose and that the government would continue to hold title to the line.

Await Action by Weeks

Bids were opened by Charles D. Mohl, vice-president of the road, and were forwarded at once to Secretary Weeks. Secretary Weeks is at present on vacation in New Hampshire and on the bids is not expected to return, although he is not required to act within any specified time.

At the office of the Port Authority it was said yesterday that that body's objection to the proposed sale was in no way modified by Assistant Secretary Davis's explanation that the property was not used by the railroad.

From The New York Herald Tribune's
Washington Bureau

WASHINGTON, Aug. 26.—Bids for the government water front property at Hoboken, which were opened there to-day, are not expected to reach Washington before the end of the week, according to the Acting Secretary of War, Mr. Davis. The offers must be considered first, he said, by officers in charge of the Shore Line Railroad.

Mr. Davis removed what he regards as a misapprehension as to the bid received by the War Department from the Lackawanna Railroad. This bid of \$1,000,000 made by the Lackawanna road covered the railroad as well as the water front property. He said that the government did not hope to receive such a large offer for the water front property.

SHORE LINE SALE HELD UP BY U. S.

Hoboken Water Front Deal to

Await Return of Weeks

to Washington.

RAILROAD REPORTS BIDS.

Weeks Is Expected to Confer

With Coolidge.

From The World's Bureau

Special Despatch to The World

WASHINGTON, Aug. 27.—Dwight F. Davis, Acting Secretary of War, to-day announced that no action will be taken on the bids opened in Hoboken yesterday for the sale of the so-called waterfront property until Secretary Weeks returns to Washington, probably the end of this week.

Asked whether President Coolidge had ordered the sale held up, Mr. Davis replied that no request of any kind had come to him from the President.

A report was received to-day from the Board of Directors of the Hoboken Shore Railroad, including a summary of the bids received for the waterfront property. The board informed the Acting Secretary of War that the complete bids, together with its recommendations, would be transmitted in regular order. This may not occur until after Mr. Weeks returns.

In view of the protests which have been lodged with President Coolidge, it is certain Secretary Weeks will not take final action until after he has gone over the situation with the President.

Personally, the War Secretary is understood to favor selling this property, which experts have advised him is not essential to development of the plans of the New York-New Jersey Port Authority, on the ground that the Government is not justified in holding it indefinitely at the expense of all the taxpayers.

The Hoboken Shore Railroad proper will not be disposed of by Mr. Weeks until Congress has legislated on the subject. The Senate passed a bill authorizing the Secretary to accept the offer of the Port Authority. The House committee reported out this bill with an amendment leaving the entire matter to the discretion of the Secretary, which would not alter the existing situation.

COOLIDGE AND THE HOBOKEN RAILROAD.

The bids received yesterday for the Hoboken shore land tract of the Manufacturers' Railroad show clearly the value of that land and of the railroad itself. The Hoboken Land and Improvement Company is willing to pay \$600,000 cash for the land alone, which seems ample proof of its worth and indicates, also, the important place that the railroad adjoining this land holds in the transportation system of the port district.

The Port Authority declares that the shore railroad is an indispensable part of the proposed belt line from Bayonne to Edgewater, and it reiterated yesterday its willingness to pay \$1,000,000 in thirty-year gold bonds for the railroad and the shore tract. The Board was, however, unable to submit a bid like the others because it had no funds to use for the deposit required by the War Department, which is now disposing of the railroad and land it took over during the war period.

What the bids yesterday did was to convince the public of the worth of this Hoboken land and railroad and to strengthen, among those who are objecting to the sale to private interests, opposition against any plan of sale that bars the Port Authority from participation on equal terms with the others.

The announcement today that President Coolidge was considering action on the protests made against the sale by Governors Silzer and Smith is in line with the proper protection of public interests in this land and railroad. It also acts as a stay on the sale in that no decision is to be made by Secretary Weeks until after the Presidential investigation is completed.

Congress was ready at the last session to enable the War Department to accept the Port Authority's offer for the railroad. If President Coolidge is convinced that the public interest will be best protected by having the road turned over to the Port Board, the bids which were received yesterday without obligation on the part of the War Department to accept them should be, and undoubtedly will be, rejected. There can be little reason for doubting that the President's investigation will convince him that Congress should be given the needed opportunity to enable the Port Authority to acquire both land and railroad.

RAILROAD ASKS ACCEPTANCE OF HIGHEST OFFER

Directors Urge U. S. to
Let Local Bidders
Have Shore Front.

(Continued from Page One)

Washington, Aug. 29.—The directors of the Hoboken Manufacturers' Railroad Company recommended to the War Department yesterday the acceptance of the \$600,000 bid of the Hoboken Land & Improvement Company for the waterfront property belonging to the Hoboken Shore Line Railroad. The recommendation will not be passed upon until President Coolidge has ascertained the facts on Secretary Weeks' proposal to sell the strip of land.

Both Mr. Coolidge and the Secretary are in Washington today, and it is believed here that the sale of the tract will be one of the subjects discussed at the Cabinet meeting.

Dwight F. Davis, the Assistant Secretary of War, made the following statement today:

"The Board of Directors of the Hoboken Manufacturers' Railroad Company has transmitted to the Secretary of War proposals for the purchase of the waterfront property, with the recommendation that the highest and best bid in the sum of \$600,000 be accepted. The

board pointed out that the best bid is \$49,300 in excess of the value as previously appraised by the directors of the corporation; is \$69,300 higher than the valuation shown in the records of the chief land valuator of the Interstate Commerce Commission for the Port of New York District, and is \$73,896 in excess of the book value of the property.

"The board also transmitted a proposal of the Port of New York Authority for the purchase of the entire property, comprising both the water front and the railroad properties, in the sum of \$1,000,000 in thirty-year gold bonds of the Port Authority, bearing 4 per cent interest, for materials and supplies on hand, bonds of the same description in the amount of inventory thereof and for cash on hand at the date of transfer, bonds of the same description in such principal amount as at 4 per cent interest would be the equivalent of 4½ per cent return on the actual cash. The Port of New York did not submit a proposal for the waterfront property alone.

"As previously announced, no action will be taken on the bids until the return of the Secretary of War, as he has fifteen days in which to accept or reject the bids.

It would be possible, it was explained today, to refuse all of the bids made last Tuesday for the purpose of reopening the bidding at a later date in which other bidders might participate.

Mr. Davis was asked to comment on the statement of Julian A. Gregory contradicting his statement that the waterfront property was now costing the taxpayers \$40,000 to \$50,000 annually. Mr. Davis read over Mr. Gregory's statement and replied:

"Well, he says that we receive revenue through rent. We did, but the land is vacant now."

Obs. Aug. 27/24 Obs. Aug. 30/24

WILL OPEN BIDS ON WATERFRONT PROPERTY

Protest of Silzer Fails to Halt
Washington Decision But May
Reject All Bids

In spite of protests and pleas for delay by Governor Silzer, Governor Smith, and the officials of the New York Port Authority, the War Department in Washington yesterday decided to go through with receiving of bids today for the sale of the waterfront property in Hoboken owned by the Hoboken Shore Line.

May Reject All Bids.

In the absence of Secretary Weeks, who is on a vacation in New England, Assistant Secretary of War Davis decided to go through with the plans for receiving bids today, and to give Secretary Weeks opportunity upon his return to Washington in about a week to reject all the bids received if he so desires.

Nothing will be lost to the protesters by the refusal to cancel the receiving of bids, because Secretary Weeks is not bound to accept any of the offers upon his return to Washington. The bids are to be laid aside until the Secretary's return. He gave assurance to Commissioner Gregory of the New York Port Authority and General Goethals at a conference at the War Department two weeks ago that he would personally consider all the bids received and would keep carefully in mind the great public interests served by the Port Authority in making any award.

Anticipated Protests.

War Department officials stated that the protests made by Governor Silzer and Governor Smith were not calculated to change the plans of the department, because the department had anticipated the Port Authority and the officials of New Jersey and New York would protest against the sale long before the property was advertised. In fact, they stated the Port Authority had raised objection to the proposed sale before the department first advertised it.

The War Department takes the position that it must have cash for this Hoboken shore line property, which it believes it can obtain from the Lackawanna Railroad or some other bidder, and that real currency will be far preferable to four per cent bonds of the New York Port Authority, which it considers more or less of a mythical corporation.

Bids for the waterfront property will be opened in Hoboken this morning.

Only River Outlet

The Shore Road property for which bids will be received today, is assessed at \$687,000 valuation by the city. It is the only outlet the Shore Road possesses opening directly on the river.

One valuable feature to the property is that the Eleventh street sewer runs directly under it, and according to an agreement with the city all buildings constructed on the property, whether warehouses, industrial plants, or technical buildings, will be able to drain directly into the sewer.

The property offers splendid facilities for the docking of ships, although a new pier is needed there, the present pier being in disrepair. The property directly north to the property is the Fletcher ship yards, which is owned by the Hoboken Land & Improvement company, while that to the south is owned by the Lackawanna railway. So it is only natural that both the Hoboken Land & Improvement company and the Lackawanna should be eager to acquire the property, in spite of the pleading of the Port of New York Authority that it badly needs the property to fulfill its functions.

WEEKS

REJECTS

SHORE FRONT

BIDS

ADOPTS COURSE AS A COURTESY TO PORT BODY

Secretary Explains in Letter to Van Buskirk—
Says Bonds Are Worth
Less Than Cash Offer
Made, but Wants to Give
Congress Every Oppor-
tunity to Act.

Washington, Aug. 30.—
All bids recently made for the waterfront property of the Hoboken Shore Line Railroad will be rejected, and the property will be held by the War Department until Congress has had an opportunity to act upon the Wadsworth-Mills bill, which, if passed, would enable the Secretary of War to turn over the railroad and the land to the Port of New York Authority in exchange for \$1,000,000 in thirty-year gold bonds.

Secretary Weeks, on his return to Washington yesterday, wrote a letter to DeWitt Van Buskirk, chairman of the Port Authority, as follows:

War Department,
Washington, Aug. 29, 1924.
The Hon. DeWitt Van Buskirk,
Chairman Port of New York Authority, 11 Broadway, New York City:

My Dear Mr. Van Buskirk—Your letter of August 25, 1924, regarding the proposed sale of the waterfront property of the Hoboken Manufacturers' Railroad Company received.

As you are aware, the War Department has been desirous of selling the Hoboken Manufacturers' Railroad Company property for several years. It has carried the property at a disadvantage solely as

a courtesy to the Port of New York Authority in order that the Port Authority might work out some plan by which it could purchase the property on a fair basis to it and fair also to the owners of the property, the taxpayers of the United States.

Recently a portion of the property, namely, the waterfront lands, has become vacant, thus entailing in the future an additional loss to the taxpayers in carrying the property. Believing on competent disinterested advice that this waterfront property



John W. Weeks.

of the desire of the War Department to co-operate with it, I am willing to reject these bids and to hold the property until the close of the next session of Congress in order to enable the Port Authority to work out an acceptable plan for the acquisition of the property.

This action must not be construed in any way as an indication that I consider the present offer of the Port Authority as adequate and acceptable, or that I would accept it unless expressly directed by Congress so to do.

Inasmuch as this action is based upon the statement by the Port of New York Authority that this waterfront property is essential to the carrying out of their plans and as this opinion is not shared by other competent authorities, I request that you submit a brief at your earliest convenience, giving the facts on which you base this opinion.

Very truly yours,

JOHN W. WEEKS,

Secretary of War.

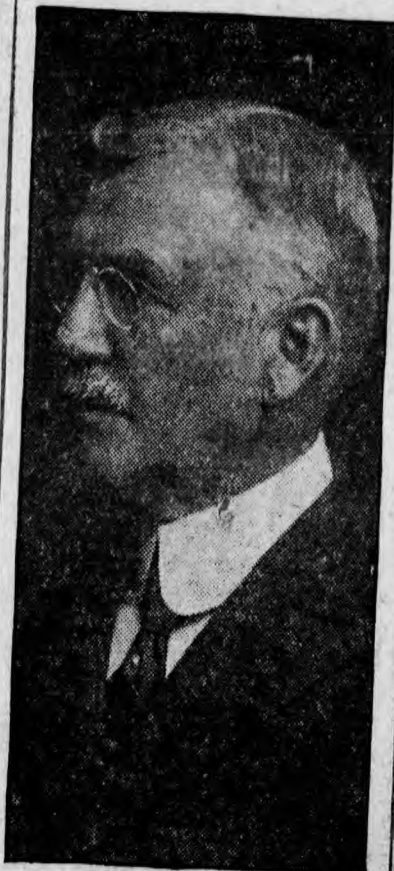
It was stated at the War Department today that its experts had reported that the tract was not considered necessary to the port development. On the other hand, the department is willing to do all it can in the matter.

COOLIDGE AND WEEKS CONFER

Conversations with Secretary Weeks today made it certain that he will wait at least until next March to give the House of Representatives a chance to act on the bill, which has been passed by the Senate. At the same time, it appeared that the Secretary was tired of the delay over the matter and wished to see it disposed of quickly.

Unless the bill is altered so that it directs Mr. Weeks to give the land to the Port Authority it is by no means certain that he would do so unless he considered the offer of the Port Authority sufficient. As the bill now stands it merely enables the Secretary to make the transfer, and he can do as he wishes about it.

Secretary Weeks had a talk with President Coolidge yesterday about the proposed sale of the waterfront property, and it is understood the President told the Secretary to use his own judgment.



DeWitt Van Buskirk

is not essential to the plans of the Port Authority, I called for public bids for this portion only of the property—the highest bid received being \$600,000 cash.

This amount is \$49,300 in excess of the valuation as appraised by the directors of the corporation, is \$69,000 higher than the valuation of the chief land valuator of the Interstate Commerce Commission for the Port of New York District, and is \$73,896 in excess of the book value of the property. From a business standpoint, therefore, it would seem to be a good offer for the property.

Your letter of August 25, 1924, protests against the sale of this portion of the property and renews your former offer of \$1,000,000 in thirty-year 4 per cent. bonds of the Port Authority for the whole property, railroad as well as waterfront. These bonds are of unascertainable market value, presumably have no intangible assets behind them, except the property which it is proposed to purchase with them, and run at a rate of interest less than the Liberty bonds which could be retired by the acceptance of the cash offer. As compared with the cash offer of \$600,000 for the least valuable portion of the property, this offer is obviously inadequate from a strictly business viewpoint.

However, as a further act of courtesy to the Port of New York Authority, and a further evidence

Jersey Journal Aug 28/24

CITY NOW WANTS HOBOKEN SHORE R. R. LAND

HOBOKEN NOW WANTS TO KEEP SHORE LAND FROM PORT BOARD

City's Democratic Officials Break With Gov. Silzer, Who Wants Port Authority to Get Tract—President to Delay Decision for Congress Session.

That Hoboken through its City Commission headed by Mayor Griffin, will itself bid for the Hoboken Shore Line Railroad property in order to rent it out for berthing of ships and thus make it earn money for Hoboken, was the announcement this morning of City Counsel John Fallon of Hoboken.

Another development in connection with this controversy is the understanding that President Coolidge who is on his vacation at Plymouth, Vt., will cause Secretary of War Weeks to throw out or hold in abeyance all the bids received for this shore front property on Thursday and let the whole matter lie over until Congress reconvenes in December. This was another tip given out by those in a position to know.

Not the least interesting feature of the situation is that City Counsel Fallon and the entire Hoboken City administration, which is Democratic, is now at odds with Gov. Silzer on this shore front controversy, the Governor having taken the Port Authority's side of the case and warned President Coolidge not to interfere with any move that aims to let the Port Authority gain control of this shore front in Hoboken.

SILZER AND FALLON CLASH

Fallon disagrees with the Democratic leader in this State and is out against the Port Authority which Silzer defends.

While the Democratic Governor contends that the Port Authority which now includes Julian Gregory of East Orange, and DeWitt Van Buskirk of Bayonne, is worthy of support, Mr. Fallon and the Democratic city administration contends that "the Port Authority has been spilling a lot of bunk and ought not to be sustained in its efforts to secure any part of the Hoboken shore front."

Just before President Coolidge left Plymouth this afternoon for Washington he let it be known that he would not permit the War Department to carry out the projected sale of the Hoboken shore front property to private interests, which is objected to by Governors Silzer and Smith, until he had gone into the dispute on his return to Washington, where he is due tomorrow morning.

The Cabinet is to meet tomorrow forenoon and Secretary Weeks at that time may take up the matter with the President.

HOBOKEN WANTS SHORE.

City Counsel Fallon of Hoboken was asked this morning what he thinks of Governor Silzer's action in taking up the Port Authority side of the controversy.

"I think," said Mr. Fallon, "that Governor Silzer has been misled by the propaganda that the Port Authority has been spreading. There is no doubt of the fact that no matter what certain people might say, if the Port Authority were to gain control of that shore front property Hoboken

would never get any taxes on this valuable property. It is time that Hoboken's rights to realize taxes from this valuable property be recognized.

The Port Authority Board is trying to grab power. It sponsored two bills at Trenton last winter that were so far reaching and amazing in their daring that the Legislature promptly dropped the bills when their true spirit was exposed. The Port Authority harbors a bunch of high salaried officials who accomplish very little for the large sums New York and New Jersey are paying this Board. The Port Authority's chief business seems to be to spread a lot of bunk and hand it out by the wholesale. What Hoboken, no doubt, will do will be to take steps to acquire for its own account the Hoboken shore front property. Our city now owns none of the valuable shore front. Here is an opportunity that ought to be embraced. Hoboken could realize a substantial sum by renting out the shore property for ship berthing purposes.

"The Port Authority endeavors to create the impression in the public

mind that the sale of the property would frustrate the comprehensive port plan which that body has in contemplation. Such is not the fact. The property advertised for sale is not a necessary appurtenance to the project of the Port Authority.

"If the railroads may be regarded as a necessary adjunct to the proposed plan, said railroads could be acquired by the Port Authority separate and apart from the Hoboken shore front property, which has been advertised for sale. The operation of the Hoboken Shore Railroad is not in any wise contingent upon the retention of the property for sale, propaganda to the contrary notwithstanding.

"The city of Hoboken is particularly actuated in its opposition to the transfer of the shore front property to the Port Authority because such acquisition would, ipso facto, exempt such property from local taxation."

PORT AUTHORITY'S SIDE.

Julian Gregory of Essex, member of the Port Authority today issued this statement defending the course of the Port Authority.

"The statement of the Assistant Secretary of War, Dwight F. Davis, as reported by the press to the effect that the waterfront property belonging to the Hoboken Manufacturers' Railroad Company is not essential to the Port Authority's plans, is not used in the operation of the railroad, and is resulting in a loss of between \$40,000 and \$50,000 a year to the Government, is not accurate.

"The Legislatures of the States of New York and New Jersey and the Congress of the United States imposed upon the Port Authority the duty of carrying out the comprehensive plan for the development of the port of New York not only by creating public works but by preventing, so far as possible, an aggravation of the conditions which now exist in the port district. Among these is the control of the New Jersey waterfront by the railroad. It is therefore the duty of the Port Authority to conserve the waterfront property and make it available for the shipping interests of the port and to prevent it from directly or indirectly coming within the ownership or control of the railroads.

But as a matter of fact, the waterfront property in question has been used in part at least in connection with the Hoboken Manufacturers' Railroad, and will, if it is acquired by the Port Authority, be continued to be used in part in connection with that railroad, if the latter is likewise acquired by the Port Authority.

"The specifications of sale of the Hoboken Shore Line Railroad which contain a provision that the property is to be sold, subject to the ownership of the two tracks across the westerly end of Plot Y and across Plot V, but that the title to the two tracks shall remain in the Hoboken Manufacturers' Railroad Company without payment of rental for a period of three months after which time it will remove the tracks upon sixty days' notice from the owner of the property, are in themselves evidence that the property has been used in connection with the operation of the railroad.

"The information of the Port Authority is that the War Department is not losing from \$40,000 to \$50,000 a year in carrying the waterfront

property; that in 1923 the property brought a gross rental of \$63,900 out of which there were paid taxes of \$29,612. At the present time the total rentals are reported to be \$35,280, which, after paying taxes of approximately \$30,000, will leave a balance of \$5,280.

"The profits to the Government from the rentals of the waterfront property have been applied toward meeting the annual operating deficit of the Hoboken Manufacturers' Railroad."

In answer to his telegram to President Coolidge appealing from his decision of Secretary of War Weeks to place on sale yesterday a portion of the Hoboken Shore Line Railroad property, Governor Silzer has received the following letter from C. Bascom Slemp, secretary to the President, dated Sunday at Plymouth, Vt.:

"Your telegram to the President is received. The President will return to Washington about Thursday of this week and I doubt if I have a chance to present the matter of your telegram before then, as he will be away tomorrow (Monday)."

Denies Coolidge Has Asked Data On Hoboken Sale

Assistant Secretary of War Davis Says No Word Has Come From President in Water-Front Controversy

Department Gets Bids City Urges Weeks to Sell Only to Taxpayer, Not to the Port Authority

From The New York Herald Tribune's Washington Bureau

WASHINGTON, Aug. 27.—The War Department received from the directors of the Shore Line Railroad at Hoboken to-day a brief report summarizing the bids which were opened yesterday there for the water front property, the sale of which has been protested by Governor Silzer and Governor Smith. The complete bids are to be forwarded later.

The Acting Secretary of War, Mr. Davis, denied the report that President Coolidge had asked for information on the Hoboken sale and that full details of the transaction would be submitted to him. Mr. Davis said that no word of any kind had come from the President on the Hoboken sale. He added that no action would be taken on the bids until Secretary of War Weeks returns late this week.

Hoboken Protests

John J. Fallon, Corporation Attorney of Hoboken, wrote yesterday to Secretary of War Weeks, protesting against the sale of the waterfront property now owned by the Hoboken Shore Railroad Company to any one but a Hoboken taxpayer. It was learned meanwhile that the Port Authority had offered the railroad \$1,000,000 for both the railroad and the waterfront property.

Among three other bids opened by the War Department, however, the highest offered \$600,000 for the property alone, and it was contended by experts that the railroad is worth much more than \$500,000. A sharp controversy has resulted, with letters of protest, of one nature or another, sent to the War Department by Governor Smith and Governor Silzer and numerous civic and business organizations. Renewing its protests against the sale of the waterfront property of the Hoboken Manufacturers' Railroad Company, owned by the United States government, the Port of New York Authority disputed the assertion of the War Department that the government was losing from \$40,000 to \$50,000 a year by leaving the lots vacant.

Port Authority Renews Protest

Julian A. Gregory, acting chairman of the Port Authority, said his information yesterday was that the government is leaving a profit after all taxes are paid. He said that in 1923 the property brought a gross rental of \$63,900, of which \$29,612 was paid out in taxes. The present rentals, it was said, are \$35,280 and the taxes approximately \$30,000.

Mr. Gregory also reiterated the Port Authority's contention that the present development of the port is essential in its plans for the waterfront. He said that the statements of Dwight Davis, Assistant Secretary of War, that the waterfront property was not used in the operation

of the railroad were inaccurate, pointing out that two tracks cross the westerly end of Plot Y and also cross Plot V.

N. Y. Herald
Aug. 28/24

Dispatch Aug 30/24

WEEKS REJECTS HOBOKEN SHORE BID

PROTEST SILZER MADE TO COOLIDGE BLOCKS SALE OF WATERFRONT

Government Will Continue Ownership of Shore Road Property Till Next March Pending Passage of Law to Permit Port Authority to Buy It—Hoboken Chamber Will Continue Fight to Prevent Its Being Exempted From Taxation

WILL ASK STATE AND NATIONAL LEGISLATION

By Associated Press.

Washington, Aug. 29.—Secretary Weeks today rejected the bid of \$600,000 made by the Hoboken Land and Improvement Company for the waterfront properties which the War Department recently advertised for sale.

Secretary Weeks announced that the Government's ownership over both the railroad and waterfront properties at Hoboken would be continued until next March. Efforts will be made at that time to get legislation through Congress authorizing the War Department to accept bonds issued by the Port of New York Authority in payment for the properties. Existing law does not permit acceptance of securities of this character.

The Secretary's decision to reject the bid was reached after a conference with Assistant Secretary Davis and was communicated by him to President Coolidge, to whom Governor Silzer of New Jersey and New York state authorities had appealed to have the sale delayed.

The War Department later made public Secretary Weeks' letter addressed to Dewitt Van Buesirk, chairman, Port of New York Authority. The letter said, in part:

"As you are aware, the War Department has been desirous of selling the Hoboken Manufacturers Railroad Company property for several years. It has carried the property at a disadvantage solely as a courtesy to the Port of New York Authority, in order that the Port Authority might work out some plan by which it could purchase the property on a fair basis to it and fair also to the owners of the property, the taxpayers of the United States.

"Recently a portion of the property, namely the water front lands, has become vacant, thus entailing in the future an additional loss to the tax payers in carrying the property. Believing on competent disinterested advice that this water front property is not essential to the plans of the Port Authority, I called for public bids for this portion only of the property—the highest bid received being \$600,000 cash.

"This amount is \$49,300 in excess of the valuation as appraised by the directors of the corporation, is \$69,300 higher than the valuation of the chief land valuator of the interstate commerce commission for the Port of New York district, and is \$75,806 in excess of the book value of the property. From a business standpoint, therefore, it would seem to be a good offer for the property.

"Your letter of August 25, 1924, protests against the sale of this portion of the property and renews your former offer of \$1,000,000 in 30 years four per cent bonds of the Port Authority for the whole property, railroads, as well as waterfront.

"These bonds are of unascertainable market value, presumably have no intangible assets behind them except the property which it is proposed to purchase with them, and run at a rate of interest less than the Liberty bonds which could be retired by the acceptance of the cash offer. As compared with the cash offer of \$600,000 for the least valuable portion of the property, this offer is obviously inadequate from a strictly business viewpoint.

"However, as a further act of courtesy to the Port of New York Authority and a further evidence of the desire of the War Department to cooperate with it, I am willing to reject these bids and to hold the property until the close of the next session of Congress, in order to enable the Port Authority to work out an acceptable plan for the acquisition of the property. This action must not be construed in any way as an indication that I consider the present offer of the Port Authority as adequate and acceptable, or that I would accept it unless expressly directed by Congress so to do.

Will Demand Taxes

When the news of the rejection of the bids was conveyed to the Hoboken Chamber of Commerce by The Hudson Dispatch last night, Manager A. W. Coffin said that the rejection would give the chamber opportunity to take steps to safeguard Hoboken and other parts of New Jersey and New York from the possibility of having property exempt from taxation by the Port Authority.

The matter of possible tax exemption being given the Port Authority on properties it will acquire is a matter of deep interest not alone in Hoboken, but in other municipalities.

The Hoboken Chamber of Commerce, Mr. Coffin said, will take steps to have this point settled, once and for all, by having bills introduced in the New York and New Jersey Legislature, and in Congress, specifically setting forth that property taken over by the Port Authority shall pay taxes, and shall not be exempt from taxes.

While the Port Authority has indicated that it will not ask for tax exemption on the Shore Railroad, Hoboken and other taxing districts will feel much easier if the matter is put into statute law, so there can be no change in that policy.

City Would Buy Land

Corporation Counsel John J. Fallon, Sr., could not be found at his home, last night, when the Dispatch man called. It is known, however, that the city government and the Chamber of Commerce are in close harmony in their joint determination to prevent the water-front property in question to fall into the hands of the Port Authority on a non-taxpaying basis.

It can be taken for granted, though, that the plan sponsored by Mayor Patrick R. Griffin and Counselor Fallon, to have the city acquire the property, has received added impetus through Secretary Weeks' decision.

It is their plan for the city to buy the property according to its assessed valuation which is considerably over the price, \$600,000, offered by the Hoboken Land & Improvement Company, the highest bidder in the three bids just rejected.

Obs. Aug 9/24

RAIL PROPERTY BIG MENACE TO CITY'S FUTURE

Hoboken Homes in Danger if Port Authority is Successful, Warning.

That the City of Hoboken faces financial ruin and obliteration as a residential city if the Port of New York Authority is allowed to purchase the Shore Road property on the Hoboken waterfront and to the big slice of existing property exempt from taxation is greatly feared as the result of the latest efforts of that organization to prevent the advertised sale of the Shore Road property.

While the Secretary of War has refused to interfere this does not preclude the Port Authority from making a bid for the property, and in view of the attitude of that body in refusing to consent to legislation imposing taxes the people of Hoboken should understand its future is at stake, declared Corporation Counsel John J. Fallon today.

As a matter of fact the Port Authority announced after its request that the sale be withdrawn was refused by the Secretary of War, that it will make a bid for the property and will submit with its bid a memorandum pointing out why it should be given the preference even if its bid is lower than other competitors.

If this and similar property is removed from the tax list the question is asked, What will become of Hoboken citizens and property owners? The tax rate for future years would be such that property could not continue to be used for residential purposes, and landlords could not expect to obtain tenants at the rents which would be necessary to meet

the cost of carrying the property and allow for investment.

The Port Authority has represented that the future of this comparatively small piece of property is not a local question but is of importance to the entire country.

Why should Hoboken, small territorial community that it is, bear the brunt of the burden that will result from the removal of the property from the taxation lists if it falls into the ownership of the Port Authority.

Hoboken already suffers heavily from exemption from taxation to the tune of \$25,000,000 of property valuations. How much more of this onerous burden must and can Hoboken stand in order to serve the interests of the entire country is the question being asked.

Between the Shipping Board, the Port Authority and Stevens Institute, and like institutions which consist largely of property in Hoboken exempt from taxation, the city is being placed in a position which will eventually ruin it financially, it is declared.

If the situation is to be saved the Chamber of Commerce and other civic interests must aroused from their lethargy and take drastic action to combat the Port Authority which is insidiously eating into its very vitals, is the solemn warning issued by those who are alarmed at what is taking place.

It is realized that this is not a matter for the city officials alone to be alarmed at, as it affects the entire community, not only Hoboken, but the County and State as well, because what is removed from the Hoboken tax ratables affects the County and State alike.

Since 1918 redress has been sought from Congress for Hoboken, but Senators and Congressmen alike have accomplished nothing to relieve the city of what has been termed "robbery" on the part of the government.

The machinations of the Shipping Board in holding on to the former German piers in Hoboken, their absolute refusal to help the city and the city interests in the matter of granting pier space which they do not now use to the North German Lloyd Shipping Company, is cited as a warning of what is about to follow.

To prevent further injustice to Hoboken drastic action must be taken at once, and strong representations should be made to see that the Shore Railroad property is sold to a taxpayer.

Dispatch Aug 27/24

U. S. Is Urged to Accept Waterfront Bid

SHORE LINE SAYS OFFER MORE THAN VALUATION

\$600,000 is in Excess of Appraisal by \$49,300, Department of War is Told

Washington, Aug. 26.—Recommendations of the board of directors of the Hoboken Manufacturers' Railroad company that the bid of \$600,000 of the Hoboken Land and Improvement company for the purchase of the waterfront property be accepted by the Secretary of War was received today by acting Secretary Dwight Davis.

Secretary Davis said, however, that no action would be taken by him on the bids until Secretary Weeks, who is now spending a vacation in New Hampshire, returns to Washington.

Mr. Davis added that he had not received any word from President Coolidge, to whom Governor Silzer, New Jersey, had protested the sale of the property.

Complied With Terms

The land company's bid was made under terms laid down by the War Department when it advertised the property for sale and which compelled the department either to accept or reject the offers received within 15 days.

The board of directors of the railroad company told Secretary Davis the bid was \$49,300 in excess of value of the waterfront property as appraised by the directors of the corporation; \$69,300 higher than valuation shown in the records of the chief land valuator of the Interstate Commerce Commission for the port of New York district, and \$5 in excess of the book value of the property.

The board also transmitted to the department a proposal of the Port of New York Authority for the purchase of the entire property, comprising both the waterfront and the railroad properties in the sum of \$1,000,000 in thirty year gold bonds of the Port Authority.

No Word to Silzer

Sea Girt, Aug. 28.—It was said at the home of Governor George S. Silzer late today that no word had been received from President Coolidge relative to the sale of the Hoboken Shore railroad since Monday, when Governor Silzer received an acknowledgment of his request that the sale be delayed. Monday's telegram contained no statement beyond the acknowledgment.

Misconceptions concerning the sale of the waterfront property owned by the Hoboken Shore Road, are expected to be cleared up by a statement on the situation which is scheduled to be issued today, by the Hoboken Chamber of Commerce.

A meeting of the board of directors of the Chamber of Commerce, was held yesterday, at which three members, Counselor Douglas Herr, William A. D. Evans, president of the Cooper Hewitt Electric Company, and Walter Schalscha, of the Union Iron Works, were directed to draw up the statement.

Corporation Counsel John J. Fallon yesterday created considerable surprise by stating that the City of Hoboken would like to acquire the property in question and derive revenue from it by renting it for ship berthing purposes.

City Seeks Property.

It was already well known that the city is opposed to the property going to the Port of New York Authority because of the uncertainty of getting taxes from it under such a condition. But nothing had been said before about Hoboken getting this property. The city made no attempt to enter into the bidding.

When asked his opinion of Mr. Fallon's statement, A. W. Coffin, manager of the Hoboken Chamber of Commerce, said that of course he agreed with the city councillor about the necessity of obtaining taxes from the property, and that there seemed to be likelihood the property not being taxed if the Port Authority gets it.

"But it is foolish to talk about renting out the property for the berthing of ships," said Mr. Coffin. "In the first place, it only has a frontage of 190 feet on the river. That is not enough to make it practical for shipping purposes on a large scale. The present pier is not equipped for the docking of ships. If an adequate pier were built, there would be only space for docking on one side. So you see that the proposition is not economically sound."

PRESIDENT SEEKS LIGHT ON THE SALE OF HOBOKEN LAND

Asks War Department for Facts on Proposed Disposition of Shore Property.

BIDS OPENED YESTERDAY

Highest Cash Offer, \$600,000, Made by Hoboken Land and Improvement Company.

LACKAWANNA DOES NOT BID

Port Authority Renews Its Proposal to Pay \$1,000,000 in 4 Per Cent. Bonds.

Special to The New York Times.

PLYMOUTH, Vt., Aug. 26.—President Coolidge today took cognizance of the protest telegraphed to him by Governor Silzer of New Jersey, asking for postponement of the sale of the Hoboken Shore line. He ordered the War Department to send him all the data on the subject and tried to get in touch with Secretary Weeks, who is at his home in Lancaster, N. H.

C. Bascom Slemp, Secretary to the President, said that Mr. Coolidge had not ordered the sale postponed. He thought that the War Department might wait a few days, if possible, before opening bids, until the President had been made acquainted with the facts.

Action Awaits Weeks's Return. Special to The New York Times.

WASHINGTON, Aug. 26.—Dwight F. Davis, Assistant Secretary of War, learned through THE NEW YORK TIMES Bureau tonight that President Coolidge had acted upon the protest of Governor Silzer against the sale of the Hoboken Shore Line and had asked for the facts in the case. No information on the matter had reached the War Department.

It was understood here that the bids were opened in New York, as had been expected, but, of course, this would not interfere with the Presidential action, for what the President evidently desired was that the property be not finally disposed of until he had been advised of the circumstances.

Nothing will be done about the matter until Secretary Weeks returns at the end of this week.

Highest Cash Offer \$600,000.

Only \$600,000 cash was offered by the highest bidder for the waterfront property of the Hoboken Shore Line Railroad, which the Port Authority, Governors Smith of New York and Silzer of New Jersey, the Merchants' Association and a score of leading business organizations and individuals tried to induce Secretary of War John W. Weeks to withdraw from the market, if not permanently, at least for six months. The highest cash bid was made by the Hoboken Land and Improvement Company.

The Port of New York Authority renewed its bid of \$1,000,000, to be paid in its thirty-year 4 per cent. gold bonds. The other bids and bidders were \$575,000 cash by William J. Kohl of 143 Liberty Street, New York City, and \$440,000, 30 per cent. in cash, with balance according to terms of sale, by the Frank Industrial Realty Company of Hoboken.

The Delaware, Lackawanna and Western Railroad Company, which repeatedly has been reported to have offered the War Department \$1,000,000 for the property, did not appear as a bidder, and William H. Truesdale, President of the Lackawanna, declined to say whether or not the company had acted through a dummy. Regarding the reported \$1,000,000 offer by the Lackawanna he did say: "It's all bunk. We have never made any offer at that figure."

Mr. Truesdale then declined to say what figure had been named in the offer of the Lackawanna previously made, but he intimated that \$1,000,000 was a great exaggeration.

According to Mr. Truesdale the Lackawanna had not planned to make an offer for the property until it was practically requested to do so. Mr. Truesdale did not remember who extended the invitation.

"Some man came to see us and asked us to make an offer for the property," he said, referring to a period that antedated the official advertisement of the coming sale of the property. "I don't recall his name, and I don't know whether he was sent by the Secretary of War or not."

The offer of the Hoboken Land and Improvement Company is only 10 per cent. of the estimate of the value of the property made by Governor Silzer last Saturday. Suggesting that the property might figure as "another Teapot Dome," he predicted that if the Government sold it for \$1,000,000 it would have to enter upon a long legal fight or pay probably \$6,000,000 to get possession of it again.

No Decision on Bids Announced.

In an official statement issued yesterday by the Hoboken Manufacturers' Railroad Company, which was in charge of the opening of the bids, occurs the following paragraph:

"After the bids were opened and read to the board by the Chairman, the bidders or their representatives being present, the board went into executive session for the purpose of considering the bids and making recommendation to the Secretary of War relative thereto. Decision as to the acceptance of any bid, or the rejection of any or all bids, will be announced later."

Julian A. Gregory, spokesman of the Port of New York Authority in the negotiations to have Secretary Weeks cancel or postpone the sale of the property, was unwilling to comment on the bids. He only said that members of the Port Authority were surprised that the Lackawanna Railroad was not among the bidders.

SMITH ASKS FOR DELAY IN SALE OF SHOREFRONT

New York Governor Sends Urgent Message to Secretary Weeks.

Albany, N. Y., Aug. 23.—Postponement for six months of the sale by the War Department of waterfront property of the Hoboken Shore Line Railroad was urged by Governor Smith in a telegram to Secretary of War Weeks yesterday. The property, the Governor pointed out, is virtually the only portion of the waterfront not now in private hands. He urged the

matter be postponed until the War Department and Congress further consider the proposal to sell it to the Port of New York Authority. Sale to others would hamper plans for waterfront development, he declared. The telegram says in part:

"There can be no doubt that the shore property was included in all the negotiations with your department and in the Congressional legislation. Nor is there any doubt that it has such strategic importance that once having been held by a public agency, it should continue to be so held, and not allowed to pass into private hands, thus retarding the solution of the terminal and waterfront problems of this port, to say nothing of injuring future defense programs."

"There seems to be no reasonable need for such action, especially as your terms, requiring a cash deposit with a bid, entirely preclude the Port Authority from participating."

"You expressed entire willingness to sell all the property to the Port Authority if Congress would enable you to accept its offer. Congress indicated an evident willingness, and was only prevented from completing its action by the time limit of the session."

N. Y. Times Aug 27/24

Clbs. Aug 23/24

Aug 25/24

World Aug 27/24

PROPERTY NOT PART OF SHORE RAILROAD

Harrison S. Colburn, the expert, whose specialty is analyzing commercial and industrial problems of the Port Authority, in a statement to the Jersey Observer, says the two parcels of property offered for sale are not a part of the Shore Railroad, although held by the Shore Railroad. It is these two parcels and the road that is to be sold, he says, to correct what he regards as a serious mistake. His statement follows:

"A rather serious mistake, or a distortion of facts, in the matter of the two parcels of property in Hoboken, has led Governor Smith to appeal, unnecessarily, to Secretary of War Weeks to stop the sale of the Shore Railroad property in Hoboken."

"As the Hoboken Shore Railroad is a part of the Port Authority in connection with the proposed Belt Line No. 13, its sale would naturally excite interest to a considerable extent, and the business public at large."

The Hoboken Shore Railroad is to be sold next Tuesday, August 26.

Two parcels of property in Hoboken that have nothing to do with the actual railway property are to be sold. One parcel is 190 feet in width, and runs 1,270 feet from Hudson street, Hoboken, to the pierhead line in the Hudson River. The second parcel is a triangle, containing about 25,000 square feet of

land near Hudson and Eleventh streets, with no waterfront.

"It is difficult to see how these two pieces of property are necessary to the operation of the railroad, and even a cursory examination of the physical property will give ample evidence of this statement."

"Prior to 1917 these two pieces of property were owned by the same people who owned the stock of the railroad company, but were not used in the general operation of the railroad. When the War Department decided that it was necessary to buy the stock of the railroad company, the owners insisted that their real estate holdings also be taken over. Since the War Department has been operating the railroad, the property which it is proposed to sell has not been found to be essential in the operation of the railroad. The sale of this property will in no way interfere with the operation of Belt Line No. 13."

"Any purchaser of this property would find it impracticable to construct thereon a modern steamship terminal, because of insufficient width."

"The Hoboken Manufacturers' Railroad has heretofore found it desirable to sell some of its other real estate holdings not needed in the operation of the railroad, and the sale of the property in question is in line with its policy to dispose of surplus property."

"This explanation is made through my familiarity with the facts, and for no other purpose than to straighten out facts that have been badly distorted, which distortion has not alone misled Governor Smith, but has also apparently misled the public at large."

COOLIDGE TO ACT ON HOBOKEN SALE

President Asks War Department for Data on Waterfront Railroad Property.

Special Despatch to The World
PLYMOUTH, Vt., Aug. 25.—President Coolidge has directed the War Department to supply him with the facts concerning the proposed sale of the Hoboken Shore Line Railroad property, upon which bids requested by Secretary Weeks were to be closed to-day.

The action of the President indicates that no sale will be consummated, regardless of the bidding, unless he is satisfied with Secretary Weeks's action. George S. Silzer of New Jersey telegraphed President Coolidge Saturday protesting against the closing of bids and referring to the proposed sale as "another Teapot Dome."

Following receipt of protests President Coolidge attempted to get into communication by telephone with Secretary Weeks, who is at his summer home near Lancaster, N. H. It is not known whether Mr. Coolidge talked with his War Secretary.

\$600,000 Cash Is Bid for Hoboken Railroad Property.

Three bids were opened yesterday by the Board of Directors of the Hoboken Manufacturers' Railroad Company for the waterfront property which Secretary Weeks has been urged by several civic organizations to reserve for the Port Authority.

The bids received were \$575,000 cash from William J. Kohl, No. 143 Liberty Street; \$600,000 cash from the Hoboken Land and Improvement Company, No. 1 Newark Street, Hoboken, and \$440,000, of which 30 per cent. was in cash and balance, according to the terms of the sale, from the Frank Industrial Realty Company, Kislake Building, Hoboken, N. J.

The waterfront property, taken by the War Department during the war, has been desired for some time by the Port Authority. A bill providing for the transfer of the land passed the Senate in the last session of Congress, but was not considered in the House. Secretary Weeks has been asked not to act on the recommendation of the owners until both the Senate and the House have acted on the bill.

An offer of \$1,000,000 in thirty year gold bonds for the capital stock, the leasehold and property of the Hoboken Manufacturers' Railroad Company, which includes the waterfront property, but not the back lots, was made yesterday by the Port Authority. This offer had been previously made to the Secretary of War.

Dispatch Aug 25/24

COOLIDGE TO ACT ON SALE OF HOBOKEN LAND

Decision on Yesterday's Bids Before President Makes Investigation.

Hope that Hoboken's Shore Line property, which the Port Authority wants to preserve for the public, in connection with connecting railroad belt line plans might yet be saved revived today when it was announced that President Coolidge had decided to act. The President, it is, has been stirred up by Gov. Silzer's telegram warning the President to shut the door against another "Teapot Dome."

President Coolidge, in Plymouth, Vt., taken cognizance of the protest telegraphed to him by Governor Silzer last Saturday had asked for postponement of the sale of the Hoboken line. He ordered the War Department to send him all the data on the subject and tried to get in touch with Secretary Weeks, who is at his summer home near Lancaster, N. H.

Bascom Slemp, secretary to the President, said that Mr. Coolidge had ordered the sale postponed, but he will certainly be no action on bids received yesterday until the President shall have had full opportunity to hear the protests from all sides.

In case the President permits the sale of the Hoboken Shore Line property to private interests, such sale will be made an issue in the Democratic campaign in New Jersey, according to the plan of Mayor Hague and Democratic leaders.

Dwight F. Davis, Assistant Secretary of War, in Washington today said that while bids had been opened in Hoboken yesterday, as had been expected, this would not interfere with the Presidential action, for what the President evidently desired was that the property be not finally disposed of until he had been advised of the circumstances.

Nothing will be done about the matter until Secretary Weeks returns to Washington at the end of this week.

Only \$600,000 cash was offered by the highest bidder for the waterfront property of the Hoboken Shore Line Railroad, which the Port Authority, Governors Smith of New York and Silzer of New Jersey, the Merchants' Association and a score of leading business organizations and individuals tried to induce Secretary of War John W. Weeks to withdraw from the market, if not permanently, at least for six months. The highest cash bid was made by the Hoboken Land and Improvement Company.

The Port of New York Authority renewed its bid of \$1,000,000, to be paid in its thirty-year 4 per cent. gold bonds. The other bids and bidders were \$575,000 cash by William J. Kohl of 143 Liberty Street, New York City, and \$440,000, 30 per cent. in cash, with balance according to terms of sale, by the Frank Industrial Realty Company of Hoboken.

The Delaware, Lackawanna and Western Railroad Company which repeatedly had been reported to have offered the War Department \$1,000,000 for the property, did not appear as a bidder, and William H. Truesdale, President of the Lackawanna, declined today to say whether or not the company had acted through a dummy. Regarding the reported \$1,000,000 offer by the Lackawanna he did say:

"It's all bunk. We have never made any offer at that figure."

Silzer Tells Coolidge Sale of Shore Line Like Teapot Dome

President Asked to Cancel Sale Ordered by Secretary Weeks For Tomorrow

Special to The Hudson Dispatch.
Sea Girt, Aug. 24.—"We do not want another Teapot Dome," Governor Silzer told President Coolidge in a telegram yesterday sent to the President at Plymouth, Vt., requesting the National Executive to overrule the decision of Secretary of War Weeks ordering sale of property owned by the Hoboken Shore Line Railroad in Hoboken.

Attention is called by Governor Silzer to the fact that the railroads have already acquired more of the waterfront along the Hudson river than they should ever have been allowed to, while the State and its municipalities are suffering from lack of shore facilities. The Governor is anxious that the Port of New York Authority shall secure possession of the Hoboken Shore Line as part of the Bi-State development plans laid out.

Rights of the public, the Governor told the President, are paramount to those of the railroads. He says, also, the Federal Government, which, with New Jersey and New York, helped constitute the Port Authority, should co-operate with the States instead of hampering them.

The Governor also notes that the policy of the Federal Government has been exercised detrimentally against the city of Hoboken by keeping valuable property out of the tax ratables.

Governor's Message
The telegram of Governor Silzer was as follows:

"My dear Mr. President:
I desire to appeal to you from the decision of the Secretary of War, by whose action, directing the sale of part of the property of the Hoboken Shore Line Railroad, the States of New York and New Jersey will be deprived of proper port development. For a number of years the city of Hoboken has been deprived of its share of taxes by the action of the War Department in holding this property."

"Now the property is, under the order of the Secretary of War, to be sold and so turned over to the railroads, notwithstanding that it would be possible to co-operate with the two sovereign States through the Port of New York Authority and thus aid in the development of the Port of New York and restore the property to the tax ratables."

Public Interest Paramount
"In our State we cannot see why the public interest should be made secondary to the railroad interest."

"We believe that the public rights paramount to those of the railroads, that the time has come when railroad monopoly of our terminals and waterfront should cease."

"We believe that the National Government should co-operate with the other departments of government and especially one created by the Congress itself."

"Since all appeals to the Secretary of War have been unavailing I am now appealing to you on behalf of the citizens of New Jersey to save our waterfront from further railroad monopolization."

"We do not want another Teapot Dome."

"Very truly yours,
GEORGE S. SILZER,
Governor."

In a talk today, Governor Silzer accentuated the point that any waterfront property now available for public use should not be allowed to pass into possession of private corporations.

Sale Is of Two Parcels

The sale against which Governor Silzer protests has been set by Secretary Weeks for next Tuesday. The property affected consists of two parcels. One is a strip 100 feet wide running from the pierhead line about 1,300 feet inland; the other is a triangular plot near Hudson and Eleventh street, Hoboken.

The Port of New York Authority regards the former parcel especially as of importance in connection with the development of its proposed belt line, No. 13, by which all roads between Bayonne and Hoboken would have an expeditious means of freight. The reason for Secretary Weeks for ordering the retention of the property to the Federal Government is to keep it out of the hands of the property owners.

Aug 19/24

COOLIDGE TO STOP SALE OF WATERFRONT

The City Club, of New York, in a letter to Secretary of War Weeks, astonished that that Cabinet official should take any steps to protect the City of Hoboken against the acquisition of property by the Port of New York Authority. That, in so many words, is the purport of a letter this New York organization sent with Secretary Weeks, asking his decision not to interfere with the sale of property advertised by the Hoboken Manufacturers' Railroad Company to the Milwaukee

cover that the proposed terms of sale have been so framed as to prevent the Port Authority from even putting in a bid. It has been made a condition that each bid be accompanied by a large cash deposit, whereas, as you know, the proposal of the Port Authority never contemplated a cash purchase.

"The property in question, though not extensive, is a public resource of great importance. Even though it may now be costing the Government something to hold it, as often has been the case with public resources, its deliberate transfer to private interests would be subject to just condemnation."

"We, therefore, respectfully urge that the sale of the waterfront property of the Hoboken Shore Line Railroad, advertised to take place on August 26th, be either canceled or postponed for six months, pending consideration by Congress of the vital policies involved."

Aug 14/24

Obs Aug 28/24

Backs Hoboken as Against Port Authority

or Makes Known Opposition to Sale of Taxable
Property Unless Agreement Protecting the
City Is First Entered Into.

Senator Walter E. Edge is strongly opposed to the Port of New York Authority gaining possession of the land owned by the Hoboken Manufacturers' Railroad Company in Hoboken on the waterfront which has been advertised for sale by the Secretary of War.

John Ferguson, Republican leader in Hoboken, who has expressed his opposition to the operations of the Shipping Board in the policy which has been pursued with the piers in Hoboken to the detriment of city business, wrote the Senator urging him to present the Hoboken situation to the Secretary of War at the time the Port Authority tried to buy up the sale of the land on the waterfront which had been advertised.

It has been pointed out that if the Port Authority gain possession of the property and avoid paying taxes to the city it would be a financial blow to Hoboken which it might not be able to bear, and would probably mean the loss of all residential property in the city.

These facts were placed before the Secretary of War by the Senator and at the same time C. A. Ruman, assistant secretary of the Port Authority, sought to gain the confidence of Senator Edge in the matter.

In his reply to Ruman Senator Edge pointed out that the city of Hoboken has been hard hit for

Slomp Hints President May Refuse Shore Bids

Matter May Come Up at Tomorrow's Cabinet Meeting—Executive Evidently Impressed With Protests Against Acceptance.

Plymouth, Vt., Aug. 28.—President Coolidge will not permit the War Department to carry out the projected sale of the Hoboken Shore Line Railroad property, which is objected to by Governors Silzer and Smith, until he has gone into the dispute on his return to Washington.

C. Bascom Slomp, secretary to the President, said yesterday that the bids, while opened, would not be acted upon at once. If the President finds that the protests are justified, and the sale of the property would injure the port project, indications are that the Government will not accept the bids, the highest of which was for \$600,000, or about \$400,000 less than the offer of the New York Port Authority.

The President has received no information about his request for facts in the Shore Line case. The request was sent to Washington as well as to Secretary Weeks at his home in Lancaster, N. H. Attempts to get in touch with Mr. Weeks over the telephone brought the information that he had started for Washington and would be there for the Cabinet meeting on Friday, at which the matter is likely to be taken up.

Obs Sept 2/24

"SHOW ME," SAYS WEEKS ANSWERING PORT AUTHORITY

Invited to Washington to Explain Needs—Would Protect Hoboken.

Special Dispatch to Jersey Observer, Jersey Observer Bureau, Washington, Sept. 2.

Secretary of War Weeks will send for officials of the Port of New York Authority early this week, he stated today, and invite them to show that the possession of the waterfront property in Hoboken Shore Line Railroad, and for which bids were received last Tuesday, is essential for the development of the Port of New York Authority plan.

He does not believe that it is or that the sale of the property to a private concern would appreciably interfere with the development of the Port of New York in a manner to injure the general public, Secretary Weeks quite frankly stated in an interview.

Secretary Weeks does not relish the idea of turning the waterfront owned by the Hoboken Shore Railroad over to the Port of New York Authority for about \$750,000 in bonds, on which the payment of the interest is doubtful when he

can sell the property to a private concern for \$300,000 cash, according to the rejected bill.

"I don't believe the Port of New York Authority really needs this waterfront property, and I have told them so before at the several conferences we have had," said Secretary Weeks when questioned.

The Port of New York Authority, wants me to give their bonds for the property, and I don't believe they can pay the interest even on the bonds. They talk of getting an appropriation from New Jersey and New York to pay off the bonds, but so far they have failed to show me ability to even pay the interest on the bonds."

When asked about a protest the Shipping Board has made against the sale of this property to anyone except the board, Secretary Weeks said: "Oh, the Shipping Board just wants to get hold of everything close to the water, but I don't believe they could use it if they had it."

"The Shipping Board has a habit of putting in a bid for everything close to the water," he said. "They act just like they were going to be in business forever. I doubt if the board will be in operation for very long."

Secretary Weeks viewed as an objection to giving the Port of New York Authority possession of the Hoboken waterfront property the possibility that the City of Hoboken may be deprived of taxes from this property.

"Since the war the City of Hoboken claims it has been deprived of large city revenues through government owning a considerable portion of the property in the limits, and being absolved from taxation," said Secretary Weeks.

The Port of New York Authority gets possession of this waterfront property the city of Hoboken not get taxes from it."

Obs Oct 3/24

PORT SHORE LINE TO OPERATE SOON

Correspondence between Julius Henry Cohen, counsel for the Port Authority, and Robert J. Carey, chairman of the committee of counsel for the trunk line railroads, regarding the progress made for the opening of Belt Line 13, was made public by DeWitt Van Buskirk, chairman of the Port of New York Authority yesterday. The line extends from Bayonne to Edgewater, on the New Jersey side of the Hudson.

The correspondence pointed out that the railroads are carrying out in good faith their agreement with the Port Authority, and that this line will be put into operation as soon as possible. This work, Mr. Van Buskirk said, is being carried on by the railroads and not by the Port Authority.

DS OPENED TODAY FOR HOBOKEN LAND

Department Is Offering
Water Front Property Because Lessee Failed.

RAILROAD NOT INCLUDED.

What Is Being Held at Loss for
Port Authority.

From The World's Bureau
Special Despatch to The World

WASHINGTON, Aug. 25.—Bids for the sale of the water front property owned by the War Department at Hoboken will be opened to-morrow. The Hoboken Shore Line Railroad is not included. The bids will be transmitted to Secretary of War Weeks, who will determine whether any of them are adequate.

Dwight F. Davis, Assistant and Acting Secretary of War, pointed out that from published reports there seems to be some misapprehension as to the property advertised for sale on which bids will be opened to-morrow. "The War Department has three different properties in Hoboken," he said. "First are what are called the back lands, some vacant property not necessary for the operation of the

Hoboken Shore Line Railroad. A good deal of this has already been sold and we are selling it off as we receive adequate offers.

"Second is the water-front property, a strip about 190 feet wide, which could be operated with the railroad but which has been under separate lease.

"The present sale includes only the waterfront property. The railroad itself is not involved. The railroad has been held and will continue to be held by the War Department, although at a loss, in order to enable the Port Authority to work out some scheme by which it can acquire the property.

"Primarily the waterfront property was offered because the lessee has failed and it would cost the Government probably \$40,000 to \$50,000 annually to let it stand vacant. Before determining to sell the waterfront property the War Department consulted with disinterested experts who advised that they do not consider this property essential to the Port Authority plans. Therefore, as there is no military use for the waterfront property, the Secretary of War is responsible for its disposition and feels that it should be sold in the interest of all the taxpayers."

Considerable interest was shown in a published statement credited to Gov. Silzer of New Jersey to the effect that the War Department contemplates selling to private parties for \$1,000,000 property that is worth \$6,000,000.

It was recalled that the Lackawanna Railroad has offered \$1,000,000 for the railroad, and that the Port Authority has offered precisely the same amount in Port Authority bonds, drawing interest at the rate of 4 per cent. Liberty bonds drawing 4 1/2 per cent. paid for the railroad, and if the Port Authority offer were accepted the taxpayers would continue to pay 1-4 per cent. interest over and above that paid by the Port Authority.

Secretary Weeks does not consider the Port Authority offer adequate.

Aug 7/24

Port Authority Opposes Sale of Rail Property

Delegation in Washington Today Urges Secretary Weeks to Call Off Proposed Disposition of Hoboken River Front Land.

Strong opposition to the proposed sale of river-front property owned by the Hoboken Manufacturers' Railroad Company in Hoboken, for which specifications have been printed and sealed proposals called for by August 26, has developed from the Port of New York Authority, it was learned yesterday.

The Commissioners of the Port Authority have made arrangements to call upon Secretary of War Weeks urging him to withdraw the advertisement for the sale. Julian A. Gregory, a member of the Commission, Consulting Engineer General George W. Goethals, and Julius Cohen, counsel for the Port Authority, will take the matter up with the Secretary of War today.

Although the land of the Manufacturers' Railroad Company, the stock of which is owned by the Government, is not necessary to the operation of the Shore Road, which the Port Authority intends to take over in connection with Belt Line No. 13, the claim is made by that body that it is needed in connection with their general plan.

At the last session of Congress a bill was passed by the Senate, but held up in the House, which would have authorized the Secretary of War to dispose of the Manufacturers' Railroad property to the Port Authority, the government to accept the bonds or that organization for the purchase. It developed during the hearings that the Lackawanna Railroad Company had offered \$1,000,000 cash for the Shore Road and property.

It will be the claim of the Port Authority officials to Secretary Weeks today that the retention of the property and its sale to the Port Authority is essential to prevent further monopolization of the waterfront in Hoboken by competitive carriers.

Dispatch Aug 12

PORT AUTHORITY TO SUBMIT BID ON WATERFRONT

Gregory Fears Blow to Port if Railroads Acquire All Rights in District

Secretary of War Weeks has refused the request of the Port of New York Authority to cancel the proposed sale of the waterfront property in Hoboken, belonging to the Hoboken Shore Line Railroad, set for August 26, and will go through with the consideration of sealed bids for the property to be submitted on that date.

The request that the waterfront property be withdrawn from sale by sealed bids on August 26, as extensively advertised in the newspapers, was made to Secretary of War Weeks by Julian A. Gregory, commissioner of the Port of New York Authority, and General George Goethals, who called at the War Department and held a long conference with Mr. Weeks.

The conference followed an exchange of letters in which the Port Authority urged that the proposed sale be called off and Secretary Weeks declined to follow the suggestion.

The War Secretary gave Commissioner Gregory and General Goethals assurance at the conference, however, that he will personally consider the bids submitted and in making an award will keep carefully in mind the public interests to be served by the Port Authority as contrasted with the interests of private bidders.

Now that the plan for making the sale through sealed bids is definitely to go through, the Port of New York Authority will submit a bid. It will likely also submit a brief with its bid, setting forth its reasons for believing that it should be awarded the property, even though its bid be lower than that of some private bidder.

Following the interview he and General Goethals had with Secretary Weeks, Commissioner Gregory said:

Official Statement

"The Secretary of War refused to comply with the request of the Port of New York Authority to withdraw from sale, for which bids are to be opened August 26, the waterfront property in Hoboken, belonging to the Hoboken Shore Line Railroad.

"The representatives of the Port Authority gained the impression, however, that the Secretary of War will consider the bids in person and that the interests of the general public of New York and New Jersey represented by the Port Authority will be carefully protected in the disposition of the property.

"The Port Authority is fearful, however, that if the railroads on the New Jersey side of the North River carry out their policy of acquiring all of the waterfront property available, the result will be that more of it will get into the hands of the railroads, contrary to the interests of the Port District.

"In that event the Port Authority will receive a blow which will tend to deter it for some time to come in effectuating the purposes for which it was created.

"In the opinion of the Port Authority, this is more than a local question and affects the interests of the country at large. As we approach Preparedness Day, we should not lose sight of the fact in connection with this railroad that the government took over the piers of the Hamburg-American and North German Lloyd lines during the war and, subsequently, for their service, found it necessary to take the Hoboken Shore Line Railroad, which includes this neighborhood waterfront property.

Shipping Board Opposed

"The government has precluded the sale of the piers, and the railroad should be conserved as a necessary adjunct to the piers for national purposes. The strip of land in question is necessary for the service of the Hoboken Shore Line Railroad. The Shipping Board has declared that the sale of this road to other than public interests would cripple the service that the government piers should have."

More than a year ago the Port of New York Authority opened negotiations with the War Department for the purchase of the Hoboken Shore Line Railroad property, including the waterfront, offering about \$1,000,000 in bonds. About the same time the Delaware & Lackawanna Railroad made an offer of about \$1,000,000 in cash for the property. Secretary Weeks hesitated about taking the bonds, but recognizing that the public interest would be served if the property would be turned over to the Port of New York Authority, declined to sell the property to the Lackawanna.

Dispatch Aug 27/24

3 BIDS RECEIVED ON WATERFRONT GO TO CAPITAL

Hoboken Land & Improvement Co. Highest With Six Hundred Thousand Dollar Offer

Three bids received for the sale of the waterfront property owned by the Hoboken Shore road, were sent to Washington last evening, by Captain Charles D. O'Neal, manager and vice-president of the road, to await the decision of Secretary of War Weeks. He has fifteen days in which to make an award.

If the property is sold to the highest bidder according to the plans already outlined, the property will go to the Hoboken Land & Improvement Company for \$600,000. This company, which is one of the grand old institutions of Hoboken, already owns the property directly to the waterfront of the property in question. The next highest bidder is William H. O'Neil, of 143 Liberty street, New York, who offers \$575,000 cash.

The third and lowest bidder is the Industrial Realty company, of 100,000, with 30 per cent in cash and the balance according to terms of sale. The head of this company is Henry Frank, Jr., a former resident of Hoboken. The company has already received considerable other property on the Shore Road, in the heart of Hoboken.

Sale Is Opposed

Secretary of War Weeks will return to Washington in about a week, and is expected to at once take up the problems confronting him. The Port of New York Authority is bringing all the pressure to bear it possibly can, to prevent the sale of the property to a private concern, and has enlisted the services of Governor Al Smith and Governor Silzer in its behalf.

In announcing the character of the bids received yesterday, Captain O'Neal made the following explanatory statement to The Hudson Dispatch:

"With the bids there were submitted certified checks for ten per cent of the amount offered, as provided in the terms of sale.

"In addition to the above bids, a letter and proposal from the Port of New York Authority was submitted by direction of the Commissioners in place of a proposal for the purchase of the waterfront property owned by the Hoboken Manufacturers' Railroad Company in accordance with its circular dated July 19, 1924. The proposal of the Port of New York Authority was a reiteration of their previous offer to the Secretary of War, which is summarized as follows:

"For the capital stock, the leasehold and property of the Hoboken Manufacturers' Railroad Company, which includes the waterfront property, the railroad leasehold and all equipment, but not including the back lots, the sum of \$1,000,000 in 50-year gold bonds of the Port Authority bearing 4 per cent interest; at the time of transfer, bonds of the same description for the amount of the inventory; and for cash on hand at the date of transfer, bonds of the same description in such principal amount as at 4 per cent interest would be the equivalent of 4 1/2 per cent."

"After the bids were opened and read to the Board by the chairman, the bidders or their representatives being present, the Board went into executive session for the purpose of considering the bids and making recommendation to the Secretary of War relative thereto. Decision as to the acceptance of any bid, or the rejection of any or all bids, will be announced later."

Obs Aug 26/24

Open Bids Here for Shore Front Property

Bids Will Be Sent to Washington After Directors Consider Offers Here—Board Meets in O'Neill's Office.

BULLETIN

The following bids were opened:

Wm. J. Kohl, 143 Liberty street, New York City, \$575,000 cash.

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Washington, Aug. 26.—Although the protests made by Governor Silzer of New Jersey and the Citizens Union were addressed to President Coolidge, nothing was received at the War Department from Plymouth that would tend to prevent the opening of the bids from proceeding as expected. Secretary Weeks is only about 100 to 125 miles away from Plymouth at the present time, and, if the protests are successful, the sale will be postponed.

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Shore R. R. Action

GOVERNOR DEMANDS HARMONY TO INSURE TAXES FOR HOBOKEN

Directs Port Authority, City and Chamber of Commerce to Get Together With Object of Securing Action by Congress to Enable Port Authority to Acquire Property in Federal Possession

OPPOSING COUNSEL IN LIVELY DISPUTATION

Trenton, Nov. 20.—At the suggestion of Governor Silzer, after a conference of about two hours in the executive office here today, representatives of the city of Hoboken, of the Chamber of Commerce there and of the Port of New York Authority will have one or more meetings to agree upon the text of an amendment which should be incorporated in one of the bills pending in Congress to enable Hoboken payment of taxes on valuable property that may be taken over by the Port Authority, or to be sold for the taxes.

His statement he had prepared Governor expressed in strong terms his recognition of the injustice which Hoboken has suffered through seizure of property by the Federal government in the war period. Prior to that time the property had yielded tax returns on a valuation of several millions of dollars.

Wants Action in Congress. The Governor was insistent that interested parties should get together as soon as possible, so that action could be pushed in Washington as soon as Congress meet. He emphasized that the city and the State are at present confronted with the possibility that the government holdings may pass into private hands, whereas, in his opinion, it should go to the Port Authority for public uses.

If the property were owned by the Port Authority, the Governor feels, it could not be taxed because it is a governmental agency. At the same time he wants Hoboken to receive taxes or other compensation. His plan is to have Congress enact a measure which would leave the subject of taxation to New York and Jersey to deal with. He believes the two States will do justice to the property.

Statement Governor Silzer to the failure of the last Congress to pass a bill to authorize the Port Authority to convey the property to the Port Authority in exchange for Port Authority bonds.

Crux in Taxing Situation. A bill failed, declared the executive, because it was impossible to reach an agreement upon the question of taxing the property. Explaining the situation in his statement the Governor said:

"We must see that a policy is devised upon which will produce the best results for the State at large. It is equally our duty to see that Hoboken is dealt with justly. The city has already suffered at the hands of the nation—first by reason of its keeping its control property taken during the war, and upon which it paid no taxes.

The Port Authority has for its development of the Port of New York—a port bordering on the Hudson. Such development will bring great and lasting advantage to these States as well as to the Federal government.

Destroy Port Authority. The three agencies exercised the power of taxation and as a result it is quite probable the Port Authority would soon cease to exist and be compelled to go out of business.

Various taxing authorities compete with each other in getting the most they could out of the property.

"Primarily, therefore, it would seem to be clear that the Port Authority was to be free from taxation and other similar burdens, and not subject to destruction or impairment by any governmental agency. The commissioners could not waive any of these rights if they cared to and any change in our statutes would have to come by joint consent of the three interested parties.

Hoboken Situation Unusual. "We are confronted with an unusual situation in the case of Hoboken, and it is our duty to see that Hoboken is helped.

"The taking of valuable property by the government out of the ratables deprives the city of a large amount of revenue, as a result of which an undue burden is laid upon the remaining taxpayers.

"Those taxpayers feel that it is not fair to them to continue this burden and that something should be done. The Port Authority has offered to buy a part of the property now in the hands of the government and to pay for it by the issue of Port Authority bonds.

Action Up to Congress. "It seems to me we ought to be able to reach a fair and equitable conclusion without impairing power or usefulness of the Port Authority. In framing the legislation at Washington there is no reason to deal with anything but Hoboken.

"There is no reason to open the door on the question of taxation or to permit questions to be raised which will have general application to the work of the Port Authority. This may destroy the entire project."

Wants Taxes Paid Equitably. Albert C. Wall, of Jersey City, and Captain Hally Hatcher, of Hoboken, were at the conference representing the Hoboken Land and Improvement Company, while A. W. Coffin, secretary of the Hoboken Chamber of Commerce, represented that body. None of these were in entire sympathy with the position of the Governor.

Mr. Wall would not admit, as a lawyer, that it was assured the Port Authority was exempt from taxation and he insisted that organization should be required to pay taxes the same as any other property owner in the city. Mr. Wall said he took this position because the property of his client represented about 15 per cent of the ratables in Hoboken.

Mr. Coffin stated that the theory assumed to apply to the Port Authority was that it would operate to reduce charges on freighting property but that the charges would be put on the users of the property.

He recalled that when the Port Authority took first steps to operate, it had said it would pay taxes and that statement was construed to mean the taxes would be the same as those of other property owners.

Wall Resents Propaganda. Mr. Wall pointed out that when it was learned the Port Authority proposed to pay taxes in a manner different from other taxpayers, the latter were naturally timid about the compromise plan. He took occasion also to resent propaganda that the Hoboken Land and Improvement Company, in bidding for the Shore Railroad property recently, was acting for the Lackawanna Railroad.

"It is false and they know it," Mr. Wall declared, referring to the Port Authority, which was represented by Julian A. Gregory, its new chairman, and S. Neilson Rice, of this State; Otto B. Schulhof, of New York, and Julius H. Cohen, counsel for the Port Authority.

"You are a private agency, interested in acquiring the property?" inquired Mr. Cohen of Mr. Wall.

"My clients want the property for themselves. They're in business, of course," Mr. Wall replied.

"And if this bill doesn't go through you'll get the property," commented Mr. Cohen.

The H. L. & I. Company was the high bidder, at \$600,000, when the Secretary of War received proposals for the railroad property. Mr. Wall admitted it was a matter of record and Mr. Cohen declared the company was interested in the property.

Most Interested in Taxes. Mr. Wall retorted his client was far more interested in the question of taxation by the Port Authority than in Hoboken. He and Mr. Coffin recalled that the company was rejected by the Secretary of War and the company's deposit was returned so that it had no preferential standing at the present time especially as the Secretary of War said that if Congress did not act new bids would be solicited.

Mr. Coffin pointed out the possibility that if the property was to go to any corporation or body that is exempt from taxation, Hoboken might be interested in acquiring it for municipal purposes.

Might Claim Condemnation Power. Mr. Cohen said that if all the other side wanted was assurance of willingness to provide compensation for taxes, he could offer the same assurance that had been given before. He also gave warning that if tax imposts were to be laid on the Port Authority there was also the possibility the Port Authority might obtain the right of condemnation, a power it does not now possess.

Governor Silzer frequently had occasion to require the speakers to stick to the point he wanted action, that of securing legislation by Congress, something which was needed immediately if the sale of the property to private interests was to be prevented.

If private interests should secure it, the only effect he saw would be to add to the cost of the property when the Port Authority took it later, as it would have to do.

Concluding the subject, the Governor directed the interests affected to get together with the object of avoiding any official dissent when the matter was submitted to Congress.

Dispatch Nov 21/29

CALLS SHORE RAILROAD CONFERENCE TO AID HOBOKEN.

Governor Silzer has called a conference for today at the State House to discuss the proposed purchase by the Port Authority of the Shore Railroad Line in Hoboken. The purpose of the conference is to reach a decision that will protect the right of the city of Hoboken to tax valuable property. The Governor realizes the city has suffered severely from the exemptions from taxation of the pier property taken over by the Federal Government and the taking over of the Shore Railroad would impose another hardship, as it is declared the property now taxable would be exempt if the railroad property passed into the control of the Port Authority.

The Governor desires that Hoboken should receive some benefit from the loss of taxes. The Port Authority will be represented and the Hoboken officials will be present, and the Chamber of Commerce has been invited to send representatives. The Chambers of Commerce of Bayonne and Jersey City have also been requested to send delegations, as the bridge across the Kill von Kull may enter into the discussion, as the erection of the bridge is planned by the Port Authority. The people of Hoboken appreciate the interest of the Governor in their welfare and hope some plan will be devised to insure some tax benefit to Hoboken if the road is passed to the Port Authority.

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In a statement he had prepared Governor Silzer expressed in strong terms his recognition of the injustice which Hoboken has suffered through seizure of property by the Federal government in the war period. Prior to that time the property had yielded tax returns on a valuation of several millions of dollars.

Wants Action in Congress. The Governor was insistent that interested parties should get together as soon as possible, so that action could be pushed in Washington as soon as Congress meets. He emphasized that the city and the State are at present confronted with the possibility that the government holdings may pass into private hands, whereas, in his opinion, it should go to the Port Authority for public uses.

If the property were owned by the Port Authority, the Governor feels, it could not be taxed because it is a governmental agency. At the same time he wants Hoboken to receive taxes or other compensation. His plan is to have Congress enact a measure which would leave the question of taxation to New York and Jersey to deal with. He believes the two States will do justice to the city.

In a statement Governor Silzer referred to the failure of the last Congress to pass a bill to authorize the Port Authority to convey the property of the Port Authority in exchange for Port Authority bonds.

Crux in Taxing Situation. The bill failed, declared the executive, because it was impossible to reach an agreement upon the question of taxing the property. Explaining the situation in his statement, the Governor said:

"We must see that a policy is devised upon which will produce the best results for the State at large. It is equally our duty to see that Hoboken is dealt with justly. The city has already suffered at the hands of the national government by reason of its keeping its control property taken during the war, and upon which it has paid no taxes.

The Port Authority has for its purpose the development of the Port of New York—a port bordering on the Hudson River. Such development will bring great and lasting advantage to these States as well as to the Federal Government.

Destroy Port Authority. The three agencies exercised the power of taxation and assessment. It is quite probable the Port Authority would soon cease to exist and be compelled to go out of business.

Various taxing authorities compete with each other in getting the most they could out of the property.

"Primarily, therefore, it would seem to be clear that the Port Authority was to be free from taxation and other similar burdens, and not subject to destruction or impairment by any governmental agency. The commissioners could not waive any of these rights if they cared to and any change in our statutes would have to come by joint consent of the three interested parties.

Hoboken Situation Unusual. "We are confronted with an unusual situation in the case of Hoboken, and it is our duty to see that Hoboken is helped.

"The taking of valuable property by the government out of the ratables deprives the city of a large amount of revenue, as a result of which an undue burden is laid upon the remaining taxpayers.

"Those taxpayers feel that it is not fair to them to continue this burden and that something should be done. The Port Authority has offered to buy a part of the property now in the hands of the government and to pay for it by the issue of Port Authority bonds.

Action Up to Congress. "It seems to me we ought to be able to reach a fair and equitable conclusion without impairing power or usefulness of the Port Authority. In framing the legislation at Washington there is no reason to deal with anything but Hoboken.

"There is no reason to open the door on the question of taxation or to permit questions to be raised which will have general application to the work of the Port Authority. This may destroy the entire project."

Wants Taxes Paid Equitably. Albert C. Wall, of Jersey City, and Captain Hally Hatcher, of Hoboken, were at the conference representing the Hoboken Land and Improvement Company, while A. W. Coffin, secretary of the Hoboken Chamber of Commerce, represented that body. None of these were in entire sympathy with the position of the Governor.

Mr. Wall would not admit, as a lawyer, that it was assured the Port Authority was exempt from taxation and he insisted that organization should be required to pay taxes the same as any other property owner in the city. Mr. Wall said he took this position because the property of his client represented about 15 per cent of the ratables in Hoboken.

Mr. Coffin stated that the theory assumed to apply to the Port Authority was that it would operate to reduce charges on freighting and that the charges would be put on the users of facilities on the Hoboken tax.

He recalled that when the Port Authority took first steps to operate, it had said it would pay taxes and that statement was construed to mean the taxes would be the same as those of other property owners.

Wall Resents Propaganda.

Mr. Wall pointed out that when it was learned the Port Authority proposed to pay taxes in a manner different from other taxpayers, the latter were naturally timid about the compromise plan. He took occasion also to resent propaganda that the Hoboken Land and Improvement Company, in bidding for the Shore Railroad property recently, was acting for the Lackawanna Railroad.

"It is false and they know it," Mr. Wall declared, referring to the Port Authority, which was represented by Julian A. Gregory, its new chairman, and S. Neilson Rice, of this State; Otto B. Shulhof, of New York, and Julius H. Cohen, counsel for the Port Authority.

"You are a private agency, interested in acquiring the property?" inquired Mr. Cohen of Mr. Wall.

"My clients want the property for themselves. They're in business, of course," Mr. Wall replied.

"And if this bill doesn't go through you'll get the property," commented Mr. Cohen.

The H. L. & I. Company was the high bidder, at \$600,000, when the Secretary of War received proposals for the railroad property. Mr. Wall admitted as a matter of record that the company declared the property was not interested in it.

Most Interested in Taxes. Mr. Wall retorted his client was far more interested in the question of taxation by the city than the city was. He and Mr. Coffin recalled that the company was rejected by the Secretary of War and the company's deposit was returned so that it had no preferential standing at the present time especially as the Secretary of War said that if Congress did not act new bids would be solicited.

Mr. Coffin pointed out the possibility that if the property was to go to any corporation or body that is exempt from taxation, Hoboken might be interested in acquiring it for municipal purposes.

Might Claim Condemnation Power.

Mr. Cohen said that if all the other side wanted was assurance of willingness to provide compensation for taxes, he could offer the same assurance that had been given before. He also gave warning that if tax imposts were to be laid on the Port Authority there was also the possibility the Port Authority might obtain the right of condemnation, a power it does not now possess.

Governor Silzer frequently had occasion to require the speakers to stick to the point he wanted action, that of securing legislation by Congress, something which was needed immediately if the sale of the property to private interests was to be prevented.

"If private interests should secure it, the only effect he saw would be to add to the cost of the property when the Port Authority took it later, as it would have to do.

Concluding the subject, the Governor directed the interests affected to get together with the object of avoiding any official dissent when the matter was submitted to Congress.

CALLS SHORE RAILROAD CONFERENCE TO AID HOBOKEN.

Governor Silzer has called a conference for today at the State House to discuss the proposed purchase by the Port Authority of the Shore Railroad Line in Hoboken. The purpose of the conference is to reach a decision that will protect the right of the city of Hoboken to tax valuable property. The Governor realizes the city has suffered severely from the exemptions from taxation of the pier property taken over by the Federal Government and the taking over of the Shore Railroad would impose another hardship, as is declared the property now taxable would be exempt if the railroad property passed into the control of the Port Authority.

The Governor desires that Hoboken should receive some benefit from the loss of taxes. The Port Authority will be represented and the Hoboken officials will be present, and the Chamber of Commerce has been invited to send representatives. The Chambers of Commerce of Bayonne and Jersey City have also been requested to send delegations, as the bridge across the Kill von Kull may enter into the discussion, as the erection of the bridge is planned by the Port Authority. The people of Hoboken appreciate the interest of the Governor in their welfare and hope some plan will be devised to insure some tax benefit to Hoboken if the road is passed to the Port Authority.

Dispatch Nov 21/29

JUSTICE FOR HOBOKEN CONTINUE VIGOROUSLY.

New Jersey delegation in both Congress should be enlisted in support for Hoboken. Secretary of the Chamber of Commerce, in his letter to the chairman of the Port Board he will reject the proposal for the water front property and the property with the expectation that the Port Board will pass an enabling act that will transfer of this property and the road to the Port Authority. Secretary states the Federal Government is interested in the passing of the bill to the Port Authority carried it for several years at a

and in the letter concerning Hoboken to collect taxes on this water front which should be assessed as private property and not as railroad property. It has probably have been so assessed and at the same rate as other individual property had the property been sold to the Hoboken Land and Improvement company, which submitted the bid of \$600,000 for the water front and agreed to pay it in cash.

In a statement to the Jersey Chamber of Commerce the property is not needed and was acquired by the Chamber of Commerce to induce the owner of the property to liberally invest in the railroad. The Port Authority officials contend the property will be exempt from local taxes and they get title to the land.

The Hoboken Chamber of Commerce, which is fighting against this injustice to Hoboken, in its statement shows that tax exemption of Federal property has cost the property owners of Hoboken \$2,372,777.89 since 1918, after six years of peace. This is an unfair. The New Jersey delegation unite in carrying on a fight for fair treatment for Hoboken.

Hoboken had one big city of Hudson County and get more attention from the United States Government. It's a strong argument in favor of consolidation.

THE PORT AUTHORITY OFFERS AN AMBITIOUS PLAN.

The Port Authority is not an organization that can be likened to a shrinking violet. Following its attempt, at least temporarily blocked, to seize Government property in Hoboken for a price far less than private interests are willing to pay for it and deprive the city of absolutely essential revenues, it now comes forward with a plan to place joint control over rail and ocean rates from competitive points in the hands of the Interstate Commerce Commission and the Shipping Board.

New legislation would be required, but this is waved aside as easily obtainable although it would militate in favor of New York and against Boston, Galveston, Baltimore, Norfolk and other ports. Perhaps the best argument in favor of the plan is that it will stop political dickering in favor of this or that port and that it will tend to stabilize rates and end rate wars.

The proposal is certain to cause a great deal of discussion in foreign trade and shipping circles. Whether it, or any modification of it, ever becomes a law it will at least have sufficed to show that the Port Authority is not afraid to wrestle with any problem that indirectly affects New York's freight transportation even though it be scarcely within its proper jurisdiction.

Obs Oct 20/24

FOR SALE

INDUSTRIAL PROPERTY OF HOBOKEN MANUFACTURERS RAILROAD At Hoboken, New Jersey

110 City Lots 25 x 100 ft.; located west of Willow Ave., between 12th and 15th Sts., in heart of Hoboken's famous industrial zone; adjacent to high class industrial properties in successful operation.

Property will be sold to highest bidder under sealed bids to be opened Saturday, Nov. 1, 1924, at 10.30 A.M., at office of company, foot of Fifth St., Hoboken, N. J.

Terms of sale on application. Property may be inspected at any time. Write or phone Charles D. O'Neal, Vice-President, Hoboken Manufacturers Railroad, foot of Fifth St., Hoboken, N. J. Phone Hoboken 200.

Obs Oct 31/24 SUBMIT BRIEF ON PIERS TO COOLIDGE

Hoboken Chamber Heeds Request of President and Gives Arguments.

The brief of the Hoboken pier situation which was requested by President Coolidge when interviewed last Friday by Mayor Patrick Griffin, Congressman John J. Eagan and members of the Chamber of Commerce was adopted today at the meeting of the board of directors of the Hoboken Chamber of Commerce. It is briefly set forth that since 1918 no taxes have been paid on the piers because they were Federal property, which caused the tax rate to jump \$4 per thousand. In addition, the business suffered because the piers were not used to their full capacity, and at the same time the piers receive the same municipal protection as the privately owned properties.

Three courses are submitted for action to the President:

1. Congress to pass a law that will subject the property to taxation or in lieu of taxes to pay a sum of money that would be equal to the taxes.

2. For the President to urge Congress to sell the properties to the highest bidder, the Chamber proposing to find a bidder that will turn a substantial profit to the government.

3. To rent the piers to a corporation which will be required to pay taxes, (b) to pay a fair price to the government, and (c) to give preference to wharfage and other facilities to Shipping Board.

The chamber has ascertained that a communication has been sent to the Port of New York Authority to the President relative to the future disposition of the piers while there is no objection to the Port Authority acquiring the piers, it urges that it be compelled to pay taxes; that it be under the jurisdiction of the Interstate Commerce Commission, that the Port Authority take the piers as soon as possible, not delay the matter with impractical plans.

Dispatch Oct 20/24 Port Authority Agrees That Status of Taxes Be Settled

War Department Asked to Defer Sale of Shore Railroad Pending State Legislation

The Port Authority is at last in agreement with the Hoboken Chamber of Commerce as to steps to be taken to settle the important question as to whether Port Authority property shall be taxed.

The present harmony as to steps to be taken was reached at a conference held yesterday between the Port Authority and representatives of the Hoboken Chamber and the City of Hoboken.

The controversy, a very important one to the entire state of New Jersey, was given new zest last week when Governor Silzer, of New Jersey, openly contended that the property of the port authority could not be taxed.

The Hoboken Chamber contends that the port authority in an instrument of commerce rather than an instrument of government, and it is upon this contention that the importance of the problem hinges.

While the port authority has always contended that it would pay taxes, definite plans for legislation in that direction placing property of port authority on the same basis as other property has invariably met with opposition.

The Hoboken Chamber of Commerce has made the contention that the lowering of freight rates must be made through a more efficient handling of freights rather than through tax exemption or other advantage which would not, in reality, be an actual gain for the public.

New Jersey, in order to share the benefits of the port authority on anything approaching an even basis with New York, feels the necessity of taxing port authority property, inasmuch as New York shippers would gain in lower rates at the expense of New Jersey taxpayers.

The port authority, at yesterday's conference, acquiesced in the plans of the Hoboken chamber of commerce to ask the war department at Washington to defer the sale of the Hoboken shore railroad and its small waterfront property, until the legislatures of New York and New Jersey could definitely decide on the tax-status of the property of the port authority.

If the war department does not concur in his plan, the three conferring parties will then urge the passage in congress of the house bill from the last session. This bill still pending as unfinished business seeks to protect Hoboken tax interests and provides that the shore road shall continue within the jurisdiction of the interstate commerce commission.

Governor Silzer's next step will be to ask conference with Governor Smith of New York, to the end that Hoboken may present its tax problem to New Authorities.

The Chamber of Commerce was represented at yesterday's conference by A. W. Coffin and Dougal Herr and the city was represented by Corporation Attorney John J. Fallon.

Clk, Mar 12/24

Pier Tax Refunder Saves City Thousands

Camby Bill Approved Yesterday by Silzer Reimburses
Hoboken in the Sum of \$136,376.07 Already
Paid County and State.

The city of Hoboken will receive \$136,376.07 as a result of the signing by Governor Silzer yesterday of Assemblyman Henry Camby's bill which provides for the reimbursement of the city for taxes paid to the county and State on the Government pier property in Hoboken, formerly owned by the North German Lloyd and Hamburg-American steamship companies.

For the years 1919 and 1920 Hoboken assessed the Government piers, but failed to collect taxes from the Government. It paid to the county and State its share on the amount that should have been collected, however, and until the present bill was passed and signed by the Governor the city had no hopes of being reimbursed for this amount which it paid out.

The property was assessed in 1919 for \$6,759,500, and the amount of taxes which should have been paid on the property, but was not, totaled \$156,212.04. The following year the Commissioners went ahead and put the piers in the taxable property again, the valuation being at \$7,425,900 and the amount of taxes \$280,847.54.

Tax arrears and floating indebtedness bonds to the amount of \$182,768.08, which included interest, were issued for the 1919 taxes and \$311,740.77 for the 1920 taxes, including interest. The amount of State and county taxes paid by the city on account of inclusion of the pier taxes as collectable was \$65,570.28 for 1919 and \$70,805.79 for 1920, a total of \$136,376.07.

It was for the purpose of paying back to the city the latter amount that the bill was introduced by Assemblyman Camby on behalf of the city of Hoboken. Assistant Treasurer Edward Hunter stated this morning that under its provisions Hoboken will be allowed to deduct the sum from the amount of taxes due the county and State this year.

Deficiency bonds to the amount of \$283,000, dated January 1, 1923, were issued by the city to make good the deficit. The announcement that Governor Silzer had signed the bill was received with much enthusiasm by the city officials, but the reimbursement will not be reflected in this year's tax rate.

Clk. May 1/24

WANT SHIPS KEPT AT LOCAL PIERS

Lions' Club Adopts Resolutions on North German Lloyd Removal.

At their meeting yesterday in the Grand Hotel, Third and Hudson streets, the Hoboken Lions' Club went on record as being in favor of every effort being made to induce the North German Lloyd Steamship Company to remain in the Mile-Square City. The club will send copies of the resolution to the United States Shipping Board and to representatives in Congress.

On a suggestion offered by John Ferguson of F. Ferguson and Sons, who was guest and speaker at the meeting, Counselor Herman Vorburger offered the motion that was adopted. He declared the North German Lloyd Steamship Line had brought a great deal of business to local merchants in the past and would probably do so again, if they did not leave the city.

"If the Shipping Board does not give this steamship company the use of at least two local piers, it will be obliged to dock its ships elsewhere. This week the company is docking its newest and largest ship, the 'Columbus,' at a Brooklyn pier. The business men of Hoboken must get together immediately if they want to keep this steamship line in the city. Hoboken is already practically subsidizing the Shipping Board to the extent of \$500,000 a year when the government does not pay taxes on the local piers. If we sit by quietly and permit the North German Lloyd to leave Hoboken, we will be losing more money."

The Lions' Club is also considering the sending out of petitions throughout the city to ask local merchants to plead for the retention of this company in Hoboken. The club will also take the matter up at the regional meeting of Lions' Clubs, to be held at the Masonic Club, Crescent and Clinton avenues, Jersey City, next Thursday. They will endeavor to get the clubs of the neighboring municipalities interested in the plight of Hoboken. If this proves successful, they intend to ask the co-operation of Lions' Clubs throughout the State.

Clk Mar 10 Clk. Mar. 12/24

PLANS APPEAL TO CHIEF EXECUTIVE REGARDING PIERS

Chamber Carries on in Effort to Secure Compensation for City.

To approach directly President Calvin Coolidge on the Hoboken piers situation is now the subject of the piers committee of the Hoboken Chamber of Commerce. Senator Walter E. Edge in a letter to John Ferguson, chairman of that committee, has offered to arrange for interviews with the President, the Secretary of War and the chairman of the Shipping Board, so that Hoboken's case might be reconsidered.

The suggestion of Senator Edge is made in response to a strong communication to the Senator by Mr. Ferguson, enclosing views on the situation; also from Palmer Campbell.

"I have read the enclosed letters," says the Senator, "and no one can successfully refute the arguments advanced. Neither do I wish the impression to prevail that I am in any way satisfied with the statements made by the Shipping Board officials, but I simply sent on that information for whatever it contained."

"The only way to reopen this matter is to have you come to Washington, perhaps with one or two others. Not a big committee, as numbers never accomplish anything in matters of this kind. I will then arrange a series of interviews with the present head of the Shipping Board, Mr. O'Connor, with the Secretary of War, and, if it is deemed advisable, with the President."

"As I have stated before, the whole question resolves itself down to a question of general policy. As unfair as it undoubtedly is to the city of Hoboken, there are many other cities in the country similarly situated."

Mr. Ferguson is planning to make the trip to Washington as soon as possible with a small committee. Just one thing he will put the Senator right on and that is his statement that there are many cities in the country in a similar condition as Hoboken.

In a recent statement made by the Emergency Fleet Corporation it is shown that there is no other city in the United States suffering from loss of revenues as a result of government operation of piers to the extent that Hoboken is.

Dispatch Mar 12/24

GOVERNOR SIGNS BILL TO RECOUP HOBOKEN TAXES

Hackensack Plankroad Vacation Measure Also Approved—Dope Dealing High Misdemeanor

By Staff Correspondent.

Trenton, March 11. — Governor Silzer today signed the bill by Assemblyman Camby of Hudson County by which the City of Hoboken will be reimbursed for taxes it paid to Hudson County and to the State on property which had been taken over by the United States government. The property is that of the former North German Lloyd piers and land adjacent.

LOCAL PIER PLEA GIVEN APPROVAL

(By a Staff Correspondent.)

Trenton, March 5.—Reconsidering its action of last week, the House last night passed the bill introduced by Assemblyman Henry J. Camby of Hoboken, asking the government to reimburse the city of Hoboken for the taxes on the pier property during the period of the war. Legislators who voted against the measure last week, especially those from Bergen County, were made acquainted with the facts, and as a result registered themselves in favor of the bill.

The vote was 40 to 2. The pair who voted against the measure were Assemblymen Stevens of Cape May and Berdsley of Essex.

Assemblyman Camby also succeeded in having reconsidered his bill, which authorizes the Civil Service Commission to limit eligibility of those taking examinations for county or municipal positions to be residents of such county or municipality.

Clk Mar 7/24

PIER PLEA GOES THROUGH SENATE

(By a Staff Correspondent.)

Trenton, March 7.—Assemblyman Henry J. Camby's bill to ask the government reimburse to the city of Hoboken the sum of \$200,000, money paid as taxes on the piers, passed the Senate yesterday without a single dissenting vote and is now ready for the Governor's signature. The House acted favorably on the measure a few days ago. It received fourteen votes in the Senate yesterday.

Senator Simpson, who piloted the bill in the upper house, was urged by Assemblyman Camby to have the bill acted upon quickly. When the Hudson Senator arose to speak for the bill, he said, "The Assemblyman from Hoboken has almost got me in fits by his incessant demands to have this bill acted upon and if it is defeated I believe he will die."

Dispatch Mar. 7/24

SENATE PASSES BILL REFUNDING HOBOKEN TAXES

Wartime Assessment of \$200,000 Paid to County and State
—Other Bills Approved

By Staff Correspondent.

Trenton, March 6.—The city of Hoboken will be reimbursed to the amount of about \$200,000 for wartime taxes paid to the county and state when Assembly Bill No. 316 passed by the senate yesterday is written into the statutes.

The bill, which was introduced by Assemblyman Camby of Hudson, provides for the refunding of moneys paid to county and state taxes on piers taken over the federal government for military purposes.

Clk Apr 22/24

GRIFFIN WILL ATTEND PIER TAX CONFERENCE

Mayor Patrick R. Griffin of Hoboken, accompanied by Corporation Attorney John J. Fallon, will be in Washington Thursday, when it has been arranged to hold a conference with U. S. Senators Edward I. Edwards and Walter E. Edge and Congressman John J. Eagan relative to the problems arising out of the loss of tax revenue from the army piers.

It is expected that the conference will be attended by members of the Hoboken Chamber of Commerce, including President A. J. Volk, Palmer Campbell and Manager A. W. Coffin.

mar. 6/24 obs. Apr 28/24

CITY 'SUBSIDIZES' SHIPPING BOARD

Latter Benefits to Tune of
\$500,000 Yearly at
Hoboken's Expense.

Although Congress refuses to subsidize the Merchant Marine it continues in effect a situation which forces the City of Hoboken to subsidize the Shipping Board to the tune of \$500,000 a year. At least that amount is lost to the Mile Square City in taxes on the pier property held by the Shipping Board.

John Ferguson, as chairman of the Piers Committee of the Hoboken Chamber of Commerce, has again taken the question up with Senator Walter E. Edge. But the latter, in a letter, practically confesses that he is powerless to do anything, although he offers his full co-operation.

In seeking relief from the hardship on the city by the continued occupation and control of the former German piers in Hoboken by the Shipping Board, without paying taxes to the city, it is contended that no other municipality in the entire country has been placed in a similar situation.

Some time ago the Shipping Board claimed that there were other communities in a like position, and that in any case the Shipping Board could not afford to pay taxes to Hoboken, as it was losing money on the operation of the piers.

This claim of the Shipping Board is refuted by statements and figures issued by Admiral L. C. Palmer, the new president of the Emergency Fleet Corporation, in reply to information asked by the Hoboken Chamber Committee through Senator Edge.

It shows that since January 1, 1921, to December 31, 1923, the books of the Emergency Fleet Corporation for the Hoboken Terminal reflect gross revenues of \$2,072,784.91 as against expenses for the same period of \$1,242,381.63, indicating a profit on operation of \$830,403.28.

The Shipping Board admits that for the period under review the salaries and wages paid for the operation of the piers amounted to \$403,117.69, supplies and expenses, \$284,515.45; electricity and water, \$109,264.40, and dredging, repairs, scaling and painting, \$445,484.09.

At the present time, according to the Shipping Board, Pier 1 is being used by the Munson Steamship Company as managing agents for the Shipping Board, and Pier No. 2 is being used by the Cosmopolitan Steamship Company for the same purpose. Both companies formerly leased those piers for the operation of their own vessels.

Piers 3 and 4 are used by the United States Lines, a trade name under which the United States Shipping Board, through the Emergency Fleet Corporation, is operating passenger vessels. Pier 5 has been demolished and Pier No. 6 is used as a tie up for Shipping Board tugs.

No permanent arrangements have been entered into with the Dollar Steamship Company. Admiral Palmer says, nor are permanent arrangements contemplated. Permission was given that company to use the Hoboken piers on the first trip made by each of the boats recently purchased and placed in the 'round-the-world' service.

The Shipping Board has failed to justify its charge that other communities were in a like situation as Hoboken, none of the other municipalities where the Shipping Board owns property having more than a few thousands of dollars involved with the exception of the Fleet Corporation offices at 45 Broadway, New York.

That property was purchased from the Alien Property Custodian for \$2,000,000 and the Emergency Fleet Corporation pays no taxes on it to the City of New York. On the other hand the property owned by the Shipping Board in Hoboken is valued at fifteen million dollars.

In view of the fact that Chairman O'Connor, of the Shipping Board, some time ago stated that the Board could undoubtedly operate more profitably from New York City than Hoboken, the Chamber of Commerce suggests that the Board ought to proceed at once to condemn piers in New York for its entire shipping operations from this port, especially as the Leviathan has been taken from Hoboken to New York at a very high pier rental. There would be no objection on the part of Hoboken to having the governmental steamship interests go across the river, providing that they sold the Hoboken piers to private interests or to the City of Hoboken.

CONFIDENT THAT PIERS BILL DRAWN BY FALLON HAS BETTER CHANCE THAN PREDECESSORS

Senators Believe Its General
Application Will Win Con-
sideration at Washington
— Corporation Attorney
Says Congress Is Forcing
City to Subsidize U. S.
Lines.

NEW RESOLUTIONS TO ACCOMPANY BILL

Hoboken has started another attack on the Washington salons in an attempt to get for the Mile Square City revenue from Government-controlled property being used for commercial purposes by the new bill which Corporation Attorney John J. Fallon has drafted for introduction at this session of Congress.

While Congress has refused to subsidize the American Merchant Marine, Fallon contends it is forcing Hoboken to subsidize the United States Lines, which uses the Hoboken piers of the Government, by refusing to pay any revenue to the city in lieu of taxes.

Several bills and joint resolutions have been introduced in Congress to relieve Hoboken of the injustice which the government has placed upon her, but to date all have failed. Legislators in Washington sponsoring such bills have always held out high hopes for their passage until the crucial moment, when they have learned that the bills had no chance because they apply to a local condition.

Former Senator Frelinghuysen found this to be so after many months' work on such bills. Senator Edge has also had this experience, and the senior New Jersey Senator, whose term is about to expire, believes now that the bill suggested by Counselor Fallon for Hoboken will have more chance of passage because of its general application throughout the country.

The form of the new bill as drafted by Mr. Fallon is as follows:

"Whenever real property, of which title is invested in the United States of America or any agency or instrumentality of the United States Government, is leased or rented, and rents or other emoluments are derived therefrom, such property shall be subject to taxes by the municipality in which property is situated and such municipality is hereby authorized to assess and levy taxes against said property in the same manner and to the same extent as other property situate in such municipality is subject to taxes, and the Secretary of the Treasury, upon presentation to him by the collector of revenue of tax officer of the municipality wherein such property so subject to tax is situated, of a bill therefor, shall pay the amount of taxes levied out of any moneys in the treasury not otherwise appropriated."

In discussing the outcome of the visit of Hoboken officials to Washington last week, the corporation attorney says that the question is that where public-owned property is devoted to public use it is axiomatic that such property should be exempt from taxation, and where such property is diverted from public use for private use, and especially when rents are derived from it, then that property ought to bear its just proportion of municipal taxes the same as any property.

"We are not even asking the government to pay taxes if they will

pay money in lieu of taxes, as they did in the District of Columbia," declared Mr. Fallon, "where the Government, because of its extensive holdings of property there, pays 40 per cent. of the expenses of the administration of the District."

In addition to this new bill, which will provide for future revenues from the Government pier property in Hoboken, general resolutions following the lines of similar resolutions introduced heretofore providing for the payment of a sum of money to Hoboken equivalent to the taxes which Hoboken should have collected since 1919 will be presented simultaneously for the consideration of Congress.

obs May 4/24

LOCAL TAX PLEA PRESENTED AGAIN

Hoboken Officials Heard by
House Committee on
Shore Lots Today.

Special Dispatch to Jersey Observer,
Jersey Observer Bureau,
Washington, May 3.

Corporation Counsel John Fallon and other Hoboken officials are here to appear later today before the House Military Affairs Committee to urge adoption of the same amendments to the bill authorizing the sale of the Hoboken Shore Line Railroad to the Port of New York Authority as were adopted by the Senate Committee following hearings several weeks ago, protecting the City of Hoboken against loss of revenues from taxation of the Shore Line property.

A hearing on the bill, which was introduced in the House by Representative Ogden Mills of New York, and is identical with the Senate bill introduced by Senator Wadsworth, was held by the House Committee yesterday at which Julius H. Cohen, counsel for the Port Authority, and General George W. Goethals, consulting engineer, testified in favor of the general provisions of the bill. Congressman John J. Eagan of Weehawken was also present, although the Hoboken officials were not able to get to the capital yesterday, and following the decision of the committee to continue the hearing today Congressman Eagan immediately got in touch with Mr. Fallon and notified him of the continuation.

The testimony offered by Mr. Cohen and General Goethals yesterday was entirely along the line of the advisability of the sale of the Shore Line to the Port Authority rather than to a private corporation, such as the Lackawanna Railroad, which is also bidding for the property. The importance of the Port Authority to the general public of the United States was stressed by Mr. Cohen, and General Goethals told of the invaluable benefit to the country from the point of view of national defense of having the port district unified.

The question of taxation, which is of primary interest to Hoboken, was not touched on at yesterday's hearing, but it is expected that it will be fully gone into today.

obs May 3/24

HOUSE COMMITTEE ALSO WON TO TAX PLAN BY HOBOKEN

Members Return Confident
of Successful Answer
Early in Week.

Special Dispatch to Jersey Observer,
Jersey Observer Bureau,
Washington, May 3.

The pleas for the protection of the city of Hoboken from loss of revenues on account of the sale of the Hoboken Shore Line to the Port of New York Authority, which were made to the Senate Military Affairs Committee several weeks ago, were repeated yesterday before the House Committee by representatives of the city, in a hearing on the Mills Bill, authorizing the sale of the Shore Line, which is identical with the Wadsworth Bill, on which the hearings were held in the Senate. Formal decision is expected Tuesday, but it is understood action will be favorable.

Judge Thomas G. Haight, A. W. Coffin of the Hoboken Chamber of Commerce, Palmer Campbell of the Hoboken Land and Improvement Company, and Horace Allen and William A. Kavanaugh, assistant corporation counsels of the city, presented the case of Hoboken, following the same general line of argument as was developed in the Senate hearing. The committee was urged to adopt the Senate amendments, and also to make an even clearer statement of the non-exemptibility of the Port Authority from any forms of local taxation.

For the Port Authority, Counsel Julius H. Cohen, General George W. Goethals, consulting engineer, J. E. Aamsey, chief statistician, and De Witt Van Busirk, chairman, argued that the Committee go no further than did the Senate Committee.

A new point raised by the Hoboken representatives was the question of placing the Shore Line under the jurisdiction of the Interstate Commerce Commission. An amendment to the bill was asked whereby it should be provided that the Shore Line should not be considered as outside the jurisdiction of the Commission on account of any interpretation of the Port Authority as a Federal agency. No objection to the regulation of the road by the Commission was raised by the Port Authority, but fear was expressed that such a provision in the bill would place all of the operations of the Port Authority under the jurisdiction of the Commission, including harbor and wharf development.

The desirability of speedy action so that the bill could be passed before the adjournment of Congress was stressed by the Port Authority representatives.

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Obs April 16

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Dis may 13/24

Chamber of Commerce Members

These business men are not willing to have their names made public at this time, but a representative of them in an interview with the Dispatch last night said that they were prepared to buy all the government owned piers if the government were willing to sell them.

Would Build New Pier.

These business men having obtained the lease would proceed to construct a great modern pier, which they would rent to the North German Lloyd. The Shipping Board had contemplated building just such a pier to replace both Piers 5 and 6, but Congress so far has failed to provide the necessary money. So that portion of the great piers property is now going to waste.

URGES PIER FOR BIG GERMAN SHIPS

"I notice," writes "Taxpayer," "that the Cosmopolitan Lines and the Black Diamond Line are to combine. Let them combine and go to Brooklyn, where the Black Diamond now has a pier at Fifty-eighth street. Formerly the Cosmopolitan operated from a small pier in Brooklyn.

llem."

lbr apr 26/24

Fallon Sees Hope for Pier Revenue



John J. Fallon

Senator Edge agreed that the bill, which will be applicable to any other municipality in the country in similar circumstances, would have a greater chance of passing than previous measures which have been defeated because they applied to Hoboken alone.

N.Y. Herald
May 18/24

**New American Merchant
Lines Will Operate Five
Ex-Army Transports on
Weekly Express Schedule**

"By turning Pier 3 back to the Shipping Board," said T. H. Rosbottom, general manager of the United States lines, "we are making a very material saving in rental charges, and now that the J. H. Winchester company has taken over the London berth, we have no further need for this pier."

Sailings Start May 22
The American Merchant will be delivered on May 19, and will be loaded ready to sail on May 22. A regular weekly express service will be maintained to London, with sailings every Thursday, but these ships will carry freight only, whereas the President-type of vessels, operated by the United States Lines on this berth, carried passengers as well as cargo.

Three of the army transports were reconditioned at the Federal Shipbuilding Company, at Kearny, N. J.; one at the Staten Island Shipbuilding Company, and one at the New York Navy Yard. They were built at Hog Island.

Dependable Schedule Needed

The Mayor of Hoboken and a number of shipping men will be present to see the first sailing of the new line. Captain Dennis Moloney, who has been operating manager for the United States Lines at Hoboken, left that position yesterday to become operating manager for the American Merchant Line. Ralph J. Smith, who has been an assistant to Captain Moloney, will leave the United States Lines soon, it was announced, and Captain A. T. Hunter, another assistant of Captain Moloney, will take over the operation of the United States Lines ships at Hoboken. That line now has only six combination passenger and freight ships and Pier 4 at Hoboken. These ships are the Leviathan, which docks at Pier 86, North River; the George Washington, the America, the Republic, the President Roosevelt and the President Harding.

BACH, TOO, HOPES FOR PIER RELIEF

"We seem," said Commissioner Bach, "to have a chance of getting this new bill through. Senator Edwards will introduce it and Senator Edge expressed the opinion that it should pass. The bill is a general one, not applying to Hoboken alone. Briefly it provides that wherever the Government acquires property from which it derives a revenue it shall pay taxes to the municipality in which the property is situate.

able relief." ... consider-
Dispatch
May 8/25
HOBOKEN NEEDS LIGHT

0 May 8/25
HOBOKEN NEEDS LLOYD

Governor Silzer speaking at a dinner aboard the liner Columbus docked at the Brooklyn Army base expressed the hope that the North German Lloyd lines would soon be using the Hoboken piers. He said that Hoboken needed the North German Lloyd line and he hoped that the line would find that it needed Hoboken.

"Some New Yorkers call us Jerseyites 'foreigners,' he said," but the fact remains that the waters of this great port lap the shores of both New Jersey and New York and we will have to co-operate if the port is to develop.

"By the same token there should be co-operation between America and the nations of Europe. We have learned, particularly the farmers in the Middle West, that we must have foreign trade. We don't go on disliking people forever and furthermore, it isn't the nature of the United States to do so."

Gov. Silzer was accompanied by Attorney-General Katzenbach and two military aides. As he hurried on board, the ship's band played the "Star Spangled Banner," while all within hearing stood at attention.

The other speaker was Director Philip Heincken, North Star.

Obs Apr 16/24

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As stated in yesterday's Jersey Observer, Corporation Attorney John J. Fallon presented to the Hoboken City Commission meeting yesterday an important communication relative to the amount of property exempt from taxation and the predicament the city would be in following further exemptions. He dealt particularly with the question raised pertaining to the Hoboken Manufacturers' Railroad and the efforts of Stevens' Institute of Technology to obtain exemption for its recreation field. The following is the letter in part:

"On March 21, 1924, I appeared before the Committee on Military Affairs of the United States Senate to oppose the passage of Senate Bill No. 2287—a bill to permit the Secretary of War to dispose of and the Port of New York Authority to acquire the stock of the Hoboken Land and Improvement Company and the Hoboken Chamber of Commerce also attended said meeting for the same purpose.

"I urged (and was supported therein by the representatives of the Hoboken Land and Improvement Company and the Hoboken Chamber of Commerce) that the bill be so amended as to provide that nothing contained therein or in the joint resolution approved August 23, 1921, or in the joint resolution, approved July 1, 1922, nor any rights, authority, or privilege granted to the said Port of New York Authority by virtue of said resolutions or any or either or both of them, or by said act, shall relieve or exempt the Port of New York Authority, or any property acquired or held by it, from any municipal taxes, or assessments for public improvements.

"Senator Walter E. Edge and Congressman John J. Eagan attended said hearing and addressed the committee in our behalf. The members of the Port of New York Authority and their attorney attended said hearing and opposed our endeavor, notwithstanding that we pointed out to them and to said committee that the members of the Port of New York Authority and their attorney have heretofore repeatedly publicly declared that the Port of New York Authority did not seek nor claim exemption from municipal taxation or assessments for public improvements.

"John Nicholson, as representative of the United States Shipping Board, Lieutenant Colonel John P. McAdams, as representative of the Secretary of War, and General George W. Goethals also appeared before said committee. The committee on April 4 submitted to the Senate its report in the aforesaid matter, favorably, with amendments which it recommended.

"One of said amendments was proposed by the representative of the United States Shipping Board, and another was proposed by the representative of the Secretary of War, and another was proposed by the committee itself. The amendment proposed by the Secretary of War is inimical to the interests of the city of Hoboken insofar as it authorizes said official—if he deems it to be in the public interests that any real or personal property owned by the Hoboken Manufacturers' Railroad Company not connected with the railroad itself should be separately disposed of or held for later disposition—to cause such property to be transferred from the Hoboken Manufacturers' Railroad Company to the United States, or to form a corporation to acquire such property for the purpose of holding the same until such time as the Secretary of War secures what he shall deem to be a fair and reasonable price therefor.

"The manifest purpose of such amendment is to deprive the city of Hoboken of taxes which it now receives from the meadow lots owned by the Hoboken Manufacturers' Railroad Company, a corporation

organized and existing under and by virtue of the laws of New Jersey, the capital stock of which is owned or controlled by the United States. The effectuation of the purpose so proposed would impose another onerous and inequitable burden upon the taxpayers of our city, the officials which have since the year 1918 been importuning Congress to redress the grievous injustice perpetrated upon the city through non-payment by the Federal authorities of municipal taxes on pier properties which constitute approximately 1,750 feet of our city water front, the exemption of which from taxes because of Federal ownership takes from our city treasury approximately \$700,000 per year—for such would be the amount of tax revenue derived from said property if it were in private ownership and valued at \$15,000.00, which is said to be the reasonable market value thereof, and taxed at the year 1924 tax rate of \$47.48 per thousand.

"The additional loss in municipal taxes which would result from the enactment of Senate Bill 2287 containing the aforesaid amendment as proposed by the Secretary of War, would place the city of Hoboken in a serious financial plight.

"Notwithstanding that the Mayor of the city and myself as Corporation Attorney, with the hearty cooperation of the Hoboken Chamber of Commerce and the Hoboken Land and Improvement Company, have been striving annually since 1918 to impress Congress with the equity of our city's claim for revenue from said properties, or for the payment of moneys in lieu of taxes, particularly in view of the fact that the Federal authorities have been using said piers for other than public purposes, to wit, for commercial purposes, and has derived a very considerable annual revenue therefrom—in some years since 1918 as much as nearly \$1,000,000 per year in rentals, Congress manifested absolute indifference to our plea for justice. The several millions of dollars in revenue which the City of Hoboken has been deprived of through the exemption of the aforesaid piers property from municipal taxation has occasioned in a very large measure our present high municipal tax rate.

Emphatic remonstrance should be forthwith made by all parties concerned to United States Senators Walter E. Edge and Edward I. Edwards, and to Congressman John J. Eagan, representative of the Eleventh New Jersey Congressional District, which embraces the City of Hoboken, to the end that they will manifest and exert diligent and persistent effort to effect Congressional legislation whereby the Federal authorities will compensate the City of Hoboken, through payment of money in lieu of taxes for the loss sustained by the city through the deprivation of taxes upon the piers properties aforesaid, and assure future relief in the promise.

"It may not be generally known that property within the City of Hoboken of approximately \$26,000,000 in value is now exempt from taxation, and that in addition thereto, Stevens Institute of Technology has annually, for some years past, been persistently endeavoring to have its recreation field of considerable acreage exempted from taxation. The city law department has thus far thwarted the Stevens Institute of Technology in its purpose, but the time is not far distant when said property will be exempted from taxation, unless the legislature shall repeal the iniquitous laws which now permit so generally the exemption of property from taxation.

"If the Port of New York Authority should acquire any considerable amount of property in the City of Hoboken and claim exemption from taxes thereon, and also claim exemption from assessments for municipal improvements which would be a special benefit to such property, and such claims should be sustained by our courts, the financial plight which our city would suffer as a result of all such exemptions cannot reasonably be estimated at this time."

Dispatch June 28/24

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The committee will leave no stone unturned to present all the facts before the President, in the hopes that some remedy will be given the city regarding the taxation problem which has resulted in the taking over of piers for government purposes.

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The piers were seized by the United States for war purposes, but no attempt has been made to turn them over to private individuals or corporations. This robs the city of a valuable source of income by taxation, which must be met by the city of Hoboken on the whole.

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Obs July 10/24

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The local Chamber of Commerce representatives again brought up the question of taxation and also contended that the piers were not used to their maximum capacity by the Shipping Board. The officials of the latter body were of the belief that this is not so, but promised to make a further investigation.

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Fallon Attacks Edge's Failure to Secure Relief for Hoboken.

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Commenting on the situation today, Corporation Attorney John J. Fallon, says:

"Since the year 1918 we have experienced much pussy-footing upon the part of our New Jersey representatives in the United States Senate with respect to our aforesaid tax matter. Senator Edge has, within the past year, obtained Congressional relief for De Riso Bros., of West Hoboken, and a ship building company in the vicinity of the Town of Kearny, and some other shipping interest which I do not, at this writing recall, as a result of which the aforesaid parties were reimbursed by the United States to the extent of several hundred thousand dollars in satisfaction of damages alleged to have been sustained through war activities, negligence, etc., yet the City of Hoboken's meritorious claim for relief from the onerous tax burden which has been imposed upon it by reason of the acquisition by the United States of the title to the aforesaid piers property, thus ipso facto exempting said property from municipal taxation, notwithstanding that the United States, through its official agencies has, by commercializing with said property, derived a revenue of millions of dollars therefrom, was allowed by our representatives in the United States Senate to remain quiescent.

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Obs July 29/24

Obs patch July 10/24

VALUABLE SPACE ON HOBOKEN PIERS BEING WASTED UNDER SHIPPING BOARD MANAGEMENT

Conditions Show Need for Private Ownership and Efficient Business Methods—Local Republicans Disgusted With Party in This Matter.

FEW LOCAL RESIDENTS EMPLOYED BY BOARD

The entire stretch of the upper decks of the former North German Lloyd and Hamburg American piers in Hoboken, now controlled by the U. S. Shipping Board, are in disuse. So little freight comes in on the liners docking in Hoboken from the trans-Atlantic trade and the South American trade that there is no use for the extensive upper decks of the piers by the companies operating ships at the Government docks.

While the situation in Hoboken, by which the City is robbed of tax-producing property through the Government ownership, has been placed before investigation bodies from time to time, the Republican organization in Hudson County strongly feels the injustice which is being worked upon Hoboken, but realizes at the same time that the present situation and the Government ownership of the docks is nothing more or less than a stone around the neck of the present administration.

As one prominent Republican stated yesterday, "Not only is the present policy of the Shipping Board unfair to the City of Hoboken, to Hudson County generally, and to the business men and the merchants of the Mile Square City, but it is no good to the Republican party, and the sooner the conditions are corrected the better."

BOARD'S CLAIMS FALSE.

From those who are closely in touch with the situation it is learned that despite the claims of the Shipping Board that the local piers are fully occupied, so much so that it was impossible to give the North German Lloyd Company a pier in Hoboken and forced that concern to go with their larger liners to South Brooklyn, where a pier was leased to it by the son of a member of the Shipping Board, the entire business now being done at the piers could be accommodated on one dock without inconveniencing any of the lines doing business there now.

It is pointed out that the Munson Line which operates vessels for the Shipping Board has very few passengers, and that the bulk of its freight is coffee from South America.

This freight is unloaded and reported direct to a warehouse in Brooklyn, an expensive method of selling such freight when the company could get a pier in Brook-

lyn and transfer the coffee from the ship to the warehouse direct.

An argument put forward by the Shipping Board recently for the retention of all the Hoboken piers was the fact that a new steamship line, the Winchester Line, had been given berthing space at Hoboken. But as a matter of fact the Winchester Line took over seven of the smaller ships which were being operated by the United States Line from the Hoboken piers, so that this was really no addition to the shipping fleet which made Hoboken the home port.

Much criticism was directed at the Winchester Line when it was organized and generously given space in Hoboken, on the ground that it was really an English concern, and those at the head of the company promptly re-organized and gave the company a new name so that it is now known as the American Mercantile Line.

DON'T USE FACILITIES.

As far as its docking operations from Hoboken are concerned the American Mercantile Line might as well dock its ships in the middle of the river because practically all of the little freight business the ships of this line gets is lightered from the ship's side in Hoboken and taken to Brooklyn. Pier 6, Hoboken, is an old wooden pier that was partly destroyed by fire. As the American Mercantile Marine Line does not utilize the modern pier equipment which they have been assigned, it has been pointed out that Pier 6 would suit their purposes quite as well as Pier 3 which they are now using.

This would give the Shipping Board an opportunity to lease Pier 3 at a profitable rental for the Government to the North German Lloyd Company which needs the facilities in Hoboken so badly.

The U. S. Line formerly used both Piers 3 and 4, but their entire activities are now confined to Pier 4.

OTHERS GET JOBS.

Whatever political patronage is given out in connection with the piers is not benefiting Hudson County, is certainly not benefiting Hoboken, as it is understood that practically none of the Federal employees in Hoboken are Jersey men.

This has been a sore point with Hudson County Republican politicians, who looked toward the piers as a means for placing in employment Hudson County men who were out of work. But on the larger aspect of the situation the prevailing policy has worked a hardship on the people of Hoboken generally, and a strong effort is being made to correct the situation.

The first step in this direction is toward having a pier leased to the North German Lloyd Company.

New Plan for Piers Urged on

Government

CITY LOSS DUE TO POLICIES AT HARBOR SHOWN

Chamber Urges Unified Control On Ship Board to Stop Empty Pier Spaces

An important conference between officials of the Hoboken Chamber of Commerce and officials of the United States Shipping Board regarding the use made of the Hoboken piers, was held yesterday at 1 Newark street.

A mass of details and figures obtained by the Chamber of Commerce tending to prove that the piers are not being used to the maximum of their capacity was presented to the Shipping Board men. They assured the Chamber that they would inform Admiral Leigh C. Palmer, head of the Shipping Board about the facts presented to them, and that he would surely make a reply to the Chamber.

Shows Loss to Merchants.

Anthony J. Volk, Sr., president of the Chamber; William A. D. Evans, president of the Cooper Hewitt Electric company, and Alyn W. Coffin, manager, represented the Chamber at the conference, and W. J. Foote, assistant to the vice president of the Shipping Board, and Messrs McGovern and Thomas, in charge respectively of the Hoboken and New York piers of the Shipping Board.

Mr. Coffin stated that an exhaustive report of all records and of first hand observation at the piers, showed that they are by no means being used to the maximum of their capacity, and that this was reflected in the business life of the city to the loss of the merchants.

The Shipping Board men in reply to this information said there are times when the whole of a pier is used for a ship docking on one side of it, thereby making it impossible to dock a ship on the other side of the pier.

Urges Unified Operation.

The most important matter brought out at the conference was Mr. Coffin's suggestion that the operation of the piers be unified. This would make for efficiency and the elimination of waste, he contended. These non-tax producing piers at Hoboken are all owned by the United States Shipping Board, but the operation of them is divided between different steamship lines.

Mr. Coffin's proposal is that the docking of ships be distributed between the piers, according to available space at the time they come in. Under the plan sailings could be arranged so that as one ship pulled out another pulled in. Under the present arrangement a ship must anchor in the stream at times and wait there until its particular pier is vacated by another ship even though the other piers are unoccupied at the time.

The Chamber also urged that a new pier be built as soon as possible on the site of old Piers Nos. 5 and 6, which were put out of commission by the big water front fire a few years ago. It was urged that such a new pier would be suitable as a berth for the Leviathan, and that with the opening of the new vehicular tunnel there could be no objections to the docking of the giant ship again at Hoboken. One of the reasons given by the Shipping Board for taking the ship to New York is the inconvenience of reaching Hoboken by taxi over the ferries.

After the conference it was stated that the Shipping Board officers seemed sympathetic to the pleas of the Chamber, although they stated that they were not in place to take any action themselves, but would simply make a report.

The Chamber of Commerce again pointed out in an emphatic manner the continued great injustice being done Hoboken by the failure of the government to pay taxes on the piers.

Obs Sept 7/24 Obs Aug 5/24

Obs Sept 11/24

HOBOKEN TO HEAR EDGE TALK PIERS

A big Edge rally will be staged in Hoboken on Tuesday at a mass meeting to be held at O. L. G. Hall, Fifth street and Willow avenue. The meeting is under the auspices of the Republican Club of the city, and John Ferguson, chairman of the Republican committee, will preside.

It is understood that the Senator will have something to say in connection with the pier situation in Hoboken, which is of paramount importance in this campaign, not only to the people of Hoboken but to the taxpayers of Hudson County and the entire State of New Jersey.

This will be the only big Edge meeting in Hoboken during the primary campaign, and the local leader is confident that not only Edge but the entire Regular Republican ticket will be carried overwhelmingly in the Mile Square City.

John F. Gardner, candidate for the Congressional nomination, who has taken a strong stand against Federal control of the local piers and is in favor of the return of the waterfront property to private ownership, will be a speaker at the meeting, while Albert Pflugh, candidate for county supervisor, another Hoboken man, will also be on the program. There will be a number of other candidates on the Edge ticket at the meeting, and a big crowd is expected.

GERMAN LINER DOCKS AT HOBOKEN PIER

The Dawes Reparation plan is looked upon in Germany as the best solution that could have been offered of that country's difficulties following the World War, according to passengers returning on the North German Lloyd liner Luetzon, which docked this morning at the foot of Sixth street, Hoboken, after an uneventful crossing from Bremen by way of Halifax.

At the Newfoundland port the Luetzon landed 56 passengers, mostly German farmers, who expected to take up farms in the Canadian Northwest. The ship arrived at Hoboken with 182 passengers in the first cabin and 32 in the steerage. Most of those on board were Americans of German parentage returning from visits to relatives.

CENSORSHIP HITS A HOBOKEN PIER

Censorship regarding the recent Brazilian revolution, established in ports of that country, operated with full effect yesterday when the steamer Pan America of the Pan American Line docked at Pier 1, Hoboken. Captain George Rose and his officers declined to talk about the assault upon the Government because they had been given to understand that newspaper interviews given by them would be considered unfriendly and that they would not be welcomed again.

J. R. Burr, a British subject, and Mrs. Burr, an American, were likewise silent, explaining that all their money was invested in Brazil and they would not imperil their possessions.

Lafayette B. Gleason, of New York, secretary of the Republican National Committee, thought the rebels were lacking in strategy. For blocks around the Presidential palace, he said, pedestrians were stopped by regular troops with bayonets on their guns.

But people in evening clothes in cabs were not molested, either because the soldiers were awestruck or had received orders exempting wearers of the "Soup and Fish." Mr. Gleason felt the leader of the rebels was no genius or he would have taken advantage of that situation, even if he had to commandeer the uniforms of all waiters in the occupied zone.

Coolidge Gives Hope in Fight for Piers

MERCHANTS TO SUBMIT A BRIEF TO PRESIDENT

Nation's Chief Executive Promises to Investigate Situation in Hoboken

Washington, Oct. 23. — Renewed confidence that Hoboken's piers would be returned to Hoboken's ratables was expressed here today after a delegation of Hoboken business men had an interview with President Coolidge at the White House.

Included in the delegation which saw the President today were Anthony J. Volk, Sr., president of the Hoboken Chamber of Commerce; Mayor Patrick R. Griffin, of Hoboken; former Judge Thomas Haight, Palmer Campbell, president of the Hoboken Land and Improvement Company; Congressman John J. Egan and Arlyn W. Coffin, manager of the Hoboken Chamber of Commerce.

Mr. Coffin, after the conference which lasted 25 minutes, said that the President had asked the delegation to submit a brief in full on the subject as soon as possible.

"He was very sympathetic," Mr. Coffin said, "and promised to look into the matter and determine what is the best method to pursue in order to obtain justice. Our committee suggested that the piers be sold or rented so as to pay taxes or for him to importune Congress to pay more money in lieu of taxes.

"Our committee feels greatly encouraged by the President's attitude."

GARDNER PLEDGES FIGHT FOR PIERS

The Republican Congressional Candidate Opens His Campaign.

John F. Gardner, of Hoboken, Republican Congressional candidate in the Eleventh District, started a whirlwind campaign in the district last night, which he intends to maintain right up until Election Day. He attended eleven meetings at which he spoke on the issues of the campaign and outlined his platform upon which he is confident he will be elected.

Discussing the piers situation on the Hoboken waterfront, the candidate declared that it will be one of his main duties in Washington to see that the business at the Hoboken piers is developed to at least compare with the times during which the North German Lloyd and Hamburg-American companies were in charge, and bringing to the City of Hoboken taxes that are not now received because of Government ownership.

The candidate stated that he is in favor of private ownership as the government control of the Hoboken piers had demonstrated that it is not good either for the country or for business generally. With thirty years of experience in and around the piers in Hoboken, Gardner believes this has given him an advantage which is not enjoyed by his opponent and that he will be in a better position to speak with authority when the question is brought up in Washington.

"With the practical certainty of the election of President Coolidge and a Republican Congress," declared Gardner, "it is only reasonable and natural to assume that a Republican Congressman from this district will receive more consideration than a Democrat," which he made as another reason why it would be to the interests of the district to elect him.

Edge Pledges His Aid in City Pier Relief Drive

Senator Addresses Two Rallies and Makes His Stand Clear on Issue That Kean Ignored—Former Appointees Now Working for Opponent.

The solemn pledge that he will not relax his efforts or determination until the matter of pier taxes in Hoboken is definitely and properly adjusted in the interests of the city was given by Senator Walter E. Edge before a crowd that filled St. Mary's Hall, Hoboken, last night.

It was the second of two big Edge rallies in Hudson County last night, the other being at the Emerson High School, West Hoboken, and the crowd cheered his announcement with enthusiasm.

The crowd in St. Mary's Hall had waited two long hours for the arrival of the Senator, and it was significant that they stuck until he made his appearance around 11 o'clock, while other speakers spoke on local and national issues.

Senator Edge declared that he was sorry it had been made necessary for him to discuss himself in this campaign, but his confidence in his renomination was evident in the declaration that after next Tuesday, when the Republican ticket had been completed, he would be ready to discuss national issues.

"I am not going to defend my record," he declared. "I don't think it is necessary in the City of Hoboken. You are sufficiently well acquainted with what I have tried to do, but I do want to express my appreciation of the splendid loyalty you have demonstrated from time to time."

As to the wet and dry issue, he declared that it was amazing to him that a candidate should take the position that a law was so sacred that it could not be improved, and that he should ask the people to send him to Washington satisfied with the conditions against which a large proportion of the country was more or less in rebellion.

Getting down to a discussion of the Hoboken pier situation the Senator eulogized the city for its contributions to the various drives during the war.

"You contributed your full part, more than your part," he continued. "The government took over your entire waterfront practically. It was necessary. There was no protest from the city government. After the war things started to get back to normal again, but here you are today in Hoboken, after five years, battling for your municipal rights."

"Your chairman, John Ferguson, I greatly admire. He has been one of your most active citizens in trying to secure an adjustment of the situation. You were perfectly willing to contribute your share during the war, but it is not just or fair that you of all the cities in the country should continue to contribute as you are doing in the loss of municipal revenues from the piers."

"I have tried to alleviate this situation. It must be alleviated. It is absolutely unfair that it continue longer. I have discussed this matter personally with the President of the United States, and he thoroughly agrees with the justness of Hoboken's claim."

"Although I was in part responsible for the establishment of the Port of New York Authority when Governor, and I believe that the comprehensive system which has been worked out will greatly benefit the Jersey shore in the port, if the furtherance of their plan means continuing to keep out of the tax ratables the waterfront property in Hoboken, I will be unalterably opposed to it."

National issues were discussed by former Judge Robert Carey. He predicted that, as four years ago, Hoboken would again go Republican this fall and looked to see Democrats and Republicans alike lining up against the "menace from within," referring apparently to the third party. He counseled retention of

Senator Edge for the service he had given New Jersey and advised voters not to swap horses at such an important time.

Congressman James T. Beggs of Ohio spoke on national issues, and John F. Gardner, candidate for Congress in the Eleventh District, made a short speech in which he declared he would work for the return of the local piers to private ownership.

Albert Pflugh, of Hoboken, candidate for County Register, made his maiden speech and made an excellent job of it, while Chairman John Ferguson discussed the local issues, and declared that the most important thing to keep in mind was to vote at the primaries.

A reiteration of his stand in the "wet" issue and his claim of supporting the President in all measures of importance as a United States Senator and a comeback at charges of his opponent that he had made some bad appointments in his life were some of the more important things which Senator Edge brought out in his address to some six hundred Republicans at the Emerson High School, West Hoboken.

The answer of Senator Edge to the last named charge of his opponent for the nomination came in the form of the naming of some of his appointees while Governor of New Jersey that had swung to the support of Hamilton F. Kean. The Senator declared that they were right; he had made a mistake, he had made bad appointments.

"I do recall that I appointed Frank Smith of Union County, commissioner of banking and insurance. Now, he is handling the campaign funds of my opponent. In your county, I recall an appointment of another official, Judge Archibald, as a district court judge. He is now working for my opponent."

The three local Republican candidates for councilmanic offices, Arthur Spitznagle, in the First Ward; Emile Coven, in the Second Ward; and David Schmedes, in the Third, addressed the gathering in their first real effort at electioneering for the fall campaign. All urged the importance of voting at the primaries and the upholding of party loyalty.

Former Town Treasurer George Cox presided at the meeting. Thomas MacDonald, county leader and Elections Commissioner Paul Seglie, leader of North Hudson, appeared with Senator Edge, and accompanied him to Hoboken. Every Republican of any vote in North Hudson was present.

MAYOR GRIFFIN TO GO TO WASHINGTON

Mayor Patrick R. Griffin will go to Washington on Thursday with the delegation from the Hoboken Chamber of Commerce to see President Coolidge in connection with the pier situation in Hoboken. The invitation to the chief executive of the city to accompany the Chamber of Commerce Committee was accepted by the Mayor who has at all times been anxious to do everything possible that might impress upon the government the continued injustice to the city by reason of the Shipping Board control of the piers, and the resultant loss of revenue to the city.

The appointment with the President was the direct result of a telegram sent to him personally by the president of the Hoboken Chamber of Commerce last week, and while it is hoped that the President may be able to suggest some action in the interests of the city, Mayor Griffin is not very sanguine that anything will be done at this time to relieve the city of the inequitable burden placed upon Hoboken.

COOLIDGE CORDIAL, SAYS MAYOR GRIFFIN

On his return from Washington yesterday where he in company with the delegation from the Hoboken Chamber of Commerce was received Thursday by President Coolidge in connection with the pier situation in Hoboken, Mayor Patrick R. Griffin stated that they had been cordially received, and that the President displayed an unusual interest in Hoboken's plight and expressed his hope that something might be done after election to give Hoboken what she apparently justly deserved.

The delegation was composed of President A. J. Volk of the Chamber of Commerce, Palmer Campbell, Manager A. W. Coffin, and Congressman John J. Egan with Mayor Griffin.

Three proposals were resubmitted by Judge Haight as suggestions for relieving Hoboken, one that the piers be sold or leased to the City of Hoboken; that they be sold to private interests, or that some arrangement be made whereby the City of Hoboken would receive a revenue equal to what it had formerly received in taxes if it was decided that the Shipping Board should continue in control.

Dispatch Oct 18/24

Pick Delegation for Piers to See Coolidge

VOLK, COFFIN AND CAMPBELL TO MAKE TRIP

Both Jersey Senators and Congressman Eagan Likely to Be at White House Interview

Hoboken will be represented by political as well as civic representatives at the conference with President Coolidge, next Thursday morning. C. Bascom Slomp, secretary to the President, wired the Hoboken Chamber of Commerce that a conference had been arranged for 11:30 o'clock Thursday morning with representatives of the Chamber, to discuss the pier situation.

At the meeting of the Board of Directors yesterday Anthony J. Volk, president of the Chamber; A. W. Coffin, manager, and Palmer Campbell were selected to represent the Chamber of Commerce at the conference. Telegrams were sent yesterday to Governor Silzer, Senators Edge and Edwards, and Congressman Eagan. Senator Edge, it is practically assured, will join the Hoboken delegation at the conference.

Coffin to Join Party

Manager A. W. Coffin left for Washington yesterday to attend the annual conference of the National Association of Commercial Organization Secretaries. It is likely he will return to Hoboken to join the rest of the Hoboken men who are to see President Coolidge Thursday.

Senator Edwards wired the Chamber of Commerce yesterday, practically assuring the delegation he will join them at Washington for the conference. What attitude will be taken by Governor Silzer, Senator Edge and Congressman Eagan could not be learned, but it is likely one of the three will also join the Hoboken delegation.

The reply to the telegram of A. J. Volk, president of the Chamber, asking for a conference, was as follows:

"Your telegram of October 15 has been received and noted. I have made an engagement for a committee of four from the Hoboken Chamber of Commerce to see the President, October 23, at 11:30.

Sincerely yours, (signed) C. B. Slomp.

Oct 17/24

COOLIDGE WILL HEAR CHAMBER ON THE PIERS

President Agrees to Grant Hoboken Chamber of Commerce Delegation of Four a Hearing at White House Next Thursday Morning.

President Calvin Coolidge has consented to meet representatives of the Hoboken Chamber of Commerce to discuss the pier situation in the Mile-Square City as a result of which Hoboken has lost two and a half million dollars in taxes and millions of dollars in commerce and industry.

C. Bascom Slomp, secretary to the President, in a telegram to Anthony J. Volk, president of the Chamber, to-day announced that he had made arrangements for a committee of four from the Chamber to meet the President at 11:30, October 23, next Thursday.

This was in reply to a telegram sent to the President by the Hoboken Chamber of Commerce requesting the conference and pointing out the injustice of the Government in forcing Hoboken to subsidize the Shipping Board while the nation itself, through Congress, had refused such a subsidy to shipping.

The telegram sent by Mr. Volk to the Chief Executive of the nation was as follows: "Hoboken has lost approximately two and one-half million dollars in taxes and millions of dollars in commerce and industry as a result of governmental ownership and occupancy of the Hoboken piers since 1918. This tax upon the resources of this city of 68,000 people, covering an area of a square mile, was understandable as a war measure, but is intolerable during peace times. Hoboken has been unjustly compelled to subsidize the Shipping Board to the extent of several hundred thousand dollars yearly, whereas the nation as a whole, through Congress, has refused one dollar as subsidy. Congress and the Shipping Board have been repeatedly petitioned by this city and by this Chamber for action in the matter, but without avail.

"Records show piers at present are being used at less than 75 per cent. of capacity, whereas there is an urgent demand by private steamship companies for the remaining space. The activities of these companies would benefit this city greatly. Hoboken interests are ready to purchase this property at a profit to the Government or to rent the properties on an equitable basis and give the Shipping Board vessels prior rights in docking at current New York harbor rates and assure the payment of taxes to the City of Hoboken. This offer is possible, for our operation would be as a unified steamship terminal under private rather than Governmental supervision, which would save many thousands of dollars. The people of Hoboken feel that our only recourse is through yourself as President of the United States. Would it be possible for you to grant an audience to a committee of four relative to this matter on Thursday, October 23, or Friday, October 24?"

The reply of the President, through his secretary, received this morning, is as follows:

"My Dear Mr. Volk—Your telegram of October 15 has been received and noted. I have made an engagement for a committee of four from the Hoboken Chamber of Commerce to see the President on October 23, at 11:30. Sincerely yours, C. B. Slomp."

The personnel of the committee to represent the Chamber will be selected at the meeting of the board of directors this afternoon.

Oct 23/24

PIER PLEA PUT UP BY CITY TO THE PRESIDENT

Coolidge Hears Delegation and Gets Port Authority Letter.

BULLETIN

Washington, Oct. 23.—

President Coolidge appeared sympathetic to the Hoboken delegation and asked them to prepare a brief stating their position. He said he would have the brief presented to the Secretary of War and the chairman of the Shipping Board and ask them if they would not suggest some relief for the city of Hoboken.

(Special to Jersey Observer.)

Washington, Oct. 23.—Representatives of the City of Hoboken and the Hoboken Chamber of Commerce were in audience with President Coolidge today in relation to the Hoboken pier situation.

Primarily the purpose of the visiting delegation is to secure through the President relief for the City of Hoboken of the inequitable burden which has been placed upon that city by virtue of the continued control by the Shipping Board of the piers formerly owned by the North German Lloyd and Hamburg-American Steamship Companies.

It was pointed out by the delegation, which included Mayor Patrick R. Griffin and President A. J. Volk, Palmer Campbell and Manager A. W. Coffin of the Chamber, that Hoboken formerly received in taxes from the two German steamship companies over \$250,000 a year, that since government control Hoboken has received no revenue whatever, and has thereby lost several millions of dollars; that seventy-five per cent of the shipping facilities are not used by the Shipping Board, and that local steamship companies have been driven away from the waterfront, imposing an additional burden on the city.

While unrepresented at the hearing before the President, the Port of New York Authority presented its views on the situation in a letter addressed to the President by De Witt Van Buskirk, chairman, which urged that the property be retained under public control, either through the City of Hoboken, the State of New Jersey, or by taking an operating lease of the property from the Shipping Board along the lines followed in the case of the government owned piers at Charleston.

One plan presented to the President by the Hoboken delegation was the sale of the piers or their rental as a united steamship terminal under private rather than governmental supervision. It is this plan which the Port Authority is particularly opposed to, and urges its rejection by the President.

While the proposal to organize a corporation in Hoboken to take over the piers has been discussed at several conferences in the Hoboken Chamber of Commerce nothing definite along this line has been started, but the delegation presented the outline of such a plan to President Coolidge and urged his support for such a proposition as a method of relief.

Chairman Van Buskirk in his letter asks that the Shipping Board piers be conserved, in co-operation with Hoboken and its business men, as a combined ocean and rail steamship terminal. The letter declares that the piers are interrelated with the Hoboken Shore Line Railroad and adjacent waterfront property owned by the government and says: "We have always thought that if the Port Authority acquired the Hoboken Shore Line Railroad and the waterfront property now owned by the Hoboken Manufacturers' Railroad Company, it would logically lead to the transfer of the piers to the Port Authority."

Reiteration that it "expects to pay all local taxes and assessments" for any property which is acquired by the Port Authority in Hoboken is contained in the letter but this ambiguity has left a doubt in the minds of Hoboken interests because of the strong objections of the Port Authority whenever any attempt was made to have this "expectation" definitely stated in any legislation which has been brought up for the acquisition of government property by that body.

Continuing, Chairman Van Buskirk says:

"The Port Authority has been very much interested in the opportunity which the government owned railroad and waterfront at Hoboken offer for the development of a modern combined ocean and rail steamship terminal. Such a combined ocean and rail steamship terminal could, in our judgment, be planned and made to fit in with the very sound recommendations of the Port Authority of Commerce for the organization of terminal facilities in congested centers. The Port Authority believes that such a terminal would be of great value to the United States, as well as to the Port of New York, and that it could not be otherwise than of special value to the City of Hoboken. The Port Authority would arrange, as it has frequently said, to pay local taxes upon such a development.

"There would seem to be no reason why such a policy could not be carried out in full co-operation with the representatives of the City of Hoboken and with the business men now interested in developing these piers. It could be done in complete harmony with the principles above set forth, if the title to the property were transferred either to the municipality of Hoboken or to the State of New Jersey or to the Port Authority, the public agency taking title, paying the government a fair price for the property, or taking an operating lease of the property from the United States Shipping Board along the lines followed in the case of the government-owned piers at Charleston.

Finally the Port Authority asks for a hearing before any action is taken and suggests that in the meantime the President direct that a conference, consisting of representatives of the Shipping Board, the Secretary of War, the Secretary of Commerce, representatives of Hoboken as well as the Port Authority be held to consider the whole problem from the standpoint of the best interests of the nation as well as of Hoboken and to present its recommendations to the President.

Obs Oct 18/24 Obs Dec 9/24 Obs Dec 15/24

HOBOKEN HOPES FOR RELIEF ON PIER PROBLEM

Governor Silzer Invited to to Join in Appeal to President.

Great hopes are entertained in Hoboken as to the outcome of the conference granted to members of the Hoboken Chamber of Commerce with President Coolidge which has been set for next Thursday at 11:30, in connection with the Hoboken pier situation.

At the meeting of the Board of Directors of the Chamber yesterday the selection of President A. J. Volk, Palmer Campbell and Manager A. W. Coffin was decided upon to represent the local organization at the conference with the President.

Manager Coffin is now in Washington attending the annual conference of commercial organization secretaries and will meet Mr. Campbell and Mr. Volk in Washington on Thursday to keep the appointment at the White House.

It is likely that Congressman John J. Eagan, who has worked hard in behalf of the interest of the city in connection with the piers, will also attend the conference, and Senators Edwards and Edge may also take part. In addition to those members of Congress, a telegram was also sent to Governor Silzer yesterday asking him to join the delegation, as the local piers problem is one that affects not only the city but the entire State.

The losses in revenues suffered by Hoboken through the non-payment of taxes on the pier property in Hoboken, owned by the Government through operation and control by the Shipping Board, indirectly affects the revenues of the State, and should it be possible for the delegation to secure redress through the President, either by the payment of revenues to the city by the Shipping Board, or by the return of the property through a lease or ownership to private interests, or to the City of Hoboken, it will be possible to make a material reduction in the city tax rate.

MUST HOBOKEN SUFFER ANOTHER LOSS OF TAXABLE PROPERTY?

Little comfort to Hoboken in its tax fight was offered in the address of Governor Silzer at the banquet of the Chamber of Commerce. The city has the sympathy of the Governor, who is hopeful the Federal Government will grant relief to the city by the taking over of the docks during the war and since retained, which has deprived the city of taxes aggregating millions.

Concerning the city's fight against the loss of revenue by the proposed lifting from the city ratables of property desired by the Port Authority, the Governor's review of the legal aspects of the situation are not encouraging to the city officials and Chamber of Commerce. This railroad property, taken possession of by the Federal Government during the war to facilitate the movement of troops and munitions of war, is to be sold to the Port Authority. The railroad held property that was subject to local taxation.

Governor Silzer explained the Port Authority, set up as an instrumentality of government by the joint action of the states of New York and New Jersey and the Federal Government, is not subject to taxation and no tax revenue can be derived from its operation by the city except by an agreement of Congress and the two states. He expressed the opinion that after Congress has waived its right the two states must act and establish a policy to meet and solve the question of taxation. He does not seriously doubt, he said, when Hoboken's peculiar situation is pointed out that the two states can come to an equitable agreement. His help in the undertaking is assured, as he declared, "Justice to Hoboken requires that they should."

A more cheerful message came from the conference of the State Chamber of Commerce at the Elks' Club, Jersey City. Chairman Julian A. Gregory of the Port Authority stated that the tax plight of Hoboken was clearly understood and if the Port Authority acquired the property of the Shore Line the Port Authority would pay local taxes. Mr. Gregory expressed surprise that Hoboken was fighting them so zealously. His predecessor, Mr. Van Buskirk, who retired only a few weeks ago, declared the property, if acquired by the Port Authority, would be exempt from local taxation. His view agreed with that of Governor Silzer's explanation of the law. If the Port Authority is willing to pay taxes to Hoboken it is evident it cannot legally do it until it is authorized by the legislative sanction of Congress and the two states. The needed legislation will probably be forthcoming if the Port Authority aids the city in securing it.

representing the Port Authority and the city of Hoboken together.

There was a two-hour session at Trenton on Thursday. The Chamber of Commerce has suspected that the Port Authority was not willing to pay taxes on property that it takes from the tax lists. The Port Authority has suspected that the Chamber of Commerce has been trying to pull some chestnuts out of the fire for big interests, with railroad corporations in the background.

The two-hour session, presided over by Governor Silzer—and the Governor in a mood of determination where he refused to permit either side to run riot with acrimony—brought both sides to a clearer understanding. Some misunderstandings were wiped out entirely, and others were reduced to a point where another conference is to be held for the purpose of reaching a definite policy before going to Washington in December to get relief from Congress.

The Port Authority has now said it is ready to pay taxes on the Shore railroad in Hoboken, which it proposes taking over, but it wants these taxes fixed in advance, so that it may sell its bonds without gambling on what the taxes will

GOVERNMENT MAY GIVE CITY PIERS

Conference at Washington This Afternoon With President.

The conference in Washington with President Coolidge this afternoon may result in a policy being adopted by the Government whereby the piers now controlled by the U. S. Shipping Board in Hoboken may be turned over to the City of Hoboken, with a provision whereby a lease may be given to the Port of New York Authority, under certain conditions.

Representatives of the local city government, the Chamber of Commerce, and representatives of the Port Authority are meeting with Secretary of War Weeks, Senator Wadsworth of New York, Senator Walter Edge and the president.

It was arranged on behalf of the Port of New York Authority, which has so far been balked in its effort to get control of the local piers and the Shore road before the question of whether it will be exempt from taxes on property it may acquire has been definitely settled.

The proposal has been made that the piers be turned over to the City of Hoboken and it is understood that the Port Authority is now willing to support such a proposal if a mandatory provision is inserted by which it would be given a lease of the piers. This would undoubtedly give the city an opportunity of reimbursing itself for the loss it has sustained in revenue because of Government ownership, and provide against future loss.

Discussing this phase of the situation before he left for Washington last night, Mayor Patrick R. Griffin was somewhat skeptical that such a proposal would be carried out, but he said it would be a fine thing for the city if it could be arranged.

"I would not be necessary to pass legislation to enable the city to purchase the piers," said the Mayor, "because there is already legislation on the statute books which give us sweeping powers to that effect. They were passed at the instance of the city several years ago."

"I am in hopes, however, that the injustice to Hoboken will be wiped out as the result of this conference, and that the President will take some definite steps to recommend the adoption of a policy which will adjust the situation and relieve the city of a burden which it has been unjustly called upon to bear."

A. W. Coffin, manager of the Chamber of Commerce, who will represent that organization at the conference, while not willing to discuss the probable outcome of the conference, declared it his belief that something tangible would result.

Corporation Attorney John J. Fallon will accompany Mayor Griffin to Washington as representing the city, and Manager Coffin will be the sole representative of the Chamber of Commerce.

be in future years.

The Chamber of Commerce wants the Port Authority to pay taxes the same as any other property owner, and points out that other industries have sold bonds without fixing their taxes for years in advance.

This is one of the big obstacles which must be settled at the next conference.

But that is not all. There is a question as to whether the state can tax the Port Authority at all. There is a grave division of opinion on the subject as to whether the state can compel itself to pay taxes on its own property.

The matter would not be important, were it not for the fact that Hoboken will give much more than any other municipality in the Port Authority territory, and to exempt Hoboken property would be ruinous.

The entire matter of taxation, so far as the Port Authority is concerned, is centered around Hoboken, for that is the only place where it is of serious interest.

Governor Silzer, by calling the parties together in his office, has been of great service in starting disagreeing elements toward agreement.

When the Hoboken tax problem is finally settled, Governor Silzer's two-hour session will have been an all-important factor in the results, for his intervention were well timed.

Obs Nov 22/24

SILZER TAKES HOLD OF HOBOKEN PROBLEM.

There can be no peace of mind in Hoboken among taxpayers, until the pier tax problem is settled.

The United States government has been procrastinating and muddling affairs pertaining to the piers even since they were taken over, during the World War, and exempted from taxation.

Now Governor Silzer has stepped into the picture, and his first efforts are in the direction of clarifying misunderstandings and getting things down to a workable basis.

That is characteristic of the Silzer method of working. He hates chaos; he keeps a clear desk and a clear head—and a clear head very often typifies the man who does things.

Governor Silzer realizes that there could be little accomplished in Washington with the Port Authority at loggerheads with the City Commissioners and the Hoboken Chamber of Commerce, and his first step was to bring parties

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The City of Hoboken gives to its properties the same municipal service that it renders to privately owned properties. This, of course, is at the expense of the other taxpayers of Hoboken. They and the business men of Hoboken have suffered long and painfully. They have petitioned the War Department and the Shipping Board, without avail. One in authority to whom they taken their plea has acknowledged the injustice of the situation, because of it being a problem of great importance to the nation as a whole, it has not been solved, and in the meanwhile the taxpayers of Hoboken are bearing the expenses which should be distributed over the United States. Relief is not afforded in the near future, the consequences can readily be seen. New industries will not locate in Hoboken because of the tax and old industries are moving

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Obs Feb 4/25

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Obs Dec 10/24

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Obs Jan. 15/25 Obs Dec 10/24 Obs Feb 3/25

HOBOKEN MUST WAIT YEAR FOR HELP ON PIERS

War Department De- cides New Legisla- tion Needed Should Come From Next Congress.

Extreme disappointment was manifest in official quarters in Hoboken when it was learned today from the War Department at Washington that consideration of the Hoboken pier situation will be held for presentation to the next Congress. The first session of the next Congress does not open until December unless a special session is called by the President in the interim.

At the same time as the announcement of the holding over of the consideration of the Hoboken Government controlled properties came a statement to the effect that negotiations have been almost completed for the sale or lease of the army base at Newark. Arrangements satisfactory to the City of Newark for the payment of taxes on the property have also been agreed upon.

Mayor Griffin when informed of the situation by the Jersey Observer today, could not conceal his disappointment.

"I am greatly disappointed," said the Mayor. "President Coolidge admitted the injustice to Hoboken

and agreed that something should be done to alleviate the conditions here and the announcement that the matter has again gone over until the next Congress is a great blow. There seems no good reason why the city should be called upon to continue to shoulder this burden."

In the announcement from Washington it is stated that special legislation will be necessary to deal with the Hoboken situation and this is the reason given for the postponement for another year.

Corporation Attorney John J. Fallon stated that he had expected such a move, and was not surprised, but withheld further comment until he received some official information.

Manager A. W. Coffin of the Chamber of Commerce said that he had understood such a course might be adopted.

"Secretary Slomp intimated when the Hoboken delegation was in Washington that the President might want to take the matter up with the next Congress rather than with the present body as he expected that he might get a better response for his program with that body," said Griffin.

Repeats City Will Derive Pier Taxes

Port Authority Head Makes Statement at Conference.

Repeated assurance that the Port Authority would pay local taxes to Hoboken, if it acquired the stock of the Hoboken Shore Line Railroad, and the supplementary caustic comment, "yet Hoboken has fought us at every turn," was made by Julian A. Gregory, chairman of the Port Authority of New York, at the Metropolitan New Jersey Conference of the State Chamber of Commerce, last night, on the roof of the Jersey City Elks' Club.

The Hoboken situation was referred to, after the speaker asked the question, "Shall the Port Authority, being an instrumentality of the State, be subjected to state taxes, county taxes and municipal taxes, or any of them?"

It was in answer to this, that he said: "I understand your eminent body has a committee studying the problem of taxation in New Jersey—the greatest problem everywhere throughout the country. You can, of course, appreciate what it may mean to a small municipality, at least small in area, if the Port Authority were to take a substantial percentage of its taxable property, and that property were then to become tax exempt. We have an instance of the kind in Hoboken, where the Federal Government has taken the piers. There can be no question that Hoboken has been

made to bear an unjust burden through the seizure of property by the Federal government, and the Commissioners of the Port Authority have privately, publicly and officially repeatedly assured Hoboken that if it acquired the stock of the Hoboken Shore Line Railroad, it would pay local taxes to Hoboken. Yet Hoboken has fought us at every turn."

Most of the time at the conference, last night, was devoted to a discussion of the transportation problems and the offering of all kinds of solutions. There was no possibility or probability which was not touched upon by one or more of the speakers. An open discussion was scheduled for the period following the addresses, but so late was the hour after the speaking program was terminated, that the discussion was put off for a few weeks.

Daniel L. Turner, consulting engineer for the North Jersey Transit Company, in his address said that if New York had been developed all around a twenty-mile radius so as to include part of Jersey, there would be a population of four and a half million in the latter district today instead of something short of two million. He declared that what northern New Jersey needs is more tubes to bring the commuter from his home directly into Manhattan, rather than have him use a number of different transportation facilities in the process of getting into the metropolis. Some of the phases of financing the improvements were gone over by Senator Arthur N. Pierson.

The railroad man's view of the transit and port problems was given by J. J. Mantell, vice-president of the Erie Railroad. Mr. Mantell said that 94 per cent of the New York freight tonnage is handled through New Jersey shore terminals. He referred to New York as the most uneconomical port in the world and that it cost as much to move a ton of freight from the outer classification yard to Manhattan as it does to bring it from Buffalo to the yard. The secret of decreased assets in the matter would be to bring the ships to the railheads, he said. There can be no question of the necessity of co-ordination of marine facilities of the various railroads, he remarked, but they must get together on the New Jersey shore for the proper effect.

Mr. Mantell made the prophecy that the Holland tunnel will be carrying within six months after it is opened, its full capacity of business vehicles to the exclusion of pleasure cars. The speaker urged that domestic freight be kept on wheels. The rehandling of it is what made costs so high. In his mind the passenger problem is more serious than any other. He said that the Erie Railroad terminal has reached the limit of its capacity for caring for passengers, and that the open cut also has reached its limit.

URGES CONGRESS TO PAY HOBOKEN

Joint Resolution Introduced at Trenton by Assem- blyman Gilfert.

Trenton, Feb. 3.—A joint resolution was introduced in the House of Assembly last night by Assemblyman William H. Gilfert, of Hoboken, urging Congress to enact legislation providing for payment to the City of Hoboken in lieu of taxes for the docks, piers, warehouses, etc., formerly owned by the North German Lloyd and the Hamburg-American steamship companies, and acquired by the Government during the war under the President's proclamation.

The resolution urges Congress to pay to the City of Hoboken a sum equivalent to the amount the Secretary of the Treasury finds to have been assessed against the property for the years 1919 and 1920 and the amount that would have been payable to the city in taxes if the property had been assessed for the years 1921 to 1925.

In a statement attached to the resolution, the history of the Hoboken pier case, which has been the subject of Congressional hearings from time to time, is set forth. It is pointed out that the property is worth \$15,000,000 and the 1924 tax rate of the city is \$47.43, so that the city is deprived of \$700,000 which ought to be coming to it from taxes on the property.

The resolution was prepared by Corporation Attorney John J. Fallon for the City of Hoboken.

court may have occasion to further discuss this situation with you."

The remainder of Justice Minturn's charge, which was exceptionally long, was devoted to questions of municipal taxation, with especial reference to the Hoboken piers. Excessive municipal taxation has become a statewide issue, he charged, and one of vital importance to landlord and tenant. He urges that the Grand Jury investigate the situation and make a presentment to the court, if the conditions seem to require it.

The Hoboken authorities were freed of all blame in connection with the Hoboken pier situation, and the "extraordinary action of the Federal Government" expropriating the valuable water front was commented upon. He said that in the opinion of the court it seems an "illegal expropriation" and an "ignoring of obligations to the city, county and State." The situation is "dangerous," because "if the Government can constitutionally deprive a municipality of its most valuable taxpaying assets, where can the line be drawn?"

The charge ends by Justice Minturn asking that the grand jury investigate the taxation problem, and formulate a presentment which may be transmitted to the "Governor, Legislature, as well as the President and members of both houses of Congress."

The full text of Justice Minturn's charge is contained on Page 3.

The members of the new panel are: Mrs. Helen Mitchell, superintendent, of 2787 Boulevard, Jersey City; David P. Moran, accountant, of 59 Broadway, Bayonne; George E. Dugan, real estate, of 92 Bowers street, Jersey City; Benjamin Schlossberg, real estate, of 3370 Boulevard, Jersey City.

Charles M. O'Connor, contractor, of 215 North Fifth street, Harrison; Fred Holtje, Jr., plumber, of 120 Lewis street, Union Hill; Albert Dressel, superintendent, of 104 Rosmaine avenue, Jersey City; John J. Dowd, labor representative, of 142 Pearsall avenue, Jersey City; William M. Schultz, real estate, of 4028 Boulevard, West Hoboken; John H. May, salesman, of 329 Thirty-second street, North Bergen; John J. McMullen, tailor, of 297 Grove street, Jersey City.

John Imhoff, merchant, of 17a Sherman place, Jersey City; Joseph Greenspan, shoes, of 227 Bergenline avenue, Union Hill; Lester Hughes, automobiles, of 22 Maple street, Kearny; James Maroney, drugs, of 189 Broadway, Bayonne; Adolph Harnupp, contracting, of 314 Thirtieth street, West New York; William A. Barclay, plumber, of 287 Whiton street, Jersey City.

Arthur E. Ford, clerk, of 138 West Sixth street, Bayonne; Edgar H. Milan, wholesale butcher, of 81 Kensington avenue, Jersey City; Adolph Cohen, merchant, of 895 Boulevard, Bayonne; John Moore, banker, of 91 Castle Point terrace, Hoboken; Joseph Mell, superintendent, of 759 Ocean avenue, Jersey City.

JUSTICE HITS U. S. GRIP ON LOCAL PIERS

Minturn Asks Present- ment by New Grand Jury on It as Re- lated to Taxes.

The April term of the county courts opened this morning when the new Grand Jury was chosen and sworn in before Justice James F. Minturn. On the bench with him at the time were Circuit Court Judges Willard W. Cutler and Henry E. Ackerson, County Judge Charles M. Egan, Judge Adamo Robbins of Hunterdon County, and Juvenile Court Judge Thomas F. Meaney.

County Judges Daniel T. O'Regan and Robert V. Kinkead were both absent, being on the sick list. John J. McMullen, a tailor, of 297 Grove street, Jersey City, was selected as foreman.

After the Grand Jury took the oath, administered by Supreme Court Clerk William A. Bremner, Justice Minturn spoke of the reduction of permits granted for carrying dangerous weapons. He said that in this county, when the new law went into effect over a year ago, there were over 2,000 such permits. Now the number is 119, of which Jersey City has 40, Hoboken 25, Kearny 16, Harrison 12 and other municipalities have less than 10 each.

Indications that the Hudson County authorities have not dismissed the D'Agostino murder entirely as unsolvable were given when Justice Minturn made direct reference to it and urged that the question of prohibition violation be studied carefully.

The justice called attention to the fact that D'Agostino's murders had not been apprehended and that a murder committed under similar circumstances is now baffling the Bergen County authorities. Further indications that the Hudson County case is still being followed were given when the justice concludes his remarks on the prohibition problem by saying, "During the term the

Dispatch Apr. 8/25

Justice Minturn's Plain Talk To U. S. Government

James F. Minturn, Justice of the Supreme Court of the State of New Jersey, is a firm believer in justice. His membership in the highest court in the State is not a misnomer, for he is a JUSTICE of the Supreme Court in the fullest and best meaning of the word.



It was only a few months ago that he made a stirring charge to the Grand Jury in which he asked his fellow citizens, through the Grand Jury, if we are to be "ruled by outlaws, thugs and pirates."

He was talking about the Weehawken bootleg scandal and about the murder growing out of Weehawken bootlegging, the killing of Frank D'Agostino.

He did not mince words in dealing with the outlawry, thuggery and piracy of the bootleggers.

And yesterday when he talked about the United States government and "expropriation" of the pier property in Hoboken, he spared no plainness in dealing with that subject.

"A successful enemy could not well have imposed a greater indemnity upon a conquered city," declared Justice Minturn in urging the Grand Jury to investigate the conditions surrounding the non-return of the Hoboken army piers to private ownership after the war.

No city in all the nation gave quite as much as did Hoboken during the war, that the war might be won, yet Hoboken, seeking no reward for its patriotism, is penalized as no other city in the country is penalized. Its great pier properties are kept under government control, they are kept out of local taxation, and a mile-square city which made more than its full share of sacrifice during the war, is still making sacrifices in taxes, seven years after the war has ended.

"Bolshevism, it is said, produces such procedure and such results," says Justice Minturn, "but it is unconceivable that the American mind has yet attained such a status in dealing with its own citizens."

Justice Minturn is too well versed in the law not to know that the Grand Jury of Hudson County has no legal province in forcing the United States government to get off its high horse of governmental power and get on the level of plain justice in its dealings with Hoboken.

But Justice Minturn has the courage to use the Grand Jury as an instrument for pointing out a great wrong, a great injustice, and he believes that PUBLIC OPINION can force the government to do that which has not been brought about in other ways.

What is it that the United States government has done to provoke this charge against the United States government?

On June 28, 1918, when the nation was involved in a great war, these piers, which had already been seized from German ownership when war broke out, were taken by the government "for the national security and defense."

During the war the government paid no taxes, and as Justice Minturn well points out, "none was expected."

"But when the war terminated, the War Department, realizing it had no further use for the properties for war purposes, turned them over for commercial business to the Shipping Board, which body now controls the property for competitive commercial purposes, differing only from the other shipping lines in the fact that privately operated lines pay their quota of taxes to the city, while the Shipping Board pays nothing."

The War Department has set forth that the United States government would be setting a dangerous precedent by paying taxes on government-owned property.

The government is setting a far worse precedent by taking private property, converting it to government ownership, and using it for Federal revenue.

The government is setting a vastly more dangerous precedent by inflicting an "indemnity" on a free people—the people of Hoboken—than it could possibly set by paying taxes on the piers.

The government is establishing a vastly more dangerous precedent by the rank INJUSTICE of the whole procedure than the piers could possibly be worth as a "national security and defense."

The government would be far better off without the piers than with them, when it means that 70,000 free born American citizens are being penalized in their taxes and their rents.

The government can get the piers back any time war may make their seizure again necessary.

It is an un-American outrage that the United States government should longer impose the "indemnity" which Justice Minturn so clearly and so forcefully pointed out yesterday in his charge to the Hudson County Grand Jury.

Justice Minturn has rendered a great service, an unexpected service, to his fellow citizens of New Jersey.

It is to be hoped that his high ideals and his readiness for service for the people will bring Washington officialdom to its senses with better results than have been accomplished by others who have worked faithfully and well in the same matter.

Dispatch Apr. 8/25

THE HOBOKEN PIERS AND PORT NEWARK.

The stirring charge of Supreme Court Justice Minturn to the Grand Jury on the Hoboken pier situation has stirred up State-wide interest.

Newark in particular is interested, for there is a situation in Port Newark that, while not equal to the injustice which Hoboken is suffering, is sufficiently bad to merit comparison.

The Newark Star-Eagle deals with the subjects, editorially, as follows:

"The City of Newark wishes the Hudson County Grand Jury well in its efforts to evolve ways and means of forcing the Federal government to restore to private ownership the seized German piers valued at over \$7,000,000 which Hoboken wants returned to the tax ratables of that city.

"At the same time Newark cannot hold forth much hope that anything in particular will be accomplished by the Grand Jury even though that body works faithfully to carry out the instructions of Supreme Court Justice Minturn. Newark knows as a result of long negotiations with the Federal authorities over Port Newark that the government is as tight-fisted and hard-hearted as the villain in an old-fashioned melodrama when it comes to matters of this kind.

"The government took Port Newark during the war and Newark has been trying to get it back into the ratables ever since. Only recently Port Newark was leased to a private corporation for a term of years in spite of the city's efforts to buy it back, and although the government will collect rentals the city will get no tax payments. The title to the property remains in Uncle Sam's name and your Uncle Samuel pays no taxes.

"The Hoboken piers are being used by the Shipping Board, that branch of the government being engaged—in theory at least—in upbuilding the American merchant marine. Justice Minturn in charging the Grand Jury argued that the government was engaged in a private business on competitive terms with private shipping companies and that it should pay taxes the same as any other private concern. Yet economists and strategists say that a merchant marine is as essential to national defense as the navy, so this phase of the question is not likely to carry any more weight in Washington than if New York were to start a movement to make the Federal government pay taxes on the Brooklyn Navy Yard. In the case of Port Newark there is no contention that this water front is being used even for a quasi-governmental function.

"It is to be hoped that the Hudson County Grand Jury will be able to draft such a strong presentment of Hoboken's wrongs that the placid atmosphere of Washington will be dented—if there is any way of doing such a thing Newark can use the secret to good advantage."

The situation in Hoboken and in Newark is one of the wrongs which has grown out of the strong trend toward centralized government at Washington.

The non-payment of taxes is not related, of course, to any State rights policy, but the Federal government has built up such a high and mighty attitude toward the rest of the country that it is impossible to get justice in matters that are at all local.

America sent her boys across the water to fight a ruthless monarchy, yet this country emerges from the war with a republican form of government that is entirely too ruthless.

As Justice Minturn so well said, a victorious enemy would hardly inflict a worse "indemnity" upon a city.

Apr. 8/25

Apr 8/25

HOBOKEN TO CARRY JUSTICE MINTURN'S TAX CHARGE TO THE GOVERNMENT OFFICIALS

Mayor Griffin Instructs Corporation Attorney Fallon to Place Matter Before Washington.

TO USE EDITORIAL
OF JERSEY OBSERVER

Supreme Court Justice James F. Minturn's ringing denunciation of the injustice to the City of Hoboken by the United States Government by its wanton expropriation of the water front properties will be laid before President Coolidge, the members of the cabinet and every Congressman and Senator in the United States.

Mayor Patrick R. Griffin stated today that irrespective of the action of the Hudson County Grand Jury he has instructed Corporation Counsel John J. Fallon to send copies of the Jersey Observer of yesterday's date, containing the presentation of the Supreme Court Justice on the pier situation, and the editorial comment on the Justice's charge, to the members of the government, and the House and Senate.

"Justice Minturn has taken an unusual course in bringing this matter before the country in this manner," declared Mayor Griffin, "but it is a most unusual course which the United States Government has pursued with regard to our city. President Alexander Humphreys not so long ago termed the Government's action as wholesale robbery, and we have contended on several occasions and even before the President personally that the Government had refused to stand for a ship subsidy but in effect was forcing the City of Hoboken subsidize the Shipping Board. Justice Minturn clarifies the situation when he says: 'A successful enemy could not well have imposed a greater indemnity upon a conquered city.'"

Every effort on the part of the city officials has so far proved abortive in securing from the President and Congress the righting of this wrong which is being continued against the city, declared the Mayor, and he hoped that the plain spokenness of the Supreme Court Justice may have some effect on Washington.

"We cannot allow the occasion to pass without taking every means to back up the magnificent effort of Justice Minturn to focus the attention of the Government and the

members of Congress upon this crying injustice to our city," said the Mayor.

He immediately got in touch with Corporation Attorney John J. Fallon and discussed the best plans of bringing the presentation of the Supreme Court Justice before the Government. It was therefore decided to send to the President, to the members of his Cabinet, to the head of the Shipping Board, and to every member of Congress, copies of the Jersey Observer, accompanied by a letter explaining the circumstances under which Justice Minturn's charge was made to the Grand Jury.

FALLON FILES ANOTHER PLEA FOR HOBOKEN

Asks Government Officials to Right Injustice Done City by Tax Loss.

An appeal to President Coolidge, his Cabinet and the members of Congress is contained in a letter which Corporation Counsel John J. Fallon has forwarded on behalf of the Hoboken City Commissioners, to remove the injustice done to the city by the continued occupation of the piers by the Shipping Board without the payment of taxes.

Enclosed with the letter are clippings of the Jersey Observer containing an editorial and the text of Justice Minturn's strong denunciation of the Government's blow at Hoboken, which he characterized as being tantamount of "a war indemnity imposed by a successful enemy."

"We seek justice," says the appeal. "To delay justice is to deny justice."

The letter is as follows:

"To His Excellency the President of the United States.

"To the Honorable Secretary of War, Secretary of the Treasury, Attorney-General, United States Senators and Members of the House of Representatives.

"Gentlemen—Once again the city of Hoboken, New Jersey, urges you to give due consideration to the claims of the City of Hoboken for financial losses resulting from the occupation by the United States, through the medium of the Shipping Board, of the piers, wharves and other property situate in said city, along the Hudson River water front. Since the year of 1918 the city officials, Chamber of Commerce and taxpayers of the City of Hoboken have been importuning Congress and Federal executives to afford relief to the City of Hoboken, from the financial plight in which it has been placed, occasioned by the non-payment of taxes on the aforesaid property, which is, unquestionably, the choicest parcel of ocean-going steamship piers in the United States.

"Hearings have been had before Congressional committees, but no benefit has resulted to the City of Hoboken therefrom, notwithstanding that the members of said committees manifested, by their statements, that the City of Hoboken should be afforded relief in the premises. On June 26th, 1922, a 'Memorial to the Members of the United States Senate and House of Representatives' was forwarded to each member of Congress. United States Senators Frelinghuysen and Edge manifested a keen interest in said matter and United States Senator Edwards, since his advent in

office, has co-operated with Senator Edge in advocacy of Hoboken's meritorious claim for relief. The United States Shipping Board has been enjoying a subsidy at the expense of the taxpayers of the City of Hoboken.

"The Shipping Board has been operating ships, directly and indirectly, competing with private shipping interests. It has been carrying on a commercial enterprise, yet the property employed by it in the city of Hoboken in the conduct of its business has been exempt from taxation, while property employed by its competitors has been obliged to bear its fair share of taxation. A fairly explanatory statement of the subject matter of Hoboken's claim in the premises, is contained in a report published by the Government Printing Office in the year 1922.

"It appears, by excerpt testimony, that the reasonable market value of the piers property in question is \$15,000,000 to \$20,000,000. A reasonable value thereof for the purpose of taxation would be \$15,000,000. The taxpayers of the city of Hoboken are now suffering a tax burden of nearly 5 per cent on each one thousand dollars of tax ratables within the city. The tax rate for 1925 is \$47.50 per one thousand dollars of ratables.

"The plight of the City of Hoboken is such that we respectfully urge you to read carefully the aforesaid printed report of hearings before the sub-committee of the Committee on Claims of the United States Senate, Sixty-seventh Congress, Second Session, pursuant to Senate Resolution 254.

"The aforesaid matter has become of such public moment as to accede Supreme Court Justice James

F. Minturn to specifically refer thereto in his charge to the April Term Grand Jury of Hudson County. Attached hereto you will find a clipping from the Jersey Observer, issue of April 7, 1925, and we respectfully urge you to carefully read said matter.

"We are sanguine that if you will give fair consideration to the aforesaid matter you will determine that the City of Hoboken has been unfairly treated. Since 1918 municipal authorities, civic bodies, merchants, manufacturers, local newspapers and citizens generally, of the City of Hoboken, have been importuning Congress and the Federal executives and administrative officials to afford, by legislation, to the people of the City of Hoboken, the financial relief which the facts in the case clearly manifest to be warranted. Our cause is undeniable meritorious. The inequitable burden which the City of Hoboken is suffering is manifestly onerous. We seek justice. "To delay justice is to deny justice."

"While it may be regarded as axiomatic that public-owned property—used for public purposes—is and ordinarily should be exempt from taxation by the municipality in which the property is situate, nevertheless, as in this case, the exemption of the property in question, representing as it does, so great a percentage of the assessable realty of the municipality, should be regarded as an exception to the rule, particularly in view of the fact, as hereinabove mentioned, that the property in question is being used for commercial purposes and revenue derived by a governmental agency therefrom."

Dispatch
May 21/25

HENRY FORD AND THE PIERS.

John J. Fallon has suggested that Henry Ford buy the Hoboken piers from the United States Government.

"Welcome to our city" should be the song of every resident of that tax-ridden city.

There is nothing to indicate that Detroit's best known Henry will care to buy over this precious bit of real estate and steel, but in looking around for opportunities for investment, the father of the Tin Lizzies might do much worse.

Having bought the Lincoln car works, having indulged in the profitable luxury of buying a railroad, having made an offer for some government ships, what could be nicer than to add a few first-class piers to the equipment?

Mr. Ford could use them in time of peace for shipping tin to Europe, while in time of war, he could send his peace ships from his own piers.

Far be it from us to tell Mr. Ford what he could do with his own piers, if he sees fit to take Mr. Fallon's tip; he may be able to work out his own business plans without our aid in this matter, having struggled along thus far on his own resources.

But the fact is, we wouldn't care much what he might do with the piers; what we are most interested in is seeing Hoboken get those piers returned to the tax lists for taxable purposes, and if Mr. Ford will be so good as to pay taxes on the piers, he can use them for anything he may desire.

Mr. Fallon's idea is not a bad idea, whether it is taken seriously or otherwise.

And it is just possible that the Detroit manufacturer might be interested. A man of his vision may not need more than a mere suggestion to put his mind to work.

Dispatch May 21/25 (the May 21/25)

Ford Urged By Fallon to Buy And Operate Hoboken Piers

Good Thing For City Says County Counsel at Grand Jury Luncheon

John J. Fallon wants Henry Ford to buy the Government piers in Hoboken.

Mr. Fallon is corporation counsel in Hoboken, and his desire to see Mr. Ford as a pier owner is based on his desire to see the valuable Hoboken piers returned to the tax lists, so that Hoboken can collect taxes on them, as was done before the war.

Since the Government seized the piers in 1917, the property has been held exempt.

The Fallon plan was made in a speech to the grand jury yesterday when that body visited Hoboken in response to the call of Supreme Court Justice James F. Minturn, who urged that a presentment be made against the United States Government in the pier tax matter.

Mayor Patrick R. Griffin acted as host to the grand jurors and their guests, who included prominent citizens of Hoboken and the county. After the water front property had been thoroughly inspected from the decks of a steamer donated by the Tietjen & Lang Dry Dock Company, the guests were entertained at luncheon aboard the steamship "Munchen" of the North German Lloyd Line.

Hoboken's powerful case against the government was ably presented at the luncheon by Mayor Griffin and Corporation Counsel John J. Fallon. By making this personal investigation the jurors were able to recognize as they couldn't have done by any other means the enormity of the injustice being perpetrated against Hoboken whereby the city for seven years has been totally deprived of taxes from the piers which formerly yielded 10 per cent of the entire tax revenue of the city.

Mayor Griffin told the jurors that he hoped in making a presentment on the subject they would state the case for Hoboken pointedly and without equivocation. He said that the government is deriving revenues as high as \$1,000,000 a year from the property, that the government is indebted to the city, county and state to the tune of \$2,372,777.89 in taxes since 1919.

He quoted Justice Minturn as having said, "A successful enemy could not well have imposed a greater indemnity upon a conquered city," and reviewed the struggle of the city to obtain justice. Special Senate investigating committees, members of Congress and heads of Federal departments at Washington, and the President himself, have all admitted that the city is being treated with the rankest sort of unfairness, the mayor said, and yet the necessary legal steps to give the city its due have not been taken.

Taxes Blamed

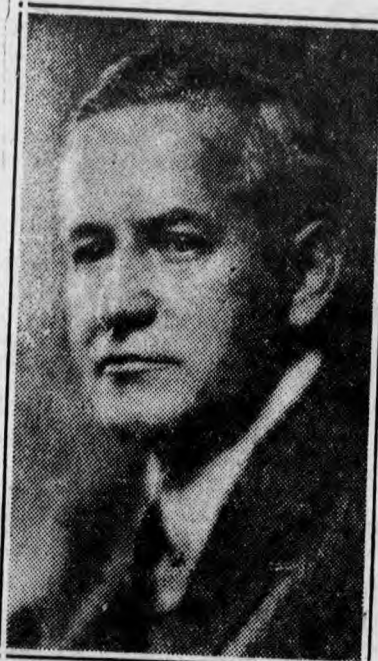
Corporation Counsel Fallon said that the hitch was caused because of the reluctance of the national government to set what it believed to be a precedent of paying taxes on government owned property. "But it is axiomatic, and I believe public opinion will unanimously bear me out in this," said Mr. Fallon, "that the government should pay revenue in lieu of taxes for property from which it derives an income from business competing with private business."

Mr. Fallon then brought out the fact that despite the contention that recompensing Hoboken for loss of taxes on the piers would be upsetting a precedent, that the government has already established important precedents along the same line. He cited the payment by the government to the states of certain percentages of revenue from forestry lands. At first 10 per cent of revenue from government owned forest lands was paid to the states they are in, and now those payments have been increased to 35 per cent. Another example paralleling Hoboken's case, he said, is in the District of Columbia, where because of the great amount of land occupied by government owned buildings, the government contributes 40 per cent of the necessary revenue to be raised by taxation. Still another example is in Panama, where in lieu of taxes the U. S. Government pays the Republic of Panama the sum of \$250,000 a year.

Wants German Lines Back

Applause broke out when Counselor Fallon said that the City of Hoboken would like nothing better than to see both the North German Lloyd and the Hamburg American

LUNCHEON HOST



MAYOR GRIFFIN

lines back at Hoboken again. He said that the amount of business and employment these lines brought to Hoboken prior to the outbreak of war in 1914 has never been duplicated since then. Not only has the city lost vast revenue in taxes from government occupation but much business as well.

If the government is prepared to make full use of the piers and pay taxes Hoboken would welcome government ownership, he said. It is not government ownership in itself the city deprecates, but the unfair competition given privately owned lines that have to pay taxes.

Suggests Ford Buy Piers

If not the German lines, then Hoboken would like nothing better than to see Henry Ford buy the piers and operate ships from them said Counselor Fallon. He remarked that Ford has offered to buy up the idle government owned merchant marine ships and suggested that no better combination could be found than that of the Hoboken piers operated by Ford using his own ships.

Former Congressman John J. Eagan and Congressman Oscar L. Auf der Heide were guests at the luncheon. Mr. Fallon praised the efforts made by Mr. Eagan in Washington to bring justice to Hoboken and said that Congressman Auf der Heide's interest and promises of support were gratifying. In voicing this appreciation he did not forget the services of George Malone, who was secretary to Congressman Eagan and is now secretary to Congressman Auf der Heide. Malone also attended the luncheon.

Following the luncheon the guests went to the lounge of the ship, where coffee and cigars and cigarettes were served. It was there that Judge Charles M. Egan of the Court of Common Pleas spoke in behalf of the grand jury, thanking Mayor Griffin for his hospitality and saying: "I am sure the jury will go into the matter thoroughly and in making its presentment will do everything possible consistent with

its duties to aid in bringing justice to Hoboken."

Among the guests present were: City Assessor Peter J. Murray, Assistant Assessor William Stack, Judge William J. Hanley, of the Hoboken District Court; Henry Stenck, of the Stenck Trust Company; Judge Thomas F. Meaney, of the Juvenile Court; Captain Max Muller, of the North German Lloyd; Commissioners James Londrigan and Harry L. Schmulling, Supreme Court Commissioner Dengler, Assistant Corporation Counsel William Kavanagh and others.

Much appreciation was expressed of the marvelous luncheon served by the North German Lloyd.

Members of the April term of the grand jury who made the inspection of the government owned piers and attended the luncheon were as follows: W. A. Barclay, Adolph Cohn, John J. Dowd, Albert J. Dressel, G. E. Dugan, Arthur E. Ford, Joseph Greenspan, Adolph Harnapp, William A. Higgins, Fred Holtje, Jr., Lester Hughes, John Imhoff, James P. Maroney, John H. May, Joseph Meli, Mrs. Helen A. Mitchell, John J. Moore, David P. Moran, H. Edgar Nilan, Charles M. O'Connor, Ben Schlossberg, William M. Schultz, John J. McMullen.

PIER PROBLEM IS LAID BEFORE THE GRAND JURY

Mayor Griffin's Speech at Luncheon Sums Up the Whole Situation.

The Supreme Court investigation through the grand jury of the Hoboken pier situation by which the city of Hoboken has lost today in revenue from the former North German Lloyd and Hamburg American piers over \$3,000,000 in taxes, took shape yesterday in a tour of inspection of the pier property, the Hoboken waterfront and adjoining docking facilities on the Hudson River.

In addition to the members of the Grand Jury there were thirty guests, including many city and county officials and the Hoboken City Commissioners. Following the inspection of the piers which was made from the launch, Natalie May, loaned for the occasion by William H. Todd, head of the Todd Shipyards Corporation, the inspection party were the guests of Mayor Patrick R. Griffin and the Hoboken City Commissioners on board the steamship Muenchen of the North German Lloyd Line.

Following the luncheon Mayor Patrick R. Griffin, who presided, presented Hoboken's problems in connection with the piers in a nutshell, pointing out in a forcible manner the wrong with which the city had been burdened, and which he hoped the Grand Jury might be able to bring home to the authorities as a result of the investigation which had been recommended by Supreme Court Justice James F. Minturn.

Mayor Griffin stated that the government had used the piers during the war and since that time for the purpose of making money. He declared that Shipping Board officials had admitted to him and other representatives of the city that they were clearing a million dollars and

usually from the operation of the steamship piers; that everybody, even the Shipping Board, admitted Hoboken was entitled to some revenue, but that they had not made a single move to bring this about.

"It is not a fair deal for a great big wealthy government like the United States to impose on a little community of 70,000 people, in a territory only a mile square, a burden of over \$3,000,000," said he Mayor.

He referred to the recent statement that Henry Ford has offered to buy the Shipping Board's fleet, and declared his belief that liquidation of the Shipping Board was the only salvation for Hoboken.

Corporation Attorney John J. Fallon outlined the history of the efforts of the city to secure an adjustment through legislation and otherwise of the revenues which Hoboken was entitled to. He expressed the hope that the piers would be restored to the North German Lloyd Company.

Today, he said, the piers were worth at least twenty million dollars and were worth \$15,000,000 when the Government took them over, although they paid to the Alien Custodian for them only a little over \$7,000,000. This, he declared, was because the appraisers who did not wish to see a larger valuation on the properties, which would have affected their holdings for taxation purposes.

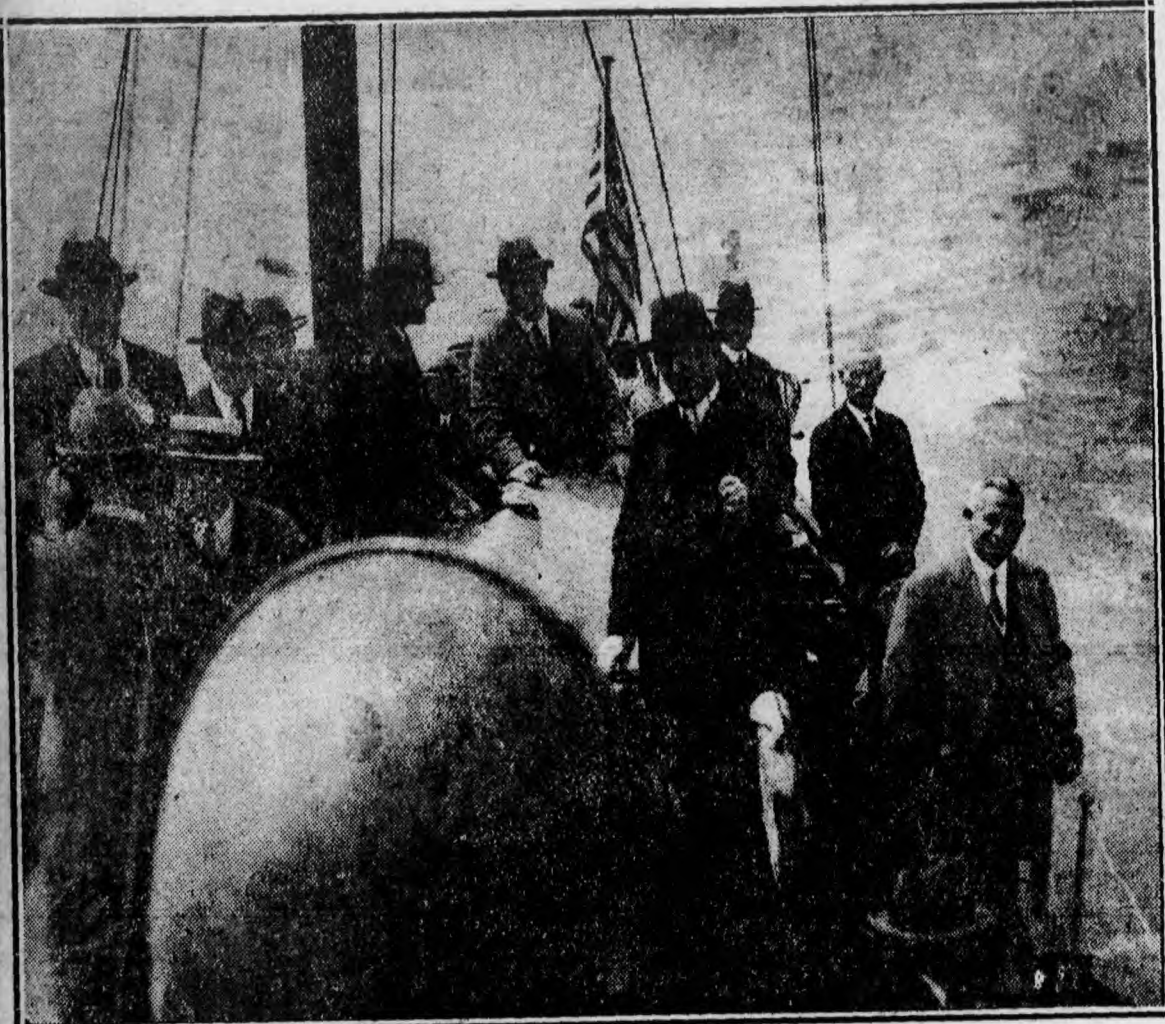
Following the luncheon the guests were served with coffee in the ship's library.

On behalf of the Grand Jury Common Pleas Court Judge Charles M. Egan thanked the Hoboken City Commissioners for entertaining the grand jury and to the North German Lloyd Company, Captain Muller and the ship's captain for their courtesy on board the Muenchen.

In addition to the members of the Grand Jury there were present Mayor Griffin and Commissioners Londrigan, Bach, McFeely and Schmulling, Fred J. Hopkins, president of the Hoboken Chamber of Commerce; Judge Daniel T. O'Regan, Judge Thomas Meaney, Judge William J. Hanley, Henry Stenck, Assistant Prosecutor Aloysius McMahon, Congressman Oscar L. Auf der Heide, former Congressman Egan, Sheriff Thomas Hanon, Assistant Corporation Attorney Horace Allen and William Kavanagh of Hoboken, Court Stenographer John P. Dengler, Assemblyman Gilford, Clerk Peter Murray to the Board of Assessors, and several others.

Obs. May 22/25

Grand Jury Viewing Piers



Members of the Hudson County Grand Jury and County and Hoboken officials aboard the launch Natalie, making a tour of the piers and waterfront property in pursuance of the charge of Supreme Court Justice James F. Minturn that they investigate conditions as a result of which Hoboken is carrying a heavy burden through government ownership of the piers. On the right can be seen Mayor Patrick R. Griffin, and to his left, holding onto the guy rope, County Counsel John J. Fallon.

Newzette May 23/25

CORPORATION ATTORNEY John J. Fallon, of Hoboken, suggests that Henry Ford buy the Hoboken Pier Property at present held by the United States Government. The suggestion has, at all events, the value of originality. About the only difficulty we see to its being adopted is Henry Ford.

Ford is at present vitally interested in at least two gigantic undertakings. One of these is the development of Muscle Shoals, which project Ford has most certainly not abandoned. The other is the promotion of a commercial air service to cover the entire country, together with the production of an airplane "flivver" to make flying machines cheap enough for everyone.

MR. FALLON, for whose sound common sense and judgment we have a profound respect, voiced the sentiments of the people of Hoboken when he declared that the best thing which could happen would be the return of the North German Lloyd and Hambury-American steamship lines to their old piers. During the war Mr. Fallon was loud in his denunciation of the Germans—they were called "Huns" in those days, thanks to the high-priced English and French mud-slingers and slanderers—but Mr. Fallon, in common with the rest of us, realizes that the war is over and that little benefit is to be had by cutting off one's nose to spite one's face.

When the German steamers were docking in Hoboken, this was a prosperous and busy little city. Stores, hotels, restaurants were busy. Men had steady work and good wages at the docks. Today the waterfront is all but deserted, thanks to the hoggish and selfish policy of a Government that thinks more of providing a few soft jobs for a gang of hangers-on than it does of the welfare of an American community.

HOWEVER, TO RETURN to Henry Ford, We do not think it at all likely that this veteran of big business will heed the proposal. Furthermore, should he do so, we feel that our paternal and hide-bound government would see something sinister, something dark and dangerous, in such a suggestion, and would turn it down. It requires vision to accomplish things worth while, and a government that robs a community of its just revenue may have a long arm but equally has a short vision. This is well demonstrated by the refusal to build up an American mercantile marine, to permit of expansion of the aviation forces and by the constant and blundering efforts made to dicker with the League of Nations under the guise of a World Court—a guise so simple as scarcely to deceive a Scotsman.

In a war emergency the U. S. government seized the Hoboken Piers, ousting—or rather, commandeering—the German vessels and owners. During the war these piers played an historic part in the transportation of goods to and from Europe. They were turned over to the Shipping Board, which is a government bureau. The

Shipping Board thereupon set to work to operate the piers for private commercial enterprise and government profit (?).

IT WAS PERFECTLY PROPER for the government to seize the piers during the war. They are about the finest piers in the country, and were ideally situated for the purpose to which they were put. It was also perfectly proper that the government should pay no taxes to the city for use of the pier property, inasmuch as they were, apart from any other reason, being utilized for the public good.

But when the war ended it was little short of thievery to operate the piers for private commercial enterprises and still continue to refuse to pay taxes—or revenue in lieu of taxes.

It has been pointed out again and again that the Government, which cannot pay taxes for property it owns, owns forest and other lands in various sections of the country and pays a percentage of the revenue received from the development or operation of these properties to the communities in which they are situated. This is money paid in lieu of taxes. Actually it serves the same purpose, inasmuch as the percentage of revenue paid is usually calculated to equal the amount of taxation.

BUT, IN THE case of Hoboken, the city and the tax payers of the city, are made to suffer. The government operates the piers, not for the public benefit, but for its own profit via the Shipping Board, with its hosts of men on the payroll and absolutely refuses to listen to any argument why it should pay anything to the city.

Let it be remembered that, when the German companies holding the piers were paying many thousands of dollars every year to the city. Now this revenue is wiped out, and as a result, every property owner and every tenant in Hoboken is paying more every year so that the Shipping Board can pay fat salaries at the expense of our citizens.

For several years efforts have been made to remedy this state of affairs—without result. The government has consistently turned a deaf ear to every suggestion. Meanwhile the people suffer and the Shipping Board magnates buy homes in the country.

We may add, incidentally, that the Shipping Board piers in Hoboken are closed to many Hoboken citizens. Longshoremen not belonging to the particular union favored by Mr. T. V. O'Connor and his lieutenants are not allowed to work on the government piers. This is one bright example of government bureauism and Bolshevism which should surely meet with the approval of such minds that govern Red Russia today. First you take away the property of the people, then you refuse them compensation, then you put your favorite gang in charge and let them say who will or who will not work on the property, thus openly stolen from the people. We might well say "In God We Trust."

Clbs June 18/25 Dispatch June 18/25

GRAND JURY TOLD MORE PIER FACTS

Hoboken's Tax Loss Placed by Witnesses at More Than \$3,000,000—Work for the Session About Cleared Up.

The Grand Jury yesterday afternoon heard facts and figures on the Hoboken pier situation from the lips of Major Edward Arne, superintendent of terminals for the U. S. Shipping Board; Assessors William J. Stack and John Murray and C. Alfred Burhorn, a real estate man. Major Arne, it is understood, reported among other things that the Leviathan is paying about \$900 a day for the privilege of docking at a private pier in New York, although the Hoboken piers would accommodate her and did so for many months before and during as well as after the World War.

The reason, it is said, that the Leviathan does not dock in Hoboken is believed to be that the ship appeals to a "high class" of passengers, who think it more convenient to have the ship tie up at a New York pier.

It is reported that the other witnesses named—all being invited and not being sworn—told the jury that the Shipping Board gets about \$2,000,000 annually as rental from the piers; that the total assessed valuation of the piers in 1918 was \$6,759,500, from which the city got \$148,776 in taxes. In that year all the city got as taxes was \$30,100 from the North German Lloyd Steamship Company. There has been no more revenue from the piers since, as the Government took them over.

In the years from 1919 to 1925 the city of Hoboken has lost in revenue from the piers about \$3,088,500, considering the increase in valuations. The tax rate in that time has gone up from some \$22 per \$1,000 to \$47. There was much other interesting but no new matter brought to the attention of the jury and which will be dealt with when they make a presentment, probably just before the opening of the fall term.

The Grand Jury will go into court next Tuesday with indictments and after disposing of the calendar for that day will adjourn until June 30, which will probably be the last business session before the term ends. The Grand Jury will make its inspection of the Laurel Hill institutions on July 2, and then take a recess for the summer. The jury will be discharged the day before the September term opens on September 15. During the summer the Grand Jury will be subject to call if occasion requires.

Says City Has Lost Millions Since Piers Were Taken Over

Tax Assessor Stack Appears Before Grand Jury and Gives Evidence On Loss

That Hoboken has lost \$3,088,541.10 in taxes since the United States Shipping Board took over the piers in that city in 1918 was one of the statements made yesterday afternoon before the Hudson Grand Jury by Tax Assessor William J. Stack, of Hoboken.

Mr. Stack was one of the speakers invited to enlighten the Grand Inquest on conditions regarding the Hoboken pier situation as urged by Supreme Court Justice James F. Minturn in his charge last April. The Grand Jury, it is said, is preparing a presentment on the subject to be returned next fall.

Major Edward Arne, superintendent of terminals of the United States Shipping Board, appeared under subpoena of the Grand Jury. He asserted that he was assigned to this position only two months ago and as yet has not familiarized himself with all the details of the work.

Major Arne admitted that the Leviathan was docking at a New York pier, although the facilities at Hoboken were sufficient to accommodate the mammoth liner. He said he understood the Shipping Board was paying \$900 a day for the docking privilege and "thought" this was a reasonable figure.

In addition to Mr. Stack, John Murray, clerk of the Hoboken Board of Assessors, and Alfred J. Burnhorn and A. W. Coffin, representing the Hoboken Chamber of Commerce, were present to quote statistics on the pier situation.

Tax Rate Jumps

While the government's taking over of the piers did not cause the tax rate of Hoboken to jump from \$22 a thousand in 1918 to \$47 in 1925, the speakers asserted, they attributed some portion of the increase to this action.

Mr. Stack said that in 1918 the assessed valuation of the piers, now controlled by the government, was \$6,759,500, which meant taxes of \$148,776. Instead of this amount, the Hoboken authorities were paid but \$30,100 by the North German-Lloyd Line for docking rights, leaving a loss of \$118,676 to the city.

He has heard, Mr. Stack also declared, that the government obtains on an average of \$2,000,000 a year for the use of the docks and privileges of the piers.

The Grand Jury will meet next Tuesday and also on June 30. The jurors will pay their annual visit to the county institutions at Secaucus July 2. It was announced by George H. Bowley, clerk of the body.

Clbs Nov 28/24

Clbs Nov 21/24

TAX CONFERENCE BEING HELD WITH PORT AUTHORITY

Whole State as Well as
Hoboken Is in Danger
of Suffering.

Should the Port of New York Authority remain tax exempt on property it may acquire in furtherance of its port development plan the burden would fall almost wholly upon New Jersey. That danger was clearly brought out by representatives of the Hoboken Chamber of Commerce and Jersey representatives of the Port Authority at the conference in the office of Governor Silzer last week.

Governor Silzer in opening the conference declared that any property held by the Port Authority would not be taxable under the law which was passed by the Jersey Legislature. On the other hand, Julius H. Cohen, general counsel for the Port Authority, has stated that he felt certain that the New York Legislature did not exempt property it might obtain in that State.

All of the property which the Port Authority hopes to acquire in connection with Belt Line No. 13, the immediate plan for development, is located in New Jersey. The basic principle back of the establishment of the Port Authority was to co-ordinate transportation and thereby reduce freight rates and the handling of freight in the Port of New York generally.

It has been pointed out by the Hoboken Chamber of Commerce that if property it acquires in New Jersey is tax exempt any reduction in freight rates will be beneficial to shippers in New York for the most part, while the State of New Jersey by the loss of taxes will pay the difference.

That, it was pointed out by the Hoboken Chamber, is grossly unfair to New Jersey, and is one of the reasons that the local organization is fighting every effort on the part of the Port Authority to acquire the Hoboken Manufacturers' Shore Road or any other property until the taxation question is settled.

In order that the Port Authority might proceed with its development of Belt Line No. 13, which includes their control of the Manufacturers' Railroad in Hoboken as part of the plan, a meeting of representatives of the Hoboken Chamber, together with representatives of the City of Hoboken and the Port Authority will be held today in New York. This meeting has been arranged in accordance with the suggestion of Governor Silzer, in order that some agreement might be come to between Hoboken and the Port Authority relative to the Shore Road, now owned by the United States Government and controlled by the United States Army.

If an agreement is reached it will be along lines that will protect the City of Hoboken in so far as its revenues from the Shore Road property is concerned.

At a meeting of the Board of Directors of the Chamber of Commerce the situation as it developed at Trenton was explained by Manager A. W. Coffin, and President Volk was authorized to appoint a committee to meet with the Port Authority.

The committee will consist of Counselor Dougal Herr, Manager Coffin and President Volk. Corporation Attorney John J. Fallon will represent the city administration. The city was not represented at the conference in Trenton last week through a misunderstanding. An invitation had been extended to the city through Mayor Griffin by Governor Silzer, but it had apparently been mislaid, due to the Mayor's departure for Europe.

Governor Silzer has stated that he will arrange a conference with Governor Smith of New York, the Port Authority, the City of Hoboken and the Chamber of Commerce at an early date to talk over the entire situation.

His suggestion to the conference was that the matter be taken up with Congress first, because that body would meet before the Jersey Legislature, but this procedure was objected to by the Chamber officials, in view of what had already happened in Washington, and they felt that the Legislature should first state its policy and then have Congress adopt a policy in line with that.

The new angle which has come out of the situation is the admission by Governor Silzer that Port Authority property in New Jersey is exempt from taxation, and Julius Cohen's opinion that it is not in New York.

For two years the Port Authority has declared that its policy would be to pay municipal taxes on property it might acquire, but at the same time it has fought strenuously against any definite clause to that effect in the laws. Unless the situation is cleared up soon, not only Hoboken, but the entire State of New Jersey will suffer heavy losses in taxes, it is pointed out.

PLAN TO HELP HOBOKEN.

Progress toward protecting the interests of Hoboken in the prospective sale by the Federal Government of the Shore Railroad property to the Port Authority was made at the conference called by Governor Silzer. It was decided the Hoboken officials and Port Authority meet in conference before Congress convenes next month to frame a taxation feature as an amendment to the pending bill. The permission of the Federal Government and the States of New York and New Jersey must be obtained to tax the Port Authority on the Hoboken property, is the conclusion of Governor Silzer.

Clbs. Nov 20/24

PORT BODY IS NOW READY TO TALK TURKEY

Wants Hoboken to Get
Postponement of Shore
Road Sale and Is Will-
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Guaranteeing Taxes.

That the Port of New York Authority is now ready to talk tax adjustment with the city of Hoboken in connection with the acquisition of property on the Jersey water front, rather than make promises which a new set of commissioners might not carry out, was evident at the conference held yesterday in the office of the Port Authority in New York, at which members of the Port Authority and representatives of the city of Hoboken and the Chamber of Commerce were present.

First it was agreed by the Port Authority, according to A. W. Coffin, manager of the Chamber of Commerce, that the Chamber and the city of Hoboken get the War Department to postpone consideration of the scheduled sale of the Hoboken Shore Road and the other piece of water front property controlled by the Government, and in the meantime get the New Jersey Legislature to straighten out the tangle as to whether or not the Port Authority is exempt from taxation under the New Jersey law.

That if it is not possible for the two bodies to secure the consent of the War Department to delay the sale, then to agree to amendments

to the bill now pending in Congress which would strengthen Hoboken's chances of getting taxes from the property should it be acquired by the Port Authority. The latter body is now willing to consider such amendments.

Herein lies the change in front on the part of the Port Authority. The bill introduced in the last session of Congress, and held over, would allow the Secretary of War to sell the Shore Road to that body, and amendments sought by the Hoboken Chamber of Commerce which would have designated the Port Authority as a tax-paying body were strenuously opposed by it.

The attitude adopted by the local representatives at yesterday's conference was that Hoboken does not want the Port Authority to acquire any property in New Jersey until such time as the tax situation is entirely cleared up.

With the Port Authority having the right of condemnation of land, the only other recourse for the city would be to secure the property in its name for, the Port Authority could not take the property from a municipality.

Amendments to the bill in Congress to which the Port Authority is willing to agree will be submitted to the city officials and the board of directors of the Chamber of Commerce next Wednesday, and if they are not acceptable to Hoboken the Port Authority will then consider amendments suggested by the local officials.

In the meantime an effort is to be made by Hoboken to get the New Jersey Legislature to amend the act by which the Port Authority was created to determine whether it was the mind of the Legislature to make it a tax-paying body.

The city was represented at yesterday's conference by Commissioner Gustav Bach, acting mayor; Corporation Attorney John J. Fallon and Assistant Treasurer Edward Hunter, while the Chamber of Commerce representatives present were President Anthony J. Volk, Dougal Herr and Manager A. W. Coffin.

Clbs Dec 1/24

NOT OPPOSED TO PORT AUTHORITY

Says H. L. & I. Co's Inter-
ests Same as City and
Chamber's.

That the interests of the Hoboken Land and Improvement Company are identical with other property owners in Hoboken and with the city officials and the Chamber of Commerce in connection with the taxation problems which have developed in regard to the proposed acquirement of the Hoboken Shore Road and other property in Hoboken by the Port Authority is asserted by Palmer Campbell, president and general manager of the company.

Some misunderstanding developed regarding the situation as it was reported from Trenton several days ago at a meeting called by Governor Silzer, and the following letter is submitted to the Jersey Observer to clear up the situation so far as the Hoboken Land and Improvement Company is concerned:

Editor Jersey Observer:
Dear Sir:—The report in the November 21 issue of the Jersey Observer of the conference which the members of the Port Authority, representatives of the Chamber of Commerce of Hoboken and others recently had with the Governor, contains the statement that "it became evident as the hearing progressed that the Land & Improvement Co. opposed the solution of the problem advanced by Governor Silzer," and also that certain property which the Port Authority seeks to acquire in

Hoboken through the Secretary of War, has long been tax free.

"Both of these statements are incorrect. The Port Authority seeks at this time to acquire the Hoboken Shore Road and a small piece of water front. This property has always paid taxes. It has never been considered as government owned and thus exempt from taxation as the former German piers, because the government merely holds the capital stock of a company which has a lease on the railroad and which owns the waterfront in question.

The Hoboken Land & Improvement Company, in connection with the Chamber of Commerce and the city officials of Hoboken, contended before Congress last winter that no bill authorizing the government to turn over this property to the Port Authority should be passed without a specific declaration from Congress that the property should be subject to local taxation if the State of New Jersey saw fit to make it so. It had been suggested by the Port Authority that it is a federal agency and that, therefore, the state could not tax properties held by it. Our efforts were to a large extent successful.

We have never opposed the turning over of the railroad to the Port Authority, providing we were assured that the same would continue to pay taxes. We, in common with other taxpayers of Hoboken, have suffered quite enough from the exemption from local taxation of government owned property in Hoboken. The Governor at the conference seemed to be of the opinion that the property of the Port Authority, under existing state laws, would be exempt from local taxation. Our counsel contended to the contrary, but in order to make the question entirely certain, we intend, in connection with the city officials and the Chamber of Commerce, to ask the legislature this winter—as we did last winter—to pass an act specifically subjecting

the property of the Port Authority in New Jersey to taxation.

The taxpayers of Hoboken have suffered grievously from the fact that since the Government took over the North German Lloyd and Hamburg-American piers they have been compelled to make up over \$2,000,000 in taxes which those piers used to pay. We think that Hoboken's citizens have made sufficient sacrifices for the country at large, and we do not feel that we should be called upon to make such further sacrifices as the exemption from taxation of property acquired by the Port Authority would entail. We shall, therefore, resist in the future, as we have done in the past, the acquisition of any property by the

Port Authority in Hoboken until it has been made certain that such property will bear its just proportion of taxation. Our interests are exactly the same as the interests of all the other taxpayers of Hoboken, and our position is the same as that of the Chamber of Commerce and the city officials.

We feel justified in asking that you give this letter the same publicity as the article above referred to.

Very truly yours,
(Signed) PALMER CAMPBELL,
Pres. and Gen. Manager.

Dispatch Dec 17/24

Hearing Called on

Port Authority Fight

cls Dec 31/24

TRACK LAYING FEUD WILL BE DECIDED DEC. 20

Plan For Rails on 17th and 18th
Streets to Be Left to
Voters at Meet

E. H. Vredenburg, counsel to the New York Central Railroad Company, and J. M. Doorly, of the engineering department of that railroad, appeared before the Jersey City commissioners yesterday in the matter of the application of the Port Authority and the New York Central railroad for permission to lay railroad tracks in Seventeenth and Eighteenth streets west of Coles street and across Monmouth street. This permission was asked some time ago after the New York Central, at the request of the Port Authority, had purchased a large tract

of land by condemnation along Seventeenth and Eighteenth streets to build an additional terminal for the unloading of cars and had acquired such rights as the previous owners, Schrenk, Connolly and Reed had in the streets. There were two tracks from the National Dock or Junction railroad running across the three streets. The terminal plans call for six tracks. These plans have been devised by the railroad company and the Port Authority as part of the scheme to end rail traffic congestion in the port of New York. When the railroad company started to lay its track in accordance with the plan they were stopped by Jersey City police. Then there were conferences in which the mayor, City Commissioner Michael I. Fagen and Port Authority and railroad officials participated and it was decided that Commissioner Fagen would look into the matter. When he was ready there was to be a public hearing and an effort made to settle the controversy. Director Fagen reported yesterday that his engineers had completed their survey and he has familiarized himself with all the facts and is ready for the public hearing. So, the commissioners fixed December 30 as the date for the hearing, which will be held in the Assembly chamber at 3 o'clock in the afternoon.

STUDY PLAN FOR PORT AUTHORITY SHORE RAILROAD

Expect Meeting Today Will
Iron Out Jersey City's
Objections.

In an effort to clear up disputed points concerning the belt line railroad, as proposed by the Port of New York Authority to extend from Edgewater to Bayonne, and by which shippers along the New Jersey waterfront will benefit greatly, Director of Streets Michael I. Fagen, Director of Buildings John Saul and Corporation Counsel Thomas Brogan, of Jersey City, and J. H. Cohen, general counsel for the Port of New York Authority and several prominent engineers of that organization are meeting in Commissioner Fagen's office this afternoon.

The meeting is the outcome of the public hearing on the application of the Port Authority, in behalf of the Hoboken Shore Railroad, the New Jersey Junction Railroad, the Erie Terminal and the Lehigh Valley before the City Commission yesterday, for permission to build additional tracks over Seventeenth, Eighteenth, Monmouth and Coles streets as a part of the freight terminal enlargement plan, sponsored by the Port Authority.

This application, although by no means a new thing to the City Commission, attacked by both Commissioners Saul and Fagen at yesterday's meeting because of the haze of detail which has not yet been worked out by the New York authorities.

Counselor Cohen, speaking for both his own organization and the railroads in question, outlined the plan, and asked the co-operation of

the City Commission in executing it. He said that it was the purpose to unite all the existing shore railroads into one line, which would be of great benefit to shippers. The plan calls for new tracks to cross the streets named and failure to build such tracks would prevent any comprehensive development.

Shippers in the shore sections, Mr. Cohen said, are at present paying much higher rates than would be required under the new plan. The railroads have agreed to spend half a million toward the installation of switches and signals along the route, in addition to the amount paid in by the Port Authority. The line, when finished, will be composed of the four roads named, he said, but will be operated as one.

Commissioner Saul was responsible for the first argument about the plan, when he asked if Jersey City would be deprived of tax ratables now paid by the railroads. Mr. Cohen said that the taxes would be unaffected. The roads would retain their present identity, he said, but would be operated by a director, appointed jointly by the railroads and the Port Authority. The latter would not receive one foot of ground or title of any sort, he explained.

Commissioner Fagen then demanded a clearer understanding of the number of new tracks to be built, and the reason for the railroad companies not applying for the permit themselves, instead of leaving it to the Port Authority. He pointed out that traffic on Hoboken avenue is almost at the saturation point at the present time, and that the additional tracks would cause more congestion there. In addition, he said, that according to State law, the application for a permit should have attached an authentic map of the proposed improvement, something which the Port of Authority application did not have.

Cohen said that the only reason for the roads not applying individually for the permit was that it was thought the Port of Authority could expedite matters by working alone. Three new tracks would cross Eighteenth street, four Seventeenth, and four Monmouth, he said. He expressed his willingness to meet in today's conference to further work out the matter, and then have it brought up again in two weeks for final hearing.

NEW YORK PORT SCHEME LEAVES COOLIDGE COOL

President Is Not Im-
pressed by Sale for
Bonds—Confer-
ence Incon-
clusive.

The White House is not "sold" on the Port Authority's plan to purchase with paper the Hoboken Shore Road. That was indicated by the attitude of President Coolidge at the conference yesterday afternoon with Secretary of War Weeks, representatives of the Port Authority, Senators Edwards and Wadsworth, Mayor Griffin and Corporation Attorney John J. Fallon of Hoboken and A. W. Coffin, manager of the Chamber of Commerce.

Arranged by Senator Wadsworth on behalf of the Port Authority, the conference was ostensibly for the purpose of securing presidential support for the bill now pending which would authorize the Secretary of War to turn over the Shore Road to the Port Authority for its bonds to the amount of a million dollars. It failed to get that support as far as any expression from President Coolidge was concerned.

Senator Edge notified Hoboken officials so that they might be represented at the conference. Corporation Attorney John J. Fallon later seemed confident that Hoboken's position in the matter is being safeguarded and that nothing will be "put over" on the city.

"The President's comments to representatives of the Port Authority seemed to indicate that he was not in favor of turning over the Shore Road property to that body for paper," declared Mr. Fallon.

The question of disposition of the former Hamburg-American and North German Lloyd piers was referred to incidentally, and President Coolidge intimated that he believed that all property taken by the government during the war should, where it is not now used for governmental purposes, be disposed of.

That the Shipping Board is giving its hand again also devel-

oped when a request was made on behalf of that organization for acquisition of the Hoboken Shore Road and Corporation Attorney Fallon pointed out to the President that he had believed it was the purpose of the government to liquidate the Shipping Board rather than give it additional property, and he hoped that the City of Hoboken would be given an opportunity to present its case against any such move if it was contemplated.

Port Authority representatives said they would not be averse to the city's acquiring the pier at the foot of Twelfth street as a public pier, and asked the city's representatives if they would take over the former North German Lloyd and Hamburg-American properties if given an opportunity.

It was the position of Hoboken, Fallon replied, not to go into business so extensively but if it was the only alternative for the city getting revenue from the pier property, Hoboken would purchase if given the opportunity.

Secretary Weeks made the following statement after the conference:

"It was proposed that the government formulate a policy for disposition of the property taken over by the government during the war, but the government agreed upon a policy a year ago. There is a bill before Congress authorizing me to dispose of the Hoboken Shore Line Railroad to the Port Authority of New York and to take bonds in payment. This has passed the Senate and is pending in the house. While this measure, if passed, authorizes me to dispose of the property, it does not direct me to make such disposition of it."

Apparently, the fatal weakness of the White House Conference was lack of harmony in the views of the interests represented. Nothing had been agreed upon in advance, and the talk took a wide range, about the only thread of unity running through it was the general purpose of the Hoboken representatives as to taxation.

So inconclusive and discursive was the White House meeting that no statement was formulated for the press either by the representatives of Hoboken or the representatives of the New York Port Authority.

Senator Wadsworth contented himself with the observation that no definite result was accomplished.

Senator Edwards reiterated an idea he had expressed before, to the effect that he was for any plan which will release tax money into the treasury of the City of Hoboken. He is plainly impressed with the general position that Hoboken so far has lost more than \$12,000,000 in taxation of the piers, which she otherwise would have collected, and that this is threatening the city with bankruptcy, hits him with all the force of an unanswerable argument.

Senator Edge did not attend the conference, sending word by Senator Edwards that he was detained in the Senate. He conferred with Hoboken representatives, however, previous to the conference.

Besides President Coolidge, Secretary Weeks and Senators Wadsworth and Edwards, there were present Mayor Griffin, of Hoboken, John J. Fallon, Corporation Counsel, and A. W. Coffin, secretary of the Hoboken Chamber of Commerce; Julian A. Gregory, chairman of the New York Port Authority; Dewitt Van Buskirk, former chairman; E. A. Outerbridge, former chairman; General Goethals, consulting engineer; Lewis F. Pounds, State Treasurer of New York; Julius Henry Cohen, counsel, and Wilbur Laroe, of counsel for the Port Authority.

cls Nov 28/24

cls Nov 21/24

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We have never opposed the turning over of the railroad to the Port Authority, providing we were assured that the same would continue to pay taxes. We, in common with other taxpayers of Hoboken, have suffered quite enough from the exemption from local taxation of government owned property in Hoboken. The Governor at the conference seemed to be of the opinion that the property of the Port Authority, under existing state laws, would be exempt from local taxation. Our counsel contended to the contrary, but in order to make the question entirely certain, we intend, in connection with the city officials and the Chamber of Commerce, to ask the legislature this winter—as we did last winter—to pass an act specifically subjecting

the property of the Port Authority in New Jersey to taxation.

The taxpayers of Hoboken have suffered grievously from the fact that since the Government took over the North German Lloyd and Hamburg-American piers they have been compelled to make up over \$2,000,000 in taxes which those piers used to pay. We think that Hoboken's citizens have made sufficient sacrifices for the country at large, and we do not feel that we should be called upon to make such further sacrifices as the exemption from taxation of property acquired by the Port Authority would entail. We shall, therefore, resist in the future, as we have done in the past, the acquisition of any property by the

Port Authority in Hoboken until it has been made certain that such property will bear its just proportion of taxation. Our interests are exactly the same as the interests of all the other taxpayers of Hoboken, and our position is the same as that of the Chamber of Commerce and the city officials.

We feel justified in asking that you give this letter the same publicity as the article above referred to.

Very truly yours,
(Signed) PALMER CAMPBELL,
Pres. and Gen. Manager.

Dispatch Dec 16/24 Obs Dec 11/24

CONFEREES ON SHORE LINE NOT ABLE TO AGREE

Weeks Rejects Port Authority
Plan at Confab Held in the
White House

Washington, Dec. 15.—A proposal submitted by the Port Authority that the Hoboken Shore Road be turned over to the United States Shipping Board under executive order was not favorably received by Secretary of War Weeks, this afternoon, at a conference with President Coolidge, attended by representatives of the City of Hoboken, Port Authority and government officials.

Among those who attended the conference were: Mayor Patrick R. Griffin of Hoboken, Corporation Counsel John J. Fallon, Alyn W. Coffin, manager of the Hoboken Chamber of Commerce, Chairman Julian A. Gregory of the Port Authority, Senator Edwards and others interested in the disposal of the Shore Road.

Mills Favors Port

Representative Ogden Mills, of New York, who accompanied the delegation said that there should be no difficulty in obtaining House passage of the bill permitting the War Department to accept Port Authority bonds. The bill passed the Senate at the last session.

Senator Wadsworth urged Secretary Weeks not to accept private bids for the road pending action by Congress on the bill.

The Lackawanna Railroad has offered a million dollars cash for the road, it is understood, whereas the Port Authority is offering the same amount in bonds which are not at par and which it is believed will not be for some time.

After the conference it was stated that Secretary Weeks is sympathetic toward the Port Authority development plan but favors a private bid for purely business reasons. He said, however, that he would do whatever Congress advised him to do.

Fallon Reports on Conference

Continued taxation of the Shore Road in the event of its transfer to the Port Authority, seems assured, Corporation Counsel Fallon, late last night reported to the Hudson Dispatch immediately after his return from Washington.

"Things look brighter for Hoboken than ever before on the Shore Road and pier taxation question," said Mr. Fallon. "It's a slow fight, but I feel we are gradually getting somewhere."

"The President did not positively say so, but I inferred from what he said that it is the intention of the government to sell the Hoboken piers in the not distant future."

"The President said that it is the policy of the government to sell any property taken over during the war which it no longer requires for governmental purposes."

Counselor Fallon put before the conference the request of the City of Hoboken to acquire the pier at the foot of Twelfth street as municipal property. He said that the Port Authority officials regard the proposition favorably.

Coffin Reports.

Manager Coffin, of the Chamber of Commerce last night, said that the Port Authority regards favorably the proposition of the city of Hoboken taking over the government owned piers. The Port Authority does not want the Shore Road unless it can be operated in connection with the piers, and regards the piers and railroad as a unit to be operated together. Ownership of the piers by Hoboken would be favorable to that plan.

The Port Authority is worried about the attitude of Secretary Weeks toward the disposal of the Shore Road, said Mr. Coffin. He regards the road as surplus property of the War Department and has stated that unless the present session of Congress takes some action he will sell the road to the highest bidder.

Counselor Fallon told President Coolidge that the City of Hoboken would demand to be heard in the matter in the event the government should consider disposing of the Shore Road to the United States Shipping Board. He said Hoboken would strenuously object to that as it would involve loss of the road as taxable property.

The Shipping Board, however, was not represented at the conference, and the chance of it taking over the road now seems more remote than it did before the conference.

Held on 99 Year Lease

The Hoboken Shore Road is officially known as the Hoboken Manufacturers' Railroad, which controls the road on a 99 year lease. The road, although now owned by the government, is taxable because it is a corporation, the stock being controlled by the War Department. The 99-year lease is from the owner of the Hoboken Railroad, Warehouse and Steamship Company, which is owned by the Hoboken Land & Improvement Company, of which Palmer Campbell is president.

The bill providing for the sale of the stock of the road by Secretary Weeks, to the War Department, was put through the Senate by Senator Wadsworth and has now been put before the House of Representatives by Congressman Mills.

It authorizes the War Department to sell the road to the Port Authority, if terms can be agreed upon. This would be tantamount to preventing Secretary Weeks from selling the road to private interests.

SILZER ADDRESS POINTS WAY TO TAX SHORE LINE

Chamber of Commerce Banquet
is Called Best Ever—Plan
Another On Ship

The annual banquet of the Hoboken Chamber of Commerce, Tuesday night, on board the steamship "Stuttgart," of the North German Lloyd Line, at her pier at the foot of Sixth street, was the topic of considerable laudatory conversation yesterday. It is conceded to have been the best yet held by the Chamber.

In fact, Anthony J. Volk, Sr., the retiring president of the Chamber, voiced the sentiments of all present when he expressed the hope that next year's banquet will be held aboard the steamship "Columbus" at her own Hoboken pier. At present that ship, the largest of the North German Lloyd fleet, is forced to dock at Brooklyn for lack of docking space in Hoboken.

The main portion of Governor Silzer's speech was fully covered in yesterday's Hudson Dispatch, but he digressed from his remarks on the Port Authority to say some pertinent things about the government-owned piers.

There is only one sure way of getting Congress to pass legislation that will insure Hoboken compensation for use of the piers. His prescription was a simple one. It will be impossible to expect Congressmen from Texas, North Dakota and other far away places in the country to awaken to the necessity of really acting on the Hoboken case until there is direct advice from a high place.

Changes His Schedule.

Turning to E. S. Gregg, of the U. S. Department of Commerce, who represented Secretary Herbert Hoover at the banquet, Governor Silzer said that he could do a great service, if he took back to Washington a forceful report of the situation, which Secretary Hoover would place before the Cabinet, which in turn would advise Congress to act quickly and effectively in awarding Hoboken the money due for taxes on the piers.

Governor Silzer had been booked to leave the banquet in time to catch the 10:45 p. m. train at the Journal Square station, but he found the banquet so enjoyable that he turned to the toastmaster, Haddon Ivins, and remarked: "Never mind about that train, I'll wait."

This was because the Governor left his place at the speakers' table to attend the overflow Chamber banquet conducted by Charlie Kugler on an upper deck of the ship. Charlie's happy feast was the talk of the ship, and yesterday the talk of the town. His group was composed mostly of youthful members of the Chamber, and they made the "welkin ring" with song. Governor Silzer gave them an extra speech which was not on the program.

He later referred to them as: "Charlie Kugler's Weehawken Wonders."

Later, in introducing the Governor, Mr. Ivins jocularly nominated him for Township Committeeman in Weehawken, but the Governor laughingly declined the nomination, saying: "I don't want to go to jail."

Each member got a good-sized box filled with souvenirs, the boxes were made by the Owens & Trager factory, and the articles contained therein were donated by the following Chamber members: Thomas J. Lipton, Inc.; C. Alfred Burhorn, realtors; Dykes Lumber company, Jagels & Bellis; A. Hannibal Q. company, Shults Cake company, Janssen Dairy company; H. P. O'Mellia, American Lead Pencil company, Sten- eck Trust company, Herman Geismar, Schelling Hardware company, Bragg & company and the Frank Cordis Furniture company.

Obs Jan 27/25

Shore Road Tax Study Is Assured

Republicans Inform-
ally Agree to Plan
Silzer Outlines.

(By a Staff Correspondent.)
BULLETIN.

Trenton, Jan. 27.—The Senate today passed a resolution favoring the Governor's recommendation and named Julian A. Gregory chairman of the Port Authority as that organization's member. Senator Simpson objected to the appointment as without precedent.

Trenton, Jan. 27.—In a special message to the Legislature here tonight Governor George S. Silzer recommended the naming of a committee to study the tax question incident to the proposal of the Port Authority of New York to take over the Hoboken Shore Line Railroad, which was taken over by the government during the war, in the Port Authority plan for the unification of the Port of New York and its environs.

The committee as suggested by the Governor would be composed of two Senators, two Assemblymen, two members named by the Governor, and the Port Authority ex-officio.

Governor Silzer says:

"The most important question is that of taxation. Whether the property of the Port Authority shall be taxed at all, or if taxable, by whom and to what extent is not fixed in the treaty creating the commission. If the courts shall hold that the Port Authority is a governmental agency, an arm of government, then, of course, it and the property acquired by it under our laws, would not be taxable. This question of taxation is economic as well as legal."

"The question of taxation is important to the municipalities in both states. A concrete example has arisen in Hoboken over the proposition to take over the Hoboken Shore Line Railroad, and the suggestion of ownership by the Port Authority of the docks and piers which were formerly private property sharing in the local tax burden. The local municipality cannot be stripped of an undue proportion of its ratables, neither can this agency of government be strangled by over-taxation. The tax question must be studied by all concerned, and an immediate policy must be determined which will be fair to all municipalities."

Following receipt of the message the Republican majority went into conference and decided to follow the Governor's suggestion. The committee will be composed of seven members, two to be appointed by the President of the Senate, two by the Speaker of the House, two by the Governor and one by the Port Authority.

Dispatch Dec 10/24

Silzer, in Hoboken, Urges Shore Line Taxes

GOVERNOR ADDRESSES COMMERCE BANQUET

State Executive Warns of Danger
of Pressing For Both State
and County Tax

Hoboken has every right to demand taxes from the Shore Railroad after it goes under the control of the Port Authority. Governor George S. Silzer last night declared at the annual dinner of the Hoboken Chamber of Commerce, held on board the steamship "Stuttgart" of the North German Lloyd line.

But the road should be exempt from county and state taxation he warned, and cautioned the chamber not to spread its demands too far on the taxation problem or the city might lose the very thing to which it is entitled.

300 at Banquet.

Close on 300 men, representing all the business, professional, industrial and commercial interests of Hoboken, listened to Governor Silzer and gave him a warm-hearted welcome. Another speaker was E. S. Gregg, of the United States Department of Commerce, representing Secretary Herbert Hoover.

A timely warning of the realities of the situation which Hoboken will have to face in obtaining taxes from the Port Authority on the Shore Road, was sounded by Governor Silzer. He reminded his audience that the Port Authority is the creation of three parties, the states of New York and New Jersey and the Federal government, and neither can change any part of the agreement without the consent of the other two. Hoboken has been taken care of so far as the Federal government is concerned in continuing the Shore Road among the tax ratables of the city in the Port Authority Bill passed by the U. S. Senate, explained the governor. Whether the road will be taxed now rests solely on the decisions of the legislatures of the two states.

"If an attempt should be made to impose a tax, any one of the parties to the agreement might at once set up the claim that it was unlawful because this agreement had set up an instrumentality of government.

Two States Must Agree

"Hoboken, is willing I have no doubt, to make its share of sacrifice for any great improvement that will be beneficial to the community at large, but it should not be called upon to make an undue sacrifice. I do not seriously doubt that when Hoboken's peculiar situation is pointed out to the states, justice to Hoboken requires that they should.

On the wider and greater question of general policy to be adopted, when that time comes the two states of New York and New Jersey will have to get together, study the questions seriously, come to an understanding and lay the agreement before Congress for its consent.

"If the Port Authority itself is taxed on its income and otherwise, can it continue to exist?" the governor asked.

"If taxed upon the property its uses to carry out the terms of the treaty, what effect will that have upon its ability to do what it was created for? What effect will it have upon its ability to finance its work.

"What effect will it have upon the rate of interest it must pay, and upon the terms of amortization? How long will it delay the full enjoyment by the public of those advantages which this authority is designed to bring about?

GOVERNOR AND VOLK SPEAK AT BANQUET



GOV. GEORGE S. SILZER.



A. J. VOLK.

Asks Pertinent Questions.

"Suppose the Port Authority builds tunnels and bridges and issues its own obligations to pay for them, thus relieving the states of New York and New Jersey and, at the same time, providing needed facilities. And suppose that these bridges and tunnels, and the approaches and entrances are taxed, what will be the effect upon the progress of these public works? Will they be built at all, will they be delayed thereby? Will the rate of interest be higher, and will they cost more as a result, and result in the public paying toll that much longer? And then, it will be true that certain people and municipalities will be greatly benefited by such improvements.

"If taxed, shall the Port Authority not also have the right to assess for benefits those who get such benefits?

What Tax Would Be Just

"If the Port Authority coordinates the railroads, reduces thereby the rates, increases the efficiency and lowers the cost of living and of doing business in this territory and increases profits, what are we to do?

"Should a tax be levied upon such an enterprise, and if it is, how will it affect it? What kind of a tax would be equitable and just? What would be best for the local community and fair to the work?

"Some people have the impression that the Port Authority is not functioning, and that it is a body that is not entitled to the support of the public.

"Both of these assumptions are untrue. The body is functioning and very effectively and, in a short time, will be one of the biggest and most effective agencies in this part of the country, neither should we assume an antagonistic attitude to the Port Authority, because they are not working for themselves, but for us.

They were created to help us and to do our work. To do those things which we, as individuals and individual communities, had neglected to do.

Should Aid Port Authority.

"Our spirit should be to help in every way to make this body function so that they may bring results, for, after all, they are the hands which are set for the doing of our work."

The sociable side of the dinner was a huge success. The whole spirit of the occasion was a recognition of the importance of Hoboken as a seaport. Hence this dinner, a remarkably fine one, was appropriately held on board a ship of the North German Lloyd line, which is staging a "come-back" in its trans-Atlantic service.

Ivins is Toastmaster

Haddon Ivins, managing editor of The Hudson Dispatch was toastmaster, and brought to that office a sense of humor and good fellowship which put the diners at their ease.

High lights of the dinner were the presentation of a gold watch and chain with charm to Anthony J. Volk, retiring president, by William A. D. Evans; the introduction of the new president of the chamber, Counselor Frederick Hopkins, who made an excellent impression with his thoughtful remarks; and the presentation of a large bouquet to him by Dr. Robert B. Natrass, president of Kiwanis, in the name of his fellow-members of that club.

In presenting Governor Silzer, Mr. Ivins said that everyone knows that the governor has been on the job at Trenton, and that he enters on his last year of office even better liked than in his first year.

A tenor solo was given by Carmine S. De Giovanni, accompanied on the piano by Remo Taverna. He scored strongly and was in excellent voice.

Other music was supplied by the steamship "Stuttgart" Orchestra and by the Elite Radio Orchestra.

A gold lead pencil was presented to each one present by Mr. Volk. A box of souvenirs was given, donated by:

Anthony J. Volk, Sr., retiring president of the chamber, told about the study made of ways and means to bring about tax reduction in Hoboken, and efforts made by the chamber to make such reduction possible.

Of chief interest was his warning against letting the New York Port Authority get into a position where it could evade paying taxes. He said:

Port Authority Status.

"Our chamber has taken the initiative relative to the tax status of such property as the Port Authority may acquire. We firmly believe that neither the Legislatures of New Jersey or New York nor Congress ever intended to make such property tax exempt. The Port Authority in our opinion is an instrumentality of commerce and not of government, and therefore should be taxed.

"Any reduction in the cost of handling freight in the Port of New York should be made as a result of unification and better management, rather than from tax exemption. New Jersey has derived large tax revenues for state-wide educational and local purposes from property which will undoubtedly be acquired by the Port Authority. It would surely be unwise for New Jersey to reduce its taxes in order to get a reduction in freight rates for the metropolitan area, particularly as most of the freight reduction would accrue to the interest of New York, rather than to New Jersey."

The scope and purpose of the Hoboken Chamber of Commerce was admirably summed up by Mr. Volk when he said: "Our chamber is based on the well-recognized principle that more can be accomplished by working together for a common purpose than by individual effort. Its work is to ascertain what the local problems are, formulate plans for their solution, and then solve them. As long as there is a margin between what Hoboken is as a place in which to do business and what it ought to become, there is work for a Chamber of Commerce."

Warns of Tax Rate.

Hoboken faces a tax rate of fifty dollars next year, Mr. Volk warned, making the city on a higher assessment basis than any other community in the entire state. "Something must be done and we must look to the Chamber of Commerce to do it. Our local officials must be made to realize that the existence of any city depends on its business and its industries. We must have the Shipping

Board piers returned to the ratables of this city and must guard against the acquisition of any property by the Port Authority until we can be sure it can and will bear its just burden of taxation."

The speaker told about how the Chamber Taxpayers' Bureau was organized two years ago following a speech made by Governor Silzer urging business men to become more interested in taxation problems, and of how the sum of \$20,000 was raised for a three-year study of governmental finance and administration.

He told about the exhaustive report made by the chamber and of how its recommendations were adopted by the City of Hoboken, this new policy covering the instruments of municipal borrowing, temporary loans and long-term bonds.

Another important increase of revenue to the city made possible by chamber study, is that derived from the new miscellaneous revenue ordinance, \$50,000 annually.

The 1924 budget was analyzed by the chamber experts and a number of alterations made by the City Commissioners as a result, bringing a sixty-five per cent decrease in the tax rate. Another such study will be made of the next budget.

Stecher Is Praised.

Mr. Volk gave individual praise to the different members of the Chamber staff for their loyal and efficient work. He commented the excellent work of Gilbert Stecher, which resulted in the award to the Hoboken Chamber of the grand prize in the National Fire Prevention Contest.

Allen Terbell, vice president of the Second National Bank, was thanked for bringing about a reduction of about \$2,500 in the chamber indebtedness for the past year.

Walter Schalscha of the Union Iron Works and E. Henry Dendel, vice president and superintendent of the Tietjen & Lang Dry Dock Company, were praised "for their efforts in protecting the interests of the manufacturers of Hoboken."

Others complimented were: Counselor Julius Lichtenstein and William A. D. Evans, president of the Cooper-Hewitt Electric Company, "for their important work relative to taxation"; Palmer Campbell, president of the Hoboken Land and Improvement Company, for his work on the pier situation; Captain Hally Hatcher, chairman of the docks and terminals committee, for protecting Hoboken interests relative to the Port Authority, and H. E. St. Wilson and C. Barney Ace, for their work on ferry conditions.

Needless to say, Arlyn W. Coffin, manager and presiding genius of the chamber activities, was also recognized in the speeches for his able executive work.

Louis Schelling of the Schelling Hardware Company, was chairman of the dinner committee, assisted by Walter Schalscha, Frank Cordts, Jr., Walter Eichner and William A. D. Evans.

Dispatch Jan 28/25

THE PORT AUTHORITY AND TAXATION.

Will the Port Authority pay taxes and, if so, how much?

That is a question that has been made very acute because of the fact that a large part of Port Authority holdings will be in Hoboken, a city which is so small in area that it cannot afford to have big chunks of tax ratables taken from its tax books and placed on the tax exempt list.

And while this question is more serious in Hoboken than in other places, it is a very serious matter in New Jersey because of the almost certain fact that New Jersey will give much more to the Port Authority in property than New York, while New York will get vastly more benefit from the Port Authority than will New Jersey.

The seriousness of the situation is added to by the fact that the rights of municipalities to tax property of the Port Authority have been questioned. These rights have been both questioned and defended; and eminent experts in taxation has disagreed in the legal points involved.

Governor Silzer has given much thought to the Port Authority in all its ramifications, and he has given particular thought to the study of taxation of property it will acquire.

Governor Silzer is particularly interested in the Hoboken situation, for the Hoboken tax situation is very serious. Hoboken has suffered ever since the war from a loss of millions of ratables from its pier properties, due to the fact that the Government seized the piers during the war, and has since not paid any taxes on them.

The Governor knows what Hoboken's problem is, in taxation, and he has openly expressed it as his conviction that some means must be found by which Hoboken can help the Port Authority, through its fine position of strategy for such work as the Port Authority has to perform, without the Port Authority inflicting an unbearable tax burden upon Hoboken.

Prompted by the Hoboken situation, and with the best interests of New Jersey at heart, Governor Silzer has now sent a recommendation to the Legislature suggesting the naming of a commission, the duty of which will be to study the tax problem in its relationship to property which may be acquired by the Port Authority.

He would have the New Jersey Commission made up of two members of the Senate, two members of the Assembly, and two citizens to be named by himself. He would have Governor Smith and the New York Legislature name a similar commission, and then he would have these two bodies work with the members of the Port Authority in getting down to the practical side of taxation.

It is a big job, and a job which requires such specialized study as a special commission would give to it.

It is a task that must be gone into not alone from the standpoint of the legal side of taxation, but no small consideration must be given to the economic side. If the facilities for handling freight are to be increased at public expense that is out of all proportion to the benefits to be derived, why the Port Authority?

If the Port Authority is to reduce freight costs mainly through tax exemptions, why the Port Authority?

If there is any merit to the assertion that the Port Authority can be taxed out of business, why the Port Authority?

If the main difference between the railroad rates and the Port Authority rates is the difference between tax exemption and tax payments, why the Port Authority?

The railroads do not operate by any favor in tax exemption, and there is some question as to how far the Port Authority should be aided in that regard, especially when it is considered that New Jersey will make the greatest sacrifices while New York will gain the greatest advantages.

Dispatch Jan 28/25

State Study of Port Authority Taxes

LEGISLATURE ACTS ON SUBJECT BROUGHT TO CLIMAX IN HOBOKEN

Commission of Seven to Investigate Into Policy For Port Authority Property

Staff Correspondence.

Trenton, Jan 27.—With the purpose of settling upon a policy to govern the question of taxation of property of the Port of New York Authority, which was brought to a climax by the authorities of Hoboken, the Legislature, acting upon a recommendation by Governor Silzer, today rushed through both chambers a joint resolution providing for a commission of seven members to study and report upon the matter. Under the resolution, the commission "is authorized and directed to investigate the relationship between the Port Authority and the respective municipalities wherein is situated property of the Port Authority, and particularly the subject of taxing such property, and whether such property shall be taxed and if so, to what extent."

To Confer with New York.

Authority is given the commission to confer with a similar one in New York state "when and if" appointed. It is specified that a report shall be made to the present Legislature.

The commission is to consist of two members named by the Governor, two Senators named by the Senate President, two Assembly members named by the Speaker, and Julian A. Gregory, of East Orange, who is chairman of the Port Authority.

While the situation in Hoboken, with relation to the Shore Line railroad and the prospective acquirement of waterfront property by the Port Authority brought the topic to an acute stage in Hoboken, Governor Silzer explained in a special message sent to the Legislature with the annual report of the Port Authority, that the question raised will apply to

the proposed bridge projects which are to be handled by the Port Authority, including those connecting that state and Staten Island as well as the projected Fort Lee-Washington Heights bridge across the Hudson.

Governor Silzer suggested a commission of nine, including all those finally agreed upon and the other two Port Authority members from this state besides Mr. Gregory. The Senate concurred in the suggestion from the Governor and Senator Case was directed to draft a resolution. After a conference between the Governor and Senator Case, the Governor acceded to the Senator's suggestion that the committee be reduced to seven.

Port Authority Requests.

In its report the Port Authority requested legislation to exempt from taxation the bridge projects to be placed in its hands and to that end suggested the study of the subject which will be made by the commission.

In the report reference was made to the pending bill in Congress authorizing the Port Authority to take over from the War Department the Hoboken Shore Line Railroad, the report indicating that to meet criticisms, the Port Authority would consent to have the Shipping Board, Hoboken or the State of New York take over the line in the public interest.

The Port Authority asked also enactment of a bill that failed of passage last year to give the power of investigation and subpoena to the Port Authority. New York passed such a law and hearing have been held under it.

In his message the Governor noted that in addition to negotiations for taking over from the government the Hoboken railroad, "which is the strategic link in the chain of railroads connecting all the great terminals on the New Jersey side of the Hudson," the purchase from the government by the Port Authority "of the Hoboken piers and docks now in government control is also under consideration."

Obs Sept 5/24

GARDNER AGAINST PORT AUTHORITY

Republican Candidate Takes Stand Against Government Pier Control.

John F. Gardner, Republican candidate for Congress in the Eleventh District, in a statement issued today, bitterly attacked the move of the Port Authority to secure control of the waterfront property in Hoboken controlled by the government owned Manufacturers' Railroad Company. He is in favor of returning the government piers in Hoboken to private ownership and will make a strong fight for this if elected, he says.

"Despite assertions to the contrary, the Hoboken Shore Road has not been a paying proposition," declared Gardner, "and as a matter of fact is losing about \$50,000 a year. The present agitation of the Port Authority to secure control of the waterfront property owned by the Shore Road itself, and there is a squashed. It has never been shown how that property is in any way connected with the operations of the Shore road itself, and there is a very strong likelihood that if the Port Authority secured title to it

the City of Hoboken would lose another big chunk of taxes, adding to the burden of two or three million dollars which the city has lost from government control of the pier situation in the Mile Square City.

"To grant another public body, which from present indications would be tax exempt, more Hoboken property, would be a burden which the city should not be called on to shoulder, and this property ought to be turned back to private ownership."

That Gardner will wage a strong fight to have the Hoboken piers returned to private ownership he indicated. The firm with which he is connected does business with the Shipping Board piers and he knows the situation intimately. He declares that the vessels now operating from the Hoboken piers are only carrying a few tons of freight, that the piers are not used to anything like capacity, and that the robbery of the city should be stopped at once.

"The piers should be turned back to private ownership," declared Gardner, "and I will do everything in my power to bring that about."

"As it is with the paucity of commerce now being conducted from the local piers thousands of longshoremen are out of work, and a return to private ownership would mean a return to normal conditions with the piers being used to capacity and work provided for thousands of longshoremen who live in Hoboken, Jersey City Heights and North Hudson."

Gardner, who is not worried about the outcome of the primaries, will not commence his active campaign until after the September election. Adequate compensation for postal employees and improved postal facilities for North Hudson are among his platform planks.

1 Dispatch Feb 5/25

Plan to Speed Shore Line Bill Is Blocked

SCHEME TO AID PORT AUTHORITY HIT AS CAPITAL

California Congressman Balks
Plan to Give Unanimous As-
sent to Bill

Washington, Feb. 4.—Defeat of a plan to hurry a bill which would enable the government to accept Port Authority bonds for the Hoboken Shore Line Railroad is seen here. The bill has passed the Senate.

At the request of the New York Port Authority, Representative Ogden L. Mills has requested a special rule to expedite the bill which would authorize the War Department to sell the line to the Port Authority. The measure is being opposed by Hoboken because it leaves open the question of Hoboken's right to tax the railroad in the hands of the Port Authority. To meet this situation, the Senate inserted in the bill a clause that nothing contained in it should be construed to relieve the Port Authority of local taxes, but this is not binding enough for Hoboken. Consequently they are pursuing the question of taxes at Washington as well as at Trenton and Albany. The bill nearly passed Monday during the call of the unanimous consent calendar in the House.

Eagan Absent.

Neither Representative John J. Eagan nor Representative Charles F. X. O'Brien were present and passage was stopped only by the objection of Representative Linberger, of California.

Representative Eagan is opposing the request of Mr. Mills for a rule and it is likely that in the pre-ad-journment rush he will prevail.

Dispatch Feb 8/25

Combine Against Lackawanna In Shore Line Bill Is Charged

La Guardia, in Congress, Asserts
Port Authority is Tool of
Erie Railroad

Washington, Feb. 12.—Congressmen today were studying the effect Representative La Guardia's attack on the Port Authority would have on the House bill which would hand the Hoboken Shore line over to the Port Authority.

Representative La Guardia, radical Republican from New York City, attacked the bill as furthering a fight of railroad interests with the Port Authority as a tool of the Erie Railroad. La Guardia said that the Lackawanna Railroad had offered \$1,000,000 for the Shore Line and that other railroad interests had abetted the Port Authorities' attempt to gain control merely to prevent acquisition by the Lackawanna.

Asks Open Bidding

La Guardia contended this property, as well as other surplus war plants, should be sold on the open market to the highest bidder.

"I bespeak the interest of my colleagues to examine the bill I have referred to and do me the kindness of reading the history of this Port Authority, which I am going to put in the record. It is a repudiated, penniless, worthless, political combine which has spent \$500,000 in making blueprints and reports without a bit of property in its possession, without any credit back of it. And yet they have the audacity to come here and ask you for \$1,000,000 worth of property and \$100,000 in cash and offer you bonds that every banker in New York and New Jersey refused to take."

"Is it not a fact," asked Representative Lozier (Dem., Mo.) that business and stock jobbing interests of the city of New York have been engaged for months in a propaganda

to produce this result and get this government property by this scheme for securities of the kind the gentleman has referred to?"

Vrsion of Negotiations

"And do you know why?" rejoined La Guardia. "First they had a breakfast and the bankers were there, and their little lawyer, who is the port authority counsel, made the offer. 'Will you take our bonds?' they said: 'What is back of them?' You know bankers are not giving money away. They asked: 'Are the states of New York or New Jersey back of them?' 'No; because the law that created this commission specifically provided that the credit of the state should not be obligated.' 'Have you got any property?' 'No.' That ended the bankers taking the bonds."

"57 Varities of Plans

"What do they want to do now? They want to get this government property in Hoboken and make the government take a 100 percent mortgage and then go out with this 100 percent mortgage property and dump more bonds on the public. It is a scheme that is outrageous, dishonest, and I hope the members will vote it down Saturday when it comes before the House."

"Is there not also involved the fact that they propose to put on a line of trucks that will congest the streets of your metropolitan city to a degree that has never been done before?" asked Representative Blanton (Dem., Tex.).

"That is one of their plans. They have fifty-seven varieties of plans. They will do anything that the Erie Railroad tells them. It is just a fight among the railroads. The Lackawanna Railroad has offered to pay the government \$1,000,000 for the property. The Erie and other roads do not want the Lackawanna to have it. So we are asked to give it away to the Port Authority which in turn will be—and is led by the nose by the very same railroad interests."

Obs Jan 28

NEW BOARD TO TAKE UP SHORE ROAD TAX PLAN

Senate Adopts Silzer's Recommendation Promptly.

(Reprinted from the Last Edition of
yesterday's Jersey Observer.)
(Special to Jersey Observer.)

Trenton, Jan. 27.—The Senate today passed a resolution favoring Governor Silzer's recommendation for the naming of a commission to study the tax question incident to the plans of the Port of New York Authority to take over the Hoboken Shore Road.

Julian A. Gregory, chairman of the Port Authority, was named as that body's representative on the commission in the Senate's resolution, and Senator Simpson of Hudson strongly objected to this, claiming that it was against all precedent. Simpson was in favor of the resolution with the exception of the naming of Gregory. He said he did not think that there should be any member of the Port Authority on the Commission. It passed despite his objection.

The committee as suggested by the Governor would be composed of two Senators, two Assemblymen, two members named by the Governor, and the Port Authority ex-officio.

Dispatch Feb 3/25

Al Smith Urges Shore Line Be Held for Port Authority

Governor, in Letter to Mills, Says
It is Unthinkable That It
Will Be Sold

Albany, N. Y., Feb. 2. — Governor Smith today made public a letter which he has sent to Representative Ogden L. Mills at Washington urging that the New York congressman press action by Congress on a bill designed to permit the Secretary of War to accept bonds of the Port of New York Authority in payment for the "Hoboken Shore Line," a waterfront railroad now the property of the United States government.

Smith Surprised.

The Governor in making known the contents of the communication expressed surprise at the "reluctance" of Congress "to assist the Port Authority in the consummation of a plan that Congress itself approved."

He had been informed by Secretary of War Weeks, he explained, that Congress probably will not enact legislation which would allow Secretary Weeks to accept Port Authority bonds as payment for the road.

"It is regrettable that when two states, acting through an agency of their own," the Governor's letter to Representative Mills said in part, "seek to promote the commerce of the port by a comprehensive plan to co-ordinate and bring up to date all of its terminal facilities, we should at this time be faced by an unwillingness on the part of Congress to assist the agency of the two states in carrying out a plan which has had the approval of Congress itself."

Hits Private Control.

"The Hoboken Shore Line is an important part of that comprehensive plan; that it should fall back into private ownership is unthinkable if the two states are to carry out in full the purposes for which the Port Authority was erected."

Dispatch Feb 2/25

SHORE LINE SALE IS AGAIN URGED ON U. S.

New York Organization Starts
Lobby of Congressmen For
Port Authority Plan

New York, Feb. 1.—A memorandum urging the support of the Wadsworth-Mills bill authorizing the sale of the Hoboken Shore Line Railroad, now in the hands of the government, to the Port Authority has been sent to members of Congress by the Citizens Union. It recommends acceptance of the Port Authority's bonds in payment.

The bill, which has been passed by the Senate and favorably reported by the House committee on military affairs, is now on the House calendar. The Hoboken Shore Line Railroad has been owned by the Federal government since the war. Though it is only 1.2 miles long, it is the connecting link between trunk line railroads terminating on the New Jersey shore and the steamship piers in Hoboken, also government property since the war.

Obs Feb 14/25

Obs Feb 16/25

HOBOKEN OFFICIALS SHOULD BE WIDE AWAKE TO PROTECT THE CITY.

President Coolidge recently heard the appeal of the Hoboken delegation anent the Port Authority taking over the Shore Railroad and it was believed he was favorably impressed. The delegation explained the great loss of revenue the city had suffered by the Federal Government seizing the pier property and taking over the railroad, the connecting link. They desired the city's taxing revenue be safeguarded in the proposed sale of the Shore Railroad to the Port Authority.

The fact that President Coolidge favors the sale of the railroad to the Port Authority is patent in the announcement that the House Rules Committee had agreed to grant a rule assuring and facilitating consideration of the Shore Railroad bill, indicating that it desires early action before the present sessions of Congress ends. Chairman Snell of the Rules Committee has been holding frequent conferences with the President concerning the legislation the President wishes disposed of and the conclusion is the Shore Railroad bill is one in which the President is interested. Representative Eagan is reported to be working assiduously to protect Hoboken's interests. He stated that Hoboken, through Federal property seizures, has been deprived of millions of dollars in taxes.

Representative La Guardia, of New York, is making a determined fight against the Port Authority. In his telling speech reviewing what had been accomplished by it, a creation of the States of New York and New Jersey, he claimed it had virtually done nothing in the eight years of its existence, although the taxpayers of the two States had paid a million dollars for the maintenance of the Port Authority, and having now literally repudiated it the Port Authority seeks status as a Federal body, hoping to unload a million dollars of its bonds on the Federal Government as it has no market for them. In his powerful argument he advocated the Government sell the Shore Line property in the same open way that other property is sold and not make an exception to rehabilitate a repudiated and seemingly bankrupt Port Authority.

Congressman Blanton, of Texas, who expressed surprise at the bill being on the calendar, informed La Guardia that he had it marked and would be heard from. The bill will have hard sledding despite the apparent indorsement of the President.

FEAR COOLIDGE APPROVES PORT AUTHORITY BILL

Otherwise It Could Scarcely Have Reached Calendar—La Guardia's Attack.

Special Dispatch to Jersey Observer, Jersey Observer Bureau, Washington, Feb. 13.

When it became known yesterday that the House Rules Committee had agreed to grant a rule assuring and facilitating consideration of the bill authorizing transfer of the Hoboken Shore Line Railroad property to the Port Authority of New York, Congressmen Eagan of New Jersey and La Guardia of New York redoubled their efforts to block passage of the measure, as briefly told in yesterday's Jersey Observer.

Port Authority Will Get Road This Week

Legislation Certain to Pass Congress and Receive President's Signature Without Delay—Preliminary Vote Overwhelming.

Special Dispatch to Jersey Observer.

Jersey Observer Bureau, Washington, Feb. 16.

By the end of the week Secretary of War Weeks will have been authorized by Congress and the President to dispose of the Hoboken Shore Line to the Port Authority of New York and accept in payment \$1,000,000 of 30-year bonds to be issued by the Port Authority, according to all indications. Concurrence in the bill passed by the Senate is expected to be voted in the House tomorrow. It will then go to President Coolidge, who will approve it, probably within three or four days.

If amended in the House at all, the changes are not apt to be material, though even inconsequential amendment would necessitate a slight delay, since Senate acceptance of such would be required. In any event, all signs now point to passage of the measure at this session. Unquestionably the most important development of Saturday afternoon's three-hour debate on the bill was the introduction of a letter written last Wednesday by Secretary Weeks, in which the Secretary indicated very clearly that he is as opposed as ever to accepting the port authority bonds over a cash offer of \$1,000,000 from the Lackawanna

Railroad, and desired that Congress specifically instruct him to turn over the line in exchange for the Port authority securities, if that was the wish of Congress.

In the face of this letter, however, Representative Ogden Mills of New York, assured the house "without qualification" that, if the bill passed, the secretary had assured him he would turn over the property to the Port Authority. Representative LaGuardia of New York, produced the Weeks' letter.

When Mr. Snell, of New York, presented a rule for the immediate consideration of the bill, adoption of the rule was opposed. The vote was 103 ayes to 31 nays, the one-sided result being interpreted as foreshadowing passage of the measure.

Granting of the rule was a development favorable to the Port Authority's friends in the House, since it gives the bill the prestige that the most powerful committee's action confers. Chairman Snell of the rules committee is in constant conference with President Coolidge as to what legislation shall be favored in the pressing last days of the session. So, when the committee gives its O. K. to the pending bill it implies Presidential approval.

Congressman La Guardia played a good card yesterday in forestalling the effect of the granting of a rule by spreading on the Record for the eyes of members the history of the New York Port Authority, with especial emphasis upon the inability of that body to guarantee bonds and interest payments.

In addition to extending his remarks, which means insertion in the Record of matter which he did not actually present in the House when he had the floor, La Guardia aroused the undivided attention of the membership when he, briefly, but unsparingly, attacked the Port Authority, as already outlined.

Several members interjected remarks indicating surprise that such a proposal as that contained in the bill should have gotten on the calendar.

"How did such a bill as this come to be reported and get on the calendar," asked Congressman Blanton of Texas.

"It is on the calendar," responded Mr. La Guardia, "and I hope the gentleman will be here when it comes up and I hope I will have the help of my energetic friend from Texas."

"I have it marked," said Blanton. Congressman Eagan is using effectively the argument that Hoboken already has lost \$3,000,000 in taxes through disposal of property, which if in private ownership would have been taxable. He is convinced that passage of the pending bill would be followed later by a move to give the Port Authority a Federal status whereby it would escape taxation on the Shore Line Railroad.

In the course of his history of the Port Authority of New York, Congressman LaGuardia summed up what that body had not done in the whole of its existence, dating back eight years. He said:

"Not one bond has been sold. Not one shovelful of earth has been turned to mark the commencement of a single work of construction of the many which were so generously promised. Over \$1,000,000 has been paid by the taxpayers of New York and New Jersey to this body and this large

sum placed at the disposal of the port authority and spent by it has produced nothing but reports, blue prints, promises, conversation, and dreams.

"The truth of the matter is that the Port Authority is a tremendous success for every purpose except the one for which it was created

and that is to sell its bonds and use the proceeds thereof to create specific port facilities as outlined in its specific plan of development prepared by it and approved by the legislatures. On this last point it has proved to be one of the greatest 'gold bricks' ever sold to any considerable part of the American public.

"The port authority has been refused credit, first, by private lenders, and then by the States whose agency it is. It is therefore industriously seeking some way to make a market for its bonds and it develops the ingenious idea of unloading a million dollars worth of its 'bonds' on poor old Uncle Sam. The proposition to buy the Hoboken shore road for a million dollars in port authority bonds, described by Secretary Weeks as 'paper,' is nothing more than an attempt to get the Federal Government, which is not responsible for or interested in the port authority, to pull the port authority out of a financial hole in which it has involved itself, after the States who have created it have refused to give any assistance.

"I submit that under the law the Secretary of War has authority to dispose of this property in the same manner and under the same conditions that hundreds of millions of dollars in Government property has been disposed of, and that we should not be called upon to make an exception in this case and to rehabilitate an entirely repudiated and seemingly bankrupt port authority."

Obs Feb 13/25

Obs Feb 2/25 Dispatch Feb 18/25

Clubs Ask Shore Line Road Sale

New York Bodies Back
Port Authority—
Congress Acts
Today.

The City Club and the Citizens' Union of New York City are urging members of Congress to support the Wadsworth-Mills bill designed to permit the War Department to sell the Hoboken Shore Line Railroad to the Port Authority.

The bill has been reported favorably by the House Committee on Military Affairs, and is due to come up for action today.

The property has been in the hands of the War Department since it was taken over for military purposes in 1917. The Port Authority wants it as a link in its plan for improving the terminal. The Secretary of War has indicated that he will consider its enactment before March 4 as a mandatory direction to him to make the sale to the Port Authority, which desires the railroad as part of a waterfront belt line to its plan to co-ordinate the port's transportation facilities.

According to the letters, the Secretary of War will advertise the road for sale to private parties if the bill is not passed. As at least one railroad has made an offer for the road, the Citizens' Union and City Club urged the passage of the bill to prevent private ownership.

"This railroad is the sole connecting link between trunk line railroads terminating on the New Jersey Shore of the Port of New York and the steamship piers of Hoboken now owned by the Federal Government," the City Club's letter reads. "It is a part of the comprehensive plan for the development of the Port of New York approved in 1922 by Resolution 66 of the Sixty-seventh Congress."

"Unless the bill pass, this essential link will be sold to a private user instead of being transferred to a public agency. The result will be to dissipate in a large degree the advantages to be secured to the nation by the comprehensive plans which are specified in the Congressional resolution of approval above cited, namely, to 'better promote and facilitate commerce between the States and foreign nations and provide better and cheaper transportation of property and aid in providing better postal, military and other services of value to the nation.'"

"There is, we submit, no question whatever that the interest of the United States is co-extensive with that of the public agency and not with the private user. The Governors of the States of New York and New Jersey in their joint communication to the Secretary of War in May, 1924, express their 'deep concern lest the pledges of the States to each other and both to the nation should be rendered futile by turning over the Hoboken Shore Line to private interests and their opinion that if the railroad should pass into private hands the piers now owned by the Government would be greatly depreciated in value. To permit this to be done for a temporary monetary advantage would be to lose sight of the much larger service to accrue to the public in the future from a real development and use of the railroad in the hands of an unselfish public authority."

"The compensation offered by the Port Authority, namely, \$1,000,000, is greater—as General Goethals testified before the Senate Committee—by \$100,000 than the present value of the railroad. The only exception that can be taken to it is that it is in the form of bonds to be issued by the Port Authority, instead of cash. But the security is good, being the railroad itself and its undoubted ample revenue, which will accrue from its strategic position. It is no real objection that the payment is not to be, and, indeed, cannot be made in cash. The potential importance of the road in connection with the development of commerce of the whole nation easily override any prejudice in favor of an immediate rather than a future receipt of the money price."

Port Authority to Purchase Shore Line

HOUSE VOTES TO ACCEPT MILLION DOLLAR BONDS

Amendment to Authorize Purchase By City of Hoboken is Turned Down as Representatives Roll Up Overwhelming Majority For Harbor Commission Ownership

O'BRIEN BACKS EAGAN
IN LAST MINUTE FIGHT

Washington, Feb. 17.—By a vote of 198 to 26, the House of Representatives this afternoon passed the bill to authorize the Secretary of War to sell, in his discretion, the Hoboken Shore Line Railroad to the New York Port Authority, and to accept bonds in payment. Having been passed by the Senate, the bill now awaits only the signature of President Coolidge to authorize the sale.

The vote came after the House had voted down a series of amendments directed against the Port Authority.

Roll Call Refused

Upon the bill being reported to the House, the opposition renewed its obstruction by offering an amendment and demanding a roll call, rather than viva voce votes. This demand was defeated, and the bill went through as recommended by the committee of the whole.

The debate, which was distinguished by the same political and personal bitterness that showed in Saturday's extended argument, revolved around the efforts of Hoboken to keep the railroad out of the hands of the Port Authority and to have it sold to either itself or a private corporation like the Lackawanna Railroad that would pay local taxes.

Eagan is Beaten

An amendment by Representative John J. Eagan, of the Eleventh New Jersey District, to authorize the Sec-

retary of War to sell the property to Hoboken was defeated, 67 to 23. The only Jersey member to support Eagan was Charles F. X. O'Brien, of Jersey City. Minahan, Browne, Leidbach and Geran voted with the Port Authority.

A motion by Representative Denison, Republican, Illinois, to recommit the bill to eliminate the provision permitting the Secretary of War to accept Port of New York Authority bonds in the amount of \$1,000,000 was defeated, 27 to 156.

City Purchase Defeated

Previously, by vote of 53 to 78, the House had rejected an amendment by Representative Eagan, modified by Representatives McSwain, South Carolina, and Connelly, Texas, Democrats, designed to give the City of Hoboken an opportunity, after receiving authority from the New Jersey Legislature, to buy the road at the million dollar figure fixed in the bill.

The bill has been the subject of controversy throughout this and the last session. Representatives Eagan, Democrat, and La Guardia, Republican, and Boylan, Democrat, the latter two of New York, leading the fight against it. The road, which is the sole link between railroads terminating on the New Jersey shore and steamship piers at Hoboken, was acquired by the government during the war to facilitate movement of freight and ships. Secretary Weeks has taken the position that he would not dispose of it to the Port of New York Authority unless specifically authorized by Congress.

Proponents of the measure contended its sale to the Port Authority would assist in the development of the Greater New York port, while opponents contended that either the City of Hoboken or the Delaware, Lackawanna & Western should be permitted to take over the belt line.

Dispatch
Feb 16/25

TAXATION ASSURED, EAGAN IS INFORMED

N. Y. Representative Suggests
Shore Line Be Given City of
New York

Washington, Feb. 14.—An unique point was raised in the House yesterday when Representative Carew, of New York City, suggested that the Government hand over the Hoboken Shore Line to the City of New York. The suggestion was made during a heated debate over a bill to sell the valuable railroad property to the New York Port Authority. Representative La Guardia attacked Congressman Carew for his support, along with Representative Ogden Mills of the bill.

"Why does not the gentleman think the United States Government ought to give this property to the people of the community up there?" Mr. Carew asked.

"Let them give it to the City of Hoboken and I will vote for it," said Mr. La Guardia.

"The gentleman comes from the City of New York, why vote to give it to the City of Hoboken?"

"Because there is too much at stake."

"Why does not the gentleman vote to give it to the City of New York?" persisted Mr. Carew. "Why does he want to give it to the City of Hoboken?"

"Let me inform the gentleman the property is in New Jersey and not in New York," Mr. La Guardia answered.

"There is no reason why it should not be given to the City of New York as well as to the City of Hoboken."

"I do not want to give it to the Port Authority under these circumstances."

In an exchange between Mr. Mills and Mr. Eagan of New Jersey, Mr. Mills stated that the Hoboken Railroad and property would pay taxes to the City of Hoboken under the transfer to the Port Authority, just as they are now doing.

"We not only have the assurance of the members of the Port Authority to that effect," Mr. Mills said, "but the question is specifically covered in this bill. Judge Thomas Haight, representing the biggest taxpayer in Hoboken, the Stevens estate, said the bill covered this point fully."

Dispatch Feb 17/25

Shore Line Bill Today Holding New York Port Authority Fate

Debate in House Today Means
Life or Death For Harbor
Organization

Washington, Feb. 16.—The life of the Port of New York Authority is at stake in a fight that will be made in Congress tomorrow.

The test is on a bill permitting the secretary of war to sell the Hoboken Shore railroad to the Authority. The big issue practically is the same as that in the controversy between Governor Smith and Mayor Hyland over New York city transportation.

Edge Backs Authority

The line-up presents a combination between Tammany and Regular New York Republicans against one of the Hyland forces and a Socialist, La Guardia, who opposes a measure for government control and ownership that has the approval even of such a non-paternalistic person as Senator Edge.

The fight is extremely bitter because Governor Smith practically has ordered the New York Democratic delegation to defeat it. La Guardia is leading the fight for the mayor. The Smith forces have two heads working in peculiar harmony, John Carew, brains of the Tammany

outfit, and Ogden Mills, who represents a "silk-stocking" district.

Port Authority Club

If the Port Authority can acquire this belt line railroad for \$1,000,000 in 4 percent bonds, it will have taken its first step. It will have as basis for both credit and revenue, tangible property. It will have a club to swing on the heads of railroad executives who have opposed its attempts to unify the port.

Within six months, it is predicted by friends of the measure, the authority will have the whip hand as far as the railroads, shipping companies and the various municipalities are concerned.

If the bill fails, the Shore Line will probably be sold to the Lackawanna railroad, which has offered \$1,000,000 in cash for it and the last piece of railroad property and shore front on which the Port Authority can make a stand will have passed into the hands of the railroads.

Other bills before Congress and the Albany and Trenton legislatures are vital to the realization of the bi-state body's plan, including financial measures and those which permit it to connect Staten Island and Manhattan with Jersey by bridges. If all these pass, with the Hoboken Shore railroad measure, the Port Authority will be on the high road to success.

The principal interest of Hoboken is that it be assured its taxes on the property.

Clbe Feb 18/25

Dispatch Feb 19/25

Chance For Hoboken To Take Road

Will Be Accepted Only as Last Resort—Taxes May Be Secure.

Special Dispatch to Jersey Observer.
Jersey Observer Bureau, Washington, Feb. 18.

While the House of Representatives passed the bill authorizing the Secretary of War to dispose of the Hoboken Shore Line to the New York Port Authority at the end of a prolonged debate yesterday afternoon, and thus disposed of the controversy so far as Congress is concerned, the way appears to be open still to Hoboken to acquire the property itself.

One of the controlling factors in the debate was the reading of the following telegram to Congressman Ogden Mills of New York from the chairman of the Port Authority: "You may say in connection with your bill that the Port Authority regards its bonds as better than present stock ownership by Government in railroad. If it were not for the paramount public interest the Port Authority would withdraw its bid. If New Jersey or Hoboken wants to buy the property, the Port Authority will withdraw. Your bill will permit this, even if passed. Why is not our assurance accepted in good faith that if we acquire the property we shall pay local taxes?"

Mr. Mills interpreted this telegram to mean that, under the bill as drawn, the Secretary of War, if the Port Authority withdraws, may sell to the City of Hoboken.

Early in the debate Representative Egan of the Hoboken District moved an amendment of the bill by substituting "City of Hoboken" for "New York Port Authority" in the pending bill, the effect of which, if it had been adopted, would have been to direct the Secretary of War to dispose of the Shore Line to Hoboken and would have eliminated the Port Authority entirely.

So well convinced were the majority of even the New Jersey delegation that Hoboken's interest was protected, first, by a clause specifically providing that the city should not lose its taxes if the Port Authority obtained possession, and, second, by the commitment of the Port Authority to withdrawal if the State of New Jersey or the City of Hoboken wants to buy the property, that only two of the Jersey members, Egan and O'Brien, voted finally against the bill. The lineup was 192 for the bill and only 28 against it.

It was brought out in the debate that at the present time there is pending in the New Jersey Legislature proposals which will permit the City of Hoboken to acquire the Shore Line property without violating the bond limit requirement. Then arose the question, how long would the Port Authority wait upon Hoboken.

Representative Mills gave it as his opinion that the Port Authority would wait until the New Jersey Legislature had adjourned. Mr. Egan thought a year should be granted.

He told Congress that Hoboken would be willing to lease the road to the Port Authority after acquiring it. "Let me say," he added, "that the city is ready to match the offer made by the Port Authority, and is willing to go further. The city is ready to sell its own bonds and turn over the cash to the War Department."

The bill has already been passed by the Senate, and will now go to the President for his signature. As he had indicated approval of the measure, there is no doubt that it will be signed within a few days.

Mayor Patrick R. Griffin in Hoboken today said he was not surprised that the powerful interests back of the Port Authority had succeeded in passing the bill. While he reiterated the statement which appeared in yesterday's Jersey Observer to the effect that, if needs must, the city would take over the Shore Road if given the opportunity, he said the city was not anxious to take the road, unless as a last resort to protect the revenues.

Throwing light on the attitude of the Port Authority, the Mayor recalled a conversation he had in the Port Authority offices at a conference in New York some time ago.

PORT PROBLEM AGREEMENT IS STEP NEARER

Way Seems Clear at Conference For Newark Gaining Her Desires

Washington, March 9.—An amicable adjustment of the proposal to make the support of Newark an integral part of the New York customs ozone, thereby facilitating shipping arrangements, was indicated today at a conference between H. D. Nevius, assistant chief of the Customs Division, Treasury Department, and a delegation from Newark headed by Charles J. Flagg, of the Chamber of Commerce; P. H. W. Ross, commercial trade adviser of the city; Charles A. Reddan, customs broker, and O. L. Bunting, representing importers.

Mr. Nevius thought that under the present customs law and by promulgation of new regulations, it would be entirely possible for the Treasury to work out a plan that would give Newark the advantages of being within the Port of New York and at the same time retain for the importers all the advantages which they now possess in getting goods off the ships at New York and moving them to Newark under an immediate transport entry.

The treasury gave the assurance that it would not be its idea to change the present privileges enjoyed by importers, if it was decided to make Newark part of the New York office. If upon inquiry the officials here are satisfied that the change can not be made without imperiling those advantages, compromise will be effected.

The final plan will be announced after the officials here have had opportunity to consult with the customs authorities at New York.

Will Port Authority Pay Taxes? City's Riddle Still Unanswered

Counsel For Harbor Body Says No Change Will Be Made in Respect to Levies

Will Hoboken obtain taxes from the Shore Line Railroad now that Port Authority ownership is practically assured?

That is a question which was left practically unanswered yesterday in New York by Henry Cohen, counsel to the Port body who said that Port Authority control of the Shore Line will effect little change. He said that "taxes will continue to be paid as before."

To Acquire Stock

What will happen if the bill is effectuated as law, as Mr. Cohen explained it, is that the Port Authority will acquire, in exchange for its bonds, the stock of the Hoboken Manufacturers' Railroad Company, now owned by the government.

The Port Authority thus would acquire, strictly speaking, not a railroad line and the lands on the Hoboken water front which go with it, but a company that owns both. Before and since the ownership of that company was acquired by the Federal government for war purposes, the company has regularly paid taxes, just as it would have done had its stock remained in the hands of any number of private individuals.

When the stock passes to Port Authority ownership the situation will be changed in no respect, said Mr. Cohen, except that the stock will be transferred from one public ownership to another. Taxes will continue to be paid, as before, and the road operated by the Hoboken Manufacturers' Railroad Company, through its directors and officers

Mr. Cohen did not say so, but it is assumed these will be the port board and its staff.

Bar Private Enterprise

The purpose of the Port Authority in acquiring the railroad, Mr. Cohen reiterated, is to prevent the water front property falling into private hands and the railroad from coming under a control that would interfere with the free public use of that property. The primary purpose of the Port Authority, and one of the principal reasons for its creation it was explained, was to open such facilities to public use.

"The Port Authority has not now, and never has had, any desire to own this or any other railroad," Mr. Cohen said. "We have made clear, and we still maintain the same position, that if any other qualified public agency, such as the city of Hoboken, the state of New Jersey or the United States Shipping Board desires to take over this property by purchasing the stock of the company which owns it, we shall be more than glad to step aside. Our only demand is that it shall remain in public control."

Would Step Aside

"We have informed the Congress of the United States and the Legislature of New Jersey of this attitude of readiness to step aside for any other proper public agency and the passage of the bill which enables the transfer of the stock to us for our bonds has not changed our position in any degree."

FEDERAL BOARD SUSPENDS SHORE LINE RATES THAT INCREASE COST TO SHIPPERS TO PIERS

Washington, D. C., March 9.—The Interstate Commerce Commission today ordered the suspension of a number of rate schedules proposed to be put in operation by the Hoboken Manufacturers Railroad.

The suspended schedules, it was stated, propose to cancel through class and commodity rates from the Hoboken Manufacturers Railroad to destinations in Texas, moving via the ocean lines operating from New York City through the Texas Gulf ports. As a result of the proposed change, George B. McGinty, secretary of the commission, said, shippers would have to draw shipments to steamship

piers, or pay railroad charges to the steamship piers, which would cause increases on the shipments.

The suspension of the schedules was ordered to go into effect at once, and will continue until July 5, unless the commission orders otherwise.

A hearing will be held in the near future, at which representatives of the Hoboken Manufacturers' Railroad will be given an opportunity to present evidence to show that their proposed rate changes should go into effect and would not be injurious to the interests and rights of the public. The date of the hearing has not yet been set.

RESOLUTION TO GUARD HOBOKEN TAXES SIGNED

Governor Signs Measure For Study of Taxation Conditions Affecting Port Authority

Trenton, Feb. 6.—Governor Silzer has signed the Senate joint resolution providing for a commission, comprising the House Speaker and Senate President and two other members from each House, to act with Julian A. Gregory, chairman of the Port Authority, for a survey of the Hoboken tax situation.

The bill carries out the recommendation of Mr. Silzer that a committee be appointed to study the problem which has arisen in Hoboken as a result of the purchase by the Port Authority of docks, piers and railroad property which were formerly owned by the Federal Government.

Hoboken, through the purchase, lost heavily in ratables and the Governor wants the commission to devise a plan of taxation which will be equitable to Hoboken and, at the same time, will not burden the Port Authority property with taxation.

"At that time I asked how that body was going to pay interest on its bonds, much less taxes on the property, when it admitted that the loss in operation was \$50,000 a year," said the Mayor.

"Julius Cohen, counsel to the commission, replied that any deficit would be made up by the States of New Jersey and New York."

Dispatch Feb 7/25

Dispatch mar. 10/25

clbs Feb 17/25

clbs Apr 10/25

HOBOKEN CITY OFFICIALS MADE STRENUOUS EFFORTS TO BLOCK PORT AUTHORITY

**Corporation Attorney Fallon
Has Consistently Attack-
ed Bills Which Would Give
Shore Road to Port Body.**

**WANTS PROTECTION FOR
CITY ON TAX MATTERS**

Every possible effort has been made by the Hoboken City officials to block passage of the Senate Bill which would authorize the Secretary of War to sell the Hoboken Shore Road to the Port of New York Authority.

Corporation Attorney John J. Fallon has been in constant touch with Congressman John J. Eagan, requesting him to take every means to block passage of the bill, and fortifying him with facts in connection with the situation.

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cls Feb 17/25

cls Apr 10/25

HOBOKEN CITY OFFICIALS MADE STRENUOUS EFFORTS TO BLOCK PORT AUTHORITY

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**WANTS PROTECTION FOR
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Dispatch Apr 8/25

Hoboken Alone Fights Battle For Tax Upon Port Authority

Officials Did Not Get Notices of
Legislative Hearing—Insist-
ment They Were Sent

Only one New Jersey municipality was officially represented yesterday at the first public hearing held yesterday by the joint New Jersey-New York "Commission on Taxation of Property" of the Port of New York Authority. The one place was Edgewater. Tax Assessor William T. Keating, Jr., appeared at the request of Mayor Henry Wissel.

Insistence on the part of the city of Hoboken, that taxes should be paid on Port Authority property there were advanced by Albert C. Wall, as counsel for the Hoboken Land and Improvement Company, and by A. W. Coffin, secretary of the Hoboken Chamber of Commerce. In fact, through the absence of other representatives, Hoboken had the entire session, practically, to submit its demands.

James J. Cullington, head of the traffic division of the Jersey City Chamber of Commerce, filed an appearance for that body. The Bayonne Chamber of Commerce was represented by Charles E. Annett and Secretary William P. Drew.

Status of Port Authority

One feature brought into prominence during the hearing was the

emphasis, that Julian A. Gregory, chairman of the Port Authority, put on a declaration that the Authority is an "instrument of government" and "not an instrument of commerce." The statement of the Authority's position was elicited when Mr. Wall indicated by a remark that he construed the Port Authority to be "an instrument of commerce."

Mr. Gregory, who was sitting with the commission at the hearing in the Port Authority offices in New York, interrupted Mr. Wall to inquire how he deduced the status of the Authority as he had suggested. Mr. Wall said he got the impression from statements by Mr. Gregory.

Mr. Gregory denied he had made any such statement and Mr. Wall admitted that he could not recall any specific declaration on the point. Mr. Gregory insisted none had ever been made.

Shortly afterwards, Mr. Gregory felt called upon by some comment of Mr. Wall to recur to the point and he said: "We are created primarily as a governmental agency."

Once again Mr. Gregory interrupted Mr. Wall who remarked the chairman did so to rebuke him. Mr. Gregory remarked "Only to correct you." Mr. Wall commented he had taken the position he did "only by deduction."

Mr. Gregory gave notice while Mr. Wall was talking that he did not propose to be bound by statements of others during the hearing just because he failed to take exception to them. He remarked he did not wish to make the hearing contentious.

Fight Against Exemption

The arguments by Mr. Wall and Mr. Coffin were a reiteration of the Hoboken contentions that special consideration must be shown to the city in view of the manner in which the Federal government has robbed it of tax ratables since the conclusion of the World War, to say nothing of the loss suffered during the war period. This condition exists because taxes cannot be imposed on millions of dollars of waterfront property because it is in control of the War Department, although used for profit-making commercial purposes by the United States Shipping Board.

Both Mr. Wall and Mr. Coffin contended there was no more reason why Port Authority property should be exempted than for the exemption of any other property which operates a big business.

Mr. Wall noted that Hoboken has the highest tax rate in the country among communities having a population greater than 30,000 and this rate he ascribed to the seizure by the government of the North German and the Hamburg-American line piers. By reason of its extensive holdings, Mr. Wall said the company he represented felt the burden more than any other taxpayers.

Victims; Not Theorists

"We are not theorists about this thing; we're victims," Mr. Wall declared. He went on to explain that if additional property in Hoboken is to be exempted from taxation, whether owned by the Port Authority or any other concern, his company and the remaining taxpayers will lose a correspondent value in their holdings. The loss, he said, will be re-

flected in the Port Authority bonds when issued, all of which, he remarked, would be a "study in indirection" in the incidence of values.

Of the proposal to exempt the Port Authority, Mr. Wall also said "the scheme is a method of subsidizing the Port Authority at our expense." The situation would be intensified the lawyer asserted, by reason of the competition between the Port Authority facilities and those of private corporations and individuals.

In response to queries by Senator Clarence Case of this state, who was chosen chairman of the New Jersey day hearing in the absence of Senator William R. Mackay, vice chairman of the joint commission—Mr. Wall indicated that all the property of the Port Authority, including bridges and approaches, should be taxed at least in part as municipalities are for improvements in water shed. Mr. Wall admitted he did not know any case where bridge approaches are taxed.

Coffin Gives Taxing Figures

When Assemblyman F. Trubee Davison, of New York, made inquiries about tax rates and methods of assessing in New Jersey, these were supplied by Mr. Coffin and showed that 21 per cent. of the total ratables are exempted in the city, amounting to \$25,272,504. The property assessed last year was \$95,192,654. The piers were taken by the government, June 23, 1917, and no taxes have been paid on them since.

Mr. Coffin brought out that the port consolidation plan was negotiated at a time when Hoboken and other municipalities on the New Jersey side of the Hudson were fighting to secure a differential freight rate to which they are entitled by geographical location and the lack of need for lightering as required for Manhattan.

It was recalled by Mr. Coffin that the question of taxation was brought up at that time and has been constantly discussed ever since. From the beginning, he said, Port Authority representatives insisted their willingness to pay a just share of taxes. The query was what share the Authority should pay and how.

May Need Legislation to Tax

In spite of the assertions of the Port Authority representatives, Mr. Coffin said doubt still existed whether the Authority's property can be taxed legally in view of the status it may possess as an agency of the State of New Jersey and New York or of the Federal government or of both. The only way to insure taxation would be to have the treaty between the States, as ratified by Congress, amended by all three to authorize the impost.

While the War Department is paying taxes on the Hoboken Shore Railroad, because it holds the stock of a private corporation, Mr. Coffin explained that if the road were sold to the Port Authority the question of taxes would still remain unsettled.

Development of the Port District Mr. Coffin contended, would impose greater hardships on this state than on New York because there is more in New Jersey to be developed. It would even be possible to take the entire water front here.

Mr. Coffin feared this could be done under condemnation powers of the Authority may possess in this state whereas in New York property cannot be condemned by the Authority without the consent of the municipality where the property is located.

Not Bound by Cohen

When Mr. Coffin recurred to the tax question and stated that Port Authority is on record time after time as having expressed willingness to pay taxes, Mr. Gregory took occasion to interrupt and remark that the Authority was not bound by any statement made by its counsel, Julius H. Cohen, without authorization from the Port Authority.

Mr. Coffin insisted Hoboken did not gain so much by being included in the Port Authority district as it lost when it was forced to drop claims for beneficial differentials.

Mr. Coffin contended with Mr. Gregory that sale of the Shore Railroad and the connecting strip of docking property, for which bids were received but afterwards unacted upon, was not necessary for the Port Authority plans. The body should co-ordinate existing private agencies.

Confusion After Hearing

At the very beginning of the session, attention was given to the absence of municipal officials. The commission members had expected a large attendance. Yesterday had been set aside as New Jersey day and today as New York day. In explanation of the absence of municipal officials, Mr. Coffin said that evidently some confusion had occurred over the hearing, because notices of the hearing had not been received by officials of any municipality with which he had been in touch, except Bayonne. He said the Jersey City and Hoboken officials knew nothing of the hearing when he had called them up Monday afternoon. William Leary, secretary of the Port Authority, who acted also as secretary of the taxation commission, said notices had been sent on March 27 to the executive officials of 185 municipalities in this state which are within the Port Authority district. He said only three were returned as improperly directed and submitted a list of the addressees.

The notices were sent over the printed name of Assemblyman Thomas L. Hanson of Perth Amboy, secretary of the joint commission. The chairman is Senator Courtlandt Nicoll of New York. Senator Mackay of Bergen County is vice-chairman of the joint commission but did not attend the meeting yesterday.

It was announced that New Jersey representatives would be heard today after the New Yorkers had been heard.

In addition, the commission announced it would receive briefs from all interested parties.

Dispatch
mar 31/25

SUSPEND RATES OF SHORE LINE FOR 5 MONTHS

Commerce Commission Takes Action
Over Protest On Trans-
shipment Schedule

Washington, March 30. — The Interstate Commerce Commission has suspended for five months proposed increases of rates by the Hoboken Manufacturers' Railroad on goods transhipped by it to ocean lines at Hoboken. The schedules provided increases in the joint freight rates from represented joint rates between the Hoboken to Texas by water, and Hoboken Railroad and the Ocean Steamship Company of Savannah. There will be a hearing in the case before Examiner Koebel in Chicago April 23.

W. W. Ames & Co. of 417 Communipaw avenue, Jersey City, has asked the commission for relief against six railroads, alleging they had charged unreasonable and discriminatory rates on shipments of scrap iron from New England to Jersey City.

The Jersey City concern, manufacturers of iron and steel bolts, spikes, bars and rods, was joined in the complaint against the railroads by Frank Samuels & Co. of New York. This company is the principal shipper of scrap iron from New England points to the Ames company.

The railroad defendants are the Jersey Central, the New Haven, the New York Central, Boston & Albany, Boston & Maine, and Central Vermont.

Obs Jan 28/25

TAX RELIEF FOR HOBOKEN IS PROBABLE.

Some tax relief is probable for Hoboken. The Senate has adopted the recommendations of Governor Silzer for the appointment of a commission to study the tax question and possible loss in ratables to municipalities by the taking over by the Port Authority of the Hoboken Shore Line Railroad and such other property as the Port Authority may desire. The Governor suggested that the commission be composed of two Senators, two Assemblymen, two to be named by him and the Port Authority ex-officio.

The purpose of the tax inquiry is specially in the interest of Hoboken, which has been sorely bled by the loss of ratables in the seizure of the valuable pier and railroad property by the Federal Government and the prospective conveyance of the Shore Line Railroad to the Port Authority which a former official claimed would be exempt from local tax. The Governor has been deeply impressed with the injustice done Hoboken and suggested the tax inquiry to protect Hoboken and other municipalities which may be affected by the taking of assessable property for the Port Authority uses.

The Governor was fair in his recommendation, for he said as a basis for the investigation and decision that a "local municipality cannot be stripped of an undue proportion of its ratables, neither can this agency of the Government (Port Authority) be strangled by overtaxation." He requested that the taxation question be carefully studied and a policy adopted which will be fair to all municipalities.

Obs May 26/25

PORT AUTHORITY IS PLAYED AT HEARING

The Port of New York Authority had all manner of criticism heaped upon its shoulders at a meeting before the Board of Estimate of New York City yesterday afternoon. Mayor John F. Hylan of New York, Corporation Attorney John J. Fallon of Hoboken and Corporation Counsel Thomas Brogan of Jersey City, carrying the main attack.

The objections were to the manner in which the Port Authority was formed, its powers, which were described by Mr. Fallon as a super-government, and its desire to obtain the right of acquiring lands free from the necessity of taxation.

Mayor Hylan presided at the meeting and issued his usual tirade against the press. "Where are they, the reporters?" he asked. "Were some one coming here to attack me there would be a crowd of them, but with this most important subject coming up there are but few." He termed the matter for discussion "one of the most important."

John J. Fallon made the principal talk against the Port Authority. He reviewed the story of Hoboken's piers, which would be taken over without a cent in return taxation, and criticized the legislatures of both New York and New Jersey for not passing laws preventing such a move. He said that all property with the exception of State and city property could be condemned.

Thomas Brogan of Jersey City attacked the law creating the Port of New York Authority, as did Jerome Congleton of Newark. The various Chambers of Commerce invited failed to attend and by so doing caused Mayor Hylan to say: "I didn't expect those highbrow alleged civic societies to be here."

The meeting was called for the purpose of obtaining opinions on the Port of New York Authority's attitude in regard to taxation.

Obs Apr 10/25

FALLON TALKS IMMODERATELY ON "PACKED" COMMISSION FOR PORT AUTHORITY.

John J. Fallon indulged in immoderate criticism when he heatedly referred to a "packed" commission as having under consideration the gathering of facts that will be recommended for the framing of laws to govern the taxation of properties owned by the Port Authority.

The commission appointed by Governor Silzer and the New Jersey Legislature to go into the matter with a similar commission from New York is made up of men of very high standing.

Mr. Fallon's criticism would have been very much more in order if it had referred to the more serious fact that Hudson County is not represented on the commission—and Hudson County vastly more interested than all the rest of the State combined.

In a matter involving this very important question, the viewpoint is all-important.

It is unfair to assert that a commission is "packed," for that word implies dishonesty, and if Mr. Fallon means that the commission is in a work of dishonesty against Hoboken and Hudson County, there will not be many who will share his opinion.

It is, however, most unfortunate that Hudson County is not represented on the commission.

When the appointment of the commission was first suggested by Governor Silzer, the plan was to get the various interested parties seated around a big table, to thresh out a sound and fair policy of taxation on property which the Port Authority may acquire.

The idea was to get all the INTERESTED parties at the table—and Hoboken certainly is an interested party. So is Jersey City.

What happened?

The idea of the interested parties sitting down to thresh out details leading up to a fair and sound policy has not resulted.

The Port Authority is on the inside, sort of dominating a series of public hearings, even if not actually running things, while Hoboken and Hudson County are on the outside, with nothing more than a cold opportunity to talk—as outsiders.

For a plan that was started to give interested parties an opportunity to get together on a plan that might have been fair for all sides, this plan has certainly miscarried—badly.

But this does not presume that the commission is "packed," as Mr. Fallon so vigorously claims.

There is no one on the commission to set forth the Hudson County viewpoint on taxation, and that viewpoint is vastly important.

There are two Senators, one from Bergen and one from far-off Somerset. There are two Assemblymen, one from Essex and one from Middlesex. There are two appointees of the Governor, both from Essex County, and both very high-class men.

This ignoring of Hoboken and Hudson County is what Mr. Fallon evidently refers to as a "packed" commission.

That kind of a reference to the commission is almost as unfortunate as the personnel against which there is so much dissatisfaction here in Hudson County, where not only Hoboken, but Jersey City, Weehawken and Bayonne are all vastly interested.

Hudson County seeks justice in settling the tax question on Port Authority.

Hudson County may get all the worst of it, and still have a good tax policy, so far as the rest of the State is concerned. But Hudson County is where most of the exemption will take place, if there are to be exemptions, and Hudson County should have an important voice, rather than the outside hearing, in the settling of this great question.

Obs May 29/25

THE PORT AUTHORITY—TAX EXEMPTION—AND BUSINESS COMPETITION

Hoboken is already in a serious tax predicament as a result of the tax exemption of millions of dollars worth of pier property held by the United States Government.

Now there is talk of exempting other property which may come under the ownership of the Port Authority.

The Jersey Journal admits that "Hoboken presents a case all by itself" owing to the fact that its area is small and that the property which may come under exemption is all out of proportion to the area.

But the Jersey Journal blithely puts forth a solution by urging county-wide consolidation.

"The merger of Union Hill and West Hoboken is the first step in that direction," says the Jersey Journal.

The Jersey Journal has a bad sense of direction. The two-town merger is anything but a step toward county-wide consolidation. Union City is the first step toward NORTH HUDSON CONSOLIDATION. County-wide consolidation is probably at least twenty-five years in the future.

North Hudson has been fighting for twenty-five years to make this first step, in its own behalf, not as a step to tie up with Jersey City.

Aside from the fact that the Jersey Journal is wrong in its conclusions on what is likely to occur in matters of consolidation, why should Hoboken be forced into a consolidation with other municipalities for the sake of exempting property for the Port Authority?

There is more at stake, too, than the mere justice of the thing; there is the matter of economic soundness, the matter of business competition.

Hoboken is already dealing with a situation which is a disgrace to the United States Government which permits it.

The Shipping Board has control of the former army piers.

The Shipping Board has control of six piers from Newark street to Fourth street, Hoboken.

The Shipping Board rents out those piers to private shipping concerns and to shipping corporations. Although the Shipping Board collects rentals for those piers, as far north in Hoboken as Fourth street, THE SHIPPING BOARD PAYS NO TAXES TO THE CITY OF HOBOKEN.

North of Fourth street the piers are owned by private owners. They are also leased to private shipping concerns and shipping corporations. ALTHOUGH THE SHIPPING CONCERNS NORTH OF FOURTH STREET DO THE SAME KIND OF BUSINESS AS THE SHIPS WHICH USE THE SHIPPING BOARD PIERS, SOUTH OF FOURTH STREET, THE PIERS NORTH OF FOURTH STREET HAVE TO PAY TAXES TO THE CITY OF HOBOKEN.

Now the Port Authority comes along with the proposition to own and operate railroads and warehouses and terminals, and the proposition is that the Port Authority run in competition, FREE OF TAXES, with railroads, warehouses and terminals that are TAXED AT REGULAR TAX RATES.

It is outrageous that Hoboken should be forced into consolidation, in self-defense, but what is the word for a form of business that permits government operation, FREE FROM TAXATION, in competition with LEGITIMATE PRIVATE ENTERPRISE that has to pay taxes?

The Port Authority originally promised to reduce costs through cutting out waste and through promoting efficiency in shipping and warehousing.

Now the proposition apparently is to bring about the reduced costs through tax exemption.

The railroads might be able to do that, if they were tax exempt.

Obs May 4/25 Obs Apr 8/25

SHORE ROAD TO REFUND CHARGES TO TEA COMPANY

Overcharge Claim by Local
Concern Allowed by
Commission.

Special Dispatch to Jersey Observer.
Jersey Observer Bureau,
Washington, May 4.

The Jewel Tea Company, by decision of the Interstate Commerce Commission, announced today, recovers \$602, with interest, from the Hoboken Manufacturers' Railroad Company in the form of reparation on account of unauthorized switching charges exacted by the carrier in delivering 32 trap-car loads of merchandise from the Jewel Company's Hoboken distributing warehouse to the Central Railroad of New Jersey.

As stated by the Interstate Commerce Commission report, the shipments aggregated 1,098,896 pounds of freight switched between October 1, 1921, and February, 1922. Switching was by the Hoboken Manufacturers in connection with the Central at Weehawken. Aggregate switching charges of \$602.03 were collected by the Manufacturers, based on a rate of 5.5 cents, some errors having been made in the extensions. That carrier maintains a station for the receipt of less-than-carload freight at the foot of Fifth street, Hoboken. Of the thirty-two cars involved, sixteen were handled from the complainant's warehouse, direct to the Central. The remaining sixteen were taken by the Hoboken Manufacturers to its Fifth Street Station, apparently for checking, and if desired by the carrier, for transfer into another car, or the loading into the same car of additional l.c.l. shipments; and from that point were moved to the Central.

The line haul rates applicable to those shipments were the class rates. The class rate tariffs apply the New York rate from Hoboken and were concurred in by the Hoboken manufacturers; therefore, says the commission report, the line haul rates were applicable from points on that line. No trap car tariff was in effect at that time.

The rate of 5.5 cents was assessed for the transportation from complainant's warehouse to the Fifth street station and was the switching rate published for "freight in carload lots." The tariff publishing this rate also provided a rate of 8.5 cents on "freight in less than carload lots." No separate contract was entered into for the transportation of the shipments to the freight station as

carload shipments. Therefore, says the commission, if any switching charge was applicable, they were subject to the 8.5 rate, resulting in an undercharge of 3 cents per 100 pounds.

Complainant showed that its shipments averaged 34,340 pounds; that subsequent to the movement the Hoboken Manufacturers provided for the handling of trap cars, when loaded to a minimum of 20,000 pounds to be handled direct from shipper's plant to connecting carriers, without additional charge; that where trap cars move direct from its warehouse to connection with the Central the service rendered is the same as that rendered on a carload shipment, with the exception of the checking of the contents of the car, and it contended that when the Hoboken Manufacturers took sixteen of the cars to its freight station, it did so for its own convenience, and should not assess a charge therefor.

The Hoboken Manufacturers contended that it had the right to take all such l.c.l. shipments to its freight house for checking, etc.; that when it transported the sixteen cars direct without checking, it ran the risk of having claim made against it for loss, and that therefore the direct transportation was for the shipper's convenience and that the shipper must pay the switching charge the same as though the cars were actually taken to the freight station; that it rendered a special service not covered by the line-haul clause, and the statement was made that it still applies the 5.5 rate where local movements of this kind are made.

The Jewel Tea Company rejoined that it made no request that the cars move by the freight station; that there was no necessity for checking since the Hoboken manufacturers maintained a checker at the complainants' warehouse; that in view of the heavy loading of the cars it was not necessary to take them to the freight station for additional loading; and that some of the cars which were taken to the freight station were forwarded without change of contents.

"It is our view," the commission's report says, "that the Hoboken manufacturers may not lawfully make a charge in addition to the line-haul rate for switching the sixteen cars transported directly to the Central, as that would be charging for a service not actually rendered. We are also of the opinion that the hauling of the additional sixteen cars to the freight station was for the carrier's convenience, was not required under the contract of transportation, and that the shipper may not be assessed a charge therefor in addition to the line-haul rate. This view makes unnecessary consideration of the question of the reasonableness of the charges collected."

The commission finds that the shipments were overcharged in the amount of the switching charges collected by the Hoboken manufacturers; that the complainant made the shipments as described and paid, and bore the switching charges thereon, and is entitled to reparation in the sum of \$602, with 6 per cent. interest. An order accordingly was entered.

PORT AUTHORITY SEEKS TO EVADE PAYING ANY TAX

Chairman Repudiates the
Pledge Once Given by
by Counsel Cohen.

The first session of the New York-New Jersey Legislative Commission on Taxation of the Port of New York Authority was held in the Woolworth Building yesterday to hear representatives of New Jersey. For the most part the time of the Commission was taken up by representatives of the Hoboken Land & Improvement Company and the Hoboken Chamber of Commerce.

Only one municipality was officially represented at the hearing and that was Edgewater. The secretary of the New Jersey Legislative Committee insisted that notices had been sent to over 300 municipalities, but Corporation Attorney John J. Fallon, stated today that he had not been notified of the hearing, and so informed the Commission in a letter which was received by the body yesterday.

Whether the Port Authority should pay taxes on its property is the subject of inquiry of the Commission, and Albert C. Wall, counsel for the Hoboken Land and Improvement Company, said he construed the Port Authority as an instrument of commerce, which brought the retort from Julian Gregory, chairman of the Port body, that it was nothing of the kind, but an instrument of the Government.

Mr. Wall argued that there was no more reason why the Port Authority property should be exempt from taxation than any other corporation's property, and he pointed out that Hoboken could easily be bankrupted by the Government if the policy was continued further, and there was nothing to prevent the Port Authority from having three-fourths of the city condemned if it felt it required such property for its purposes.

It was pointed out by A. W. Coffin, manager of the Hoboken Chamber of Commerce, that the Port Authority was on record as being willing to pay taxes and that the only point at issue then was how much it should pay, and how.

He declared that Julius Cohen, counsel for the authority, had so stated, but Chairman Gregory declared that the body was not bound by what its counsel might say, and the authority had approved of such a stand and he contended that it never had.

Throughout the hearing yesterday it was evident that the Port Authority is now making a strong fight to be exempt from the payment of any taxes. Today when the hearing is resumed the New York municipalities will be given an opportunity to be heard, and it was intimated that any New Jersey municipalities not heard yesterday might be able to make an appearance at the conclusion of the session.

Call For Briefs On Port Authority

New York, May 29.—State Senator Courtlandt Nicoll presided yesterday at the legislative commission's final hearing on Port Authority property. Among those who spoke against exemption were Albert C. Wall, of Jersey City, for the Hoboken Land & Improvement Company; Edward Doyle, of Staten Island; James E. Dunningham, secretary of the Community Councils in New York; Vincent J. Casale, Assistant City Attorney, of Newark, and a representative of the Hampton Court and Richmond Waterway League.

William H. King, Assistant Corporation Counsel, and Arthur S. Tuttle, chief engineer for the Board of Estimate, presented the attitude of the city government, causing clashes more than once with Julian A. Gregory, chairman of the Port Authority, and Julius Henry Cohen, counsel for the Port Authority.

Briefs objecting to the exemption of Port Authority property, for consideration by the legislative commission, must be filed by June 12.

Dispatch May 15/25

Shore Railroad Sells

SALE COMPLETES DISPOSITION OF R. R. PROPERTY

Plots Disposed of Are Located
on the West Side of Willow
Street

The last batch of lots on the west side of Willow avenue owned by the Hoboken Shore Railroad have been sold, it was announced yesterday by officials of the railroad.

Completes Disposition

The last sale completes the disposition of all the lots on the west side of Willow avenue which were owned by the railroad. All told, there were 510 lots, most of which were bought by the Port of New York Industrial Development Cor-

poration, a Hoboken concern. The Erie Railroad was also a purchaser of a parcel.

The total amount involved in all the sales is in excess of \$800,000. The Port of New York Industrial Development people bought 224 lots the first time and 43 lots later, making their total 267 lots. The Erie Railroad purchased 133 lots and with the final transfer the sale of all the land on the west side is complete.

The attempt to sell the lots began about two and a half years ago, when the first batch was sold, and negotiations have been going on since then for the disposition of the remaining number.

As a result of the sale of the land to private interests, the City of Hoboken is assured of the tax rates on the property. Should the property not have been sold, it would have gone to the Port of New York Authority, which, undoubtedly, will take over the Hoboken Shore Road as part of the Port of New York development.

Given Opportunity

The railroad was given the opportunity to dispose of the lots before it went into the hands of the government. As in the case of the pier situation, the government would not have paid taxes on the property, which would have caused another loss to the city.

Lots in Hoboken

Dispatch May 29/25

Port Authority— "Burglar" or Super-Government?

What is the ultimate aim of the Port of New York Authority?

The city of Hoboken has been very much agitated for a couple of years over its possible loss of taxes on property that may be acquired within the city by the Port Authority.

Now Jersey City and Newark have become aroused.

And the city of New York wants to know, more intimately than in the past, just where things are being steered by Julius Henry Cohen, who has become so important a factor as counsel that he is frequently referred to as "THE Port Authority."

At a meeting of the Board of Estimate in New York a couple of days ago, Thomas J. Brogan, corporation counsel for Jersey City, referred to the Port Authority as something which aims at "super-government."

In another breath he likened the Port Authority to "a burglar who has already gotten into our house," and who now seeks to get from the vestibule into other parts of the house.

Mr. Brogan, in the intensity with which he realizes the dangers of an instrument of "super-government," has no doubt over-stepped the mark in likening the Port Authority to a "burglar."

Burglars do not make a practice of stealing things for public use, and while the Port Authority gives evidence of vastly over-stepping the purposes for which it was organized as a two-State instrument of government, with the Federal government as a third party to the necessary treaty, there is really no reason to believe that burglary is the incentive for the work that lies ahead.

The Port Authority has plenty for which to answer in the serious charge of its "super-government" ambitions without calling for a defense on a charge of burglary.

It is only a matter of a little over five years since the Port Authority issued that wonderful document known as its "Comprehensive Plan."

Yet when one reviews that great document, and compares what was aimed at five years ago with what Mr. Cohen is talking today, WHO CAN BLAME THE CITIES OF HOBOKEN, JERSEY CITY AND NEWARK FOR THE ALARM WHICH NOW ACTUATES THEIR LEGAL REPRESENTATIVES?—and especially when taxation is discussed.

When the "Comprehensive Plan" was issued, and it was on the strength of the "Comprehensive Plan" that the New Jersey Legislature passed the laws which made it a party to the treaty, it was wisely provided that the Port Authority should not carry on its operations of ownership in any municipality, except with the consent of the municipality.

Yet when subsequent legislation was passed this wise and just protection of the public had not been provided for.

And from time to time subsequent legislation has been passed by the New Jersey Legislature, chiefly upon Mr. Cohen's representations, adding greater powers until the public interest has long since made it urgent to know not only how far the Port Authority wants to go under the Cohen leadership, but how far the Legislature is willing to go in giving additional powers.

There is now a law on the statute books which is interpreted by eminent lawyers as having given the Port Authority the right of condemnation. Yet Senator Case, on a recent occasion, clearly pointed out that the Legislature had been assured that laws urged by Mr. Cohen were free from that power, and heatedly challenged a test of the Port Authority on that point, the meaning of Senator Case apparently having been that the Legislature would quickly repeal any such law, if it found it had been led into a trap.

The one big thing under consideration at this time is taxation, and there was nothing in the "Comprehensive Plan" which indicated that the costs of handling freights were to be reduced by exempting valuable property from taxation—with possibility of millions of dollars of assessments to be lost on the New Jersey side of the river.

The people were led to believe that the present wasteful system of handling freight could be changed and that the EFFICIENT handling of freight would be the CORRECTIVE measure by which the cost of living might be reduced.

Compare that economically sound argument with all those things that have been brought about in five years, and which lead up to the fact that the Port Authority now plans to own property and operate railroads and terminal facilities without payment of taxes.

Compare that economically sound argument of five years ago with Mr. Cohen's discussion of a couple of weeks ago when he talked taxation as it pertains to Port Authority property holdings.

Compare that talk of two weeks ago with Mr. Cohen's talks of the past two or three years in which he has always contended that the Port Authority would be subject to taxation on any property it might own.

Compare all that Mr. Cohen talks in these days with what he has talked in the past, and Mr. Brogan may be excused for becoming a bit excited and likening the Port Authority to a "burglar" who had reached the vestibule.

Mr. Cohen wants the Port Authority to buy the Hoboken Shore Railroad as a part of Belt Line No. 13.

He says that railroad, now owned by the United States Government, should never get back into private ownership.

He wants to pay a million dollars for the railroad, and wants to pay for it with Port Authority bonds.

Mr. Cohen has said, IN THE PAST, that the Port Authority should pay taxes on that railroad, but every time the Hoboken Chamber of Commerce has wanted the taxation settled, PERMANENTLY, by enacting a tax-paying clause into statute law, there has been objection from Mr. Cohen, representing the Port Authority.

In his talk, two weeks ago, Mr. Cohen talked for over two hours on taxation, and the entire burden of his talk was on EXEMPTION of property from taxation.

Mr. Outerbridge, the first chairman of the Port Authority, in writing set forth that taxes were to be paid, yet five years after the "Comprehensive Plan" it is frequently claimed that enemies of the Port Authority are trying to "tax the Port Authority out of business."

Mr. Cohen not only talks of buying the Shore Railroad in Hoboken, but there has been talk of buying the valuable waterfront property, also owned by the government as part of the Shore road property, for Port Authority purposes.

But what is even more alarming is talk, not authoritative, but alarming, nevertheless, that the Port Authority might even go so far as to take over the government piers, the former German steamship piers, in Hoboken.

IS IT ANY WONDER THAT HOBOKEN, JERSEY CITY AND NEWARK ARE ALARMED TO A POINT WHERE ONE OF THE MOST ABLE LAWYERS IN THE STATE SO FAR LOSES HIS POISE AS TO LIKEN THE PORT AUTHORITY TO A "BURGLAR" IN THE VESTIBULE?

The city of Newark, like the City of Hoboken, has lost enormously in taxation on the government war property at Port Newark, and with Mr. Cohen's two hour oration on tax exemption, is it any wonder that HOBOKEN'S FIGHT IS NO LONGER A ONE-CITY FIGHT?

Hoboken now has Jersey City and Newark on the fighting line, and all that anybody has to do is to re-read the "Comprehensive Plan" of only five short years ago to realize that EVERY MUNICIPALITY IN NORTHERN NEW JERSEY SHOULD WANT TO KNOW WHAT MAY BE THE FINAL AIM OF THE PORT OF NEW YORK AUTHORITY.

After all is said and done, New York will probably get from 70 per cent to 80 per cent of the benefit of any economy which the Port Authority may work out, in the course of time.

Yet New Jersey, it seems, will make about 70 to 80 per cent of the SACRIFICE IN TAX EXEMPTION to bring about New York's great saving.

It is not economically sound to bring about lower freights and lower costs by exempting valuable properties from taxation.

That is little more than "robbing Peter to pay Paul."

If costs are to be reduced, they should be reduced through EFFICIENCY, through a better system of freight handling.

The Port Authority, in its original field of usefulness, was to have been a REGULATORY body, somewhat like the Interstate Commerce Commission.

The Port Authority has gone far afield since the issuance of the "Comprehensive Plan" only five short years ago, and it is high time that Jersey City and Newark join with Hoboken in finding out just what is to be done about the rock bottom of the whole business—TAXATION.

Obs June 13/25

SHOULD PAY HOBOKEN TAXES

Port Authority Admits Justice of Local Claims.

The brief of the Port of New York Authority to the Joint State Commission on the question of taxes is a reiteration of its contention that it is a governmental agency, and not a private corporation as has been declared by those opposed to exemption of its property from taxation.

Julius Henry Cohen is responsible for the brief, and cites law in abundance for his contention that the corporation is based upon sound constitutional principles well established in law. A considerable part of the brief is devoted to "The Pledge to Hoboken."

The pledge is that there will be no change in the policy with regard to the property of the Hoboken Manufacturers' Railroad Company, which now pays taxes. The brief says:

"If the Commissioners believe that this pledge should be made binding by some legislative enactment, a direction to the Port Authority as the agency of the two states to continue the policy is certainly within the constitutional power of the state. The states can undoubtedly direct the Port Authority to pay out of the moneys in its hands a sum or sums to any of the municipalities for purely municipal purposes. This would be in recognition of some service performed by the municipalities in the way of police, fire and other protection. No amendment of the tax law would be necessary at all. All that would be required would be a joint direction from the two states to the Port Authority as the agency of the two states."

Cohen further states that it was not the intent of the Legislatures in creating the Port Authority that it should pay taxes on everything to everybody, and says that "in the performance of governmental functions the Port Authority is to be treated as the municipalities are to be treated, namely as the States themselves doing something through the states' agencies."

Finally the counsel for the Port Authority says: "If the status quo is preserved the Port Authority will pay no taxes except as it does in the case of Hoboken under special agreements."

Dispatch June 11/25

Obs June 13/25

Ask Tax Payment on Port Authority Land

PORT AUTHORITY INSISTENT UPON TAX EXEMPTION

Brief to Bi-State Commission Admits Hoboken's Special Position

Elaborating on thirteen points he presents in a brief filed with the Joint Legislative Commission of New Jersey and New York that is studying the question of taxation of property of the Port of New York Authority, Julius H. Cohen, counsel for the Port Authority, reiterates that the body is immune from taxation except by special agreement, as in the case of Hoboken.

In the brief is a hint that litigation over the status of the Port Authority would not be unwelcome. This is indicated in one sentence of the conclusion of the brief:

"Even though this policy (insistence on immunity from taxation) may involve litigation, it may be better to have this litigation than to adopt the recommendation of those who would place the power of taxation in the hands of all the municipalities."

Considerable attention is given in the document to the situation of Hoboken as pertaining to taxation, and Corporation Counsel John J. Fallon of that city, incidentally, is the subject of reprobation for the vigor of his assertions in trying to maintain the power of the city to tax the Authority.

Discusses "Pledge to Hoboken."

"The pledge to Hoboken" is the subject of point VII in the brief. In this the Port Authority brief takes up the inquiry and statement by Corporation Counsel Jerome T. Congleton, of Newark, made at a discussion before the New York Board of Estimate on May 25, on the point how the Authority can pay taxes under the New Jersey constitution. At that time Mr. Congleton said:

"Now they (the Port Authority) are either holding that out to deceive, or else they are ignorant of the provisions of our laws of New Jersey. They cannot take one piece of property. That is not the way property is classified for the purpose of taxation under our laws."

The brief makes the reply that Mr. Congleton was correct in his statement of the State law, but Mr. Cohen assumes the Newark man did not know the situation as to the Hoboken Shore Railroad which the Port Authority seeks to acquire from the War Department which now controls the corporation that owns the line.

Taxed Through Corporation.

Explanation is made in the brief that the plan is to have the Port Authority control the stock of the road and that "so long as it continues to hold this stock, it agrees that the corporation will continue to pay taxes." This has been done under Federal control of the road. The brief continues:

"The pledge, therefore, is that there will be no change in policy with regard to this property if the Port Authority acquires the stock." If the commission, to make the pledge more binding, might recommend it, the two states could constitutionally direct continuance of the policy, even if the policy were one of indirection, as a contribution to the city for police, fire and other protection. The brief reviews several reiterations of the pledge already made. In another point, the brief submits arguments to refute charges of inconsistency.

Authority Like Municipality.

The ground is taken that the Port Authority is the same kind of a state agency as a municipality, and that the right to tax inheres in the state and not in the municipalities over other agencies. All agencies, it is reported, are equally agents of the state. This reasoning is applied to the operation of bridges as well as other properties the Port Authority may control.

At the same time, the brief declares:

That is clear from the provisions of the compact (between New Jersey and New York) which preclude the taking of property of the city 'without the authority or consent of such state, county, city, borough, village, township, or other municipality'."

Similar provisions, it is admitted, are contained in the laws authorizing the various bridges, construction of which has been allocated to the Port Authority. These laws state that approaches and alterations of highways "shall be subject to the approval of the various municipalities in which they shall be located."

Admits Hoboken May Suffer.

Proceeding, the brief admits: "As we have already said, Hoboken, because of its limited area, was the example of a municipality which could suffer an injury by Port Authority operations. Yet the legislators have seen how Hoboken would strangle the Port Authority even now if its corporation counsel could have his way."

"From avoiding injustice to a municipality to giving that municipality power to exact what it regards as 'justice' is a far cry. No such intent is to be presumed. The very existence of this commission is the answer."

Problem to Be Solved.

"The problem is now here for solution. It is: When and in what instances will Port Authority operations injure a municipality by depleting its revenues without compensatory benefits?"

"For such cases a rule is to be worked out. The Port Authority is and has always been ready and willing to work out such a solution in the form of definite legislation, but it must advise the Legislatures that to vest power in the municipalities or to recognize a right in the municipalities to tax is to give the power to the cities over the states."

Equity to Cities.

"Those who would block the plans of the Port Authority have now clearly announced their intention to destroy the Port Authority, if they can."

"It is one thing to do equity to the cities. It is another to surrender the power of the states to hostile municipal administrations."

"Another thing the states had clearly in mind, which practically all spokesmen for municipalities now recognize, that is, in the performance of governmental functions the Port Authority is to be treated as the municipalities are to be treated, namely, as the states themselves doing something through the states' agencies."

It is declared that bridges, tunnels, docks and railroad terminals are all governmental enterprises if carried on by the state or a municipality.

No Surpluses to Tax.

As no one would contend cities should be taxed for subways, bridges or docks by the Federal or State governments, the brief argues the Port Authority should not be taxed for its terminals. Belief they will produce surpluses, the brief declares, "is a mistake." They are not to produce surpluses. They are to be operated as nearly as possible at cost, so as to reduce freight charges" the purpose of Port Authorities here and abroad.

"The real and only question," the brief asserts, "comes down to this: Are there any situations where, during the process of change, the revenues from taxation now accruing to any municipality will be so depleted as to cause real injury to the city?"

Hoboken Sole Victim.

"We say that in Hoboken there is such a situation. We know of no similar situation elsewhere."

"Like the bridges, Port Authority improvements will double and treble municipal revenues from taxes. If we were going to take the Bush property, or the New York Dock Company property, or the Pennsylvania Terminal, or the Grand Central Terminal, or the railroads on the Jersey waterfront and turn them back again for operation to the present owners, tax free, why, of course—but this is the conjuring up of imaginary ghosts to scare the uninformed."

"No such danger is to be avoided, because none is contemplated."

"In order to calm the trembling souls who dream such nightmares, certainly the commission should not be led to surrender the control of the states' purpose to the fearsome, for after all the 'fearsome' who con-

PREPARE BRIEFS FOR SUBMISSION TO COMMISSIONS

Chamber of Commerce Points Out Injustice Done to the City

The Hoboken Chamber of Commerce will demand the payment of taxes on property now in the possession, and other property to be taken over by the Port of New York Authority in the future, according to a brief which will be submitted by the Chamber to commissions in New York and New Jersey, appointed to hear the dispute.

Manager A. W. Coffin, of the Hoboken Chamber, has prepared the lengthy brief, which will be released Monday noon. Although the exact contents of the brief cannot be divulged until it is filed with both state commissions, it is known that the gist of it points to wrongs done to municipalities from which property is taken over by the Port of New York Authority, and demanding that that body pay taxes to the cities from which property is taken.

The brief was submitted to the Board of Directors of the Chamber of Commerce yesterday and was approved and adopted. Copies of the brief will be filed with the commissions, in the hope that municipalities affected by the Port Authority "grab" will be benefited.

Hoboken has led in this fight because of the large amount of pier property taken over by the government body, thus depriving the city of millions in tax ratables. The taking over of the Hoboken Shore Railroad by the Port Authority will mean loss of more ratables, unless relief is secured.

jure up these nightmares, shake their fists and vehemently declare that they are opposed to the Port Authority, have always fought it and intend to continue to fight it."

"Shall they be given additional weapons with which to fight it? Naturally, having prophesied its failure, they must make good the prophecy."

"But, say we are in error and there still remain situations which show overbalancing hardship to any municipality."

Would Act as Business Men.

"We are prepared to meet them in the spirit in which the Commissioners of the Port Authority have ever expressed themselves, not as guarded lawyers, but as fair business men, namely:

"In the doing of the states' job, no injury is to be done to any municipality."

"All we suggest is that these situations be considered on their merits with full recognition of the equities in each case, but without surrender of the states' control over their own purposes. We stress the latter point, as we should."

"It is the business of counsel for the cities to stress the former—but, in addition, it is, we think, within their task to present the cases requiring adjustment. This so far remains to be done."

Wants Bills of Particulars.

"We think the commission should ask them to present such specific cases in detail. The discussion has reached the point where the commissioners need a 'bill of particulars' from each municipality."

Concluding the brief, Mr. Cohen urges "constructive ingenuity" and closes with the statement:

"The Port Authority is and has always been, willing to aid in such a constructive solution, and will be glad to confer with the commission in this regard, in the hope that out of the very broad study that this commission is giving to the matter a solution will be found that will be of permanent value."

Dispatch June 13/25

Submits Brief on Port Authority Taxes

OPPOSES EVERY EXEMPTION PLAN CHAMBER STATES

Favors Port Authority Plan in
General But Wants Prop-
erty to Pay Taxes

"The Hoboken Chamber of Commerce respectfully submits its opposition to any plan which has for its purpose the exemption from taxation, either in Hoboken or in any other municipality, of property which may hereafter be owned by the Port of New York Authority."

That is the summary of the brief submitted by the Hoboken Chamber of Commerce to the New Jersey and New York Commissions appointed to investigate the relationship between municipalities in which property has been taken over by the Port Authority, and the Port Authority itself.

Although the brief was not submitted until yesterday, the Hudson Dispatch pointed out what attitude the Chamber of Commerce would take.

Putting it plainly, the Chamber of Commerce is in favor of the Port Authority idea, but property taken over by it, should be taxed.

Summary of Brief

The summaries of the principal points, drawn up by Manager A. W. Coffin, are:

1. The Chamber of Commerce favors a Port of New York Authority.
2. It is opposed to exemption from taxation of Port Authority property in Hoboken and elsewhere.
3. Tax exemption of Port Authority is unsound economically, and ruinous to Hoboken.
4. The same attitude against exemption has been maintained by the Chamber for four years.
5. The fight against exemption is due to the changed attitude of the Port Authority.
6. Port Authority speakers admitted Port Authority from its inception, and

ability to pay taxes on its property.

7. Unfair and unjust competition with private interests, which pay full taxes.

8. Unjust proportion of taxes in Essex, Bergen and Hudson counties, and small benefit compared to New York City.

9. New Jersey municipalities at a disadvantage because they do not own waterfronts, and therefore are helpless when property is taken away from private interests.

10. Attitude of Port Authority makes municipalities apprehensive of the future, and they are alarmed.

11. Port Authority seeks superpower.

12. Sound business demands that property be taxed.

13. Relief through amendments to be passed by New Jersey and New York legislatures.

Wants Port Authority

"The Port Authority contemplates that Chamber of Commerce has always been committed to the Port Authority idea, and has aided in its establishment, but from the beginning has advised against exemption from taxation of property acquired by that body.

On the subject of competition with privately owned interests, the brief states:

"The Port Authority contemplates acquiring property for railroad, waterfront and warehouse development as evidenced, not only in the comprehensive plans, but also by the letter to President Coolidge. This will mean direct competition with established enterprises which would not only have to pay taxes on their own property, but which would have to bear their portion of the burden which Port Authority exemption would throw upon all taxpayers."

If the comprehensive plan of the Port Authority had been in operation in 1924, Hoboken's tax rate would be \$64.43 on \$1,000 ratables, according to the brief. The value of the property which the Port Authority seeks, and which would be tax exempt under its plan, is \$41,651,958, which is one-third of the property valuation in the city.

A slap is taken at Counsel for the Port of New York Authority in the closing paragraphs of the brief:

"The Counsel of the Port Authority has been the main spokesman of the

yet we are left in doubt, as your body must also be, as to how far this authority as spokesman may go, inasmuch as the chairman of the Port Authority has made it plain that the statements of the Counsel are binding only insofar as they have been officially acted upon by the members of the Port Authority.

"We point particularly to the fact that the committee representing the two Legislatures definitely instructed the Counsel to the Port Authority to strike out or change any part of the suggested act which gave the Port Authority the right of eminent domain, and still the act has been interpreted by this same Counsel to give the Port Authority the right of eminent domain.

"We have seen the personnel of the Port Authority change from time to time, and with these changes we have seen changes in policies of the Port Authority, and we view with alarm this very thing, to the end that we urge your honorable body to consider recommendations for laws on taxation that cannot be changed with the changing of the personnel of the Port Authority.

"We believe business principles call for such action, and we believe public opinion demands it."

Shipping Board Starts Work Tearing Down Stettin Pier

Built Forty Years Ago a Modern
Steel Overhead Structure
May Be Erected on Site

The old Stettin pier in Hoboken will pass into history within a few weeks. Only the old timers will recall the name. To the present generation it is known as Pier 6, of the United States Shipping Board, located at the foot of Newark street.

Regarded as a dangerous hazard, because of its wooden construction and dilapidated condition, the United States Shipping Board has ordered it torn down, and work on it has already been started.

The Shipping Board, which took over the pier during the war, announced yesterday from its office at 45 Broadway, New York, that only the overhead structure would be taken down. This means that the pier base will remain, in the event that the Shipping Board decided to erect a modern steel overhead structure on this base.

Although no effort will be made to put up a steel pier at the present time, the Shipping Board announced that such a plan is contemplated in case there is a demand for more pier space in Hoboken. The pier has been used for docking freighters and Coast Guard boats, but has not been used in active commerce. The over-water

structure is of wood, and the boards are barely hanging on. Located near the Lackawanna ferry terminal, and the new United States piers, the wooden pier is a hazard, not only by fire, but by storm as well.

At the present time three freighters are tied up at the pier—the American Shipper, the Stanley and the Edenton. Two Coast Guard boats are tied up in the front.

The Stettin pier was controlled by the Hamburg-American Line and was erected 40 years ago. It has survived ravages of fire all these years, but the danger that confronted it and surrounding property at the present time, was responsible for the order to tear it down.

The Hamburg-America line used it to dock small freight vessels, being named after the port of Stettin

in Germany, an iron and steel center. Since it came under the control of the United States Shipping Board, it was used merely to tie up inactive freighters or idle coast guard boats. According to the Shipping Board office, it will still be used as a tie-up base. When the time comes, a modern overhead structure will be erected on the base of the pier.

Dec. Sept 16/25

Return of Piers to Hoboken Plea of Hudson Grand Jury

Turns Guns on Shipping Board in Criticism of Way Docks Are Kept

As a result of personal visits to the Hoboken piers, and the summoning of expert witnesses before the grand jury, April term, which was discharged yesterday with thanks by Supreme Court Justice James F. Minturn, a presentment was handed up by that body in which was expressed the hope that Congress "will, with the sanction of the President, so legislate as to restore to the city of Hoboken, its quota of taxation so long inequitably withheld, as

well as to make proper provision for the future, so that the city may be restored financially to its ante-war status."

The presentment condemns in no uncertain language the situation, whereby the government has been relieved of paying huge amounts in taxes to the detriment of Hoboken property owners.

The presentment follows:

"The Grand Inquest of the County, to whom was referred by this honorable court the inquiry as to the financial conditions existing in the City of Hoboken as a direct result of the taking over of the vast valuable water front of that city by the Federal Shipping Board, and its probable effect not only upon the city, but upon the county and state,

would respectfully make the following presentment:

"Various witnesses, official and otherwise, in and about the city, have appeared before the Grand Inquest, and have given testimony which in effect substantiates the statements made by the Presiding Justice of this honorable court on the opening day of the term.

Visited Piers.

"The members of the Grand Inquest, in a body, also visited this pier property and inspected it under present conditions, and were able to observe the marked deterioration between this well-kept property under the former private ownership of the German steamship companies, and its neglected and dilapidated condition under the present management.

"When the property was taken over by the Federal government the action was justified as a war measure, to which no citizen could object; but, after the war, its retention by the Federal government, entirely for competitive business purposes, is as reasonable and justifiable as though the government had forcibly occupied the entire westerly shore front of the city of New York for private competitive commercial uses, thereby depriving that metropolis of its entire taxable income from the waterfront.

"The testimony before us shows that since the Shipping Board has occupied this property nothing has been done to improve it, but it has deteriorated and lessened in value by reason of government occupation. The docks are neglected, the former official buildings have either burned down and have not been rebuilt, or have become disreputable by contrast with their former condition, owing to the public neglect. Anyone traveling over the Hoboken ferry can observe the former dock of the Hamburg American Company at the foot of Newark street, a more pitiable and neglectful condition of governmental indifference cannot be imagined.

"Its appearance is simply a disgrace to the government and a financial handicap to the city. Rather than continue this dock in its present useless condition it should at once be torn down. The superintendent's house on River street, which in pre-war days was a beauty spot, is today more like a contagious disease hospital, something worthy of removal from observation. The superintendent of the Shipping Board testified that since the board took control no improvements or betterments have been made to the property; that a serious fire took place on Pier 8 and that the board simply abandoned the pier, leaving it in its present unsightly condition.

"These are samples of the manner in which this once attractive property is now kept, a standing argument against government control.

Scores Shipping Board.

"One of the great attractions to this dock property in previous days was the berthing there of the present m. steamship Leviathan, but even that attraction has been removed to the city of New York, where the Shipping Board, according to testimony before us, is paying New York City nine hundred dollars per day for the privilege of berthing, while in Hoboken the same board pays nothing to the city for the privilege of docking its necessary ships and obtains police and fire protection gratis. Why the board contributes that sum to the city of New York for a privilege which it could enjoy free of charge in Hoboken under present conditions, remains to us a mystery.

"The assessed valuation of this pier property prior to 1918 was \$4,760,000. The present value of the property is \$12,000,000, notwithstanding the decrepit condition of the buildings. There is due to Hoboken, the county and the state from the Shipping Board \$2,505,673, up to 1925. The entire property, as at present controlled, compels the city to sustain to date a net loss of \$3,088,541.

"In 1918 the tax rate of the city was \$22.01, and in 1925, owing to this tremendous deduction, amounting to one-third of the city's assets, it has increased to \$47.50.

"We are also informed by capable witnesses, that in the face of this tremendous loss to the City, the Shipping Board, acting the part of a landlord, has collected almost ten million dollars from various subordinate agencies for dock privileges and rentals, no part of which has gone to the city in payment of tax arrears. As a matter of fact, these docks are now sublet by the Shipping Board as a matter of private business to other shipping concerns, from which a great revenue is annually received, which in no sense is a public business, and of which not a dollar is paid to the city.

"The fact that this vast accumulation of taxes remains in arrears, affects not only the financial standing of the city, but necessarily affects the county and state in the payment of their obligations contracted upon the strength of the then existing assets of the city.

Undue Advantage.

"The non-payment of taxes gives to this governmental board in its competitive invasion of private business an undue advantage over other competing companies, and while we have no criticism to make of this except upon ethical lines, we condemn the practice in this instance because it is indulged at the expense of the taxpayers of Hoboken to the exclusion of the taxpayers of the rest of the country. No reason is apparent of policy or otherwise, which justifies the sacrifice of one-third of the assets of the taxpayers of that city for the purpose of enabling a government agency to indulge in the prosecution of an essentially private business."

GRAND JURY GATHERS HOBOKEN PIER FACTS

The outgoing Hudson County Grand Jury for the April Term will be discharged tomorrow morning by Justice James F. Minturn just previous to the swearing in of the new Grand Jury for the September Term. Justice Minturn is expected to convene the outgoing Grand Jury at 9:30 a. m., when they will be discharged.

During the terms of the April Grand Jury it heard evidence and collected much information with respect to the Hoboken pier situation and it is expected to hand up a presentment before the court effects the discharge.

The new Grand Jury will be sworn in immediately after the old body is discharged.

THURSDAY, SEPTEMBER 24, 1925.

HOBOKEN PIERS NOT A TEST OF GOVERNMENT OWNERSHIP.

The Newark Star-Eagle points to the government ownership of piers in Hoboken as an example of the principle of government ownership.

"When the Leviathan ties up at a pier on the New York side of the Hudson," says the Star-Eagle, editorially, "she pays the city of New York \$900 a day, using a wharf that does not belong to the government. Across the river at Hoboken she pays nothing.

"Now, Hoboken has to do for its citizens what every other community has to do for its people, paying for the services whether or not its taxable assets are butchered one-third. So the tax rate in Hoboken has been boosted from \$22.01 in 1918 to \$47.50 in 1925. Government ownership has done that. A grand jury has denounced the government for this sorry bit of business. But it does not appear that anything can be done about it. Washington, not Hoboken or New Jersey, has the say in that matter.

"The advocates of the principle of government ownership touch lightly, if they touch at all, upon such things as taxes. You will not find the subject mentioned in speeches and essays in favor of the government taking over the railroads. Yet there are States which would feel bankrupt if the railroads could not be levied upon for taxes. They would have the hardest kind of a time in shifting taxes from railroad property to already distressed taxpayers.

"Government ownership, nine times out of ten, means a transfer of self-supporting institutions to the list of public-supported institutions. It means the increase of the public servant class and the decrease of the members of the revenue-producing class. It means the placing of new burdens upon people, who, under almost all circumstances, have hard enough time getting along in the world."

There are many good reasons why government ownership would be a sad thing for the United States, but the Hoboken pier situation is not one of those reasons.

The taking over of those piers during the war was a necessary part of the conduct of war.

BUT THE HOLDING OF THOSE PIERS DURING TIMES OF PEACE IS ONE OF THE MOST OUTRAGEOUS PIECES OF WORK EVER PERPETRATED UPON A CITY BY THE UNITED STATES GOVERNMENT, or by any other government.

If Germany had won the war, Hoboken could hardly have been afflicted with a harder war indemnity than it has received from the government of which it is now a subject.

Or, as Supreme Court Justice James F. Minturn so well said in his charge to the April Grand Jury, "a successful enemy could not well have imposed a greater indemnity upon a conquered city."

Hoboken is the victim of POLITICS in the ownership of the piers; it is not a fair sample of government ownership, bad as government ownership may be.

The government has not only refused to pay taxes, but it has ADDED INJURY TO INJURY by permitting the Shipping Board to ruin the commerce which ordinarily brings work to the citizens of Hoboken and business to the hundreds of people who benefit from steamship business.

The North German Lloyd wanted to return to Hoboken with ALL of its ships, but INFLUENCE—high-up influence—sent ships to other parts of the port to pay rents to PRIVATE CORPORATIONS.

Government ownership may mean inefficiency, government ownership may mean inequality in the handling of tax burdens, it may mean many things that are not harmonious with American conceptions of business. But government ownership, bad as it is, should not be judged by the OUTRAGE COMMITTED BY THE UNITED STATES GOVERNMENT AND BY PERSONS CLOSE TO THE GOVERNMENT in its brutal handling of the Hoboken pier situation.

Dec. Sept 19/25

Oct Sept 21/25

CALL URGES CONGRESS TO RECOGNIZE HOBOKEN'S JUST CLAIM.

Hoboken will have, or should have, the support of the newspapers in its fight for fair treatment by the Federal Government in a just allowance for the pier property taken over by the Government during the war and retained by it since. It will certainly have a firm friend in the Newark Call. In its editorial comment on the presentment of the Hudson County Grand Jury it said:

"Acting upon the suggestion of Supreme Court Justice Minturn, the Hudson County Grand Jury last week handed up a presentment in which it was vigorously and truthfully set forth Hoboken's grievance against the United States Shipping Board. And Hoboken has a grievance.

"Its big docks, once the property of the Hamburg-American and North German Lloyd steamship lines, are now not only lying idle, but are rapidly falling into disrepair. Taken over by the Alien Property Custodian at the opening of the war, they became the property of the Shipping Board and immune from taxation as Government owned property.

"At once the city's ratables were reduced one-third and its tax rate increased one-half. Denied the right to collect tax on the property, the city at the same time was expected to give the property police and fire protection and had further to endure the bitterness of seeing the Shipping Board as landlord pocketing millions in rentals for dock privileges.

"It is no wonder, under the circumstances, that Hoboken is sore or that the Grand Jury used such emphatic language. In simple justice Hoboken's claim to relief should be acted upon favorably at the coming session of Congress."

Oct Oct 9/25

NEW PIER REPLACES OLDEST ON RIVER

The old Stettin Pier, the oldest structure of its sort in Hoboken, and which was taken over by the United States Shipping Board from the Hamburg-American Line at the entrance of this country in the World War, is being dismantled. Work started yesterday.

The pier was a wooden overhead structure which has been for many years denounced as a fire trap. This is being torn down. The base of the pier, however, will stand, and it is said here that a new and modern steel structure will be erected upon it, although no plans have yet been drawn by the Shipping Board.

The pier is at the foot of Newark street, Hoboken, between the Lackawanna Terminal and the modern piers that are the property of the Shipping Board.

Oct Sept 17/25

ADMIRAL SURE CITY WILL GET PIER REDRESS

Grand Jury Presentmen Finds Quick Echo a Capital—Fleet Head Talks—Physical Condi tion of Hoboken Dock Is Warmly Defended.

Special Dispatch to Jersey Observer.
Jersey Observer Bureau,
Washington, Sept. 17.

That Congress at the next session will take action for the relief of Hoboken in the matter of taxes on the former North German Lloyd piers seized by the Federal Government during the World War, was the significant opinion expressed today by Admiral Leigh Palmer, president of the U. S. Fleet Corporation.

"The matter has all been threshed out now," he said, "and I expect that Congress will take action at the next session that will relieve the city of Hoboken from financial embarrassment consequent upon the city being deprived of taxes from the date the Government took over the big property."

Admiral Palmer's comment was part of a statement he made in response to a request for an expression upon the action of the Hudson County Grand Jury condemning the U. S. Shipping Board for neglecting the piers and allowing them to deteriorate to the point of disreputability.

While the Fleet Corporation is a different body from the Shipping Board, the two work in harmony. At least that is the theory of the law.

Yet, at the outset of inquiries today, each at first seemed to desire to shoulder responsibility for the condition of the piers upon the other. The Shipping Board de-

clared the piers are in the jurisdiction of the Fleet Corporation, and that if the property is not properly maintained, the responsibility is upon the corporation.

On the other hand, Fleet Corporation officials insisted that the piers belonged to the Shipping Board, and that whatever funds are necessary for rehabilitation must come from the Board.

News reports of the scathing report of the Hudson Grand Jury finally, however, had the effect it was bound to have. It brought together Shipping Board and Fleet Corporation officials in conference on how to meet the issue raised by the action of the Grand Jury. Subsequently, spokesmen of both bodies took the position that the report grossly exaggerated the condition of the piers. Admiral Palmer said:

"The piers are not in a condition of dilapidation and do not constitute an eyesore. So far as practical utility is concerned, the piers just as they are today are fit to use for their original purposes. I base this statement upon reports of daily inspections of the wharves, piers and other property contiguous thereto.

"I am frank to admit," proceeded Admiral Palmer, "that we have not sought to beautify the property. But for utilitarian purposes, it is in good shape. It is our policy to look after the essentials in the way of repairs, because we are looking into the future, ten or fifteen years, and do not limit our view to the immediate present."

Admiral Palmer did not think the burned pier would be restored, certainly not immediately. That, he said, was a matter for Congress and the Shipping Board to decide. So far as the superintendent's house is concerned, the head of the Fleet Corporation doubted that the corporation was using that structure, and therefore had no incentive to put it in apple-pie order.

In the absence of Chairman T. V. O'Connor, of the Shipping Board, his assistant, Caldwell Jenkins, declared that the Board in the year ending June 30, 1925, spent \$225,000 in repairs and maintenance of the piers at Hoboken, including \$70,000 for paint. The bulk of the remainder was expended, he said, in dredging, roof relaying, new flooring and service repairs of miscellaneous character.

Incidentally, Mr. Jenkins mentioned that the Hoboken piers are the only shore property of six owned by the Board which is not operated directly by the Board but by the Fleet Corporation.

As to the Leviathan, there is no disposition on the part of the Shipping Board or the Fleet Corporation to alter the present berthing arrangement. Even though the charges for docking may be \$900 a day in New York, against free docking in Hoboken, the argument is that the vast majority of passengers desire to enjoy the convenience of easy drive to the pier rather than undergo the inconvenience of crossing over to the Jersey side to go aboard ship.

GRAND JURY FINDS NO EXCUSE FOR RETAINING PIERS

Government Is Sharply Criticized for Action

MIGHT AS WELL SEIZE WHOLE PORT, IT IS
SAID—SHIPPING BOARD STEAMERS GIVEN
ADVANTAGE AND CITY OF HOBOKEN SUFFERS ACUTELY.

That Federal retention since the war of the former Hamburg-American and North German Lloyd piers in Hoboken for private purpose is as indefensible as if the Government had forcibly taken over the entire New York water front for private commercial uses is the declaration of Hudson County Grand Jury in a presentment handed to Justice James F. Minturn today.

The Grand Inquest, instructed by the Supreme Court Justice in the summer to make an investigation of the pier situation in Hoboken, declares that the property has deteriorated during government operation and its condition is a disgrace to the government and a financial handicap to the city.

The non-payment of taxes by the U. S. Shipping Board, the presentment continues, gives that body an undue advantage over competing companies, and it expresses the belief that Congress, with the sanction of the President, will after due deliberation legislate so as to restore to Hoboken its quota of taxes, as well as to make provision for the future. The charge in full follows:

The Grand Inquest of the County, to whom was referred by this honorable Court the inquiry as to the financial conditions existing in the City of Hoboken as a direct result of the taking over of the vast valuable water front of that city by the Federal Shipping Board, and its probable effect not only upon the city but upon the County and State would respectfully make the following presentment:

Various witnesses, official and otherwise, in and about the city, have appeared before the Grand Inquest, and have given testimony which in effect substantiates the statements made by the presiding justice of this honorable Court on the opening day of the term.

The members of the Grand Inquest in a body also visited this pier property and inspected it under present conditions, and were able to observe the marked deterioration between this well-kept property under the former private ownership of the German steamship companies, and its neglected and dilapidated condition under the present management.

When the property was taken over by the Federal Government the action was justified as a war measure, to which no citizen could object; but, after the war, its retention by the Federal Government, entirely for competitive business purposes, is as reasonable and justifiable as though the Government had forcibly occupied the entire westerly shore front of the City of New York for private competitive commercial uses, thereby depriving that metropolis of its entire taxable income from the water front.

The testimony before us shows that since the Shipping Board has occupied this property nothing has been done to improve it, but it has deteriorated and lessened in value by reason of government occupation. The docks are neglected, the former official buildings have either burned down and have not been rebuilt, or have become disreputable by contrast with their former condition owing to the public neglect. Anyone traveling over the Hoboken ferry can observe the former dock of the Hamburg American Company at the foot of Newark street, a more pitiable and neglected condition of governmental indifference cannot be imagined. Its appearance is simply a disgrace to the government and a financial handicap to the city. Rather than continue this dock in its present useless condition it should at once be torn down.

The superintendent's house on River street which in pre-war days was a beauty spot, is today more like a contagious disease hospital, something worthy of removal from observation. The superintendent of the Shipping Board testified that since the Board took control no improvements or betterments have been made to the property; that a serious fire took place on Pier 8 and that the Board simply abandoned the pier, leaving it in its present unsightly condition.

These are samples of the manner in which this once attractive property is now kept, a standing argument against government control.

One of the great attractions to this dock property in previous days was the berthing there of the present monster steamship Leviathan, but even that attraction has been removed to the City of New York, where the Shipping Board, according to the testimony before us, is paying New York City nine hundred

dollars per day for the privilege of berthing, while in Hoboken the same Board pays nothing to the city for the privilege of docking its necessary ships and obtains police and fire protection gratis. Why the Board contributes that sum to the City of New York for a privilege which it could enjoy free of charge in Hoboken under present conditions, remains to us a mystery.

The assessed valuation of this pier property prior to 1918 was \$4,760,000. The present value of the property is \$12,000,000, notwithstanding the decrepit condition of the buildings. There is due to Hoboken, the County and the State from the Shipping Board \$2,505,673, up to 1925. The entire property, as at present controlled, compels the city to sustain to date a net loss of \$3,088,541.

In 1918 the tax rate of the city was \$22.01, and in 1925, owing to this tremendous deduction, amounting to one-third of the city's assets, it has increased to \$47.50.

We are also informed by capable witnesses, that in the face of this tremendous loss to the city, the Shipping Board, acting the part of a landlord, has collected almost ten million dollars from various subordinate agencies for dock privileges and rentals, no part of which has gone to the city in payment of tax arrears. As a matter of fact these docks are now sublet by the Shipping Board as a matter of private business to other shipping concerns, from which a great revenue is annually received, which in no sense is a public business, and of which not a dollar is paid to the city.

The fact that this vast accumulation of taxes remains in arrears affects not only the financial standing of the city, but necessarily affects the county and state in the payment of their obligations contracted upon the strength of the then existing assets of the city.

The non-payment of taxes gives to this governmental board in its competitive invasion of private business an undue advantage over other competing companies, and while we have no criticism to make of this except upon ethical lines, we condemn the practice in this instance because it is indulged at the expense of the taxpayers of Hoboken to the exclusion of the taxpayers of the rest of the county. No reason is apparent of policy or otherwise which justifies the sacrifice of one-third of the assets of the taxpayers of that city for the purpose of enabling a governmental agency to indulge in the prosecution of an essentially private business.

It is no answer to this presentment to declare that the government is exempt from taxation, a principle well settled in our constitutional order; but it is to be observed that where the government steps outside of its governing function and enters the area of private business, it occupies the status of a business concern and is subject to all incidental obligations resulting from the necessities and requirements of local government. In numerous instances the government has recognized this obligation, and in the case of the Leviathan recognizes it in this instance in its dealings with the City of New York.

The enormity of the disaster which is possible as the outcome of such procedure as has been indulged here will be doubly emphasized if the Shore Railroad be taken over by another governmental agency, in which event practically the entire water front of this city will be gormandized for private Federal operation, while the city, as a result, must inevitably be consigned to the throes of bankruptcy.

Federal invasion of States' rights for the operation of private commercial enterprise must be limited, as private business is limited, and cannot proceed on the theory that the halo of governmental authority exempts it, in a non-governmental capacity, from the performance of the ordinary obligations of commercial life unless the much denounced Bolshevism is hereafter to be the prototype of our national business life.

Due deliberation has convinced us that the Congress of the United States, upon the consideration of these views, will with the sanction of the President so legislate as to restore to the City of Hoboken its quota of taxation so long inequitably withheld, as well as to make proper provision for the future so that the city may be restored financially to its ante-war status.

All of which is respectfully submitted to this honorable court this fifteenth day of September, 1925.

Dis. Oct 19/25

Chamber of Commerce Puts Pier Taxes Up to Coolidge

Asks President to Have Dalton
Include Situation Here in His
Investigation

An intensive effort will be made by the Hoboken Chamber of Commerce to have the government make a careful study of the pier situation in the city within the next few months. The first step in this plan was a request to President Coolidge to include in the investigation of H. G. Dalton who has been named by the president to study such problems, to take in the Hoboken pier situation. The letter was sent yesterday by Frederick K. Hopkins, president of the chamber, and A. W. Coffin, manager.

The Chamber of Commerce, as well as other bodies and individuals, are prepared to fight to the utmost to have the piers, now under government control and non-taxable, returned to private ownership, to enable the city to secure taxes from them. Probably the biggest step to be taken in behalf of the city will be by the Associated Service Clubs of Hoboken, which includes the Kiwanis, Rotary, Lions and Zonta.

The Hoboken clubs will send circulars to all their clubs in the country with the request that petitions be forwarded by them to their representatives in Congress for immediate aid to the city. Such a step would demand attention by the government.

In addition to this nation-wide movement, fraternal organizations in Hoboken will undoubtedly take up the program, and communicate with Washington officials.

The telegram to President Cool-

idge, from the Chamber, says:
"Referring to our previous conferences relative to the payment of taxes to the City of Hoboken on the piers now held by the Shipping Board, would it be possible to have H. G. Dalton include this in his investigation and make specific recommendations. The tax situation in Hoboken is growing more acute every day, due to the non-payment of taxes on this property."

Dis. Dec. 15/25

DEFIES CHAMBER TO OPPOSE THE PORT AUTHORITY

Chairman Flings Challenge
at Hoboken Organization.

Characterizing the Port Authority as an agency that has been organized to handle all problems of the port of New York as one great whole with the interests of both States always in the fore, Julian T. Gregory, chairman of that body, appeared before the Jersey Marine Club yesterday and defied any organization or any one man to overthrow it, as was told in yesterday's Final (Pink) Edition of the Jersey Observer.

In direct answer to A. W. Coffin, manager of the Hoboken Chamber of Commerce, who was present at the session and who endeavored recently to have a legislative probe of the Port Authority's legal status, Mr. Gregory asserted that "those who make malicious attacks upon the action of the Port Authority are butting their heads against a stone wall, for no one man or organization is big enough to stop it."

Representatives of the Rotary, Kiwanis and Lions' Clubs, together with delegations from steamship lines and railroads, brought the attendance at the Grand Hotel, Hudson and Third streets, to the overflow point.

The speaker expressed it as his wish that instead of sending out newspaper statements and attacking the bridge building proposition, those who criticize the Port Authority's action would meet with them, and proffer their views on whatever problem they were specifically interested in. He asserted that the Port Authority would purchase the Jersey Junction Railroad and the Hoboken Shore Line, and added that in doing so the officials of the body had the interests of all railroads and all prospective shipping companies which might center in Hoboken at heart.

He neglected to say whether or not the property would be included among Hoboken's tax ratables, and on this question—vitally important to those present—he was not questioned. Despite the fact that the opportunity for questioning was allowed those present, Fred Hopkins, president of the local Chamber; A. W. Coffin, manager, and Randolph Huus, director of the Bureau of Municipal Research, all of whom were present, failed to take advantage of it. A literal barrage of cross questioning as to the aim of the Port Authority was expected, but up to the adjournment of the session no one had quizzed Gregory on the local questions.

"What we are trying to do," said Gregory, "in the purchase of these railroads is to show other railroads that the blind competition they are indulging in is not to their advantage. We are not Bolsheviks. We are not impractical men. Do you suppose we will take upon ourselves the operation of a railroad?"

The Jersey waterfront with the exception of the Manhattan shore is the most valuable waterfront property in the world, but there is no unified agency to effectuate its real importance. Had you been one great municipality, it would have been handled efficiently, and it is my belief that the Port Authority with its efforts of adjustment is doing a great service here."

Dis. Dec. 11/25

PORT BOARD RETORT SHOWS IT AGGRESSIVE

Hoboken Criticism Resented—
Announcement of Intention to
Take Over Shore Railroad

Incident to a reply he made yesterday to the charges by A. W. Coffin, secretary of the Hoboken Chamber of Commerce, that the Port of New York Authority is operating in a manner antagonistic to the interests of New Jersey, Julian A. Gregory, president of the Port Authority announced that at a conference with Secretary of War Davis in Washington today it will endeavor "to settle . . . the terms of our acquisition of the Hoboken Shore Line Railroad."

The statement of Mr. Gregory was in reply to the message the Hoboken chamber sent to the Bright legislative investigating committee, soliciting its intervention to study the ramifications of the Port Authority into the financial affairs of New Jersey municipalities. Mr. Gregory includes a question that indicates suspicion on his part of sinister motive.

Insinuates D., L. & W. Is Active.

From this was taken the implication that the Lackawanna Railroad is interested in opposition to the Port Authority. That company has been anxious to get the Shore Line heretofore, but War Department officials are said to favor transfer of it to the Port Authority as one of the lines to be used in developing port facilities as a whole.

In his statement, Mr. Gregory notes, as did Chairman Bright in his reply to Mr. Coffin's message, that the Port Authority activities have been investigated already by a special joint legislative committee from this state and from New York.

Mr. Gregory's statement was as follows:

After saying he had read Mr. Coffin's statement with "both amazement and amusement" and that the Hoboken opinion of the Port Authority's project differed with those of law and engineering experts, Mr. Gregory went on to say:

Hope to Settle Today.

"It so happens that we are going to Washington tomorrow to settle with the Secretary of War the terms of our acquisition of the Hoboken Shore Line Railroad, in accordance with congressional legislation last year.

"Private interests in Hoboken have sought to acquire this railroad and tried unsuccessfully to block the legislation in Congress. A. W. Coffin's statement comes at a time when the Port Authority is ready to take over the property in the interest of the whole port district and to build the Staten Island bridges as authorized by the two states."

Obs. Dec. 24/25

ELKS REQUEST CONGRESS ACT ON PIER TAXES

Resolutions Passed by Hoboken Lodge Demand Immediate Action.

The Hoboken Lodge of Elks has ordered printed and forwarded to Representatives and United States Senators, a set of resolutions requesting immediate consideration of the Hoboken pier situation. The appeal for immediate consideration of Hoboken's water front and tax problem is directed to President Coolidge and to the Secretary of War.

Members of the lodge at a recent meeting took formal action on the matter when the resolutions were adopted. They are as follows:

"Whereas, during the late war, the Government of the United States took over the piers of the German Steamship Companies in the City of Hoboken, under the guise of a war measure, to be held by it for war purposes and during the period of the war; and

"Whereas, after the termination of the war, the Government of the United States retained, and still retains the said pier property which it uses entirely for competitive business purposes, unconnected with and foreign to the purpose for which the said properties were taken over; and

"Whereas, since the seizing of the said properties, the City of Hoboken has given to the Government police and fire protection for which the Government has not paid, and has in other respects protected the said properties; and

"Whereas, because of the taking over by the Government of the said properties, the same were exempt from taxation, which materially affected the tax rates of the city; and

"Whereas, there is now due to the city, county and State, from the Shipping Board, the agency of the Government, in the operation of the said piers, the sum of \$2,505,673, up to 1925, with an additional tax for the present year, bringing up the net loss to \$3,088,541, to which the city, county and State are rightfully entitled in their proportions; and

"Whereas, the administration of the City of Hoboken, the two United States Senators, the Congressmen from this district, the Chamber of Commerce, and other civic and interested bodies have attempted at numerous times during the past few years, to effect a solution of the problem which confronts the city and to obtain the return of the piers; and have even presented the case to the late President Harding and President Coolidge; but no relief, nor even encouragement, has been offered to the city; and

"Whereas, the Government of the United States, by its conduct and its seemingly persistent arbitrary attitude, has violated the rights of the State, of the city and of its people, and such violation and refusal to give heed to the demand of the City of Hoboken for its rights, has aroused its citizenry and the people of the entire State, as evidenced by the charge of Supreme Court Justice James F. Minton to the Hudson County Grand Jury, which Grand Jury returned a presentment on September 25, 1925, indicting, as it were, the Government for the seizure, and seeking the consideration of Congress for legislation restoring to the City of Hoboken its quota of taxation withheld, and making proper provision for the restoration financially to its ante-war status; and

"Whereas, we, the members of Hoboken Lodge No. 74, of the Benevolent and Protective Order of Elks of the United States of America, being for the most part citizens of the City of Hoboken and of adjacent communities, and realizing the seriousness of the situation and the need for immediate beneficial action on the part of the Congress of the United States; and deeming it our duty to exert what means we can upon the proper authorities to afford to the City of Hoboken

such relief as may be just and appropriate, on this 18th day of September, 1925, do

"Resolve that the Congress of the United States, and the Secretary of War, are hereby requested to immediately consider the Hoboken pier situation with the view of affording the relief which the city has so long sought; and be it further

"Resolved, that a copy of this resolution be sent to United States Senators Edge and Edwards, and all the Senators and Congressmen of the United States, the Secretary of War, and the President of the United States.

"I, George D. Kuncken, Secretary of Hoboken Lodge No. 74, B. P. O. E., do hereby certify that the foregoing is a true copy of a resolution duly adopted at a regular meeting of Hoboken Lodge No. 74, B. P. O. E., held at its club house on September 18, 1925."

Obs. Dec. 14/25

CONGRESS ACTS ON EDGE PLAN TO ALLOW HOBOKEN TO TAX THE GOVERNMENT-OWNED PIERS

Names Senator to Act as
Chairman of Commission
to Study Local Situation
—Will Get Appropriation
for Survey and Report
Back Within Two Years.

IS FIRST REAL MOVE
TO RELIEVE THE CITY

Special Dispatch to Jersey Observer.
Jersey Observer Bureau.
Washington, Dec. 14.

Senator Edge's resolution relating to the Hoboken docks got away to early start today, when Chairman Jones of the Commerce Committee appointed a sub-committee with Edge as its chairman to make a preliminary report to the full committee.

Besides, Edge, the following Senators were named: McNary, Johnson, Fletcher and Ransdell. Senator Edge announced immediately that a meeting would be held this week, at which it is hoped letters from the Secretaries of War, Navy, Treasury and Commerce will be on hand reflecting the views of these cabinet members on the Edge proposition.

It is proposed in the resolution that the four secretaries be constituted a joint commission to investigate and report its findings before the end of 1927. An appropriation of \$50,000 will allow the appointment of a secretary, counsel, experts and such other employees as may be deemed necessary.

As heretofore told, the object of Senator Edge's resolution is to find a way to tax the Hoboken dock property for the purposes of the City of Hoboken, despite the fact that the property has been taken over by the United States Government and is being operated by the Federal power.

The Senator fully understands that his proposal would be rash were it intended to apply to the ordinary forms of Federal property. It is not intended so to apply, but merely to property devoted to purely commercial purposes by the Federal Government.

The commission, if it is finally appointed, will, under the terms of the Edge resolution, investigate the nature and extent of the loss of revenue to the State, or sub-division occasioned by reason of the acquisition and ownership by the United States of properties which are not subject to taxation by the State or sub-division.

It will estimate the annual cost to the Federal Government if such properties were subject to local and state taxation, as they would be if privately owned. It will ascertain whether similar conditions exist in other countries and what policy has been adopted by each country in respect thereto.

Finally the commission is charged with the duty of determining the most practical and equitable method to be adopted by the United States government in relieving the State and sub-divisions of such burdens.

In the conduct of its investigations, the commission is authorized to co-operate with any State or political sub-division.

Provision is made that the commission shall report its findings, together with any recommendations that may be thought necessary, at the first regular session of the Seventieth Congress, which is two years off.

Senator Edge wrote to the four Secretaries—Dwight W. Davis, Curtis W. Wilbur, Andrew Mellon and Herbert Hoover—last week, asking them to outline their views of his proposal, and hopes to have replies in hand for the first meeting of his sub-committee this week.

Mackay Battles Simpson And Fallon on Port Authority

**Turbulence at Senate Hearing—
Charges of Railroad Meddling
—Hoboken Taxes Again**

Turbulence, to a degree that was extraordinary for a hearing by a Senate committee, marked the sitting here today of the Bright legislative investigation commission when it sought to ascertain the powers of the Port of New York Authority and especially whether undertakings of the Authority carried with them the credit of the State to support bond issues, such as those authorized for Elizabeth and Perth Amboy bridges to Staten Island and planned for the For Lee bridge.

Standing out during the continuous five hour session was the declaration of Julian A. Gregory of East Orange, chairman of the Port Authority, that the credit of the State cannot be pledged under the Port Authority law of this State

and the treaty with New York because any enterprise the Authority undertakes must be self-supporting. State Senator Arthur Pierson later on pointed out the law compelled the Port Authority to prove "economic necessity" before it could proceed with a project.

Denial of Super-Sovereignty.

Mr. Gregory denied at the start of the hearing, that the Port Authority was a super-state or a super-government but only an instrumentality of the states of New York and New Jersey to effect a common purpose.

In answer to questions as to what the Port Authority had accomplished, what it had saved the taxpayers, whether it should have more power and whether in his opinion the bridge bonds affected state credit, Mr. Gregory replied: "If the Port Authority is not worth \$100,000 a year to the people of New Jersey, they should stop it at once and legislate its officials out of office." The Port Authority commissioners receive no salary.

Charge of "Railroad Fight"

Senator Arthur N. Pierson of Union County charged the inquisition was initiated by the railroads in a contest against the Port Authority. "The whole thing is a railroad fight," Senator Pierson remarked. The remark was interjected when Albert C. Wall, of counsel for the New York Central Railroad, read the telegram sent to him to attend, including discussion of the question whether the bonds would be a charge on the credit of the state.

Mr. Wall spoke after Maximilian M. Stallman, who is on the law staff of the D. L. & W. Railroad. Mr. Stallman urged a court test of the question about the bonds as a means of insuring undoubted validity when issued. Mr. Wall gave it as his opinion that it is "highly necessary there should be a complete clarification of the powers of the Port Authority. Mr. Stallman and Mr. Wall took care to say their utterances were personal and not the representatives of their railroad clients.

Referring to this incident later, Mr. Gregory said he expected there would be litigation over any activity of the Port Authority.

Mackay in Clash.

The hearing accentuated the clash between the Bright committee and the interstate committee appointed especially to study the question of taxation of Port Authority property in this state and in New York. Senator Mackay, a member of the latter body, resented the intervention of the Bright committee.

Senator Mackay who is interested along with all Bergen county in the construction of the proposed bridge between Fort Lee and New York, objected to the Bright probers interfering at this late date and clashed with Senator Bright for conducting an investigation into the same question. Senator Simpson, of Hudson, a member of the Bright committee, pointed out that it was not the intention of the Bright committee to take over the task of the special body of which Mackay is a member. He said it was planned by the probers to make a general survey of the entire situation.

During the course of his remarks, Simpson referred to the fact that Mackay was sitting with the Bright committee by courtesy of the other members. The assertion at once drew fire.

"I did not ask to sit with the committee," snapped Mackay. "And would prefer to fight from the floor. I am here to protect the people of North Jersey."

Later, he told Senator Bright that if he wanted to supersede the special committee, he as a member was ready to quit.

FIGHTS FOR HOBOKEN



JOHN J. FALLON

Mackay and Fallon at it.

Senator Mackay and Corporation Counsel John J. Fallon, of Hoboken, also figured in a clash. Mr. Fallon had attacked the Port Authority for attempting to take ratables away from Hoboken and also of trying to acquire the pier properties now owned by the federal government. He said the city is suffering a loss of

about \$700,000 a year and mentioned that whereas the tax rate had been about \$22 on the \$1,000 before the war, it is now about \$47 and may be \$52 next year.

The Senator elicited admissions that the tax rate would have increased even if the piers had not been taken from the ratables. Mr. Fallon said the elimination of them made a difference of about \$7 in the tax rate.

A. W. Coffin, manager of the Hoboken Chamber of Commerce, also assailed the Port Authority for its efforts to secure tax exemption. He insisted that Hoboken did not want to interfere with any of the bridge building plans. Frederick K. Hopkins, president of the Chamber of Commerce, also protested against the elimination of taxables.

Coffin Makes Charges

Mr. Coffin made the charge the Port Authority operated to prevent New Jersey securing the benefit of favorable location in tax rates, in competition with New York City. He said the Port Authority stood for imposition of the same rates in New Jersey as in New York despite the cost of lightering across the Hudson and the bay.

Mr. Fallon quoted Governor Smith of New York, as recently stating that the Port Authority originated in the belief that if a Port District were not established to embrace territory in the two states, New Jersey would ultimately get the differential to which it was entitled by reason of location. As to this Mr. Gregory made no statement, except to tell the Port Authority was established by the Legislature and that it is only the agent of the two states. Mr. Gregory also said it could not be disestablished without the consent of New York.

Quote Port Body's Counsel.

Mr. Fallon and Mr. Coffin, referred to statements by Julius H. Cohen, counsel for the Port Authority, to President Coolidge and to the Military Affairs committee of the House of Representatives in Washington. These were quoted from discussions regarding the plan of the Port Authority to acquire the Shore Line Railroad in Hoboken, paying the government with Port Authority bonds. Mr. Coffin said the road is now losing \$60,000 or \$70,000 a year.

To a question by President Coolidge, as to how the Port Authority could meet interest on the bonds, Mr. Cohen was quoted as saying: "Oh, the great states of New York and New Jersey will take care of that."

At the hearing before the House committee, the quotation ascribed to Mr. Cohen was:

"A deficit of \$1,000,000 in any year is not enough to break the states of New York and New Jersey. They would have to meet the problem as to whether or not the Port Authority should have an appropriation to make up that deficit. We do not like to talk about that."

The Hoboken representative charged that the Port Authority had secured State and Federal legislation through misrepresentation and that having first declared to the taxation of property it acquired later had reversed itself.

"Do I have to listen to that?" asked Mr. Gregory. Senator Bright told him that he could "leave the room" if he did not desire to listen. He stayed but took the precaution to note on the record that silence on his part would not mean assent.

Support For Port Authority.

Outside of the Hoboken men and the railroad lawyers, all the speakers backed the Port Authority. With Senator Mackay was a big delegation from Bergen county, including Cornelius Doremus, who sought the Republican nomination for Governor last June. Mayor Edward White of Fort Lee, spoke vigorously in support. With him was Judge James D. Moore. Grantwood sent Arthur J. Rooney, Judge Arthur M. Anew, John Donnelly and P. J. Carney. George H. Beckman represented Palisades.

Jacob W. Binder, of Hackensack, headed the Bergen delegation and appeared as representative of several

organizations of that city. He brought from Ridgewood, in addition to Mr. Doremus, Calvin Bogert, Dr. John B. Hopper, George A. Stanley and Fred A. Tetor. Paterson sent John J. Fitzgerald and Emil Gallman, representing its Chamber of Commerce, to co-operate with Bergen county.

Passaic city was represented by Assemblyman F. A. Campbell and F. A. Reinhold.

Advocates of the Port Authority even more vigorous came from Union and Middlesex counties. Many of the speakers demanded that the powers of the Port Authority be broadened, even giving to it the right of subpoena and of condemnation.

At the close of the session, Senator Simpson commented:

"We should either uphold the Port Authority and give this agency of the state all the power it needs, or else wipe it out of business."

TO FIGHT LEASING OF HOBOKEN PIERS

In an attempt to offset the prospective plan of the U. S. Government to lease the upper section of the several piers on the Hoboken waterfront, which have been in control of the Shipping Board since the World War as storage warehouses, a delegation of the Hoboken Chamber of Commerce will go to Washington, D. C., on Tuesday to combat arguments to bring such a proposition into effect. President Frederick K. Hopkins, accompanied by John Ferguson and H. E. S. Wilson, will comprise the delegation.

The Chamber of Commerce's action is prompted by the receipt of a report that the Atlantic Tide Water Terminal Company applied to the Government for Pier No. 1, to be used as a storage warehouse. It is felt that the granting of such a request would do great injury to the city, in the way of offering competition to local warehouse merchants.

Hoboken has been done a gross injustice by the failure of the Government to relinquish the piers to the city. Since its acquisition at the time of the war, the city has suffered the loss of close to \$2,000,000 in tax revenue. During the period of the world conflict, the piers were used for transportation purposes for the Government use, but the war has long been over. The Government has not only refused to release its jurisdiction on the piers, but have put them in use for docking of Government vessels engaged in commercial transportation. The Chamber of Commerce feels that if the upper section of Pier No. 1 is leased as a storage warehouse, another injustice will be done on the part of the Government in dealing with the Hoboken pier situation.

The delegation will appear before the sub-committee which was appointed with the adoption of a resolution introduced by Senator Walter E. Edge, for the purpose of recommending a policy to compensate and reimburse Hoboken for the loss of tax revenue during the Government's supervision of the piers. The sub-committee is composed of four Cabinet officers. The hearing was asked by the Chamber of Commerce, following the action of its board of directors at its last session, and was arranged by Senator Edge, who will be present on Tuesday.

The injustice done to the city of Hoboken by the Federal government has been recognized and admitted by nearly every one in authority. High administration officials, Senators and Representatives, all concede that something should be done to right the wrong done at the greatest port of embarkation during the World War. Everyone appears anxious to do something to help, but the obstacle is a fear that if taxes are paid to Hoboken on the pier properties, a precedent may be established which will be used in other cities and states to make claims upon the Federal Treasury. This is mainly true as it affects western states.

The Federal government holds title to millions of acres of lands in western states. These include government parks, preserves, ranges, irrigation projects and waste spaces. Many of the western states feel they should receive some sort of revenue from these lands held by the national government.

Source of revenue are, however, provided for some of the states in which these lands are situated. On such tracts of land where grazing rights are rented by the Federal government to ranchers and others a substantial percentage of such revenue is turned over to the states to be used for road building, and maintenance of schools in the districts or countries wherein the grazing lands lay.

Uses Minturn's Charge.

Mr. Auf der Heide plans also to bring to the attention of Congress the fact that the situation was the object of judicial attention in the New Jersey courts when Supreme Court Justice Minturn charged the Hudson County grand jury last April inquire into the matter.

Justice Minturn told the jury that the sum now due Hoboken for city, county and state taxation for the years 1919, 1920, 1921, 1922, 1923, 1924 totals \$2,373,777. He said this sum means \$4 additional taxation upon every \$1,000 of valuation paid by the Hoboken taxpayer to allow the Federal government to exempt itself from all taxation. To this is now added the taxes for 1925.

The general bill will apply to all property the government owns which is "not solely used for public purposes and rents or other emoluments are derived therefrom." "Such property," the bill provides, "shall be subject to tax by the municipality in which the property is situated." Authority is given the municipality to enforce the tax. The tax bill would be sent to the Secretary of the

HOBOKEN RELIEF ACTS PUT IN BY AUF DER HEIDE

Measures Provide For Payment of
Almost \$3,000,000—Bill
Also For Future Taxes

Special To The Hudson Dispatch.

Trenton, Dec. 14.—Measures by which he hopes to have the United States government recoup the city of Hoboken to the extent of almost \$3,000,000 were introduced in the House today by Representative Auf der Heide. The series consists of a joint resolution and two bills.

Mr. Auf der Heide proposes in the near future to present the entire Hoboken matter to President Coolidge, and hopes that the justice of the cause will enlist the aid of the President. Mr. Auf der Heide hopes to have the President recommend to Congress that relief be given to Hoboken in view of the special, and even unique, conditions on which the city's claim is based.

Other Members Sympathetic.

The fact that the piers are used for commercial purposes, from which the government derives a fair profit, is the main point upon which demand for Hoboken's relief will be made. The piers and pier property are not used exclusively for public purposes. They are profitable revenue-producing agencies of the government as engaged in commercial enterprises and competing with American-owned private corporations. Members of Congress from other states to whom Mr. Auf der Heide has spoken about the bills admit the equity of the recoupment proposition.

A publicity campaign has been mapped out by Corporation Counsel John J. Fallon, of Hoboken, who drafted the bills Mr. Auf der Heide introduced. He is actively aided by the Chamber of Commerce and the service clubs of the city.

Future Taxes Provided For

Under the terms of the proposed legislation, Hoboken would be compensated in one bill for back taxes and also for taxes of 1926 and subsequent years. Upon enactment of one of the measures, a general one, all real property, title to which is vested in the United States or any of its agencies, and which is not used entirely for public purposes, would be subject to local taxation. This would apply throughout the country.

FALLON ADVISES AGAINST RELEASE ON PIER LAND

Would Interfere With Effort
to Collect Taxes on
Local Piers.

The Hoboken City Commissioners should not adopt a resolution as proposed by Postmaster August Graf, requesting the United States Shipping Board to release the entire plot of ground on the east of the present Postoffice Building, for the erection of a new structure, in view of the fact that the city had petitioned Congress for the payment of lost taxes by the requisition of its piers. Such was the advice contained in a communication read yesterday from Corporation Counsel John J. Fallon, Sr., to whom the matter was referred. The letter reads as follows:

"I am returning to you enclosed herewith a letter bearing date of November 18, addressed to you by August Graf, Postmaster of the City of Hoboken. He suggests that a resolution be adopted requesting the Shipping Board to release the entire plot of ground directly behind the present Postoffice Building. In view of the fact that you, in behalf of the taxpayers of Hoboken, have been petitioning Congress to require a payment of taxes on the property operated by the United States Shipping Board, it would be inadvisable, in my opinion, for you to comply with the request of Mr. Graf."

Corporation Counsel Fallon also took the negative side in the proposal made by Harry W. Lane, president of the Memorial Day Nursery, of the United Aid Society, for a yearly appropriation of \$1,500 for the maintenance of the nursery. His communication read:

"I am returning to you enclosed herewith the letter bearing date of November 13, 1925, addressed to you by Harry W. Lane, president of the Memorial Day Nursery of the United Aid Society, requesting you to appropriate the sum of \$1,500 towards the purpose of said society. I am obliged to advise you that you are unauthorized to make such appropriation."

Another matter placed in the hands of Corporation Counsel Fallon was relative to the purchase of city bonds of companies of other States. Several days ago an inquiry on the subject was made by S. H. Phinny, executive secretary of the New Jersey State League of Municipalities. Fallon sent Mr. Phinny the following letter:

Dear Sir: Your letter of November 18, addressed to the City Commissioners of Hoboken, with reference to the New York law restricting the purchase of bonds of municipalities outside of New York State in excess of 7 per cent. The City of Hoboken would like to see a change affected in said law, as indicated by your foresaid letter."

A communication was received by A. W. Von Bleikum, Commander of the Corporal Chris A. Mohr, Jr., Post No. 158, Veterans of Foreign Wars, inviting the members of the Board of Commissioners to attend the open meeting and installation of officers of the post and the Arthur Duffy Auxiliary, to be held in the auditorium of St. Paul's Church at 814 Hudson street, tomorrow evening at 8:30 o'clock. It was voted to attend in a body.

At the suggestion of Acting Mayor Gustav Bach, Herman W. Schmidt, a butcher, of 228 Park avenue, was re-elected a member of the Sinking Fund Company for a period of three years, beginning January 1.

Joseph F. Autenrieth, president of the Board of Public Utility Commissioners, in the form of a communication, notified the board that the commission approved the application made by Counselor Albert J. King, in behalf of the Hillside Bus Line, Inc., for municipal permits to operate thirteen buses on the route between Hoboken and Fairview.

Building Inspector Joseph H. Cummings submitted his yearly report, which showed that he had collected in fees the sum of \$2,451. A monthly report was rendered by City Clerk Daniel T. Haggerty for December stating that the sum of \$29.80 had been paid in fees for miscellaneous licenses.

The renewal of twenty-five licenses for approval for places to sell malt or brewed beverages containing less than one-half of 1 per cent. of alcohol by volume. Twelve hack licenses were renewed.

Sale of Shore Road Appears Far Away

RIVER STREET SNOW DELAYS TRUCK TRAFFIC

All Other Thoroughfares Cleared
Members of Exchange Club
Are Told

That nearly every other street in Hoboken is kept cleared of snow except River street was the assertion made at yesterday's luncheon of the Marine Club, which decided to call the attention of Commissioner Londergan to the matter.

Those present seemed to feel that it was unjust to neglect the thoroughfare that carries the heaviest traffic. It was reported that the snow on River street had caused serious delay to trucks making their way to the piers.

During the discussion one of the members facetiously remarked that perhaps the city administration did not feel justified in carrying off the snow from property like that controlled by the United States Shipping Board, facing River street, which pays no taxes. Because of this situation it was deemed advisable, in bringing the subject to the attention of the commissioners, to have the petition presented by shipping interests that pay their share of the municipal expenses.

Harbor Police.

The matter of harbor police protection was also mentioned briefly. President Irving Bartlett announced that the subject would be discussed at a meeting of the Maritime Exchange in New York, January 19, and that it was planned to interest Jersey's new Governor in the matter.

The principal address was delivered by Robert Hand of New York, manager of the marine department of the Standard Oil Company, who set forth his views regarding Diesel engines and their use by the Standard Oil Company. Their chief advantage, he explained, was their decreased fuel consumption, leaving more room for freight. He said that many of the defects of the Diesel had been overcome since the early days.

He said that the Standard Oil Company of New Jersey is putting Diesels in all its new craft and that sixteen new tankers which Standard Oil is having built in Germany are being equipped with Diesels. Asked why the vessels were being built in Germany instead of in this country, he said it was because of the great difference in the price of labor and the greater experience that Europeans have had with the Diesel.

One of the visitors at the luncheon was T. S. Williams, secretary to the general manager of the Lackawanna, who was the guest of Mason F. Grymes.

Disapprove Government Leasing Piers

CREATES UNFAIR COMPETITION SAYS CHAMBER OF COMMERCE WHICH WILL PROTEST TO EDGE

Hopkins and Wilson Will Select
Third Member of Committee to
Make Washington Trip—
Point Out What Happened
With Private Owned Ware-
houses in Brooklyn

AGAINST GOVERNMENT REGULATION OF PRICES

After expressing emphatic disapproval of the government's reported intention to lease its Hoboken piers, the board of directors of the Hoboken Chamber of Commerce, meeting yesterday, chose President Frederick Hopkins and H. E. S. Wilson to select a third member of a committee to go to Washington and take up the matter with Senator Edge. It is the belief of the Hoboken Chamber that leasing out such privileges would create unfair competition for privately-owned warehouses. What happened in Brooklyn is pointed to as an example.

The directors put themselves on record against proposed legislation in Congress to permit manufacturers to regulate the price at which retailers shall sell goods sold the retailer by the manufacturer. Contracts of this kind between manufacturers and retailers have been held to be illegal, and now an effort is being made to obtain legislation that will make such contracts of full force and effect.

Regulated by Economic Laws

The directors of the Hoboken Chamber of Commerce took the position that prices and price contracts between manufacturers and retailers are matters of supply and demand and other natural laws of economics and that it would be unwise for the government, through legislation, to attempt to interfere.

The directors discussed the project of the Port Authority to take over the Shore Line Railroad at Hoboken from the government. It was suggested that the Port Authority might not have authority to issue the necessary bonds for purchasing the property. The Port Authority having little property of its own, being merely a body created by the states of New York and New Jersey to handle port affairs, a question arose as to what assets would be back of the Port Authority's bonds and whether this body could bind New York or New Jersey or both to guarantee such bonds. The subject will be investigated further.

PROTEST LEASING OF HOBOKEN PIER

Chamber Representatives in
Conference with the
Senators Today.

Senator Walter E. Edge and a delegation of the Hoboken Chamber of Commerce are in conference in Washington, D. C., this morning relative to the current report that the upper section of Pier No. 1, Hoboken, is about to be leased to the Atlantic Tidewater Terminal Company as a warehouse. The Hoboken representatives are President Frederick K. Hopkins, Manager A. W. Coffin, John Ferguson and H. E. S. Wilson. They left on the 12:30 train from the Pennsylvania Terminal, New York. The conference was scheduled for 11 o'clock.

The question of leasing the pier as a warehouse was brought up at the last meeting of the board of directors, at which time it was decided to get in touch with Senator Edge for the purpose of obtaining a hearing on the matter. A telegram was sent to Senator Edge requesting such a hearing before the subcommittee appointed by Congress, to recommend a policy to reimburse Hoboken for the loss of revenue on the piers which have been controlled by the United States Shipping Board since the war. The subcommittee is composed of four cabinet officers, of which Senator Edge is a member.

It is the intention of the Chamber of Commerce to familiarize the subcommittee with the situation and the loss Hoboken has sustained as a result and what it will mean in the event that the pier is leased as a warehouse. Not only will such a business offer competition to local dealers, but the city will not be able to collect any revenue. If the city derives a revenue from the leasing of the pier the matter will be of an entirely different nature.

Sale of Shore Road Appears Far Away

RIVER STREET SNOW DELAYS TRUCK TRAFFIC

All Other Thoroughfares Cleared
Members of Exchange Club
Are Told

That nearly every other street in Hoboken is kept cleared of snow except River street was the assertion made at yesterday's luncheon of the Marine Club, which decided to call the attention of Commissioner Lomdrigan to the matter.

Those present seemed to feel that it was unjust to neglect the thoroughfare that carries the heaviest traffic. It was reported that the snow on River street had caused serious delay to trucks making their way to the piers.

During the discussion one of the members facetiously remarked that perhaps the city administration did not feel justified in carrying off the snow from property like that controlled by the United States Shipping Board, facing River street, which pays no taxes. Because of this situation it was deemed advisable, in bringing the subject to the attention of the commissioners, to have the petition presented by shipping interests that pay their share of the municipal expenses.

Harbor Police.

The matter of harbor police protection was also mentioned briefly. President Irving Bartlett announced that the subject would be discussed at a meeting of the Maritime Exchange in New York, January 19, and that it was planned to interest Jersey's new Governor in the matter.

The principal address was delivered by Robert Hand of New York, manager of the marine department of the Standard Oil Company, who set forth his views regarding Diesel engines and their use by the Standard Oil Company. Their chief advantage, he explained, was their decreased fuel consumption, leaving more room for freight. He said that many of the defects of the Diesel had been overcome since the early days.

He said that the Standard Oil Company of New Jersey is putting Diesels in all its new craft and that sixteen new tankers which Standard Oil is having built in Germany are being equipped with Diesels. Asked why the vessels were being built in Germany instead of in this country, he said it was because of the great difference in the price of labor and the greater experience that Europeans have had with the Diesel.

One of the visitors at the luncheon was T. S. Williams, secretary to the general manager of the Lackawanna, who was the guest of Mason F. Grymes.

Disapprove Government Leasing Piers

CREATES UNFAIR COMPETITION SAYS CHAMBER OF COMMERCE WHICH WILL PROTEST TO EDGE

Hopkins and Wilson Will Select
Third Member of Committee to
Make Washington Trip—
Point Out What Happened
With Private Owned Ware-
houses in Brooklyn

AGAINST GOVERNMENT REGULATION OF PRICES

After expressing emphatic disapproval of the government's reported intention to lease its Hoboken piers, the board of directors of the Hoboken Chamber of Commerce, meeting yesterday, chose President Frederick Hopkins and H. E. S. Wilson to select a third member of a committee to go to Washington and take up the matter with Senator Edge. It is the belief of the Hoboken Chamber that leasing out such privileges would create unfair competition for privately-owned warehouses. What happened in Brooklyn is pointed to as an example.

The directors put themselves on record against proposed legislation in Congress to permit manufacturers to regulate the price at which retailers shall sell goods sold the retailer by the manufacturer. Contracts of this kind between manufacturers and retailers have been held to be illegal, and now an effort is being made to obtain legislation that will make such contracts of full force and effect.

Regulated by Economic Laws

The directors of the Hoboken Chamber of Commerce took the position that prices and price contracts between manufacturers and retailers are matters of supply and demand and other natural laws of economics and that it would be unwise for the government, through legislation, to attempt to interfere.

The directors discussed the project of the Port Authority to take over the Shore Line Railroad at Hoboken from the government. It was suggested that the Port Authority might not have authority to issue the necessary bonds for purchasing the property. The Port Authority having little property of its own, being merely a body created by the states of New York and New Jersey to handle port affairs, a question arose as to what assets would be back of the Port Authority's bonds and whether this body could bind New York or New Jersey or both to guarantee such bonds. The subject will be investigated further.

Chamber Feb 2/26

PROTEST LEASING OF HOBOKEN PIER

Chamber Representatives in
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Port Authority Won't Deprive Hoboken of Shore Road Taxes

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The matter of taxes has been at issue for over a year. The city has protested against the Port Authority taking over the road in fear that the road might become exempt from taxation. The report denies, in its printed form, that such will be the case.

A Year's Work.

The work of the Port Authority for the year is summarized as follows:

"Hoboken Shore Line—Agreement reached with the Secretary of War upon the principal conditions for the acquisition of this facility by the Port Authority to be operated in the public interest.

"Belt Line No. 13—Completion of the extensions and other physical improvements by the companies owning this facility in anticipation of the installation of a neutral director of operations.

"Bridges to connect New Jersey and Staten Island—All preliminary measures completed, leaving the way clear for actual building work as soon as sale of bonds shall permit of contract letting.

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Staten Island Bridge Progress. Considerable space is given to the bridges which the Port Authority has been ordered by the two legislatures to build. It is announced that the bond issue for the Arthur Kill spans, one between Perth Amboy and Tottenville and the other between Elizabeth and Howland Hook, will soon be floated and the letting of contracts will follow soon thereafter. It is pointed out that \$100,000—\$50,000 from each state—will be needed in order to complete the studies and the plans for the Hudson River bridge from 179th street in Manhattan to Fort Lee.

New York Central Controversy.

The Port Authority's side of the controversy with the New York Central Railroad Company over the plans for the changes in that company's tracks on the west side of Manhattan are discussed at some length.

The report insists that the Central's plans are not in accordance with the Comprehensive Plan, which, having been adopted by two states and approved by Congress, is declared to be the law, and further states that the Central's officials have failed to confer with regard to the plans and are now challenging the Port Authority's power. This chapter of the report includes as follows:

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In a statement issued in connection with the bill, Mr. Gilfert shows that the tax rate of the city has doubled since the city was deprived of the piers formerly owned by the North German Lloyd Dock Company and the Hamburg-American Terminal & Navigation Company. The average municipal tax rate before the war, stated Assemblyman Gilfert, was \$23 per thousand of ratables, and now the rate is \$47.50. The city lost 1,700 feet frontage by the Government taking away the piers on March 28, 1918, the total assessable value of which was \$15,000,000. This is a loss of one-seventh of the city's taxable property amounting to \$700,000 a year.

This is another effort on the part of the City of Hoboken to have the Government either return the piers to the city or else reimburse it for the loss of the taxes since the Government took over the property formerly owned by the two German steamship companies for use during the World War as a port of embarkation.

Dis Feb 17/26

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Obt. Feb. 23/26

FALLON SEES BANKRUPTCY AHEAD FOR HOBOKEN IF TAX RATE GOES HIGHER

**Loss of Revenue From Piers
Cause of All the Trouble
—Points Out Danger of
Similar Situation Arising
in Other Cities If Port Au-
thority Is Successful in
Tax Exemption Plan.**

County Counsel John J. Fallon addressed the Hudson County Bar Association last night in the Carteret Club, Jersey City, on "Hoboken and the Port Authority."

Counselor Fallon went into the history of the Port Authority and of his dealings with that body. He read the complete report made by him after the joint legislative conference between New York and New Jersey, held last June, to determine the fate of various communities in which the Port Authority was to have land holdings. It took more than an hour to read this report.

Mr. Fallon declared that he had become interested in the Port Authority and the taxation question in which it is concerned through his interest in the condition of taxes in Hoboken, following on the taking over of the Hoboken piers by the Government. He pointed out that the tax rate in Hoboken has jumped from \$22.50 before the war to the present \$47.50 and predicted that if it went any higher the city would face bankruptcy. The jump he stated was due to the fact that no taxes are being paid for the pier property by the Government.

With the struggles of Hoboken fresh in his mind, Mr. Fallon said that he didn't want to see Hudson County suffer similarly through the operations of the Port Authority. He said that the Port Authority, should it be able to exempt its properties from taxation, might easily bring the railroads under its supervision and build vast warehouses, all of which through association with it would be exempt from taxes to the terrific loss of the various cities.

The tax question as applicable to the Port Authority is of a great deal more moment than the average person thinks, the counsel declared. He said that even the Legislatures of New York and New Jersey when they provided for the Port Authority were not aware fully of what they were doing. He said they didn't give the matter the consideration beforehand that it should have been given. He charged the legislative bodies of being lethargic and indifferent.

Mr. Fallon declared that the project of the Port Authority is laudable. He remarked that it is unprecedented and that there is nothing in the civilized world comparable to it.

According to the speaker, New Jersey will not begin to reap the benefits of the Port Authority's plans that New York will because of the difference of numbers in the respective populations. For this reason, he said, New Jersey should not be expected to bear equally with New York the burden of the improvements.

From the inception of the Port Authority its membership, the counsel said, has been proclaiming to the public that it will not seek to evade taxation on properties which will come under its jurisdiction, yet when a meeting was held recently a resolution was passed which expressed the opinion that Port Authority property should be free of taxes.

Mr. Fallon declared that he has often expressed the opinion that the Port Authority committee is not apparently impartial as its members for the most part have interested connections. The counsel sounded a warning to the Legislature that it be not too ready to barter away the State authority. He pointed out that any agreement between two States once accepted by Congress can not be recalled.

Mr. Fallon said that this would be impossible to classify the Port Authority as a municipal corporation and thus, under the law, exempt it from taxation.

In talking about the Hoboken piers Mr. Fallon was very vigorous in his criticism of the Government for renting out the piers at a return of over a million a year without compensating the City of Hoboken in the least for its loss. He said that the only possible avenue for relief will be through Congress and every effort is being made and has been made to effect that. Since the piers have not been used by the Government itself the counsel declared that Hoboken is justified in making demands.

The speaker said that he is glad to hear that the Attorney-General has been asked to test the constitutionality of the act creating the Port Authority and to determine the powers of the body and particularly its limitations.

J. Bradley Tanner, clerk of the Court of Claims, Washington, D. C., delivered an address in which he detailed the history of the Court. He cited numerous interesting and humorous cases, which have come to his attention in the Court of Claims. He declared that the Court is really worth while; that is, gets quick action, and that it renders impartial decisions in all cases.

ASKS FOR HEARING ON PIER SITUATION

A telegram was sent to United States Senator Walter E. Edge of New Jersey by Manager A. W. Coffin, of the Hoboken Chamber of Commerce, requesting a hearing on the pier situation. Such action was taken at yesterday's meeting of the Board of Directors held at Meyer's Hotel, Third and Hudson streets.

Senator Edge is the sponsor of a bill in the Senate, recommending the payment of taxes to the City of Hoboken in lieu of the revenue lost by the taking over of the piers by the United States Shipping Board. He was appointed a member of the sub-committee, composed of four cabinet members, who will take the matter under consideration with a purpose of recommending a policy relative to the payment of lost taxes.

The Chamber of Commerce felt that a hearing before the sub-committee will better acquaint its members on the devising of a proper policy on the question. It is hoped that the hearing will be granted for February 2, at which time, a delegation will be sent to Washington to present their case before the sub-committee.

Obt. Feb. 25/26

SEES HOBOKEN BANKRUPT BY BOARD GRAB

**Fallon Calls Port Authority Super-Power and Predicts Fight
in Courts**

If the tax rate of Hoboken keeps climbing, as a result of the loss of taxable property taken away by the Federal Government and planned to be taken by the Port Authority, the city will be bankrupt, just as the city of Elizabeth was, some years ago, said County Counsel John J. Fallon last night, in an address before the Hudson County Bar Association at the Carteret Club, Jersey City.

Mr. Fallon said that Governor Moore is being urged to direct Attorney General Edward Katzenbach to test in the courts the constitutionality of the laws under which the Port Authority was created and under which it has been functioning. He regarded this court test as inevitable in view of the apprehension that has been growing throughout the state as to the super-power into which the Port Authority has developed.

He severely criticized the Federal government for taking over the Hoboken piers and not only refusing to pay taxes upon them, to the great loss of Hoboken, but actually using them to compete with private business enterprises. The government, he said, has rented the piers for commercial purposes and has earned a million dollars from them in rent, but has not paid a dollar in taxes.

The only way relief can be obtained by the city is in the form of a special act by Congress.

Mr. Fallon's talk was particularly interesting to the members of the organization in that it followed the address on the other side of the question delivered by Julius Henry Cohen, counsel for the Port Authority, delivered at the last meeting of the association.

Has Departed From Plan.

He denounced the board as having gone far afield from the original scope of its comprehensive plan. He said that it has achieved extraordinary powers and privileges under the compact between the states of New York and New Jersey which are far beyond the comprehension of anyone and are unprecedented in the history of the world. These powers, he pointed out, have been given in the form of laws passed by the Legislatures of both states which are irrevocable except by concurrent action by the Legislatures of both states.

He spoke at length of the situation in Hoboken where the city has been deprived of millions of dollars in ratables in the piers taken over by the Government. He said that the Port Authority is now planning to buy the Hoboken Shore railroad and that, if it accomplishes its purpose, it will probably refuse to pay taxes to the city, thus taking away from the municipality additional tax revenue.

Can Take Over Railroads.

He warned, too, that the Port Authority has the power to take over all railroads within the port district and that, under the terms of the laws under which it operates it may take away the railroad property in this county. Hudson County, he said, has 80 per cent of the second class railroad property in the State and the loss in ratables to the county, he declared, would be enormous.

Hoboken, alone, he said, would lose \$10,000,000 more in ratables if this is accomplished.

Mr. Fallon read from his brief filed last year with the joint commission appointed by the States of New York and New Jersey to investigate the Port Authority and determine if property it acquires should be taxed.

He predicted that the report of this commission would be biased in favor of the Port Authority, because its personnel consists of two members of the Port Authority and its other members are known to be favorable to that body.

Prior to Mr. Fallon's address, J. Tanner, clerk of the Court of Claims, spoke on the work of this court.

Obs. mar 4/26
HOBOKEN PROPERTY GRAB STAYED.

Hoboken has been granted a respite from another grab of taxable property. The War Department, through Assistant Secretary MacNider, announces an impasse has been reached in the negotiations with the Port Authority to take over the Hoboken Shore Road and waterfront property. It was stated the department will again offer the property for sale, as it has received more lucrative offers than that of the Port Authority.

The latter offered \$1,000,000. The War Department has received an offer of \$1,000,000 for the railroad and \$600,000 for the waterfront. The department will insist, however, that the purchasers of the waterfront must be guided in the development by the plans of the Port Authority. The latter has declared that when it takes possession of the property it would cease to be subject to taxation. While the Federal Government is looking after the dollars and cents, it ought not forget the threatened injustice to Hoboken in the disposal of the property and protect it from further loss of taxes. Far too much mischief has been done the city by raids on its ratables.

**HOBOKEN PIER TAXES—
THE PORT AUTHORITY—
STEVENS INSTITUTE.**

Hoboken is in a serious condition, financially. Corporation Counsel John J. Fallon probably overstated the case when he expressed fear of municipal bankruptcy if the tax rate goes any higher; but, in spite of the improbability of bankruptcy, Hoboken is in a serious condition.

Hoboken has been straining every effort to get the Army piers returned to the tax lists. If this were done, it would add TWELVE MILLIONS OF DOLLARS TO THE RATABLES, and the tax rate would be reduced from \$47 to about \$41 per \$1,000 of ratables.

Hoboken has been greatly agitated over the likelihood of the Port Authority taking over the Shore Railroad and other property in that city, fearing that further serious tax exemptions might result. This in spite of the apparent willingness of the members of the Port Authority to pay taxes.

Hoboken, grim and determined in protecting itself against further exemptions, wants to be specifically protected by law, not by agreement that may prove contrary to law.

The return of the piers would be a great aid to the critical tax situation in Hoboken; the exemption of the Shore Railroad, valued at a million dollars, would be another serious loss.

There is one piece of exemption to which Hoboken pays very little attention, and that is Stevens Institute with its vast campus and athletic field at Castle Point.

Stevens Institute not alone has about half of the original Stevens estate, on the valuable promontory overlooking the Hudson River, but it has an option on the remaining acreage of that estate.

IF THIS ADDITIONAL ACREAGE IS TAKEN OVER BY STEVENS INSTITUTE, and exempted from taxation, Hoboken will have another jar that will give its taxpayers a headache.

On the other hand, if the present campus and athletic field could be returned to the tax lists, Hoboken would have several millions in ratables that would bring down the outrageously high tax rate.

Stevens Institute is a wonderful asset, AS A MATTER OF PRIDE, to Hoboken, but aside from PRIDE in that famous technical school it is of very little value to the city.

It certainly has no commensurate value with that which the city loses in taxes because of the EXEMPTION of its property from taxation.

If the management of Stevens Institute and the wise men of Hoboken would get together, they would probably agree that Stevens Institute would be better off in a suburban location, 25 to 50 miles from Hoboken, and HOBOKEN WOULD BE VASTLY BETTER OFF WITH MILLIONS OF RATABLES RETURNED TO THE TAX LISTS.

Not only that, but Stevens Institute would be a real asset to a small place out in the hills of New Jersey. Students would be far better off in a small place, far from the distractions of a big city.

There is something for somebody to think about, just so the thinking does not take too long.

Hoboken can well afford to lose in pride for the millions in ratables that would result from the change of location of Stevens Institute.

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**Prepares Resolution
on Hoboken Pier Taxes**

Supreme Court Justice James F. Minturn has prepared a joint resolution to be submitted to the Legislature demanding payment by the Shipping Board of all arrears of taxes due the city of Hoboken since that body assumed control of the former North German Lloyd and Hamburg-American Line piers in Hoboken, and also to pay all future assessments and taxes on the property, as was told in yesterday's Final (Pink) Edition of the Jersey Observer.

A copy of the resolution has been forwarded by Justice Minturn to Senator Alexander Simpson for introduction in the Senate. This action is taken following the investigation which the Supreme Court Justice called upon the Hudson County Grand Jury last summer and following which he delivered a scathing indictment of the Federal Government for its injustice to the City of Hoboken.

The joint resolution will be introduced by Senator Simpson and will in all likelihood be passed by both houses and be signed by Governor Moore.

In the resolution it is pointed out that because of the losses sustained

by the city of Hoboken of over \$3,000,000, which is also a loss to Hudson County and the State, and whereas the property is not being used and has not since the termination of the war been used for government purposes, but for commercial competitive purposes the resolution resolves:

"That it is the sense of the Legislature that the Shipping Board be compelled by the Federal Government to pay with all convenient speed the arrears of taxes due to the City of Hoboken, and that the Shipping Board be directed to at once acknowledge, recognize and pay to the city all future assessment for taxes that may be levied against the pier property, and that the properties shall not be exempt from taxation."

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**May Lose
Shore Road****Port Authority Fails
to Reach Agreement
With U. S.**

Washington, D. C., March 3.—Failure of the Port of New York Authority to reach an agreement with the War Department on terms for the purchase of the Hoboken Shore Road may result in the Department's offering the property at public sale in the near future. This was intimated by Assistant Secretary of War Hanford McNider last night.

In a statement he declared that the negotiations have broken down, and it seemed impractical that the War Department would carry on further negotiations on the terms offered by the Port Authority which he called unfair to the government.

He pointed out that whereas the Port Authority proposed to pay \$1,000,000 in their own bonds yielding 4 per cent for the entire property, a cash offer of \$1,000,000 had

been made by the Lackawanna Railroad for the railroad property alone and \$600,000 for the waterfront property by another interest.

It was stated by the Assistant Secretary of War that when the offer of the Port Authority was made a year ago, former Secretary of War Weeks said the War Department had no authority to accept bonds but that he would hold the matter open to enable the Port Authority to secure the necessary legislation. The necessary legislation was passed but the Port Authority has been unable to come to an agreement. A conference last month, he stated, showed that negotiations had come to an impasse.

In the meantime the Government is holding the property at a loss and it may again be offered for sale to the public.

Julian A. Gregory, chairman of the Port Authority, said today that he was not ready to issue a statement in connection with the announcement from Washington.

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PORT AUTHORITY, SAYS WAR DEPARTMENT

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Mr. Macnider said the department since that time had been endeavoring to reach an agreement with the New York Port Authority but progress had been difficult. "A conference held on February 20, 1926," he said, "makes it appear that the matter has reached an impasse."

Assistant Secretary Macnider pointed out the department's policy as announced by former Secretary Weeks in August, 1924, when bids were opened for sale of the Hoboken property, and declared "it is evident that it will be impracticable to carry on negotiations upon terms so unjust to the government."

City Wanted Road.

Hoboken is keenly interested in the Shore road, and has been fearful that it might fall into the hands of the Port Authority and that exemption from taxation might follow.

In order to prevent such an occurrence, the city has been considering the purchase of the road with the idea of leasing it to one of the trunk line roads. But the city refused to buy until it was certain of leasing it.

If the War Department has a customer for the road, as well as for the waterfront property at Tenth street, Hoboken, will feel relief from the anxiety that has been evident since the Port Authority began to negotiate for the property.

Hoboken May Purchase the Shore Railroad

City Prepared to Make Offer to Government if
Enabling Bills Are Passed at Trenton—Latter
Will Be Acted on This Coming Week.

The city may purchase the Hoboken Shore Road and the warehouse and waterfront property owned by the Manufacturers' Railroad Company at Twelfth street from the War Department. It is understood that the Federal Government is not only willing but ready to accept an offer from the city, in view of the failure of the Port of New York Authority to come to an agreement with the War Department on terms for the purchase.

Two bills are now pending in the New Jersey Legislature which would enable the city to finance the deal, and favorable action is anticipated on them. Both are sponsored by Assemblyman William Giffert and were prepared by Corporation Attorney John J. Fallon.

One would permit the city to issue bonds in excess of the debt limit for the purchase of the pier and waterfront property of the Hoboken Shore Road, and the other would permit similar action for the purchase of the Manufacturers' Railroad.

Both bills have been reported out of committee and will probably come up in the House next week. Corporation Attorney Fallon admitted today that the city would make a definite offer to the Government for the Shore Road property in the event that the legislation is passed.

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Should Hoboken secure the enabling legislation it would be in a position to resell to private interests and make certain of taxes.

Purchase of the waterfront would also give to the city space on the Hudson River for the maintenance of a public dock which has long been desired.

ASKS STATE TO URGE PAYMENT OF PIER TAXES

Simpson Resolution Would Petition Congress to Force Shipping Board's Hand

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It stated that since the government took over the piers during the war more than \$3,000,000 in taxes had been lost to Hoboken. As a result, the tax rate there increased from \$22.01 to \$47.50. If the existing situation continued, it read, the time might come when the city would be unable to pay its bonded indebtedness and pro rata contribution to Hudson County.

Not only would the resolution provide for payment of arrears, but all future taxes and assessments, also. A copy of the resolution was sent to the New Jersey Congressmen, the president of the Senate and speaker of the House, and to those members of Congress having to do with the shipping board.

PIER TAX MOVE IN SENATE BY SIMPSON

[By a Staff Correspondent.]

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Dis. Mar 4/26

Government Pays \$3,000 Daily To Dock Leviathan In New York

Keeps Her at Hoboken When
Idle, Possibly Because It
Doesn't Cost Anything

A prominent Hoboken citizen looked out of his office window yesterday and gazed meditatively upon the tremendous bulk of the steamship Leviathan, of the United States lines, lying at Pier 4 of the United States Shipping Board, once the property of the North German Lloyd.

"Why don't you write a story about that?" he asked.

"About what?" queried the other fellow, a newspaper man.

"Why, that steamer," snorted the old-timer. "It's docked here now, isn't it? Why shouldn't it stay docked here? Why shouldn't Hoboken get the benefit of having her land here and sail from here? She lays here when there's nothing doing, but soon as it comes sailing time, she's off to the other side of the harbor."

It was easy to see that the Hobokenite was pretty sore as he continued:

"The Leviathan reminds me of a silly woman who wants to buy a pair of stockings. She could get good stockings right here in Hoboken as cheaply or more so than in New York, but she prefers to dive through the tube so she can galavant all afternoon through some big department store and spend money she ought to save."

"Now take this Leviathan. As she lies there now she has the accommodation of the finest pier in New York harbor, 900 feet long, built on purpose for monsters like her. The use of that pier costs here nothing. It is owned by the government, which owns the Leviathan. But is she satisfied? No. She has to trot over there to Pier 86, North River (at the foot of 46th street, a pier that is not so good, to let her siren and fly her flags when she sails. She starts for Europe again March 20, and you'll see that is what happens. She's here now because she's had her annual overhauling in Boston, and has been kept here since February 13."

Costs About \$3,000

"That pier across the way costs Uncle Sam at least \$1,000 a day—it's probably closer to \$3,000 a day—for every day she lays alongside. And what's the use? The only excuse I've ever been able to hear is that the management finds it to be an advantage for the Leviathan to arrive and sail from the heart of New York. It's supposed to help the passenger trade. To the extent of several thousands of dollars a day? I should say not. I doubt if the Leviathan ever sails with as many as one more passenger because she sails from Manhattan instead of Hoboken. It's nearly as much trouble to get to the foot of Forty-sixth street from Times Square as to Hoboken."

"When the North German Lloyd was operating these Hoboken docks you may be sure all the steamers of that line arrived at and departed from Hoboken. The North German Lloyd had no desire to pay a fancy price for the privilege of shoving the prow of the Leviathan up towards Times Square."

"It has the Columbus docked at Pier 84, near the Leviathan now, but that's because it can't be helped. The North German Lloyd is fixed now so that it has to dock its steamers wherever it may. It used to dock the Columbus at Fifty-seventh street, Brooklyn."

"Take the case of the North German Lloyd liner Muenchen. The company had no room to dock her last week at her piers at the foot of Sixth street, so she rented the use of Pier 4 from the United States Lines. The Muenchen was there four days. And what do you support it cost the North German Lloyd? Pretty close to \$4,000, or \$1,000 a day."

The rate is three and a half cents a day for each net registered ton, in addition to electric light, use of winches and \$5 for each door of the pier used beyond the length of the ship.

"The North German Lloyd was willing to pay \$1,000 a day for the use of the pier it owned before the war. And yet the Leviathan deliberately deserts this pier, which would cost her nothing, to show off at Pier 86, New York, at a cost of several thousand dollars a day. Could anything be more foolish?"

HUDSON DISPATCH, THURSDAY, MARCH 11, 1926.

Will Bombard Congress for Pier Relief

Service Clubs Frame Joint Letter For Senators, Representatives

Will Ask Appropriation to Make
Up Deficiency in Taxes Caused
By Loss of Piers Taken Over
By the Government

OTHER CLUBS WILL
BE ASKED TO JOIN

The United Service clubs of Hoboken met yesterday afternoon at the Chamber of Commerce and arranged to bombard Congress with letters pleading for relief from the pier situation.

The Zanto club was represented by Miss Sadie Leinkauf, the Kiwanis club by Marty Cook, former mayor; the Lions by J. Henry O'Brien and the Rotary by A. W. Coffin.

It was resolved to frame a letter, a copy of which will be sent to every member of Congress, explaining the embarrassing and unjust situation in which Hoboken finds itself because of the government's usurpation of private property. With millions of dollars of pier property suddenly become non-assessable, Hoboken has been obliged to make up for the loss of revenue by increasing the taxation on the rest of the Hoboken property.

Congress will be asked to make an annual appropriation for Hoboken in view of the taxes it should pay on the Hoboken piers controlled by the U. S. Shipping Board or else sell the piers so that they will be once more subject to taxation.

All service clubs in the United States will be asked to take up the matter with the congressmen and senators of their district.

Dis. Mar 10/26

FUND AVAILABLE TO PAY HOBOKEN'S CLAIM FOR TAXES.

There is an available fund out of which the Federal Government could pay Hoboken for the loss in taxes from the seizure of the piers of the North German Lloyd Line during the war. The steamship company organized a dock company, which was incorporated in this State, and leased the docks to the steamship company for 999 years.

When the docks were seized a claim was presented to President Wilson, who allowed the dock company \$1, as its stock was owned by the steamship company, and awarded the latter the large sum of \$4,784,205. He held, however, the steamship company was an alien enemy and ordered the money be paid over to the Alien Property Custodian.

The North German Lloyd sued for this money in the Court of Claims. An adverse decision was rendered and the company appealed to the U. S. Supreme Court, which has denied the appeal for a review of its claim. Hoboken was not an enemy. It patriotically did its share in helping the Government win the war and has sustained a severe financial loss, which has continued since the war, when the docks should have been returned to the city's ratables.

If the large sum of money is denied the North German Lloyd a decent thing for the Government to do would be to use a large part of it to reimburse Hoboken for the financial injury it has suffered.

Dis. Mar 6/26

"Negotiations At Standstill" Says Authority of Railroad

But War Department Has Previously Said Shore Road Will
Be Sold in Public

Further evidence that the Port Authority will not get the Hoboken Shore Railroad from the War Department is given in a "special report" made to Governor Moore of New Jersey and Governor Smith of New York and given to the press yesterday for release today.

"The negotiations are now at a standstill," according to the Port Authority.

News from Washington earlier in the week indicated that negotiations were at an end, and further indicated that the War Department is now planning to sell the one mile of railroad in Hoboken in the open market.

The chief stumbling block seemed

to be the refusal of the Port Authority to agree to "assume all contingent liabilities of the railroad corporation as of March 1," contending that it had no right to assume "undefined and unlimited liabilities accruing before it should obtain control of the property."

City May Get Property

There is a possibility that the city of Hoboken may buy the property, if it can arrange to lease the railroad to one of the railroads with which it connects, the Erie, Lackawanna of West Shore.

It is likely that one of these railroads may take over the road if Hoboken fails to do so.

The company's property is held at \$1,000,000, and besides the railroad there is a valuable piece of waterfront property in Hoboken, valued anywhere from \$600,000 to \$1,000,000, though the latter price is likely overstated.

The shore road connects the trunk lines with the steamship piers along the Hoboken waterfront.

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May Relieve Situation.

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The two bills now go to the Senate for action and the Hudson Assemblyman has hopes that both will be passed. They were prepared by Corporation Attorney John J. Fallon and would allow the city of Hoboken to issue bonds in excess of the debt limit.

Bill No. 495 would allow the city to issue bonds to purchase the piers, and by the other to Hoboken Shore Road. Hoboken hopes to be in a position to purchase the former North German Lloyd and Hamburg-American line piers if the opportunity offers, so that it may be able to lease them and reimburse the city for the loss in taxes sustained through Government ownership.

Recently the War Department, which owns the Hoboken Shore Road by virtue of its control of the stock of the Manufacturers' Railroad Company, announced that the Government intended to sell the railroad and waterfront property owned by it at public auction because of the failure of the Port of New York Authority to come to terms with the Government on the purchase.

It is also understood that the Government would rather sell to the city of Hoboken on easy terms than to a private corporation, although it has been announced that the Lackawanna Railroad has offered \$1,000,000 for the Shore Road and another interest has offered \$600,000 for the waterfront property owned by the company.

Assemblyman Gilfert got 56 votes for both his bills last night.

Another Hudson County measure which passed on third reading in the House last night was Assemblyman Renner's bill, No. 162, which empowers the Boards of Freeholders of the first class to lay out tracks and construct subways. The bill provides for a referendum and on a majority vote in favor of the project the Freeholders are empowered to issue bonds for the construction work. The bill now goes to the Senate.

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Would Permit Bond Issues For
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State House, Trenton, March 25.—Assembly Bills No. 495 and 496 were lost yesterday in the last minute pressure at the final session of the Legislature despite the efforts of Assemblyman Gilfert of Hudson County to have the Senate president put them on the calendar.

Bill No. 495 would permit the City of Hoboken to issue bonds in excess of the debt limit for the purchase of piers now owned by the federal government. No. 496 provides for the issue of bonds in excess of the debt limit to permit the city to purchase the Hoboken Manufacturers' Shore Railroad.

Senate Bill No. 280, providing for the construction of a new highway from the entrance to the Jersey City vehicular tunnel to the southern end of Hudson County at Bergen Point, Bayonne, passed both houses. The new road will connect the tunnel with the proposed bridge from Bayonne to Staten Island.

Both houses also concurred in the passage of a bill to increase the salaries of county boards of freeholders from 4,000 to \$6,000. The boards of Hudson and Bergen counties are included among those named in the bill.

The Assembly also passed Senator Harrison's bills providing for reorganization of the Department of Banking and Insurance. There were four bills on the subject. They provided for division of the department into three individual departments, each headed by a deputy commissioner. There will be departments of banking, insurance and building and loan associations.

Senator Mackay's bill making uniform holidays in public schools throughout the state was adopted, as was Senator Larson's bill authorizing the State Highway Commission to expend \$50,000 for ornamentation of the "Victory Bridge" over the Raritan River between Perth Amboy and South Amboy.

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Believes Purpose of Measure On
Shore Road Bonds Was Mis-
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The purpose was not to launch Hoboken into the municipal ownership and operation of such utilities, but to resell the properties so that, through private ownership, the city could tax them and obtain an increase in the indirect revenue which would come through private operation of the utilities.

Nothing further can be done now until next January's session of the Legislature.

Mr. Gilbert also expressed regret over the last minute passage of Senate Bill 37, sponsored by Senator Abell of Morris County, exempting street railway companies from paying their right of way at their own expense. With the municipalities of the state required to pay for such work it will mean an increase of approximately one-third in paving streets and maintaining them.

"In discussing the bill in the Senate," said Mr. Gilbert, "Senator Simpson of Hudson County, asserted that Street Commissioner Fagan of Jersey City estimates Jersey City's added expense in paving during the next year under the new law at \$3,000,000."

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The resolution was prepared by Supreme Court Justice James F. Minturn, following the investigation made by the Hudson County Grand Jury at his request last year. It

recites the losses entailed on the City of Hoboken by virtue of the control of the piers by the Shipping Board, which, it is pointed out, is using the property for an independent mercantile marine business in competition with private shippers. The loss to Hoboken is placed at over \$3,000,000.

The Senate resolution passed by the Legislature recites:

"That it is the sense of the Legislature that the Shipping Board, now in control of the piers and property in Hoboken, should be compelled by the Federal Government to pay with all convenient speed the arrears of taxes due to the City of Hoboken since the Shipping Board assumed control and ownership of the property, and that the Shipping Board should at once be directed to acknowledge, recognize and pay to the City of Hoboken all future assessments for taxes which may be levied against the property so that they shall not be exempt from taxation."

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Hoboken has been deprived of the taxes from the steamship piers since 1917, and if the Shore road should be purchased by the Porth Authority, Hoboken may lose taxes on this million dollar property.

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The Gilfert bills should be passed.

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Western Senators Reply to Appeal of the Local Service Clubs.

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Congressmen Promise Pier Relief

WESTERN MEN SHOW INTEREST

McSweeney, of Ohio, Tells Kiwanians That He Has Found Similar Situation Existing in Middlewest and Is Trying to Relieve It

TREAT IS PROMISED
FOR NEXT MEETING

The campaign of the Associated Service Clubs of Hoboken, including Rotary, Kiwanis, Lions and Zonta, to obtain congressional relief from the Hoboken pier situation is beginning to bring results, at least in letter writing.

Through these clubs and the Hoboken Chamber of Commerce more than 5,000 letters were sent to Congressmen and Senators all over the United States, asking for their assistance in obtaining reimbursement for the Mile Square City in return for the millions it has lost through the fact that since the government has been in possession of the North German Lloyd property no taxes have been paid on the latter.

At yesterday's luncheon of the Hoboken Kiwanis Club, President Frederick Schill was able to announce that replies have been received already from three Congressmen. One is from Carl R. Chindblom of the Tenth District, Illinois; another from Chauncey B. Little of the Second District, Kansas, and the third from John McSweeney, Sixteenth District, Ohio.

McSweeney, a fellow Kiwanian, said he had talked the matter over with Congressman Ogden L. Mills of New York, who agreed with him that Hoboken was entitled to relief. McSweeney added that many of the cities in the Western States had found themselves in a similar predicament following the World War, and that it was a subject which would get his thoughtful and earnest consideration.

Attendance Light.

The attendance at the luncheon was light. This was explained by the fact that many of the Kiwanians had been dancing up to 3 o'clock in the morning at the Kiwanian ball at the Union Club the night before, and felt tired. The committee which had arranged and carried out the ball with such unusual success, consisting of President Schill, Bob Greear, Tony Volk, Jr.; Dr. Robert Nattrass, Arthur Lankering, Henry Frelinghaus and William J. Duffy, were given seats of honor at the dais. Frelinghaus explained that 90 per cent of the credit should go to Greear, who was practically the "whole works" so far as obtaining the wonderful talent was concerned.

Bob Rieser announced that he had arranged a treat for next Thursday, when the speaker will be Prof. Andres Osuna of Mexico City, who will talk about Mexican and South American relations. Remembering Prof. Ebenezer Traprock and his illustrated lecture at a luncheon of the club two months ago, the Kiwanians were inclined to believe that Rieser was going to entertain them with some more vaudeville, but he asserted that Prof. Osuna is the real goods, with an important message to deliver.

SILZER PRAISES CITY'S EFFORTS ON SHORE ROAD

Former Governor Declares Port Authority Will Lend Every Aid Possible

The effort recently made by the City of Hoboken to acquire the waterfront property of the Hoboken Manufacturers' Railroad was commended by George S. Silzer, chairman of the Port of New York Authority, in a letter sent to Corporation Attorney John J. Fallon, and received and filed by the City Commissioners of Hoboken at their regular weekly meeting yesterday.

Pointing out that the Port Authority has sought to keep the valuable property out of private hands, Mr. Silzer says that the Port Authority will lend Hoboken its assistance in assuring public control of the land. Mr. Silzer says:

"I read with much interest that the City of Hoboken had made bid for the shorefront property recently advertised for sale by the Secretary of War.

"The Port Authority has striven all along to keep this property out of private hands, in order that it might be devoted to public uses, and it is pleased to know that efforts are being made by the City of Hoboken to acquire it.

"If the City of Hoboken is able legally and financially to take over this property and to conduct it in the interest of the public, you may rest assured that the Port Authority will lend the city every aid that is possible.

Has Lost Much.

"The City of Hoboken has suffered much from the policy of the Federal Government in the loss of taxation on its waterfront property, and ought to be put in a position as soon as possible to be relieved from these burdens.

"It is also of great importance to everybody interested in the development of the Port of New York to see that as much waterfront property as possible comes into public hands.

"The policy of the City of New York in the ownership of its docks has amply demonstrated the wisdom of this policy.

"On the other hand, the lack of foresight on the Jersey shore, which has led to absolute private ownership of the entire waterfront, demonstrates with equal force the fallacy of such a policy.

"In this connection it is, of course, also of importance that railroad property owned by the Federal Government be preserved as part of Belt Line 13, in order that the public may be protected in that particular."

The letter closes with an assurance of the Port Authority's desire to co-operate with Mr. Fallon in the public interest.

PORT AUTHORITY AND SHORE ROAD

At a meeting of the Board of Directors of the Port Authority of New York on Thursday afternoon a resolution expressing the desire of the Port body to "co-operate" with the City of Hoboken in the management of the Shore Road was authorized.

A communication to that effect will be sent to the Hoboken City Commissioners. Acting Mayor Gustav Bach of Hoboken stated yesterday that he had not received any communication from the Port Authority on the matter but the city had no intention of taking over the road's management.

"At the recent receiving of bids for the property of the Manufacturers' Railroad Company by the Government the city made a proposal to take over the waterfront property owned by the company in exchange for bonds of the city at the assessed value of the land," said Mayor Bach.

"We do not want the Shore Road, and believe that it might better be taken over by a railroad company."

The Secretary of War ordered the sale of the Manufacturers' Railroad Company's property, including the Shore Road and the land, after many months of delay with the Port Authority in coming to terms on the sale.

ACTION ON THE SHORE ROAD.

Nobody seems to want the Hoboken Manufacturers' Railroad all of a sudden.

The War Department is ready to discard it in the junk heap of the Quartermaster's Department, where it will bring no revenue to Hoboken at all.

The city of Hoboken does not appear very anxious to acquire it.

And the Port Authority has very gracefully offered to help the city of Hoboken to buy it.

Which leaves the city high and dry, facing the prospect of losing still more taxes.

In view of the situation that has developed, it might be advisable for the city to take steps to induce a buyer to come into Hoboken and make a bid for the railroad property.

Rather than permit the transfer of the property to the Quartermaster, with the consequent loss of revenue, it would seem to be good policy for the city authorities to help the War Department secure a buyer. Hoboken is probably not in a position to assume the responsibility of buying up this road in the expectation of disposing of it later. Why not help find a buyer now and save the money and the worry?

The War Department has set November 1 as the date for action. It behooves the city authorities to get busy.

Congressmen Promise Pier Relief

WESTERN MEN SHOW INTEREST

McSweeney, of Ohio, Tells Kiwanians That He Has Found Similar Situation Existing in Middlewest and Is Trying to Relieve It

TREAT IS PROMISED
FOR NEXT MEETING

The campaign of the Associated Service Clubs of Hoboken, including Rotary, Kiwanis, Lions and Zonta, to obtain congressional relief from the Hoboken pier situation is beginning to bring results, at least in letter writing.

Through these clubs and the Hoboken Chamber of Commerce more than 5,000 letters were sent to Congressmen and Senators all over the United States, asking for their assistance in obtaining reimbursement for the Mile Square City in return for the millions it has lost through the fact that since the government has been in possession of the North German Lloyd property no taxes have been paid on the latter.

At yesterday's luncheon of the Hoboken Kiwanis Club, President Frederick Schill was able to announce that replies have been received already from three Congressmen. One is from Carl R. Chindblom of the Tenth District, Illinois; another from Chauncey B. Little of the Second District, Kansas, and the third from John McSweeney, Sixteenth District, Ohio.

McSweeney, a fellow Kiwanian, said he had talked the matter over with Congressman Ogden L. Mills of New York, who agreed with him that Hoboken was entitled to relief. McSweeney added that many of the cities in the Western States had found themselves in a similar predicament following the World War, and that it was a subject which would get his thoughtful and earnest consideration.

Attendance Light.

The attendance at the luncheon was light. This was explained by the fact that many of the Kiwanians had been dancing up to 3 o'clock in the morning at the Kiwanian ball at the Union Club the night before, and felt tired. The committee which had arranged and carried out the ball with such unusual success, consisting of President Schill, Bob Greear, Tony Volk, Jr.; Dr. Robert Natrass, Arthur Lankering, Henry Frelinghaus and William J. Duffy, were given seats of honor at the dais. Frelinghaus explained that 90 per cent of the credit should go to Greear, who was practically the "whole works" so far as obtaining the wonderful talent was concerned.

Bob Rieser announced that he had arranged a treat for next Thursday, when the speaker will be Prof. Andres Osuna of Mexico City, who will talk about Mexican and South American relations. Remembering Prof. Ebenezer Traprock and his illustrated lecture at a luncheon of the club two months ago, the Kiwanians were inclined to believe that Rieser was going to entertain them with some more vaudeville, but he asserted that Prof. Osuna is the real goods, with an important message to deliver.

SILZER PRAISES CITY'S EFFORTS ON SHORE ROAD

Former Governor Declares Port Authority Will Lend Every Aid Possible

The effort recently made by the City of Hoboken to acquire the waterfront property of the Hoboken Manufacturers' Railroad was commended by George S. Silzer, chairman of the Port of New York Authority, in a letter sent to Corporation Attorney John J. Fallon, and received and filed by the City Commissioners of Hoboken at their regular weekly meeting yesterday.

Pointing out that the Port Authority has sought to keep the valuable property out of private hands, Mr. Silzer says that the Port Authority will lend Hoboken its assistance in assuring public control of the land. Mr. Silzer says:

"I read with much interest that the City of Hoboken had made bid for the shorefront property recently advertised for sale by the Secretary of War.

"The Port Authority has striven all along to keep this property out of private hands, in order that it might be devoted to public uses, and it is pleased to know that efforts are being made by the City of Hoboken to acquire it.

"If the City of Hoboken is able legally and financially to take over this property and to conduct it in the interest of the public, you may rest assured that the Port Authority will lend the city every aid that is possible.

Has Lost Much.

"The City of Hoboken has suffered much from the policy of the Federal Government in the loss of taxation on its waterfront property, and ought to be put in a position as soon as possible to be relieved from these burdens.

"It is also of great importance to everybody interested in the development of the Port of New York to see that as much waterfront property as possible comes into public hands.

"The policy of the City of New York in the ownership of its docks has amply demonstrated the wisdom of this policy.

"On the other hand, the lack of foresight on the Jersey shore, which has led to absolute private ownership of the entire waterfront, demonstrates with equal force the fallacy of such a policy.

"In this connection it is, of course, also of importance that railroad property owned by the Federal Government be preserved as part of Belt Line 13, in order that the public may be protected in that particular."

The letter closes with an assurance of the Port Authority's desire to co-operate with Mr. Fallon in the public interest.

PORT AUTHORITY AND SHORE ROAD

At a meeting of the Board of Directors of the Port Authority of New York on Thursday afternoon a resolution expressing the desire of the Port body to "co-operate" with the City of Hoboken in the management of the Shore Road was authorized.

A communication to that effect will be sent to the Hoboken City Commissioners. Acting Mayor Gustav Bach of Hoboken stated yesterday that he had not received any communication from the Port Authority on the matter but the city had no intention of taking over the road's management.

"At the recent receiving of bids for the property of the Manufacturers' Railroad Company by the Government the city made a proposal to take over the waterfront property owned by the company in exchange for bonds of the city at the assessed value of the land," said Mayor Bach.

"We do not want the Shore Road, and believe that it might better be taken over by a railroad company."

The Secretary of War ordered the sale of the Manufacturers' Railroad Company's property, including the Shore Road and the land, after many months of delay with the Port Authority in coming to terms on the sale.

ACTION ON THE SHORE ROAD.

Nobody seems to want the Hoboken Manufacturers' Railroad all of a sudden.

The War Department is ready to discard it in the junk heap of the Quartermaster's Department, where it will bring no revenue to Hoboken at all.

The city of Hoboken does not appear very anxious to acquire it.

And the Port Authority has very gracefully offered to help the city of Hoboken to buy it.

Which leaves the city high and dry, facing the prospect of losing still more taxes.

In view of the situation that has developed, it might be advisable for the city to take steps to induce a buyer to come into Hoboken and make a bid for the railroad property.

Rather than permit the transfer of the property to the Quartermaster, with the consequent loss of revenue, it would seem to be good policy for the city authorities to help the War Department secure a buyer. Hoboken is probably not in a position to assume the responsibility of buying up this road in the expectation of disposing of it later. Why not help find a buyer now and save the money and the worry?

The War Department has set November 1 as the date for action. It behooves the city authorities to get busy.

INDUSTRIAL PROPERTY

Heart of Port of New York

FOR SALE

...BY...

HOBOKEN MANUFACTURER'S RAILROAD CO.

"HOBOKEN SHORE ROAD"

GOVERNMENT OWNED

...TO...

THE HIGHEST BIDDER

Under Sealed Bids

MAY 10, 1922

510 VACANT LOTS

HOBOKEN, N. J.

FOR FULL PARTICULARS INQUIRE OF

CAPTAIN C. D. O'NEAL

Vice-President and General Manager

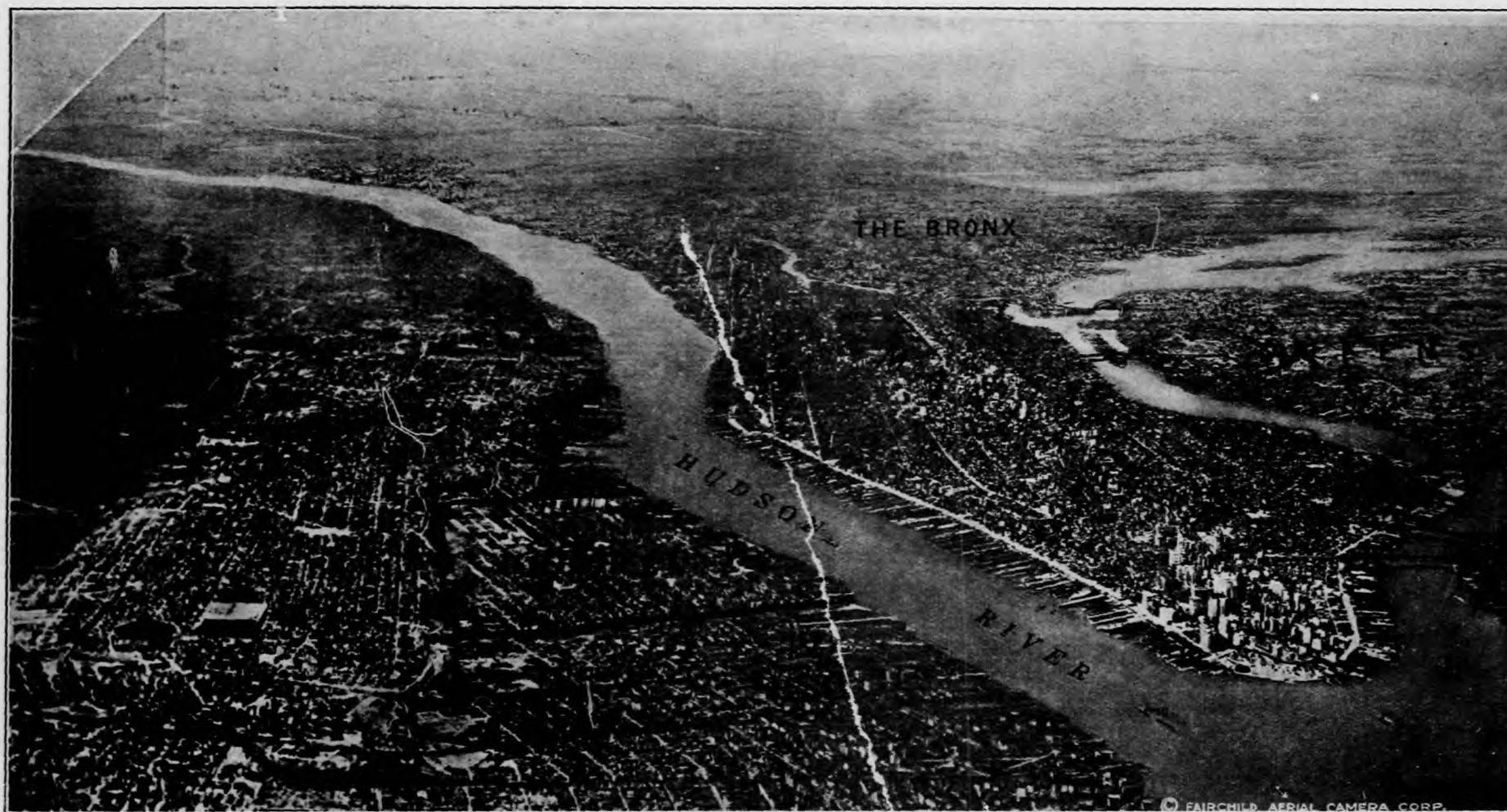
"HOBOKEN SHORE ROAD"

FOOT OF FIFTH STREET

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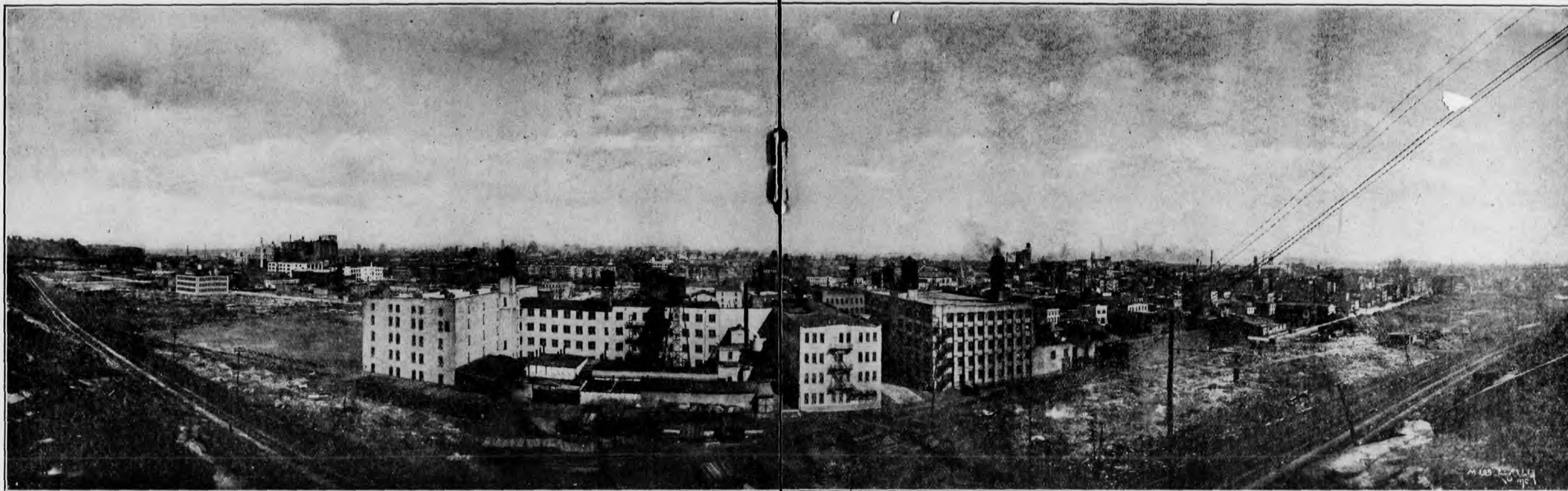
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HOBOKEN, N. J.



Aeroplane View Showing Ideal Location of Hoboken in Port of New York

★ Indicates Location of Property For Sale.



PANORAMIC VIEW OF HOBOKEN FROM THE WEST
VACANT PROPERTY SHOWN IS FOR SALE
TRACKS OF NEW JERSEY JUNCTION RAILROAD IN FOREGROUND.

Location In the City of Hoboken, Hudson County, N. J., the hub of the New York Metropolitan District. Twenty minutes from Downtown, New York.

Plottage Most desirable for all types of industry. Plottage may be had for a single contiguous development covering four city blocks approximately 460 ft. by 860 ft.

Area 510 City Lots, each 25 feet by 100 feet.

Railroad Facilities A plan has been prepared showing projected side-track facilities in connection with this property over the Jersey Junction Railroad which will afford connections with all trunk lines in the Metropolitan District and the United States.

Pier Connections United States Line, Panama Line, Cosmopolitan Shipping Company, Munson Line, Ellerman Lines, Holland-America Line, Wilson Line, North German Lloyd, Lamport & Holt and Scandinavian Line, affording steamship connections with all ports of the world, have their termini at the Hoboken piers, approximately twelve blocks distant. Railroad connections over the Hoboken Shore Railroad by means of the proposed switching plan will give direct connections to Hoboken piers or by lighters to any piers in the Port of New York.

Vehicular Tunnel The new vehicular tunnel to New York City, to be finished in 1925, is one mile distant.

Ferry Service to 23rd, Christopher and Barclay Sts., New York City over either the Hoboken 14th Street or Hudson Place D. L. & W. Ferries, less than one half mile distant.

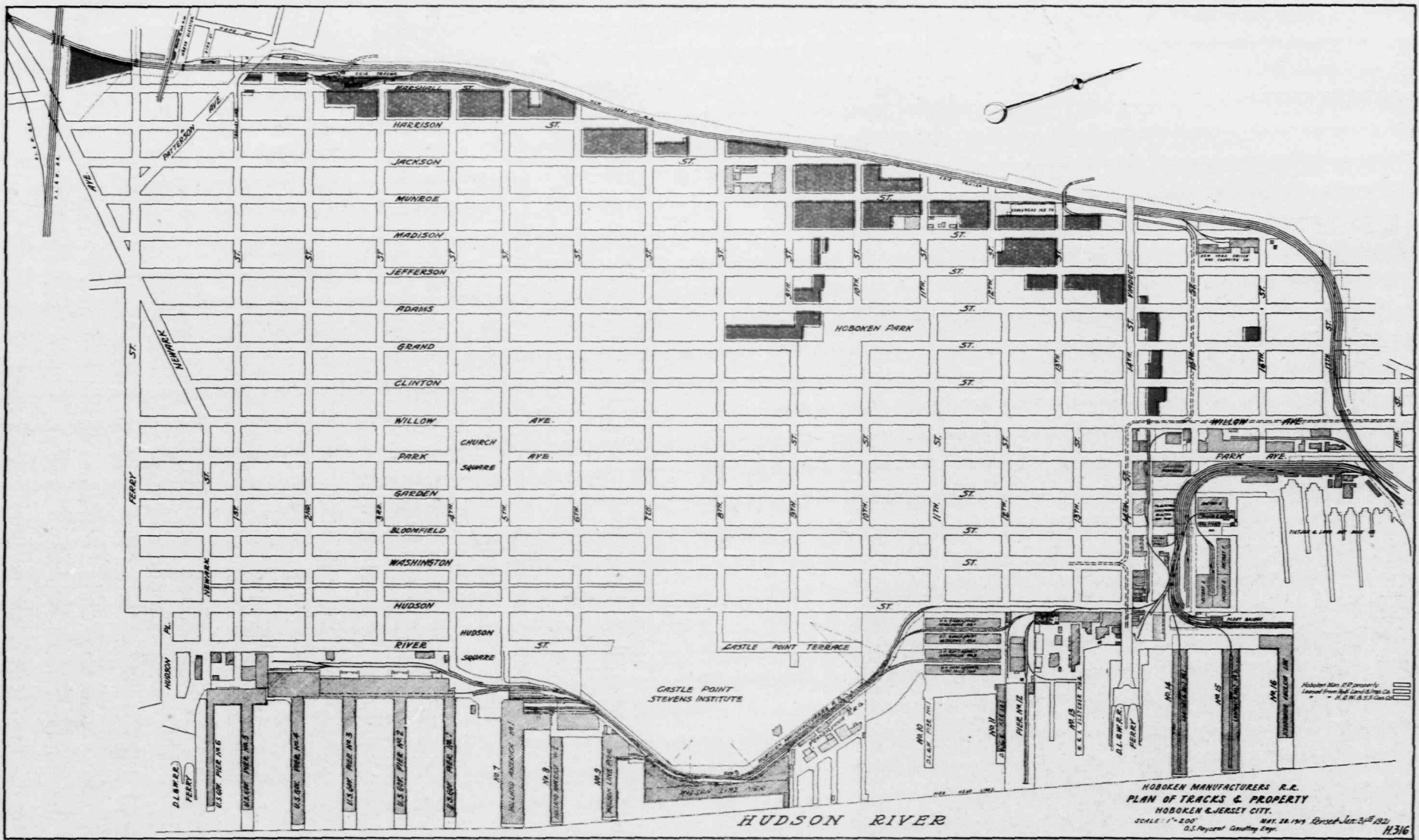
Improvements Property served by modern sewers, well paved streets, water, gas and electricity. Adequate power available.

Industrial Zone Property in heavy Industrial Zone established by City Ordinance, thereby protecting these properties from future undesirable encroachments and stabilizing the location.

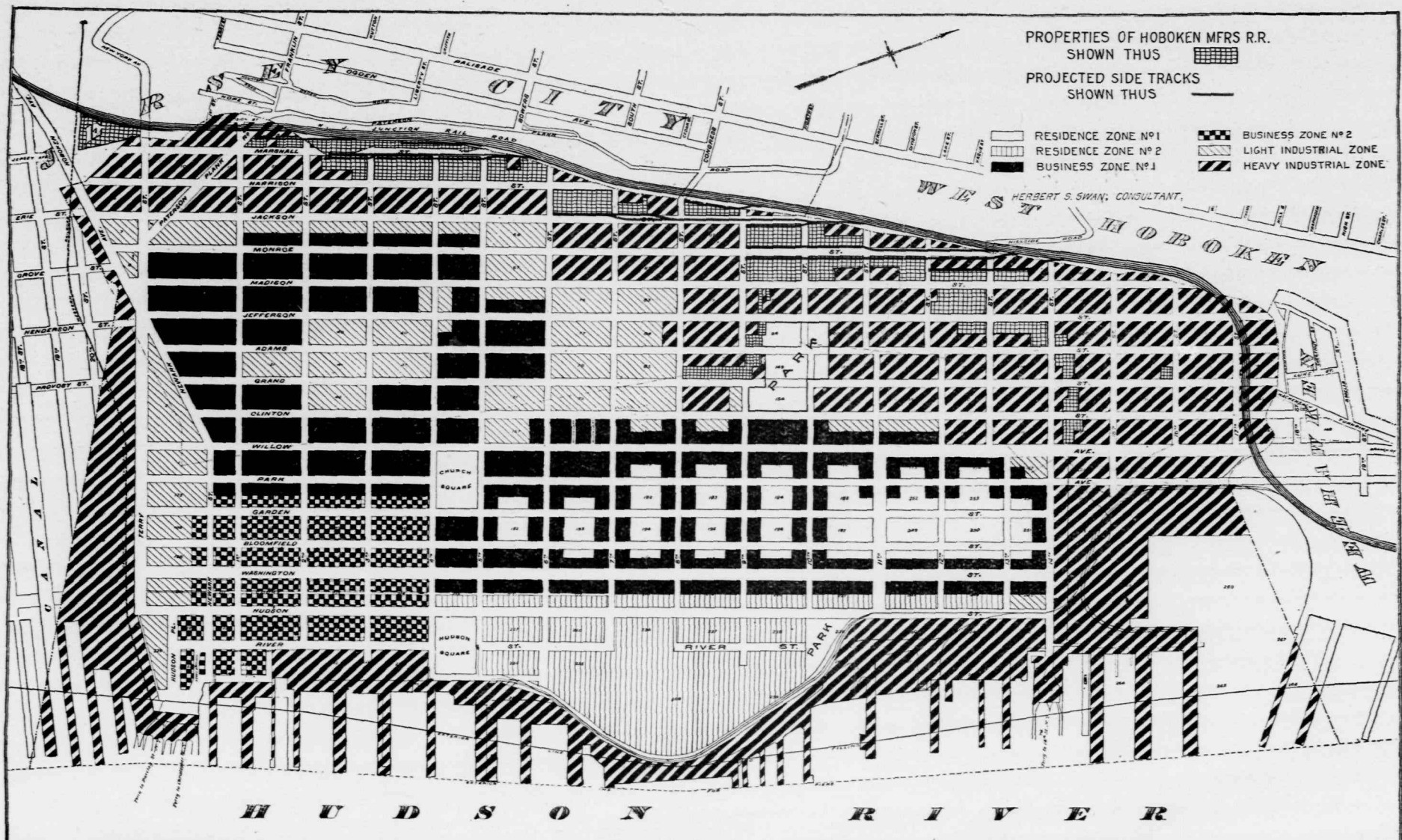
Center of Population of 8,000,000. This property lies close to the geographical and population centers of Metropolitan District of 8,000,000. Largest market in the world.

Labor Market Both skilled and unskilled labor, male and female, abundant in this neighborhood and has ready access to this property over the D. L. & W. Railroad and its ferries, over the Hudson Tubes from New York City, Jersey City and Newark, also connecting with the termini of the Erie and Pennsylvania Railroads, and by means of the Public Service Railway Company, which affords trolley connections with all parts of Northern New Jersey, eleven lines having their termini in Hoboken.

Available for Manufacturing, Assembling, Fabricating. Either Domestic or Foreign Trade. Ideal for combination.



MAP OF HOBOKEN. RED AREA INDICATES PROPERTY FOR SALE.



RED LINES SHOW PROPOSED SWITCHING PLAN.

Tracks may be extended to serve entire heavy Industrial Zone.

See legend upper right hand corner for property of Hoboken Manufacturer's Railroad, Zone Plan, etc.

CONDITIONS OF SALE.

Offered for sale to highest bidder. Bids will be opened and passed on Wednesday, May 10th, 1922, at 10 o'clock a. m., by Board of Directors, Hoboken Manufacturer's Railroad Company, at office of Vice-President, foot of Fifth Street, Hoboken, N. J.

TERMS:—

1st—Cash offer will be considered for entire tract, or

2nd—Offer will be considered for entire tract, on following terms:

50% cash, payable date of conveyance—

25% payable one year thereafter—

25% payable two years thereafter—

All deferred payments to be secured by purchase money, bond, and mortgage, to bear interest at the rate of six per cent. Payable semi-annually

Purchaser to assume all assessments for public improvements recently completed, which approximate \$485,000.00.

Certified check for ten per cent. of the net price bid [difference between total price bid and assessments] to accompany each offer.

Appeals are pending with a view to reducing the above assessments, or having same set aside. If assessments are reduced or set aside, one-half of any amount so saved shall accrue to purchaser and balance to seller, such balance to be paid seller as follows: On cash offer, when reduction is allowed or assessment set aside; On deferred payment plan when last mortgage payment is due.

The seller reserves the right to reject any and all bids.

No commission will be paid.

Detailed information may be obtained upon inquiry.

Issued by

HOBOKEN CHAMBER OF COMMERCE

1 NEWARK STREET

HOBOKEN, N. J.

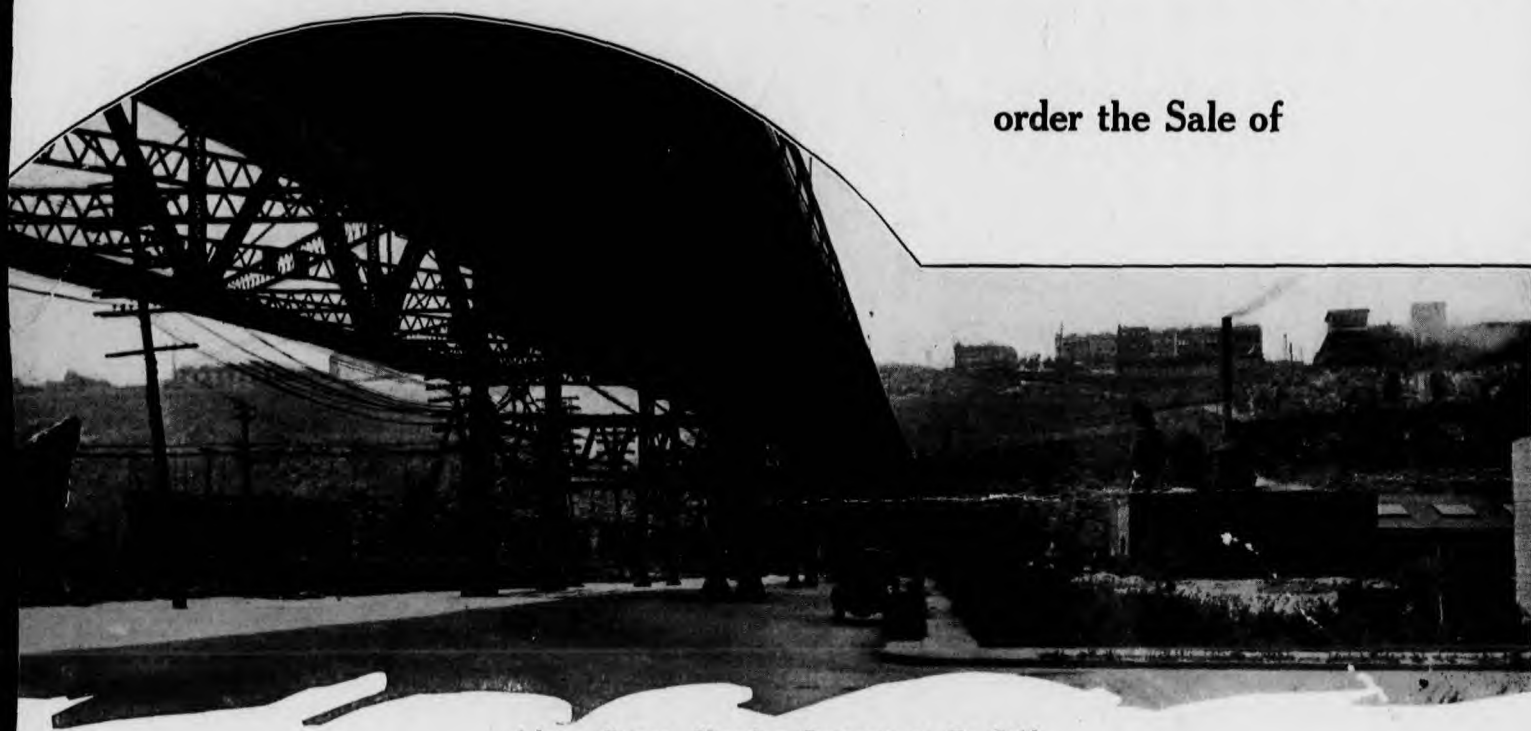
A. W. COFFIN, *Manager.*

We want YOU to develop this property.

PUT IN YOUR BID

**United States War Department
and Hoboken Shore Railroad Company**

order the Sale of



Adams Street, Showing Property to Be Sold.

291 Hoboken, N.J., Industrial Sites

On and near SEVEN TRUNK LINE RAILROADS

and adjoining streets and avenues, HOBOKEN, N. J.
Facing on Willow Ave., Madison Street, Harrison Street

Public Auction

at noon, in Exchange Salesroom, 14 Vesey Street, New York City

Thurs., May 24th, 1923

Captain C. D. O'Neal, U. S. Army
Vice-President and General Manager
Hoboken Shore Railroad
Foot of 5th Street, Hoboken
Telephone, Hoboken 200-01-02

Title Policies Free
New Jersey Title Guarantee
& Trust Company

67 Liberty Street
New York City

Erph. Day
Auctioneer Inc.

Telephone
Cortlandt 0744

Joseph P. Day

United States War Department orders this Auction Sale

ALL of the following prominent Bankers, Business Men, Civic Bodies and Public Utility Corporations have expressed to me, in writing, their faith in the future expansion and growth of HOBOKEN, N. J., as one of the greatest commercial and industrial centers in the United States: John S. Mabon, President, Hudson Trust Company; W. W. Young, President, First National Bank of Hoboken; Samuel F. Hartzel, Treasurer, Hoboken Trust Company; J. Van Lierde, President, Hudson Cocoa Products Corporation; L. Fraissinet, President, The Button Machinery Co.; Charles H. Focht, Geo. Focht Sons; George A. Berger, Vice-President, The Trust Company of New Jersey; B. N. McFeely, Director, Department of Public Safety; C. M. Owens, President, Owens & Traeger, Inc.; August Graf, Acting Postmaster, Hoboken, N. J.; William A. D. Evans, President, Cooper Hewitt Electric Company; A. W. Coffin, Manager, Hoboken Chamber of Commerce, Hoboken, N. J.; E. G. Kent, Agent, Public Service Electric Co., Hoboken, N. J.

On October 19, 1922, I conducted an auction sale for the **United States War Department** and the Hoboken Shore Railroad Co. of about 219 lots and plots in Hoboken.

I have now been instructed by the **United States War Department** and the **Hoboken Shore Railroad Co.** to sell at Public Auction on Thursday, May 24, 1923, at noon in the Exchange Salesroom, No. 14 Vesey Street, New York City, to the highest bidder, about 291 lots immediately adjoining the property sold last October. They will be offered as a whole and then separately in lots and plots. The lots average 25 x 100 feet each.

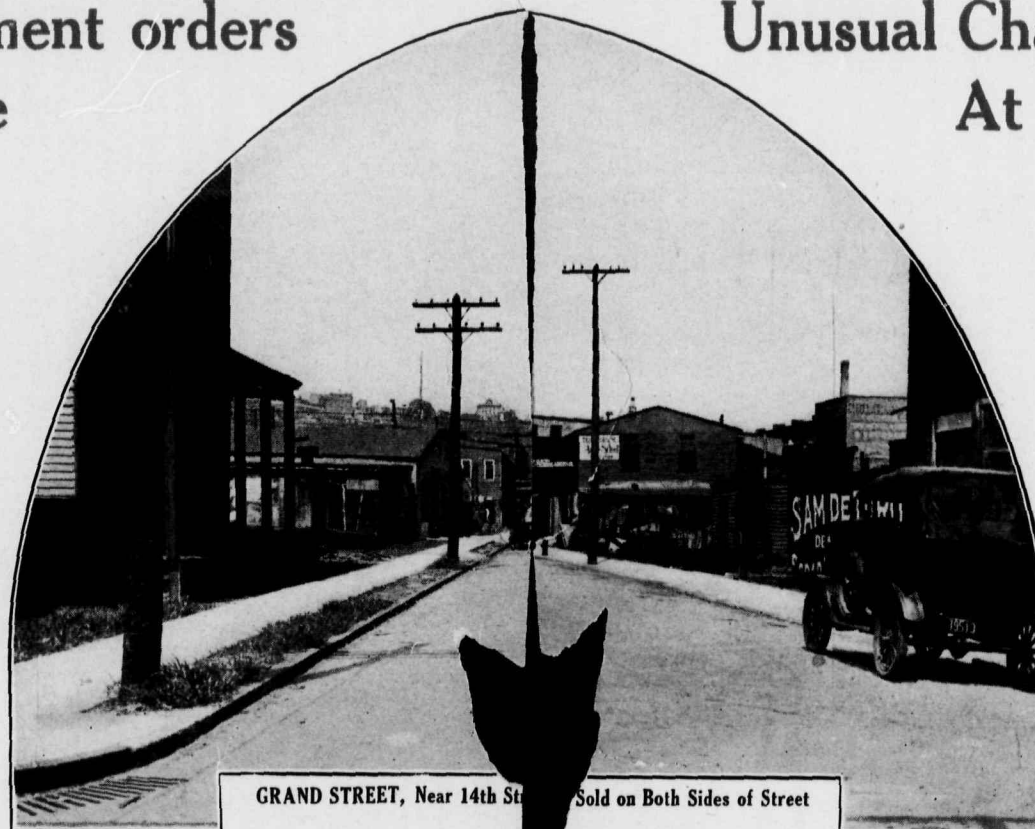
Twenty Minutes to New York City

The shortest possible distance to all the HOME and FOREIGN MARKETS is open to the BUYERS of these Hoboken Government Lots. The **WORLD'S RICHEST MARKET, NEW YORK CITY**, is within 20 minutes of the property to be sold, with uninterrupted Ferry and Rail Service.

Hoboken is in the very heart of the Metropolitan Transportation Hub. Only sidings are necessary to connect the Lots to be auctioned with the **NEW YORK CENTRAL**, the **ERIE**, **DELAWARE**, **LACKAWANNA** and **WESTERN**, **CENTRAL RAILROAD OF NEW JERSEY**, the **PENNSYLVANIA**, **BALTIMORE** and **OHIO** and **LEHIGH VALLEY** Railroads. LESS than a MILE from Piers where manufactured products can be shipped to the **PORTS OF THE WORLD**. Through these great systems connection may be had with **ALL TRANS-CONTINENTAL** railroads, thus placing the property to be sold at **AMERICA'S FRONT DOOR**.

Immediate connection with Hoboken's entire waterfront may be had through the Hoboken Shore Railroad.

The **NEW VEHICULAR TUNNEL** from Canal Street, New York, to Jersey City, scheduled to be completed in 1925, is less than a mile from the Hoboken Government Lots. When completed, this Vehicular Tunnel should put Hoboken Manufactured Products within 30 minutes, by truck, of 10 PER CENT. of the **ENTIRE POPULATION OF AMERICA, GREATER NEW YORK**.



GRAND STREET, Near 14th St. Sold on Both Sides of Street



Low Avenue Parcel included in Sale.

Unusual Chance to Buy Industrial Sites At Your Own Price

Tunnel Connections Are Ideal

The Hudson and Manhattan Tunnel to New York City is **FIVE MINUTES** from the Lots. The Hudson and Manhattan Tunnel connects HOBOKEN with Thirty-fourth Street, New York City, Uptown, and Cortlandt Street, New York City, Downtown; also Park Place, Newark, N. J.

The famous Hoboken United States Government Piers, connecting with **WORLD PORTS**, are 5 minutes from these Hoboken Government Lots. The **UNITED STATES LINE**, **COSMOPOLITAN SHIPPING CO.**, **MUNSON LINE**, **ELLERMAN LINES**, **HOLLAND-AMERICA LINE**, **WILSON LINE**, **NORTH GERMAN LLOYD**, **LAMPORT & HOLT** and the **SCANDINAVIAN LINE**, have their termini at the Hoboken Piers. The City of Hoboken fronts on the Hudson River for more than a mile, opposite the City of New York, and Water Transportation is available to any part of the **PORT OF NEW YORK**. Wharfage Facilities may be obtained at many points along the Hudson River.

Fine Motor Highways surround Hoboken and overland transportation of raw products, by truck, from almost any point in the East, is intensely practical.

Four Ferry Lines from Hoboken to New York—one to Barclay Street, one to Christopher Street, and two to 23rd Street, New York City, insure rapid and uninterrupted Truck Service.

Power in Abundance

The Public Service Corporation of New Jersey states it is equipped to serve the property to be sold with unlimited **POWER, LIGHT and HEAT**, either electrically or gas engendered.

The City of Hoboken Zoning Ordinance, **NOW IN EFFECT**, restricts the lots to be auctioned exclusively to Industrial Pursuits, thus heading off any undesirable developments.

Labor Supply Unexcelled

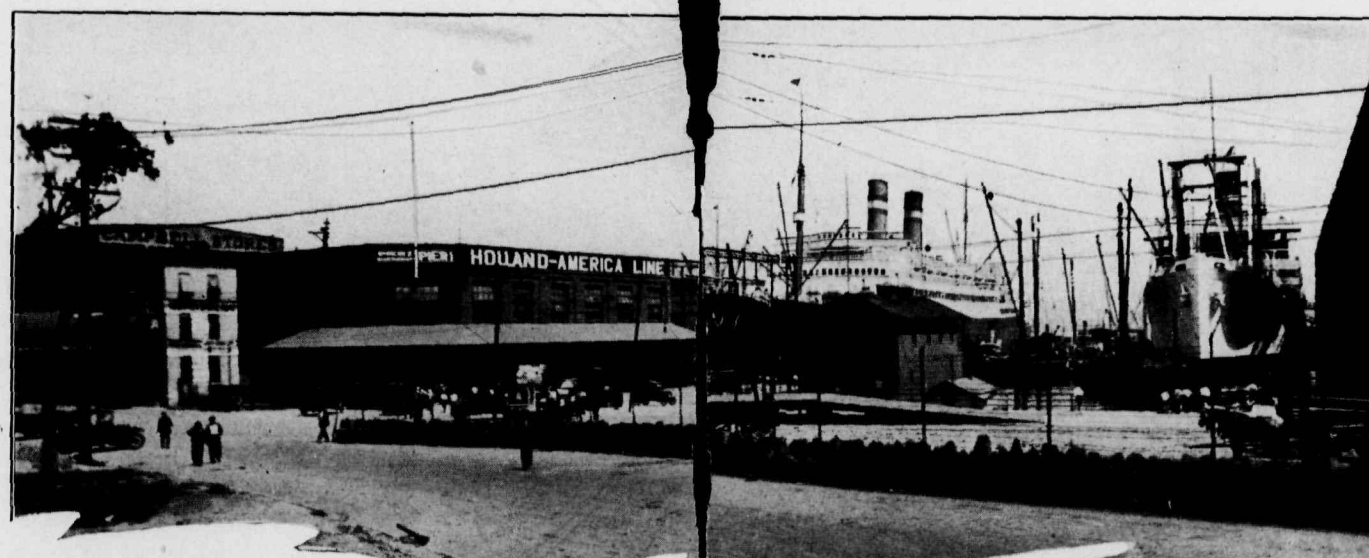
Hoboken, with its Ferries, Railroad and Tubes service taps the great New York Labor Market with ease. Skilled and unskilled help in abundance should be immediately available to the Manufacturer who Bids and Buys at this Public Auction, on Thursday, May 24th, at 12 o'clock noon, in the Real Estate Salesroom, 14 Vesey Street, New York City.

Just look at the Industries now located, and Flourishing, in Hoboken. They located in Hoboken and **PROSPERED**, but they **DID NOT** have an **OPPORTUNITY TO PURCHASE** their **FACTORY SITES** at **PUBLIC AUCTION PRICES** from the **UNITED STATES GOVERNMENT**.

A few of these are: Pennsylvania R. R. Marine Shops; Ferguson Bros. Mfg. Co.; Federal Metal Bed Co.; Bering Bros., Paints; W. & A. Fletcher Co., Boilermakers; American Lead Pencil Co.; Independent Warehouses, Inc., Storage; Jewel Tea Co., Inc., Teas and Spices; Thomas J. Lipton, Inc., Teas, Coffees and Cocoa; Keuffel & Esser; Tietjen and Lang Dry Dock Co., and others.

Factory Sites at Public Auction Prices

Thursday, May 24, is the date. The Real Estate Salesroom, at 14 Vesey Street, New York City, is the place. Noon is the time.



Hoboken Waterfront Near Lots to Be Sold.

Joseph P. Day

Joseph P. Day

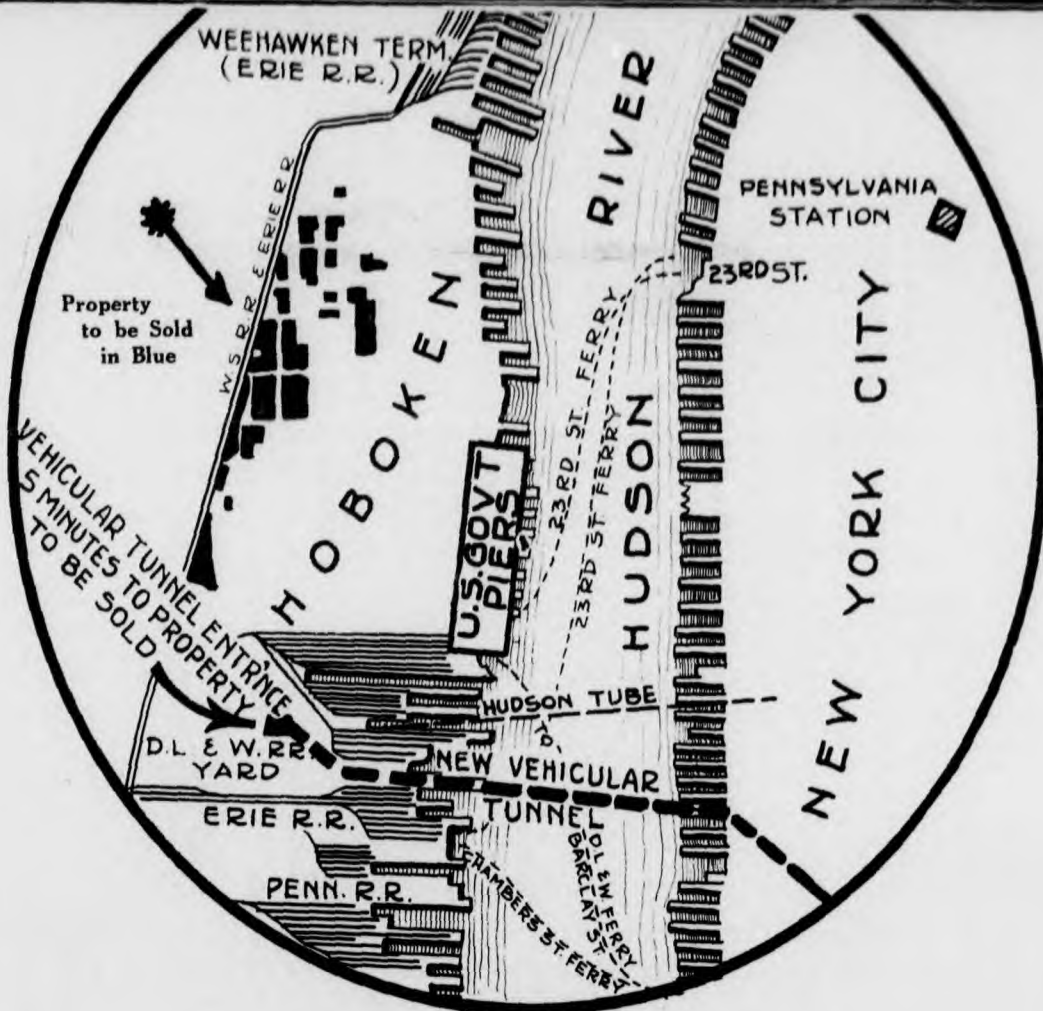
Imph. Day

Imph. Day



Ferguson P
showing pro
to be sold on

Look
at the
Wonderful
Rail
Facilities



Look
at the
Water
Transpor
tation

Terms of Sale

10% of the purchase price and auctioneer's fee of \$15 per lot and salesroom fee of \$5 for each knockdown on day of sale, balance in 30 days.

Purchases are made subject to confirmation by Secretary of War, United States Government.

All facts governing this sale will be included in printed terms of sale, to be read at time of sale.

This map shows the marvelous transportation facilities this Hoboken property enjoys.

The map shows the Lots, proximity to New York City and every part of the Great Port of New York and the entire Metropolitan District is clearly indicated.

Ferry lines, railroad main lines, U. S. Government piers and fine truck highways surround the property to be sold at auction Thursday, May 24th, in the Real Estate Exchange Salesroom, 14 Vesey Street, New York City.

How to Reach Property

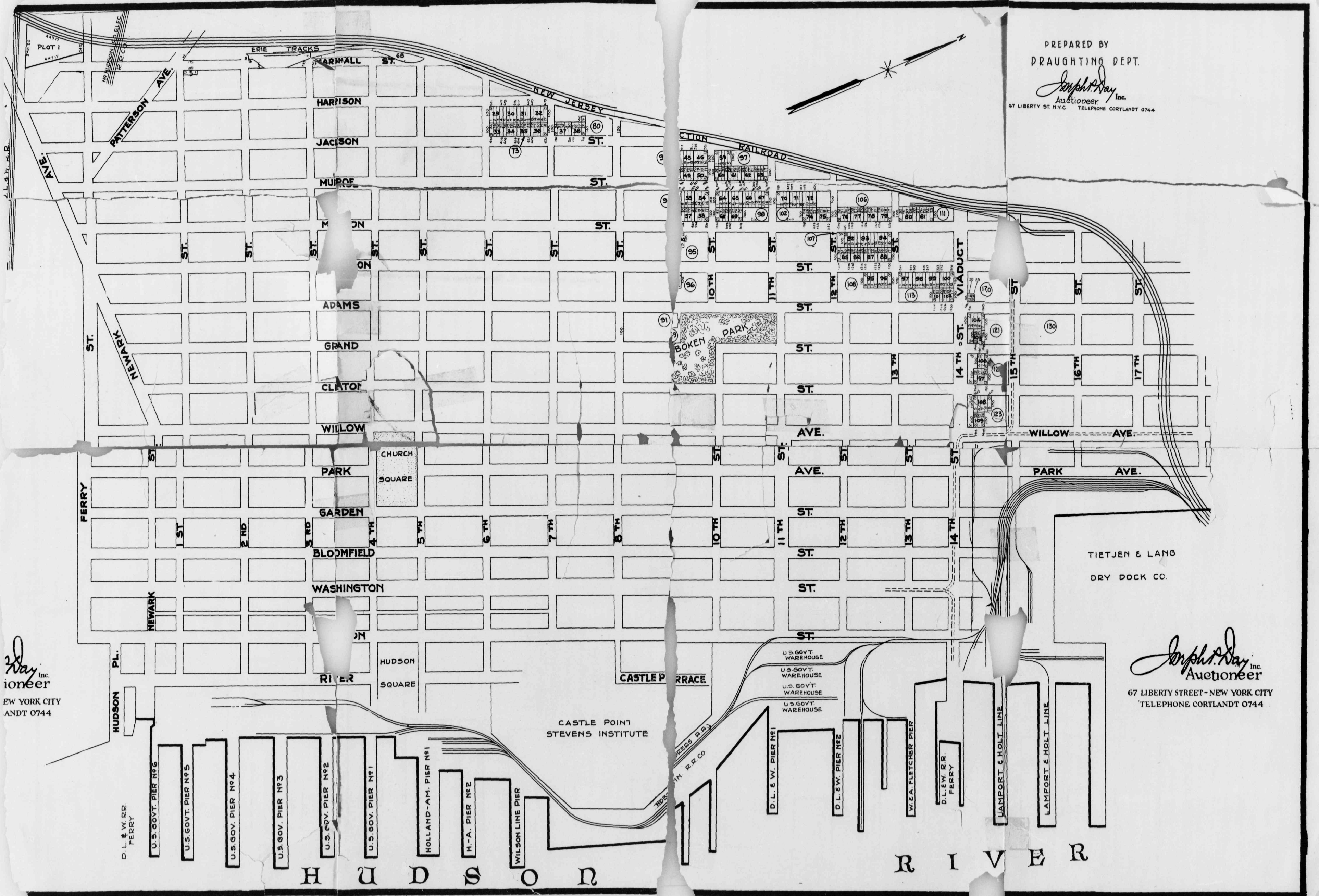
Take Hudson Tunnels from Cortlandt Street or 33rd Street, N. Y. City, to Hoboken, then Grove Street car to Henderson Street and property; or Lackawanna Ferries from West 23rd, Christopher or Barclay Streets to Hoboken, then Grove Street car to Henderson Street and property. The property can be reached by Hudson Tunnels from Newark and Jersey City.

Imph. Day

Imph. Day

Public Auction of 291 Hoboken, N. J., Lots and Plots to be Sold for the U. S. War Department

Joseph P. Day



PREPARED BY
DRAUGHTING DEPT.

Joseph P. Day Inc.
Auctioneer
67 LIBERTY ST. N.Y.C. TELEPHONE CORTLANDT 0744

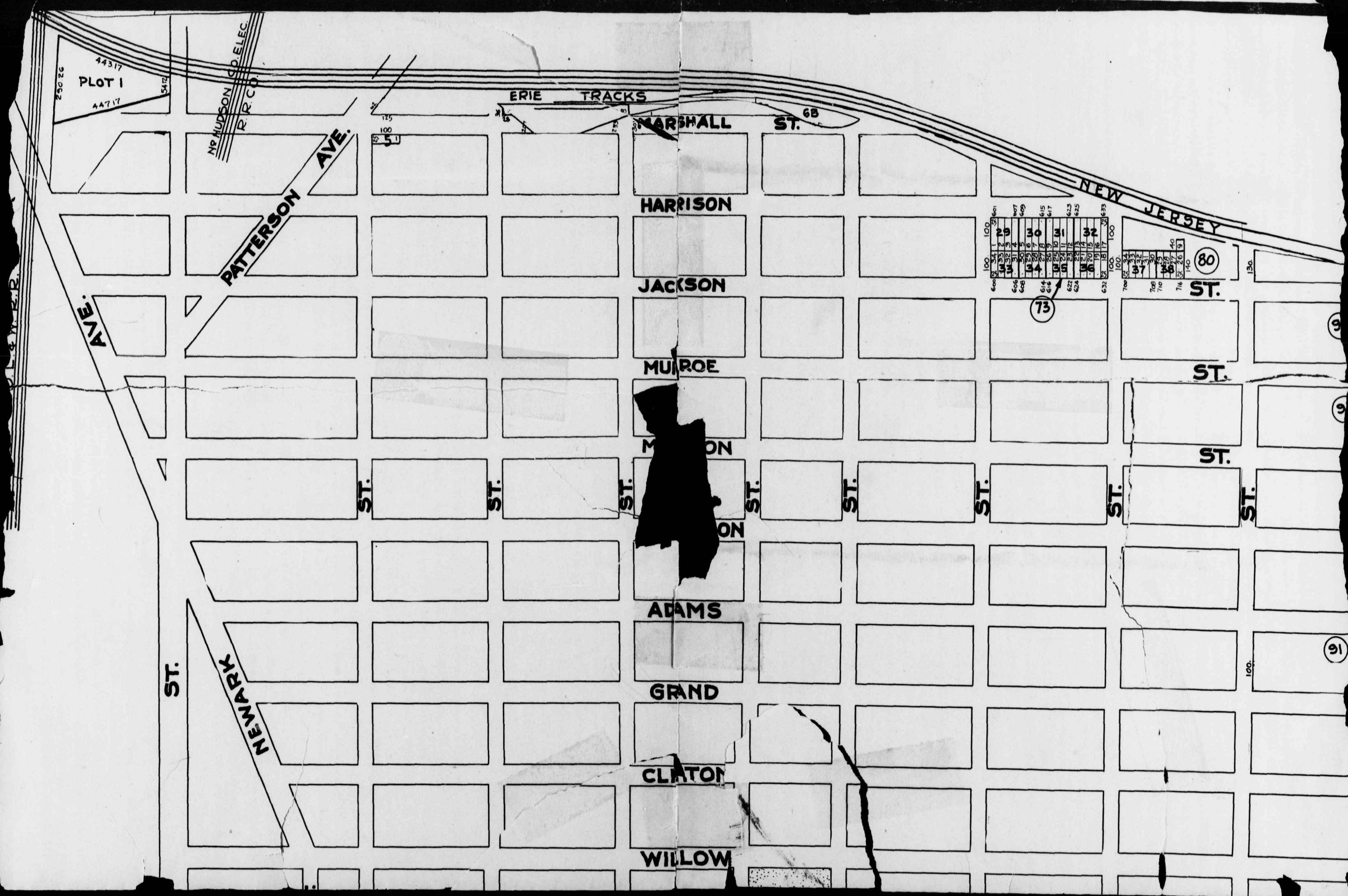
Joseph P. Day Inc.
Auctioneer
NEW YORK CITY
ANDT 0744

Joseph P. Day Inc.
Auctioneer
67 LIBERTY STREET - NEW YORK CITY
TELEPHONE CORTLANDT 0744

Thursday, May 24th, at 12 o'clock noon, Real Estate Room, 14 Vesey Street, New York City

Joseph P. Day

Public Auction of 291 Hoboken, N. J., Lots and Plots



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