

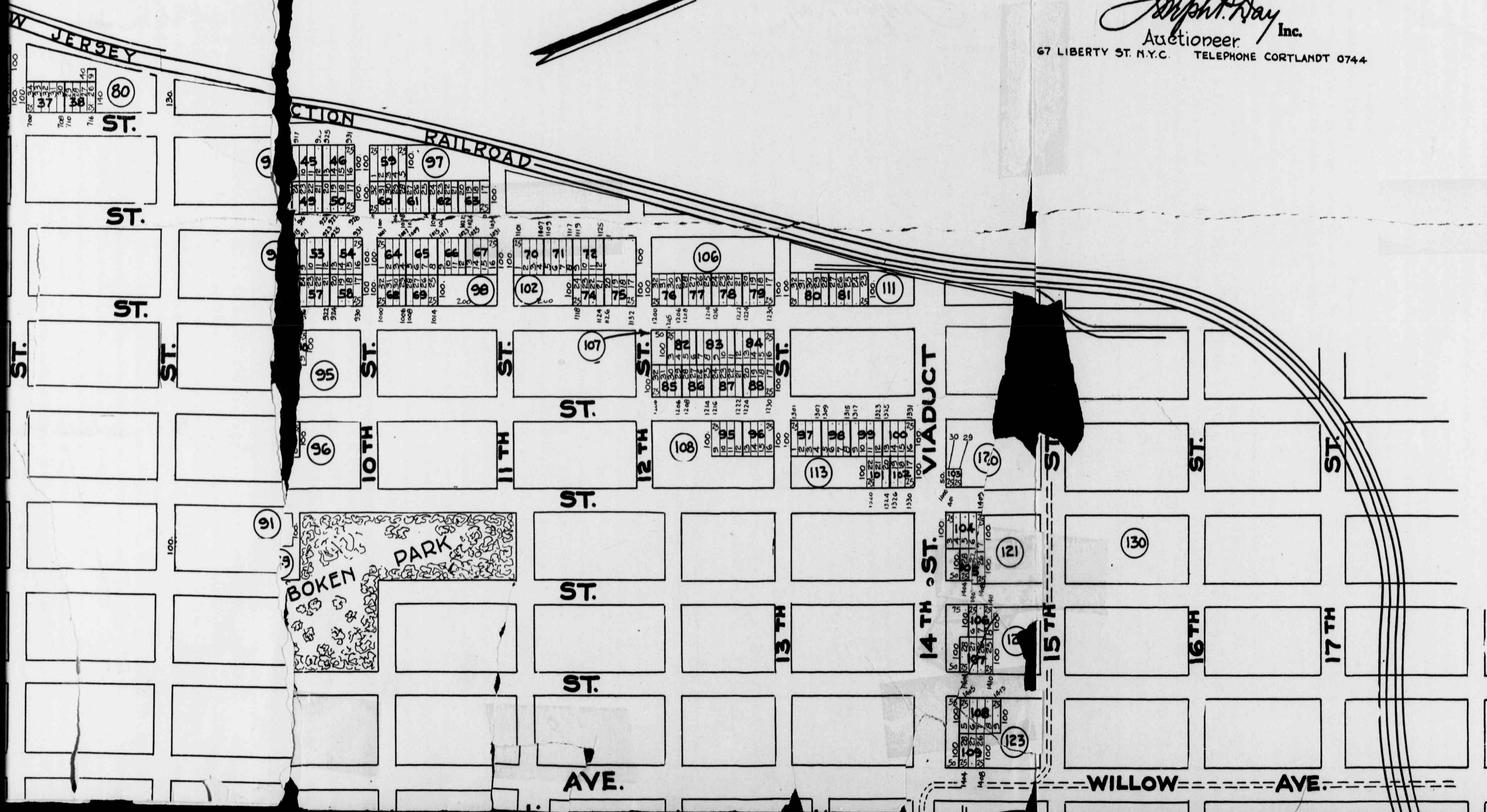
# and Plot to be Sold for the U.S. War Department

*Joseph P. Day*

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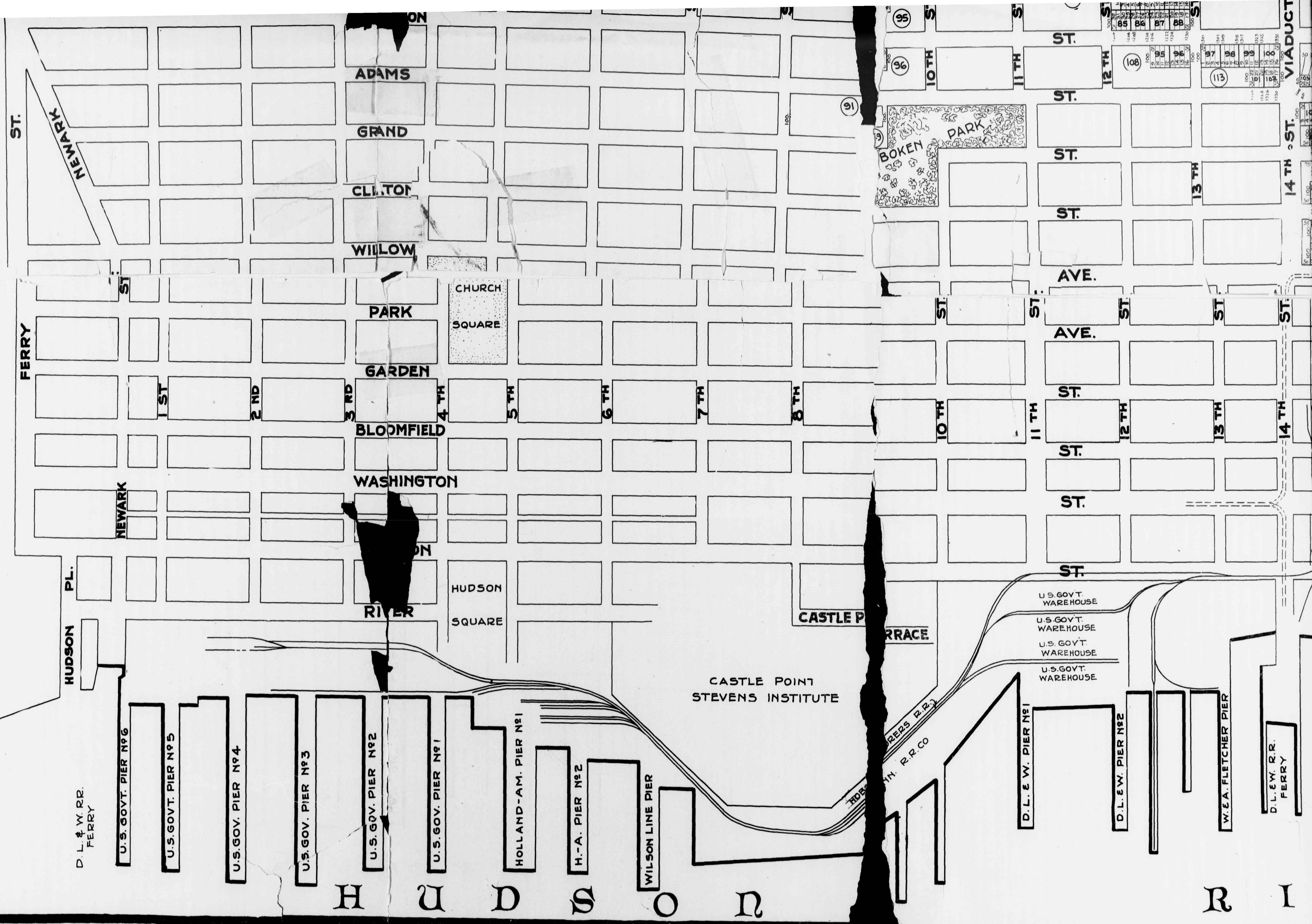
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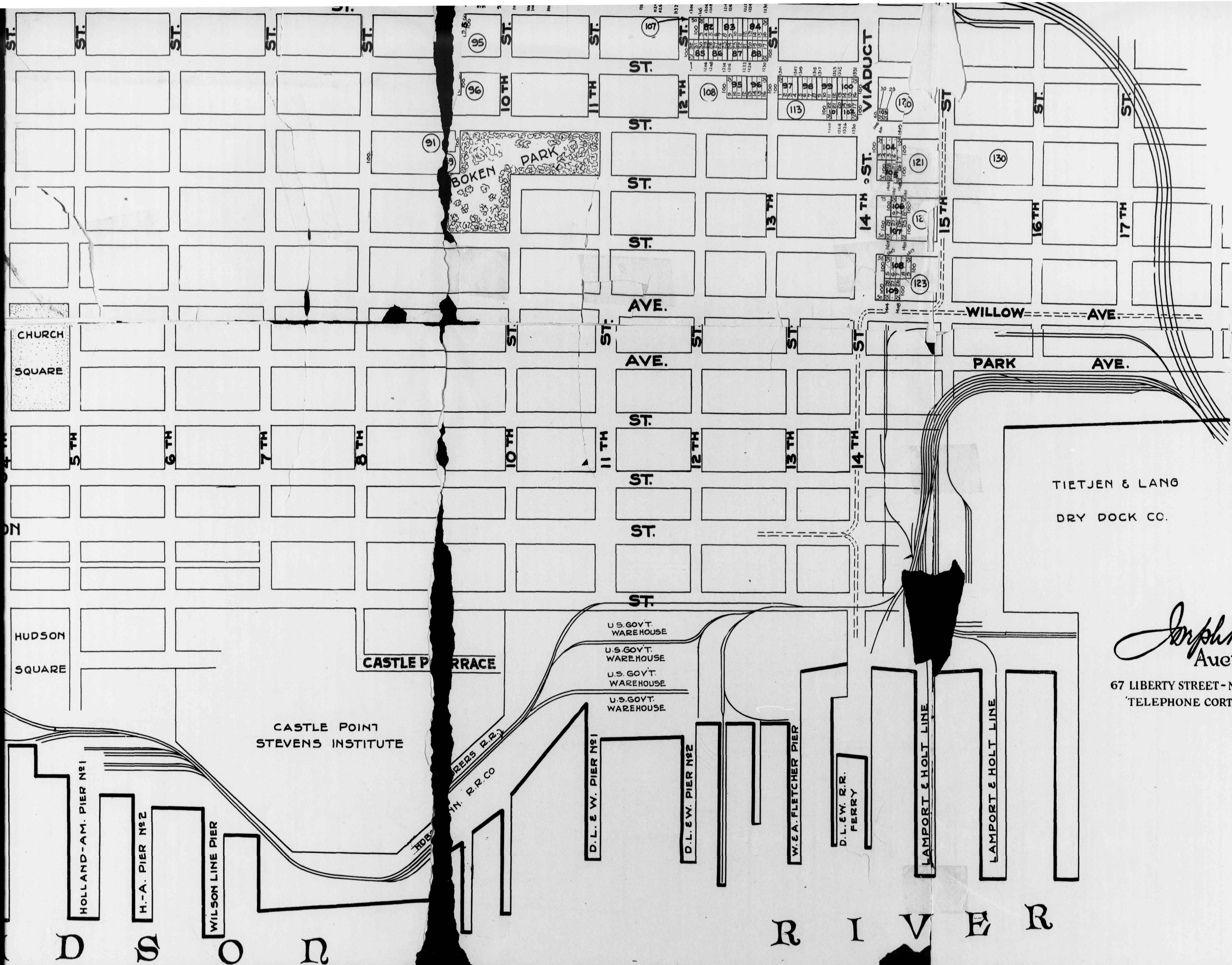


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*Joseph P. Day*



THURSDAY, OCTOBER 4, 1917.

WEDNESDAY, NOVEMBER 13, 1918.

## HOBOKEN GIVES CONSENT TO BUILD NEW SHORE ROAD

Means the Solution of an  
Army Problem in  
Transportation.

It was officially stated this morning that work will begin immediately on the double-tracking of a portion of the Hoboken Shore Road, which will be one of Uncle Sam's greatest assets in grappling with the transportation problem in the present war. The final action in the negotiations necessary for the work was the consent yesterday of the Hoboken City Commissioners at their regular weekly session. The consent was unanimous.

Several months ago The Evening World told of the intention of the United States Government to carry out this project, but the start of the work was held up by the necessity of making various alterations in the docks and also by the carrying out of the required legal processes.

In addition to the double-tracking of the Shore Road a new track will be laid which will bring the railroad into direct communication with the Army Piers, formerly the North German Lloyd and Hamburg-American docks. This will entirely eliminate the loss of time and the heavy extra work entailed at present by the line terminating at the north side of Hudson Square Park.

The Hoboken Shore Road represents the connecting link between the Hoboken docks, north of Fourth Street, and the railroad system of the East. At the present, with the end of this line at the north end of the park, everything that is brought down on this railroad and intended for the Army Piers has to be carted over the park and down to the piers. This has meant the loss of time and money.

It is the intention of the Government to construct a new line from the present terminal of the Shore Road, across the park and connect this directly with each of the six army piers.

Hoboken, as a result of this plan, will suffer the loss of one of the best parks in the city. The sacrifice of the park, however, is not worrying the Hoboken City Commissioners, and they felt that they were voicing the opinion of the vast majority of the people of the city when they gave their unanimous consent to the resolution granting permission to the Government to go ahead and do whatever they wished with the park and the property adjoining it.

## NEW HOBOKEN TRACKS TO AID ARMY DEMOBILIZATION

The Hoboken City Commission yesterday passed an ordinance granting to the United States government permission to build railroad tracks across certain portions of the city to connect with the Hoboken shore road. The effect of the grant will be to enable troopers disembarked at Hoboken to be put on trains at the pier and carried along the shore road to the new tracks and to their destination and will greatly facilitate the demobilizing of the army.

The action was taken at the request of the government, and Mayor Griffin announced it is expected the line will be operated for two years.

*Hudson County Pass Gate 17*

## Permits Shore Road to extend

The Hoboken City Commissioners have granted the permit to the Manufacturers' Railroad Company to lay double tracks along the present line and install new tracks at the foot of Fourth street to enable the Government to get a through freight line into the docks on which are located the Army piers.

There was only one thing that made the Commission hold up the permit a week and that was to satisfy themselves in legal procedure that the tracks would not be used by a commercial concern after the war without paying due compensation to the city for the franchise to use right of way.

A portion of Hudson Square Park will necessarily be taken to allow the Government to construct the double line of tracks, and there will be a removing of the Fourth street retaining wall and its rebuilding, and stipulations have been made to see that the grade of Fourth street is not changed.

The City Commissioners took pains to see that every assistance was given the Government in order to make for speedier work in handling the goods which will be delivered at the piers. Up to the present time it has been necessary to ship materials from the freight cars on the River road and cart them to the piers, a laborious, expensive and time-consuming practice. With the installation of the new trackage this relay from the freight cars will not be necessary, as the freight can be taken right into the docks and loaded on the ships.



OK May 17/17

## WAR DEPARTMENT NOW FAVORS IMPROVEMENT OF HACKENSACK RIVER

The District Engineer's Office  
Recommends Deepening of  
the River From the Main  
Channel to Newark Bay,  
But Reports Unfavorably  
Upon Request to Improve  
Stream Above the Susque-  
hanna R. R. Bridge and Al-  
so the Improvement of  
Overpeck Creek—Chamber  
of Commerce Manager Is  
Elated Over Result of Fight  
Made for the Project.

### U. S. MAY TAKE OVER HOBOKEN SHORE FRONT

Manager F. Van Zandt Lane, of the Jersey City Chamber of Commerce, announced to-day that he has received word from the District Engineer's office of the United States War Department, that that office, in its report, has recommended the improving of the Hackensack River from the main channel in Newark Bay, but has reported unfavorably on improving the river from the New York, Susquehanna and Western R. R. Bridge to the Hackensack River Dam, at New Milford, and upon improving Overpeck Creek from Little Ferry to Leonia.

The report was submitted after army engineers had made a preliminary examination of stretches of the

Hackensack River and Overpeck Creek and following the public hearing at the Court House on March 15, last. Commenting on the news received, Manager Lane said:

"This means, of course, that the channels of the Hackensack River, along the Jersey City frontage will be further improved. The Chief Engineer's report was very strong in this respect as was also the further approval of the engineer of the Eastern District, and is a great victory for Jersey City. It will undoubtedly mean the start of great developments along and adjacent to the Hackensack River.

"This matter will now be taken up by the Chamber of Commerce with the Chief of Engineers to push it right through until the improvements are actually made.

"The result is conclusive proof that if the people of Jersey City would get together behind every project affecting the city the way the various organizations, industries and the city got behind this project, other matters vitally affecting the commercial interests of the city similarly would be successfully concluded.

"In looking back at the hearing that was held in the matter last March, I could not help but note that the interests affected by the improvements of the other stretches of the Hackensack River and Overpeck Creek were not so well represented or presented so strong a case as Jersey City, which, of course, undoubtedly affected this decision."

The War Department also has before it plans for improving the port of New York in connection with war work which may greatly affect conditions on this side of the Hudson, it was authoritatively stated to-day. These include such government control of both land and water shipping as well preclude in the future the congestion of freight cars in the meadows and yards of Jersey City and North Hudson. One of the first steps, it is said will be the acquirement by lease or otherwise of the Hoboken Shore Railroad, which will enable the United States and the Allies to handle traffic on the seized German piers and the various railroads terminating in Hudson County as a single proposition.

OK May 17/17

## HOBOKEN WILL MAKE GRANT TO UNITED STATES

### Ordinance Permitting the Laying of Tracks Gets First Reading.

### SEVERAL SECTIONS OF STREETS TO BE CLOSED

#### Commissioners Take Action on Prop- osition To-day — Permit to Con- tinue in Effect as Long as Govern- ment Owns and Operates Shore Road.

Hoboken, this morning, took the first step towards granting to the United States of America permission to build railroad tracks across certain portions of the city to connect with the Hoboken Shore Road. This is the first occasion in which any municipality has made a grant of the kind to the United States of America. The grant not only gives permission to lay the required tracks, but also closes several sections of the streets of the city.

The ordinance recites that the grant is made for the purposes of the war and for as long as the United States shall own and operate the Hoboken Shore Road. The railroad tracks are to be laid at grade across the following streets: Willow avenue, Clinton and Grand streets, at points 100 feet more or less north of Fourteenth street; Adams street, at the intersection of Fourteenth street; Fourteenth street, at the intersection of Adams street; Jefferson street, at the intersection of Thirteenth street, and between Thirteenth and Fourteenth streets; Thirteenth street, at the intersection of Jefferson street, and between Madison and Monroe streets; Madison street, between Twelfth and Thirteenth streets, and Twelfth street, at the intersection of Madison street, and between Madison and Monroe streets; Monroe street, between Eleventh and Twelfth street, and at the intersection of Eleventh street; Eleventh street, between Madison street and the westerly boundary line of the city; Monroe street, between Tenth and Eleventh streets; Tenth street, between Monroe street and the westerly boundary line of the city; Jackson street, between Eighth and Tenth streets; Ninth street, between Monroe street and the westerly boundary line of the city; and Eighth street, between Jackson street and the westerly boundary line of the city.

The city, for the purpose stated, vacates the following streets: Madison street, from the southerly line of Twelfth street to the southerly line of Thirteenth street; Twelfth street, from the easterly side of Madison street to the westerly boundary line of the city; Monroe street, from the northerly side of Ninth street to the southerly side of Twelfth street; Eleventh street, from a point 100 feet more or less west of Madison street to the westerly boundary line of the city; Tenth street from the westerly side of Madison street to the westerly boundary line of the city; Jackson street, from a point 260 feet more or less north of the northerly line of Eighth street to a point where Jackson street intersects the westerly boundary line of the city; Ninth street, from a point 175 feet more or less west of the westerly side of Monroe street to the westerly boundary line of the city.

All rights of the city to construct and maintain sewer and water pipes in these sections are reserved.

Mayor Griffin, at the meeting of the City Commission this morning, stated that the matter was imperative and that the city was at all times glad to be of assistance to Uncle Sam, especially in view of the fact that the lines of tracks would materially help in speeding up the return of the homecoming soldiers to their various home camps.

The ordinance passed its first reading by the unanimous vote of the Commission.

OK July 2/17

## GOVERNMENT TAKES HOBOKEN SHORE R. R.

### Presumption Is That U. S. Has Secured Ninety-nine Year Lease.

The United States Government has taken over the Hoboken Shore Road. This occurred at midnight on Saturday, it was officially learned to-day. The railroad is owned by the Hoboken Land and Improvement Company, of which Palmer Campbell is president. It is leased for a period of 99 years from the H. L. & I. Co. by the Hoboken Manufacturers' Railroad.

The Hoboken Manufacturers' Railroad is a corporation which owns and operates the tracks half way between Garden street and Park avenue and from that point runs to Willow avenue. In all it takes in about a block and a half. The original intention was to extend the railroad line beyond that point over and across the meadows, connecting with the tracks on the westerly boundary of the city and completely circling the city with railroad tracks. The Hoboken Manufacturers' Railroad is owned by a concern from the West that operates the Nungesser seed plant at Twelfth street. The name of the firm is the American Warehouse Trading Company.

It is presumed that the government bought out the stock of this company and in that way gained control over the Hoboken Manufacturers' Railroad and incidentally the 99-year lease on the Hoboken Shore Road. Mr. Campbell said that while they knew the deal was going on they did not say anything because it did not concern them. He said he was officially notified that the road had been taken over and he assumed it is now owned by the government.



EVENING, JULY 2, 1917.

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## U. S. TO HOLD PIERS AND THE SHORE ROAD

Londrigan Says Government  
Representatives Made  
That Point Clear.

The United States Government will retain control of the Army Piers, formerly the North German Lloyd and the Hamburg-American piers, not only after their use for army purposes has been accomplished, but for all time. The Government will also hold the Shore Road and the new connecting line now being constructed.

This statement was made this morning by Commissioner James H. Londrigan, of Hoboken. The Commissioner stated that the military authorities had made this positive statement in connection with the application made for the permit and ordinance for the new track connecting the Hoboken Shore Road and the Erie Railroad.

"Major Simons," said Commissioner Londrigan, "came to us a week ago last Saturday and informed us that the Secretary of War had ordered him to go ahead and build the road. A conference was held between the military authorities and the Commissioners. They told us that, while they would prefer to work harmoniously with the city authorities, they were prepared if necessary to go ahead and build the road in any case as a military necessity."

"They presented us with a draft of an ordinance they wanted the Commissioners to pass, together with a map showing the new line, and a request was made at the same time for a permit to enable the Government to go ahead with the work pending the passage of the ordinance."

"The matter was discussed by the City Commissioners at subsequent conferences and it was decided to grant the permit and pass the ordinance in order to accede to the wishes of the Government. It was the feeling of the Commissioners that they should not work at cross purposes with Government."

"The morning that the permit was issued I was uptown and saw gangs of men working at the new track, and noticed that a lot of the work had already been carried out. The Government representatives made it very clear that they will hold the piers and the railroad for all time."

Mayor Griffin later called up Major Simons at New York and asked him if the work had been halted. Major Simons said that the work, in common with every other similar work throughout the country, had been halted by the Secretary of War, but that all the materials for its continuance were on hand, and that, unofficially, he believed that the Hoboken project would be one of the things immediately carried through.

## SHORE ROAD PROJECT OFF, SAYS JAGELS

It was stated to-day by C. H. C. Jagels, one of the men interested in the proposed construction of spurs to unite the Hoboken Shore Road, under Government control, with the Erie and other railroad lines running through Hoboken, that the project would be abandoned. Mr. Jagels declared that he had received information from an authentic source that the building of these connecting links would not take place and that the amount of track already laid would be ripped up.

When interviewed on this latest phase of the matter, Mayor P. R. Griffin stated that he had received no formal notification that the project would be abandoned and declared he knew nothing about it. If the building of the links had been given up, he said, he would have been notified. The Mayor admitted, however, that materials to be used in laying the tracks had been removed. The work, it is said, has been stopped.

Palmer Campbell, C. H. C. Jagels and Edwin MacMurray, of the firm of Lawson & MacMurray, will go to Washington at a date in the near future to see General Goethals and find out just for what purpose the proposed connecting links are to be utilized. Their trip will be called off, of course, if the project is abandoned. These men claim that the Shore Railroad intends a grab of city property and are up in arms against the alleged grab.

Mayor Griffin declared to-day that the Government officials had asked that an ordinance giving them permission to connect the Shore Road with the Erie, etc., be passed, and he said that these officials had stated that they would go ahead with

building the spurs they contemplated even if the required permission was not forthcoming.

## Officials Suspect A Railroad "Grab"

Hoboken officials are making a thorough investigation to-day of the action of a local railroad in laying tracks across four streets thought to belong to the mile-square city. Whether a "grab" has been attempted by the railroad in question, or whether the road is laying these tracks along its own right of way, is a question that is puzzling the local authorities.

Police of the Second Precinct were notified yesterday by Fred Anderson, deputy Commissioner of Streets, that a railroad, thought to be the West Shore, was laying tracks across Clinton, Grand, Adams and Jefferson streets, between Seventeenth and Eighteenth streets. Lieutenant Walsh dispatched a patrolman McGinnis and Brockstedt to the scene, for Anderson had said that no permission for the laying of these tracks had been granted by his department. The policemen reported

back that the tracks in question had been laid, that an engine had passed over them yesterday morning, and that laborers were engaged when they arrived on the scene in filling in between the ties.

Mr. Anderson immediately communicated with Corporation Counsel John J. Fallon and with City Engineer Joseph Whittemore. Some doubt exists as to whether the tracks have been laid in Hoboken or in Weehawken, for, as Corporation Counsel Fallon pointed out this morning the boundaries between the two municipalities at this point are irregular. It is also uncertain whether a "grab" has been attempted or whether the railroad is laying tracks along its own right of way. The entire affair, which seems to have been kept secret until yesterday, is apparently a mystery to the local officials, at least those who have been questioned on the subject by a Hudson Observer reporter.

## STACK IS EXAMINER FOR SHIPPING BOARD

Officials of the merchant marine enrollment division of the United States Shipping Board, with headquarters at New York, have sent an invitation to Dr. Joseph F. Stack, Health Commissioner of Hoboken, and examining physician of Local Draft Board No. 3, to act as examining physician for the district of Hudson for recruits in the merchant marine. Dr. Stack has accepted the proffered post, expressing his appreciation at having been thus honored.

He recently forwarded his acceptance to Miss Josephine Venetucca, special enrolling agent of the Recruiting Service, United States Shipping Board, Sea Training Bureau, at 261 Broadway, New York. In his letter the doctor stated that he had taken up the matter with the local board, of which he is a member. The board offered the use of its rooms for examining purposes. The rooms are situated in School No. 6, Willow avenue and Eleventh streets.

Dr. Stack to-day received the following reply from Miss Venetucca: "Your kind letter received. Please accept thanks from the U. S. Shipping Board and from myself for your kind services. If all doctors were as kind as you are, enrolling agents would not have the trouble they are now having with doctors."

"Please notify me as to the days and hours on which I may send recruits."



NOVEMBER 25, 1918

MONDAY, NOVEMBER 25, 1918.

### NO MORE GRADE CROSSINGS.

Palmer Campbell has named four conditions which are vital in connection with the proposed extension of the Shore railroad in Hoboken:

1. Hoboken needs track connections to manufactories and to unoccupied lands.
2. A plan should be made that would give this to Hoboken on basis of elimination of grade crossings at Willow avenue and Park avenue, with service rendered at rates that will place manufactories in Hoboken in the condition that its geographical position entitles it to.
3. That proper compensation be paid the city of Hoboken for all city property occupied by grade crossings, and
4. The Government shall not turn over control of these tracks to private interests until all these conditions are brought about.

The naming of these conditions makes it appear that C. H. Jagels may have won Mr. Campbell over to his viewpoint, rather than fear what we had feared: that Mr. Campbell might win Mr. Jagels over to the grade crossing plan.

When Mr. Jagels was president of the Hoboken Board of Trade in 1910 he made the fight against the Shore road extension on the ground that there should be no grade crossings. If we are not mistaken Mr. Campbell was in favor of the extension at that time, without stipulation against grade crossings; but never mind old scores when new scores are straight.

The most important stipulation is that there be no grade crossings at Park avenue and Willow avenue. Grade crossings west of Willow avenue—in what is known as the "meadow section"—will not be of any serious injury to Hoboken. That section will be given up entirely to factories, and spurs and sidings, with the necessary grade crossings, will be an advantage rather than otherwise to that section.

They would provide, as Mr. Campbell says "track connections to manufactories and to unoccupied lands," which means that the factories already built will be better connected with railroads, and that "unoccupied lands" will soon become occupied by great industries that require railroad shipping facilities.

The one thing that is MORE IMPORTANT for Hoboken than railroad facilities for the western section of the city is that THERE SHALL BE NO GRADE CROSSINGS ON WILLOW AVENUE AND PARK AVENUE.

The fact that City Commissioner Drigan very promptly issued a "temporary permit" for the laying of grade crossings on those two streets, followed by immediate action, within twenty-four hours, in laying of tracks across Willow avenue, seemed to warrant suspicion that the old grab had again jumped into action.

If the Government actually needs the Shore road extension, for war purposes, all well and good; BUT IT SEEMS REMARKABLE THAT THIS "WAR MEASURE" SHOULD BECOME SUCH AN IMPETUS WAR NECESSITY TWO DAYS AFTER GERMANY HAD SURRENDERED.

The Government should be made acquainted with the serious traffic menace that the laying of these grade crossings would be to Hoboken and to North Hudson, for Willow avenue and Park avenue are the principal gateways between the two communities.

If the Government necessity outweighs the serious

traffic menace that would be suffered, then let the Government go ahead with its grade crossing plans, BUT FOR THE PERIOD OF THE WAR ONLY.

And before the Government turns back the Shore railroad to private ownership it must be seen to that the grade crossings are eliminated.

If the Shore road is to offer railroad facilities to the western section of the city—and such facilities will be of great advantage to Hoboken—let the extension be made by a depress of the tracks below the streets, not the streets, below the tracks, and not the tracks above the streets.

It will be possible for such an engineering feat to be accomplished, and Hoboken's interests must be guarded and most carefully in this all important matter.

Give the city all the industrial advantages possible, all the shipping facilities possible, but in extending facilities Hoboken MUST HAVE NO MORE GRADE CROSSINGS.



## MILITARY DIRECTOR OF SHORE ROAD DIES

Funeral services for the late Captain John S. Langston, of the Quartermaster's Corps, U. S. A., who died suddenly at his late home, 526 Hudson street, Hoboken, on Sunday, were held last night under the direction of Undertaker John F. O'Hara in the funeral parlors of Ivins D. Applegate.



Capt. J. S. Langston

The body was shipped to-day to Topeka, Kas., the home of the late army officer and his family.

Captain Langston retired on Saturday night, apparently in good health. He was found dead in bed on Sunday morning. His death was caused by heart failure.

The captain was 52 years old. He saw active service with the American army in the Spanish-American War, being one of the famous Rough Riders, and later took part in the Philippine Islands and Vera Cruz campaigns, winning promotion. A year ago last July he was named as military director of the Hoboken Shore Railroad, the first railroad in the country to pass into government hands.

Captain Langston also occupied the position of general manager of the road, in charge of the civilian employees. He was beloved by all of the workers under his direction. It had been his ambition to bring about great development of the meadow lands in Hoboken.

The deceased will be remembered by the general public for his participation in the Hoboken Fourth Liberty Loan campaign.

## BEST RAILROAD FACILITIES ARE SOUGHT FOR CITY

### The Chamber Committee Will Urge This—Campbell Enters a Denial.

That the Hoboken City Commission had no option to do otherwise than demanded by the Government in regard to the application for the laying of new tracks connecting the Shore Road and the Erie, was stated this morning by Palmer Campbell, in the course of a letter to the Hudson Observer.

Palmer Campbell further states that at no time did he charge that the Shore Road intended to make a grab of city property, the Shore Road, as a matter of fact, having nothing whatever to do with the building of the tracks. In regard to these points, he adds, he believes he is expressing the views of the committee appointed by the Chamber of Commerce, notwithstanding the statements published in an obscure sheet seeking political capital. Mr. Campbell's letter follows:

I desire to say that I have never stated, nor do I believe, that the Shore Railroad intends a grab of city property. As a matter of fact, the Shore Railroad has absolutely nothing to do with the building of these tracks. These tracks are being built by the Hoboken Manufacturers' Railroad Company, which is a corporation owned by the United States Government, having a ninety-nine year lease of the Hoboken Shore Railroad.

I think the Hoboken Commission did the only thing that was possible for them to do under the circumstances. My conclusions are that the city of Hoboken requires proper railroad connections in order to give the manufacturers, who are already in Hoboken, the facilities they require and to develop the other tracts of property which will, no doubt, be occupied if railroad traffic facilities are afforded, and I have for a number of years endeavored to give these facilities to Hoboken.

As far as I am concerned, and as far as the Hoboken Land and Improvement Company (that I manage) is concerned, we have absolutely no interest in the question except one of the general advancement of the city of Hoboken, as not one cent of money is invested in the stock of the Hoboken Manufacturers' Railroad. The Hoboken Land and Improvement Company does not own any meadow land that amounts to anything, except a few lots, that could be benefited by the extension of the tracks of the Hoboken Manufacturers' Railroad.

I think that the Government should be

urged to make its improvement in such a way as to guard the following points:

First. Elimination of grade crossings at Willow avenue and Park avenue.

Second. Compensation to the city for the value of the crossings of the streets where such crossings are made at grade. A plan of switch connection that will give direct connections to as many existing manufacturers and to as much unoccupied land as it is possible to plan for.

Third. A charge for service that will give to the manufacturers of Hoboken ability to receive and ship freight on the lowest basis that Hoboken's geographical position in the port of New York entitles it to.

I believe I am expressing the views of the committee that has been appointed by the Chamber of Commerce, statements in the press to the contrary notwithstanding. I believe that a plan can be worked out that will give Hoboken the best railroad facilities in the county, and our purpose in going to Washington is to urge the Government to make its plans in that direction.

We are also going to urge that this railroad shall not be turned over to private interests unless all of the points I have indicated above are taken care of.

Yours very truly,

PALMER CAMPBELL,  
General Manager.

The following is a copy of a letter sent to General George Goethals, at Washington, by Mr. Campbell:

General George W. Goethals, Washington, D. C.

My Dear General—A committee of three of the Hoboken Chamber of Commerce, composed of Messrs. Jagels, McMurray and the writer, desire to confer with you as to the construction of the Hoboken Manufacturers' Railroad across certain streets of the city.

We desire, first, to show you the effect of these crossings on the city at large.

Second, to ask your assurance that if the present conditions demand this sacrifice from the city, that after the war or Government necessity ceases these crossings will be eliminated.

Third, your attention to our statement of the needs of the manufacturers and our request that you consider and have worked out a plan that would remove objectionable crossings and, at the same time, give rail connections and service at a rate or rates that will build up the traffic and business to a point where both railroad and manufacturing interests prosper.

Fourth, that no rights which the Government may take under stress of war conditions shall be transferred hereafter to private corporations without fair and proper compensation to the city for such rights.

The committee feel that a few minutes of conversation with you will make clear to you conditions of which you have not heretofore been informed, and which if treated in the light of some consideration being given to their effect on the welfare of the city of Hoboken, may save a very disastrous result and open up the road to mutual benefit both to the city of Hoboken and the railroad company, which is controlled by the Government.

Please appoint a time and place and wire me twenty-four hours' notice, and the committee will await your convenience to meet you. Yours very truly,

PALMER CAMPBELL.

## SHORE ROAD PROJECT ORDINANCE IS PASSED

At the meeting of the Hoboken City Commissioners this morning the final reading was given to the ordinance granting to the government the right to construct a connecting track between the Hoboken Shore Road and the Erie Railroad.

In voting in favor of the passage of the ordinance, Mayor Griffin stated that the reason the Commissioners were passing the ordinance was in order to give every possible assistance to the government.

"There has been some comment regarding this matter," said the Mayor. "It does not seem to be realized by those who have raised the objections that we have no say in the matter."

"This line is being constructed for the purpose of facilitating the return of the boys to their homes on this side. The army authorities are building the line to speed up the demobilization of the troops. The line will enable the government to get the boys to their homes quicker than would be possible in any other way."

"In addition, I may also say that the City Commission had no option in the matter. As to the grade crossings the Public Utility Commissioners had previously given their consent to that part of the project."

"When the government has completed the work for which the Shore Road is required the rights and privileges granted by this ordinance will cease to exist. I may also add that we have not been notified of any change in the plans of the government, and that I understand the work is to go ahead."

The ordinance was then read finally and passed. There were no members of the Chamber of Commerce present and no one who showed any interest in objecting to the passage of the ordinance.



HUDSON OBSERVER, THURSDAY EVENING, JUNE 26, 1919.

## Hoboken Shore Road Is To Be Electrified

Efforts of Chamber of Commerce to Secure Elimination  
of Steam Locomotives Successful — Con-  
tracts Already Let.

Secretary R. F. Malla, of the Hoboken Chamber of Commerce, stated this morning that the efforts of the Chamber to secure the electrification of the Hoboken Shore Road have been successful.

On June 19, President of the Chamber Palmer Campbell wrote to Captain H. Hatcher, vice-president of the Hoboken Shore Road, asking for the discontinuance of steam locomotives, pointing out that they are obnoxious to the residents along streets near the Shore Road.

In a reply received this morning Captain Hatcher says in part:

"We have taken up with our

board of directors the question of completing the electrification of our line, and have received authority to do so. Contracts have been let for the necessary material, and as soon as it is received the work will be done.

"In the meantime instructions have been given to our operating department to use steam locomotive south of Fourteenth street only in case of necessity; where cars are to be placed on tracks which are electrified, the electric locomotive will be used.

"We hope to entirely abate the nuisance to which you call our attention within the next six weeks."

HUDSON OBSERVER, TUESDAY EVENING, MAY 25, 1920.

## HOBOKEN SHORE ROAD OPPOSES IMPROVEMENTS

Counsel and Mayor Have Tilt  
—One of Longest Com-  
mission Sessions.

Sewer ordinances and street improvement ordinances occupied the major portion of the time of one of the longest meetings of the Hoboken City Commissioners on record this morning. There was a lively discussion in connection with the paving and improving of the streets along the western boundary of the city, when, at the hearing, Counselor Julius Lichtenstein, on behalf of the Hoboken Manufacturers' Railroad, objected to the work being carried out now. Incidentally it developed that the cost of the sewers, originally estimated at \$1,000,000, has been almost doubled, the entire cost being

about \$2,000,000 estimated to the time of completion.

Counselor Lichtenstein stated that it was not necessary to improve and grade and pave the streets adjoining the property of the Manufacturers' Railroad along the western boundary, stating that there is no traffic on these streets and that there are no buildings in this vicinity.

"The fact of the matter is," said Mayor Griffin, "this company bought the property and has since 'sat tight' and done nothing and they now want us to hold up the work to the disadvantage of the whole city."

"That is not true," said Lichtenstein.

"We have been wanting the sewers in Hoboken for the past fifteen years," said the Mayor. "We believe that when they are ready, as they soon will be, and the streets in this section are opened, that there will be a large influx of new factories and new buildings in this section and that these will add greatly to the wealth and the importance of the city. We are hoping that this will be the case; everyone does. We are not going to allow anyone to interfere with a big city improvement of this kind."

Commissioner Londrigan stated that the work would not be started for a considerable time yet, possibly for two years, as the sewer had to be laid first. The contracts were to be let now so that the city could go ahead with this work as soon as the time had come to carry it out. It was agreed that the company should file with the city clerk objection to whatever part of the improvement they did not want and that the city would do everything possible to avoid the company being involved in expense, so far as would not interfere with the actual work.

The two ordinances providing for street improvements on First street and the streets adjoining the property of the railroad were then read a third time and adopted.

An ordinance was also read and adopted providing for the increase of the financing of the sewer system from \$1,436,373 to \$1,575,869.

Several communications were received from Corporation Attorney Fallon relating to the Commonwealth Casualty Company. These were to the effect that judgments recovered in jitney accident suits were not recoverable from the bonding company owing to these bonds not being in accordance with the statute. One of these was filed by Counselor Alexander Simpson. It was arranged that the representatives of the bonding company should appear at the meeting next Tuesday and explain matters.

A complaint was received from Purser von Grave, of the S. S. Callao, that he had been charged \$1 to ride in a taxi from the lower ferry to Pier 4, of the Army Piers. The driver, John Grimmer, of 152 Second street, will be asked to be present at the meeting Tuesday.

Mrs. Augusta Kipp, widow of the late Lieutenant John H. Kipp, made formal application for a pension.

The question of the refund on liquor licenses was brought up by several of these applications being received. In an opinion, Corporation

Attorney Fallon stated that the law did not allow the refund of more than that amount represented by the period between the expiration of the license and the time of the application for a refund. Mayor Griffin said that this had not been the understanding, and that it worked a hardship on the dealers. Fallon agreed and said that it would be best for the dealers to bring suit and determine the matter.

Patrolman Louis M. Ahrens applied for retirement from the force. He was appointed January 26, 1909.

A warrant was ordered drawn to replace the pay check belonging to Patrolman Patrick Kennedy for the last half month, which had been lost.



Dispatch 5/17/18

# CHAMBER OF COMMERCE COMMITTEE READY TO TAKE UP NEWEST GRAB

**Palmer Campbell, C. H. C. Jagels  
and Edwin MacMurray Will  
Confer With Gen. Goethals in  
Washington Regarding Grade  
Crossings in Hoboken.**

## **WANT TO GET AT THE BOTTOM OF BIG DEAL**

A delegation of three prominent Hoboken business men will leave for Washington, D. C., today or tomorrow to get official information on the attempted Shore Road grade crossing grab in Hoboken.

The committee from the manufacturers of the Chamber of Commerce appointed by President Christian P. Tietje conferred yesterday and discussed the new situation from all its angles.

It was made pretty plain at the conference that the interests of the city must not be allowed to be trampled upon. Whatever the purpose of the projected new railroad spur, which the City Commissioners have granted a temporary permit for, and in connection with which there is an ordinance before the City Commission every effort must be made to see that the business of the city is not curtailed by the imposition of another traffic-crippling grade crossing on the northern gateway to the city.

### **Will See Gen. Goethals.**

President Tietje declared yesterday that the committee had considered the matter and believed that the only course open to it at the present time was to go direct to Washington and see General Goethals and find out from him what the real purpose of this projected railroad spur is.

"We want to know positively, officially, and from the only course where such information can be secured just what is what. Without such information," said Mr. Tietje, "we cannot go before the City Commissioners."

"We cannot go before them and fight

the ordinance, and of course under the circumstances neither could we approve of the ordinance in its present form. One thing is certain, we intend to look after the interests of the city of Hoboken. Those interests are paramount and it is for that purpose that the committee will go to Washington."

### **The Committee.**

The members of this special committee to Washington are Palmer Campbell, C. H. C. Jagels and Edwin MacMurray of the Lawson & McMurray Lumber Company.

Those men will make their own arrangements as to the date for setting forth for the capitol, and it is with the belief that General Goethals is handling this matter that the committee will make plans to see the General in person.

It is well for the city of Hoboken that somebody is looking after the interests of the citizens, as the City Commissioners who were elected for that purpose apparently do not care or appear to care about the interests of the citizens, or the interests of the city generally.

### **When Booze Was Threatened.**

When the booze business was threatened with a partial close-down in Hoboken, Mayor Patrick R. Griffin set off hot foot for Washington, and even saw President Wilson in an effort to save the saloons from being shut down.

Mayor Griffin stalled in putting an order of the military authorities into effect so long that it was necessary for the Army authorities to invoke the President's proclamation in order to see that decent order was maintained in Hoboken by having all saloons closed within a mile of the Army piers.

### **The Big Difference.**

But in the present instance the lives of the citizens are at stake; the open route into the city for traffic and business is threatened, so why worry about those little things when it is easier to sit back and get the political machinery in motion in order to be ready for the coming election in the Spring!

That is the important thing—to Mayor Griffin—the re-election of himself and a sufficient number of tools who will do his bidding in the Board of Commission. A little matter of a few railroad crossings on the main thoroughfares of the city of Hoboken and the vacation of the city's rights in certain streets is too trivial a matter for the Commission to bother about at the present time.

There is rising in the city a strong wave of indignation at the inaction of the City Commissioners in connection with this matter which is stirring the city, and this feeling will show itself before the City Commissioners when the hearing in connection with the ordinance is set.



# SHORE ROAD GRADE CROSSING DROPPED; TRACKS TO COME UP

**Notorious Grab Is Dropped As Suddenly and As Mysteriously As It Started—Chamber of Commerce to Follow It With Government**

## "WAR MEASURE" STUFF WAS LIKELY CAMOUFLAGE

The Shore road grade crossing grab in Hoboken has been called off.

The tracks which were so hurriedly laid across Willow avenue on a "temporary permit" issued by City Commissioner James H. Londrigan, are to be torn up.

Just what has happened has not yet been made public, but C. H. C. Jagels, of the Chamber of Commerce, is authority for the statement that the spur will not be laid, and that the tracks already laid will be torn up without further delay.

The consensus of opinion seems to be that the Government never asked for the right to lay the tracks; that it was merely the digging up of the rotten old deal of eight years ago, and an effort to put the grab across—in the name of a "war measure"—before the Shore railroad goes back into the hands of its private ownership, now that the war is over.

Mr. Jagels stated last night that he had received information from reliable Government officials that the work would not be continued and that the

section where ties had already been laid was being torn up, the ties removed, all the material sent back, and the land on which the ties had been laid placed in order again.

### Will Not Let Matter Drop.

But—the committee consisting of Messrs. Palmer Campbell, C. H. Jagels and Edwin McMurray, who had made arrangements to go to Washington and interview General Goethals on the proposition in the interests of the city, do not intend to let the matter go.

"We expect to hear from General Goethals tomorrow morning," said Mr. Jagels to a Dispatch representative last night, "and not until we have confirmation from him will we consider the matter closed. If he says that the work is merely suspended then we will proceed to Washington as planned."

"I have every reason to believe that the Government does not intend to go ahead with the work. Government officials came to my office and informed me that the job was stopped and that all the materials which had been accumulated would be returned and any work completed would be undone."

### Tracks Already Laid.

A considerable part of the streets through which the tracks were to have been laid had been laid with ties. This work, however, was stopped last Wednesday, but considerable effort had been made from another source to have the Government proceed with the work.

The protest against the grade crossings, however, was so strong that it is understood the Government decided to abandon the project.

This is probably the last time that an effort will be made to hang on the necks of the people of Hoboken two more dangerous grade crossings on the two main highways out of the city in the northern section.

## NO WORD YET FROM GOETHALS ON SHORE ROAD

**Committee From Chamber of Commerce Will Not Go to Washington Yet.**

## NO NEW DEVELOPMENTS IN GRADE CROSSINGS

There was no new developments in the Shore Road projected grab in Hoboken and the grade crossings law yesterday. Messrs Jagels, Campbell and MacMurray the Chamber of Commerce committee, appointed to go to see General Goethals to get information on the deal and the purposes of the project, prior to the information learned that the entire project was declared off, had not heard from General Goethals yesterday. It is not intended to give up the idea of going to Washington to see General Goethals if it is found that the project is merely suspended.

It was understood that some word would have been received from General Goethals yesterday anent the proposition, and if this information had been to the effect that the Government did not intend to proceed further with the project, but give it up entirely, then the visit to Washington would be called off.

DISPATCH, WEDNESDAY

MORNING, DECEMBER 4, 1918

NOVEMBER 26, 1918

## GRADE CROSSING ORDINANCE WILL COME UP TODAY

**Work Stopped, But Strong Opposition Will Likely Develop.**

## WONDER WHETHER THE GOVERNMENT WILL QUIT

The ordinance providing for the laying of grade crossings on Willow avenue and Park avenues above Fourteenth street, Hoboken, will come up at the meeting of the City Commissioners today for a second reading.

In view of the developments in connection with the grade crossings, the fact that the work has been stopped by the Government, together with the strong opposition which it has encountered something of interest in connection with the scheme may be sprung by the City Commissioners.

## STILL TRYING TO FOIST CROSSINGS AT WILLOW AVE.

**Government Announces Abandonment of War Plan, Commissioners Pass Ordinance**

## JAGELS INSISTS THAT THE PLAN IS KILLED

Notwithstanding the fact that the Hoboken City Commissioners have gone through with the scandalous grade crossing ordinance proceedings at Willow avenue, above Fourteenth street, there is an official announcement from Washington to the effect that "construction projects in the vicinity of New York, ordered abandoned by the War Department, include the railroad storage yard at Hoboken, N. J."

At the meeting of the City Commissioners yesterday a letter was ready from Major Simmons, of the Construction Department, Quartermaster Corps stating that he accepted the agreements contained in the ordinance passed by the City Commissioners on the storage yard project and the grade crossings.

The entire scheme in Hoboken has been abandoned, as announced some time ago in the Hudson Dispatch, but despite this the City Commissioners have gone through with the ordinance. The project as considered by the War Department was for the erection of a storage yard with the necessary facilities in the way of street crossings for railroad.

Now that the project has been definitely abandoned by the War Department, or that an announcement to that effect the City Commissioners may take steps to see that the ordinance as passed is now made available for the Shore Road to seize the opportunity to foist another grade crossing on Hoboken.



TUESDAY, NOVEMBER 26, 1918.

## GRIFFIN AND GRADE CROSSINGS.

What a vast difference in Mayor Griffin's attitude on different occasions.

When the Government first sought to CLOSE BOOZE JOINTS in Hoboken, so that persistent law-breakers in the saloon business could not make drunken soldiers and sailors, the Mayor hustled by fast train to Washington to have the orders changed.

But when the Government sought to CLOSE THE GATEWAYS TO THE CITY by establishing GRADE CROSSINGS, which would tie up traffic and cause immeasurable loss of time to thousands of busy people, the Mayor says, by way of explaining the haste with which a temporary permit was issued to lay the grade crossings:

"We could not have done otherwise than take the action we did. We were asked to give undisputed rights to the Government in certain streets and for certain street crossings. Our understanding was that any ordinance passed would require provision that any rights granted to the Government would hold good only so long as the railroad was operated and owned by the Government.

"Major Simmons informed me that the plans as outlined were not in accord with the idea of the Shore Road but were desired by the Government and that the Shore Road had wanted a totally different plan for the grade crossings and the route of the new spur."

The fact is that GRADE CROSSINGS are to be established at Willow avenue and at Park avenue, and if Mayor Griffin were as much on the alert for the thousands of people who travel those two avenues, or whose traffic passes over them, as he was on the alert for the saloon-keepers, he would have at least found out if there was not some other way of meeting the "war measure" after the armistice had been signed.

In fact, it would seem as if Mayor Griffin is a great deal more interested in the Government in the promptness with which he is facilitating this "war measure" (after the armistice had been signed) than he was in facilitating, by personal work, any of the Liberty Loan drives (when the war was still raging.)

The whole fight should be made against any GRADE CROSSINGS at Willow avenue and Park avenue, and Mayor Griffin's calm statement that "we could not have done otherwise" gives poor indication of any spirit of fight against that proposed nuisance.

If the Mayor were so strongly opposed to GRADE CROSSINGS as he was in the closing of saloons, he would have put up a much different kind of a fight in this matter.

## STILL TRYING TO FOIST CROSSINGS AT WILLOW AVE.

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Dispatch 3109 27/118

# GRADE CROSSING ORDINANCE IS PASSED BY HOBOKEN COMMISSION DESPITE ILLEGAL PROCEEDURE

Corporation Attorney Fallon Says the Procedure Is Faulty, But  
No One Is Likely to Take Legal Action to Prevent Govern-  
ment Building Road, C. H. Jagels Asserts Whole Project Is  
Dead, Mayor Griffin Makes Statement.

Mayor Griffin and the Hoboken City Commissioner yesterday passed the ordinance giving sanction for the grade crossings at Willow and Park avenues above Fourteenth street. No information was at hand to the effect that the Government intended not to proceed with the projected spur railroad and grade crossings necessary to the facilities required.

After ten days, during which period the ordinance will be duly advertised it will go into effect, or at least the ordinance will be a legal vehicle by which the Government can construct the tracks and proceed with the grade crossings, providing of course that the Public Commission grants the permit of the Government for the grade crossing.

Mayor Griffin, before casting his vote on the ordinance explained his stand, saying: "This ordinance is for the purpose of assisting the Government in the demobilization of troops, to expedite their transfer to their homes. These rights and privileges will cease to exist when the Government has terminated its connection with the railroad."

## Action Was Illegal

However, the entire transaction by the Commissioners in connection was an illegal act, and would be turned down by the courts on a legal point if the ordinance was to be carried. John J. Fallon, the corporation attorney of Hoboken, freely admitted yesterday that this action was illegal. Fourteen days should have elapsed before the ordinance was introduced, during which time the public should have been notified of the proposed ordinance and an opportunity given to hold a hearing on the ordinance.

Mr. Fallon stated, however, that it was not likely that any certiorari would be taken in the matter, as he did not know that any person would come to the front and hamper the Government in this work at the present time.

He also stated that before the crossings could be effected by the Government, permission would have to be granted by the Public Utility Commission and he was of the opinion that

body would be in the same plight as the City Commissioners of Hoboken and would be obliged to grant the permit.

While the City Commission has gone ahead with the ordinance, C. H. Jagels stated yesterday that the entire project was as dead as a door nail, and that while the City Commission might pass the ordinance, it would never be taken advantage of by the Government, as he had every reason to believe that the work was definitely stopped and that the project would not be undertaken.

SATURDAY, DECEMBER 7, 1918.

## WAY THEY DO THINGS IN HOBOKEN.

A moving van was upset on Fourteenth street, Hoboken, and it lay there for nearly two weeks, obstructing traffic and creating a general nuisance on a busy thoroughfare.

The absolute boss at the city hall was able to secure from the Director of Streets and Public Improvements the IMMEDIATE issuance of a "temporary permit" to lay a GRADE CROSSING on Willow avenue, a menace that would have made an additional stoppage of traffic on that gateway to the city.

The work of a few minutes could have given away this grade crossing in jig time—yet it took nearly two weeks to have an overturned moving van removed from one of the principal streets of the city.

Three days ago a horse died on that same street, Fourteenth street, within a few feet from where the moving van was upset.

Thousands—literally thousands—of automobiles and trucks pass through that busy street EVERY DAY, and now they have to turn out, and frequently suffer delays, because the CITY ADMINISTRATION at the city hall evidently finds it impossible to have a dead horse removed from a public thoroughfare inside of three days.

Yet it took less than a few hours after a policeman had been murdered in Hoboken for the absolute political boss of the city to use that sad incident as an excuse to plan to add thirty-five of his political henchmen to the city payroll.

The excuse given to the public is that the police department needs more men to cope with the present lawlessness which is rampant in the city, when EVERYBODY WHO KNOWS ANYTHING knows that Mayor Griffin could, single handed, break up the lawlessness by issuing

an edict that every gambling joint, every rendezvous for gangsters and gunmen be closed forthwith.

Last winter somebody down in the Fourth Ward had some vacant lots to get rid of.

The shortage of coal was used as an excuse for the city buying the vacant lots for a storage grounds for coal, though there was no more chance of the city being trusted with the handling of precious coal by the Fuel Administration than there is of the ex-kaiser being trusted as custodian of an orphan asylum in Belgium.

Now the city has those building lots on its hands, EXEMPT FROM TAXATION, and the fellow who owned the lots has a nice fat price tucked away in his jeans—not to mention the substantial commission paid to a city official who acted as "agent" for the sale of the vacant lots.

When the city administration decided to spend a few millions in building new schools, about a year ago, the first thing decided upon was the purchase of some additional property in the vicinity of School No. 2.

The property was purchased and then the work was held up for the period of the war. More property on the city's hands—but another job, for one of the faithful; for it was "necessary" to appoint someone to collect the rents so that the Business Manager and the Assistant Business Manager and the Assistant to the Assistant Business Manager, and the others of the army of school employes would not be burdened with the additional work of collecting rents, once a month.

The ANSWER to all this:

Hoboken now has a tax rate for SEVEN months which is larger than the tax rate was last year for TWELVE months.



OVEMBER 25, 1918

## GRIFFIN GIVES IN EASILY ON GRADE CROSSING RIGHTS

Fought Booze Edict. But Meekly  
Acquiesces In Menace at  
City's Gateways.

"COULD NOT HAVE DONE  
OTHERWISE," HE SAYS

Mayor Patrick R. Griffin has produced a letter, written by Major E. A. Simmons, U. S. Regional Construction Quartermaster, setting forth as authority for the hurry-up willingness of the city to surrender streets for the grade crossings in Hoboken.

Although Mayor Griffin made a hurry up trip to Washington a year ago when orders were issued by the military authorities in the city to close down booze joints so that men in military service would not be served with liquor in defiance of the law, he seems to be perfectly willing to accede to the request of the military authorities in Hoboken to turn over streets for grade crossings, without appeal to Washington for protection of the city's interests.

Major Simmons' letter was written two days before the armistice was signed, but this fact did not interfere with the city taking up the matter the day after the armistice was signed, including the issue of a "temporary permit" for the immediate laying of a grade crossing at Willow avenue.

Although the grade crossings would immeasurably add to the menace that already exists on Willow avenue, at the Erie grade crossing, Mayor Griffin made no trip to Washington to appeal to the Government against this military order. In fact, he explains very meekly that the City Commission could take no other action.

"We could not have done otherwise than take the action we did," said Mayor Griffin. "We were asked to give undisputed rights to the Government in certain streets and for certain street crossings. Our understanding was that any ordinance passed would require provision that any rights granted to the Government would hold good only so long as the railroad was operated and owned by the Government."

"Major Simmons informed me that the plans as outlined were not in accord with the idea of the Shore Road but were desired by the Government and that the Shore Road had wanted a totally different plan for the grade crossings and the route of the new spur."

### Major Simmons' Letter.

Major Simmons' letter was as follows:  
"1. Referring to our conference in your office on November .

"2. Under authority of the assistant secretary of War, dated October 15, 1918 I have been directed to proceed to build with least possible delay a railroad storage yard and certain necessary facilities in connection therewith, under project symphol No. 40-24 and officially designated as 'Hoboken Q. M. Expeditionary Storage Depot.'

"3. Attached hereto is a preliminary drawing No. 46, Job No. 2, showing the tentative layout of the tracks and certain of the necessary facilities. Roughly the line connects with the Hoboken Manufacturers Railroad Co. on the east side of Willow avenue, north of Fourteenth street as indicated, and runs west and southwest to an intersection with the New Jersey Junction Railroad at Eighth street.

"4. In order that the yard shall be built as authorized, it will be necessary to cross streets at grade and to close certain other streets and parts of streets as shown on the plan. I hereby request the immediate enactment of such ordinance or ordinances as the City of Hoboken may consider necessary.

5. The present purpose of the railroad yard and the necessary facilities connected therewith is a distinct war measure and has been authorized as such. As indicated on the plan the Government owns a considerable part of the land adjoining the right of way as well as the right of way itself, having acquired it by purchase of all of the capital stock of the Hoboken Manufacturers Railroad Co., the former owner. As the yard and its facilities will be needed as much for demobilization as for mobilization, it is sure to be owned and operated by the War Department for some time to come.

"I have asked for and you have tentatively agreed to, the enactment of such ordinance or ordinances as shall insure to the United States Government undisputed rights to the extent enumerated herein, all with the understanding that the ordinance or ordinances, may, at your discretion, provide that the privileges are to remain in full force and effect only during such time as the yard and its facilities shall continue to be owned and operated by the Government.

7. Advice as to your action is requested with a certified copy in triplicate of such ordinance or ordinance.

may pass as the result of your tentative agreement.

"8. I take this opportunity to thank you for the very courteous treatment which you and your associates have extended in this very important matter, and to assure you that it is my purpose to cooperate with you in every way."

DISPATCH,

JANUARY 12, 1920.

### THE GRADE CROSSING.

The Hoboken Chamber of Commerce is tired of nothing but talk in the elimination of the grade crossing at Willow avenue and Seventeenth street, and wants ACTION. Hoboken and North Hudson have developed so wonderfully during the war that their industries are vitally interested in some adjustments of the Willow avenue menace.

On account of the character of the land at this point, it is doubtful if the tracks could be put below grade, and it would hardly be practical to raise the railroad tracks. This leaves the viaduct plan as the only feasible one.

In view of the heavy trucking which goes over this thoroughfare it will take some very interesting engineering to establish grades that will make as little trouble as possible, especially considering the fact that to the north is the climb to the Palisades in Weehawken and Union Hill.

The fact is, however, that the time has come when there should be action. The grade crossing has been a menace to industrial interests as well as to the travelling public in both North Hudson and Hoboken, and it is high time that an interrupted passage was established.

DISPATCH, WEDNESDAY JUNE 2, 1920.

### THAT ERIE CROSSING.

The Erie railroad crossing, at Seventeenth street, at the boundary line between Weehawken and Hoboken, has been in miserable condition for AT LEAST TWO YEARS, with no apparent efforts in sight to make any improvements.

The middle of the thoroughfare presents nothing of bare tracks, there being no planking or other pavements to make the avenue smooth and fit for travel. By going far off to the side it is possible to cross on the north trip with some degree of comfort, by going very slowly, but on the south trip there is no way of getting across in comfort, unless a driver is expert enough to keep on the trolley tracks. Once a car get off these tracks there are no shock absorbers efficient enough to handle this job.

This crossing is the only way to reach North Hudson, since the closing two years ago, of the Seventeenth street viaduct, except by travelling the hillside viaduct via West Hoboken and Palisade avenue.

The Erie crossing should at least be put in proper condition; it seems to be too much to expect that the viaduct should be repaired in less than five years.



NOVEMBER 25, 1918

# CAMPBELL OPPOSES GRADE CROSSINGS AT GATEWAYS TO CITY

**Declares That Factories in Western Section of Hoboken Need Shipping Facilities, But Willow Avenue and Park Avenue Must Be Kept Free From Crossings.**

## CITY MUST ALSO BE PROTECTED AFTER WAR

Palmer Campbell, who has always been an ardent advocate of the extension of the Shore railroad to the western section of the city for the purpose of adding better railroad facilities for factories in that section, has issued a statement in which he declares himself to be unalterably opposed to grade crossings at Willow avenue and Park avenue.

Mr. Campbell names other stipulations in connection with the proposed plan for the extension of the Shore railroad, one of which is the matter of compensation for the city for any privileges which may accrue to the private owners of the road, when the Government turns the road back to the owners.

### Grade Crossings Most Important.

The matter of grade crossings at Willow avenue and Park avenue is of the utmost importance, for the blocking of these two gateways to the city would be a serious menace to vehicular traffic, as well as to trolley traffic, for thousands of people travel the lines that go through Willow avenue.

Mr. Campbell's statement is as follows:

Editor of the Dispatch:

I have just had the pleasure of reading

your Editorial entitled "Produce the Records Mayor."

You certainly have treated me with undue respect and prominence, and I thank you for your kind allusions to the character of my company.

Allow me to say that you depreciate Mr. Jagel's strength of character when you suggest any fear that he will be misled by my malign influence no matter how delightful it may be.

All reports to the contrary notwithstanding, Mr. Jagel and myself are already fully agreed that—

First: Hoboken needs track connections to manufacturies and to unoccupied lands.

Second: That a plan should be made that would give this to Hoboken on basis of elimination of grade crossings at Willow avenue and Park avenue with service rendered at rates that will place manufactories in Hoboken in the condition that its geographical position entitles it to.



PALMER CAMPBELL

Third: That proper compensation be paid the City of Hoboken for all City property occupied by grade crossings, and

Fourth: That the Government shall not turn over control of these tracks to private interests until all these conditions are brought about.

You are wrong in your statement that "the last time this ordinance was out Mr. Campbell was one of those who tried to secure the right from the City for grade crossings."

This was, I think, in 1910. At that time neither I, nor the Hoboken Land and Improvement Company had any interest in this Railroad, and very little interest in the land near which these tracks were to run.

I did before this, request an ordinance but when I found general opposition to crossing Willow avenue, I withdrew the application and sold out absolutely at a loss to other parties.

At the time I made application, I offered to remunerate the City for land occupied by crossings.

My position today is the same. I think this road should be built if it can be planned to give proper and efficient railroad connection, the city's rights protected, and a basis of traffic service given that will enable our City to grow.

I think the City Commissioners did the only thing that the conditions existing at that time warranted.

This is no grab and no grab can be perpetrated in Hoboken.

Yours very truly,

PALMER CAMPBELL,  
General Manager.



### REMOVE THAT GRADE CROSSING.

Some weeks ago when an effort was made to effect a grade crossing for the Shore Railroad across Willow avenue, Hoboken, at Fifteenth street, C. H. C. Jagels, of the Chamber of Commerce, was authority for the statement that the plans had been held up and that the rails were to be removed.

This is to notify Mr. Jagels that the crossing rails have NOT yet been removed, although they were laid in a great hurry two months or more ago, AFTER the armistice had been signed, but on the argument that WAR CONDITIONS still made it necessary to extend the tracks of the Shore Railroad to the meadow section as a WAR MEASURE.

There never was any WAR necessity for the extension of that railroad since November 11, 1918, the day the armistice was signed. Everything that has happened in the way of demobilizing the war industries goes to prove that the WAR MEASURE arguments were a fake and evidently cooked up to put through a railroad scheme during war times, so that the tracks would be extended when the railroads go back to private ownership.

The grade crossing rails should be removed without further delay from Willow avenue.

### THOSE GRADE CROSSING TRACKS.

If C. H. C. Jagels, of Hoboken, does not know that the grade crossing rails have not been removed from Willow avenue, near Fourteenth street, he should know it. He was supposed to be the moving spirit in the Hoboken Chamber of Commerce committee which had that Shore road "steal" under advisement.

The tracks were laid last November and they have been there ever since. The city will never be free from the danger of that grade crossing so long as the tracks remain, for "possession is nine points of the law."

### THAT HOBOKEN GRADE CROSSING.

The railroad crossing tracks which were laid across Willow avenue, Hoboken, between Fourteenth and Fifteenth streets, have not yet been removed.

They were laid last November, AFTER the armistice was signed, as a MILITARY NECESSITY, according to the city hall crowd.

There was such a storm of protest against establishing ANOTHER GRADE CROSSING on Willow avenue that even the brazen Hoboken Clique halted.

C. H. J. Jagels, of the Chamber of Commerce, promised that the tracks would be taken up, but the removal has not yet taken place.

The Shore road is still in the hands of the Government, but so long as those crossing tracks remain in place, there will be the old menace that "possession is nine points of the law" when the road goes back to its private ownership.

The tracks should be torn up while the Government is still in control. It is bad enough to have to endure the Erie crossing at Seventeenth street without the possibility of adding still another hold-up on the main artery between North Hudson and Hoboken.

### THOSE GRADE CROSSING TRACKS.

It's a strange thing that so much "red tape" is necessary for the removal of those grade crossing tracks from Willow avenue, Hoboken, said delay

being laid to the fact that the removal is a part of the work of military authorities.

It did not take very much time to stretch "red tape" last November, AFTER the armistice was signed, to get the crossings laid, when it looked as if the long-sought grade crossing could be "put over" while the Shore road was still in the control of the military authorities.

Although advanced as a military measure AFTER the armistice was signed, there was no more necessity for that than there was for sending additional soldiers to France, and everybody knows that the sending of soldiers stopped several days before the armistice was signed.

If the military authorities were as much interested on tearing up those grade crossing tracks as they were in getting them laid, they would have been up long ago.

So long as those grade crossings remain on Willow avenue they will be looked upon as a menace to the safety of the city, so far as grade crossings are concerned.

### GOVERNOR SIGNS THE SHORE RAILROAD BILL

[Special to Hudson Observer.]  
Trenton, April 20.—Governor Edwards has signed the bill introduced by Assemblyman Gaede, for Hoboken, which will enable that municipality to make use of a railroad line in connection with the leasing of certain piers formerly owned by German steamship companies and seized by the Federal Government at the time of the war. Under this new law the first test of municipal operation of a rail line will be tried out in this State.

### BILL TO PERMIT CITY TO TAKE RAILROAD

[Special to Hudson Observer.]  
Trenton, April 14.—Probably the first attempt at municipal ownership of a transportation line in New Jersey will be attempted under the bill which Assemblyman Gaede, of Hudson, has put through the Legislature permitting Hoboken to take over the railroad line in conjunction with the piers formerly owned by the German steamship lines.  
The city expects to lease the piers, a bill for this having passed the Legislature also, and the railroad measure is its companion. Under it Hoboken may operate the railroad itself, or sub-lease it.



## ELECTRIC TRACTION PROMISED FOR SHORE ROAD; PROPOSAL OF GRADE CROSSINGS AGAIN MADE

**Palmer Campbell Obtains Promise From Vice-President Hatcher of the Road; Park and Willow Avenue Involved in Talked Of Extension, Would Be Blocked By Dangerous and Delaying Crossings If Plan Is Carried Through As It Was Originally Made.**

Residents of upper Hudson Street, Hoboken, who during the war and since the U. S. government took over control of the Hoboken Shore Road, have been the victims of all night railroad traffic with steam as well as electric engines, are to have the nuisance abated.

The United States government will within a short time extend the electrification of the Hoboken Shore Road into the army piers, doing away with the necessity of employing steam locomotives south of Fourteenth street.

The action on the part of the government has been brought about by the Hoboken Chamber of Commerce to which body many complaints had been made regarding the use of steam locomotives on Hudson street, which during the war they let go by without a word, but against which they now feel they have a just grievance.

Palmer Campbell, President of the Hoboken Chamber of Commerce, addressed the following letter to the vice president of the Hoboken Shore Road, Captain H. Hatcher, in connection with this subject:

"Dear Captain Hatcher:

"At today's meeting of our board of directors, the question of the electrification of the Shore Road was discussed. We feel that you undoubtedly agree with us that steam locomotives should be discontinued now that the press of war needs is past. It is at once apparent that a steam engine must be obnoxious to the residents along Hudson and other streets and in view of the near-by residences, nothing but electric power should be used. Our Chamber has recognized the fact that the unusual conditions of war caused the usage of every means of transportation, but we are particularly anxious that electric power be now used. We ask your immediate consideration of this request and will be pleased to learn of your decision."

And in response the following letter was received at the Chamber of Commerce building yesterday morning from Captain Hatcher:

"Dear Mr. Campbell:

"We are in receipt of your letter of June 19th, requesting that operation of steam locomotives south of Fourteenth street be restricted as much as possible.

"Some parts of our line south of Fourteenth street are not equipped for the operation of electric locomotives. Appreciating the point you mention, and the fact that the people of Hoboken have willingly refrained from complaining about the operation of steam locomotives south of Fourteenth street, during the war, we have taken up with our board of directors the question of completing the electrification of our line, and have received authority to do so. Contracts have been let for the necessary material, and as soon as it is received, the work will be done.

"In the meantime instructions have been given to our operating department to use steam locomotives south of Fourteenth street only in case of necessity, where cars are to be placed on tracks which are electrified, the electric locomotive will be used.

"We hope to entirely abate the nuisance to which you call our attention within the next six weeks."

That the question of the new spur with a new grade crossing over Park avenue and Willow avenue south of Fifteenth street will again become a matter of moment in Hoboken is the rumor in manufacturing circles.

While the government practically owns the road now, there is reason to believe that the government may relinquish this control and sell out to private interests. In that case there will be a very strong attempt made to place new grade crossing over Willow avenue and Park avenue in accordance with the plans made by the government engineers before the signing of the armistice.

It is even stated that in the event of the government retaining control of the road an effort will be made to

construct the spur with new grade crossings on Willow and Park avenues.

The situation is being watched very closely and with the trend of opinion in favor of eliminating all grade crossings of this nature a strong fight will be made to have the tracks elevated across the public thoroughfares which is the only northern entrance to the city of Hoboken.

DISPATCH, SATURDAY  
MORNING, JULY 5, 1919.

### YOUNGSTERS STAND IN LINE TO GET TOY GUNS

A double line of youngsters formed in front of Cordts' Furniture Store in Washington street, Hoboken, on Thursday, waiting to become the proud possessors of a gun that, while it was good for considerable noise, was guaranteed harmless.

The good-natured clerks were kept busy handing them out, until about five thousand had been distributed. Even at that the supply of children exceeded the supply of guns, for almost at closing hour a very small boy in immaculate blue rompers appeared in the doorway and demanded a gun. His disappointment was great when he was informed by the man inside that "all the guns are gone, son, you should have come earlier."

HUDSON DISPATCH, THURSDAY  
MORNING, OCTOBER 2, 1919.

### NO MORE GRADE CROSSINGS.

The imminent danger of the grade crossing threat on Willow avenue by the West Shore Railroad is about past. The grade crossing rails are being torn up, and this long threatened "steal" now seems at an end.

The grade crossings were laid last November, AFTER the signing of the armistice, as a "war measure." They have remained ever since—a threat that the grade crossing might at some time be put into effect.

HOBOKEN CANNOT STAND FOR ANY MORE GRADE CROSSINGS, and the removal of these cross sections, in conjunction with the improvement of Willow avenue, at the foot of the Fourteenth street ferry, puts an end to the danger of any "steal"; at least, for the present.



HUDSON DISPATCH, SATURDAY

MORNING, SEPTEMBER 20, 1919.

**REMOVE GRADE CROSSING TRACKS.**

If those grade crossing tracks on Willow avenue, Hoboken, are not removed during the present job of changing the grade and repaving that thoroughfare it may as well be put down for a fact that the game is to eventually steal the rights for crossing there at grade.

It is a long cherished hope that this be done, and it was almost accomplished as a "war necessity" last Fall, but the signing of the armistice made that argument look foolish. But the rails, which were rushed into place nights over a weekend, have never been removed, and there is a suspicion that they are being left there for other weekend purposes, when injunctions cannot be secured.

The paving and the tracks are now being torn up, and NOW is the time to remove them. There should NEVER be another grade crossing created anywhere, and especially on Willow avenue, where there is already one at Seventeenth street, one that must itself be removed sooner or later. To add another grade crossing would be a menace to North Hudson as well as to Hoboken.

HUDSON DISPATCH, FRIDAY

MORNING, OCTOBER 3, 1919.

**THE ROADS TO HOBOKEN.**

Getting in and out of Hoboken, by automobile or other vehicle, has been one of the horrible experiences of those who travel by car or who have trucking as a part of business. For two years more Willow avenue and Fourteenth street have been either torn up or in such bad condition that travel was accomplished only at considerable discomfort, and often at peril.

Park avenue, which is really the southern extremity of the Hudson Boulevard, has been in a wretched condition, and for the past several months the viaduct over the Erie Railroad has been closed.

NOW, however, Willow avenue and Fourteenth street are being improved by the city, providing that will be a fine approach to the Fourteenth street viaduct, and providing also a safe and sane entrance to and exit from the city to the north.

NOW, also, the Boulevard Commissioners have started the repaving of Park avenue, from Fourteenth street to the viaduct.

Surely, it will be a revelation for those who have traveled via Hoboken to have the bumps and holes and rutts wiped out—gone!

All that can now be expected, and in addition to be the rebuilding of the viaduct so that the travel to and from the north may not be held up by the grade crossing at Willow avenue and Seventeenth street.

Hurry up the viaduct repairs; make it a clean sweep.

HUDSON DISPATCH, MONDAY

MORNING, SEPTEMBER 29, 1919.

**TEAR UP THAT GRADE CROSSING.**

If the Hoboken Chamber of Commerce is so vitally interested in the rebuilding of the Seventeenth street viaduct, a part of the Hudson Boulevard, because of the way in which the closing of that viaduct has clogged traffic, THE WONDER IS THAT THE CHAMBER OF COMMERCE HAS NOT BEEN MORE ACTIVE IN FORCING, THROUGH COURT ORDER, IF NECESSARY, THE REMOVAL OF THE GRADE CROSSING INTERSECTIONS ON WILLOW AVENUE, between Fourteenth and Fifteenth streets.

Those grade crossing intersections were placed

there AFTER November 11, last, "as a war measure." It was unquestionably a scheme to put through that plan of establishing an inland railroad, at grade, as an extension of the Shore Railroad, while the railroad was still in the control of the Government for war purposes.

The armistice evidently upset the plans to get the tracks laid "as a war measure" with any degree of legitimacy, but THE PLANS WENT AHEAD IN SPITE OF THE ARMISTICE. Through opposition that developed at the time the extension of the Shore Railroad was held up, BUT THOSE GRADE CROSSING TRACKS ARE STILL IN POSITION, and from past experience with such matters it is fair to assume that they are being left in position for a purpose, that purpose being based upon the old saying—and practice—that "possession is nine points of the law."

Willow avenue is now being improved at that point, the tracks are torn up, the grade is being changed, BUT THOSE GRADE CROSSING TRACKS ARE NOT BEING REMOVED.

**WHY?**

That is for the Chamber of Commerce to determine, if that body is really determined to fight that grade crossing plan.

The closing of the Seventeenth street viaduct has shown how serious it is to have one outlet to the north shut off, for with the viaduct closed all traffic has to go via Willow avenue, where there is already a grade crossing at Seventeenth street. If that Shore Road grade crossing is ever created it will mean that both Willow and Park avenues will be shut off—AT THE SAME TIME—by freight trains that are over one block long, and most freight trains are half a mile or more in length.

THOSE GRADE CROSSING TRACKS SHOULD BE TORN UP, and the Chamber of Commerce should get busy, in the interests of industrial traffic, and see to it that they are—NOW!—without further delay.



MORNING, NOVEMBER 8, 1919

### ELIMINATE THE GRADE CROSSINGS.

There are two good reasons why grade crossings should be eliminated as fast as possible, both reasons having been amplified by the wonderful development of the automobile which has increased traffic enormously both after dark and during the day-time.

One reason for the elimination of grade crossings is the danger in country roads where both railroad trains and automobiles travel so fast that accidents are bound to occur. The other reason pertains to grade crossings in congested sections, like Hudson County, where the danger is not so great, but where the delays are so costly in the loss of time.

Take the Willow avenue crossing at Seventeenth street, Weehawken, or the crossing at the foot of First street, Hoboken. Trains very seldom travel at a fast rate at either of those points, but freight trains often "drill" at both places, tying up trolleys and other traffic, and frequently delaying thousands of people at one time.

It is not to be expected that railroads can change all their grades in a hurry, but they should proceed, now that the war is over, to eliminate the most important ones as fast as possible.

HUDSON DISPATCH, SATURDAY MORNING, AUGUST 16, 1919.

## HOBOKEN SHORE ROAD OPPOSES IMPROVEMENTS

Counsel and Mayor Have Tilt  
—One of Longest Commission Sessions.

Sewer ordinances and street improvement ordinances occupied the major portion of the time of one of the longest meetings of the Hoboken City Commissioners on record this morning. There was a lively discussion in connection with the paving and improving of the streets along the western boundary of the city, when, at the hearing, Counselor Julius Lichtenstein, on behalf of the Hoboken Manufacturers' Railroad, objected to the work being carried out now. Incidentally it developed that the cost of the sewers, originally estimated at \$1,000,000, has been almost doubled, the entire cost being

about \$2,000,000 estimated to the time of completion.

Counselor Lichtenstein stated that it was not necessary to improve and grade and pave the streets adjoining the property of the Manufacturers' Railroad along the western boundary, stating that there is no traffic on these streets and that there are no buildings in this vicinity.

"The fact of the matter is," said Mayor Griffin, "this company bought the property and has since 'sat tight' and done nothing and they now want us to hold up the work to the disadvantage of the whole city."

"That is not true," said Lichtenstein.

"We have been wanting the sewers in Hoboken for the past fifteen years," said the Mayor. "We believe that when they are ready, as they soon will be, and the streets in this section are opened, that there will be a large influx of new factories and new buildings in this section and that these will add greatly to the wealth and the importance of the city. We are hoping that this will be the case; everyone does. We are not going to allow anyone to interfere with a big city improvement of this kind."

Commissioner Londrigan stated that the work would not be started for a considerable time yet, possibly for two years, as the sewer had to be laid first. The contracts were to be let now so that the city could go ahead with this work as soon as the time had come to carry it out. It was agreed that the company should file with the city clerk objection to whatever part of the improvement they did not want and that the city would do everything possible to avoid the company being involved in expense, so far as would not interfere with the actual work.

The two ordinances providing for street improvements on First street and the streets adjoining the property of the railroad were then read a third time and adopted.

An ordinance was also read and adopted providing for the increase of the financing of the sewer system from \$1,436,373 to \$1,575,869.

Several communications were received from Corporation Attorney Fallon relating to the Commonwealth Casualty Company. These were to the effect that judgments recovered in jitney accident suits were not recoverable from the bonding company owing to these bonds not being in accordance with the statute. One of these was filed by Counselor Alexander Simpson. It was arranged that the representatives of the bonding company should appear at the meeting next Tuesday, and explain matters.

A complaint was received from Purser von Grave, of the S. S. Callao, that he had been charged \$1 to ride in a boat from the lower ferry to Pier 4, or to Army Piers. The driver, John Bremer, of 152 Second street, will be asked to be present at the meeting Tuesday.

Augusta Kipp, widow of the late Lieutenant John H. Kipp, made formal application for a pension.

The question of the refund on liquor licenses was brought up by several of these applications being received. In an opinion, Corporation

Attorney Fallon stated that the law did not allow the refund of more than that amount represented by the period between the expiration of the license and the time of the application for a refund. Mayor Griffin said that this had not been the understanding, and that it worked a hardship on the dealers. Fallon agreed and said that it would be best for the dealers to bring suit and determine the matter.

Patrolman Louis M. Ahrens applied for retirement from the force. He was appointed January 26, 1909.

A warrant was ordered drawn to replace the pay check belonging to Patrolman Patrick Kennedy for the last half month, which had been lost.



## ELIMINATION OF WILLOW AVENUE GRADE CROSSING

Discussed at Chamber of Commerce Directors' Meeting; Other Matters Before Them.

### REROUTING OF CARS BEING CONSIDERED

The Board of Directors of the Hoboken Chamber of Commerce yesterday discussed the question of securing the elimination of the grade crossing at Seventeenth street and Willow avenue, Hoboken.

President C. M. Owens was in charge of the meeting. It was brought out that the proposition to place a bridge over the railroad tracks at this point had been brought up several years ago, and at that time the railroad company and the Public Service were in favor of the proposition, but because of some defect in the arrangements, either Weehawken or Hoboken was against the proposition.

The board considered that the matter should be fully investigated for the purpose of getting action on the matter now, and President Owens was authorized to take the matter under advisement.

#### Commissioners Favorable.

Mayor Patrick R. Griffin and the board of Commissioners of Hoboken are favorable to such a scheme and when some records of the proposition of some years ago have been brought to light and digested, a conference will be held with Mayor Griffin, and action taken to bring those parties interested in the erection of a bridge over the railroad tracks on Willow avenue, together.

The directors also discussed some of the proposed features to bring about a better trolley car service in Hoboken, principally along the lines of securing new routes for incoming cars.

As the question will be discussed at a conference to be held at the City Hall tomorrow between a committee from the Chamber of Commerce, Mayor Patrick R. Griffin and Mr. Newton K. Bolen, traffic superintendent of the Public Service Railways Company, the discussion among the directors yesterday confined itself to what could best be done in the way of such rerouting of cars.

There was also read before the directors a communication from the Richard Stevens Community League, the organization of which was completed the previous evening, asking that a committee of the directors be appointed for the purpose of meeting the officers of the organization and discussing their scheme and plan of operations.

Some time ago the Chamber of Commerce went on record as disapproving the continuation of the War Camp Community Service as the Community Service Incorporated, and while the Richard Stevens Community League is a purely local affair, and cut adrift entirely from the Community Service Incorporated, no action has been taken by the Chamber in regard to the new organization.

The committee appointed by the Chamber directors yesterday to confer with the new organization consists of Judge J. Raymond Tiffany, C. Alfred Hurhorn and Herman Geismar.

## VIADUCT TO TAKE WILLOW AVENUE OVER THE TRACKS

Hoboken Chamber of Commerce to Take Up Discussion of Elimination of Dangerous and Delaying Crossing.

### COSTLY BUT VERY NECESSARY WORK

The elimination of the grade crossing at Willow avenue and Seventeenth streets, Hoboken, by the erection of a viaduct over the railroad tracks will be seriously discussed at a meeting of the directors of the Hoboken Chamber of Commerce on Thursday.

The northern roads into the city of Hoboken have for almost a year now been confined to that coming in through Willow avenue as a result of the Park avenue viaduct being condemned when it began to sink and became unsafe for traffic.

Business interests in Hoboken have suffered severely through the loss of time by trucks and other traffic being held up at the grade crossing, apart from the inconvenience to the travelling public.

In addition the dangers of this particular grade crossing have been receiving the attention of the members of the Chamber of Commerce, and it is hoped that during the coming year some tangible action will be taken to eliminate this grade crossing.

#### Costly Foundations.

Just what propositions have been considered and will be discussed by the directors of the Chamber it has not been made public, but the question is a big one and will require handling in a big way.

The nature of the land in this section will require a very solid foundation for a viaduct, but the necessity of getting action is of more consideration than the ultimate cost of a viaduct.

Bringing up such a question at this time will also eliminate for all time the possibility of installing another grade crossing on Willow avenue as had been proposed during the war. In fact the proposal made by the War Department was in process of being carried through when the armistice brought to a halt the continuation of this work, although the tracks had been laid right up to Willow avenue, a little south of the present railroad tracks.

In addition to the question of a better entrance into Hoboken from the northern end, the directors will take

up on Thursday the question of all round better trolley car facilities, and some action will be taken to get the Public Service Company to give better service for the business needs of the city and to the manufacturers for their employees.

### THE ERIE GRADE CROSSING.

Pending the repair and reopening of the viaduct over the Erie tracks at Seventeenth street, Weehawken, the Erie railroad might at least be asked, required or compelled to repair its grade crossing at Willow avenue. The crossing is in terrible condition, and only by fairly "creeping" across the tracks can a heavy load be navigated without the breaking of springs—or the breaking of spines, if the load happens to be a human cargo.



## ULTIMATUM GIVEN TO THE SHORE ROAD

**Must Finish Laying of Tracks  
Within 30 Days; Malley  
Pension Dropped.**

The Hoboken Shore Road got from the Hoboken City Commissioners yesterday what was in the nature of an ultimatum regarding the work of laying additional tracks and a new spur for the shore road on River street.

It was pointed out at the meeting that it was nearly a month since the permit was granted to the Shore Road to construct the tracks which are wanted by the Government, it is understood, but that no work has been done on the contract yet.

Mayor Griffin pointed out that the street was at present blocked up, and a time limit should be set upon which the permit should operate.

### Soldiers Want Comforts.

There was very little other business at the meeting yesterday. City Clerk Daniel Haggerty read a letter from Madison M. Esterly, father of Captain Esterly of Company M, of the Fourth Regiment, now merged with another company at Anniston, Alabama, appealing to the Commissioners to see that the boys who volunteered their services to their country and did not wait for the draft, be not forgotten when it came to sending home comforts to the boys.

### Malley Pension Dropped.

From correspondence submitted by Corporation Attorney John J. Fallon it would seem that the petition of Mrs. Anne Malley, widow of the late Patrolman Malley, who had asked the Board for a pension on the ground that her husband had died as the result of injuries sustained while in the performance of his duties, has been dropped.

Mr. Fallon in his communication to the Board stated that when he communicated with John Walsh, attorney for Mrs. Malley, recently the attorney stated that he had been requested by a New York representative of Mrs. Malley not to take any further action in the case.

Dispatch Nov 14/18

Captain John F. Langsen, military director of the Hoboken Shore Road, now under the control of the United States Government, died suddenly on Sunday at 526 Hudson street, Hoboken. His home was in Topeka, Kansas, and his wife was living at San Antonio, Texas.

Captain Langsen was fifty-one years of age, and saw active service with the U. S. Army at the Philippines and Veracruz. In August a year ago, when the Government took over the Shore Road in Hoboken, Captain Langsen was placed in charge.

He has performed some remarkable feats with this small railroad while in charge, and he was in direct charge of the big developments of the road which are at present pending in connection with the proposed Government freight house on the meadows.

Funeral services were held last evening at the funeral parlors of Louis D. Applegate in Hoboken, and the arrangements, which are in charge of Undertaker John F. O'Hara, plan for the body being shipped to Kansas to-day.

Dispatch Nov 13/18

## GOVERNMENT GETS RIGHT TO LAY GRADE CROSSING

That the United States Government intends to connect up the Hoboken Shore Road with the railroad tracks running along the western boundary of the city of Hoboken, developed yesterday when the city Commissioners granted permission to the United States of America to lay tracks on the streets on the western section of the city above Eighth street, and allow grade crossings at certain streets in that neighborhood.

Certain streets will also be vacated to the United States by the city when the ordinance which was given its first reading yesterday is finally passed. The permission granted through the ordinance holds good for war purposes so long as the United States owns the Hoboken Shore road. The right is reserved to lay and maintain sewer and water pipes in the vacated streets.



# BIG SHORE ROAD STEAL AGAIN ON TAP IN HOBOKEN

**Frustrated in 1910, When There Was "A Barrel of Money In It" For Politicians. It Was Said—Londrigan Issues Temporary Permit to Lay Tracks BEFORE Ordinance is Passed—Would Add Many Grade Crossings to Hoboken.**

## ST. MICHAEL'S RED CROSS UNIT MEETS

The trustees of the Hoboken Chamber of Commerce will hold a special meeting to-day to take up the matter of what is said to be the most gigantic public "steal" of recent years—the passage of an ordinance by the Hoboken City Commissioners which would give



**COMMISSIONER LONDRIGAN  
Who Hurriedly Issued Temporary Permit  
For Grade Crossings in Hoboken**

to the Shore Railroad a series of grade crossings in the northwestern section of the city.

Although the plan is to pass the ordinance under the alleged patriotic guise of a "war measure," the plan is the same one that was tried in 1910, when it was said there was a "barrel of money in it" for the politicians, if it went "across."

C. H. C. Jagels was president of the Hoboken Board of Trade at that time, and he put up a memorable fight against the scheme, which resulted in its defeat.

Although throughout the state there is a movement to eliminate grade crossings, here in a congested city an effort is now being made to put through a new set of grade crossings.

Added to the general opposition

to grade crossings, in these times, is the added argument that only three blocks away, at Seventeenth street, Hoboken, is the notorious Erie crossing, which blocks heavy trucking and general traffic on the principal gateway to Hoboken.

If this Shore Road ordinance should pass, it would mean that there would be a double hold-up in vehicular traffic, this one being the more serious because freight trains would also shut off Park avenue, while on the Erie tracks, Park avenue, at least, has a viaduct.

### Londrigan's Temporary Permit

Although the ordinance was only introduced at the last meeting of the City Commissioners, and cannot be passed for two weeks, there was such haste in getting the thing "over" that City Commissioner James H. Londrigan issued a "temporary permit" in order that work could be started at once.

In fact, things started up with mysterious suddenness, on the laying of the tracks across Willow avenue, as if it might have been done for fear of a forestalling movement as soon as the news of the new plan was presented to the public.

### Tried Same Thing in 1910

Just once before the city administration tried to make out of the section of the city, now threatened with annihilation, a political football, attempted to put through just such a huge steal with the Shore Railroad.

That was in 1910; and there was such

taxes to the state.

And this is the sort of thing that Mayor Patrick R. Griffin and his fellow commissioners are trying to foist on the people of Hoboken.

Not one step has been taken to see that the property and lives of the people would be safeguarded. Not one step has been taken to provide for the handling of the traffic on Park avenue.

### Would Practically Cut Off Traffic.

Formerly traffic stalled at the Willow avenue crossing could proceed by way of Park avenue, but with the new grade crossing this would not be possible and the only two arteries out of the city to the north would be shut off for certain periods during the day and night.

The people of Hoboken are not going to sit idly by and see this scandalous business put through under the guise of military necessity. The manufacturers of Hoboken are not going to sit idly by and see this thing done to them by the City Commissioners.

Henry C. Jagels of the Jagels & Bellis Coal Company, when president of the Hoboken Board of Trade in 1910 made the big fight against the city administration which was then attempting to do what Mayor Griffin and his fellow commissioners are doing.

### Jagels Still Ready To Fight

Mr. Jagels has not changed his opinion as to the state of affairs at this time.

"I do not see that conditions have changed any in regard to this matter," said Mr. Jagels last night. "What I said at that time at the hearing before the Common Council when the ordinance was killed, stands good today."

however, in view of the fact that the manufacturers of the city and the trustees of the Chamber of Commerce will meet in special session at Meyer's Hotel today for the purpose of taking a definite stand on the matter Mr. Jagels did not want to be further quoted at this time.

Severe pressure is being brought to bear in certain quarters to have the ordinance go through with, in spite of the fact that the Government has stopped work on the project. It is felt in responsible quarters that the Government will not carry through the proposition because there is no longer any immediate necessity for it, but somebody else may try to force the issue, and there is likely to be the same sort of willingness on the part of the Commissioners to oblige the railroads.

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# TAXPAYERS WILL FIND OUT WHAT IS "BEHIND" GRADE CROSSING GRAB

**Manufacturers and Others Meet  
With Trustees of Chamber of  
Commerce to Discuss New  
Grade Crossing Menace—Will  
Carry Fight to City Com-  
mission.**

## LACK OF INFORMATION ON MYSTERIOUS HURRY

What is the purpose behind the attempt to lay grade crossings across Willow avenue and Park avenue, above Fourteenth street, Hoboken?

That is what the manufacturers of Hoboken and the trustees of the Chamber of Commerce have set out to discover.

Why increase the facilities for the killing and maiming of citizens of Hobo-

ken by the construction of grade crossings upon two of the main arteries into the City of Hoboken when every effort throughout the State is to eliminate grade crossing at present in existence?

### Lack of Information.

The lack of concrete information behind this gigantic scheme, for which Commissioner Landrigan has granted temporary permission, before the authorizing ordinance was given a hearing or passed by the City Commissioners in accordance with the due processes of law, resulted in no settled policy being decided upon by those prominent manufacturers of the city who attended the private conference at Mayer's Hotel yesterday under the chairmanship of Carl M. Bernegau, chairman of the Transportation and Industrial Bureau of the Chamber of Commerce.

Chris P. Tietjs, President of the Chamber of Commerce, was authorized by the meeting yesterday to select a committee to go into the entire question and take immediate action so that when the purposes behind the scheme are fully revealed, and the intentions of the U. S. Government in the matter made known, some concrete action can be taken before the City Commissioners.

### A Storm of Protest.

There were at the meeting yesterday a number of manufacturers who were in favor of the construction of this spur and of the laying of the grade crossings, but there were also a storm of protest against the entire scheme, and particularly against the grade crossings.

Following the meeting Carl M. Bernegau, chairman of the Bureau, which is taking charge of the investigation, said, "A committee has been appointed to look into the matter and that is as far as we went. A great many manufacturers would like to get railroad facilities. Objections were raised on account of the grade crossings at Park and Willow avenues.

"Personally I believe that is simply a matter of engineering. I do not think anybody would have objections to the new spur if the matter was done properly, and with the use of proper engineering skill the grade crossing objections could be overcome.

### What Is the Purpose.

"Nothing was decided at the conference, nor was any conclusion come to, except in the appointing of a committee to get details of the scheme and take immediate action.

"What should be done or what can be done is still another matter to develop when full information is before the committee. We had no facts before us to decide anything definitely.

"Why, we don't even know what the purpose is. As far as I understand the situation the Government owns the Shore road and decided to go ahead and put in a spur as a war measure. The city permitted the grade crossings as a war measure. The question is whether to have the railroad or the Government go ahead with the work."

That the manufacturers of Hoboken will go into the matter thoroughly, and in all probability get an idea of what purpose the new spur is to be put to and to what extent provision will be made for the protection of the public at the grade crossings and what arrangements will be made for the traffic on those two arteries mentioned is taken for granted.

The City Commissioners have come to no understanding as to what would be accorded the city and the city's business in the probability of the Government going through with the project.

### That Ordinance.

The Chamber of Commerce will have sufficient data on hand, however, before the next meeting of the City Commissioners and there is every likelihood that at the proper time they will appear before the City Commissioners to express themselves on the matter.

Whatever happens it is certain that the ordinance will not be passed without a fight for the protection of the city's rights. If the City Commissioners pass an ordinance it gives room for a legal fight on the part of the future owners of the road to maintain the advantage.

If the government insisted on putting in the spur, and in laying the grade crossings, with or without the sanction of the City Commissioners, the city of Hoboken would have been in a far stronger position if the occasion ever did arise of the road passing into the ownership of a private concern.

If the ordinance is passed, which is hardly likely in the present form, there is little likelihood that the city will ever be able to get rid of the new grade crossings.

Assuming that the manufacturers of the city wanted railroad facilities which could be provided by this projected spur with the dangerous grade crossings, few, if any of the manufacturers use the river front for the importation or exportation of their manufactures, so that if it is merely a connection with the railroad they wanted, they could get that by having a spur constructed running into the Erie railroad.

### What Are Commissioners Doing?

Or, as it is understood that the Shore road has a right of way along side the tracks of the Erie railroad, why not take the new spur along this route, crossing Willow avenue at the present grade crossing and avoiding the extra grade crossing on Park avenue. It would only mean some 1,000 yards added to the route, comparatively nothing when considering a railroad line.



Six. Dec. 10/18

## ATTEMPT TO LAY TRACKS FOR SHORE ROAD? WORK STOPPED BY THE POLICE

**Believe Work To Be Part of Plan  
That Had Been Laid Out Un-  
der Government Ordinance—  
Tracks Laid Across Four  
Streets In Meadow Section  
When Discovered**

### **NO EXPLANATION FOUND FOR THE SECRET WORK**

Work said to have been carried out by officials of the West Shore Railroad was detected yesterday afternoon in Hoboken when a report was made to the Second Precinct by Frederick Anderson, assistant director of streets, that tracks had been laid across Clinton, Grand, Adams and Jefferson streets.

The tracks had been laid, an engine had run over the tracks in the afternoon, and the workmen were filling in between the ties when Patrolmen Brockstedt and McGinnis of the Second Precinct arrived to stop further work.

What permission had been given for those grade crossings which have been laid between Seventeenth and Eighteenth streets is not known.

There is considerable mystery in the entire affair. The police do not seem to know who actually were in charge of the job.

Frederick Anderson is certain that no permit was given to carry out the work. Rumor was prevalent in Hoboken that the crossings were being laid on behalf of the Shore road, and that somebody was trying to take advantage of the ordinance which was passed by the City Commissioners a week ago.

The entire affair is to be thoroughly investigated by the street department today.



DISPATCH, TUESDAY, NOVEMBER 7, 1922.

## SECRECY AROUND SALE OF SHORE ROAD LOTS PROVES IRRITATING TO BIDDERS

The blanket of secrecy which has descended upon everything pertaining to the disposal of the 510 "Shore Road" lots in Hoboken, has produced considerable irritation among those whose bids were accepted at the pub-

lic auction on October 19, only to have their checks returned yesterday with the information that their bids have been rejected in favor of another bid.

Despite repeated refusals to dis-

cuss the matter made by Captain Charles D. O'Neal, vice-president and general manager of the "Shore Road," as the Hoboken Manufacturers' Railroad is called, it is now definitely known that Henry Frank, Jr., formerly of Weehawken, now of South Orange, is the successful bidder. But how much he is going to pay for the 419 lots tentatively disposed of on October 19, for a sum approximating \$450,000, is a question which officials of the "Shore Road" have steadfastly refused to tell the rejected bidders.

Charges that the whole matter of disposing of the lots has been carried on in an amazingly peculiar and questionable manner, were made by a number of the rejected bidders with whom the Hoboken reporter for the Dispatch talked yesterday.

### Congressional Investigation.

It was even intimated by one prominent manufacturer that unless the mystery which involves the whole transaction is cleared up, he for one was in favor of asking the rejected bidders to band themselves together in asking a Congressional investigation of the proceedings. The lots as is well known are owned by the U.S. War Department, which owns and operates the "Shore Road."

One of the questions asked repeatedly by those interested is: "Why were not others invited to bid against Mr. Frank?" A large public auction was conducted at a great expense, bids were accepted, and then after a prolonged wait, announcement was suddenly made that the lots had been disposed of on a cash basis to a single bidder, who had made a new and secret bid of his own since the public auction.

Captain O'Neal declined to tell the Dispatch last night how much Mr. Frank has offered for the property, saying that the time is "not yet ripe." He said it would not be fair to Mr. Frank to tell how much he is offering, and said that any announcement of the price should come from Mr. Frank, since he is paying for it.

Asked what the price is, Mr. Frank at his home in South Orange last night, said he was pledged not to tell, and said that the transaction has not yet been definitely settled.

A member of a large manufacturing firm, whose bid of \$2,000 a lot for sixteen lots between its plant and the railroad tracks, was accepted at the

public auction, said last night that he had been approached already with a proposition to sell him the lots, shortly after he received notice of the rejection of his bid yesterday. The proposition was to negotiate with him later in the matter.

He said that if any attempt is made to "bleed" his company he will start trouble. The sixteen lots in question are pierced by a railway switch leading from the plant to the railroad tracks. For that reason the manufacturers would dislike to have the property fall into hands which could cut them off entirely from railroad communication.

## SALE OF SHORE ROAD LOTS TO HENRY FRANK READ INTO SEWER ASSESSMENT HEARING

### Report of Transfer Made in Dispatch Gets Official Confirmation

Into the drear monotony of the long-drawn battle on the Hoboken street and sewer assessments before Judge James W. McCarthy, started on its second week yesterday, was injected a spirited half-hour of legal pyrotechnics in which figured the luminaries, including County Counsel John Fallon, who, as corporation counsel of Hoboken, is fighting back the effort at reduction, and Julius Lichtenstein.

When the smoke cleared away there had been read into the testimony the sale on November 3 last of 219 lots by the Government to Henry Frank, Jr., for \$450,000. This was presumed to score decisively against the defense in that it was designed to establish a basic value for the property affected by the adjacent improvements.

The report of the sale, although not confirmed officially, was made in the Dispatch at the time.

### Rejected First Bid.

Mr. Frank, it will be recalled, made

an offer of \$751,000 for the entire 510 lots owned by the Government, by virtue of its operation of the railroad, and the bid was rejected as too low.

Entering into that first bid was the paramount item of street and sewer assessment. Then the prospective purchaser figured that the average assessment against each lot was \$1,600, to be shouldered by the purchaser. It was not known, officially, until yesterday that Mr. Frank finally had consummated a partial sale with the Government, this fact holding interest at par with the progress of the trial.

This was learned during the testimony of Charles Singer, real estate expert, who played a leading role in the State's successful fight to uphold the increased railroad valuation, and is now in the fore of the bitter Hoboken battle.

Summarized, the property owners affected by the street and sewer improvements, totalling \$2,500,000, declare the assessments exorbitant and confiscatory. Some ludicrous angles—for the casual observer, and not the owner—have been introduced in testimony where parcels disposed of

after the assessments have been met have netted their sellers nothing at all. The plaintiff is fighting for reduced assessments, and to assess the balance of the cost against the city at large.

The purpose of the litigation before Judge McCarthy is this: If the court rules with the plaintiff he may refer the assessments back to the Hoboken City Commission with instructions for a reappraisal. Either side can, and probably will appeal to a higher court an adverse decision.

### Singer's Opinion.

Instead of an average of \$1,600, it was Mr. Singer's opinion as an expert witness that a fair assessment would be \$595 on a lot, and showed that he reached this total by adding the following items: Sewer, \$275; pavement, \$225; sidewalks, \$45, and sewer connection \$50.

It was the introduction of the Government's sale to Frank that was calculated to "clinch" this argument. Had not this sale been available, the plaintiffs claimed there was other evidence of a similar nature to prove the point.

Taking specific instances, Mr. Singer showed that a lot now worth \$2,011 with the improvements, was valued at approximately \$1,600 before these improvements were made.

The indications are that the trial will continue for at least another week. Mr. Singer, after occupying the stand for the plaintiff more than three days, yesterday was turned over to Mr. Fallon for cross-examination, and he was "hard at it" when the court called it a day. Mr. Fallon may finish with this witness today and then tomorrow start with the defense witnesses. He is being assisted by Assistant Corporation Counsel Horace J. Allen of Hoboken.



Obs Dec 7/21

# GOVERNMENT TO KEEP SHORE RAILROAD AND THE HOBOKEN PIERS

**Judge Tiffany Back From Washington With Discouraging Report After Consultation With Secretary Weeks and Chairman Lasker of the Shipping Board—Only Ray of Hope Lies in Public Hearing Promised By Latter, Who Originally Opposed Policy He Now Espouses—Frelinghuysen Bill for Compensation to the City Will Now Probably Be Vigorously Pushed—Chamber of Commerce Bitterly Disappointed.**

## PORT AUTHORITY IS BLAMED FOR UNEXPECTED CHANGE OF FRONT

Government control of the pier property in Hoboken held by the U. S. Army during the war, and the Hoboken Shore Road, formerly the Hoboken Manufacturers' Railroad, is to be continued. The Port Authority of New York has made the request to the War Department that the Shore Road be retained by the Government and not turned over to private interests. The Shore Road has been offered by the Secretary of War to Chairman Lasker of the Shipping Board.

This is the disquieting information which Judge J. Raymond Tiffany brought back to the Hoboken Chamber of Commerce this morning after a number of conferences in Washington. There is one ray of hope that something may be done to take control of the Shore Road and the piers from the withering hand of governmental control, and that is that Chairman Lasker has agreed to conduct a hearing on the question as to the advisability of continuing governmental control and this hearing may take place in Hoboken in January.

Desperate efforts have been made by the Hoboken Chamber of Commerce, through the instrumentality of Judge Tiffany and Senator Frelinghuysen, to divorce the operation of the Hoboken Shore Road and the former North German Lloyd and Hamburg American Piers from government control, and only a few weeks ago it seemed as if the government policy would coincide with that of the Hoboken Chamber of Commerce in the interests of this section of the Port of New York.

The policy of the Government, if it can be termed a policy, is changing so rapidly and constantly that the indications are that the piers in Hoboken, now controlled by the Shipping Board and the Shore Road, under a like control, will not be available for that development of Hoboken, which the Chamber of Commerce believes is necessary for the prosperity of the city.

A short while ago there was no hesitancy on the part of the Government in declaring that the policy was to "let go" and return the Shore Road to private interests, subject to certain rights to be retained by the Government to be exercised in times of national emergency.

The Secretary of War was definitely committed to this policy. The "letting go" process was to take place at an early date. It was definitely stated that the Shore Road would be sold to private interests before the first of next year. Since then many days have passed with apparently no action towards a change, from surface indications, yet underneath the metamorphosis was quietly taking place.

There has been at least one constant factor in the entire matter, Senator Frelinghuysen, who has declared himself at all times as opposed to a continuation of governmental control.

Judge J. Raymond Tiffany was in Washington Monday on behalf of the Hoboken Chamber of Commerce and accompanied by Senator Frelinghuysen, called upon Chairman Lasker of the Shipping Board.

There was a suspicion that influences had been at work to secure a change of the government policy as far as the valuable Hoboken properties are concerned. A spirited conference followed during which the fact developed that the Port Authority of New York had in a communication requested that the Shore Road be retained by the Government and not turned back to private interests, as it was desired to incorporate this railroad in the plan for the development of the port.

At a conference attended by Secretary of War Weeks, Chairman Lasker, his experts and others, it was reported that the Secretary of War offered the Shore Road to the Shipping Board and that the Shipping Board experts urged Chairman Lasker to accept, but he declined until he could further investigate the advisability of the move from a Shipping Board standpoint. In the conference Mr. Lasker declared he was opposed to the policy of government ownership.

Opposing the chairman, a Mr. Islinger of California, a member of the Shipping Board, declared himself in favor of having the railroad turned over to the Shipping Board.

Working along the lines that Chairman Lasker might be swayed in favor of his own policy and back to the lines of the original policy of the War Department, Judge J. R. Tiffany urged Mr. Lasker to conduct a hearing on the question of the advisability of the Shore Road being taken over. Mr. Lasker agreed to have such a hearing and, if desired by the parties interested, this hearing will be held at Hoboken early next month.

While the Hoboken Chamber of Commerce will continue its strenuous efforts to divorce control and operation of the Shore Road from the Government, and will be ably assisted by Senator Frelinghuysen in this policy, which it is believed will be to the interest of the country generally and Hoboken particularly, the great probabilities are that the Shipping Board, in view of the admitted feeling of its experts, will take over the Shore Road.

Another blow to Hoboken's interests developed when it was brought out during this Washington conference that the Shipping Board is making plans to retain the Hoboken piers in its own possession and control for the use of the U. S. Merchant Marine in the operation of freight carrying vessels. This will mean the conversion of the piers into a combination freight and passenger service. It has been the contention of the Hoboken Chamber of Commerce, and still is, that the interests of the community which has been harder hit than any other section of the country by the war ac-

tivities and therefore deserves consideration, would be better served by turning over the piers to the highest bidder with some guarantee that they will be utilized to the fullest extent for a resumption of the pre-war time trans-Atlantic passenger service.

Out of the mess of the chameleon policy of the Government filters one ray of sunlight in the statement of Chairman Lasker that the City of Hoboken should be compensated to such an extent that it would not be deprived of such moneys that would revert to it from taxes on the pier property were it under private control.

A bill drawn up by Judge Tiffany for the Hoboken Chamber of Commerce and being pushed by Senator Frelinghuysen, is now in Congress, authorizing the payment of a sum in lieu of taxes to the City of Hoboken from the Government pier property. If this policy of the Government finally prevails, although every effort will be made by the Chamber of Commerce to thwart the influences which are at work against the interests of the city, determined steps will be taken to push through to enactment the bill now in Congress for the compensation of the city.

Obs Oct 27/21

## SAYS SHORE ROAD IS LARGE TAXPAYER

Because of a general impression among the people of Hoboken that the Shore Road does not pay taxes, Captain C. D. O'Neil, of the Quartermaster's Corps, in charge of the road, has written a letter to the Dispatch calling attention to the fact that the road is a taxpayer.

"The Hoboken Shore Road pays taxes at the same rate as any other taxpayer in the city of Hoboken," says the captain. "Our taxes this year amounted to nearly \$100,000, of which more than \$70,000 accrue to the city of Hoboken and the remainder to the state of New Jersey."

"The ownership of the Hoboken Shore Road is on an entirely different basis from that of the army piers. The stock is held in the name of the Secretary of War, while the road itself is a corporation of the state of New Jersey, a common carrier, and operates and meets its obligations the same as any other commercial concern."

Observer  
Dec 8/21

## OPPOSITION TO SHORE RAILROAD PLAN OVERCOME

**Port Authority Agrees to Yield to Chamber of Commerce Views.**

Developments today as to the disposition of the Hoboken Shore Road, formerly the Manufacturers' Railroad, as the result of a conference between a committee from the Hoboken Chamber of Commerce and the Port Authority of New York will probably cause a change in policy in Washington to the end that the railroad will not be turned over to the U. S. Shipping Board as had been intimated.

While it seems now that the Government is determined on retaining the piers in Hoboken and operating them for the use of the U. S. Merchant Marine through the Shipping Board there is every likelihood that Secretary of War Weeks may be prevailed upon to withdraw his offer of the Shore Road to the Shipping Board.

For the Government to have carried out this policy would have been a severe blow to the development of the new industrial section along the lines outlined by the Hoboken Chamber of Commerce in the Owens plan.

Captain H. Hatcher and Manager A. W. Coffin, of the Hoboken Chamber of Commerce, are members of the Advisory Council of the Port Authority. Plans were made yesterday as soon as Judge Tiffany's report was made to take the matter up with the Port Authority and a conference was held in the Port Authority's headquarters at 11 Broadway, New York, yesterday afternoon.

The Hoboken Chamber of Commerce was represented by Captain Hatcher, Palmer Campbell and A. W. Coffin, who met the full board of the Port Authority including B. F. Cresson, Jr., chief engineer, and Julius Cohen, the attorney.

Captain Hatcher pointed out that the Shore Road was a vital part of the industrial development of the city. He then asked what their reasons were for interfering in a matter which was a purely local development in view of their statement on record that they would not interfere in local developments.

E. H. Outerbridge, chairman of the board, in reply stated that the attention of the Port Authority was called to the fact that a bill had been introduced in Congress authorizing the Secretary of War to sell the road.

"The Port Authority," he continued, "had included the Hoboken Manufacturers' Railroad in its comprehensive plan for port development, that being fearful that the road might get into the hands of private individuals and held at a high price at the expense of the general public, the Port Authority urged the Government to retain control of the properties until the matter could be thoroughly looked into."

Mr. Outerbridge also admitted that they had requested the Secretary of War to turn the road over to the Shipping Board, as one of the Shipping Board commissioners had intimated his board was desirous of securing possession of the road. He disclaimed knowledge of what the Chamber of Commerce had been doing in the matter and expressed regret that the Port Authority had not taken the matter up first with Hoboken.

Getting a view of the situation which had not been brought to their attention previously the Port Authority agreed with the delegation on the justice of the attitude of the Hoboken Chamber of Commerce, and to repair what damage had been done a promise was given the committee that a letter would be dispatched to Secretary of War Weeks requesting him not to turn the Shore Road over to the Shipping Board at this time, but to allow the present status to remain.

It is believed that the War Department will give consideration to this request. It is also the feeling that should there be an immediate purchaser for the land owned by the Shore Road in Hoboken, it would be possible to divorce it from the railroad.

On the request of Mr. Coffin the Port Authority agreed to incorporate the Owens plan of industrial development in the general plans for the development of the port so that it will be brought to the notice of the entire metropolitan district.



Obs Oct 26/21 - Observer Oct 20/21

## TAXES PAID BY THE HOBOKEN SHORE ROAD

Editor Hudson Observer:

Dear Sir—In connection with the disposition of the Army Piers and the Hoboken Shore Road, there seems to be a general impression that the Hoboken Shore Road is not paying taxes, and this is frequently offered as a reason why the road should be sold to an individual or commercial concern, who will pay taxes on the property.

Will you not be so good as to give space in your paper to an announcement that the Hoboken Shore Road pays taxes at the same rate as any other taxpayer in the City of Hoboken. Our taxes this year amounted to nearly \$100,000, of which more than \$70,000 accrue to the City of Hoboken and the remainder to the State of New Jersey.

The ownership of the Hoboken Shore Road is on an entirely different basis from that of the Army Piers. The stock is held in the name of the Secretary of War, while the road itself is a corporation of the State of New Jersey, a common carrier, and operates and meets its obligations the same as any other commercial concern. Yours truly,

C. D. O'NEAL,  
Captain, U. S. A.,  
Vice-President.

Obs Nov 1/21

## WAINWRIGHT INSPECTS HOBOKEN SHORE ROAD

It was stated last night by Captain Charles D. O'Neill, who is in charge of the Hoboken Shore Road for the War Department, that Assistant Secretary of War Wainwright has made an inspection of the railroad and returned to Washington with a report of the condition of the road and the stock.

It is assumed that this is in reference to the proposed sale of the road, it having been announced by Secretary of War Weeks some days ago that the road will be offered for sale to the highest bidder.

# Sale Of The Shore Railroad Ordered

This and Other Government Property "For Which  
There is No Further Need" To Be Disposed  
Of—No Mention of Pier

Considerable interest was aroused at the Hoboken Chamber of Commerce this afternoon when information was received from the Hudson Observer of an order issued this morning in Washington to the effect that all government real estate under control of the War Department, "for which there is no further need," will be offered for sale to the highest bidder. The announcement was made officially by Secretary of War Weeks.

At the same time a list of the property to be offered for sale was made public. Included in this list

is the Hoboken Manufacturers' Railroad, otherwise known as the Shore Road. No mention was made of the Army Piers, in which the greatest interest is taken. It is not understood how a private owner could run the Shore Road if the piers are not sold also, inasmuch as the Shore Road runs through the government property.

There is, therefore, every reason to assume that the piers will, as was exclusively stated in the Hudson Observer on Friday last, be sold to the highest bidder. It is expected that an official announcement to this effect will follow from Washington.

Obs Oct 31/21

## RESOLUTION WILL CLEAR WAY FOR SHORE ROAD SALE

Congressman Olpp on Way  
to Capital to Push  
Project.

With his joint resolution already introduced in the House, authorizing the Secretary of War to dispose of the Hoboken Manufacturers' Railroad, Congressman Arch E. Olpp, of West Hoboken, left on the 12:30 o'clock train for Washington this morning, prepared to rush the resolution through committee and to a vote. With the adoption of the resolution, which the Congressman predicted would be within a week or two, the way will be cleared for the disposal of this road to private ownership.

In making his announcement of the introduction of the resolution and his intention to work energetically for its passage this week, Congressman Olpp stated that the offer of a Hoboken syndicate to take over the road for \$2,500,000 could only be considered as a bid at a public sale, as this was the manner in which the road would be disposed of. "Both the Secretary of War and myself are anxious to get as high a purchase price as possible for the road," said the Congressman, "and the offer of the Hoboken men is less than the amount extended for this road since it was taken over."

The Congressman said that he fully realized what the Shore Road meant to Hoboken and its manufacturers and is now satisfied that the matter will be settled within a short time. In giving their interview last night the Congressman gave out the following letter which he had received from Secretary of War John W. Weeks in regard to this question. The letter:

"I am in receipt of your letter of October 6, 1921, requesting data con-

cerning the Hoboken Manufacturers' Railroad.

"The matter of the sale of this road has been given careful consideration by me for some time, and I am of the opinion that it will be to the best interests of the Government to effect the sale as soon as possible.

"I have noted what you say with reference to the men who are willing to purchase the road for two and a half million. In view of the fact that it is desirable to obtain as large a purchase price as possible, it is suggested that the parties in question get in touch with me with a view to getting as many bidders in the field as possible.

"I also note that you recently introduced a joint resolution in the House authorizing the Secretary of War to sell this railroad. I would suggest that this joint resolution be put through at an early date as no steps can be taken toward the sale until I have the authority of the Congress to effect it.

"For your information I will state that the United States Government paid out the following amounts for this road:

March 19, 1918 ..	\$1,000,000.00
June 12, 1912 ..	1,450,000.00
June 12, 1920 (Interest on \$1,000,000 from July 1, 1917, to March 19, 1918, and interests on \$1,450,000 from July 1, 1917, to June 12, 1920) .....	249,690.92

Total payments \$2,699,778.92

"Since the road has been taken over by the War Department it has expended the sum of \$166,564.88 on new construction, making a total expenditure of \$2,866,343.80. From earnings the road has invested to date in bonds to the extent of \$341,976.58; it also has on hand approximately \$50,000 in cash.

"It is my earnest wish to cooperate with you to the fullest extent in the disposal of this road, and I would appreciate your cordial support in obtaining the consent of Congress for this sale, as well as sending all prospective bidders to confer with me.

"JOHN W. WEEKS,  
Secretary of War."

In concluding the interview the Congressman said that open competition was the only fair way to sell the road. "In this way the Government can secure the highest possible price for the property," he said.



## DISPOSITION OF SHORE ROAD NOW PUZZLES HOBOKEN

If Turned Over to Shipping Board Business Men Fear Discrimination

### INDEPENDENT LINES OF GREAT VALUE

The disposition of the Hoboken Manufacturers' Railroad, or as it is better known locally, the Hoboken Shore road, is a problem that is causing a great deal of agitation among the business interests of Hoboken. The prospect of the road being transferred from the War Department to the Shipping Board is frankly viewed with alarm by the important independent steamship lines which operate from Hoboken.

The viewpoint of the independent lines is that the Shipping Board is operating ships to all parts of the world in direct competition with other steamship lines, a perfectly fair competition. But, if the Shipping Board requires the Shore Road, they argue, it naturally follows that discrimination will be shown Shipping Board shipments. Not only that, but they say with the road run by Shipping Board men, all the opportunity in the world will be given to scrutinize the shipments of the other companies, the board will know exactly what shipments the other companies get, where they come from and where they are sent. With that unusual fund of knowledge at its disposal, they point out that the Shipping Board will be able to go after the trade of the other companies and injure their business considerably.

Officials of some of the steamship lines which run from Hoboken, when interviewed last night by a Dispatch reporter, were somewhat reluctant to

lend their names to this point of view while at the same time frankly admitting that it is just how they see the matter. They said that due to the fact that the Shipping Board is run by the United States government, and that they represent steamship companies flying foreign flags, it would be hardly fitting of them to support any criticism of the Shipping Board, as they might only be misunderstood if they did so.

#### Protect City's Welfare.

The attitude of the business interests of Hoboken is, first of all, one of protecting the welfare of the city. They call attention to the great part played by Hoboken in the prosecution of the war, and the huge financial sacrifices made by the city because of the government taking over the waterfront, with consequent loss of the most important tax staples of the city. So far, so good, they say, Hoboken is proud of her record in the war. But the sacrifices continue just as if the war were still going on instead of being over three years ago.

Business men of Hoboken point out that the independent steamship lines making Hoboken their American port, are of tremendous value to the city. Aside from the taxes they pay, they furnish a large part of the population of the city with employment, and bring a large amount of business to Hoboken.

It is greatly feared that the transfer of the Shore Road to the Shipping Board might react unfavorably on the independent lines. While the Hoboken Chamber of Commerce has issued no statements to that effect, it can safely be assumed from its recent activities aimed to prevent the transfer of the Shore Road to the Shipping Board, that it agrees with a number of business men who take that attitude.

When the Advisory Council of the New York Port Authority met Wednesday afternoon, the Hoboken members of the council hastened to express to Chairman Outerbridge their regrets that he had advised the Secretary of War not to sell the road, but to transfer it instead to the Shipping Board. After hearing the Hoboken men, Chairman Outerbridge wrote to Secretary Weeks advising against the Shore Road being transferred to the Shipping Board.

## SECRETARY WAINRIGHT INSPECTS SHORE ROAD; SEES BIG DEVELOPMENT

Carries Back to War Department in Washington Full Report on Situation in Hoboken in Regard to Government Property.

### WORTH \$3,000,000 CAPTAIN THINKS

Captain Charles D. O'Neill, U. S. A., who runs the Hoboken Manufacturers Railroad for the War Department, expressed himself last night as much interested in Congressman Archibald Olpp's joint resolution to provide for the sale of the road better known as the Hoboken Shore Railroad to the highest bidder.

Incidentally Captain O'Neill let out what had been known to only a few people before, that Assistant Secretary of War Wainwright came up from Washington last Friday and made a detailed inspection of the road and its properties. Secretary Wainwright carried back to his chief in Washington a clear explanation of the faith of the people of Hoboken that they will be treated fairly in any deals the government makes in regard to the road.

Secretary Wainwright expressed himself as very much in favor of plans to develop the west side, meadows region of Hoboken into a great industrial centre by means of the shore road.

#### Twelve Miles of Track.

Captain O'Neill outlined ways in which he said the shore railroad since being taken over by the government had paved the way for a great industrial development in Hoboken. He said the road had altogether twelve miles of tracks in Hoboken, connecting with direct lines to the west on the Erie and West Shore roads. He said one of the most valuable things the road had done for the future of Hoboken was acquiring a right of way of 500 lots in the meadows on the west side of Hoboken, extending all the way to the Jersey City line. With a system of industrial zoning in the meadows region, and spurs constructed from the Shore Road between factories and great commercial concerns which have promised to build in Hoboken, if the system can be properly worked out, the "Mile Square City" faces a prospect of development which will make these present days of high tax seem like a mere dream, according to the captain.

Captain O'Neill, by the way, is a railroad man of wide experience. He had presided over the destinies of railroad development before he joined the army spent his entire period of war service running railroads for the army, and has been busy upbuilding the Shore Road ever since he came to Hoboken. In the interview which he gave the Dispatch reporter in his home on Hudson street, overlooking the Shore Road, he stressed one point over and over again, to such an extent that it

might properly come at the beginning of this article, that was: "The piers and the Shore Road are not a unit," as has been insisted upon by some, and there is no reason why they should be sold together.

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## PIERS AND ROAD MAY BE TURNED OVER TO CITY

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He said that a bill providing for the sale of the Shore Road by the War Department, which at first met with disapproval by Secretary of War Weeks, would be submitted to him again at which time it is expected that he would take another attitude toward it and that the bill would probably be passed at an early date. He said that Senator Joseph Frelinghuysen had taken a most emphatic stand in the matter and had told Chairman Lasker of the Shipping Board that he would fight any granting appropriations to continue what he termed the withering blight on Hoboken of government ownership of the piers and Shore Road.

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## DISPOSITION OF SHORE ROAD NOW PUZZLES HOBOKEN

If Turned Over to Shipping  
Board Business Men Fear  
Discrimination

### INDEPENDENT LINES OF GREAT VALUE

The disposition of the Hoboken Manufacturers' Railroad, or as it is better known locally, the Hoboken Shore road, is a problem that is causing a great deal of agitation among the business interests of Hoboken. The prospect of the road being transferred from the War Department to the Shipping Board is frankly viewed with alarm by the important independent steamship lines which operate from Hoboken.

The viewpoint of the independent lines is that the Shipping Board is operating ships to all parts of the world in direct competition with other steamship lines, a perfectly fair competition. But, if the Shipping Board requires the Shore Road, they argue, it naturally follows that discrimination will be shown Shipping Board shipments. Not only that, but they say with the road run by Shipping Board men, all the opportunity in the world will be given to scrutinize the shipments of the other companies, the board will know exactly what shipments the other companies get, where they come from and where they are sent. With that unusual fund of knowledge at its disposal, they point out that the Shipping Board will be able to go after the trade of the other companies and injure their business considerably.

Officials of some of the steamship lines which run from Hoboken, when interviewed last night by a Dispatch reporter, were somewhat reluctant to

lend their names to this point of view while at the same time frankly admitting that it is just how they see the matter. They said that due to the fact that the Shipping Board is run by the United States government, and that they represent steamship companies flying foreign flags, it would be hardly fitting of them to support any criticism of the Shipping Board, as they might only be misunderstood if they did so.

#### Protect City's Welfare.

The attitude of the business interests of Hoboken is, first of all, one of protecting the welfare of the city. They call attention to the great part played by Hoboken in the prosecution of the war, and the huge financial sacrifices made by the city because of the government taking over the waterfront, with consequent loss of the most important tax ratables of the city. So far, so good, they say, Hoboken is proud of her record in the war. But the sacrifices continue just as if the war were still going on instead of being over three years ago.

Business men of Hoboken point out that the independent steamship lines making Hoboken their American port, are of tremendous value to the city. Aside from the taxes they pay, they furnish a large part of the population of the city with employment, and bring a large amount of business to Hoboken.

It is greatly feared that the transfer of the Shore Road to the Shipping Board might react unfavorably on the independent lines. While the Hoboken Chamber of Commerce has issued no statements to that effect, it can safely be assumed from its recent activities aimed to prevent the transfer of the Shore Road to the Shipping Board, that it agrees with a number of business men who take that attitude.

When the Advisory Council of the New York Port Authority met Wednesday afternoon, the Hoboken members of the council hastened to express to Chairman Outerbridge their regrets that he had advised the Secretary of War not to sell the road, but to transfer it instead to the Shipping Board. After hearing the Hoboken men, Chairman Outerbridge wrote to Secretary Weeks advising against the Shore Road being transferred to the Shipping Board.

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## SECRETARY WAINRIGHT INSPECTS SHORE ROAD; SEES BIG DEVELOPMENT

Carries Back to War Department in Washington  
Full Report on Situation  
in Hoboken in Regard  
to Government Property.

### WORTH \$3,000,000 CAPTAIN THINKS

Captain Charles D. O'Neill, U. S. A., who runs the Hoboken Manufacturers Railroad for the War Department, expressed himself last night as much interested in Congressman Archibald Olpp's joint resolution to provide for the sale of the road better known as the Hoboken Shore Railroad to the highest bidder.

Incidentally Captain O'Neill let out what had been known to only a few people before, that Assistant Secretary of War Wainright came up from Washington last Friday and made a detailed inspection of the road and its properties. Secretary Wainright carried back to his chief in Washington a clear explanation of the faith of the people of Hoboken that they will be treated fairly in any deals the government makes in regard to the road.

Secretary Wainright expressed himself as very much in favor of plans to develop the west side, meadows region of Hoboken into a great industrial centre by means of the shore road.

#### Twelve Miles of Track.

Captain O'Neill outlined ways in which he said the shore railroad since being taken over by the government had paved the way for a great industrial development in Hoboken. He said the road had altogether twelve miles of tracks in Hoboken, connecting with direct lines to the west on the Erie and West Shore roads. He said one of the most valuable things the road had done for the future of Hoboken was acquiring a right of way of 500 lots in the meadows on the west side of Hoboken, extending all the way to the Jersey City line. With a system of industrial zoning in the meadows region, and spurs constructed from the Shore Road between factories and great commercial concerns which have promised to build in Hoboken, if the system can be properly worked out, the "Mile Square City" faces a prospect of development which will make these present days of high tax seem like a mere dream, according to the captain.

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"I am preparing a report on the entire situation which will be presented to the Board of Directors of the Hoboken Chamber of Commerce next week, and I have no doubt that they will then give a detailed report of their policy."

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The value of the lots on the Jersey City side of the line, according to Captain O'Neil, amounts to \$50,000. While the lots are regarded by Captain O'Neil as a one million dollar proposition, he says that they might sell for more than that amount or slightly less.

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### BULLETIN No. 112

## Hoboken Chamber of Commerce

ISSUED SATURDAY, OCTOBER 8, 1921.

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Jersey Journal  
Oct 28/21

Obs Oct 9/21



Dispatch Jan 30/22

# PORT AUTHORITY TO GET SHORE ROAD AND PIERS HOBOKEN GETS TAXES

But Matter Will Be Held in  
Abeyance Until Legisla-  
tures Approve Plans

## SETTLEMENT SATISFIES BOTH CHAMBER AND CITY

Agitation for and against the sale of the Hoboken Shore Railroad, owned by the U. S. War Department, to the U. S. Shipping Board, and the subsequent disposal of the railroad, together with the Shipping Board piers at Hoboken, is at an end.

The War Department and the Shipping Board have agreed to cease pressing Congressional action for the sale and the city of Hoboken and the Hoboken Chamber of Commerce have agreed to cease action in the opposite direction.

Both sides were informed by F. H. Outerbridge, chairman of the Port Authority, that that body plans to take over both the railroad and the piers as soon as the legislatures of New Jersey and New York adopt its recommendations for the development of the New York harbor.

That the Port Authority contemplates taking over the Hoboken waterfront property was not made known until Chairman Outerbridge appeared Saturday at the hearing before Commissioners Meyer Lissner and V. T. O'Connor, of the Shipping Board, who came to New York from Washington to hear the objections of Hoboken municipal and civic interests to the transfer of the ownership of the Shore Railroad from the War Department, to the Shipping Board.

The fact that the Port Authority hopes to acquire the property in question and that the Shipping Board looks upon such prospective action in a favorable light, practically clinches Hoboken's fight to keep the railroad out of the hands of the Shipping Board.

### Part of Port Plan

"It would be unfortunate to have a change now," Mr. Outerbridge declared, "as it would seriously interfere with the plans of the Port Authority. Should the legislatures of both states decide that we go ahead with the work we mapped out for the development of this harbor. The shore line railroad in Hoboken is a part of the port plan, designed to develop existing facilities to the greatest possible extent. The railroad in question is an essential part of the waterfront beltline.

The legislatures of New York and New Jersey expect to act promptly on the Port Authority report and recommendations, and I have every reason to believe that they will be adopted. If this matter of the shore railroad and the Hoboken piers of the U. S. Shipping Board were allowed to remain in statu quo at least until the legislatures act on our report, nobody would be prejudiced, and our plans would not be affected."

Commissioner Lissner asked Mr. Outerbridge if he would like to see the property go into the hands of private interests, as advocated by the city of Hoboken and the Hoboken Chamber of Commerce.

"I would exceedingly regret to see that take place," the Port Authority leader replied, "because it would greatly hinder the prosecution of our plan. If the property were allowed to go into private ownership, it would complicate our negotiations with other agencies that make up a part of the beltline system. As the Port Authority does not and will not have the power of condemnation, it would leave us entirely at the mercy of the private owners, when the time came for our acquisition of the property."

### Piers Will Be Taxable

Inasmuch as the securities of the Port Authority will be taxable, Mr. Outerbridge explained, the city of Hoboken will once more have the piers among its ratables, and revenue equal

to that received from private owners will be turned over each year in the form of taxes by the Port Authority.

Asked how soon after the Port Authority begins its work it will take up the Hoboken matter, Mr. Outerbridge said:

"The whole situation on the Hoboken waterfront is a pressing one with the Port Authority and will be taken up by us at once, after we are instructed to go ahead by the legislatures. The 500 city lots in Hoboken that are now owned by the War Department in connection with the railroad, are not essential to our railroad plans, and these we will develop industrially."

The latter promise greatly pleased the Hoboken officials, because that is what they have been urging all along.

### No Legislation Needed

Corporation Counsel John J. Fallon, of Hoboken, put the question to the Shipping Board Commissioners: "Will it be necessary for Congress to enact further legislation when the Shipping Board is ready to sell to the Port Authority?" Commissioner Lissner informed Mr. Fallon that the Shipping Board can sell anything it owns at any time it chooses, without permissive Congressional action.

Prior to the hearing of Mr. Outerbridge, an atmosphere doubtful of amicable settlement pervaded the session. It appeared that there would be a bitter fight between the Shipping Board and the Hoboken municipal and civic interests, because of the diametrically opposite views held by each side concerning the sale of the railroad.

The first to be heard was Captain C. D. O'Neal, vice-president and general manager of the Hoboken Shore Railroad. He described the physical layout of the railroad property, including the 500 back lots, and submitted figures to show that the War Department has realized a net profit of \$232,491.46 since its ownership of the railroad, which began in 1917. In some years there were losses, he indicated.

### Railroad Not Exempt

When Captain O'Neal declared that in 1921 the railroad paid the city of Hoboken taxes to the amount of \$11,000 Commissioner Lissner expressed surprise, stating that he understood that government property was exempt from taxation. Captain O'Neal answered that the piers are exempt from taxes, but the railroad is a common carrier of the state and must pay taxes to the state as well as the city.

Captain O'Neal again astonished Commissioner Lissner when he stated that the city has levied excessive assessments for various improvements to 350 of the 500 back lots. The lots are useless for railroad purposes, and absolutely are a deadweight to the War Department, Captain O'Neal said, but he added, "I suppose the War Department will have to take its medicine like the other Hoboken taxpayers."

Commissioner Lissner said that he thought it peculiar that a city should do anything like that, and invited Mr. Fallon to explain the matter when his turn came to speak.

Under cross-examination by Judge J. Raymond Tiffany, attorney for the Hoboken Chamber of Commerce, Captain O'Neal stated that the Shore Railroad had always been a losing proposition until the government took it over. The business of the road is improving now, he declared, with the improvement of the shipping business. Captain O'Neal closed by stating that he has heard it said that the owners of the privately-controlled steamship lines in Hoboken would seek new berths should the Shipping Board take over the railroad, as it would expose their personal business to the Shipping Board, their steamship competitors.

Corporation Counsel Fallon was the next to be heard, and he began by explaining why the city of Hoboken made the sewer and other improvements. "The work of the city improvements," he said, "was inaugurated before the government took over the Shore Railroad. The improvements were made

according to ordinances, the contract had been let, and besides, the city felt that the improvement of the back lots of the railroad property was for the well-being of the shore road.

"Those back lots are peculiarly adaptable for industrial purposes, and, inasmuch as the railroad was not going to use them for railroad purposes, the city felt they should be developed. The city needs revenue. There is no reason why these lots should be favored. Besides, we had no intimation that the government was going to hold them. We understood that they were to be sold. I hope the lots will be disposed of, and allowed to be developed industrially."

Speaking of the piers, Mr. Fallon declared that they ought to be sold to private owners, because of the great revenue Hoboken is losing through the government ownership of them. Commissioner Lissner replied that it is against the interest of the Shipping Board to sell them to private owners.

"The Hamburg piers are in a shameful state of desuetude from the recent fire," Mr. Fallon continued. "Such conditions would not exist under private ownership. Hoboken has suffered more than any city in the United States from the war. It has received no taxes from the piers, and has not been remunerated in any way by the government. The tax rate in Hoboken has doubled primarily because of this, and our people are shouldering a great burden. While it is axiomatic that government property is exempt from taxation, it should also be axiomatic that government property not put to public use should be taxable."

Mr. Fallon spoke of the communities in the Federal forest reserves receiving an allowance of 35 per cent. of the government's revenue from the timber lands. "If Hoboken were allowed 35 per cent. from the piers, we would feel at least a little compensated," he said. Mr. Fallon added that the government, by holding those piers, is taking \$15,000,000 out of the city's \$100,000,000 ratables.

### Tiffany Makes Protest

Judge Tiffany spoke briefly stating that he would submit the bulk of his argument in writing. "It would be a mistake for the Shipping Board to take over the Shore Railroad," he said, "because the best interests of the city would be served by what would result to the back lots. The Shore Railroad is not essential to the operation of the piers, and besides the numerous industries in Hoboken would suffer if the railroad were turned over to the Shipping Board. I cannot see what benefit the Shipping Board would derive from owning the road.

"The Shipping Board is getting just as efficient service from the road under its present ownership as it can ever hope to get, even under its own management. If the Shipping Board owned the railroad, the other shipping lines, rather than expose their business to the Shipping Board, would cease using the railroad and resort to lightering their freight, with the result that the revenues of the railroad would be greatly diminished. As for the back lots, the Owens plan shows a specific program for their development."

Brigadier-General Grote Hutchinson, representative of Secretary of War Weeks, briefly outlined the intention of the War Department concerning the railroad. He said:

"The railroad is no longer an activity of the War Department, as the War Department no longer operates the activities served by the railroad. We want to dispose of the railroad, and we want to give priority to the Shipping Board, because the Shipping Board operates the piers. If the board doesn't want the railroad, we are ready to dispose of it to other interests. We are disposing of all surplus property acquired for war purposes."

Captain F. T. Chambers, chief engineer of harbor facilities for the Shipping Board, declared that the time is not appropriate for selling in view of

the plans of the Port Authority, and urged that the matter be held in abeyance, as requested by Mr. Outerbridge.

After all had been heard, Commissioner Lissner said:

### Favors Shipping Board

"It seems to me had policy to do anything that would militate against the program of the Port Authority. It has been suggested that the matter be held in abeyance, and the bill now pending in Congress be not pressed, one way or the other. Under the circumstances, the Port Authority should be considered, and I think that the bill ought to be disregarded, until the legislatures of New York and New Jersey act upon the recommendations of the Port Authority." This was agreed upon.

Commissioner O'Connor openly declared that he was opposed to seeing the piers go into the hands of private owners. "Would the city of Hoboken be willing to take over the piers and railroad as municipal property?" he asked. Mr. Fallon said that that was almost decided upon some years ago, and he expressed the opinion that the commissioners would be willing to lease them now. But we would prefer to see private ownership," he added.

The discussion again arose as to the rebuilding of the burned docks. Commissioner O'Connor stated that the Shipping Board has the power to reconstruct them, and Mayor Patrick Griffin of Hoboken answered that it ought to do so at once. Commissioner admitted that Hoboken was suffering in the matter of taxes, and Mayor Griffin thanked him for that acknowledgment.

Among those present from Hoboken were:

William W. Read, president of the Chamber of Commerce; A. W. Coffin, manager; Palmer Campbell, Harry N. Fletcher, C. Alfred Burhorn, Captain H. Hatcher, Charles Kugler, Eno Campbell, A. J. Volk, James Bragg, C. M. Owens, Colonel John J. Bradley, Captain C. D. O'Neal, W. Bruce, H. E. S. Wilson, Harrison Colburn, Counselor Julius Lichtenstein, Mayor Patrick Griffin, Commissioner Gustave Bach, Commissioner Harry L. Schmulling, Corporation Counsel John J. Fallon, Assistant Corporation Counsel Horace Allen, and Mrs. James Rosecrans, of the Woman's Club.



Obs Feb 9/22

## HARDING INTERVENES IN MATTER OF DISPOSAL OF HOBOKEN SHORE RAILROAD

**Directs Secretary of War to  
Take No Action Until State  
Proceeds on Port Author-  
ity Plans.**

### SHIPPING BOARD CONTROL OPPOSED

President Harding has intervened on behalf of the Hoboken business interests in the matter of the disposal of the Hoboken Shore Road, directing the Secretary of War not to make any disposition of the railroad until the State of New Jersey has acted affirmatively on the Port Authority plans.

This is a distinct victory of the city administration and the Hoboken Chamber of Commerce, who have been forced to make strenuous efforts to prevent the road being turned over to the U. S. Shipping Board by the War Department.

Notification of the action of the President was made by Senator Joseph Frelinghuysen to Judge J. Raymond Tiffany, of the Hoboken Chamber of Commerce, yesterday in the following telegram:

"Letter received from Secretary of War Weeks stating that by direction of the President the War Department will make no disposition of the Hoboken railroad property until the State of New Jersey has acted affirmatively in the matter of the Port of New York Authority and the Port Authority has decided what they wish to do about this particular piece of property. Know this will be pleasing to the business interests and Hoboken Chamber of Commerce. Congratulations.—J. S. Frelinghuysen."

This action on the part of the President brings to a successful conclusion the campaign which was inaugurated and carried on by the Hoboken Chamber of Commerce to prevent the railroad from falling into the hands of the Shipping Board. Nearly last December promises were secured from the War Department that the railroad would be disposed of to private interests in the best interests of Hoboken.

Following this tentative agreement it was learned that the Shipping Board desired to get control of the railroad and Chairman Lasker announced that the War Department had agreed to turn the road over to the Shipping Board. This resulted in a most vigorous protest from the Hoboken Chamber of Commerce, through Judge J. Raymond Tiffany and Senator Frelinghuysen, and the upshot was that Chairman Lasker agreed to stage a hearing in New York on the disposal of the railroad before a final decision would be announced.

The hearing was held at the New York offices of the Shipping Board on January 28 before Commissioners Lissner and O'Connor of the Shipping Board. Following the hearing Commissioner Lissner stated that no action would be taken until an opportunity had been given the Port Authority to act, but despite his pledge in a report he submitted to

Chairman Lasker he practically recommended that the Shore Road be taken over by the Shipping Board immediately.

This was the occasion for more vigorous work on the part of the Chamber of Commerce and Judge Tiffany went to Washington and had several conferences on the subject with Senator Frelinghuysen and others who it was agreed to take the matter directly to the President. That this action has been fruitful is evidenced in the telegram received by Judge Tiffany yesterday.

Hoboken interests were against the Shipping Board securing control of the Shore for several reasons. It was believed that while the Shore Road was making a profit at the present time there was no assurance that it would continue to do so under the operation of the Shipping Board, and several shipping concerns, competitors, had stated that they would sooner move from Hoboken than have their business scrutinized by a competitor.

The disposition of the Shore Road property will have a material effect on the industrial development plan in the meadow section being sponsored by the Hoboken Chamber of Commerce. It was felt that if this property went to the Shipping Board the back lands owned by the railroad would not be available for development, and on the other hand the Port Authority has stated that it would not want any parcel of the back lands in Hoboken, but merely the railroad.

Observed Mar 9/22

## Port Authority To Acquire Shore Road

**Chairman Outerbridge of New York Commission  
Obtains Option—Would Prevent Speculators  
Getting Possession of Property.**

New York, March 9.—The Hoboken Shore Railroad is to be acquired by the Port Authority without delay. This became known yesterday. The plan is to make the line, with its pier facilities, a part of the Port Authority's general port development scheme. A rumor that speculators were trying to buy the road, with a view to forcing the Port Authority to pay an exorbitant price for the property, led to the organization's determination to purchase it at once. Already E. H. Outerbridge, chairman of the New York commission, has obtained an option on it.

The Shipping Board recently held a hearing on the sale of the property and Commissioner Meyer Liss-

ner, who presided, asked Mr. Outerbridge if it would embarrass the Port Authority to have the road bought by private interests. Mr. Outerbridge replied that it would embarrass the Port Authority seriously. He then asked that an option on the property be given to the Port Authority.

Commissioner Lissner wanted to know if the Port Authority would issue its own securities to finance the purchase and Mr. Outerbridge replied that it would be a matter of negotiation whether the Government would accept the Port Authority's securities or whether it would demand cash. In the latter event, he said, the Port Authority would have to sell securities to obtain the money.

Observed Apr 8/22

## FIVE HUNDRED LOTS HELD BY SHORE R. R. TO BE DISPOSED OF

**Announcement Made By Mayor Griffin That  
War Department Has Ordered Sale of  
Large Area in Western Section of Hobo-  
ken—Matter of Great Moment to Local  
Realty Men and to City as a Whole—No  
Information as to Whether Land is to Be  
Sold in One Parcel, or Separately in Small  
Parcels, to Individual Bidders.**

### FIFTEEN HUNDRED OTHER LOTS TO BE THROWN OPEN FOR DEVELOPMENT

The prospect of some real movement in the Hoboken real estate market is forecasted by the announcement made this morning by Mayor Patrick R. Griffin, of Hoboken, that the War Department has ordered for sale the five hundred lots of land held by the Shore Railroad in the western section of the city.

The sale of these lots, said Mayor Griffin, will throw open the 1,500 other lots in the same section which have been tied up owing to the lots owned by the railroad being held from the market and because no information was forthcoming as to what the government intended to do with them. The news, therefore, of the impending sale of the government lots will be of the utmost interest to business men and to everyone interested in the further development of the city.

It was the big object, when the western portion of the city was drained, to throw it open to industrial development. This section has been sewered and roads have been built but there has been no development owing largely to the fact that the government held five hundred lots bordering upon the entire area,

which made it difficult, if not impossible, to open up the other lots for the proposed development.

Mayor Griffin added that he has not been advised as to whether it is the intention of the government to sell all of the lots in one parcel or to dispose of them separately and in small parcels according to individual bidders. The lots are likely to become some of the most valuable property in the city inasmuch as it is certain that they will be used for industrial plants of considerable value. Incidentally the city will naturally derive considerable benefit when these industrial buildings are erected.

It has been contended that the government was holding these lots without any real necessity for so doing, and that this was a more or less selfish policy, inasmuch as it prevented and held up one of the

most important sections of the city from being developed. Now that the lots have been ordered for sale there should be a rapid change in the condition of affairs in the western section of the city, which, for so many years, has been known as the meadow section.



Observer Jan 28/22

# HEARING STARTS ON SALE OF SHOREROAD AND HOBOKEN PIERS

City and Chamber of Commerce Represented  
as Testimony is Taken Before Shipping  
Board Commissioners in New York Of-  
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—Conference is Result of Promise By  
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New York, between representatives of the Shipping Board, the  
city of Hoboken and the Hoboken Chamber of Commerce.

The Shipping Board is represented by Commissioners Lissner,  
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as counsel for the Chamber of Commerce. The conference is the  
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Cash offers will be considered for  
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Offers will be considered for the  
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Fifty per cent, cash, payable on the  
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six per cent, annual interest.

Under the conditions of the sale  
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A certified check of ten per cent,  
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The Hoboken Manufacturers' Rail-  
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Obs apr 17/22



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Obs apr 17/22



Observer Apr 15/22

# GOVERNMENT LOTS TO BE SOLD AS A WHOLE TO THE BEST BIDDER

Official Announcement Received By Hoboken Chamber of Commerce of Terms on Which Five Hundred and Ten Pieces of Property Will Be Released for Industrial Development—Sealed Proposals Will Be Received Until May 3 for Entire Tract—Private Bids So Far Made Have All Been Rejected in Favor of Competitive Offer—Local Protests Instrumental in Opening Up the Property Which Shipping Board Desired to Control.

## ARMY OFFICIAL ASSERTS RAILROAD SWITCH CONNECTIONS ARE CERTAIN

Official announcement was made yesterday afternoon by the United States Government to the Hoboken Chamber of Commerce of the time and place of sale of the 500 lots in the western section of the city owned by the Government through its control of the stock of the Hoboken Manufacturers' Railroad. The first announcement of the sale was made in the Hudson Observer last week, following receipt of advices by Mayor Griffin.

It was stated that bids will be received by Captain C. D. O'Neal, vice-president of the railroad, at his office at the foot of Fifth street, Hoboken, up to and including May 3, when the proposals will be opened. This arrangement was decided upon late yesterday, it is understood, as the result of reports made by Captain O'Neal to General Dowling, who is representing the Secretary of War in the transaction.

Several private bids have been offered to the Government for the purchase of the entire 510 lots. It was then decided by the Government to place the property on the market and dispose of it under sealed bids to the highest bidder.

The land was purchased over twenty years ago by the Hoboken Manufacturers' Railroad Company, which had secured a ninety-nine-year lease, on the Hoboken Shore Road. The purpose of the purchase of the back land property at that time was to develop it for railroad yards and kindred purposes, but time and experience has shown that this land would never be a paying proposition as railroad property, and its location fits it for industrial development only.

Situated on the western boundary of the city it adjoins the tracks of the New York and New Jersey Junction Railroad from First street to Fourteenth street and includes the keylots on that thoroughfare.

When the Government took control of the Shore Railroad it purchased the entire stock of the Manufacturers' Railroad Company, which included the back lands property. Announcement was made toward the end of last year that the Shore Road and the back lands property were to be turned over to the Shipping Board by the War Department, which controls and operates the road. Vigorous protests were made by the Hoboken Chamber of Commerce with the result that this deal did not go through. President Har-

ing ordered that the property be held under the control of the War Department in order to give the Port Authority of New York an opportunity of purchasing the property.

An effort was then made to have the War Department divorce the railroad property from the back lands, as the latter was a vital requirement for the development of the meadow section for industrial purposes. The War Department announced its policy of so disposing of the back lands, and the definite announcement at this time of the terms of disposal will do much to clear up Hoboken's industrial development problems.

The property to be sold is perhaps the most desirable land for industrial purposes in the port of New York. It has a modern system of sewers, paved streets, and has railroad connections with all important main stem lines, and also with the water front. There is an assessment of \$485,000 on the property and according to the announcement of the Government there will be two forms of proposals entertained.

No bids will be entertained for any single blocks or part of the property. Prospective purchasers must bid for the entire 510 lots. One form of proposal will call for cash or full purchase price, the assessment to be carried by the purchaser, while the other form of proposal calls for the payment of half the purchase price in cash, 25 per cent, at the end of the year and the remainder at the end of the following twelve months, the assessment to be carried by the purchaser.

One of the difficulties which has been encountered in the sale of meadow property in Hoboken in recent years has been the uncertainty of securing railroad switching facilities. According to Captain O'Neal a survey has been completed by engineers within the last few weeks and an actual plan developed which shows the practicability of such facilities over the entire meadow section. Railroad authorities concerned have guaranteed that railroad connections would be made available.

Observer May 13/22

## HIGHEST BID FOR SHORE ROAD LOTS ENTAILS LOSS OF OVER HALF MILLION

Government to Be "Out" \$661,000 If the Frank Offer Is Accepted—Surprise When Hudson Observer Carried Story With Amount of Foregoing.

### PROPERTY HAS VERY HIGH CARRYING COST

While it is assumed that the bid of Henry Frank, of Weehawken, of \$271,000, plus the \$485,000 assessments, will be accepted by the War Department as the highest bid received for the purchase of the 510 city lots located in the western section of Hoboken the confirmation from Washington is still awaited. Considerable speculation exists regarding the future of the property.

Considerable surprise was expressed when the Hudson Observer on Wednesday, the day when the bids were opened, announced the highest bidder and the amount bid for the property. This was supposed to be a "State secret," no announcement being contemplated until the Washington authorities chose to make it.

That there are others associated with Frank in his purchase of the lots is also generally assumed. At the same time it came as a surprise that the bid of the group headed by C. H. C. Jagels should prove to be the lowest of the three bids received. The second bid was put in by Judge J. Raymond Tiffany, acting on behalf of Realtor Garibaldi. This was for \$198,000 plus the assessment. The third bid was for \$135,000 plus the assessments.

As a matter of fact, this last bid was, in all probability, the most carefully compiled of the three, inasmuch as those interested in it had made a complete survey of the lots and had prospective individual purchasers for most of them. The others they proposed to turn back to the city at the nominal fee of \$1 per lot rather than pay the assessments and taxes.

The property, in all, consists of 1,287,296 square feet. The government, when making the purchase of the property, paid \$932,369 for the lots, the value placed upon them by a board of arbitrators. At the time of the purchase by the government, there was no city assessment of \$485,000. The loss to the government, therefore, will amount to \$661,000 if the Frank bid is accepted.

Manager A. W. Coffin, of the Hoboken Chamber of Commerce, stated this morning that the group headed by C. H. C. Jagels was willing to bid \$100,000 for that part of the property between Second and Sixth streets north of Harrison street, about 125 lots in all, or 328,000 square feet. Fifty thousand feet of this is in Jersey City, about 100 lots being in Hoboken.

In order to arrive at a correct estimate of the present market

value of the property, said Manager Coffin, offers were made of the lots to those wishing to purchase them. Several of the leading New York realty men were interested in the proposition, but were "scared off" by the prohibitive assessments and taxes. Where bids were received for lots the highest was taken and in this way an estimate was arrived at. In almost every case, however, it was found impossible to sell the lots upon which the assessment rests, and it was then determined, in the event that the bid should be accepted, to turn the title of all of these lots back to the city for \$1 per lot, thereby escaping the assessment and taxes on these particular lots. Lots thus affected numbered about 300 in all.

Not the least serious feature of the proposition was the high carrying cost. It is estimated that on one block the carrying cost amounts to almost \$40,000 per year. Other blocks run as high as \$10,000 per year. The extra carrying cost is due to the fact that, in addition to the taxes and assessments, the taxes on the property have been increased by the fact that the supposed value of the improvements has been added to the valuation and the taxes levied on this increased valuation.

"At the present time," said Secretary Coffin, "plans are supposed to be under preparation for the taking over of the docks by the New York Port Authority together with the Hoboken Manufacturers' Railroad. This would lead to a tremendous increase in the development of this section and it seems that the owner of the property can hold on to it until this takes place that the value of the lots will be materially increased. At the same time it is a difficult proposition. The opening of the vehicular tunnel will also make a considerable difference in the value of this property."



*Observer Apr 15/22*

# GOVERNMENT LOTS TO BE SOLD AS A WHOLE TO THE BEST BIDDER

Official Announcement Received By Hoboken Chamber of Commerce of Terms on Which Five Hundred and Ten Pieces of Property Will Be Released for Industrial Development—Sealed Proposals Will Be Received Until May 3 for Entire Tract—Private Bids So Far Made Have All Been Rejected in Favor of Competitive Offer—Local Protests Instrumental in Opening Up the Property Which Shipping Board Desired to Control.

## ARMY OFFICIAL ASSERTS RAILROAD SWITCH CONNECTIONS ARE CERTAIN

Official announcement was made yesterday afternoon by the United States Government to the Hoboken Chamber of Commerce of the time and place of sale of the 500 lots in the western section of the city owned by the Government through its control of the stock of the Hoboken Manufacturers' Railroad. The first announcement of the sale was made in the Hudson Observer last week, following receipt of advices by Mayor Griffin.

It was stated that bids will be received by Captain C. D. O'Neal, vice-president of the railroad, at his office at the foot of Fifth street, Hoboken, up to and including May 3, when the proposals will be opened. This arrangement was decided upon late yesterday, it is understood, as the result of reports made by Captain O'Neal to General Dowling, who is representing the Secretary of War in the transaction.

Several private bids have been offered to the Government for the purchase of the entire 510 lots. It was then decided by the Government to place the property on the market and dispose of it under sealed bids to the highest bidder.

The land was purchased over twenty years ago by the Hoboken Manufacturers' Railroad Company, which had secured a ninety-nine-year lease on the Hoboken Shore Road. The purpose of the purchase of the back land property at that time was to develop it for railroad yards and kindred purposes, but time and experience has shown that this land would never be a paying proposition as railroad property, and its location fits it for industrial development only.

Situated on the western boundary of the city it adjoins the tracks of the New York and New Jersey Junction Railroad from First street to Fourteenth street and includes the keylots on that thoroughfare.

When the Government took control of the Shore Railroad it purchased the entire stock of the Manufacturers' Railroad Company, which included the back lands property. Announcement was made toward the end of last year that the Shore Road and the back lands property were to be turned over to the Shipping Board by the War Department, which controls and operates the road. Vigorous protests were made by the Hoboken Chamber of Commerce with the result that this deal did not go through. President Har-

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*Observer May 13/22*

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"At the present time," said Secretary Coffin, "plans are supposed to be under preparation for the taking over of the docks by the New York Port Authority together with the Hoboken Manufacturers' Railroad. This would lead to a tremendous increase in the development of this section and it seems that the owner of the property can hold on to it until this takes place that the value of the lots will be materially increased. At the same time it is a difficult proposition. The opening of the vehicular tunnel will also make a considerable difference in the value of this property."



Dispatch  
Apr 25/22

## MAIL PAMPHLETS DESCRIBING LOTS ON SHORE ROAD

Chamber of Commerce Aids in  
Sale of Government  
Property

Pamphlets issued by the Hoboken Chamber of Commerce in conjunction with the U. S. War Department, relative to the 510 lots for sale by the Hoboken Manufacturers' Railroad have just been published, and are being mailed today to all parts of the United States, to the heads of leading corporations, and to the leading realtors of the country west of the Mississippi river and north of Baltimore.

The pamphlet makes plain by means of brief statements of fact, and by photographs and maps, the splendid industrial opportunities which will go with the purchase of the lots. One of the most interesting photographs is a panoramic view of Hoboken from an airplane. The whole port of New York, which also takes in North Hudson and explains more clearly than any amount of carefully chosen words the vital position occupied by Hoboken in relation to the rest of the metropolitan district, is shown clearly.

The location of the lots for sale is marked in this view by a large black star.

Another photograph taken from the Eighth street steps is an excellent panoramic view of the western end of the city showing the vacant lots for sale and their relation to the New Jersey Junction Railroad which connects with the Hoboken Manufacturers' Railroad leading to the Hoboken docks, as well as with all the other docks on the west shore of the Hudson north and south of Hoboken, and on the west connects with all transcontinental railroads.

### Map of Lots.

The pamphlet contains a map on which the exact location of the lots are marked in red, showing that at least five entire city blocks are covered by the lots, and the greater part of other blocks, and proving beyond a doubt that the lots, from an industrial and shipping point of view, occupy the most strategic points in the city.

Other maps show the location of all railway lines and other means of transportation, as well as the zone districts of the city.

Bids on the lots will be received up till May 10. The terms of the sale are fifty per cent cash payable at the date of conveyance, twenty-five per cent payable one year thereafter, and twenty-five per cent payable two years thereafter. All deferred payments are to be secured by purchase money, bond or mortgage, to bear interest at the rate of six per cent, payable semi-annually.

The bids will be received by Captain Charles O'Neill, vice-president of the road, at the foot of Fifth street, Hoboken. Whoever purchases the property will have to pay a sewer assessment on the property.

## PORT AUTHORITY LIKELY TO GET PIERS AND ROAD

To Raise Money for Purchase  
by Sale of Bonds  
Reported

That the Port Authority of New York will undoubtedly gain control in the near future not only of the Hoboken Shore Railroad, but of the Hoboken piers now held by the U. S. Shipping Board, was learned last night by a Dispatch reporter who got in touch with the Port Authority office. If the piers and adjoining properties of warehouses etc., pass into the hands of the Port Authority, they will also revert to their former place among the tax ratables of the city.

The plan of making the Hoboken piers and Shore Road an integral part of the great and far-reaching scheme of the Port Authority is now so almost certain of fulfillment that the qualification of the word "if" in connection with the thing is almost superfluous. Certain it is that the Shore Road and Hoboken piers are so vital a part of the Port Authority plans that they cannot possibly be disregarded. The future looks bright for Hoboken.

### To Sell Bonds.

In fact the day of merely planning in connection with this matter is past. The Port Authority will endeavor to dispose of bonds needed for financing the purchase of the road, and it seems certain that there will not be much difficulty in doing this.

In going before the investing public with its bonds the Port Authority will face a serious test, and those in a position to know the inside of the matter feel decidedly optimistic of the Port Authority coming through this test with flying colors.

It is pointed out that in the nature of things the Port Authority would not have gone so far as it has with its plan to sell bonds in order to buy the Shore Road from the War Department, unless it had assurance from banking interests that the thing could be done.

The first bond issue of the Port Authority will be for the purchase of the Hoboken Shore Road, and the success of this issue will be watched with keen interest for it will probably foretell how well the Port Authority will fare with succeeding bond issues.

## TO SELL ONLY FEW SMALL BUILDINGS

A telegram recently sent by A. W. Coffin, manager of the Hoboken Chamber of Commerce, to Senators Frelinghuysen and Edge, and Congressman Archibald Olpp, protesting at the awarding of a contract to sell U. S. War Department property in Hoboken, to Joseph Day & Co., auctioneers of New York, has resulted in telegrams of explanation from those representatives of the people.

It seems that the contract to the New York firm which aroused the indignation of the Hoboken Chamber of Commerce because it ignored Hoboken real estate men, applies only to the disposal of a few wooden warehouses opposite the foot of Twelfth street, on property leased from the Lackawanna Railroad.

Senator Frelinghuysen assured Mr. Coffin, as did Senator Edge and Congressman Olpp, that the Hoboken Chamber of Commerce will be consulted before any move is made to dispose of the more important War Department holdings in Hoboken, such as the Hoboken Manufacturers Railroad and the five hundred lots in the western section of the city located within the heavy industrial zone, which are expected to play an important part in the development of the Owens' plan.

## SHORE ROAD LOTS MUST BE SOLD IN ONE PARCEL

Captain O'Neal Will Receive  
Bids on Property  
Up to May 3

Sealed proposals for the purchase of the five hundred lots owned by the Hoboken Manufacturers Railroad in the western section of Hoboken, will be received by Captain Charles D. O'Neal, U. S. A., vice-president of the railroad, up to and including May 3. The War Department continues to take the stand that the property must be sold as a whole and not in portions or by lots. It will go to the highest bidder.

The Dispatch was the first newspaper to publish the announcement that these lots, which run the entire western length of the city, were for sale. The announcement was made by Captain O'Neal to a Dispatch reporter immediately following the meeting of the Board or Directors of the road, at which the decision to sell was reached, and was published next day in the Dispatch.

Dispatch Mar 8/22

Dispatch  
Mar 29/22

Dispatch  
Apr 17/22



*Obs Jan 21/22*

## Hoboken Chamber of Commerce

BULLETIN No. 7

ISSUED JANUARY 21, 1922.

### HEARING ON SHORE ROAD DISPOSAL.

The Hoboken Chamber of Commerce was notified Friday afternoon by Senator Joseph S. Frelinghuysen that a hearing will be held on the disposal of the Hoboken Shore Road at the offices of the U. S. Shipping Board, at 45 Broadway, New York City, on January 28, at 10 A. M. This hearing is the result of an appeal made by the Hoboken Chamber of Commerce when it learned that the Army Department had practically decided to turn this railroad over to the Shipping Board. A meeting of the Docks and Terminals Committee of the Hoboken Chamber of Commerce, the city officials and representatives of the Port Authority will be held in the Dining Room of the Chamber on Wednesday to decide on a policy to be put forward at the Shipping Board hearing on Saturday.

*Obs Jan 28/22*

# HEARING STARTS ON SALE OF SHOREROAD AND HOBOKEN PIERS

City and Chamber of Commerce Represented  
as Testimony is Taken Before Shipping  
Board Commissioners in New York Of-  
fices—Snowstorm Halts Latter's Train  
and Start of Session is Somewhat Delayed  
—Conference is Result of Promise By  
Shipping Board Head That City Would  
Be Given an Opportunity to Express Its  
Opinion on Matter Before Ultimate Dis-  
posal of Property as Recommended By  
War Department.

## OUTCOME OF PROCEEDINGS OF GREAT MOMENT TO HOBOKENITES

The questions involving the disposition of the Hoboken Manufacturers' Railroad and the Hoboken Army Piers are again brought to the fore this morning. A conference is being held in Room 527 of the U. S. Shipping Board offices at 45 Broadway, New York, between representatives of the Shipping Board, the city of Hoboken and the Hoboken Chamber of Commerce.

The Shipping Board is represented by Commissioners Lissner, O'Connor and Chamberlain; Corporation Attorney John J. Fallon represents the city of Hoboken, and Judge J. R. Tiffany appears as counsel for the Chamber of Commerce. The conference is the fulfillment of the promise that the city would be consulted before any action was taken.

Considerable dissatisfaction was expressed by many men at 11 o'clock to-day waiting for the hearing to begin, it having been called for 10 o'clock and not one Commissioner having appeared.

Shortly after 11 o'clock word was received that the Shipping Board Commissioners who were to sit at the hearing had left Washington last night and were held up just east of Baltimore by a heavy snowstorm. One of the Washington trains which was due early this morning had only arrived at 10 o'clock in New York, four and a half hours late.

Commissioners Lissner and O'Connor arrived at 11:30 and the hearing started. They said they had been delayed by the terrific snowstorm just outside of Baltimore.

Conferences relative to the questions involved have been held in Washington on a number of recent occasions, during which it developed that the Secretary of War desired the opinion of the Shipping Board on the advisability of the transfer of the stock of the Hoboken Shore Road by executive order from the War Department to the Shipping Board, leaving the eventual disposition of the stock and of the pier property subject to congressional legislation. It was finally agreed that before any definite steps were taken a conference would be held in New York when those interested in Hoboken could have an opportunity of being heard.

The question of the disposal of the railroad and of the piers involves very closely the entire scheme of development of the city as well as of the taxes formerly derived from the pier property. Bills are pending in Congress at the present time, authorizing the sale of the properties and it is in this connection also that the hearing is being held today.

Among those present at the conference to look after the interests of Hoboken were Mayor Patrick R. Griffin, Commissioner Gustav Bach, Andrew J. Volk, Counselor Julius Lichtenstein, Palmer Campbell, Corporation Counsel John J. Fallon, for the city; Judge J. R. Tiffany, for the Hoboken Chamber of Commerce; F. Cordts, Capt. H. Hatcher, chairman of the Docks and Terminals Committee of the Hoboken Chamber of Commerce, and assistant manager of the Hoboken Land and Improvement Co.; Enos Temple, E. D. S. Wilson, Chas. Kugler, of the Public Service.

W. Bruce, Harrison Colburn, Col. John J. Bradley, Captain O. D. O'Neill, vice-president of the Hoboken Shore Road; James Bragg, W. W. Reed, president of the Hoboken Chamber of Commerce; C. M. Owens, former president of the organization; A. W. Coffins, manager of the Chamber of Commerce, and Stuart Compton, his assistant.



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Dispatch  
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Senator Frelinghuysen assured Mr. Coffin, as did Senator Edge and Congressman Olpp, that the Hoboken Chamber of Commerce will be consulted before any move is made to dispose of the more important War Department holdings in Hoboken, such as the Hoboken Manufacturers Railroad and the five hundred lots in the western section of the city located within the heavy industrial zone, which are expected to play an important part in the development of the Owens' plan.

## To Raise Money for Purchase by Sale of Bonds Reported

That the Port Authority of New York will undoubtedly gain control in the near future not only of the Hoboken Shore Railroad, but of the Hoboken piers now held by the U. S. Shipping Board, was learned last night by a Dispatch reporter who got in touch with the Port Authority office. If the piers and adjoining properties of warehouses etc., pass into the hands of the Port Authority, they will also revert to their former place among the tax ratables of the city.

The plan of making the Hoboken piers and Shore Road an integral part of the great and far-reaching scheme of the Port Authority is now so almost certain of fulfillment that the qualification of the word "if" in connection with the thing is almost superfluous. Certain it is that the Shore Road and Hoboken piers are so vital a part of the Port Authority plans that they cannot possibly be disregarded. The future looks bright for Hoboken.

### To Sell Bonds.

In fact the day of merely planning in connection with this matter is past. The Port Authority will endeavor to dispose of bonds needed for financing the purchase of the road, and it seems certain that there will not be much difficulty in doing this.

In going before the investing public with its bonds the Port Authority will face a serious test, and those in a position to know the inside of the matter feel decidedly optimistic of the Port Authority coming through this test with flying colors.

It is pointed out that in the nature of things the Port Authority would not have gone so far as it has with its plan to sell bonds in order to buy the Shore Road from the War Department, unless it had assurance from banking interests that the thing could be done.

The first bond issue of the Port Authority will be for the purchase of the Hoboken Shore Road, and the success of this issue will be watched with keen interest for it will probably foretell how well the Port Authority will fare with succeeding bond issues.

Dispatch  
Apr 17/22

## SHORE ROAD LOTS MUST BE SOLD IN ONE PARCEL

Captain O'Neal Will Receive  
Bids on Property  
Up to May 3

Sealed proposals for the purchase of the five hundred lots owned by the Hoboken Manufacturers Railroad in the western section of Hoboken, will be received by Captain Charles D. O'Neal, U. S. A., vice-president of the railroad, up to and including May 3. The War Department continues to take the stand that the property must be sold as a whole and not in portions or by lots. It will go to the highest bidder.

The Dispatch was the first newspaper to publish the announcement that these lots, which run the entire western length of the city, were for sale. The announcement was made by Captain O'Neal to a Dispatch reporter immediately following the meeting of the Board or Directors of the road, at which the decision to sell was reached, and was published next day in the Dispatch.



Dispatch  
July 13/22

Obs Feb 5/22

## FRANK'S BID FOR LOTS IS TURNED DOWN

Three-Quarters of Million Not  
Enough for Hoboken Property  
War Department Announces

The bid of Henry Frank, Jr., of Weehawken, the highest bidder for the 510 lots of the Hoboken Manufacturers' Railroad in Hoboken, has been turned down by the U. S. War Department, announced Capt. Charles D. O'Neal, manager of the road, last evening.

"It was not nearly enough," said Captain O'Neal. We shall now begin further negotiations for the sale of the property."

Captain O'Neal will leave for Washington today, to confer with the Secretary of War and other members of the War Department regarding the best method of negotiating for the sale of the property.

Mr. Frank's bid for the property amounted to the sum of \$751,600. The property is assessed at \$1,500,000 value. According to Captain O'Neal the bid stipulated that the assessments for the new Hoboken sewers amounting to \$485,000 should be deducted from the bid, which would leave the War Department only \$286,600. Even so, Mr. Frank would have been obliged to pay the sewer assessment so that his bid of \$771,600 represented the amount of money he should have paid before obtaining possession of the property.

Although the War Department considers Mr. Frank's bid not nearly enough, it is a fact that the amount of his bid was considerably in excess of what other bidders believed the property would sell for. There was even much sentiment expressed by Hoboken business men that Mr. Frank had actually offered more than he need have to become the successful bidder.

### Thought Him Successful

At the time it was regarded as certain that Mr. Frank would be the successful bidder. All the bids received were forwarded to the Secretary of War. This action was regarded as only official and a piece of War Department red tape, which resulted in the speedy announcement from Washington that he had bought the property. But when weeks dragged by and still no word came from Washington doubts began to arise in the minds of Hoboken business men who were keenly interested in the property.

The 510 lots in question are located along the western length of Hoboken, and extend across the Jersey City line, and are regarded as invaluable for industrial purposes because of their direct connection with trans-continental railroads and ocean steamships, and the fact that they are located in the geographical centre of the world's largest metropolitan section.

## Hoboken Chamber of Commerce

BULLETIN No. 8

ISSUED SATURDAY, FEBRUARY 4, 1922.

### CHAMBER'S POLICY ON SHORE ROAD.

At a joint meeting of the Board of Directors and the Docks and Terminals Committee yesterday relative to the Chamber's policy in connection with the disposal by the Government of the Hoboken Shore Road, the Board went on record as adhering to the attitude adopted at the hearing before the Shipping Board Commissioners on Saturday, January 28, in New York City; that the status quo be allowed to remain pending the development of the plan of the Port Authority, and that the War Department retain and operate the Shore Road in the meanwhile; that the Chamber take no action in pressing House Bill No. 204, which provides for the sale of the Road by the War Department to private interests immediately, and that the War Department be requested to sell the backlands of the Road in Hoboken as soon as possible.

It was felt by the Board that it would be inadvisable to go further than that at the present time in view of the lack of co-operation of the different departments of the Government and the apparent absence of a definite policy because of the international problems involved which must first be settled.

Obs May 14/22

BULLETIN No. 23

## Hoboken Chamber of Commerce

ISSUED SATURDAY, MAY 13, 1922.

### SALE OF SHORE ROAD LOTS.

The Hoboken Chamber of Commerce looks for immediate industrial growth now that the government has disposed of the vacant lots owned by the Hoboken Manufacturers' Railroad Company. It is believed that the War Department will authorize the directors of the railroad to accept the bid of Henry Frank, Jr., who offered the highest price for the property. The interest in the sale shows the faith and confidence of Hoboken people in the future development of the city. The directors of the railroad expressed their appreciation of the co-operation of the Hoboken Chamber of Commerce in the sale of the property.

Dispatch May 11/22

## SHORE LOTS SALE AWAITS THE O. K. OF GOVERNMENT

Frank's Bid Along With Others  
Forwarded to Secretary  
of War Weeks

Formal consummation of the sale of 510 lots lying in the western section of Hoboken, bids for which were received yesterday, now awaits the decision of the Secretary of War, to whom the bids were yesterday forwarded.

The bids received at noon by Captain C. D. O'Neal, representing the War Department, showed the figure of Henry Frank, Jr., of Weehawken, to be the highest. His bid was \$756,000; the figures includes \$485,000 for city assessments, including street and sewer.

The bid of Joseph J. Garibaldi, real estate dealer, \$685,000, was understood to be second. A third bid was submitted by a syndicate of Chamber of Commerce men, it is understood.

Captain O'Neal in discussing the receipt of the bids said "that he was not at all certain Frank would be the successful bidder although he would not be surprised if he was."

In other words, it's now up to the War Department, and one guess is as good as the next.

The lots were owned by the Hoboken Manufacturers' Railroad, known as the Shore Railroad. The Government operated the sale through its control of the railroad stock. The sale, it is understood will stimulate building development in that section of the city.



*Obs July 13/22*

## Port Authority May Take Shore R. R. Lots

New Possibility Disclosed When War Department Turns Down Henry Frank's Bid of \$751,600 as Too Low.

It was stated this morning, following the turning down by the War Department of Henry Frank's bid of \$751,600 for the Shore Road lots in the western section of the city, that the Government has completely rearranged its plans regarding the property. The bid was rejected owing to its being too low. It was the highest bid received for the property.

The fact that the Hoboken Manufacturers' Railroad, better known as the Hoboken Shore Road, has become a paying proposition it has, it was learned on good authority this morning, been decided by the Government to sell the railroad and the lots together and not separately. This, of course, will make a considerable difference to all who have been considering the purchase of the lots.

One of the reasons for this change is the fact that the Port Authority of New York is anxious to gain possession of the Shore Road as part of its plan for the development of the port. The Port Authority, there is reason to believe, would also consider the taking over of the lots with a view to building warehouses and factories also as a part of the port development plan.

It is, however, expected that within the next few days there will be further development in the situation which will lead to the disposal of both the railroad and the lots.

*Obs July 21/22*

## KEEN INTEREST IN DISPOSAL OF RAILROAD LANDS

Inquiries Coming in From Firms Anxious to Locate in Hoboken.

Further developments in connection with the disposal of the backland lots in the western section of Hoboken are being awaited in the city with considerable interest. It is expected that an announcement regarding the method by which the lots are to be disposed of will be made public shortly.

According to present indications it is the intention of the Government to put the lots up at auction either singly, as a whole, or in parcels. At this time it is not possible to obtain any official confirmation of this report. All that can be learned now is that the Government has in preparation a plan for the sale of the land and that this plan will be made public shortly.

Meanwhile there are many who are anxious to learn what is to be done with the property. This morning the Hudson Observer was in receipt of a communication from a New York manufacturer asking for information as to the disposal of the lots. The Hoboken Chamber of Commerce is also in receipt of similar requests, it being known that several firms in New York and vicinity are desirous of locating on this property in Hoboken and are awaiting the action of the Government in disposing of them.

Emphasis has again been laid on the fact that the Port Authority of New York has no intentions of taking over these back lands. It does not at the present time enter into their plans to take this land, which, while it adjoins the Hoboken Manufacturers' Railroad, at the same time is of peculiar value for the building of manufacturing plants.

On the other hand contradictory reports are being received regarding the intentions of the Port Authority and the Shore Road. It was stated last week that the Port Authority does not want the Shore Road. Yesterday, from a reliable source, it was learned that the Port Authority has in contemplation the taking over of the Shore Road. If it is part of the plan of the Port Authority to develop the piers in Hoboken the railroad is almost essential to the success of the plan.

*Obs Aug 8/22*

## SHORE R. R. HEAD'S REQUEST AROUSES THE MAYOR'S IRE

Wants City to Pledge Assistance, Etc., to Buyers of Lots.

Captain C. D. O'Neal, of the Hoboken Manufacturers' Railroad, appeared today before the City Commission with the request that that body pass a resolution pledging itself to "assist and encourage" by all means in its power the development of industries which might locate on the series of 510 vacant lots in the western section of the city owned by the railroad.

The proposed pledge, it was intimated carried with it also a promise by the Commission to insure for manufacturers who might locate here adequate switching and spur facilities, even at the cost of a street or two. This aroused the ire of Mayor Griffin and he told Captain O'Neal and Gaudenzio Fugazzi, broker in the case, that the city would make no pledge in prospective under any circumstances and for anyone, Government or individual.

"Why, anyone with property to sell in this city might come here and make the same request," Griffin stated.

Corporation Attorney Fallon said that the city was without legal power to make any such pledge. Commissioner McFeely asked Fugazzi if he thought it proper for any city to pledge itself to give away its streets, should the issue come to that.

The Mayor expressed his opinion of the manner in which the Government does things. "I don't believe the Government will sell those lots for ten years, the way things are going now," he declared. "They throw out bona fide offers and then expect to receive others. It's disgraceful that these lots should be idle when the city is so greatly in need of revenue."

Commissioner Gustav Bach, Director of Revenue and Finance, informed the Commission that there were still about 1,400 places in the city in which water is not metered, though provision has been made for payment by the city in proportion to the amount of water metered here. He recommended that the city install meters in these places, in order to provide a check on the amount of water taken into the city, to cut down wastage and to distribute the burden of water costs more equitably. The matter was referred to the committee of the whole in conjunction with the Corporation Attorney.

*Dispatch Aug 16/22*

## SHORE ROAD LOTS AUCTION MAY BE ON SEPTEMBER 28

Tentative Date Named by Captain O'Neil But May be Changed Later

The public auction of the 510 lots of the Hoboken Manufacturers' Railroad has been dated tentatively for September 28, according to an announcement made last evening by Captain Charles D. O'Neil, vice-president of the road.

"The time of the auction may be changed," said Captain O'Neil, "but in any case it will be about that date, maybe the day before or the day after. September 28 hits the time closest. The lots will be sold to the highest bidder, either the entire 510, or by lots, blocks, and parcels."

A pamphlet telling in detail about the location of the lots and the advantages pertaining thereto, will be published next week and will contain much information for those interested in the lots.

*Dispatch July 19/22*

## WAR DEPARTMENT TO ADOPT NEW POLICY ON SHORE LOTS SHORTLY

The policy of the U. S. War Department in disposing of the 510 lots of the Hoboken Manufacturers Railroad in the western part of Hoboken will be announced within the next ten days, Captain Charles O'Neal, vice president of the road, said yesterday, following a meeting of the Board of Directors, presided over by Assistant Secretary of War Wainright.

It will be recalled that several months ago these lots were offered to the highest bidder, but the bid of Henry Frank, Jr., of Weehawken, the highest bidder, after a long wait was finally turned down.

Captain O'Neal denied that the Port Authority would take over the lots when it took control of the Shore Road as it is scheduled to do at a date not yet decided upon. "On the contrary the Port Authority wants the lots sold before taking over the Shore Road," said Captain O'Neal.



Dispatch Sept 12/22

Dispatch Aug 9/22

# Shore Road Lots to Be Sold in Hoboken

## GRIFFIN WON'T CONSIDER REQUEST TO AID BUYERS OF LOTS ON SHORE ROAD

### Armory October 19

#### WILL BE SOLD BY PLOTS INSTEAD OF LOTS AS IT WAS ANNOUNCED AT FIRST

Changed From New York City  
on Insistence of Cap-  
tain O'Neal

The date of the public auction of the five hundred and ten lots of the Hoboken Manufacturers' Railroad, which was set for September 28, has been postponed until October 19, Captain Charles D. O'Neal, vice-president and manager of the road, announced last night.

The auction will take place at 10 o'clock in the morning of that day, in the City Hall Armory, Hoboken. At first it was decided to hold the

auction in New York City, but owing to the insistence of Captain O'Neal upon Hoboken as the site of the auction, the idea of having it in New York was abandoned.

The lots, which are valuable industrial sites located in the western part of Hoboken, with direct communication from them with both through railroad lines and steamship piers, will be auctioned by plots instead of lots. The property has been divided into one hundred plots of from four to ten lots a plot. This has been done in order to make the sales more logical. Each plot will be an integral piece of property, fitted primarily for an industrial site.

The auctioneers will be Gaudenzio Fugazzi, of Hoboken and Joseph Day of New York City.

#### Scores Government for Holding Property Undeveloped— Ask Railroad Suprs

Mayor Patrick R. Griffin, of Hoboken, at yesterday's meeting of the City Commission emphatically refused to even consider a request made by Captain Charles D. O'Neal, vice-president of the government-owned Hoboken Manufacturers' Railroad, that the Board of Commissioners pass a resolution pledging the city to grant permission to buyers of the 510 lots shortly to be offered at public auction to build railroad spurs and switches across public streets, to the property.

Mayor Griffin also refused to grant permission to Captain O'Neal and Gaudenzio Fugazzi, who will be one of the auctioneers, to publish in advertisements for the auction, that the City Commissioners will assist and encourage in every possible way, buyers of the property in the development of their industries.

Mayor Griffin went so far as to accuse Captain O'Neal and Mr. Fugazzi of requesting these privileges in order to assure the government getting as high prices as possible for the lots.

#### Won't Help Boost Price.

In fact Mayor Griffin grew decidedly indignant at the whole proposition. He said: "Of course we are always assisting in every way to advance the welfare of Hoboken. That is what we are here for. But we are not interested in boosting the prices of the lots, so that the government can clean up as much money as possible on them."

Captain O'Neal and Mr. Fugazzi pleaded with him that they be allowed to at least include an assurance in advertisements for the sale that the city would aid the buyers in every possible way in the development of their property, but the mayor was adamant. He was encouraged in the stand he took, by Corporation Attorney John J. Fallon, who stated that it would not be legal for the board to pledge in advance what attitude it would take in the activities of future owners of the property to be sold.

Mayor Griffin scored the government for its failure to dispose of the lots sooner, and for permitting them to lie undeveloped, and said he doubted if the lots would be sold this time, the government having failed to award the lots to Henry Frank, Jr., of Weehawken, the highest bidder for them when it was recently announced they would be sold to the highest bidder.

Oct 17/22 Obs Oct 12/22

### GOVERNMENT TO SELL FIVE HUNDRED LOTS

Thursday, at noon, in the Hoboken Armory, City Hall, Joseph P. Day, auctioneer, will sell at public auction, for the U. S. War Department, 510 lots and plots, and two buildings, on Ferry street, Willow avenue, Madison, Harrison and other streets, on and near seven trunk line railways, ranging along the east side of the West Shore and Erie Railroad in the very centre of Hoboken's industrial district.

These government owned lots and plots, which were selected during the World War because of their trunk line facilities, their proximity to New York, their accessibility to an almost unlimited labor market and the great transatlantic piers on the Hudson River water front of New Jersey, are located about twelve blocks from pier connections to any part of the world, with lighterage service to any pier in the port of New York, and within about five minutes to the Jersey City approach of the New York and New Jersey vehicular tunnel, at Twelfth and Provost streets.

### SHORE R. R. LOTS TO BE SOLD NEXT WEEK

The U. S. War Department sale of industrial sites on and near seven trunk line railways, at Hoboken, will be held next Thursday, October 19, at noon, by Joseph P. Day, auctioneer, in the Armory at the City Hall, Hoboken, under the direction of Captain C. D. O'Neal, U. S. A. The latter is vice-president and general manager of the Hoboken Shore R.R. G. F. Fugazzi, of Hoboken, will be associated with Mr. Day.

This Government-owned property has been divided into 510 lots and plots, located on Ferry street, Willow avenue, Madison, Harrison and other streets, and including two buildings.

The location of the property is approximately twelve blocks from pier connections to any part of the world, with lighterage service to any pier in the Port of New York, and within about five minutes of the Jersey City approach of the New York and New Jersey vehicular tunnel at Twelfth and Provost streets. The lots constitute the cream of Hoboken's manufacturing district, and range along the east side of the West Shore and Erie Railroad.



Obs Oct 19/22

Dispatch Oct 21/22

# AUCTION SALE OF FIVE HUNDRED AND TEN "BACK" LOTS IS ON IN HOBOKEN

Disposal of Shore R. R. Prop-  
erty by Government Big-  
gest Transaction of Kind  
in History of Mile Square  
City.

## TWO AUCTIONEERS HANDLING THE SALE

At noon to-day in the City Hall Armory the 510 "back" lots of the Hoboken Shore Road, situated in the western section of the city, were offered for sale at public auction. The auctioneers are Joseph P. Day of New York and Gaudence F. Fugazzi of Hoboken.

These are the lots regarding which

so much controversy has been aroused. Following the exclusive announcement in the Hudson Observer that the Government had decided to dispose of them, bids were received for the entire property. After another period of waiting, it was announced that the War Department had rejected the lowest bid.

There are also the lots which have been affected by the recent improvements which have placed new streets and sewers in the vicinity of the western boundary of the city. They are situated in an ideal locality for factory sites, and it is expected that they will be transformed, after development, into one of the biggest and busiest industrial sections in the east.

The lots are situated in direct connection with seven trunk railroads, putting them in connection with every section of the American continent. They are within a mile of the Hoboken Piers, so that the facilities they offer for industrial expansion are unrivaled in the East.

The selling terms are 75 per cent on mortgage and the lots will be offered in large and small parcels to suit the convenience of the buyers.

## EXPECT DECISION ON SALE OF LOTS BY THIS TUESDAY

Believe Secretary of War Will  
Confirm Bids Made on  
Thursday

Decision on the bids accepted for purchase of Hoboken Shore Road lots at the public auction Thursday, will probably be made by the Secretary of War by Tuesday, said Captain Charles D. O'Neal, vice president and general manager of the road, last night. This time it is believed the bids should be accepted this time and the bid of Henry Frank, Jr., of Weehawken should have been turned down last time is a question which is puzzling many an interested person in Hoboken.

It will be recalled that following the acceptance of sealed bids for the entire 510 lots several months ago the bid of Henry Frank, Jr., for \$751,909 and some over, was found to be the highest. The bids were sent on to the Secretary of War and after a surprisingly long wait of several weeks, his bid was turned down as "not being nearly enough." The auction of Thursday was the result. A total sum of \$450,000 and a little in excess of that, was realized from Thursday's sale, or at least will be if the bids are confirmed by the Secretary of War.

Exactly 236 lots were disposed of at the auction, according to Captain O'Neal, which leaves 274 lots unsold with assessments for new sewers and street improvements hanging over them amounting to around \$471,000. It will thus be seen that the decision of the Secretary of War to turn down Mr. Frank's former bid of \$751,000 for the entire 510 lots has not resulted in saving enough money by the War Department. In fact it becomes plain that unless the assessments on the unsold property are set aside by court action that the War Department will probably lose a great deal by turning down Mr. Frank's former bid.

### Great Expense.

It must be remembered too that a

great deal of expense was necessary to prepare for the public auction on Thursday, not only the hiring of the auctioneering firm but in advertising and the publication of booklets concerning the property.

It is rumored on pretty good authority that Assistant Secretary of War Wainwright was the one actually responsible for turning down Mr. Frank's first bid for the entire property. Those who have followed this matter do not believe that the reason given for turning down the first bid—that it was not enough—is the actual reason it was turned down.

The coal pockets and yards of the Jagels & Bellis Company are located on part of the property of twenty plots bought by Ryer and Hague, realtors, of 199 Sip Avenue, Jersey City, for the Erie Railroad for the sum of \$255,000. Mr. Jagels had every reason to believe he had bought the six plots of the property on which his coal pockets are located, for the sum of \$32,000, when with a suddenness which literally took every one's breath away, the Erie bid was made and Mr. Jagels' bid which had been accepted by the auctioneer became void as did the bid of Henry Frank, Jr. for the rest of the plots at a price ranging from \$1,500 to \$2,000 a lot.

### Much Confusion.

There was a lot of confusion in the minds of those present as to just how the Erie, through Ryer and Hague, was able to "put one over" on Mr. Jagels and Mr. Frank in such a high hands fashion. The bid of both these two gentlemen had not only been accepted by the auctioneer, but they had actually signed their signature to the necessary documents.

The answer is that the War Department, according to the rules of this auction, reserved the right to sell in bulk any property which had been disposed of in parcels by separate bids. Still, the quickness with which this transaction was brought about surprised many.

The Erie has not yet let it be known what it intends to do with its newly acquired property in Hoboken. The presumption is that the Jagels & Bellis coal pockets will remain on the property for the time being at least if not indefinitely. There is little enthusiasm in Hoboken at the prospect of the Erie building a railroad yard on the property.

For it has been the hope of not only city officials but leading business men that all available property on the west side of Hoboken will be utilized for industrial purposes with consequent benefit to the city tax rate.

## SHORE ROAD LOTS PUT AT AUCTION IN ARMORY TODAY

Henry Frank, of Weehawken,  
is Expected to Bid  
Again

The public auction of 510 lots owned by the U. S. War Department, in the Hoboken City Hall beginning at noon today promises to be a hotly contested affair. The property in question is well located for industrial sites and is eagerly sought not only by local business men but by interests from out of town and by railroads which the property adjoins. It was acquired by the War Department during the war when it took over the Hoboken Shore Road and in a general way adjoins the tracks of the New York Central Railroad from the southern boundary of the city in a northeasterly direction to within five cross town blocks of the water front.

### Starts at Noon.

The auction is scheduled to start at noon today in spite of the fact that the maps showing the location of the lots and plots to be sold, bear the announcement in large letters that the auction begins at 2 p. m. Just how that mistake happened to be made has not been explained and there is likely to be some confusion as a result. The maps were distributed broadcast out of town and there can be no doubt that many who wish to bid at the auction think that 2 p. m. instead of noon is the time for the auction to begin as they well have reason to believe since the maps were officially distributed by the Hoboken Shore Road.

When questioned about the time last night, Captain Charles D. O'Neal, vice president and general manager of the Hoboken Shore Road, expressly stated that the auction would begin at noon. Altogether 1,254,000 square feet of property will be sold at public auction. Gaudenzio Fugazzi, of Hoboken will be the auctioneer. He is associated with Joseph P. Day, of New York City in the auction, but will conduct the auction personally himself. A city ordinance forbids an auction conducted by an out-

### Expect Frank to Bid.

Henry Frank, Jr., of Weehawken, whose former bid for the entire property was turned down by the Secretary of War, is expected to bid again today. This time, however, the property will not be offered for sale in entirety, but by plots and lots.

Most of the bidding it is expected will be done by lawyers representing the bidders, and some of those other do not want it known that they are after the property. The unsuccessful bidders represented by lawyers will only become known if their counsel chooses to make their identity public.

Some of the local persons and firms expected to make bids are Ferguson Brothers Manufacturing Company, Henry Frank Jr., C. H. C. Jagels and the Robert Davis Baking Powder Company. The Lackawanna, Erie and New York Central Railroads are also expected to bid for property adjoining their lines.

One of the most valuable plots which will be sold entire is 70,000 square feet in size and is located in Jersey City just over the boundary line from Hoboken. It is in the shape of a triangle.

### Boundaries of Property.

It is bounded on the south by the Lackawanna Railroad tracks, on the west by the New York Central tracks, on the north by Ferry street, and on the east by an extension of Marshall street leading from Hoboken.

Although in Jersey City this property is so located as to seem integrally part of Hoboken. The property to be sold practically covers the entire western boundary of the city. There is a gap of a block from the property referred to in Jersey City to where the lots begin again on Marshall street between First and Second streets.

The lots continue from that point to the west side of Fourteenth street between Jefferson and Adams streets and then continue along the west side of Fourteenth to the foot of the viaduct at Willow and Fourteenth streets. But north of Fourteenth street there is an isolated plot at the southwest corner of Grand and Sixteenth streets. All the other plots and lots with the exception of the one in Jersey City either directly adjoin one another or are only separated by streets between.

A spur of lots leads from the general north and south trend of the property, east from Madison street between Ninth and Tenth

streets two blocks to Hoboken Hudson County Park adjoins the south side of the park from Adams to Grand street and then extends south the entire length of the block from the park to Eighth street. All the property bounded by Third street on the south, Marshall on the west, and Harrison on the east, will be sold, as will also four other unbroken blocks. The rest of the property is so situated as to make it possible to build spurs from it connecting with main line tracks.



Oct 19/22

Dispatch Oct 21/22

# AUCTION SALE OF FIVE HUNDRED AND TEN "BACK" LOTS IS ON IN HOBOKEN

Disposal of Shore R. R. Property by Government Biggest Transaction of Kind in History of Mile Square City.

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Decision on the bids accepted for purchase of Hoboken Shore Road lots at the public auction Thursday, will probably be made by the Secretary of War by Tuesday, said Captain Charles D. O'Neal, vice president and general manager of the road, last night. This time it is believed the bids will be confirmed. But just why they should be accepted this time and the bid of Henry Frank, Jr., of Weehawken should have been turned down last time is a question which is puzzling many an interested person in Hoboken.

It will be recalled that following the acceptance of sealed bids for the entire 510 lots several months ago the bid of Henry Frank, Jr., for \$751,000 and some over, was found to be the highest. The bids were sent on to the Secretary of War and after a surprisingly long wait of several weeks, his bid was turned down as "not being nearly enough." The auction of Thursday was the result. A total sum of \$450,000 and a little in excess of that, was realized from Thursday's sale, or at least will be if the bids are confirmed by the Secretary of War.

Exactly 236 lots were disposed of at the auction, according to Captain O'Neal, which leaves 274 lots unsold with assessments for new sewers and street improvements hanging over them amounting to around \$471,000. It will thus be seen that the decision of the Secretary of War to turn down Mr. Frank's former bid of \$751,000 for the entire 510 lots has not resulted in saving enough money by the War Department. In fact it becomes plain that unless the assessments on the unsold property are set aside by court action that the War Department will probably lose a great deal by turning down Mr. Frank's former bid.

### Great Expense.

It must be remembered too that a

great deal of expense was necessary to prepare for the public auction on Thursday, not only the hiring of the auctioneering firm but in advertising and the publication of booklets concerning the property.

It is rumored on pretty good authority that Assistant Secretary of War Wainwright was the one actually responsible for turning down Mr. Frank's first bid for the entire property. Those who have followed this matter do not believe that the reason given for turning down the first bid—that it was not enough—is the actual reason it was turned down.

The coal pockets and yards of the Jagels & Bellis Company are located on part of the property of twenty plots bought by Ryer and Hague, realtors, of 100 Sip Avenue, Jersey City, for the Erie Railroad for the sum of \$255,000. Mr. Jagels had every reason to believe he had bought the six plots of the property on which his coal pockets are located, for the sum of \$32,000, when with a suddenness which literally took every one's breath away, the Erie bid was made and Mr. Jagels' bid which had been accepted by the auctioneer became void as did the bid of Henry Frank, Jr. for the rest of the plots at a price ranging from \$1,500 to \$2,000 a lot.

### Much Confusion.

There was a lot of confusion in the minds of those present as to just how the Erie, through Ryer and Hague, was able to "put one over" on Mr. Jagels and Mr. Frank in such a high hands fashion. The bid of both these two gentlemen had not only been accepted by the auctioneer, but they had actually signed their signature to the necessary documents.

The answer is that the War Department, according to the rules of this auction, reserved the right to sell in bulk any property which had been disposed of in parcels by separate bids. Still, the quickness with which this transaction was brought about surprised many.

The Erie has not yet let it be known what it intends to do with its newly acquired property in Hoboken. The presumption is that the Jagels & Bellis coal pockets will remain on the property for the time being at least it not indefinitely. There is little enthusiasm in Hoboken at the prospect of the Erie building a railroad yard on the property.

For it has been the hope of not only city officials but leading business men that all available property on the west side of Hoboken will be utilized for industrial purposes with consequent benefit to the city tax rate.

Dispatch Oct 19/22

## SHORE ROAD LOTS PUT AT AUCTION IN ARMORY TODAY

Henry Frank, of Weehawken, is Expected to Bid Again

The public auction of 510 lots owned by the U. S. War Department, in the Hoboken City Hall beginning at noon today promises to be a hotly contested affair. The property in question is well located for industrial sites and is eagerly sought not only by local business men but by interests from out of town and by railroads which the property adjoins. It was acquired by the War Department during the war when it took over the Hoboken Shore Road and in a general way adjoins the tracks of the New York Central Railroad's from the southern boundary of the city in a northeasterly direction to within five cross town blocks of the water front.

### Starts at Noon.

The auction is scheduled to start at noon today in spite of the fact that the maps showing the location of the lots and plots to be sold, bear the announcement in large letters that the auction begins at 2 p. m. Just how that mistake happened to be made has not been explained and there is likely to be some confusion as a result. The maps were distributed broadcast out of town and there can be no doubt that many who wish to bid at the auction think that 2 p. m. instead of noon is the time for the auction to begin as they well have reason to believe since the maps were officially distributed by the Hoboken Shore Road.

When questioned about the time last night, Captain Charles D. O'Neal, vice president and general manager of the Hoboken Shore Road, expressly stated that the auction would begin at noon. Altogether 1,254,000 square feet of property will be sold at public auction. Gaudenzio Fugazzi, of Hoboken will be the auctioneer. He is associated with Joseph P. Day, of New York City in the auction, but will conduct the auction personally himself. A city ordinance forbids an auction being conducted by an out

### Expect Frank to Bid.

Henry Frank, Jr., of Weehawken, whose former bid for the entire property was turned down by the Secretary of War, is expected to bid again today. This time, however, the property will not be offered for sale in entirety, but by plots and lots.

Most of the bidding it is expected will be done by lawyers representing the bidders, and some of those other do not want it known that they are after the property. The unsuccessful bidders represented by lawyers will only become known if their counsel chooses to make their identity public.

Some of the local persons and firms expected to make bids are Ferguson Brothers Manufacturing Company, Henry Frank Jr., C. H. C. Jagels and the Robert Davis Baking Powder Company. The Lackawanna, Erie and New York Central Railroads are also expected to bid for property adjoining their lines.

One of the most valuable plots which will be sold entire is 70,000 square feet in size and is located in Jersey City just over the boundary line from Hoboken. It is in the shape of a triangle.

### Boundaries of Property.

It is bounded on the south by the Lackawanna Railroad tracks, on the west by the New York Central tracks, on the north by Ferry street, and on the east by an extension of Marshall street leading from Hoboken.

Although in Jersey City this property is so located as to seem integrally part of Hoboken. The property to be sold practically covers the entire western boundary of the city. There is a gap of a block from the property referred to in Jersey City to where the lots begin again on Marshall street between First and Second streets.

The lots continue from that point to the west side of Fourteenth street between Jefferson and Adams streets and then continue along the west side of Fourteenth to the foot of the viaduct at Willow and Fourteenth streets. But north of Fourteenth street there is an isolated plot at the southwest corner of Grand and Sixteenth streets. All the other plots and lots with the exception of the one in Jersey City either directly adjoin one another or are only separated by streets between.

A spur of lots leads from the general north and south trend of the property, east from Madison street between Ninth and Tenth

streets two blocks to Hoboken Hudson County Park adjoins the south side of the park from Adams to Grand street and then extends south the entire length of the block from the park to Eighth street. All the property bounded by Third street on the south, Marshall on the west, and Harrison on the east, will be sold, as will also four other unbroken blocks. The rest of the property is so situated as to make it possible to build spurs from it connecting with main line tracks.



Dispatch Oct 20/22

# LESS THAN HALF OF SHORE ROAD LOTS SOLD; BUYERS FEAR HEAVY ASSESSMENTS

Erie Takes Largest Block—  
Abraham Littauer and Henry  
Frank Among Buyers

The much heralded public auction of 510 lots owned by the United States War Department in Hoboken proved to be a thoroughly entertaining occasion which lasted all of yesterday afternoon in the Hoboken City Hall Armory. But not half the lots were sold, in fact only 227 of them, leaving 283 unsold, because the assessments on them for new street and sewer improvements are so excessive that no buyer could be found. In fact, the auctioneer was so aware of that fact that he made little effort to dispose of them.

It is just possible, of course, that the Secretary of War, who must approve of yesterday's sales before they are confirmed, will turn them down as he did the bids received on the first sale. The bids will be sent to him for approval. The feeling seemed to be yesterday that yesterday's auction will be confirmed.

Altogether \$451,150 was realized from the sale. Henry Frank, Jr., of Weehawken, offered a little over \$751,000 for the entire 510 lots at the first sale several months ago. The Secretary of War turned down the bid.

## May Refuse Assessments.

Neither General G. F. Downey, Chief of Transportation of the United States Army, who attended the auction, and Captain Charles D. O'Neal, vice president and general manager of the Hoboken Manufacturers' Railroad, who directly controls the property, were willing to venture an opinion of what will become of the unsold property, although Captain O'Neal did admit the possibility when questioned, that the War Department may decline to pay the heavy assessments on the property, in which events the property will be thrust on the city of Hoboken.

The largest single sale was to the Erie Railroad, which paid \$255,000 for twenty-three lots averaging five lots each, bounded on the west by the Erie tracks, the north by Sixth street, the east by Harrison street south to within a short distance of Second street, with ten lots on Marshall street between First and Second streets. The sale of these plots in bulk came as a great surprise following quickly after it had been sold by plots to C. H. C. Jagels and Henry Frank, Jr.

But the stipulations of the auction provided for just such action, the sale of an aggregation of lots and plots by bulk after the sum they had brought separately failed to come up to expectations. Of this property, Mr. Jagel's bid of \$32,000 for three plots on city block 35 and three plots on block 44 next the railroad had been accepted. Henry Frank, Jr., had bid on the rest of this property at sums ranging from \$1,500 to \$2,000 a lot. When the Erie bid was accepted for the property in bulk, the bids of Mr. Jagels and Mr. Frank immediately became void.

## Free of Assessments.

The property bought by the Erie is free from assessments for new sewer and street improvements except for city block 64, bounded by Fifth street, the railroad, Sixth street and Harrison street, which is assessed at \$16,728 since December 21 last, with interest gathering at 7 per cent. None of the property sold south of Sixth street comes under the heavy assessments for streets and sewers.

The coal pockets of the Jagels & Bellis Coal Company are situated on the property for which he bid \$32,000 immediately adjoining the Erie tracks, and it was expected that he would bid even higher.

## Sold to Goldenberg.

The next largest purchase was Plot No. 1 in Jersey City for \$52,500 to J. Goldenberg, Inc., of 40 Pacific avenue, Jersey City. This property is just over the boundary line from Hoboken and is bounded by the Lackawanna tracks on the south, the Erie on the west and by Ferry street on the north.

This was the first sale of the auction, and the bidding started at \$13,000 and mounted swiftly up, a thousand dollars at a time, until it had reached \$25,000. From then on the bidding soared in jumps of \$10,000 until it reached \$52,500, and the property was sold to Mr. Goldenberg, of Jersey City.

## Other Purchasers.

The purchasers of other lots sold were J. Sepenuk, of 253 Fourth street, Jersey City; Ferguson Bros. Manufacturing Company, of Hoboken; Herman G. Borburger, of 45 Fallside avenue, West Hoboken, who has offices at 51 Newark street, Hoboken; F. W. Bigley, of the Bigley Trucking Company, 1604 Willow avenue, Hoboken; V. J. Tipula, of the Hudson Cocoa Company, Hoboken; Henry Frank, Jr., of Weehawken; Abraham Littauer, of 537 Fulton street, Union Hill, and A. Weidman, whose address the auctioneer had not obtained last night.

The highest price which any single lot brought was \$7,600, paid by J. Sepenuk, of 253 Fourth street, Jersey City, for the northeast corner of First and Harrison streets, which was a lot by itself with a building on it suitable for a store site.

Ferguson Brothers Manufacturing Company, of 832 Monroe street, paid \$2,300 a plot for sixteen lots embracing city block 86, adjoining the Erie tracks and Jackson street in back of its factory.

The assessments for improvements on this property amounts to \$13,212, which will be subtracted from the \$36,800 paid for the property by Ferguson Brothers and go the city in assessments.

Herman G. Vorburger, of 51 Newark street, paid \$5,200 for a plot of four lots on the southwest corner of Grand and Sixteenth street in city block 130. This plot is isolated from the rest of the property sold. It is assessed at \$3,849 for improvements.

## Pay \$4,000 for Lot.

F. W. Bigley, of Bigley's Trucking Company, paid \$4,000 a lot for a plot of three lots adjoining the northwest corner lot at Fourteenth street and Willow avenue in city block 123. Street and sewer improvement assessments on this plot are \$2,880.

V. J. Tipula of the Tipula-Septfonds Inc., Cocoa Company of 1433 Willow avenue, paid \$2,000 a lot for a plot of five lots on Clinton street which adjoins its own property. Assessments on this plot are \$8,359.

Henry Frank, Jr., bought two plots containing altogether seven lots at 1404-1410 Clinton street and 1407-1411 Grand street, in city block 122 for \$1,800 a lot. This is assessed at \$6,556 altogether. He also bought a plot adjoining the southwest side of Hoboken Hudson County Park at 901-913 Adams street, containing seven lots for \$1,750 a lot. There was no assessment on this plot. He also bought twenty lots from 800 Grand street to 832 Grand street for \$1,700 a lot, assessed at \$26,826.

A. Weidman bought seven lots for \$750 a lot at the north-west corner of Adams and Ninth streets, in city block 96, the two plots here are assessed at \$2,647 and \$1,440.

## Union Hill Buyer.

Abraham Littauer, of 537 Fulton street, Union Hill, bought a plot of four lots at the south-west corner of Monroe and Twelfth streets for \$1,700 a lot. This plot is assessed for \$4,767. It is in lot 102, and was the only six plots of four lots each in the block, which was sold.

By far the greater part of the assessments for new street improvements and sewers amounting altogether to \$481,116, is for property which was not sold. The average assessment per lot for this unsold property is \$960 a lot. The War Department was unwilling to sell for the price of the assessment and no one apparently was willing to pay more.

The average price paid per lot of those sold was \$2,300.

The auction formally opened by all the property being offered in

bulk. The only bid put forward was by Julius Kislak, Hoboken realtor, who bid \$100,000 for the entire 510 lots. It was not anticipated that the property could be sold in bulk. Mr. Kislak made no further bid during the auction but he sat next to Henry Frank, Jr., in the front row immediately beneath the auctioneer's stand, and it is known that he is associated with Mr. Frank in the property for which he bid.

## War Department Represented.

Those representing the War Department present at the auction were Captain Charles D. O'Neal, vice president and general manager of the Hoboken Manufacturers' Railroad; General G. F. Downey, Chief of Transportation of the U. S. Army, Colonel Louis Bash and General John J. Bradley, the last three from Washington and members of the Board of Directors of the Hoboken Manufacturers' Railroad, or the Hoboken Shore Road, as it is better known.

Among the crowd of several hundred which thronged the armory were Mrs. Ella V. Lambert, an elderly woman from Jersey City, who seemed very excited during the bidding but doing no bidding herself although sitting in the front row; William A. D. Evans, president of the Cooper-Hewitt Electric Company; William W. Read, president of the Hoboken Chamber of Commerce; Mayor Patrick R. Griffin, Corporation Attorney John J. Fallon, the last two seemingly particularly interested spectators; Captain Haley Hatcher, Julius Kislak, Anthony J. Volk, C. Alfred Burhorn, realtor; A. W. Coffin, manager of the Hoboken Chamber of Commerce; Herman Geismar; Henry Steneck, of the Steneck Trust Company; McFeely and Harry L. Schmulling; Peter J. Pero, Henry Frank, Jr., Mr. Pickenbach, of the Hoboken Bank for Savings; Harry Lauderstein, of the Federal Metal Bed Company; Henry Ferguson and William Hanley, of Ferguson Bros. Manufacturing Company; Charles Kugler and Ed Kent, of the Public Service Company; Counselor Julius Lichtenstein, J. William Klie and Otto Klie, Charles Singer, real estate expert of Union Hill, and J. Henry Weidner.

# AUCTIONEER DAY NOT LEGALLY AUTHORIZED TO SELL HOBOKEN LOTS

Has No City License—Did  
Not Show Flag—Fuggazzi's  
Name Displayed and  
He Has License—New  
Yorker, However; Con-  
ducted Auction.

## SHORE ROAD HEAD TO REVIEW ONE PURCHASE

While it is not expected that an official announcement regarding the results of the auction of the city lots at the Armory on Thursday last will be made for several days yet, opinions have been expressed in several quarters that several matters of importance will be taken into consideration before confirmation is made by the War Office authorities of the sale.

The interesting question has arisen as to the legality of the sale, it being pointed out that Joseph P. Day, the New York auctioneer, did not have a city license as an auctioneer, and, therefore, was not legally authorized to sell at all.

In this connection it is interesting to note that Day did not have his flag with him, and that the only sign displayed in front of the desk of the auctioneer was that of G. D. Fuggazzi, of Hoboken, who, of course, has a Hoboken license. But it was Day who did the selling and not Fuggazzi, and no mention was made at any time of any transfer from Fuggazzi to Day of his privilege as an auctioneer.

Comment is still being heard in several quarters relative to the selling of the first parcel of blocks, most of which were unassessed, to the Erie Railroad after they had been sold separately to individual buyers, including C. H. C. Jagels and

Henry Frank. This took place so quickly that it was some considerable time later before many of those present were able to grasp the significance of what had taken place.

The blocks had been sold individually. Most of these sales had been recorded and checks had been signed and passed over when Day asked for bids on the property as a whole. At once the Erie Railroad bid \$255,000. Within thirty seconds the property was knocked down at this figure and the other sales voided.

Those who were under the impression that they had already bought this property were amazed and it took quite some time to make them understand what had taken place. Then checks were returned to them and the articles of agreement of sale torn up.

General Wowney, president of the Hoboken Shore Road, when asked at the time about this transaction, said that he had directed the last sale, that to the Erie Railroad, to be thrown out. Later, however, when he saw that this sale and not the others had been recorded, he said he would take the whole matter into consideration.

It is also worthy of mention that, when the last of the lots had been under the hammer, that Day did not say the sale was at an end. Instead, he said the sale was adjourned, which some take to indicate that there will be a further auctioning at a later date.

Obs Oct 24/22



Obs Oct 20/22

# TWO HUNDRED AND TEN SHORE ROAD LOTS SOLD; THREE HUNDRED REMAIN

Sales, However, Have to Be  
Approved by the War  
Department—Amount of  
Property Sold Is \$450,150.

## GEN. DOWNEY REGARDS AUCTION AS SUCCESS

While bidding was at times keen, while interest was not lacking and while one of the most representative gatherings of U. S. officials, city officials, bankers, real estate men and financiers of Hudson County met together in the City Hall Armory, Hoboken, yesterday afternoon, on the occasion of the auctioning of the 510 lots and plots owned by the U. S. War Department, the outstanding feature was the number of lots that remained unsold owing to the city assessments being too high.

Of the total number of lots offered for sale, exactly 300 remained unsold. The total amount of the property sold was \$450,150, this representing an average price per lot of the 210 lots sold of \$2,143. On all of the property offered for sale the city assessments amount to \$471,156. The assessments on the property sold amount to \$90,655, so that \$471,156 in assessments remains as unlikely to be paid to the city.

As it is, all of the sales have to be approved by the War Department. This has been left in the hands of General G. F. Downey, Chief of Transportation of the U. S. Army and president of the Hoboken Shore Road, who was present at the sale. After the sale yesterday General Downey informed the Hudson Observer reporter present that he did not think it likely that any announcement would be made for some days yet, as it was necessary to take into consideration all of the facts of the sale before coming to a decision.

"I am inclined to think that the sale has been a success," he said, "but I do not want to make any announcement at this time. It is necessary to look into things before saying anything definite."

Asked as to what will be done with the lots which remain unsold, the General said that they would, of course, remain in the hands of the Government for the time being.

With General Downey were General John J. Bradley, of the U. S. Infantry, a director of the railroad, who was well known in Hoboken during the days of the war, and Colonel Louis Bash, also a director of the railroad, and Captain Charles D. O'Neill, vice-president and general manager of the road.

Mayor Griffin, Director McFeely and all of the City Commissioners were present, as were also Corporation Attorney John J. Fallon and Assistant Corporation Attorney H. L. Allen. Various other city officials were present and were interested spectators of the proceedings.

Originally scheduled for noon time, the sale did not begin until 2 o'clock. The sale was conducted by Auctioneers Joseph P. Day and Gaudente F. Fugazzi, of Hoboken. The terms of sale were 10 per cent. on day of sale and auctioneers' fees, with balance in thirty days or 70 per cent. on mortgage.

### THE PRICES PAID.

Perhaps the most striking feature of the sale was the price paid for some of the lots. Where assessments were on the property the price bid included the assessment. It also included the interest and taxes due, so that in some instances, as will be seen from the list following, the price would just about pay the liabilities on the property with the auctioneers' fees.

There was a good deal of good natured bantering going on during the sale. At the outset a call was made for a bid on the entire property, the whole 510 lots. J. I. Kislak promptly offered \$100,000, an offer which was as promptly rejected.

Some confusion was created during the sale by the auctioneers exercising their option of selling collectively after selling individually. A large number of lots had been sold to individual bidders, including C. H. C. Jagels and Henry Frank. The auctioneers then put the same prop-

erty up to a collective bid, offering all of it in one parcel. This was then knocked down to the Erie Railroad Company for a higher sum than the combined collective bids, and declared sold. This, too, of course, is subject to the approval of the government authorities.

After the sale Mayor Griffin said he could express no opinion until he had time to study the figures, but expressed surprise that the total amount of the sale was so large.

The following is a complete compilation of the results of the auction as made by the Hudson Observer during the progress of the sale. For the purposes of comparison the assessments are included both in the case of property sold and property unsold:

### THE RESULTS.

The following shows the property sold:

Plot No. 1. This consists of 70,000 square feet at the foot of Ferry street, including 443 feet adjoining the Erie Railroad tracks. No assessment. After some spirited bidding this was knocked down to J. Gold-enberg, Inc., of 40 Pacific avenue, Jersey City, for \$52,500.

Block 35, situated on Marshall street and Third street. No assessments. Consists of 20 lots, divided into three parcels, numbered 6, 7 and 8. This was first of all knocked down to C. H. C. Jagels for \$32,000.

Block 45, comprising the entire block between Harrison and Marshall streets and Third and Fourth streets. Consists of thirty-four lots, divided into eight parcels, numbered from 9 to 16. This was first knocked down to Henry Frank for \$1,500 per lot. No assessments.

Block 55, comprising the square block between Morrison and Marshall streets and Fourth and Fifth streets, consisting of twenty-four lots, divided into six parcels, numbered from 17 to 22. This was first sold to Henry Frank at \$1,500 per lot. No assessments.

Block 64, comprising the land between Marshall and Harrison streets and Fifth and Sixth streets, consisting of thirty-one lots, divided into six parcels, numbered from 23 to 28. This block was also sold, in the first instance, to Henry Frank at \$2,000 per lot. This property is assessed as follows:

- No. 23. Five lots, \$2,800.
- No. 24. Nine lots, \$3,120.
- No. 25. Five lots, \$4,800.
- No. 26. Four lots, \$3,840.
- No. 27. Four lots, \$3,840.
- No. 28. Four lots, \$3,840.

A total of assessments of \$22,246, this to be included in the purchase price of \$46,600 for the thirty-one lots.

Block 24, consisting of ten lots, divided into three parcels, numbered 2, 3 and 4. Located on the west side of Marshall street, between Paterson avenue and Second street. Sold, in the first instance, to Henry Frank for \$2,000 per lot, all free of assessments, with the exception of lots 15 and 16 of plot No. 2. These two lots are assessed a total of \$2,120, this being included in the purchase price.

The total of these sales, with the exception of plot No. 1, was \$171,500. Immediately these sales were completed the auctioneers exercised their privilege of offering all of this property, with the exception of plot No. 1, collectively to a single bid. On this, being done the Erie Railroad bought the property at \$255,000, including the assessments. It is expected that this sale will be confirmed and that all of the previous sales will be voided.

Block No. 5, consisting of one lot with a house, situated at the corner of First street and Paterson avenue, was then sold to J. Sevenuck, of 253 Fourth street, Jersey City, for \$7,500. No assessments.

Block 86, situated at the foot of Eighth and Ninth streets, at the foot of the hill, consisting of sixteen irregular lots, divided into four parcels, numbered 39, 40, 41 and 42. These were sold to Ferguson Bros., of Hoboken, for \$2,300 per lot, making a total of \$36,800. All of this property is assessed, the amount of Hoboken, for \$2,300 per lot, the purchase price. Following are the assessments:

- No. 39. Four lots, \$4,157.
- No. 40. Four lots, \$3,597.
- No. 41. Four lots, \$3,004.
- No. 42. Four lots, \$2,475.

Making a total assessment of \$13,233, included in the purchase price of \$36,800.

Block 130. Situated on the north-east corner of Sixteenth and Grand streets, consisting of four lots, made into one parcel, numbered 110. These lots are assessed at \$960 each, making a total of \$3,840 for the four. This parcel was sold to Herman Warburger, of 51 Newark street, for \$1,300 per lot, including the assessments.

Block 123, lot 109. Situated at the corner of Fourteenth street and Willow avenue. Consists of three lots. The total assessment on the three lots is \$2,880. They were sold to F. W. Bigley for \$4,000 per lot, a total of \$12,000, this including the assessments.

Block 123. Lot 108. Situated in the rear of lot 109 of the same block. Consists of five lots with a total assessment of \$8,359. Sold to V. J. Lipsula, of the Hudson Coca Company, for \$2,000 per lot, this to include the assessments.

Block 122. Consisting of three lots on Fourteenth and Grand streets and four lots on Fourteenth and Clinton streets, divided into two parcels, numbered 106 and 107. Both parcels were sold to Henry Frank for \$1,800 per lot. No. 106 is assessed at \$4,947 for the three lots. For these three lots Frank pays \$5,400, including the assessment, or \$433 aside from the assessments. No. 107 is assessed for \$6,566 for the four lots. Frank pays \$7,200 for the four lots, including the assessment, or a sum of \$634 for the four lots after the assessment is paid.

Block 149. Consists of the lots, divided into two parcels, numbered 115 and 116, situated at Ninth and Grand streets and Ninth and Adams streets, at the Hudson County Park. No assessments. Sold to Henry Frank for \$1,750 per lot.

Block 91. Consisting of seventeen lots, divided into four parcels, numbered 111, 112, 113 and 114, situated on Grand street between Eighth and Ninth streets. They are assessed as follows:

- No. 111. Four lots, \$6,312.
- No. 112. Four lots, \$6,312.
- No. 113. Four lots, \$6,312.
- No. 114. Five lots, \$7,890.

A total assessment of \$26,826. These were sold to Henry Frank for \$1,700 per lot, this price including the assessment against the property. The total price for the property is \$28,900, leaving a net balance, when the assessments are paid, of \$2,074.

Block 96, parcels 93 and 94. Consists of lots situated at Adams and Ninth streets. No. 93 contains four lots with a total assessment of \$2,847. No. 94 contains three lots with a total assessment of \$1,440. The assessments for the two parcels amounts to \$4,287. The seven lots were sold to A. Weidman for \$750 per lot, this to include the assessments. As the assessments total \$4,287, the amount

paid over and above the assessments comes to \$903.

Block 102, parcel 73. Situated on the southeast corner of Twelfth and Monroe streets. Consisting of four lots, sold to Abraham Littauer, of 537 Fulton street, Union Hill, for \$1,700 per lot, a total of \$6,800, including assessments. The four lots are assessed at \$4,767, thus the purchase price, after the payment of the assessments, amounts to \$2,033.

The following are the lots which proved to be unsalable owing to the amount of the assessments and taxes due. After being offered at \$100 per foot per lot above the liabilities on them, they were withdrawn from sale:

Block No. 73, comprising the entire square block between Sixth and Seventh streets and Jackson and Harrison streets. This consists of 34 lots, each 25 feet by one hundred. This was divided into eight parcels, numbered from 29 to 36 inclusive. Following are the total assessments on each parcel of property:

- No. 29. Four lots, \$3,840.
- No. 30. Four lots, \$3,840.
- No. 31. Four lots, \$3,840.
- No. 32. Five lots, \$4,800.
- No. 33. Four lots, \$7,100.
- No. 34. Four lots, \$7,100.
- No. 35. Four lots, \$7,100.
- No. 36. Five lots, \$8,737.

This gives a total of \$36,437 in assessments on this block of property.

Block No. 93, comprising the entire block between Ninth and Tenth streets and Monroe and Jackson streets. This consists of thirty-two lots, each twenty-five feet by one hundred, divided up into eight parcels numbered from 43 to 50. Following are the total assessments on each parcel of property:

- No. 43. Four lots, \$3,840.
- No. 44. Four lots, \$3,840.
- No. 45. Four lots, \$3,840.
- No. 46. Four lots, \$3,840.
- No. 47. Four lots, \$3,840.
- No. 48. Four lots, \$3,840.
- No. 49. Four lots, \$3,840.
- No. 50. Four lots, \$3,840.

This gives a total of \$30,000 in assessments.

The next block to be passed up by the bidders and the auctioneers was No. 97. This consists of 37 lots, each twenty-five feet by one hundred, situated at Tenth and Eleventh streets and Monroe and Jackson streets. The property is divided into five parcels, numbered from 59 to 63 inclusive. Following are the assessments on the property:

- No. 59. Five lots, \$4,300.
- No. 60. Four lots, \$3,840.

- No. 61. Four lots, \$3,840.
- No. 62. Four lots, \$3,840.
- No. 63. Four lots, \$3,840.

The total assessments on the block being \$19,560.

Block 94, comprising the square block between Ninth and Tenth streets and Madison and Monroe streets, thirty-two lots, each one hundred feet by twenty-five, divided into eight parcels, numbered from 51 to 58. Following are the assessments:

- No. 51. Four lots, \$4,767.
- No. 52. Four lots, \$3,840.
- No. 53. Four lots, \$3,840.
- No. 54. Four lots, \$3,840.
- No. 55. Four lots, \$7,118.
- No. 56. Four lots, \$7,118.
- No. 57. Four lots, \$7,118.
- No. 58. Four lots, \$8,045.

Making a total of assessments of \$45,686.

Block 98, consisting of twenty-four lots situated between Tenth and Eleventh streets and Madison and Monroe streets, each lot 25 feet by 100, divided into six parcels numbered from 64 to 69. Following are the assessments:

- No. 64. Four lots, \$3,840.
- No. 65. Four lots, \$3,840.
- No. 66. Four lots, \$3,840.
- No. 67. Four lots, \$3,840.
- No. 68. Four lots, \$7,088.
- No. 69. Four lots, \$7,088.

A total assessment of \$29,536.

Block 107, comprising the square block between Twelfth and Thirteenth streets and Jefferson and Madison streets, consisting of thirty lots divided into seven parcels, numbered from 82 to 88. The following are the assessments:

- No. 81. Five lots, \$7,890.
- No. 83. Five lots, \$7,890.
- No. 82. Four lots, \$6,312.
- No. 88. Four lots, \$6,168.
- No. 87. Four lots, \$7,168.
- No. 86. Four lots, \$6,168.
- No. 85. Four lots, \$7,281.

Block 108, consisting of eight lots, situated on Jefferson street between Twelfth and Thirteenth streets, divided into two parcels, numbered 95 and 96. Following are the assessments:

- No. 95. Four lots, \$6,248.
- No. 96. Four lots, \$6,132.

A total assessment of \$12,380.

Block No. 113, comprising twenty-two lots, divided into six parcels, numbered from 94 to 102, situated between Thirteenth and Fourteenth streets and Adams and Jefferson streets. Following are the assessments:

- No. 97. Four lots, \$6,658.
- No. 98. Four lots, \$6,658.
- No. 99. Four lots, \$6,658.
- No. 100. Four lots, \$7,585.
- No. 102. Four lots, \$5,631.
- No. 101. Four lots, \$4,881.

A total assessment of \$38,101.

Block 102, consisting of twenty-four lots, divided into six parcels, numbered from 70 to 75, situated between Eleventh and Twelfth streets and Madison and Monroe streets. Following are the assessments:

- No. 70. Four lots, \$3,840.
- No. 71. Four lots, \$3,840.
- No. 72. Four lots, \$3,840.
- No. 75. Four lots, \$8,075.
- No. 74. Four lots, \$7,184.

Making a total assessment of \$26,839.

Block 106, consisting of sixteen lots, divided into four parcels, numbered from 76 to 79, situated on Madison street between Twelfth and Thirteenth streets. Following are the assessments:

- No. 76. Four lots, \$6,818.
- No. 77. Four lots, \$6,818.
- No. 78. Four lots, \$6,818.
- No. 79. Four lots, \$7,745.

A total assessment of \$28,199.

Block 111, consisting of ten lots, divided into two parcels, numbered 80 and 81, situated on Madison street between Thirteenth and Fourteenth streets. Following are the assessments:

- No. 80. Five lots, \$8,691.
- No. 81. Five lots, \$8,424.

A total assessment of \$17,115.

Block 80, consisting of nine lots, divided into two parcels, numbered 37 and 38, situated on Jackson street between Seventh and Eighth streets. Following are the assessments:

- No. 37. Five lots, \$4,700.
- No. 38. Four lots, \$4,147.

A total assessment of \$8,847.

Block No. 120, consisting of two lots, numbered 103, situated at the corner of Fourteenth street and Adams street. These two lots are assessed at \$2,544.

Block 121, consisting of eight lots, divided into two parcels, numbered 104 and 105, situated on Fourteenth street between Grand and Adams streets. Following are the assessments:

- No. 104. Five lots, \$8,507.
- No. 105. Three lots, \$4,908.

A total assessment of \$13,415.

Lot No. 92 of Block 96, consisting of one parcel of three lots, situated on Jefferson street between Ninth and Tenth streets. The assessment on this parcel is \$1,875.

Block 95, consisting of five lots, divided into three parcels, numbered 89, 90 and 91, situated between Ninth and Tenth streets on Jefferson and Madison streets. Following are the assessments:

- No. 89. Two lots, \$3,703.
- No. 90. One lot, \$1,871.
- No. 91. Two lots, \$3,314.

A total assessment of \$8,890.



## SHORE ROAD LOTS PUT AT AUCTION IN ARMORY TODAY

Henry Frank, of Weehawken,  
is Expected to Bid  
Again

The public auction of 510 lots owned by the U. S. War Department, in the Hoboken City Hall beginning at noon today promises to be a hotly contested affair. The property in question is well located for industrial sites and is eagerly sought not only by local business men but by interests from out of town and by railroads which the property adjoins. It was acquired by the War Department during the war when it took over the Hoboken Shore Road and in a general way adjoins the tracks of the New York Central Railroad's from the southern boundary of the city in a northeasterly direction to within five cross town blocks of the water front.

### Starts at Noon.

The auction is scheduled to start at noon today in spite of the fact that the maps showing the location of the lots and plots to be sold, bear the announcement in large letters that the auction begins at 2 p. m. Just how that mistake happened to be made has not been explained and there is likely to be some confusion as a result. The maps were distributed broadcast out of town and there can be no doubt that many who wish to bid at the auction think that 2 p. m. instead of noon is the time for the auction to begin as they well have reason to believe since the maps were officially distributed by the Hoboken Shore Road.

When questioned about the time last night, Captain Charles D. O'Neal, vice president and general manager of the Hoboken Shore Road, expressly stated that the auction would begin at noon. Altogether 1,254,000 square feet of property will be sold at public auction. Gaudenzio Fugazzi, of Hoboken will be the auctioneer. He is associated with Joseph P. Day, of New York City in the auction, but will conduct the auction personally himself since a city ordinance forbids an auction being conducted by an out of town man.

### Expect Frank to Bid.

Henry Frank, Jr., of Weehawken, whose former bid for the entire property was turned down by the Secretary of War, is expected to bid again today. This time, however, the property will not be offered for sale in entirety, but by plots and lots.

Most of the bidding it is expected will be done by lawyers representing the bidders, and some of those other do not want it known that they are after the property. The unsuccessful bidders represented by lawyers will only become known if their counsel chooses to make their identity public.

Some of the local persons and firms expected to make bids are Ferguson Brothers Manufacturing Company, Henry Frank Jr., C. H. C. Jagels and the Robert Davis Baking Powder Company. The Lackawanna, Erie and New York Central Railroads are also expected to bid for property adjoining their lines.

One of the most valuable plots which will be sold entire is 70,000 square feet in size and is located in Jersey City just over the boundary line from Hoboken. It is in the shape of a triangle.

### Boundaries of Property.

It is bounded on the south by the Lackawanna Railroad tracks, on the west by the New York Central tracks, on the north by Ferry street, and on the east by an extension of

Marshall street leading from Hoboken.

Although in Jersey City this property is so located as to seem integrally part of Hoboken. The property to be sold practically covers the entire western boundary of the city. There is a gap of a block from the property referred to in Jersey City to where the lots begin again on Marshall street between First and Second streets.

The lots continue from that point to the west side of Fourteenth street between Jefferson and Adams streets and then continue along the west side of Fourteenth to the foot of the viaduct at Willow and Fourteenth streets. But north of Fourteenth street there is an isolated plot at the southwest corner of Grand and Sixteenth streets. All the other plots and lots with the exception of the one in Jersey City either directly adjoin one another or are only separated by streets between.

A spur of lots leads from the general north and south trend of the property, east from Madison street between Ninth and Tenth streets two blocks to Hoboken Hudson County Park adjoins the south side of the park from Adams to Grand street and then extends south the entire length of the block from the park to Eighth street. All the property bounded by Third street on the south, Marshall on the west, and Harrison on the east, will be sold, as will also four other unbroken blocks. The rest of the property is so situated as to make it possible to build spurs from it connecting with main line tracks.

## HENRY FRANK MAY MAKE ANOTHER BID ON SHORE ROAD LOTS SAYS RUMOR

Possibility That War Department Will Reject Offers Made at Recent Auction

Definite decision as to the disposition of the 510 lots of the Hoboken Shore Railroad will be made following a meeting of the board of directors next Friday. Captain Charles D. O'Neal, vice president and general manager of the road, told the Dispatch last night.

There is a strong likelihood that the bids for lots tentatively accepted at the public auction in the City Hall Armory on October 19 will be thrown out, and the entire property sold in favor of a much better bid in a single bidder.

There is a persistent rumor in Hoboken that Henry Frank, Jr., formerly of Weehawken, who made the original bid for the entire property, whose bid was declined by the Secretary of War, and who was one of the heaviest bidders at the public auction has made this bid, which will very probably be accepted next Friday. It is even rumored on good authority that Mr. Frank was asked by the War Department to bid again, because of the dissatisfaction on the part of the War Department over the results of the public auction.

### O'Neal Refused to Talk.

Captain O'Neal, however, refused to confirm the truth of the rumor although he admitted that the board of directors of the road are considering a bid for the entire property, which is considered, to use Captain O'Neal's own words, "much better than the bids so far received."

"I would rather you didn't say anything about that part of it," said the Captain when asked if Henry Frank, Jr., was the bidder, who now stands such a strong chance of getting the entire 510 lots.

Strength is lent to the supposition that the bids received at the public auction on October 19, will be turned down next Friday, by the fact that the board of directors of the road met in Hoboken yesterday afternoon and decided to pay the 10 per cent of assessment due on the property for new sewer and street improvements. The entire assessment on the property amounts to \$485,000, and the amount paid to the city yesterday is over \$50,000 with the 7 per cent interest on it added to that sum. Payment of this amount was made in order to protect the privilege of the company to pay the assessment on the property on the installment plan.

### Definite Decision Friday.

Whether or not the property is awarded to a single bidder next Friday or to several bidders, Captain O'Neal assured the Dispatch that definite and final decision of the disposition of the lots will be made on that day.

Assistant Secretary of War Wainwright presided at the meeting of the board of directors yesterday, and others at the meeting were Captain O'Neal, General G. F. Downey, Chief of Transportation of the U. S. army; General John J. Bradley, Colonel Louis Bash and Colonel Lynch, all of the members of the board of directors. They will return from Washington next Friday to attend the meeting.



# 190 Dispatch Oct 20/22

## LESS THAN HALF OF SHORE ROAD LOTS SOLD; BUYERS FEAR HEAVY ASSESSMENTS

### Erie Takes Largest Block— Abraham Littauer and Henry Frank Among Buyers

The much heralded public auction of 510 lots owned by the United States War Department in Hoboken proved to be a thoroughly entertaining occasion which lasted all of yesterday afternoon in the Hoboken City Hall Armory. But not half the lots were sold, in fact only 227 of them, leaving 283 unsold, because the assessments on them for new street and sewer improvements are so excessive that no buyer could be found. In fact, the auctioneer was so aware of that fact that he made little effort to dispose of them.

It is just possible, of course, that the Secretary of War, who must approve of yesterday's sales before they are confirmed, will turn them down as he did the bids received on the first sale. The bids will be sent to him for approval. The feeling seemed to be yesterday that yesterday's auction will be confirmed.

Altogether \$451,150 was realized from the sale. Henry Frank, Jr., of Weehawken, offered a little over \$751,000 for the entire 510 lots at the first sale several months ago. The Secretary of War turned down the bid.

#### May Refuse Assessments.

Neither General G. F. Downey, Chief of Transportation of the United States Army, who attended the auction, and Captain Charles D. O'Neal, vice president and general manager of the Hoboken Manufacturers' Railroad, who directly controls the property, were willing to venture an opinion of what will become of the unsold property, although Captain O'Neal did admit the possibility, when questioned, that the War Department may decline to pay the heavy assessments on the property, in which events the property will be thrust on the city of Hoboken.

The largest single sale was to the Erie Railroad, which paid \$255,000 for twenty-three plots averaging five lots each, bounded on the west by the Erie tracks, the north by Sixth street, the east by Harrison street south to within a short distance of Second street, with ten lots on Marshall street between First and Second streets. The sale of these plots in bulk came as a great surprise following quickly after it had been sold by plots to C. H. C. Jagels and Henry Frank, Jr.

But the stipulations of the auction provided for just such action, the sale of an aggregation of lots and plots by bulk after the sum they had brought separately failed to come up to expectations. Of this property, Mr. Jagel's bid of \$32,000 for three plots on city block 35 and three plots on block 44 next the railroad had been accepted. Henry Frank, Jr., had bid on the rest of this property at sums ranging from \$1,500 to \$2,000 a lot. When the Erie bid was accepted for the property in bulk, the bids of Mr. Jagels and Mr. Frank immediately became void.

#### Free of Assessments.

The property bought by the Erie is free from assessments for new sewer and street improvements except for city block 64, bounded by Fifth street, the railroad, Sixth street and Harrison street, which is assessed at \$10,726 since December 21 last, with interest gathering at 7 per cent. None of the property sold south of Sixth street comes under the heavy assessments for streets and sewers.

The coal pockets of the Jagels & Bellis Coal Company are situated on the property for which he bid \$32,000 immediately adjoining the Erie tracks, and it was expected that he would bid even higher.

#### Sold to Goldenberg.

The next largest purchase was Plot No. 1 in Jersey City for \$52,500 to J. Goldenberg, Inc., of 40 Pacific avenue, Jersey City. This property is just over the boundary line from Hoboken and is bounded by the Lackawanna tracks on the south, the Erie on the west and by Ferry street on the north.

This was the first sale of the auction, and the bidding started at \$13,400 and mounted swiftly up, a thou-

sand dollars at a time, until it had reached \$25,000. From then on the bidding soared in jumps of \$10,000 until it reached \$52,500, and the property was sold to Mr. Goldenberg, of Jersey City.

#### Other Purchasers.

The purchasers of other lots sold were J. Sepenuk, of 253 Fourth street, Jersey City; Ferguson Bros. Manufacturing Company, of Hoboken; Herman G. Borburger, of 45 Palisade avenue, West Hoboken, who has offices at 51 Newark street, Hoboken; F. W. Bigley, of the Bigley Trucking Company, 1604 Willow avenue, Hoboken; V. J. Tipula, of the Hudson Cocoa Company, Hoboken; Henry Frank, Jr., of Weehawken; Abraham Littauer, of 537 Fulton street, Union Hill, and A. Weidman, whose address the auctioneer had not obtained last night.

The highest price which any single lot brought was \$7,600, paid by J. Sepenuk, of 253 Fourth street, Jersey City, for the northeast corner of First and Harrison streets, which was a lot by itself with a building on it suitable for a store site.

Ferguson Brothers Manufacturing Company, of 832 Monroe street, paid \$2,300 a plot for sixteen lots embracing city block 86, adjoining the Erie tracks and Jackson street in back of its factory.

The assessments for improvements on this property amounts to \$13,212, which will be subtracted from the \$36,800 paid for the property by Ferguson Brothers and go the city in assessments.

Herman G. Vorburger, of 51 Newark street, paid \$5,200 for a plot of four lots on the southwest corner of Grand and Sixteenth street in city block 130. This plot is isolated from the rest of the property sold. It is assessed at \$3,840 for improvements.

#### Pay \$4,000 for Lot.

F. W. Bigley, of Bigley's Trucking Company, paid \$4,000 a lot for a plot of three lots adjoining the northwest corner lot at Fourteenth street and Willow avenue in city block 123. Street and sewer improvement assessments on this plot are \$2,880.

V. J. Tipula of the Tipula-Septfonds Inc., Cocoa Company of 1432 Willow avenue, paid \$2,000 a lot for a plot of five lots on Clinton street which adjoins its own property. Assessments on this plot are \$8,359.

Henry Frank, Jr., bought two plots containing altogether seven lots at 1404-1410 Clinton street and 1407-1411 Grand street, in city block 122 for \$1,800 a lot. This is assessed at \$6,556 altogether. He also bought a plot adjoining the southwest side of Hoboken Hudson County Park at 901-913 Adams street, containing seven lots for \$1,750 a lot. There was no assessment on this plot. He also bought twenty lots from 800 Grand street to 832 Grand street for \$1,700 a lot, assessed at \$26,826.

A. Weidman bought seven lots for \$750 a lot at the north-west corner of Adams and Ninth streets, in city block 96, the two plots here are assessed at \$2,647 and \$1,440.

#### Union Hill Buyer.

Abraham Littauer, of 537 Fulton street, Union Hill, bought a plot of four lots at the south-west corner of Monroe and Twelfth streets for \$1,700 a lot. This plot is assessed for \$4,767. It is in lot 102, and was the only six plots of four lots each in the block, which was sold.

By far the greater part of the assessments for new street improvements and sewers amounting altogether to \$481,116, is for property which was not sold. The average assessment per lot for this unsold property is \$960 a lot. The War Department was unwilling to sell it for the price of the assessment and no one apparently was willing to pay more.

The average price paid per lot of those sold was \$2,300.

The auction formally opened by all the property being offered in bulk. The only bid put forward was by Julius Kislak, Hoboken realtor, who bid \$100,000 for the entire 510 lots. It was not anticipated that the property could be sold in bulk. Mr. Kislak made no further bid during the auction but he sat next to Henry Frank, Jr., in the front row immediately beneath the auctioneer's

stand, and it is known that he is associated with Mr. Frank in the property for which he bid.

#### War Department Represented.

Those representing the War Department present at the auction were Captain Charles D. O'Neal, vice president and general manager of the Hoboken Manufacturers' Railroad; General G. F. Downey, Chief of Transportation of the U. S. Army, Colonel Louis Bash and General John F. Bradley, the last three from Washington and members of the Board of Directors of the Hoboken Manufacturers' Railroad, or the Hoboken Shore Road, as it is better known.

Among the crowd of several hundred which thronged the armory were Mrs. Ella V. Lambert, an elderly woman from Jersey City, who seemed very excited during the bidding but doing no bidding herself although sitting in the front row; William A. D. Evans, president of the Cooper-Hewitt Electric Company; William W. Read, president of the Hoboken Chamber of Commerce; Mayor Patrick R. Griffin, Corporation Attorney John J. Fallon, the last two seemingly particularly interested spectators; Captain Haley Hatcher, Julius Kislak, Anthony J. Volk, C. Alfred Burhorn, realtor; A. W. Coffin, manager of the Hoboken Chamber of Commerce; Herman Geismar; Henry Steneck, of the Steneck Trust Company; McFeely and Harry L. Schmulling; Peter J. Pero, Henry Frank, Jr., Mr. Pickenbach, of the Hoboken Bank for Savings; Harry Lauderstein, of the Federal Metal Bed Company; Henry Ferguson and William Hanley, of Ferguson Bros. Manufacturing Company; Charles Kugler and Ed Kent, of the Public Service Company; Counselor Julius Lichtenstein, J. William Klie and Otto Klie, Charles Singer, real estate expert of Union Hill, and J. Henry Weidner.

Dispatch  
Nov 4/22

### ANNOUNCE BIDS ON SHORE LOTS TODAY

Bidders on the Shore Road lots will probably know today whether their bids have been accepted or rejected by the War Department.

The directors of the road, including Assistant Secretary of War Wainwright, met yesterday in Hoboken and considered the bids. It is rumored in Hoboken that the bids made at the recent auction sale will be rejected and that the lots, or at least half of them, will be offered to a single bidder. It is current gossip in Hoboken that Henry Frank, Jr., of Weehawken, who once before bought the lots, has put in a new bid that is satisfactory to the War Department.



Dispatch Nov 8/22

Dispatch Nov 7/22

## SALE OF LOTS ON SHORE ROAD PUZZLE TO MANY

**Sale and Resale Rejection and  
Auctions Cause Consider-  
able Wonder**

With no official announcement yet forthcoming from the War Department as to the disposition of the lots offered for sale by the Hoboken Manufacturers' Railroad, those whose bids were first accepted and then rejected and their checks returned to them Monday are doing a lot of conjecturing as to the why and the wherefore of the whole strange business.

They recall that when the plan to auction the lots was first announced that Joseph P. Day, auctioneer of New York, was suggested as the probable auctioneer by the Shore Road officials. He was objected to be the Hoboken Chamber of Commerce on the grounds that the auctioneer should be a Jersey man. Judge J. Raymond Tiffany, counsel for the Chamber of Commerce, presented the objections to Senator Joseph S. Frelinghuysen in Washington with the result that the Senator took up the matter with the War Department, and the plan to have Day as auctioneer at that time was dropped. It was generally understood then as it still is that Day was on friendly terms with Assistant Secretary of War, Wainwright.

### **New Sale Plan.**

Secretary of War Wainwright is chairman of the board of directors of the "Shore Road." So a new plan for disposing of the lots through receiving sealed bids, was adopted. As is well known the largest bid came from Henry Frank, Jr., who bid \$751,000 for the 510 lots. General Downey, Chief of Transportation of the U. S. Army; Colonel Bradley, and other members of the board of directors of the "Shore Road," at the time the bids were opened, commented very favorably on Mr. Frank's bid, they thought it satisfactory judging from their remarks.

The amount of Mr. Frank's bid occasioned considerable surprise among Hoboken business men who had bid against him, and it was frankly stated at the time by them that in their opinion Mr. Frank had bid \$100,000 more than he needed to. They thought the War Department had been lucky in getting so much and predicted a speedy acceptance of the bid.

So when day after day passed and no announcement of acceptance was made those interested in the sale were

puzzled, and when finally announcement was made that the \$751,000 bid had been rejected, they were astonished.

### **Not Convinced.**

In fact many of those interested in the lots who wished to buy some of them, were not very convinced by the comment of Captain Charles D. O'Neal, vice-president and general manager of the road that Mr. Frank's bid had not been nearly enough.

Then the public auction held on October 19, was arranged at great expense. Bids were formally accepted, first payments on the various plots and lots accepted from the successful bidders, and the matter of the disposal of the lots seemed to be settled at last, until news of the second turning down of accepted bids was made.

The story of the secretive way Mr. Frank's bid for the property has just been accepted, has already been told in the Dispatch. He has been awarded the property, but the price he is paying for the property is being kept a secret for some reason not disclosed. The price to have been realized from the 419 lots sold at the public auction was \$450,000. It is assumed that Mr. Frank's secret bid amounts to much more than that. At least Captain O'Neal says it is the most satisfactory bid for the property yet received, and a "strictly cash proposition." Until more is learned about the disposal of the lots the rejected bidders are doing a lot of wondering.

### **More Wonder.**

They wonder for instance why Mr. Frank's first bid was not accepted in the first place, and they wonder if Assistant Secretary of War Wainwright's friendship for Joseph P. Day, of New York, had anything to do with the public auction at which Mr. Day did all the auctioning although he was associated with Gaudenzio Fugazzi, of Hoboken, in the auction. Mr. Fugazzi's name was emblazoned as auctioneer on the front of the auction stand, but really he had nothing whatever to do with the actual auctioning. This took place in spite of the fact that legally auctioneers from out of town are not permitted to do business in Hoboken.

It begins to look as if though Mr. Fugazzi's connection with the auction was merely a matter of appeasing anyone who might object to a New York firm having sole control of the auction—as if having Mr. Fugazzi on the job had been merely a sort of gesture which made the Chamber of Commerce of which he is a member, feel good but, which really meant nothing at all.

Hoboken business men are asking one another if the lots have finally been disposed of to Mr. Frank, because certain friendly obligations of Secretary of War Wainwright to Joseph P. Day, have been settled?

Mr. Day is reported to have received a very handsome sum from his share in the auction. Not only did he receive a certain percentage from each sale, it is alleged, but each successful bidder, paid him an auction fee of \$15 a lot for each lot they were to receive. Their checks have been returned to them now that they have received notice that their bids have been rejected but they have not got back the fifteen, the money they paid on the lots at \$15 per lot.

## SECRECY AROUND SALE OF SHORE ROAD LOTS PROVES IRRITATING TO BIDDERS

The blanket of secrecy which has descended upon everything pertaining to the disposal of the 510 "Shore Road" lots in Hoboken, has produced considerable irritation among those whose bids were accepted at the public auction on October 19, only to have their checks returned yesterday with the information that their bids have been rejected in favor of another bid.

Despite repeated refusals to discuss the matter made by Captain Charles D. O'Neal, vice-president and general manager of the "Shore Road," as the Hoboken Manufacturers' Railroad is called, it is now definitely known that Henry Frank, Jr., formerly of Weehawken, now of South Orange, is the successful bidder. But how much he is going to pay for the 419 lots tentatively disposed of on October 19, for a sum approximating \$450,000, is a question which officials of the "Shore Road" have steadfastly refused to tell the rejected bidders.

Charges that the whole matter of disposing of the lots has been carried on in an amazingly peculiar and questionable manner, were made by a number of the rejected bidders with whom the Hoboken reporter for the Dispatch talked yesterday.

### **Congressional Investigation.**

It was even intimated by one prominent manufacturer that unless the mystery which involves the whole transaction is cleared up, he for one was in favor of asking the rejected bidders to band themselves together in asking a Congressional investigation of the proceedings. The lots as is well known are owned by the U. S. War Department, which owns and operates the "Shore Road."

One of the questions asked repeatedly by those interested is: "Why were not others invited to bid against Mr. Frank?" A large public auction was conducted at a great expense, bids were accepted, and then after a prolonged wait, announcement was suddenly made that the lots had been disposed of on a cash basis to a single bidder, who had made a new and secret bid of his own since the public auction.

Captain O'Neal declined to tell the Dispatch last night how much Mr. Frank has offered for the property, saying that the time is "not yet ripe." He said it would not be fair to Mr. Frank to tell how much he is offering, and said that any announcement of the price should come from Mr. Frank, since he is paying for it. Asked what the price is, Mr. Frank at his home in South Orange last night, said he was pledged not to tell, and said that the transaction has not yet been definitely settled.

A member of a large manufacturing firm, whose bid of \$2,000 a lot for sixteen lots between its plant and the railroad tracks, was accepted at the public auction, said last night that he had been approached already with a proposition to sell him the lots, shortly after he received notice of the rejection of his bid yesterday. The proposition was to negotiate with him later in the matter.

He said that if any attempt is made to "bleed" his company he will start trouble. The sixteen lots in question are pierced by a railway switch leading from the plant to the railroad tracks. For that reason the manufacturers would dislike to have the property fall into hands which could cut them off entirely from railroad communication.



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**READ about the Financial and Building Assistance to be extended LOT BUYERS by Hoboken BANKERS; the opinions of Hoboken BUSINESS MEN, INDUSTRIAL LEADERS and PUBLIC UTILITY CORPORATIONS on the Value of U. S. War Department Property to be Auctioned in the Hoboken Armory, Hoboken, N. J., Thursday, October 19th, 1922.**

**John S. Mabon, President  
HUDSON TRUST COMPANY  
Hoboken, N. J.**

"Peculiarly adapted for manufacturing purposes, with railroad connections at hand, in close proximity to the City of New York and the freight terminals of substantially all the large railroads, *these lots should be more attractive for factory and manufacturing sites than any others, of a like number, within the metropolitan district.*"

**W. W. Young, President  
FIRST NATIONAL BANK OF  
HOBOKEN  
Hoboken, N. J.**

"Your plan for the auction sale of 510 lots owned by the Hoboken Shore Road, and under Government control, is in our judgment a most important feature in furthering the industrial development of this city.

"The natural advantages of Hoboken, with its adequate railroad and shipping facilities, makes it peculiarly adaptable to manufacturing enterprises and as a bank we commend your efforts in offering this unusual opportunity to industries about to erect new plants."

**Sam'l. F. Hartzel, Treasurer  
HOBOKEN TRUST COMPANY  
Hoboken, N. J.**

"The services of this bank are always at the disposal of new business as well as old and stands ready to assist in financing any purchases of the above property as well as the improving of same."

**J. Van Lierde, President  
HUDSON COCOA PRODUCTS  
CORPORATION  
Hoboken, N. J.**

"This corporation in fact has recently decided to erect a five-story concrete building, for the manufacture of cocoa, chocolate and kindred products, and its directors feel assured that the best results can be obtained from the wonderful transportation facilities and the cheap and obliging help that can be secured in Hoboken."

**L. Fraissinet, President  
THE BUTTON MACHINERY CO.  
Hoboken, N. J.**

"In our particular line of business we have found this location very suitable in point of facilities for the delivery of our raw materials and shipments of our manufactured product."

**Chas. H. Focht  
GEO. FOCHT SONS  
Hoboken, N. J.**

"The facilities offered by Hoboken, made up principally of a junction railroad, steamship traffic, which taken in conjunction with the vehicular tunnel which is but a short distance away, makes for a most efficient handling and shipping of the merchandise manufactured, to all parts of the world.

"As one of the oldest concerns in Hoboken, we assure you that we would welcome live and progressive neighbors and will be only too glad to co-operate with you in any way you may deem it in our power, in confirming such assertions as you may say in our good city's behalf."

**Geo. A. Berger, Vice-President  
THE TRUST COMPANY OF NEW  
JERSEY  
Hoboken, N. J.**

"Our institution with over 40 millions of assets and its facilities for handling all banking problems of whatever nature, and which can be handled as well as through any of the New York financial institutions, would welcome a call from any of your prospective clients in order to discuss their business and banking problems."

**B. N. McFeely, Director  
DEPT. OF PUBLIC SAFETY  
Hoboken, N. J.**

"During the present administration, since 1915, the fire department has been completely motorized and nothing but first-class standard fire engines were purchased. Some of these engines pump 1,000 gallons of water per minute, while others pump 900 and others 750. The city, approximately a mile square, is equipped with two of the 1,000 class, two of the 900 class and four of the 750 class, all of which are in first-class condition and they have been tested and proved of inestimable value in extinguishing fires."

**C. M. Owens, President  
OWENS & TRAEGER, INC.  
Hoboken, N. J.**

"From the railroad standpoint we find that we receive our goods from all sections of the country by rail at least 48 hours sooner than concerns in the same line of business in New York and the Brooklyn section. This same also applies to water route shipments."

**August Graf, Acting Postmaster  
Hoboken, N. J.**

"In reply to your letter of recent date pertaining to the mail facilities offered to the patrons of this office, particularly the large manufacturing concerns which are or may locate in this city, I would respectfully inform you that the mail schedule for outgoing mail comprises 21 despatches daily except Sunday, of which the patrons can take advantage for their mailings. These despatches are made at approximately one hour intervals, having a direct connection with New York City, Brooklyn, and Jersey City, and all surrounding post-offices."

**William A. D. Evans, President  
COOPER HEWITT ELECTRIC  
COMPANY  
Hoboken, N. J.**

"Since locating here we have enlarged our factory and have also bought additional property with the intention of further enlargements. Our product, that is, the Cooper Hewitt lamp, is used universally throughout the United States. We find that the transportation here is excellent, we being in close touch with all railroads and also with the boat lines, so we are able to make through shipments without material delay. We find also that we are able to secure a high grade of labor for the work which we are doing, using both men and women."

**A. W. Coffin, Manager  
HOBOKEN CHAMBER OF COM-  
MERCE  
Hoboken, N. J.**

"The proper utilization of this land for manufacturing purposes should double the rates of the city and hence decrease the tax-rate so that Hoboken will be the cheapest place in the metropolitan area in which to carry on business, and especially so because of the abundant supply of labor, skilled and unskilled, male and female, in this district, and because of the liberal financial assistance given by the banks of the city."

**E. G. Kent, Agent  
PUBLIC SERVICE ELECTRIC CO.  
Hoboken, N. J.**

"We realize the possibilities of development in this section and are making preparations for Gas and Electric Service. We will no doubt be able to supply ample service for industries which may locate in that section."

**G. F. FUGAZZI**

Associate Auctioneer

105 Willow Ave., Hoboken, N. J.

*Joseph P. Day*  
Inc.  
Auctioneer  
67 Liberty St., N. Y. City





FERRY STREET  
Erie and New Jersey and  
New York Central and  
Jersey Junction Tracks.  
Property on left.



# U. S. War Department

offers

## Hoboken, N. J., Industrial Sites

on and near

*Seven Trunk Line Railroads*

at

## Public Auction

510 Lots and Plots—Two Buildings

on Ferry St., Willow Ave., Madison St., Harrison St.  
and adjoining highways, Hoboken, N. J.

**Thursday, Oct. 19th, 1922**

Hoboken Armory, City Hall,  
Washington, Newark and First Sts., Hoboken, N. J.

**70%**

ON MORTGAGE  
For Three Years

Associate Auctioneer

G. F. FUGAZZI

105 Willow Ave., Hoboken, N. J.

TEL. 1841—1842—Hoboken

*Imph. Day*  
Auctioneer Inc.

67 Liberty Street, New York City  
Telephone, Cortlandt 0744

Title Policies Free  
New Jersey Title Guarantee  
& Trust Co.

Captain C. D. O'NEAL, U. S. Army  
Vice-President and General Manager  
Hoboken Shore Road  
Tel. 200-01-02 Hoboken

*Done/22*



*Joseph Day*

## These Hoboken, N. J., Government Lots are at America's Front Door with Fine Labor Supply

**I**NDUSTRIAL properties are only as valuable as their transportation facilities," a great captain of industry once shrewdly observed.

Using this as a valuation basis, these 510 Government owned Hoboken, New Jersey, Industrial Lots DEMAND the investigation of every enterprising MANUFACTURER or INVESTOR IN INDUSTRIAL PROPERTIES.

This property is WITHIN A SIDING OF ALL THE TRUNK LINE RAILROADS OF AMERICA. It is LESS than a MILE from Piers where manufactured products can be shipped to the PORTS OF THE WORLD.

### 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. 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 a short 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.



### Tunnel Connections Are Ideal

The Hudson and Manhattan Tunnel to New York City is FIFTEEN 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 U. S. Government Piers, connecting with WORLD PORTS, are less than a mile from these Hoboken Government Lots. The UNITED STATES LINE, PANAMA 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 Hudson River runs the entire length of the City of Hoboken, 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 Barclay St., Christopher St. and two to 23rd St., 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.

A City of Hoboken Zoning Ordinance, NOW IN EFFECT, restricts the Lots to be auctioned exclusively to Industrial Pursuits, thus heading off any undesirable developments.



Willow Avenue Plot with one-story building on it to be sold.

The property to be sold consists of 510 Lots. They will be offered as a whole and then in Lots and Plots. The Lots average 25 x 100 feet. Plottage may be had for a single contiguous development covering FOUR CITY BLOCKS, approximately 460 feet by 860 feet.

### 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, October 19th, in the Hoboken Armory, at noon.

### Right Now Is the Time to Build Factories

The U. S. Steel Corporation, as you know, just the other day increased the rate of its employees, the first since the big cuts following war times. Other Steel Manufacturers immediately followed this lead.

Steel, of course, forms the MAIN COST IN FACTORY CONSTRUCTION.

Is it reasonable to suppose that Steel Prices will come DOWN with Wages going UP?

Building Supply Men, leaders in the line, PREDICT that Building Supply prices will be HIGHER before they are LOWER.

Come to this Public Auction of Hoboken U. S. Government Industrial Lots. BUY SOME LOTS and combine the advantages of AUCTION PRICES and a Favorable BUILDING MARKET—that MAY NOT be so FAVORABLE in a short while.

### Bankers Will Help Finance Purchasers

Look over that pamphlet insert which contains extracts from letters sent in by the BANKERS, BUSINESS MEN, CIVIC BODIES, PUBLIC UTILITY CORPORATION heads and other prominents of Hoboken.

Read how the BANKERS offer to cooperate in the matter of LOANS with PURCHASERS of these UNITED STATES GOVERNMENT HOBOKEN LOTS. They know the value of the PROPERTY TO BE SOLD. They know of the unrivalled WATER and RAIL FACILITIES enjoyed by HOBOKEN, N. J. They CAN SEE HOBOKEN'S FUTURE—its GREAT EXPANSION.

"IT'S A *Joseph Day* AUCTION SALE"



Aerial photograph of "Metropolitan"

**New  
Ve**

The complete Industrial Bridge has been a definite, sure and for New Jersey MARKET IN THE WORLD. New Jersey then have their product by Truck of Distribution Cent. of the ENTIRE AMERICA.

SOME OF THE INDUSTRIAL PRO PUBLIC AUCTION 19th, in Hoboken Hoboken, N. J., is of the mouth of 12th and Provo

"IT'S A *Joseph Day* AUCTION SALE"



"IT'S A *Joseph P. Day* AUCTION SALE"

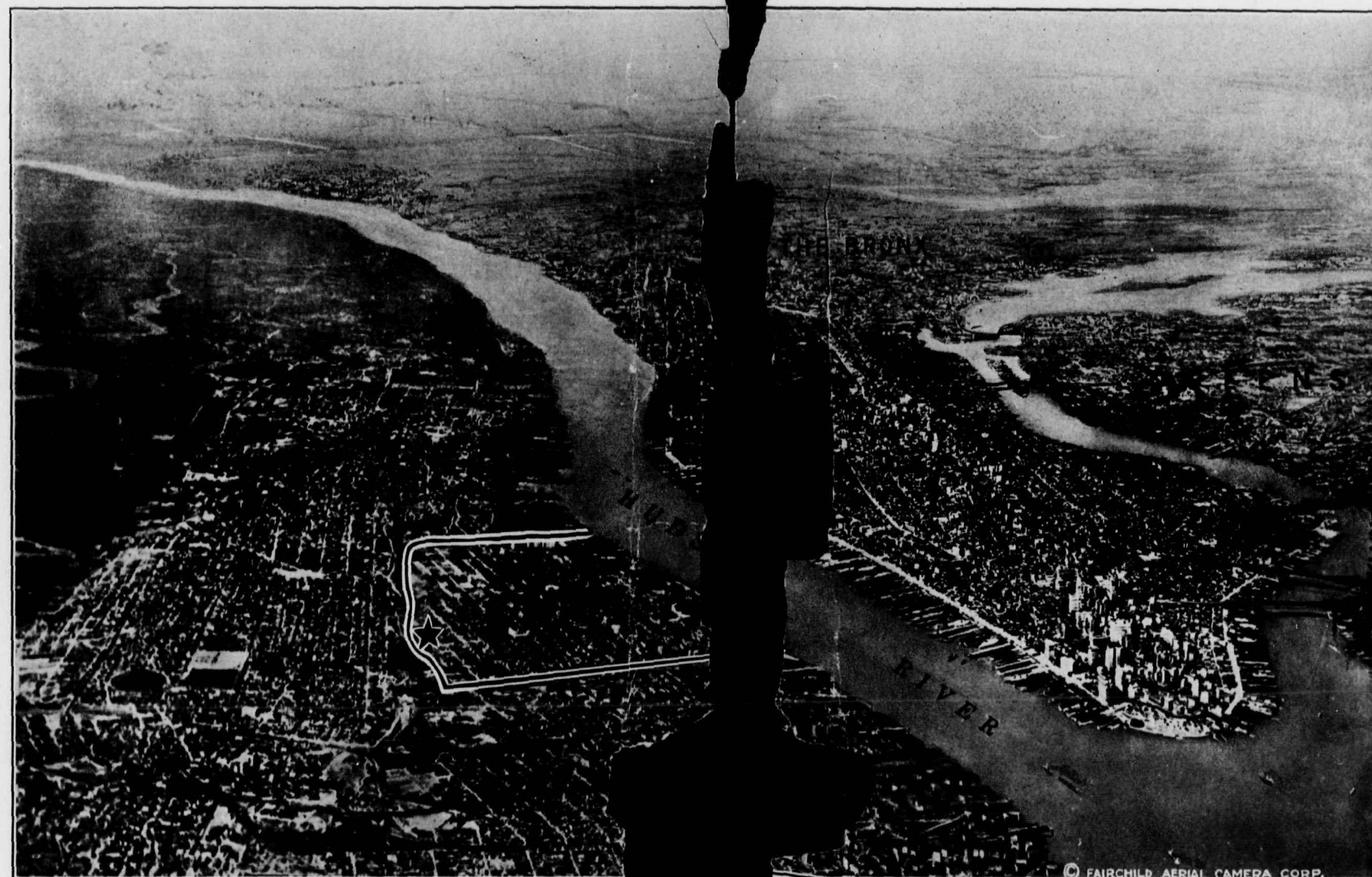
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Aerial photograph of "Metropolitan" shows location of Lots to be sold.

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.

### Factory Sites at Public Auction Prices

Thursday, October 19th, is the date. The Hoboken Armory, City Hall, Washington, Newark and First Streets, is the Place.

### Visit the Lots to Be Sold

The Lots to be sold are located on Ferry Street, Willow Avenue, Madison Street, Harrison Street and adjoining highways, Hoboken, New Jersey. Inspection of the property can be arranged through Captain C. D. O'Neal, Vice-President and General Manager of Hoboken Manufacturer's Railroad Company, offices foot of Fifth Street, Hoboken, N. J. Associate Auctioneer, G. F. Fugazzi, 105 Willow Avenue, Hoboken, N. J., or Auctioneer Joseph P. Day, 67 Liberty St., N. Y. City.

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### New Vehicle Tunnel Property

The... scheduled to be completed... say, be to Industry... the Brooklyn Bridge has been... It will form a definite, sure and connecting link for New Jersey... BEST MARKET IN THE WORLD... WATER NEW YORK. New Jersey... should then have their property... 30 minutes by Truck of District... 10 Per Cent. of the ENTIRE... OF AMERICA.

SOME OF THE GOVERNMENT INDUSTRIAL PROPERTY, to be sold at PUBLIC AUCTION on Thursday, October 19th, in Hoboken Armory, City Hall, Hoboken, N. J., is within FIVE MINUTES of the mouth of the Vehicular Tunnel, 12th and Provost Streets, Jersey City.

Here is the type of Industrial Neighbors you will have if you BUY at the Thursday, October 19th, Public Auction Sale of these Hoboken, New Jersey, Industrial Lots, Plots, and Buildings.

Pennsylvania R. R. Marine Shops  
Hoboken Terminal  
Cooper Hewitt Electric Co.  
Geo. Focht Sons' Iron Works  
Owens & Traeger, Paper Boxes  
The Button Machinery Co.  
Hudson Cocoa Products Corp.  
Ferguson Bros. Mfg. Co.  
Federal Metal Bed Co.  
Bering Bros., Paints  
W. & A. Fletcher Co., Boilermakers

Jagels & Bellis, Coal and Wood.  
American Lead Pencil Co.  
Bijur Motor Appliance Co.  
Independent Warehouses, Inc., Storage  
Jewel Tea Co., Inc., Teas and Spices  
Thomas J. Lipton, Inc., Teas, Coffees and Cocoa  
Todd Shipbuilding Co.  
Keuffel & Esser  
Campbell Stores  
Cravenette Co.

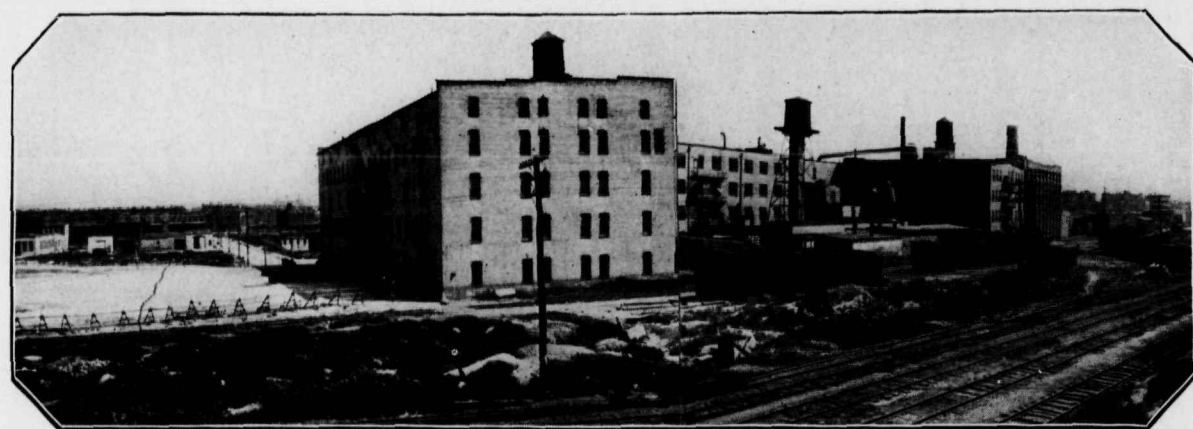
"IT'S A *Joseph P. Day* AUCTION SALE"

*Joseph P. Day*





Adams Street, showing property to be sold on both sides.



View of property to be sold adjoining Ferguson Plant.

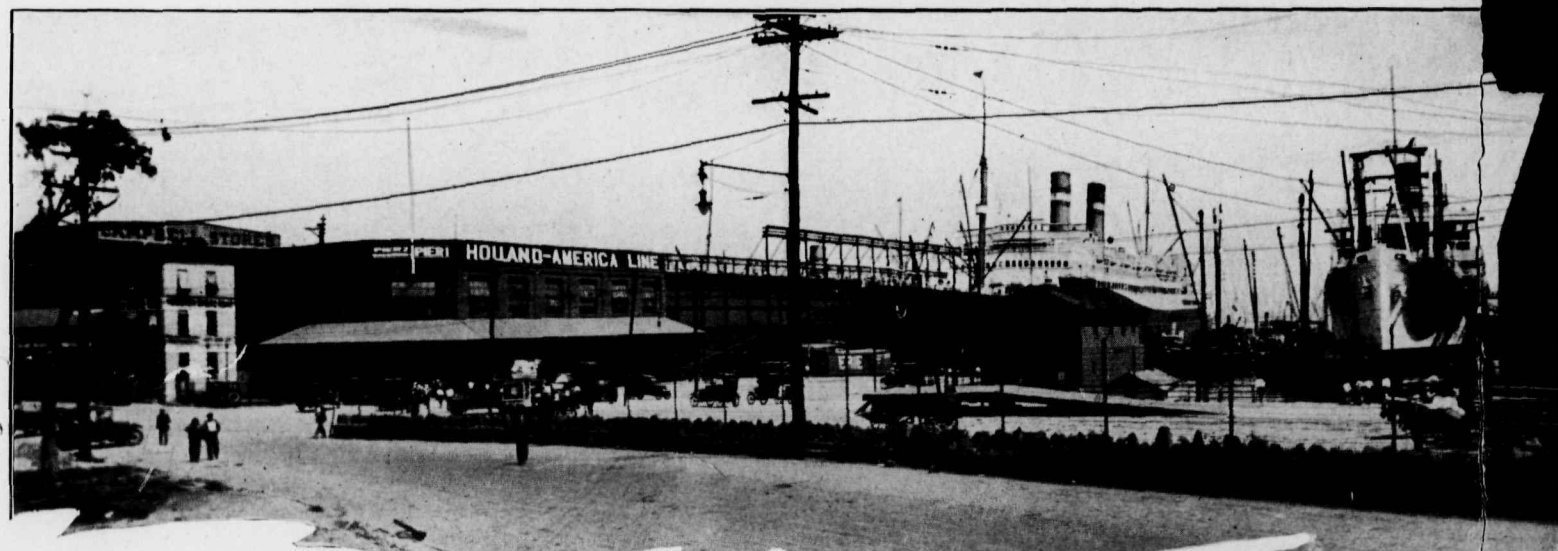
### Camera Glimpses of Hoboken Property to Be Sold at this Public Auction

ONE glance at these views convinces the Shrewd Buyer that Uncle Sam's Realty Experts knew their business when they bought these plots for the United States Army.

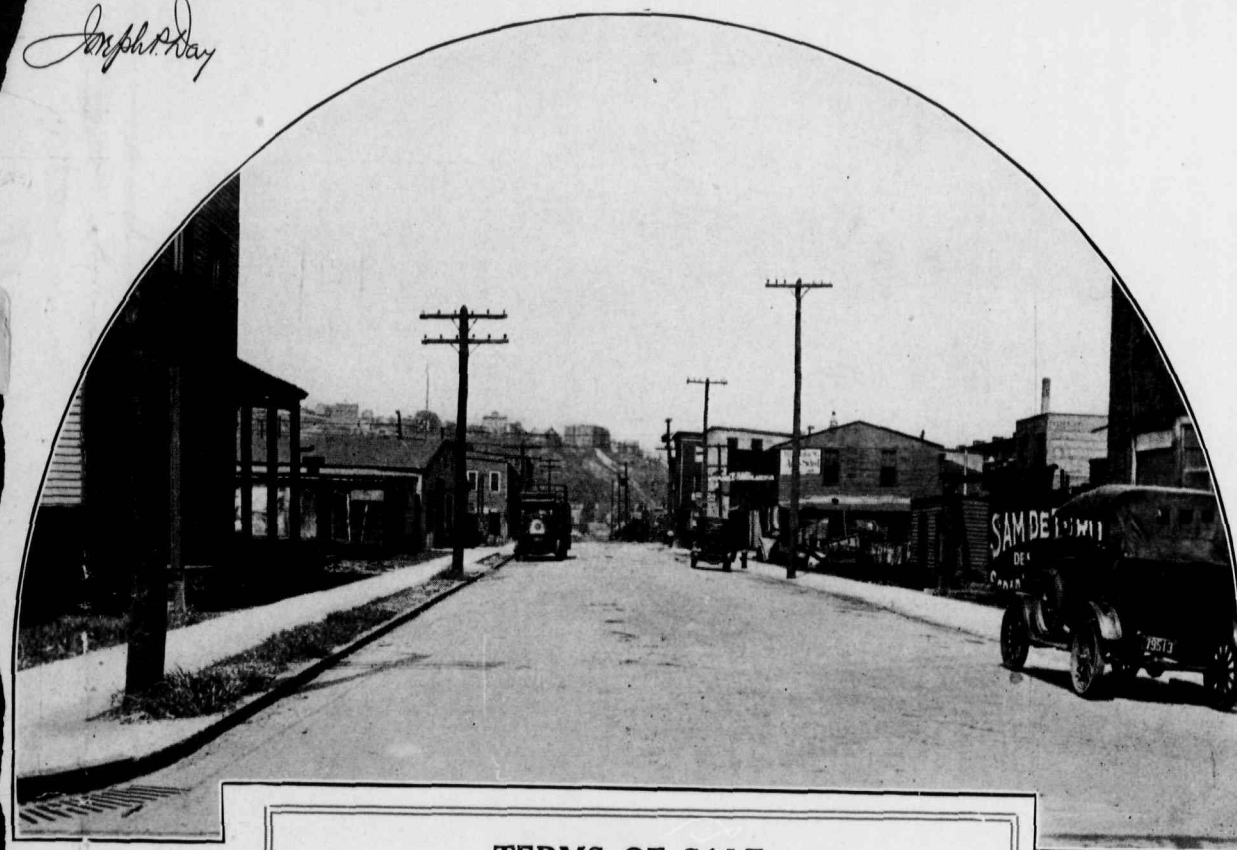
They represent the very cream of Industrial Property in the "Hub of the Metropolitan District."



Jagels & Bellis Coal on property to be sold.



View of Hoboken Waterfront.



GRAND STREET Near 14th Street. Property on both sides of street. Hoboken, N. J.

### TERMS OF SALE

10% of the purchase price and auctioneer's fees on day of sale, balance in 30 days; or,

70% at 6%  
60% at 5 1/2% } may remain on bond and mortgage for three years.  
50% at 5%

Purchaser to pay mortgage recording tax, drawing and recording fees and Internal Revenue Stamps, as customary.

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.

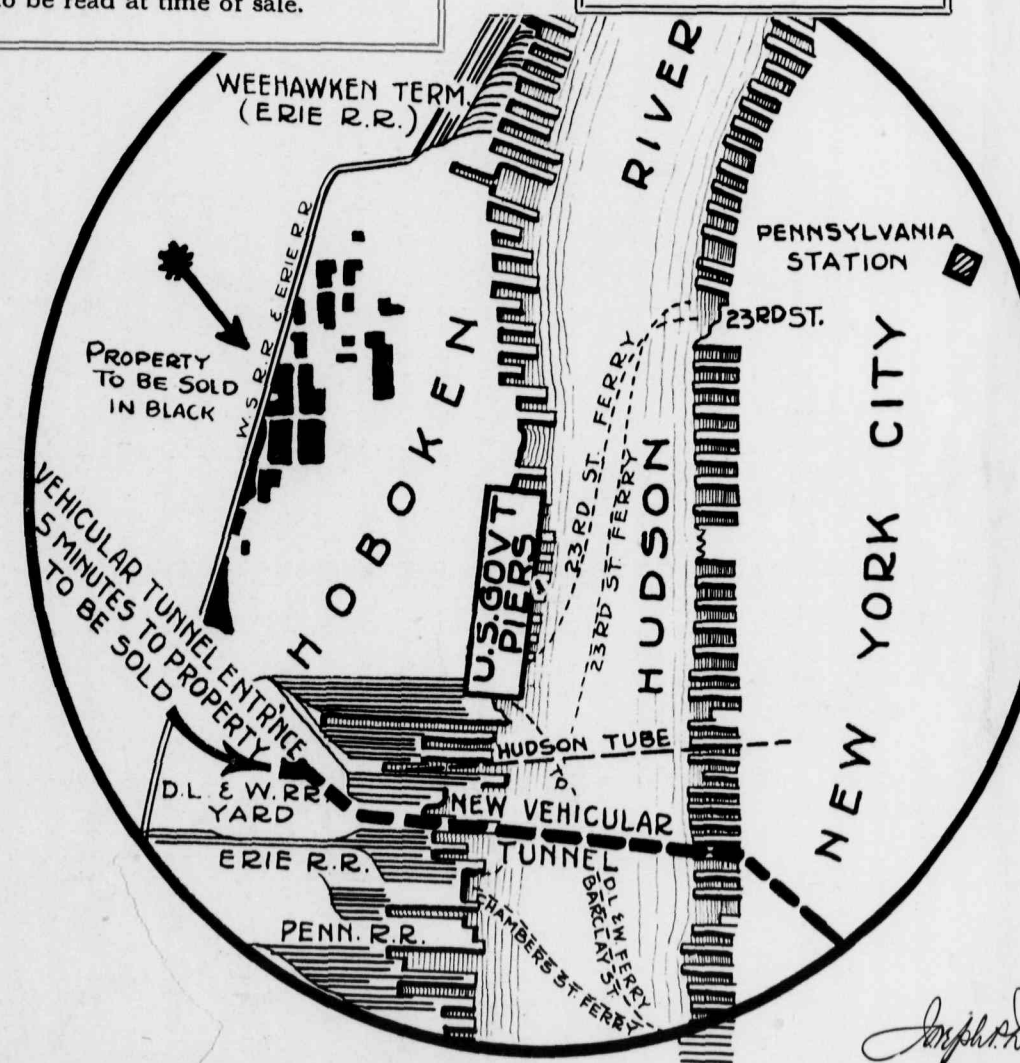
### HOW TO REACH PROPERTY

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.

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, October 19th, in the Hoboken Armory.





# 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

:-

:-

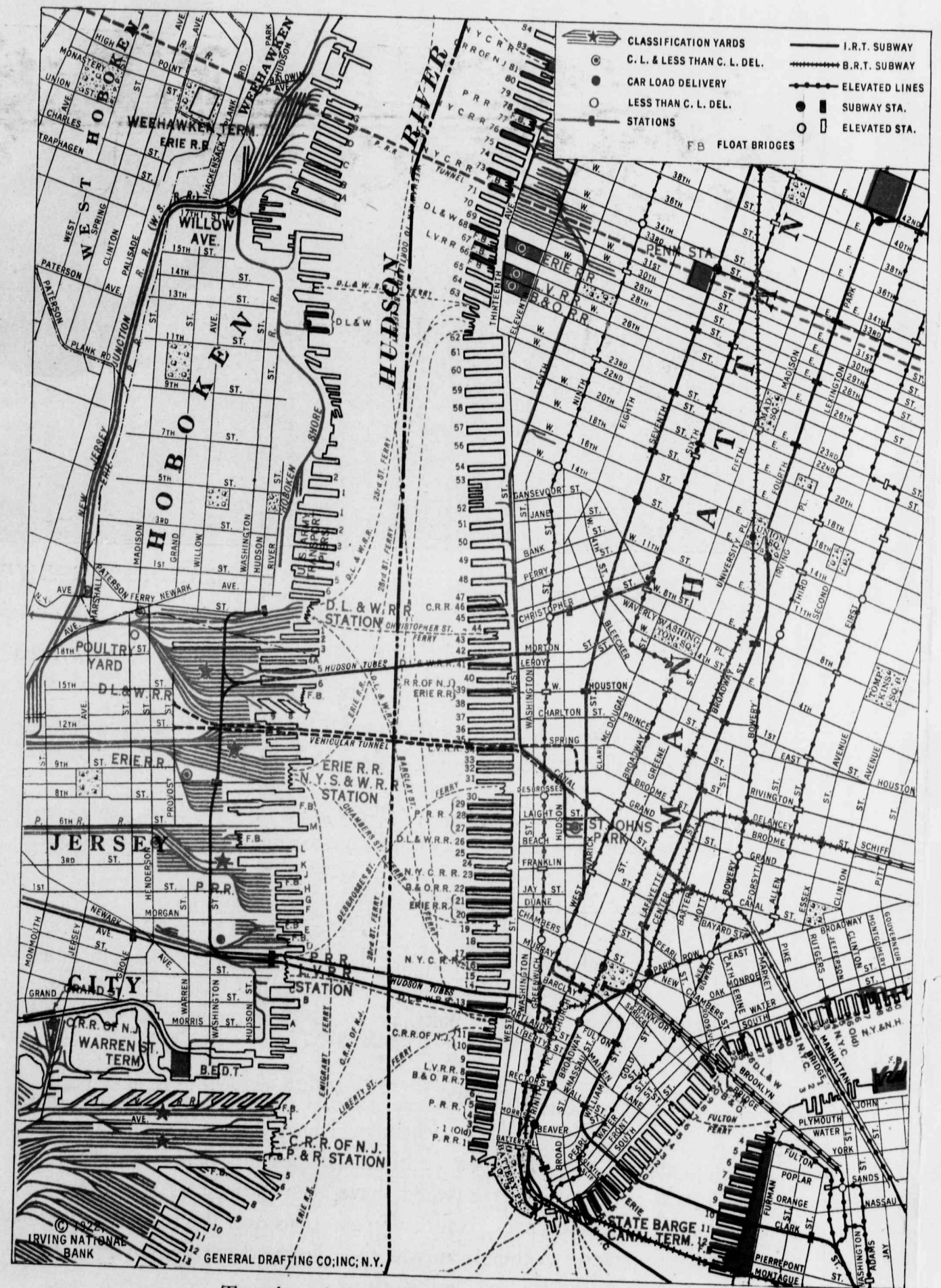
HOBOKEN, N. J.

500/12

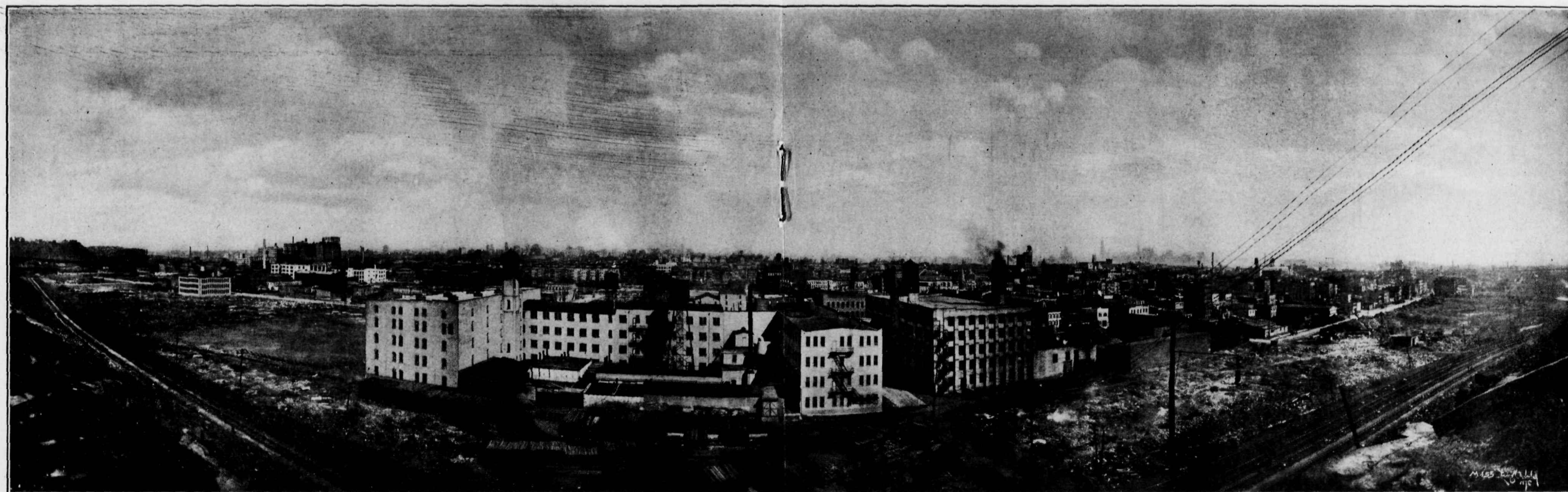




Aeroplane View Showing Ideal Location of Hoboken in Port of New York  
★ Indicates Location of Property For Sale.







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.

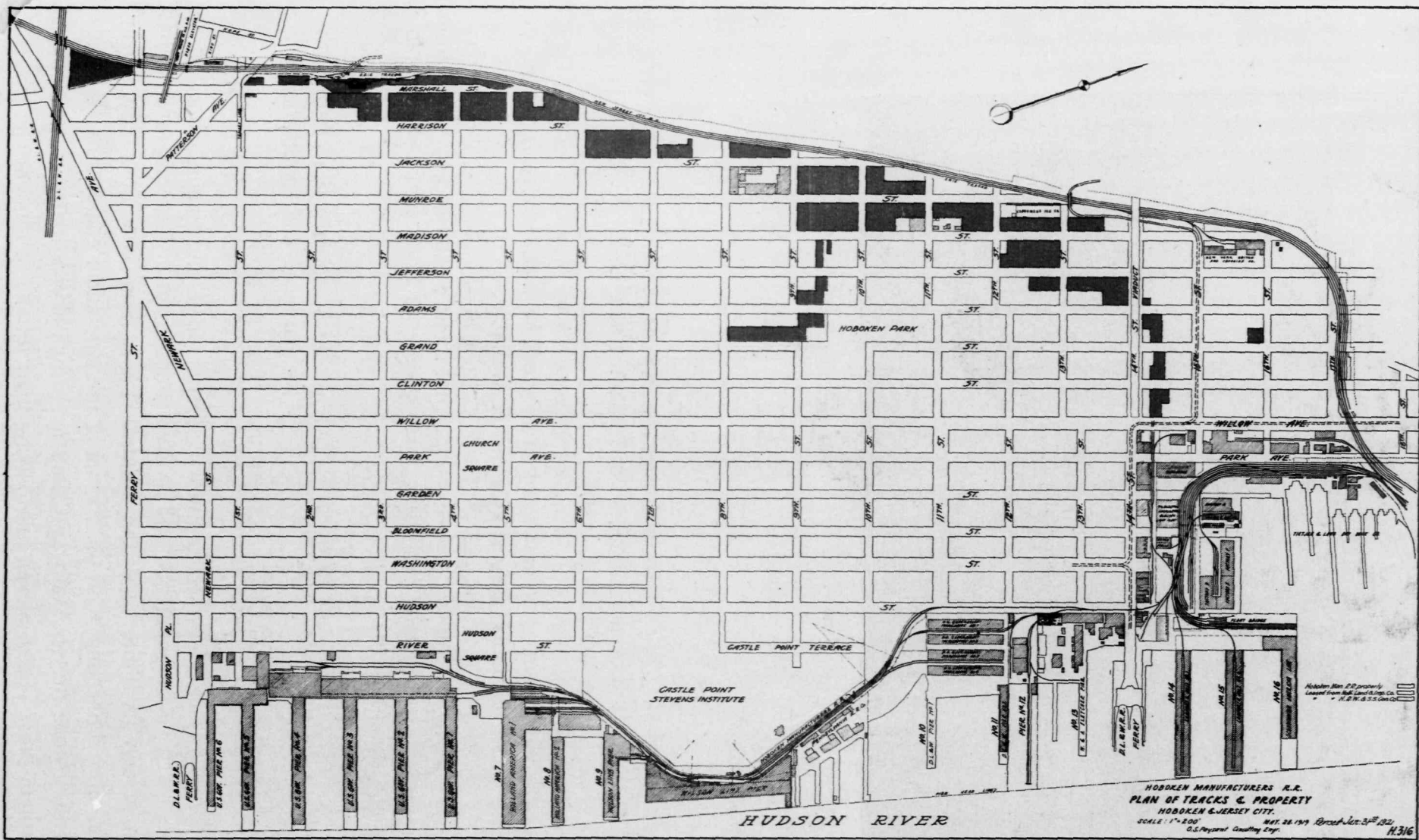
**Industrial Zone** Property in heavy Industrial Zone established by City Ordinance, thereby protecting these properties from future undesirable encroachments and stabilizing the location.

**Center of Population of 8,000,000.** This property lies close to the geographical and population centers of the Metropolitan District of 8,000,000. Largest market in the world.

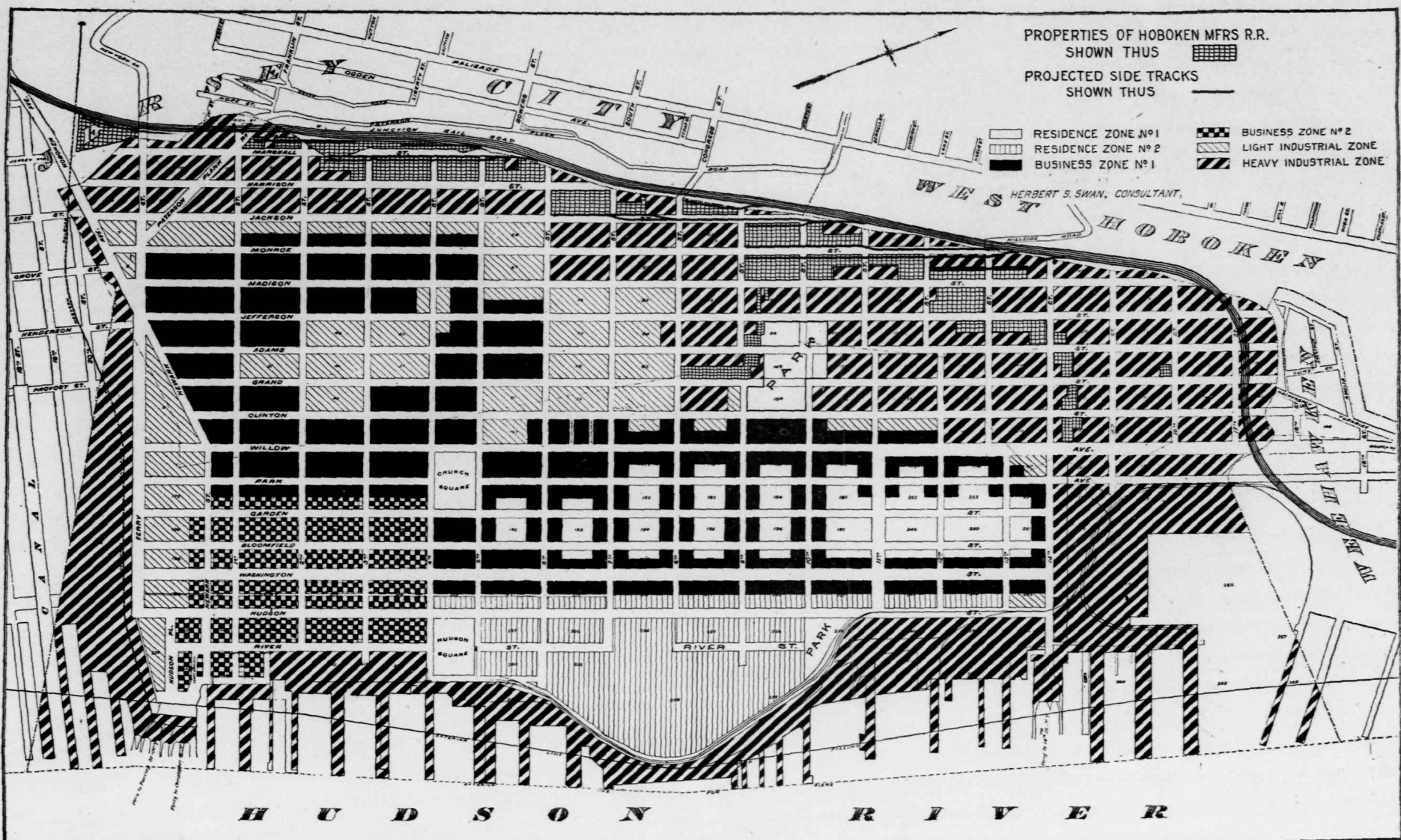
**Labor Market** Both skilled and unskilled labor, male and female, abundant in the neighborhood and has ready access to this property over the D. L. & W. Railroad and its ferries, over the Hudson Tubes from New York City, Jersey City and Newark, also connecting with the termini of the Erie and Pennsylvania 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.**

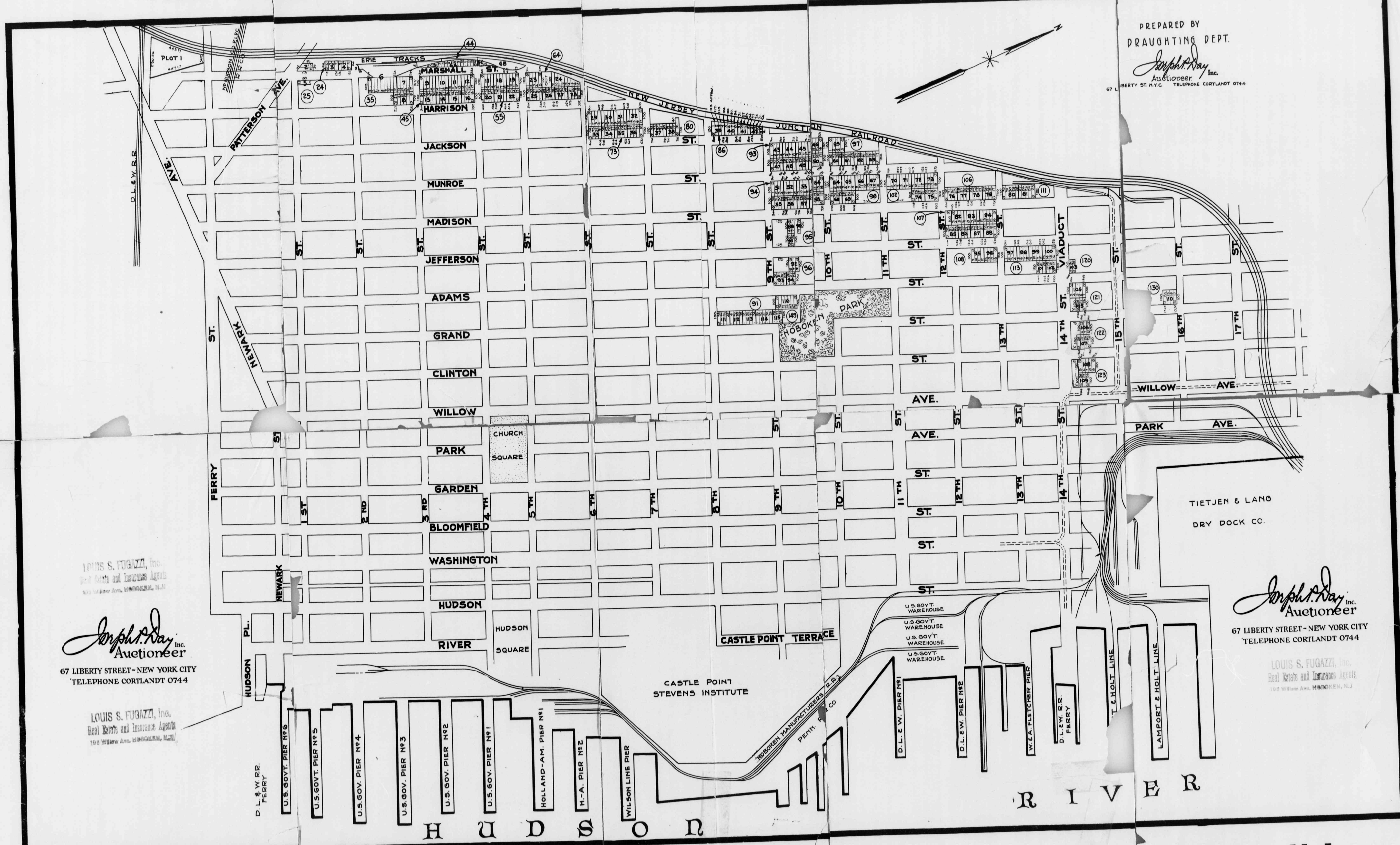
**A. W. COFFIN, *Manager.***

*We want YOU to develop this property.*

**PUT IN YOUR BID**



# Public Auction of 510 Hoboken, N. J., Lots and Plots to be Sold for the U. S. War Department



PREPARED BY  
DRAUGHTING DEPT.  
*Joseph P. Day, Inc.*  
Auctioneer  
67 LIBERTY ST. N.Y.C. TELEPHONE CORTLANDT 0744

LOUIS S. FUGAZZI, Inc.  
Real Estate and Insurance Agents  
100 Willow Ave. HOBOKEN, N.J.

*Joseph P. Day, Inc.*  
Auctioneer  
67 LIBERTY STREET - NEW YORK CITY  
TELEPHONE CORTLANDT 0744

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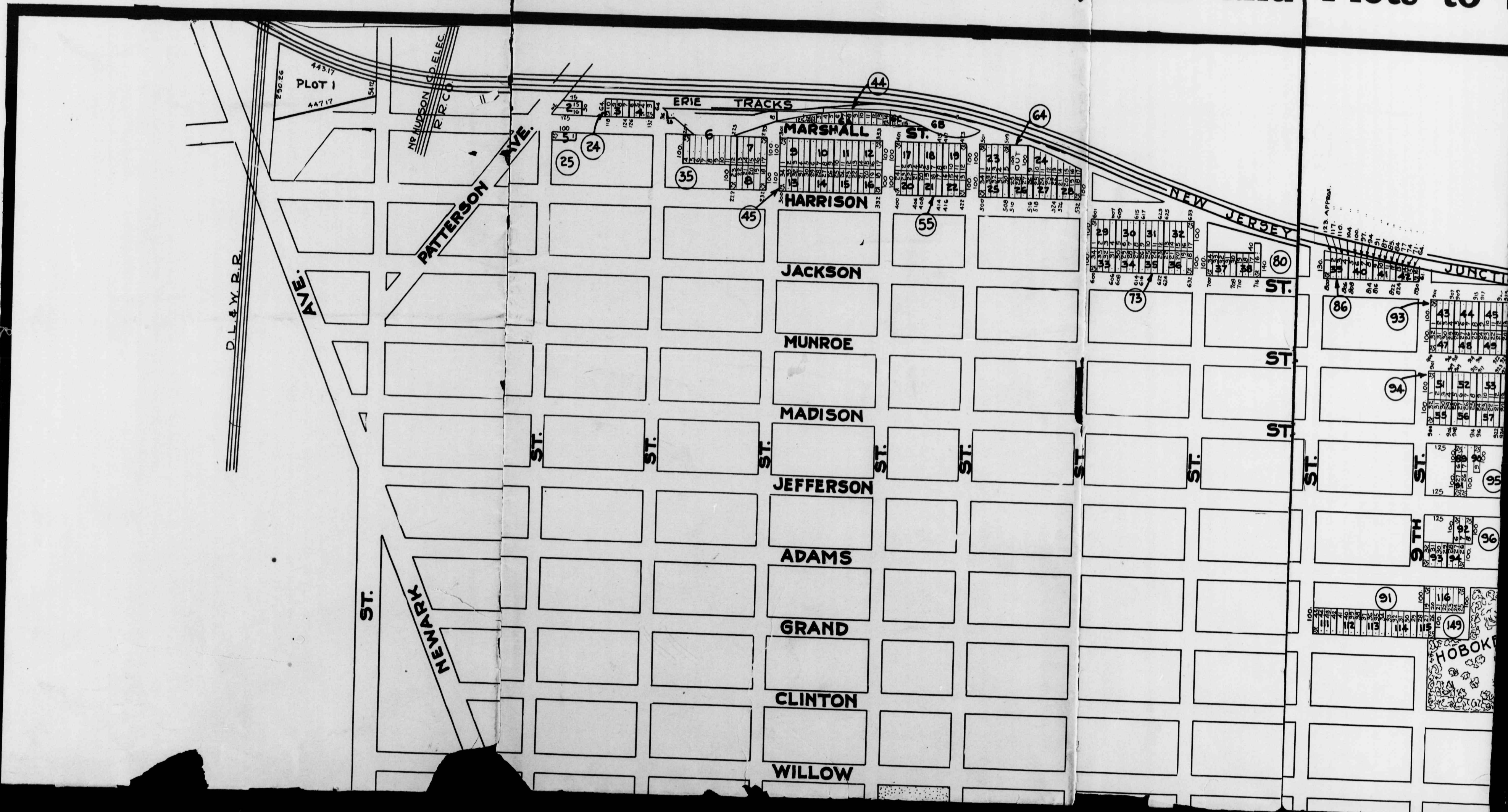
Thursday, Oct. 19th, 2 P.M., in the Hoboken Armory, Washington, Newark and First Streets, Hoboken, N. J.

1922



*Joseph Day*

# Public Auction of 510 Hoboken, N. J., Lots and Plots to b



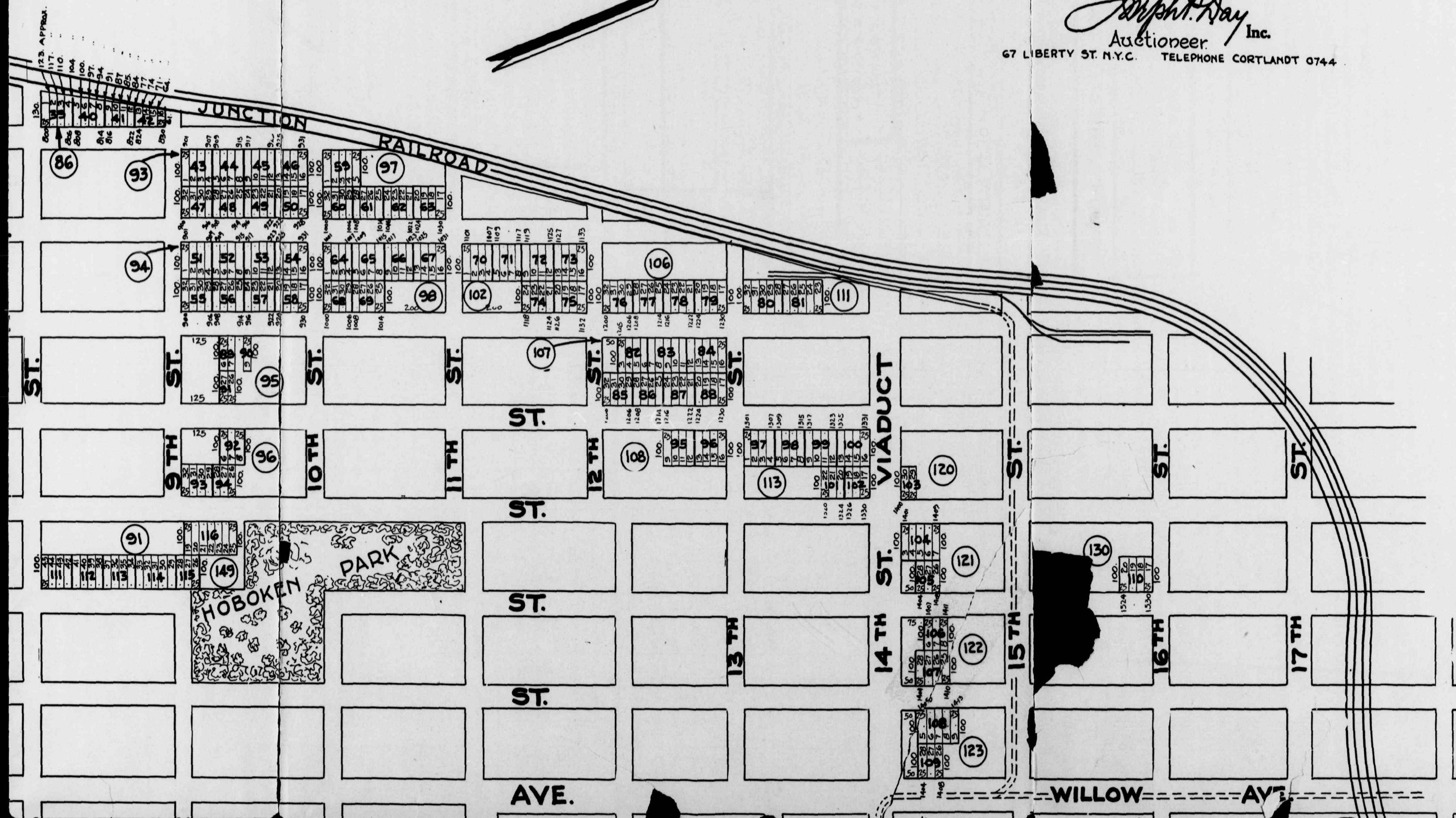


# Plots to be Sold for the U. S. War Department

*Imph. Day*

PREPARED BY  
DRAUGHTING DEPT.

*Imph. Day*  
Auctioneer Inc.  
67 LIBERTY ST. N.Y.C. TELEPHONE CORTLANDT 0744

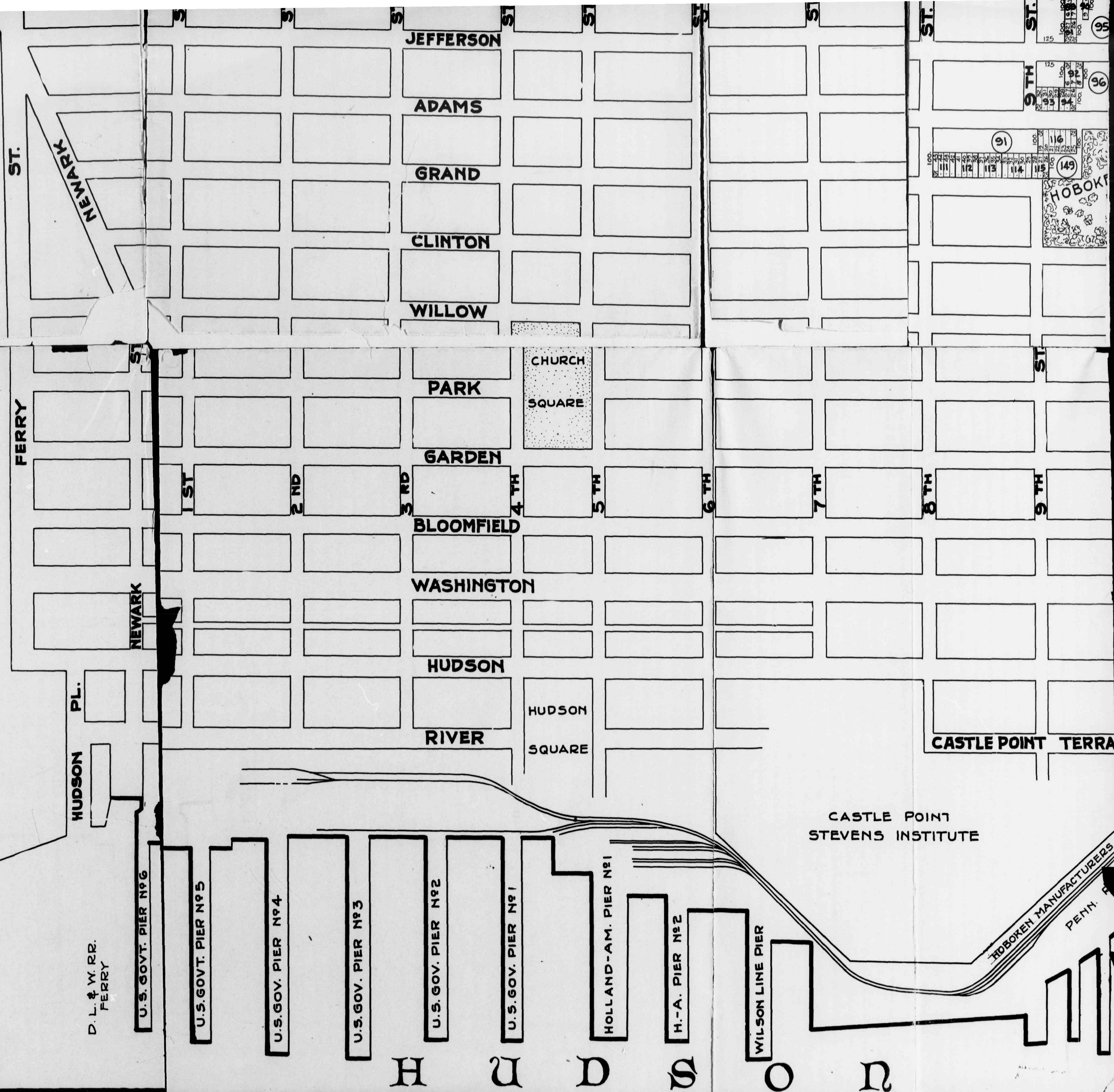




LOUIS S. FUGAZZI, Inc.  
Real Estate and Insurance Agents  
105 Willow Ave. HOBOKEN, N.J.

*Emph. Day* Inc.  
Auctioneer  
67 LIBERTY STREET - NEW YORK CITY  
TELEPHONE CORTLANDT 0744

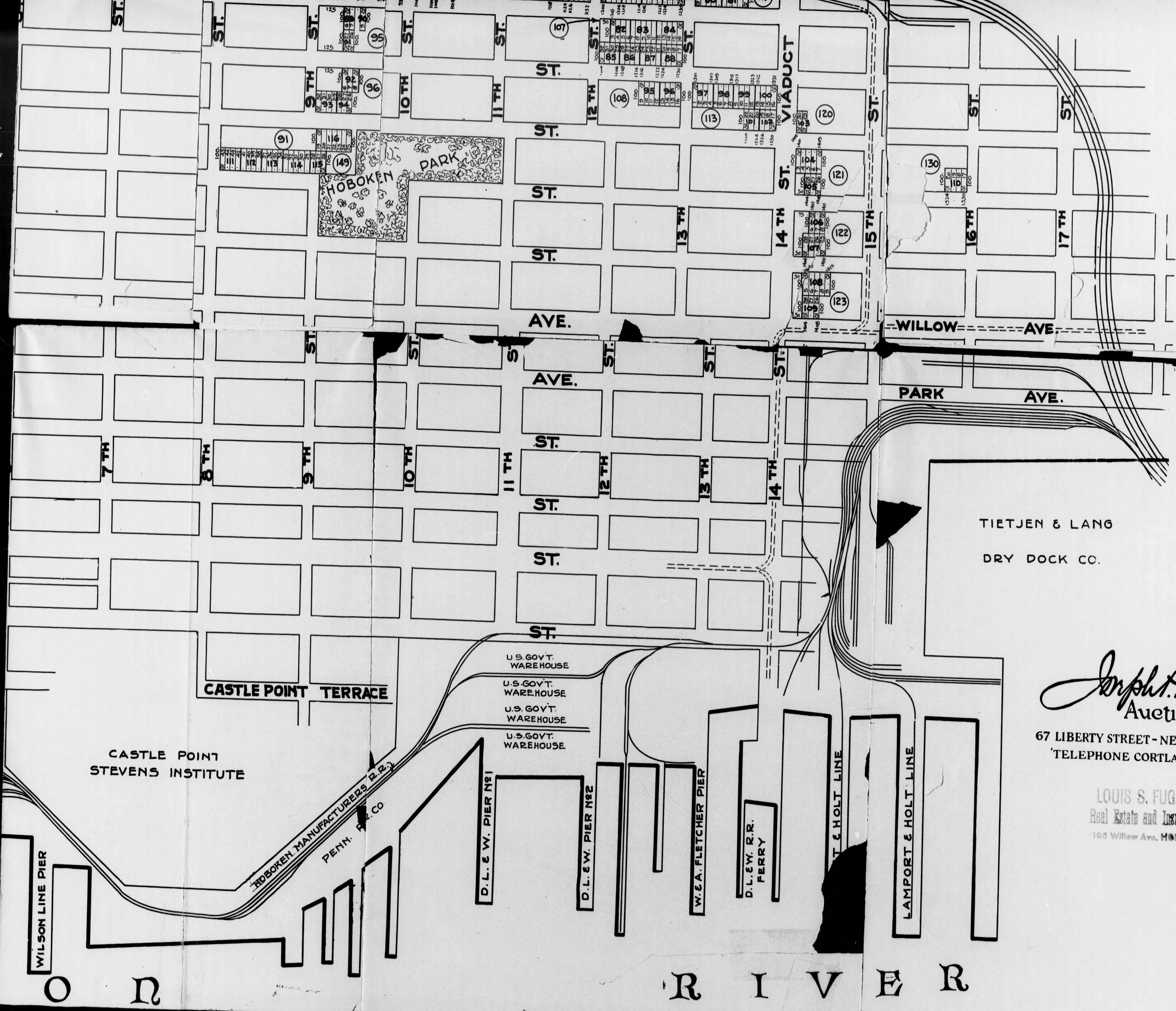
LOUIS S. FUGAZZI, Inc.  
Real Estate and Insurance Agents  
105 Willow Ave. HOBOKEN, N.J.



*Emph. Day* Thursday, Oct. 19th, 2 P.M., in the Hoboken Armory, Washington

1922





TIETJEN & LANG  
DRY DOCK CO.

*Joseph S. Day* Inc.  
Auctioneer  
67 LIBERTY STREET - NEW YORK CITY  
TELEPHONE CORTLANDT 0744

LOUIS S. FUGAZZI, Inc.  
Real Estate and Insurance Agents  
105 Willow Ave. HOBOKEN, N.J.

Armory, Washington, Newark and First Streets, Hoboken, N. J.

*Joseph S. Day*



# PORT AUTHORITY MOVES TO TAKE OVER HOBOKEN SHOREFRONT PROPERTY

**Preliminary Steps for Transfer of Ownership From the Shipping Board Taken Yesterday—Bonds to Be Issued to Pay for Piers**

**TAXES TO BE PAID  
TO MILE SQUARE CITY**

The Shipping Board was notified by the Port of New York Authority yesterday that under the powers vested in the Port Authority by Congress and the states of New York and New Jersey it was now ready to take title to the Hoboken piers held by the Shipping Board. These piers formerly owned by the Hamburg-American and the North German Lloyd steamship lines are six in number and are considered among the most valuable properties within the Port Authority's jurisdiction.

Preliminary steps toward a working out of the transfer of ownership were taken yesterday at a meeting of the Port Authority at their offices, 11 Broadway, which was attended by A. F. Mack, district manager of the Shipping Board.

It was decided to issue bonds for the payment of the piers to the government and then charge the latter wharfage to meet the interest charges of the bonds and a sinking

fund to liquidate them when they fall due. The meeting then adjourned for about ten days while the matter will be taken up with the Washington authorities.

When the Port Authority takes over the piers it will pay taxes to the city of Hoboken which will end the long controversy over that troublesome matter. This will mean a return to the city of a large revenue it has been deprived of since the Shipping Board took over the piers for Government use.

The turning over of the piers to the Port Authority will not make any change in the docking of the boats of the Munson Line, the Cosmopolitan Line, the United States Line and the Panama Railroad Steamship Line, the latter a War Department organization, as no better docking facilities are to be found anywhere within the New York harbor.

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# SEEKS FACTS RELATING TO PROPERTY HELD BY THE GOVERNMENT ELSEWHERE

**Hoboken Chamber Sends Inquiries to the Chambers of New Orleans, Newport News, Boston, Brooklyn, Chicago, Dayton, Camden, Bridgeport, Philadelphia, San Francisco and New York.**

**ALSO WRITE TO MAYOR  
HYLAN OF NEW YORK**

Action taken on Saturday last by the Hoboken Chamber of Commerce, will, it is hoped, result in making clearer some of the points relating to the status of the Hoboken Army Piers property. It is the object of the Chamber of Commerce to find out the facts relating to the status of other government-owned property in New York and elsewhere.

With this purpose in view Manager A. W. Coffin, of the Hoboken Chamber, on Saturday sent copies of the following letter bearing on this question to Chambers of Commerce of New Orleans, Newport News, Boston, Brooklyn, Chicago, Dayton, O., Camden, Bridgeport, Philadelphia, San Francisco, the Merchants' Association, of N. Y., and the New York State Chamber of Commerce:

"Gentlemen:  
"During the war, Hoboken gave up one-twelfth of all its ratables to the United States Government for war purposes. These ratables consisted of almost our entire Hudson River front. These properties have been tax exempt since 1918, due to the government ownership, throwing a very heavy burden upon the other property owners.

"Since the war, these properties have been used by the U. S. Shipping Board, which has been renting pier facilities to privately owned steamship companies at rates lower than elsewhere in the harbor and in competition with other privately owned steamship companies. As you can readily understand, such an arrangement not only subsidizes the United States Government, at the expense of Hoboken, but permits of the leasing of such properties by the Government, at a lower rate than by privately owned commercial and industrial concerns which pay taxes.

"Various congressional committees have investigated the situation and acknowledged the inequity of the situation, but we have been unable to get any action through Congress as a whole, due to the fact that the problem seems to be of interest only to the City of Hoboken.

"Will you please advise me if there is any property in your city, owned by the U. S. Government, which is being used for commercial purposes and upon which the Government is paying no local taxes? Will you also kindly advise me if the Government is leasing such properties, but paying taxes thereupon? or moneys in lieu of taxes.

"We would greatly appreciate any information of help which you may give us on this question, as it is one of the most serious problems confronting the Hoboken Chamber of Commerce.

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The following letter was sent to Mayor Hylan, of New York City.

"Honorable Sir:  
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by the U. S. Government and which was formerly used for Government purposes, but which are now being used for commercial purposes.

"The City of Hoboken is very much interested in your action, as one-twelfth of our total ratables is held by the U. S. Government; these ratables being the property formerly owned by the North German Lloyd and Hamburg-American Dock Companies, New Jersey corporations, and now used by the U. S. Shipping Board. Inasmuch as these Hoboken properties, as well as the Army Base in Brooklyn, are no longer used for Government purposes, but are used for commercial purposes in competition with similar commercial enterprises, privately owned, it does not seem fair that they should be tax exempt. We have been at a loss as to the best way to proceed to obtain taxes or moneys in lieu of taxes.

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## HOBOKEN BUSINESS SITES ARE TO BE AUCTIONED

The Exchange Salesroom, at 14 Vesey street, Manhattan, will be the scene, next Thursday, May 24, at noon, of a sale of a number of business and industrial sites at Hoboken, N. J., ordered held by the United States War Department and the Hoboken Shore Railroad.

The sale will be held by Joseph P. Day, auctioneer, under the direction of Capt. C. D. O'Neal of the U. S. Army, who is vice president and general manager of the Hoboken Shore Railroad.

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*Dispatch May 18/23*

*Clus nov 1/22  
196*

*Clus May 28/23*



# PORT AUTHORITY MOVES TO TAKE OVER HOBOKEN SHOREFRONT PROPERTY

**Preliminary Steps for Transfer of Ownership From the Shipping Board Taken Yesterday—Bonds to Be Issued to Pay for Piers**

**TAXES TO BE PAID  
TO MILE SQUARE CITY**

The Shipping Board was notified yesterday that under the powers vested in the Port Authority by Congress and the states of New York and New Jersey it was now ready to take title to the Hoboken piers held by the Shipping Board. These piers formerly owned by the Hamburg-American and the North German Lloyd steamship lines are six in number and are considered among the most valuable properties within the Port Authority's jurisdiction.

Preliminary steps toward a working out of the transfer of ownership were taken yesterday at a meeting of the Port Authority at their offices, 11 Broadway, which was attended by A. F. Mack, district manager of the Shipping Board.

It was decided to issue bonds for payment of the piers to the government and then charge the latter wharfage to meet the interest charges of the bonds and a sinking

fund to liquidate them when they fall due. The meeting then adjourned for about ten days while the matter will be taken up with the Washington authorities.

When the Port Authority takes over the piers it will pay taxes to the city of Hoboken which will end the long controversy over that troublesome matter. This will mean a return to the city of a large revenue it has been deprived of since the Shipping Board took over the piers for Government use.

The turning over of the piers to the Port Authority will not make any change in the docking of the boats of the Munson Line, the Cosmopolitan Line, the United States Line and the Panama Railroad Steamship Line, the latter a War Department organization, as no better docking facilities are to be found anywhere within the New York harbor.

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CITY OF HOBOKEN,  
HUDSON COUNTY, N. J.

PUBLIC NOTICE.

AN ORDINANCE granting permission to The Western Union Telegraph Company, its successors and assigns, to construct and maintain for a term of fifty years lines of underground conduits, tubes, manholes, wires and cables for electrical conductors in the City of Hoboken, New Jersey, to be used for telegraph purposes. The Board of Commissioners of the Mayor and Council of the City of Hoboken do ordain as follows:

1. That The Western Union Telegraph Company, its successors and assigns, be and hereby is authorized and empowered to construct and maintain for the uses and purposes of its telegraph business, underground conduits, tubes, manholes, wires and cables, beneath the surface of the streets, avenues and other highways of the City of Hoboken, to wit:

Across Ferry street from the Delaware, Lackawanna & Western Railroad Company Record Building to Court street;

Thence along the easterly side of Court street to and across Newark street;

Thence easterly under the sidewalk on the northerly side of Newark street to Hudson street;

Thence across Hudson street to the building at the northeast corner of Newark and Hudson streets; together with a manhole on Court street just north of Newark street and a lateral from said manhole to a New York Telephone Company's pole located approximately 120 feet north of Newark street, as shown in Drawing AI-2769-AI, dated October 31, 1922, blueprint of which is annexed hereto and made part hereof, and to place and maintain therein its wires, cables, tubes and appurtenances for distributing its electrical conductors along, across and below the surface of the above named streets, avenues and other highways of said city. Said system, and all work thereunder, shall be done subject to the inspection and approval of the Director of the Department of Streets and Public Improvements of the City of Hoboken, and no street, avenue or other highway of said city shall be opened or excavated by said company until a permit shall have been obtained therefor from said Director.

2. Said conduits and manholes shall be constructed as not to interfere with the passage of the public along the said streets, avenues or other highways; and the said company shall restore such street, avenue or other highway which may be disturbed in the construction or maintenance of conduits, tubes, manholes, wires and cables to the condition in which it was at the commencement of the excavation thereof for the aforesaid work, free from any cost or expense whatever to the City of Hoboken; and the electrical conductors and conduits thereof shall be so placed as not to do any injury to the property of any person or corporation, or to any public or private sewer, or to any water or gas pipes, or to the wires or conduits of any other company, or of the

police, fire or any other department of the City of Hoboken.

3. The earth removed in making any excavation shall be restored and puddled or rammed to the satisfaction and under the supervision of the Director of the Department of Streets and Public Improvements of the City of Hoboken, and the pavement taken up shall be relaid by the said company in as good condition as before the making of such excavation and the taking up of such pavement, and thereafter shall be maintained in as good condition as the surrounding pavement until such street, avenue or highway shall be repaved by the city. No street, avenue or highway shall be incumbered for a longer period than shall be necessary to execute the work for which the same is made. The cost of restoring the earth arising from such excavation, and the laying of pavements and repairs thereto caused by the opening of any such street, avenue or highway, shall be paid by the said company, and said work shall be done subject to inspection and approval by the Director of the Department of Streets and Public Improvements. In case the said company shall fail or neglect to restore the earth removed in making any such excavation, or to relay the pavement taken up by it, its agents or employees, before the expiration of 24 hours after notice in writing to do such work shall have been served upon said company, or one of its officers, agents, servants or employees by or under the direction of the Director of the Departments of Streets and Public Improvements, then such work shall be done by or under the direction of said Director at the expense of said company, and the cost thereof shall be paid by said company to said Director, or to the City Clerk or City Treasurer of the City of Hoboken, upon presentation to said company, or one of its officers, agents, servants or employees, of the bills therefor, certified as correct by said Director; and the said company shall also pay all cost and expense which the City of Hoboken shall have incurred or shall be put by reason of the failure or neglect of said company, or its employees, in the doing of any of the aforesaid work, or in the doing of the same in an unworkmanlike manner.

4. The said company shall indemnify the Mayor and Council of the City of Hoboken against and assume all liability and damages which may at any time arise from or occur to the City of Hoboken from any injury to persons or property from or in the doing of any work herein mentioned or the neglect of said company or its agents or employees to comply with the provisions of this or any other ordinance of the City of Hoboken relative to the use of streets or other public places especially as to the putting up and maintaining of lights or barriers at or around excavations.

5. Nothing in this ordinance shall be construed to grant unto the said The Western Union Telegraph Company an exclusive right or to prevent the granting of similar privileges to other individuals or corporations for like purposes on the streets, avenues and highways herein named.

6. That the said company be and is hereby required when they shall have commenced work of construction of said conduits, tubes, manholes, wires and cables, to proceed diligently with the construc-

tion thereof. In case any of said conduits, tubes, manholes, wires and cables or parts thereof, shall be abandoned, and shall not be used for telegraph purposes by the said The Western Union Telegraph Company, or its successors for twelve months, then and in that case, the conduits, tubes, manholes, wires and cables, or parts thereof, so constructed or abandoned shall, without any action upon the part of the Mayor and Council of the City of Hoboken or its governing body, become the property of and shall pass to and be under the complete control of said the Mayor and Council of the City of Hoboken.

7. That the said underground conduits shall be made of creosoted wood, terra cotta or other material which may be approved by the Director of the Department of Streets and Public Improvements of the City of Hoboken, and shall be laid not less than two feet beneath the surface of the streets wherein same shall be laid, and on Court street not more than three feet beyond the westerly line of properties facing on Hudson street and the rear of which extends through to Court street, and on Newark street not less than one nor more than three feet within the curb on the northerly side of said street; and the said underground conduits shall not occupy a space to exceed three feet in width and three feet in depth, unless a greater depth be necessary to overcome obstruction, of which necessity the Director of the Department of Streets and Public Improvements of the City of Hoboken shall be the judge.

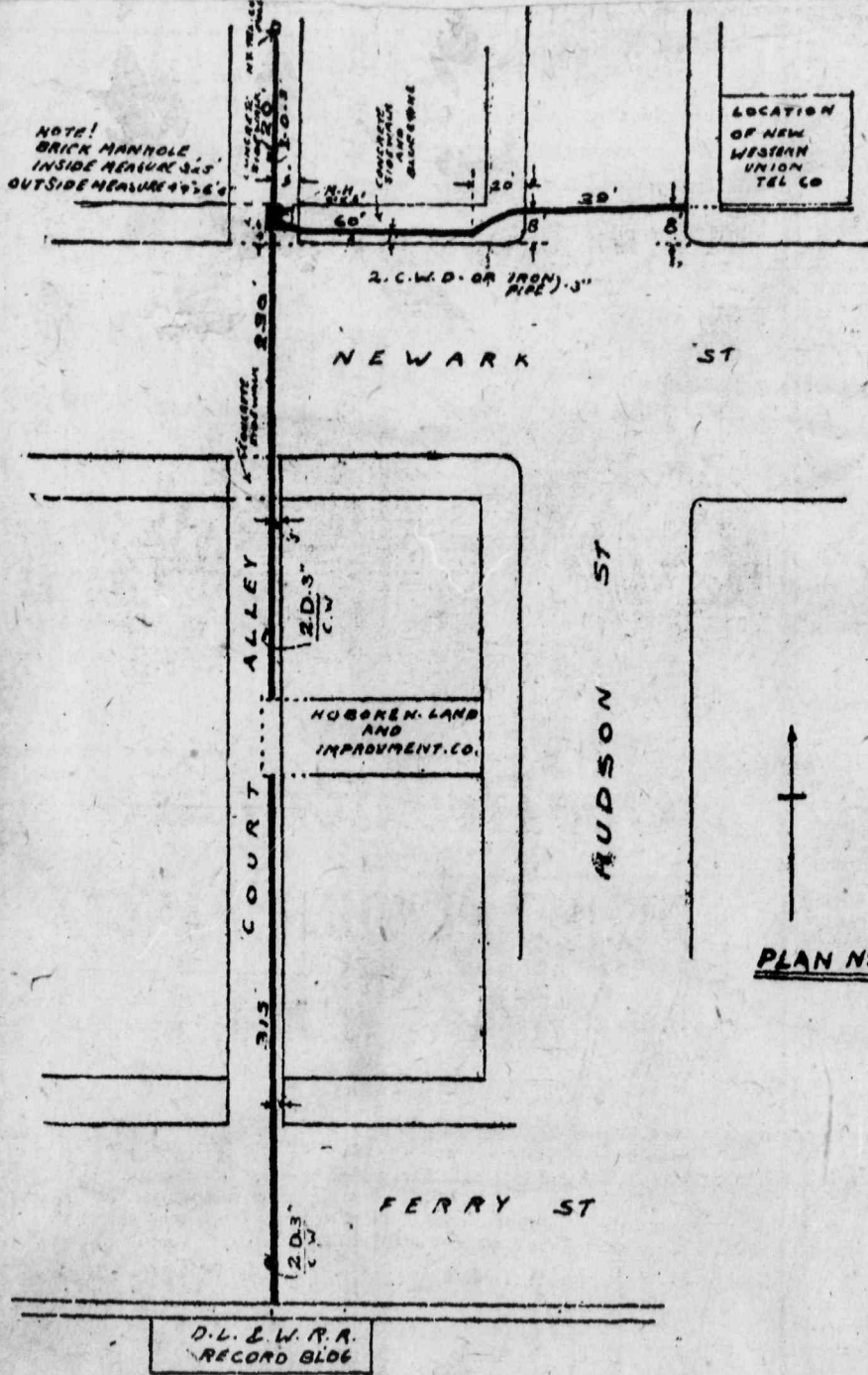
8. The said company shall file with the City Clerk its acceptance of this ordinance within thirty days from the date when such ordinance shall take effect, and also a bond, the form of which shall be subject to the approval of the Corporation Attorney of the City of Hoboken, and with sureties satisfactory to the Board of Commissioners of the City of Hoboken, in the sum of five thousand dollars (\$5,000) conditioned for the faithful compliance with all of the terms and conditions of this ordinance.

9. The said company shall within fifteen days after this ordinance shall take effect pay to the City Clerk of the City of Hoboken the expense incurred by said clerk for and in behalf of said city for advertising this ordinance and all public notices required to be advertised precedent thereto or in connection therewith.

10. The said The Western Union Telegraph Company shall provide without cost or expense whatever to the City of Hoboken, as long as this ordinance continues in effect, sufficient space in said main underground conduits, and provide not exceeding one (1) clear duct of standard size, as may be necessary to accommodate the telegraph or telephone wires or conductors operated from time to time by the Police or Fire Departments of the City of Hoboken; provided, however, that the use of said duct by the City of Hoboken shall be for signal purposes only, as defined in Section 1, Paragraph 4, of the Circular of Bureau of Standards No. 54, as issued by the United States Department of Commerce and now in effect.

11. The aforesaid grant shall be for a period of fifty (50) years from the date of the passage of this ordinance.

12. This ordinance shall take effect when published as required by law.



W. U. TEL. CO.
AI-2769 AI
OCT 31 1922
HOBOKEN N. J.
EST.
PROPOSED NEW UNDERGROUND DUCT LINE TO ROUTE FROM D. L. & W. R. R. RECORD BLDG. TO THE NEW W. U. TEL. CO. OFFICE NEWARK & HUDSON ST. CREOSOTED WOOD DUCT 3" IRON PIPE PART WAY.
MS-10-27-21

P. R. GRIFFIN,  
GUSTAV BACH,  
B. N. MOFFET,  
HARRY L. SCHMULLING,  
J. H. DONDRIGAN,  
Commissioners.

Passed May 22, 1923.  
DANIEL A. HAGGERTY, City Clerk.



198  
OBSERVER, MAY 23, 1923.

## SHORE ROAD LOTS TO BE SOLD TOMORROW

Hoboken Shore Road lots, as they are generally known, are to be sold at auction tomorrow. The sale will take place at the Exchange Salesroom, 14 Vesey street, New York, at noon. Joseph P. Day, auctioneer, will conduct the sale under direction of Captain C. D. O'Neal, of the U. S. Army, who is vice-president and general manager of the Hoboken Shore Railroad.

The lots have been ordered sold by the U. S. War Department and the Hoboken Shore Railroad. The lots to be sold are located on Willow avenue, Madison, Monroe and Jackson streets, and are on and near seven trunk line railroads and within one mile of the new Hudson River vehicular tunnel between Jersey City and Manhattan, now in course of construction.

Sidings only are needed to connect the lots with the New York Central, the Erie, Delaware, Lackawanna & Western, the Central Railroad of New Jersey, the Pennsylvania, Baltimore & Ohio and Lehigh Valley Railroads.

## FIRST PORT HEARING TO BE ON SHORE LINE

It was announced yesterday that the Interstate Commerce Commission and Port Authority will begin hearings in the matter of carrying out the comprehensive plan for the development of the port of New York on March 15. Orders have been issued to the twelve trunk lines running into the port and the 189 municipalities within the district inviting them to present such data and information as they may deem desirable.

The first subject to be taken up will be what is known as Belt Line 13, the extension of a marginal railroad along the westerly side of the Hudson and upper New York Bay, to be made up mainly of existing lines—the Erie terminals, Jersey Junction, Hoboken Shore and National Docks railroads.

For months, it is explained, the engineering staff of the Port Authority has been gathering facts tending to show that the linking up of the trunk lines in New Jersey along the water front from Edgewater to Bayonne is the first step toward a unification of service on the New York side of the port and for connecting up, by tunnels, all the railroads. The whole plan is designed to make New York the most expeditious and economical port through which to ship freight. It is to reduce not only the cost of doing business in the metropolitan district but also the cost of living by bringing food supplies to the whole district more cheaply than is now done.

## 290 LOTS STILL ON SALE BY WAR DEPARTMENT

Two hundred and ninety lots owned by the Hoboken Manufacturers Railroad are still for sale by the U. S. War Department, Captain Charles D. O'Neal, U. S. A., vice-president and general manager of the road told the Dispatch last evening, in reply to enquiries as to what the War Department intends to do with the lots.

No further attempt will be made to sell the lots by auction said the captain, apparently referring to the false alarm auction held sometime ago in New York when all bids for the lots were turned down on the grounds that they were not high enough.

The remaining lots for sale are mostly in the northwestern section of Hoboken in the heavy industrial zone, being north of Sixth street and directly be-

## MEADOW LAND LOT SALE PROVES FARCE

Crowd Waits Hours for Auctioneer—All Bids Are Rejected—Prospective Buyers Characterized as "Pikers"—Fight Shy of Assessments.

The "sale" of the 291 Hoboken meadow land lots in Hoboken at the Real Estate Exchange Salesrooms, Vesey street, New York City, yesterday, was little more than a farce. After upward of two hours of what appeared to be play acting, Auctioneer Joseph P. Day announced that the sale would be adjourned sine die, pending the decision of the Court of Errors on the contested assessments.

The sale was announced to take place at noon. At that time there were quite a number of people present, but there was no sign of the auctioneers. At 12:30 o'clock it was said that the sale would not begin for ten or fifteen minutes and that the time had been announced for noon in order to draw the crowd.

About 12:45 an assistant to Day began to read the terms of the sale. This took about thirty minutes. The assistant went through all the small print in a careful and painstaking manner without anyone paying the slightest attention to what he was saying. Then, after the arrival of Colonel Bradley and Captain O'Neill, Auctioneer Day mounted the rostrum and announced that the sale was on. By this time it was 1 o'clock, one hour after the scheduled time for the beginning of the sale.

### BID REJECTED.

Starting in a most pretentious manner, Day announced that Block 123 was offered for sale and asked for bids. Henry Frank, Jr., who was accompanied by Julius Kislak, bid \$800 per lot. This was the highest bid. Day had a short consultation with Captain O'Neill and Colonel Bradley and then announced that the bid was rejected.

Block 108 was next put up. Here Frank was the only bidder, offering \$700 per lot. This was also rejected. Captain O'Neill remarked, soto voce: "We will not listen to any piker bids."

After this block after block was put up in rapid succession and there was not a single bidder for one of them. There was then another conference, after which Auctioneer Day said that he would offer the entire 291 lots, in toto.

"I will bid \$300 per lot for them all," said Frank.

"Listen," said Day. "We do not want any of your piker bids. If you can't make a real bid we will not have any."

"I got stung once before," said Frank. "I am not going to be stung twice in the same place."

"Listen," retorted Day. "No one who bought any of the other lots was stung, and you know it."

No one else made a bid. Day did not try very hard to get a further bid. Frank repeated his bid of \$300 per lot, saying that that was all the property was worth.

### LEVIATHAN TICKET.

"I want to tell you something," said Day. "If you are able to put through a bid for this property I will give you my ticket for the trip on the Leviathan."

"I always thought you were 'in pretty good,'" remarked Julius Kislak.

It is scarcely necessary to say that all of this was in the nature of pleasantry. There was no sign that anyone was getting "sore," but it was very obvious that the bidders who were present had no intention of trying to meet the price which had evidently been set by the War Department. It is, in fact, not too much to say that the attitude of the army officials and the auctioneers yesterday was not that of men who were anxious to make a sale at all.

### ADJOURN.

It was close to 2 o'clock when Day announced that the sale would be adjourned. He said there would be no further effort to sell the property until the Court of Errors and Appeals has decided the question of the assessments. It was quite obvious yesterday that the bidders present were fighting shy of the assessments and all that could be told them to the effect that the title would be clear of assessments apparently did not clear their doubts.

Among those who were present were Corporation Attorney John J. Fallon of Hoboken, Counselor Julius Lichtenstein and Manager Coffin of the Hoboken Chamber of Commerce, Peter Murray, clerk to the Hoboken Board of Assessors, and the representatives of the War Department already mentioned.

DISPATCH, FRIDAY, MAY 25, 1923.

## CALL OFF SALE OF 190 LOTS ON SHORE ROAD

Prospective Buyers Fail to Bid  
More Than One-Tenth of  
Value, Says O'Neal

Two hundred and ninety of the remaining lots owned by the Hoboken Manufacturers' Railroad on Shore road, in the northwestern part of Hoboken, which were scheduled to be sold by auction yesterday in New York, still remain unsold. The auction was called off, according to Captain Charles D. O'Neal, vice-president and general manager of the railroad, because of failure of the bidders to bid more than one-tenth of what the property was worth. He said he was surprised at the attitude of those who were supposed to be bidders at the sale.

The board of directors of the railroad, owned by the United States War Department, have decided not to offer the property for sale by auction again. Captain O'Neal told the Dispatch last night. They now have other plans in regard to the lots, he said, which have not quite crystallized yet, and they are not now for sale.

Captain O'Neal said the lots are worth all of \$700,000. He said the railroad is prepared to hold the lots for years if necessary, rather than part with them at absurd prices. Reductions in the street and sewer assessments, which were made at the direction of Judge McCarthy, he said, have made it possible for the railroad to hold the lots without difficulty. They were formerly assessed at \$403,000, and the assessment has been reduced to \$141,000.

Among those who attended the auction which failed to come off yesterday at 14 Vesey street, New York

City, were Captain O'Neal, Captain Hally Hatcher of the Hoboken Land and Improvement Company; General Downey, Colonel McAdams, Colonel Bradley and Colonel Lynch, U. S. A., all members of the board of directors.



Oct 4/29

## NOTICE SERVED SHORE ROAD TO VACATE TRACKS

Hoboken Acts in Pier Tax Fight--  
Citizens' Unit Backs City in  
Riparian Rights Action

The Hoboken Manufacturers' Railroad was served with a formal notice yesterday afternoon of the action of the city commission Tuesday, demanding the removal of its tracks facing Fourth street and Hudson Square Park. In the absence of Charles Milbauer, vice president and general manager of the road, the notice was handed to G. A. Hobbs, next in charge. The paper was served by a representative of Corporation Attorney Horace L. Allen.

The notice gives the company three days in which to remove the tracks. At the expiration of that time the city is expected to act. Commissioner Joseph A. Clark, of the department of streets, was empowered Tuesday to remove the tracks if the company fails to act. The three-day notice expires Monday.

The tracks were laid at the outset of the World War, when the government took over the road and the German-owned piers. They extend across Fourth street and serve Piers 1 to 4. The city maintains that at the time the company was given the right to lay the tracks, it was with the stipulation that they be removed as soon as peace had been declared and the road returned to private ownership. The agreement, the city maintains has not been carried out.

### Backs Riparian Rights Move

The Citizens' Pier Committee, of Hoboken, yesterday afternoon placed its members on record as favoring the action of the Hoboken City Commission in its proposed court action to recover its riparian rights north of Pier 1, from the U. S. Shipping Board, which had been seized more than 10 years ago for the use of the United States army when Hoboken was made the port of embarkation for the overseas forces.

Dougal Herr, president of the Hoboken Chamber of Commerce, and a member of the committee, presented the resolution. The resolution also carried the request that official Hoboken co-operate with the committee in its efforts to bring to a successful conclusion the pier situation.

The meeting was presided over by Assemblyman Frank X. Bucino. The committee was organized several weeks ago to attack anew the task of

bringing the old German-owned piers to a status where they will yield taxes as they did prior to the World War.

The subject of inviting speakers to address the committee was discussed at some length. It was also decided to make study of Congressman Franklin W. Fort's bill, to be introduced at the December session of Congress which provides for taxing private concerns by municipalities, where they occupy properties owned by the federal government. It has been explained that this bill would cover Hoboken's situation and compel the private shipping concerns using the government-owned piers to pay taxes to Hoboken.

Among those attending the meeting were Dougal Herr, Adolph Langer, Captain Ramon B. Harrison, Albert B. Vezzetti, William A. D. Evans, Captain George Bonstell, Robert R. Rieser, Stephen Sullivan, Mason F. Grymes, Dr. Frank C. Armstrong, Max Z. Hurwitz, Major William Le Beau, Joseph Samperi, Fred

Hansen, William J. Duffy, J. Harry O'Brien, Herman Geismar and E. S. Colling.

Oct 5/29

## Orders Tracks Of Railway To Piers Removed

Manufacturers' Shore Road Given  
Three Days to Act--Commission  
Seeks to Force U. S. Action

### RECOVERY OF CITY-OWNED LAND ALSO BEING SOUGHT

Hoboken will proceed with the removal of the tracks of the Hoboken Manufacturers Railroad Company along the riverfront facing Hudson Square Park, if the rail officials fail to heed notice to vacate the street. The city commission yesterday afternoon adopted a resolution directing Joseph A. Clark, director of street and public improvements, to remove the tracks at the expiration of three days after the notice has been served on the rail officials, if they fail to act. The city's action is seen as an opening salvo in the fight to force the government to return the piers seized during the war from the German owners, so taxes may again be realized.

The commission also took action to recover from the government land lying under the water between the north side of Pier 1, of the America France Line, to a point half way between that pier and the Holland-American Line pier, which had been leased to the North German Lloyd Dock Company 20 years ago for a rental of \$2,500 a year, and was never turned back to its rightful owners by the government after its seizure as a war measure.

Corporation Attorney Horace L. Allen was instructed to take immediate action to carry out the

moved after the government had relinquished its claim to the road, and that this provision was accepted by the company. The city holds that since the government has no claim on the road, the company is bound to remove the tracks.

The Hoboken Manufacturers' Railroad has five tracks on the property facing Hudson Square Park. Three of these it is maintained, have been there since 1896, and were put there by a legislative grant. These tracks run close inshore and lead into the north side of Pier 1. The other two were laid at the outbreak of the war, it is said and connect with an extension built to serve all of the four piers as far as First street.

It has been pointed out that the only move left open to the rail company if it hopes to forestall action on the part of the city to remove the tracks is to go into the Court of Chancery and obtain an injunction restraining the city from carrying out its threat. In that event the matter would be fought out in the courts. It is maintained that the city has right to act, according to the agreement entered in by the company at the time permission was given to build the stretch of tracks.

The city's action to recover its riparian rights north of Pier 1, has no bearing on the piers, except that it, as well as the action against the Shore Railroad may be regarded as strategic moves to force action on its pier fight in general. The city has long contended that the piers should be placed back in private hands and be made to pay taxes into the city treasury as was done before the war.

Obs Feb 15/24

## GOVERNMENT SELLS LOTS IN HOBOKEN

Announcement was made this morning that the Hoboken Manufacturers' Railroad has sold to the Erie Land & Improvement Company 133 lots in Hoboken. The property consists of the two blocks bounded by Ninth and Tenth streets and Jackson, Monroe and Madison streets. The price was \$205,000.

The sale, coming as it does while the bill is pending in Congress providing for the transfer of the Hoboken Manufacturers' Railroad to the Port Authority, is significant. It is expected that this bill will be rushed through, but it is the intention of the Federal Government to dispose of the back lots before the transfer is made, so that the Government will go out of business so far as both railroad and the lots are concerned.

The Government has agreed to accept the notes of the Port Authority in lieu of immediate payment for the railroad. It is also anticipated that this sale, together with another now pending, will clear the way for definite action on the piers, the present indications being that it is the intention of the Government to get out of Hoboken altogether.

There are now 120 of the meadow land lots still in the hands of the railroad (otherwise the Government), and these will shortly be sold.

Obs Oct 5/29

## NO ACTION YET ON ULTIMATUM TO SHORE ROAD

First of Three Days Given Manufacturers Railroad to Vacate  
Tracks Passes Without Move

City officials of Hoboken, and officials of the Hoboken Manufacturers' Railroad Company, were sitting tight yesterday, not saying a word over the ultimatum delivered to the railroad executives Thursday by the Hoboken City Commission, announcing that it will remove the company's tracks facing Fourth street and Hudson Square Park, Monday, if the company does not act by that time.

William L. Diener, in charge of all Hoboken developments for the P. W. Chapman Company, owners of the shore road, refused to make any comment on the situation. He insisted that there was nothing that he could say. Charles Milbauer, vice-president and general manager of the road, is out of the city, but is expected to return today.

The notice gives the company three days in which to act. Excluding Sunday, the time expires Monday. According to the resolution adopted Tuesday by the Hoboken City Commission, if the company refuses to vacate by that time, the commissioner of streets is directed to proceed with tearing up the tracks.

There is considerable speculation as to whether the railroad officials will take action that will checkmate the city's move. It has been pointed out that the only way to do that would be to go into the courts and obtain an injunction. That would throw the matter into the courts. It is believed that there would be little difficulty in obtaining a temporary restrainer. Whether that could be made permanent would be another matter, it is said.



## Hoboken's New Battle for Piers

The action of Hoboken yesterday in moving to evict the Manufacturers' Railroad Company and the government from city-owned property will do neither, but may accomplish what the City Commission desires. That is to focus the attention of the government on the injustice that the city has suffered since the World War ended.

While millions of dollars are being paid every year for reparations to the Allied nations, Hoboken is still losing thousands of dollars annually in pier taxes nearly 11 years after the Armistice. And the ironic part of it all is that such injustice to the city is practiced with the consent of the United States Government.

Even the City Commission does not believe that it will be able to tear up the tracks of the Manufacturers' Railroad Company in the vicinity of Hudson Square Park. It is inevitable that an injunction will be issued to prevent that drastic move.

But the resolution to evict the railroad will at least throw the matter into the courts for an airing. Then Hoboken will be able to show what it has suffered through all these years by its public-spirited co-operation and help to

a paternal government during the World War.

The government must take cognizance of any move to tear up the tracks of the railroad, because without that railroad its lease of the piers might be voided. It is this railroad that is used to bring to the docks along the waterfront the vast cargoes that are loaded for shipment from Hoboken. It is also this railroad that forms the link between steamships docking in Hoboken and the trunk railroads for incoming commerce.

So the government will be interested when the case is threshed out in the Court of Chancery and may be impressed enough to start negotiations for a final and equitable settlement with Hoboken.

The move to evict the government from city-owned riparian lands north of Pier No. 1 may even more quickly get response from the federal authorities. This action will be brought in a federal court and the government must defend its position of poacher on city property.

Hoboken needs the ratables that seizure of the piers by the government took out of its tax list, and is justified in taking any legal strategic means to bring this about.

## CITY LAND TITLE IN RAILS' FIGHT TO BE DISPUTED

### Shore Road in Seeking Permanent Restraint to Contend Tracks on Holdings of Private Firm

When the Hoboken Manufacturers Railroad Company, through its counsel, Julius Lichtenstein, goes into Chancery Court Monday to ask that the city of Hoboken be permanently restrained from removing its tracks from in front of Hudson Square Park, it will do so on the grounds that the Hoboken Land and Improvement Company, and not the city, holds title to that part of the thoroughfare where the tracks were laid during 1917.

It is maintained in the brief, of Counselor Lichtenstein, that the government took over the shore road, and bargained with the city to lay the tracks across Fourth street and in front of the park, with the stipulation that they were to be removed when the road was turned back to private ownership, the representatives of the government did so without a full knowledge of the conditions.

The brief contains a recitation of the transfers of property involving Hudson Square Park, and adjacent land, from 1804, when the city of Hoboken was laid out by John Stevens. It points to the organization of the Hoboken Land & Improvement Company during 1839, when the park was deeded to that concern. While the park was transferred to the city during 1889, the contention will be that this did not include the roadway over which the Hoboken Manufacturers Railroad operates.

#### Other Contentions

It is contended that practically all of this land is a fill and cannot be claimed by the city as a part of the park property. It is maintained that the removal of the tracks would result in an irreparable loss to the railroad company. And that it would cut off traffic that now serves the four large piers to the south of Fourth street. It is also contended that Fourth street does not extend to the tracks of the Hoboken Manufacturers' Railroad.

This action on the part of the shore railroad, which is owned by the P. W. Chapman Company, who recently purchased the United States Lines, Inc., was started to forestall the city in its notice to the company that it would remove the tracks if the company did not act.

At a meeting of the city commission October 1, a resolution was adopted directing the street commissioner, Joseph A. Clark, to remove the tracks on a three-day notice. The notice was served, but at the request of the company, through its counsel, Mr. Lichtenstein, the city postponed action for two weeks.

Monday Counselor Lichtenstein obtained a temporary restrainer against city from Vice Chancellor Bentley, returnable next Monday. On that day the city will have to show cause why the injunction should not be made permanent.

## Claims City Does Not Own Land on Which Tracks Are

The Hoboken Manufacturers Shore Railroad, through Counselor Julius Lichtenstein in the Chancery Court next Monday, will predicate its plea that the City of Hoboken be permanently restrained from removing its tracks on that strip of property facing Hudson Square Park, on the theory that the Hoboken Land and Improvement Company and not the city holds title to the street, on which the tracks were laid in 1917.

The bill of complaint filed by Counselor Lichtenstein and served on the city Monday with an order to show cause why a granted temporary restraint should not be made permanent, sets forth that government officials who agreed to remove the tracks from that strip of property involved, when the government took over control of the road, did so without a complete knowledge of conditions.

Transfers of the property involving the park and contingent land from 1804, when the Mile Square City was laid out by John Stevens, are cited in the railroad's brief, as is the fact that upon the organization of the Hoboken Land and Improvement Company in 1839, the park was deeded to that concern. In 1889 the park was transferred to the city and the railroad will contend that such a transfer did not include the disputed roadway.

Procuring of a temporary restraint by the railroad was carried out as a medium for the forestalling of any physical action by the city, who had threatened to tear up the tracks if the road did not move them.

A resolution embodying such contemplated action was adopted at a City Commission meeting of October 1, served on the shore railroad, officials of which were later granted a two-weeks respite. Counselor Lichtenstein on Monday obtained the temporary restraint and rule to show cause, which is returnable before Vice Chancellor Bentley in Jersey City on Monday.

## CITY IS ENJOINED BY SHORE RAILROAD

Vice Chancellor John Bentley today granted an injunction to the Hoboken Manufacturers' Railroad Company restraining the City Commissioners of Hoboken from removing the tracks and equipment of the company from Fourth street and Hudson Square Park.

The State of New Jersey is made a party to the suit and the defendants are required to show cause next Monday why the restraint should not be continued.

On October 1 the Hoboken City Commissioners passed a resolution giving the company three days in which to remove the tracks from what they declared was city property. When the Government owned and controlled the road at the beginning of the war in 1917 the city granted it permission to lay the

tracks on a part of Hudson Square Park and Fourth street, for the duration of the war.

The Manufacturers' Railroad Company is lessee of the property, which is owned by the Hoboken Land and Improvement Company.

The company claims that the city has no rights in the land involved and points out that it is filled-in land to which riparian grants were given to the original owners by the State. Counselor Julius Lichtenstein filed the petition on behalf of the company.



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TUESDAY EVENING, OCTOBER 1, 1929.

# HOBOKEN REOPENS PIER BATTLE

## RAILROAD ORDERED TO VACATE WITHIN THREE DAYS TIME

Commission Also Directs Corporation Attorney to  
Begin Ejectment Proceedings to Regain  
Part of Property.

A new attack was launched against the United States Government by the city of Hoboken today in the pier fight when the Board of City Commissioners passed a resolution giving the Manufacturers' Railroad Company three days' notice to remove its tracks and vacate the land on which its tracks are located at the foot of Hudson Square Park.

By the resolution the Director of Streets and Public Improvements is authorized to take possession of that part of Hudson Square Park occupied by the railroad and remove the track and equipment if the order of the board is not complied with.

In addition Corporation Attorney Horace A. Allen is directed to bring suit to eject the government from the dock north of Government Pier No. 1, fronting Hudson Square Park, which the city claims was leased to the North German Lloyd Docking Company at a rental of \$2,500 a year and is, in fact, city property.

The land lying east of Hudson Square Park and on Fourth street on which the tracks of the Hoboken Manufacturers' Railroad is now located was turned over to the United States Government at the outbreak of the war in 1917, for the duration of the war.

The Government took over a part of the park to enable it to continue the tracks of the Hoboken Shore road into the piers. This was undertaken as a war measure. When the Board of Commissioners granted the Government this use of the city property it was expressly stipulated that it was only as a war measure or as long as the Government continued to operate the railroad.

The government no longer operates the railroad and the steps taken by the city today, while

nominal directed at the Hoboken Manufacturers Railroad, is an attack on the Shipping Board for its failure to carry out its promises to turn over the piers to the city.

The Manufacturers Railroad is owned by the Chapman interests which has a lease on the piers from the Shipping Board.

Director of Streets Joseph A. Clark is directed to proceed within three days to tear up the tracks and remove them from the city property.

Mayor Gustav Bach, who has been conferring with Corporation Attorney Allen on the new attack in the pier situation declared that the Shipping Board has no legal right to the land under water north of Pier 1. That while it may have purchased the property of the North German Lloyd Company it did not purchase the property of the City of Hoboken and that the dock north of Pier 1 is city property which was leased to the North German Lloyd Company at a rental of \$2,500.

The rental of the property to the company was at a nominal figure in consideration of the fact that the company was bringing a large business to Hoboken and was also paying taxes to the city on the entire property. The Government has paid no taxes on the piers, and has not even paid the city rental for its property.

Corporation Attorney Allen declared that he will immediately take the proceedings into court to eject the Government from occupation of the property and sue to recover moneys for the use of occupation of the property.

## CHAMBER HITS, LAUDS ACTS OF CITY OFFICIALS

Hoboken Trade Board Commends  
Riparian Rights' Fight but Dis-  
proves Tracks Removal

The Hoboken Chamber of Commerce, in a letter read at the meeting of the Hoboken City Commission, yesterday, commended the city fathers for their proposed court action to recover from the government the riparian rights opposite Hudson Square Park, and on the north side of Pier 1 of the America France Line, which was taken away as a World War measure.

In the same letter, however, the chamber takes issue with the city on its recent threat to tear up the tracks of the Hoboken Manufacturers' Railroad in the same section. The communication contends the tracks have come to be an economic necessity, and if removed would react unfavorably on waterfront shipping facilities.

The letter says it is not the object of the chamber to say what legal rights are involved in the city's move, but it takes the stand that to leave the tracks of the company undisturbed would serve the best interests of the city. The letter was signed by the general manager, Robert R. Rieser. It was filed with the city clerk.

### Holds City Accountable

There was a letter from William L. Diener, vice president of the shore road, in charge of the P. W. Chapman development in Hoboken, in which he acknowledges receipt of the notice served on the company Thursday.

Mr. Diener concluded his letter by stating that his company will hold the city to strict accountability for any damages the road may suffer if the threat is carried out. The letter was filed with the city clerk.

City Engineer Joseph O. Whittemore was instructed to prepare plans and specifications for the rebuilding of the sewer outlet in 14th street, between Hudson street and the river.

A letter of commendation from

Michael F. O'Hara Chapter, No. 8, Disabled American Veterans, of Hoboken, the city's stand on the pier situation was read. It also referred to the work of the service clubs in their efforts to have the former German piers placed back on the list of taxable properties.

The commission granted the Disabled American Veterans permission to conduct their annual forget-me-not sale on the city streets the week of November 9-16.

The appointment of Walter Marshall, 27, of 309 Third street, Hoboken, as a special officer to succeed Henry Fischer, who has been suspended from duty, was confirmed by the commission.

It was announced that a \$25 award for the recovery of a stolen automobile recently by Detective William A. Cotter has been paid the Underwriters' Detective Bureau. Of this sum one-half goes to Detective Cotter and the other half to the pension fund.



## FEAR REMOVAL OF TRACKS MAY CAUSE TROUBLE

Lions Ask Commissioners to  
Delay Action in Shore  
Road Case.

Suggestion that further consideration be given by the city in its announced decision to rip up the tracks of the Hoboken Manufacturers Railroad Company, unless the road vacates that property facing Hudson Square Park, between Fourth and Fifth streets, is embodied in a letter to the Hoboken City Commissioners by the Lions Club, of which E. George Alberque is president.

The letter, read at yesterday's meeting of the board, pointed out that serious business disturbances, which would undoubtedly mean disastrous results for commercial and industrial enterprises along the riverfront, would be the fruit of any physical clash. It urged that before the city takes its threatened action, at the expiration of a two weeks' postponement granted the road, that further consideration be given the matter.

The letter was prompted by a protest of Mason F. Grymes, president of the Marine Association of New Jersey, and a member of the Lions Club, who urged the club to use its influence in preventing such a move by the Commission, characterizing such action as entirely unwise.

Through Margaret A. Reilly, its past deputy, Red Eagle Council, No. 71, Degree of Pocahontas, of Hoboken, petitioned the Commissioners yesterday for permission to stage a carnival and bazaar from October 17 to 26, inclusive. Commissioner B. N. McFeely moved the request be granted, provided the bazaar be held at Ninth and Grand streets.

Emmet T. Drew, secretary of the State Board of Public Utilities, in a mission, notified the Commission, that a hearing on Wednesday, October 23, at the Industrial Building, on the application of Anderson for approval of

mission to transfer to himself the jitney franchise of Alexander Jones, deceased.

From Director of Revenue and Finance William H. Gilfert came a report of receipts and disbursements of all departments during the month of September, showing a total collection of \$1,219,291.17 and disbursements of \$1,115,146.25. The balance on hand to October 1 is \$104,144.92.

The board received and accepted from Mrs. Josephine Lang, president of the Corporal Arthur Duffy Auxiliary, No. 158, V. F. W., an invitation to attend its tenth anniversary celebration on Thursday evening, October 24, in the parish hall of St. Paul's Church, at 514 Hudson street.

## CITY TO SERVE NOTICE TODAY ON SHORE ROAD

Will Be Given Three Days to  
Remove Tracks Along  
Riverfront.

Notice to remove its tracks from along the riverfront, facing Hudson Square Park and between Fourth and Fifth streets, will be served by the city today on the Hoboken Manufacturers Railroad Company. In the event of the company's ignoring or failing to comply with the order, Director of Streets and Public Improvements Joseph A. Clark is prepared to take steps towards the removal of the tracks by a city working force, within three days after the service of such notice.

Assuming that the railroad takes no heed of the city mandate demanding the removal of more than 400 feet of trackage, beginning at Fifth street and leading into the north side of Pier 1, physical action by the city in enforcement of its order will not be taken probably until Monday, though the three days grace allowed would expire Saturday.

Mayor Gustav Bach declared yesterday that Corporation Attorney Horace L. Allen would be ready for service of the notice some time today.

What response the railroad officials will make is not known, Charles Milbauer, vice president and general manager of the company, declaring yesterday that he was not prepared to make any answer. He had no official knowledge of what action the city had taken, Mr. Milbauer said, and added that he was leaving today on a business trip which would keep him out of the city until Saturday afternoon.

Milbauer admitted that a suspension of tariffs would result for the railroad, if the rail connections were cut at the foot of Fifth street, isolating the four large government piers from Fourth to First street from service. In the same connection, he pointed out that some 2,000 men are employed in loading and unloading ships formerly owned by the North German Lloyd and Hamburg American Line piers, most of the merchandise for which is supplied by the shore railroad.

Two resolutions were adopted at yesterday's meeting of the Hoboken City Commission, the tenor of one providing for the purposes aforementioned, the second to recover from government control that land lying under water between a point halfway from the south side of the Holland-American line pier, which has been leased to the North German Lloyd line for a per annum rental of \$2,500, to the north side of Pier 1, of the America-LaFrance line.

This latter action of the city has to do with the property to which it holds legal property and which, seized by the government as a war time measure, was never returned to them. Hoboken owns that stretch of waterfront between the two piers, the half adjacent to the Holland-American line now being under lease to the Hoboken Land and Improvement Company for the Holland line and for which the city receives the yearly rental of \$2,500. Up to when the War Department took over the southern half, the same course was followed with the south side of the riverfront. It was for the return of this that yesterday's action was taken by the city.

Eviction proceedings against the government will be filed in the near future, according to Mayor Bach, by Corporation Attorney Allen on behalf of the city for recovery of its property rights.

With respect to the first mentioned resolution, providing for removal of the trackage on the city property facing Hudson Square Park, the city sets forth that the railroad on September 26, 1917, was given permission by the city to relocate its tracks from the company's office at the foot of Fifth street, to and over Fourth street, where they would connect via extension with the large government piers.

The agreement was that when the government relinquished its holding, the property was to revert to the city and the tracks removed. They haven't been. Hence the action.

Three of the five tracks owned by the railroad and running across the property mentioned, were placed there, Mr. Milbauer said, by legislative grant in 1896. The other two were laid at the outbreak of the war.

One loophole offered the railroad for a temporary stay of city action is the obtaining of a restraining injunction in the state courts. The matter would then be argued out in court, the city maintaining its contention that it has a right to act according to terms of the 1917 agreement.

## SEEK TO AVERT CLASH ON SHORE ROAD MUDDLE

Lions Club Urges Officials to  
Seek an Amicable  
Settlement.

The force of arguments presented by Mason F. Grymes, president of the Marine Association of New Jersey, and an active fellow member of their own organization, brought about opposition of the Hoboken Lions Club yesterday to the city's plan of physical action against the Hoboken Manufacturers' Railroad, if the road does not vacate that city property facing Hudson Square Park, between Fourth and Fifth streets.

Grymes lent verbal strength to the protest he embodied in a letter to the Lions last week, asking that the club as a civic organization, use its influence to dissuade the Board of Commissioners from ripping up the close to 500 feet of trackage on the aforementioned property, if the road failed to comply with the vacation order.

He declared that such a move would be unwise by reason of the fact that snipping and maritime industries of the city would suffer and a number of men engaged in handling freight shipped by the railroad would be thrown out of work.

A better plan, he said, would be for the City Commissioners to confer with the railroad officials and seek to effect an amicable settlement of the question by the railroad's paying a certain sum of money for use of the tract, in lieu of rental.

To this end the club plans sending a letter to the City Commissioners, acquainting the latter body with its sentiments in the matter and urging that a clash between the city and the railroad be averted by the following of different methods.

The Lions Club will join with other units of the state next Tuesday in an annual pilgrimage to and inspection of the State Home for Boys at Jamesburg.

Featuring yesterday's meeting, other than the taking of such action as already described, was a brief talk by Mason F. Grymes on fire prevention. His remarks were timely, inasmuch as Fire Prevention Week is being observed during the current week, and they were well received by an interested audience.

E. George Alberque presided and guests of the day included Louis Cohen, who was the guest of Assemblyman Frank Bucino, and Major William Le Beau, the guest of James Ned.

## 2 WEEKS' DELAY TO RAILROAD TO VACATE TRACKS

Expiration of City's Ultimatum to  
Shore Road Brings Agreement  
—Truce Aim Not Stated

The tracks of the Hoboken Manufacturers' Railway Co., facing Hudson Square Park, will remain as they are for at least two weeks longer, it was announced yesterday following a conference between Mayor Gustav Bach and Counselor Julius Lichtenstein, the latter representing the railroad.

Yesterday afternoon the time given the company to vacate the city property along Hudson Square Park expired according to an ultimatum of the city commission. Last Thursday afternoon Corporation Attorney Horace L. Allen served notice on the company to vacate at the expiration of three days, or the city would proceed to remove the tracks.

Just why the company has asked for two weeks' stay, was not revealed by either Mr. Lichtenstein or the mayor. It was stated Mr. Lichtenstein took the position that by allowing the company that much grace, it would not jeopardize the city's position.

Whether the city and railroad heads will open negotiations within the next two weeks to adjust the differences or whether the matter will be fought out in the courts has not been hinted.