

Obs Aug 19/26

## WILL DEPRIVE CITY OF MORE TAX REVENUES

**Hoboken Will Be Loser if  
Government Takes the  
Shore Road.**

Not only has Hoboken been deprived of tax revenue from the piers, since they were taken over by the United States Government during the World War, but the city still stands a chance of losing further taxes from the Hoboken Manufacturers' Railroad Company property. Such is the gist taken out of the letter recently received by Corporation Counsel John J. Fallon, Sr., from Assistant Secretary of War Hanford MacNider, in reference to the disposition of the property by the United States Government.

Secretary MacNider stated in the communication that in the event that the property, which comes under the supervision of the War Department, is not sold by November 1, it may be turned over to the Quartermaster of the United States Army. If such becomes the case, the property will be exempt from taxation. In addition to Hoboken, the State will suffer the loss of the tax revenue.

When Corporation Counsel Fallon was asked as to what action will next be taken, following the rejection of the city's bid for the property by the railroad company, he replied that the next move will not be known until he holds a conference with the City Commissioners. He added that he had not contemplated any action that he would suggest to the city officials in the matter. No date has been set for the conference to discuss the situation and in the meantime Fallon says that he will give the matter serious consideration before making any recommendations.

The Hoboken Manufacturers' Railroad pays taxes to the city on several pieces of property it owns, some along the waterfront, and also pays State taxes. It also owned 110 lots in the meadow section of the city and other parts, but it has disposed of them. For that reason the actual amount of taxes paid to the city is not definitely known until a complete record is compiled.

According to Secretary MacNider's letter, the War Department has made several attempts to sell the property. It has advertised for bids, and although several have been received, together with that offered by Hoboken, the property was never sold. The most recent date for the submitting of bids was on August 3. At that time the results of the bids were not announced, but on Monday last, Corporation Counsel Fallon was advised by General Manager C. D. O'Neal of the Hoboken Manufacturers' Railroad, that the bid of the city was unsatisfactory and therefore rejected.

The railroad has been operated at a loss by the Government, according to Secretary MacNider, and that is one of the principal reasons why the War Department is anxious to sell it. He states that every possible effort will be made to dispose of the property and in case it is not sold by November 1, he will recommend that the property be turned over to the Quartermaster of the United States Army.

Obs Aug. 19/26

## Gonzales Suggests Ford Be Asked to Buy Shore Line

Why not invite Henry Ford to buy the Hoboken Manufacturers' Railroad from the government?

The suggestion was made yesterday afternoon by former Mayor Gonzales of Hoboken, because of the latest failure of the War Department to dispose of the property and because of the possibility that now exists that the railroad, paying \$76,000 in taxes annually at present, will be turned over to the quartermaster general, thus becoming tax exempt.

"Of course I don't know how much Mr. Ford would be interested in the proposition," explained Mr. Gonzales. "The main thing is to make a noise about it for, since the government is still open to any favorable proposition and anxious to sell, there may be other interests willing to buy if they only knew about it."

"Mr. Ford now has a large assembling and shipping plant on Newark bay. Perhaps he would appreciate an opportunity to establish something of the kind in Hoboken, also. The Shore road would give him direct connection with a dozen railroads. The railroad property includes 150 feet of waterfront and a pier where the largest ocean vessels may dock, as well as a large warehouse. It strikes me such a proposition, if it does not interest Mr. Ford, will interest some one else."

"Already Mr. Ford has shown how to make at least one railroad pay that used to be run at a loss. Maybe he can do the same with the Shore road, wiping out the present annual loss of \$80,000 a year. If the railroad goes into the hands of the Quartermaster, it means not only the loss of much tax revenue, but a depreciation in value of the railroad itself. Instead the property should be developed in a way to make not only the railroad but all the industrial interests it serves more valuable so that they might be taxed accordingly."

"It seems to me that it is a subject in which the Chamber of Commerce and the service clubs should interest themselves. A mass meeting of taxpayers to discuss the proposition might even be worth while."

Richard D. Bloom, manager of the Chamber of Commerce, yesterday began an investigation of the proposition. He said Hoboken property is bearing a heavy enough burden now without having another million or million and a half dollars worth of rateables exempted from taxation.

John J. Fallon, corporation attorney, said city officials have not as yet formulated any new plan of acquiring the railroad or its waterfront property.

Obs Aug 18/26

## CITY LIKELY TO GET SHORE ROAD

**War Department to Make  
Effort to Sell Property  
This Fall.**

While Hoboken's bid for the purchase of the Hoboken Manufacturers' Railroad has been rejected by the board of directors as unsatisfactory, Corporation Counsel John J. Fallon, Sr., was notified by Assistant Secretary of War Hanford MacNider that the city can offer another bid up to November 1, by which time the War Department will endeavor to sell the property. The War Department has supervision over the railroad property and has been authorized by an act of Congress to dispose of it.

At yesterday's meeting of the Hoboken Board of City Commissioners, Corporation Counsel Fallon presented both the rejection of the railroad and Assistant Secretary of War MacNider's letter.

The communication of the railroad's rejection of the bid came from C. D. O'Neal, general manager of the railroad. It read as follows:

"Replying to your letter of August 3, 1926, addressed to the Hoboken Manufacturers' Railroad Company, requesting on behalf of the City of Hoboken that this company convey certain of its waterfront property in this City of Hoboken in exchange for twenty-five year bonds. I have to advise that I have been instructed by the board of directors of the Hoboken Manufacturers' Railroad Company to inform you that your offer is not satisfactory and is therefore rejected."

While O'Neal's letter was sort of a disappointment, the communication from Secretary MacNider helped to stimulate the optimistic attitude of the board in purchasing the property. The letter read:

"My dear Mr. Fallon:  
"In your official position as Corporation Counsel of the City of Hoboken, you are familiar with the history of the Hoboken Manufacturers' Railroad. The War Department has been attempting to make a proper disposition of this property for some time as it is being carried on a substantial loss to the Government each year."

"The War Department and the corporation advertised this whole property for sale, bids to be opened August 3, 1926, this giving every one interested full opportunity to purchase in whole or any part. You know the result."

"I am fully convinced that the War Department is not justified in continuing this losing business indefinitely and I am sure this department has done everything in its power to enable interested parties to buy the property. You, as Corporation Counsel, are therefore advised that unless some disposition of this property, be it public or private sale of the property or stock, can be made no later than November 1, 1926, I shall recommend to the Secretary of War that the property be turned over to the Quartermaster of the United States Army, which will result in minimizing losses at least."

"The corporation is prepared to consider any offer for this property at any time for public or private sale, subjected to the approval of the Secretary of War."

"I am sending a copy of this letter to Senator Edge and Senator Edwards for their information."

The board received a notice from the Port of New York Authority of a public hearing to take place in Room No. 715, at 75 West street, New York City, on September 23, at 2:30 p. m. The purpose is to ascertain the views of governing bodies of municipalities, commercial and trade organization, transportation agencies and other concerned within the Port of New York District, with respect to Docket No. 12,681 of the Interstate Commerce Commission, the proceeding embodies an investigation into the costs to railroad carriers, to wharfage, handling storage and over accessorial terminal service at Atlantic and Gulf ports, and whether or not such service should be included in carriers "line hauls" rate. A city's representative is requested to attend the meeting.

An application was received from Joseph Gatti, president of the Gatti Paper Stock Corporation of New York, with warehouses in Hoboken, to rebuild a structure similar to that which was destroyed by fire some time ago, fronting at 557-563 Thirteenth street and 1209-1231 Monroe street. The matter was referred to Building Inspector Joseph H. Cummings.



# Hoboken Faces More Tax Losses

## ARMY MAY TAKE OVER RAILROAD

Government Announces Intention  
of Turning Property Over to  
War Department Unless Sold  
By November First — Now  
Paying Yearly Tax of \$76,000

The City of Hoboken, already deprived of \$571,000 in taxes every year through the exemption of \$12,000,000 worth of government piers, faces the possibility of losing additional revenue by the exemption of the Hoboken Manufacturers' Railroad.

This became evident at the regular weekly meeting of the Board of Commissioners yesterday morning, when John J. Fallon, corporation attorney, filed a letter which he had received from Hanford MacNider, assistant secretary of war, in response to his letter urging the war department to give Hoboken an opportunity to acquire the railroad's waterfront property by issuing bonds.

Assistant Secretary MacNider announced that unless the war department succeeds in selling the railroad by November 1, 1926, he will recommend to the secretary of war that the property be turned over to the quartermaster of the United States army.

### Would be Exempt

This would mean that the railroad, now held by the government in the form of a private corporation subject to taxation, would become government property tax exempt the same as the former North German Lloyd piers now in the hands of the United States Shipping Board. It might also mean that the railroad, generally referred to as the Shore Road, would eliminate some of the services it now furnishes shippers.

The railroad property now pays a tax of \$76,000 of this amount \$30,000 being on its waterfront property. It is operating at an annual loss of \$80,000, so that the tax exemption would almost wipe out the loss.

Mr. MacNider's letter to Mr. Fallon is as follows:

"In your official position as corporation attorney of the City of Hoboken you are familiar with the history of the Hoboken Manufacturers' Railroad. The war department has been attempting to make a proper disposition of this property for some time as it is being carried at a substantial loss to the government each year.

"The war department and the corporation advertised this whole property for sale, bids to be opened August 3, 1926, thus giving everyone interested full opportunity to purchase in whole or in part. You know the result.

"I am fully convinced that the war department is not justified in continuing this losing business indefinitely and I am sure this department has done everything in its power to enable interested parties to buy the property.

### Sets November 1 Limit

"You, as corporation attorney, are therefore advised that unless some disposition of this property by public or private sale of the property or stock can be made not later than November 1, 1926, I shall recommend to the secretary of war that the property be turned over to the quartermaster of the United States army which will result in minimizing losses at least.

"The corporation is prepared to consider any offers for this property at any time, either public or private sale, subject to the approval of the secretary of war.

"I am sending a copy of this letter to Senator Edge and to Senator Edwards for their information."

Mr. Fallon also filed with the commission a letter from Capt. C. D. O'Neal, general manager of the Hoboken Manufacturers' Railroad, saying that the city's offer to buy the railroad's waterfront property was unsatisfactory and had been rejected. From outside sources it was learned that the board of directors of the railroad recommended the rejection of the bids made by the Hoboken Land & Improvement Company and Henry Frank and that the secretary of war approved the recommendation. Both bids were on the rail-

road's waterfront property, specified as plots Y and V.

The bid of the Hoboken Land & Improvement Company was \$351,000. It was in accordance with the specifications, with a check of 10 per cent. of the amount enclosed, but was considered too low. Mr. Frank's bid, although admitted to be the best offer yet made on the waterfront property, was not accompanied by a check. The terms of payment, 10 per cent. of the principal every year, were not desirable. The city's bid was not regarded as an offer but as a request.

### Promote Policeman

The Board of Commissioners formally approved the promotion of Acting Detective John F. White to rounds sergeant at a salary of \$2,750 a year. The intention was to make him a detective sergeant but there was no vacancy. The salary is the same. Patrolman Frank Mooney was promoted to acting detective. It is a promotion that does not carry any increase in pay.

The Gatti Paper Company asked permission to erect a new structure at 555-563 Thirteenth street, the same as the previous one which was destroyed by fire. The application was referred to Building Inspector Cunningham.

The Port of New York Authority notified the commissioners that a hearing in regard to accessorial terminal charges would be held in room 715, at 75 West street, New York, September 23, at 2:30 p. m., to ascertain the opinion of municipal and trade bodies in regard to the matter, which pertains to line-haul rates under a ruling of the Interstate Commerce Commission.

## BACKS HOBOKEN FOR PURCHASE OF SHORE FRONT

Silzer Says if Legal Port  
Authority Would Like to  
See City Acquire  
Waterfront.

Hoboken will receive the aid of the New York Port Authority in its effort to purchase property along the water front, if it is legally and financially able to conduct it in the interests of the public. Such was the assurance contained in a communication received by Corporation Attorney John J. Fallon from George S. Silzer, chairman of the Port of New York Authority. The communication was turned over to the Board of City Commissioners at its meeting yesterday. It reads as follows:

"I read with much interest that the City of Hoboken had made a bid for the shore front property recently advertised for sale by the Secretary of War.

"The Port Authority has striven all along to keep this property out of private hands, in order that it might be devoted to public uses, and is pleased to know that efforts are being made by the City of Hoboken to acquire it.

"If the City of Hoboken is able legally and financially to take over this property and to conduct it in the interest of the public, you may rest assured that the Port Authority will lend the City of Hoboken every aid that is possible.

"The City of Hoboken has suffered much from the policy of the Federal Government in the loss of taxation and its waterfront property and ought to be put in a position as soon as possible to be relieved from these burdens.

"It is also of great importance to everybody interested in the development of the Port of New York to see that as much waterfront property as possible goes into public hands."

"The policy of the City of New York in the ownership of its docks, has amply demonstrated the wisdom of this policy."

"On the other hand, the lack of foresight on the Jersey shore, which has led to absolute private ownership of the entire waterfront demonstrates with equal force the fallacy of such a policy."

"In this connection, it is, of course, also of importance that railroad property owned by the Federal Government be preserved as part of Belt Line No. 13, in order that the public may be protected in that particular."

"With assurances of our desire to co-operate with you in the public interest, I am

Yours very truly,

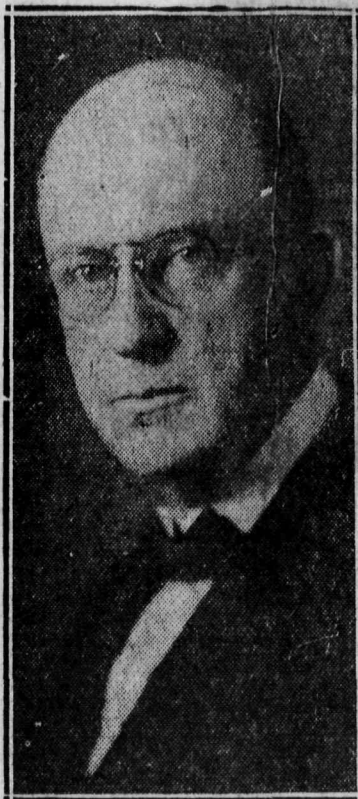
George S. Silzer  
Chairman of the Port of New York  
Authority



# HOBOKEN ENTERS BID FOR PORTION OF WATER FRONT

Fallon Charges Shore Road  
Sale Specifications  
Favor Railroad.

Charging that the specifications  
for the sale of the Hoboken Shore  
Road were so framed that they favor



John J. Fallon, Sr.

the Lackawanna and Erie Railroads,  
and particularly the Hoboken Land  
and Improvement Company, John J.  
Fallon, city attorney, on behalf of  
the City of Hoboken, made an offer  
yesterday to buy the waterfront prop-  
erty of the Manufacturers' Railroad  
Company in Hoboken.

The city offers to buy the water-  
front at the value assessed by the  
city for taxing purposes, giving 4½  
per cent bonds to mature in twenty-  
five years.

Some time ago, the Secretary of  
War advertised that sealed bids for  
the railroad and property would be  
received yesterday at noon at the of-  
fice of the company, foot of Fifth  
street, Hoboken.

Only two bids were received, it  
was learned, one from the Frank  
Industrial Realty Company of Ho-  
boken and one from the Hoboken  
Land and Improvement Company,  
in addition to the offer from the  
city of Hoboken.

The bid of the Frank Company  
was for the waterfront property  
only and the amount was \$625,000,  
while the bid of the Hoboken Land  
and Improvement Company was  
also for the waterfront property and  
amounted to \$351,000.

There were no bidders for the  
railroad, its rolling stock, franchise,  
etc., which was the occasion for  
much surprise.

Officials of the company who re-  
ceived the sealed bids yesterday re-  
fused to disclose the identity of the  
bidders or the amounts which had  
been offered in the respective bids.  
The information was secured from  
other sources.

Some time ago the Port of New  
York Authority made an offer to take  
over the Shore Road and water-  
front property which the company  
owns. It was announced at that  
time that the price would be equiv-  
alent to a million dollars in Port  
Authority bonds, and the Secretary  
of War had stated that the Lack-  
awanna Railroad Company had of-  
fered a million dollars in cash for  
the property.

Failure of the railroads and the  
Port of New York Authority to  
enter bids yesterday was a matter for  
much surprise. The road as has  
been shown in the company's re-  
ports, is losing money.

On behalf of the City of Hobo-  
ken, Corporation Attorney John  
J. Fallon, in a communication sent  
to the directors of the railroad  
company, the stock of which is  
owned by the Government, in which  
he made the offer to have the city  
purchase the waterfront property  
only, charged that the specifications  
were so worded that it was impos-  
sible for the city to make an offer  
for the property.

He charged that the specifications  
favored the Lackawanna Railroad,  
the Erie Railroad and particularly  
the Hoboken Land and Improve-  
ment Company.

Fallon in his letter to the com-  
pany recited the fact that he had  
urged the Secretary of War to ad-  
vertise the property for public sale  
last April and informed him then  
that the city was desirous of bidding  
for the waterfront property.

In his communication he says:  
"Inasmuch as the City of Ho-  
boken is not the owner of any  
waterfront property, it is hoped  
that you will favor the City of  
Hoboken in this instance by ar-  
ranging for the conveyance to the  
city of the waterfront lands ex-  
tending back to Hudson street."

Fallon claimed that because of  
the wording of the specifications,  
it had been impossible for the city  
to submit a formal bid.

## SHORE ROAD TERMS FAVOR THE RAILROADS

Fallon Sends Letter of Protest  
From City to Secretary  
of War

In letters sent yesterday to Secre-  
tary of War Dwight W. Davis, Sena-  
tors Walter E. Edge and Edward I.  
Edwards and Congressman Oscar L.  
Auf der Heide, John J. Fallon of Ho-  
boken, corporation attorney, virtually  
protested against the sale of certain  
real estate owned by the Hoboken  
Manufacturers' Railroad Company as  
provided in the bids opened by the  
directors of the road Tuesday.

He enclosed the letter which he  
sent to the directors, by authority of  
the city commission, objecting to the  
terms of the sale as favoring rail-  
roads and other private corporations  
against the City of Hoboken and  
asking that the latter be given an  
opportunity to buy the property at  
its assessed value with 25-year bonds  
of 4½-2 per cent. He also enclosed a  
copy of the article in The Hudson  
Dispatch describing what had taken  
place and the various considerations  
involved. He notified the city com-  
mission of the action he had taken,  
as well.

It should be borne clearly in mind  
that no bid was received Tuesday

for the purchase of the Hoboken  
Manufacturers' Railroad Company,  
generally known as the Shore road,  
although the specifications for the  
bidding provided for such a sale. All  
proposals submitted were for the  
purchase of certain waterfront lands  
belonging to the Shore road, enu-  
merated in the specification as "Plots  
Y and V."

### High and Low Bids

The Hoboken Land & Improve-  
ment Company bid \$351 for both  
plots. Henry Frank of Frank In-  
dustrial Realty Company, bid \$625,000  
for the same property in behalf of a  
client. The City of Hoboken offered  
only to buy a portion of Plot 5, that  
is, 190 feet of waterfront land, ex-  
cluding the building and land now  
occupied by a large seed warehouse  
as of no especial value to the city.  
It did not bid on the railroad proper,  
having no desire to operate such a  
utility.

In his letter to Secretary Davis, Mr.  
Fallon explains that if the War De-  
partment would sell the Shore road's  
real estate to the city as proposed, it  
would still be free to dispose of the  
railroad proper without any difficulty.  
He suggests that the railroad could  
be sold by means of bids or that the  
government could undoubtedly obtain  
advantageous offers to lease or buy  
from the Lackawanna or Erie Rail-  
roads. He also points out that the  
Shore road would be of incalculable  
benefit to the Port Authority in com-  
pleting Belt Line 13 and that, there-  
fore the Port Authority is most anx-  
ious to obtain the railroad.

The receptivity of the railroads, he  
points out, is indicated by a previous  
offer of \$1,000,000 cash from the  
Lackawanna and by an offer to  
lease made by the Erie.

A question was raised yesterday as  
to whether the City of Hoboken has  
the right to issue bonds for the pro-  
posed purchase. Regarding this point  
Mr. Fallon said yesterday afternoon:

"There will be no difficulty at all.  
In 1919 and 1920 Hoboken was nego-  
tiating with General Hines of the  
Advisory Board of the War Depart-  
ment in reference to acquiring con-  
trol of the Shore road and the North  
German Lloyd piers. In order to give  
Hoboken the necessary authority to  
take these properties off the govern-  
ment's hands, two bills were passed.

"One of these laws, known as  
Chapter 205 of the Laws of 1920, en-  
acted April 13, 1920, was for the  
express purpose of enabling Hoboken  
to buy or lease the Shore road and to  
issue the necessary bonds therefor.  
The other, known as Chapter 119 of  
the Laws of 1920, enabled Hoboken  
to lease, purchase or condemn the  
piers and to issue the necessary  
bonds.

"Moreover, under the Pierson  
bonding laws, now in effect, bonds  
may be issued by any municipality  
for any purpose authorized by the  
law under any act of the Legislature.  
That is, where a city or town is  
authorized to spend money for any  
purpose it is automatically authorized  
to issue the necessary bonds."

Mr. Fallon said there was no basis  
for the assertion that the bid of  
Henry Frank of \$625,000 was in-  
formal and, therefore, could not be  
accepted. He said that under the  
specifications bidders were permitted  
to submit their offers in any form  
they might see fit. Frank, instead of  
enclosing the customary certified  
check to insure good faith, offered  
to pay 10 per cent. of the purchase  
price down and the balance in 10  
per cent. annual installments with  
interest at 5 per cent.

The property bid on by Frank and  
the Hoboken Land & Improvement  
Company is said to have an income  
of \$38,000 a year, the taxes almost  
equalling that amount. Mr. Fallon  
said that the income until recently  
was nearer \$60,000. Part of the  
property is leased to Fletcher dry-  
dock interests, and the big steamship  
Kronland is tied there now. The  
property is of such great value that  
Mr. Fallon is of the belief that the  
North German Lloyd would be glad  
to get it as a site for one or two  
modern piers. It is very seriously  
cramped for space now. If it should  
build such a pier or piers, Hoboken  
would be much benefitted. The city  
itself could use such valuable water-  
front in many different ways.



# HOBOKEN'S BID ON SHORE ROAD NOT RECOGNIZED

## Hectic Drive in Taxi to Reach Directors of No Avail

With poor old Uncle Sam as the bird to be plucked an several of the big railroad companies all set to clean him down to the last pin feather, Hoboken became the center of an amusing plot in high finances yesterday afternoon.

The little drama revolved around the opening of bids for the sale of the Hoboken Manufacturers' Railroad Company in the latter's office at the foot of Sixth street.

### Fallon Takes Part.

John J. Fallon, corporation attorney of the City of Hoboken, was the star actor in the play. Only two bids were in and the United States government, owner of the railroad and represented by a board of directors made up of army officers, was pretty much at the mercy of private interests, when Mr. Fallon, with a truly melodramatic flourish, burst upon the scene with an offer of the City of Hoboken to buy part of the railroad for the benefit of the public.

Bids were to be opened at the Shore Railroad office at 12 o'clock noon. Meanwhile Mr. Fallon was discussing the critical situation with the city commissioners, who were in session at the City Hall. In a written communication he advised the commissioners to acquire the waterfront property of the Shore Road and the land in the rear running back to Hudson street, explaining that on December 10, 1925, and on April 2, 1926, he had sent letters to Secretary of War Davis in reference to the matter.

Commissioner McFeely moved that Mr. Fallon be directed to forward a letter to the Hoboken Manufacturers' Railroad, making known the desire of Hoboken to acquire the property if possible, by paying the price at which the property is assessed and to issue 25-year bonds of 4 1-2 per cent in payment. The motion was passed and the meeting then adjourned.

This was 11:45. Only 15 minutes remained for Hoboken to make its offer for the railroad property. But Samuel Friedman, of Mr. Fallon's office, was waiting to rush the letter nearly a mile away to the office where the bids were to be opened. He could not wait for a fiery steed like Paul Revere, so he hopped into a taxi and got to the Shore Railroad office just in time.

But it was of no avail. The board of directors of the road who sat in judgment held that the letter was not a formal bid and did not read it until the two bids received had been opened, read and filed away. This board consisted of: Gen. George F. Downey, of Washington, president; Gen. John J. Bradley of Fort Slocum, vice president; George H. Hobbs of Hoboken, secretary-treasurer; Major C. D. O'Neal of Hoboken, general manager; Col. J. P. McAdams and Col. J. P. Lynch. They will report in reference to the bids in about 15 days, it was reported. They cannot take action, of course, without the approval of the Secretary of War.

The Port Authority of New York, which has long wanted the Shore Railroad, was also reported to be protesting against the sale to private corporations. It has offered to buy it for \$1,000,000, paying for it with bonds, but the War Department, knowing that the Port Authority has no property in its own name, has not been able to perceive as yet how its bonds can be worth anything. The Port Authority was represented at the meeting by a man who had nothing to say.

However, the two bids received were not on the railroad as a whole. They were for the purchase of two parcels of property belonging to the railroad enumerated in the specifications of sale as "Plots Y and V." They include 190 feet of waterfront property and a plot of 2,700 square feet between the Lackawanna and Fletcher lands.

The Hoboken Land & Improvement Company, represented in person by Hally Hatcher, its manager, bid \$351,000. Henry Frank, real estate dealer, said to be acting in behalf of a client, bid \$625,000 for the same property. The City of Hoboken wants to buy the same lands, leaving out the land and buildings where a seed warehouse is now located. The exact assessed valuation of the property the city wishes to acquire was not known yesterday afternoon, but was believed to be in excess of \$650,000.

The Hoboken Land & Improvement Company, it was learned, contends that Frank's bid was not "for-hona fide bid received. Frank, of course, disputes this claim, saying

that the specifications allow of a bid in the form he made it.

He offered to pay ten per cent down and ten per cent yearly with interest at 5 per cent thereafter.

The property bid on is said to have an income of \$39,000 a year, but the taxes amount to \$28,000.

Yet the Hoboken Land & Improvement Company is reported to have once offered Secretary of War Weeks \$600,000 for the same property, an offer that was turned down. It was only a few years ago that the Lackawanna Railroad offered \$1,000,000 in cash for the entire railroad, an offer that was spurned by the War Department. Department officials, at the time they took the road over, estimated its value at \$3,500,000, but 510 city lots belonging to the company, have since been sold.

The Erie Railroad is also known to have been casting covetous eyes toward the Shore Railroad. It is this situation which makes it seem strange that no railroad made a bid yesterday. It gave rise to the conjecture that they were acting through the Hoboken Land & Improvement Company. The speculation went further than this. City officials thought that Hoboken Land & Improvement Company might have a two-fold object in bidding so low. If the property could be purchased at so low a figure the company or the railroads which it represents would, of course, get a bargain. But even more important might be the precedent set in fixing values of waterfront property. After a prolonged fight in court the assessments have been raised to their present figure. With a new low water mark set in the disposal of the Shore Railroad land, another attempt might be made to reduce assessments not only in Hoboken, but in Weehawken and Jersey City.

Another interesting speculation was raised yesterday afternoon. Have a number of the railroads combined to grab the Shore Railroad as a link between the Erie and Lackawanna properties? The Van Sweringen brothers, famous in connection with the Nickel Plate merger, are reported to have conceived a plan to bring the Lackawanna, Erie and Lehigh Railroads into their scheme. Newton D. Baker, ex-Secretary of War, is said to be their attorney in the matter. Is it possible that his hand was behind the little drama played in Hoboken yesterday.

Meanwhile the city of Hoboken is shut off from its own waterfront. It has no recreation pier, no public dock. The waterfront is the exclusive property of the Hoboken Land & Improvement Company and the Pennsylvania and Lackawanna Railroads.

### Built in 1898.

The Shore Railroad was built in 1898, the property having a float as well as rail connection. Its track is a mile and a half long, having a total trackage of 11 miles. It connects with all the railroads on the Jersey coast, that is, the Lackawanna, Pennsylvania, New York Central, New York, Ontario & Western, Erie, Central Railroad of New Jersey and the Baltimore & Ohio. First owned by the Hoboken Land & Improvement Company, it was sold to Chicago parties, from whose hands it passed in 1917 to the Secretary of War. The Shore Railroad does not own the land its tracks occupy. These are used under a 99-year lease from the Hoboken Land & Improvement Company.

# FALLON TELLS CITY'S EFFORTS ON SHORE ROAD

## Says Bid By Hoboken Is Most Advantageous to the Government

At the meeting of the Board of Commissioners of Hoboken yesterday, Corporation Attorney Fallon presented copies of his correspondence in connection with the proposed sale by the government of the Hoboken Manufacturers' Railroad and the efforts of the city and certain private interests to obtain possession of some of the corporation's real estate along the waterfront.

The correspondence was received and filed without comment. It included the letter of August 3 which Mr. Fallon, with the consent of the Commissioners, sent to the directors of the railroad the day the bids were opened, in which he expressed the desire of the city to acquire part of the real estate offered for sale at the assessed valuation.

It also included the letters which Mr. Fallon sent to Secretary of War Dwight W. Davis, Senators Walter E. Edge, Edward I. Edwards and Congressman Oscar L. Auf der Heide, setting forth the desires of Hoboken in the matter and requesting their assistance in giving the city an opportunity to acquire the property at a fair price. In concluding his letter to Secretary Davis, Mr. Fallon said:

"I am of the opinion that if the Hoboken Manufacturers' Railroad Company made sale separately of the 'Hoboken Shore Road,' that is the railroad proper, consisting of franchise, rolling stock, railroad tracks, sleepers, etc., either the Lackawanna Railroad Company or the Erie Railroad Company would bid therefor, or, in lieu of public bidding, the 'Shore Road' could undoubtedly obtain an advantageous offer therefor from either of said companies or the Port of New York Authority, to whom said railroad would be of incalculable benefit and advantage. I am aware that both the Lackawanna Railroad and the Erie Railroad have heretofore manifested an interest in acquiring said railroad, and in view thereof, I do not appreciate why said companies, or either thereof, did not present a bid therefor August 3."

Mr. Fallon, in his letters to the senators and congressmen, urged them to use their influence with the Secretary of War in Hoboken's behalf, adding that an analysis by the Secretary of War of the respective offers submitted would show that the one of the City of Hoboken would be most advantageous to the government.

### Bids on Plots Y and V.

The Hoboken Land and Improvement Company and Henry Frank both bid on plots Y and V, the former bidding \$351,000 and the latter \$625,000. The city bid on only part of plot Y, excluding that portion of plot Y occupied by a seed warehouse. The whole of plot Y is assessed at \$604,000 and the seed warehouse property at \$162,000, leaving the net amount of the city's bid at \$462,000.

Plot V, on which the city did not bid, contains 25,763 square feet, assessed at about a dollar a square foot, so that if the city had bid on the same amount of property as the other two bidders its total bid would have been about \$629,000.

The Board of Commissioners received a letter from the Michael M. Fitzpatrick Association, thanking it for sending along a number of policemen and firemen on the steamer which carried the association's recent excursion of women and children to Bear Mountain. Commissioner McFeely detailed the policemen and firemen as a safety precaution.

The bond and agreement of W. T. S. Critchfield, of Jersey City, for making paving repairs on Park avenue and other streets amounting to about \$10,000 was approved.

John Beronlo, registrar of the Board of Health, reported that 121 marriage licenses had been issued in July.

John Smith was given a tax refund of \$117.01 on an overpaid sewer assessment on lot 25, block 114, the commissioners thereby complying with an order of the court.

Miscellaneous licenses were granted as follows:

To sell malt beverages: Frank Bussanich, 90 Madison street, and R. C. De Fries, 222 Bloomfield street; to erect public garage, Gladys M. Boyce, 1117 Grand street, and A. J. Volk, 628-30 Court street; to sell junk, Constantino Russo, 508 Monroe street; to hack, Arthur J. Wilson, 1108 Park avenue.



Obs. Sept. 25/26

## ARMY NOT KEEN TO TAKE CONTROL OF 'SHORE' ROAD

Representatives of President Coolidge Hold a Conference Here.

The Quartermaster's Department of the United States Army is not anxious to take over the Hoboken Manufacturers' Shore Railroad. This was made known by three army officials, appointed by President Coolidge to investigate the situation, in a conference with Manager Richard D. Bloom and other officers of the Hoboken Chamber of Commerce yesterday afternoon, held in the offices of the Chamber of Commerce at 1 Newark street. Although the stand of the United States Army was divulged in the matter, all that transpired at the conference was not given out for publication. The army officials in attendance were Major Bailey, Lieutenant-Colonel McAdams and Peet and Captain J. D. O'Neill, who is at present in charge of the operation of the railroad. Corporation Counsel John J. Fallon was also on hand in the interest of the city.

The President's representatives came to Hoboken to get a better insight of the situation. The conditions surrounding every angle of the railroad were told them and the trio departed from the city with a better knowledge of the situation.

At a recent meeting of the board of directors of the Chamber of Commerce President Frederick J. Hopkins appointed a committee to take the Shore Railroad proposition under consideration. It is composed of Douglass Herr (chairman), C. Alfred Burhorn, Eno Campbell and Julius Lichtenstein. At that time the committee was enlightened on the situation by Captain O'Neill of the railroad.

The United States Government took over the railroad at the time this country entered the World War in 1917. For the past few years it has been operating the railroad at a considerable loss each year. For that reason it has been trying to dispose of it. On several occasions attempts have been made to sell the property by advertising for bids, but at no time was it sold. The latest attempt to sell the railroad was on August 23, when bids were again called for. The City of Hoboken through Corporation Counsel Fallon submitted the bid to purchase it. It was announced as unsatisfactory. All other bids were also cast aside by the board of directors of the railroad.

Then came the announcement from the Government that unless the property was sold by November 1 next the railroad will be turned over to the Quartermaster's Department of the United States Army. The appointment of the three army officials by President Coolidge followed. They are soliciting the sale of the railroad by securing bids from railroads and other interested parties. It was learned that there are several parties interested in the proposition.

Manager Bloom in a statement said that the Chamber of Commerce is opposed to the Quartermaster's Department being put in charge of the railroad. If such is the case, he stated, the situation will remain the same as when the railroad was conducted by the Government as far as Hoboken is concerned. The city will again suffer the loss of thousands of dollars a year in tax revenues. "We don't care," he continued, "who takes over the railroad, with the exception of the Quartermaster's Department, as long as it is included in the tax ratables."

Obs. Sept. 25/26

## A TRIBUTE OF WAR.

Former Mayor H. Otto Wittpenn, of Jersey City, adds a new phase to the controversy over the Hoboken piers, when he declares that Hoboken is the only city that has been compelled to pay tribute to a victorious nation.

Mr. Wittpenn thus put the injustice that is Hoboken's in a new light.

True enough, Hoboken is paying a tribute of war. It is being penalized in a way it did not merit. The people of Hoboken are compelled to shoulder a burden such as was borne in days of old by cities conquered in warfare.

The Federal government, since 1917, has been in possession of the piers and, having withdrawn them from the ratables of the city, has deprived Hoboken of a considerable revenue. At the same time, the government leases the piers for commercial purposes, deriving therefrom a revenue for itself.

As Mr. Wittpenn pointed out in his talk over the radio at the Food Show, Hoboken ministered to the troops of the United States during the war in its capacity of Port of Embarkation. It played far too worthy a part in the World War to deserve such treatment at the hands of the government it served.

Petitions are being prepared to be forwarded to Washington with the hope that they might accomplish what personal solicitation has failed to achieve. These petitions should be signed by the thousands and should be forwarded to Washington in a veritable flood of protest, to the end that this monumental injustice may soon be ended.

Obs. Sept. 17/26

## DEMAND RETURN OF LOCAL PIERS TO TAX RATABLES

Ten Thousand to Petition  
President at Food  
Show in Hoboken.

Over ten thousand petitions to the President of the United States and Congress, appealing for the return of the piers in Hoboken, now controlled by the Government, to the tax ratables of the City of Hoboken, will be in readiness to forward to Washington within the next ten days.

Prepared by the Hoboken Chamber of Commerce they will be offered for signature to the public at the Greater New York Food Show, which is to be opened on the Steel Pier, No. 3 of the Government piers, tomorrow and continue for one week.

It is hoped to secure at least ten thousand of those petitions signed by visitors to the show before the exposition closes next Saturday. The Hoboken Woman's Club is co-operating in the movement to have the petitions signed, and members of the club will be in charge at the booth of the Chamber of Commerce to offer the petitions for signature to the public.

The many hearings before the United States Congress, civic delegations to the President, and petitions to the members of the Congress have failed to help Hoboken's plight with regard to the waterfront property.

On every hand it has been admitted that an unwarranted injustice is being visited upon the City of Hoboken by withholding from the tax ratables the valuable pier properties which formerly comprised almost twenty-five per cent of the ratables of the city.

Following a scathing indictment of the situation by Supreme Court Justice Swayze after the Hudson County Grand Jury had made an investigation into the pier situation in the Mile Square City every representative and member of the United States Senate received a copy of Justice Swayze's charge.

The Hoboken Chamber of Commerce hopes that the signing of ten thousand petitions urging the Government to operate the piers so that they will be returned to the tax ratables of the city may help in the five-year-old campaign to bring about this result.

The petition points out that the assessed value of the pier properties would now be at least ten million dollars, but the Hoboken City officials have contended for some time that the assessed value would be nearer fifteen million dollars.

The petition to be offered for signature to the public at the Food Show on the Steel Pier is as follows:

"To the President and Congress of the United States:

"On April 16, 1917—nearly ten years ago—the United States Government seized pier properties in Hoboken as a War measure.

"These pier properties are, of course, no longer used for War purposes or even for Governmental purposes, but are being rented to private corporations for commercial uses.

"The assessed value of these pier properties would now be at least Ten Million Dollars, or about one-

tenth of all the taxable property in Hoboken.

"The exclusion of these pier properties from tax ratables is adding each year approximately \$4. for each \$1,000 of property to the burden borne by Hoboken taxpayers.

"These are not new facts, but believing that right and justice should be done to the citizens of Hoboken, I respectfully petition that there be no further delay in returning these pier properties to the tax ratables of the City."



Obt. Nov 20/26

## CONCERTED DRIVE ON CONGRESS TO RELIEVE HOBOKEN OF THE PIER BURDEN IS STARTED BY OFFICIALS

Senators and Congressmen  
Reply to Auf der Heide  
Letter Pledging Support  
for Legislation in Interest  
of Mile Square City.

### M'FEELY PLANS CAMPAIGN WITH CHAMBER MANAGER

A concerted attack on the President and Congress to take action at the coming session in connection with the Hoboken pier situation is being prepared. Recently Congressman Oscar L. Auf der Heide sent a letter to President Coolidge, restating the case for Hoboken and requesting the President to recommend legislation in his address to Congress, authorizing the sale of the sale of the Government piers in Hoboken to the highest American bidder.

A copy of the letter was also sent to each Senator and Congressman, and at the same time a request was made for an expression of opinion on the matter.

A shoal of letters has been received in answer to the communication and, with one or two exceptions, both Senators and Representatives express sympathy for Hoboken's plight and pledge cooperation in any legislation to correct the injustice to the Mile Square City.

In the meantime, Commissioner Bernard N. McFeely, who believes that the drive against Congress must be continued week in and week out if success is to be attained, held a conference with Manager Richard D. Bloom, of the Chamber of Commerce yesterday and discussed plans of the campaign. Preparations were made for keeping the Hoboken situation before every member of Congress every week during the next session of Congress.

Among the replies from Senators and Congressmen to the Auf der Heide letter are the following:

Senator Morris Sheppard, of Texas: "I will give careful attention and study to what you say concerning the Government-ownership of the Hoboken piers."

Senator Woodridge N. Ferris, Republican, Michigan: "I am at present in full sympathy with your views and shall act accordingly."

Senator William Cabell Bruce, Maryland: "I am in favor of bringing the operations of the Shipping Board to an end as soon as practical, for the Government is unfit for that sort of business. A cause would have to be made in some form for our national maritime necessities in time of war and the like. There we would find ourselves up against the proposal for Federal subsidies to privately conducted steamship lines in return for contingent public services by them; and I would wish more information on the subject before committing myself on the general proposal."

Senator Colmond Du Pont, Delaware, replied to the Congressman that he should be glad to follow the lead of Senator Wadsworth, of New York, and Congressman Auf der Heide has replied, informing him that the matter is a New Jersey interest rather than New York and that Senator Edge, of New Jersey, is actively interested in behalf of Hoboken.

Senator Walter Edge, New Jersey: "Your letter very well expresses a most unfair situation. As you know, I have frequently tried to be of some service, but, as you state, every member of Congress approached, officials of the Department as well as the President, admit the injustice, still their fears of a precedent has obstructed practical relief."

"At the last session of Congress I introduced a joint resolution for the purpose of having the whole subject investigated in order that Congress might reach some conclusion fair to all sections of the country. It was such a far reaching subject, however, that I could not secure favorable action."

"I have personally discussed the matter with the President, and know that he is sympathetic. Of course, the practical way to dispose of the matter is for the War Department to sell the piers. You say in your letter that they are worth \$15,000,000. So far as we are able to learn, the War Department has never received a cash offer for the piers that would warrant their disposal. I have always felt the way to handle it would be for Hoboken, either through its municipal government or in connection with its business interests, work out a plan to buy the piers. I am very much afraid that general legislation will be difficult and that special legislation is impossible."

Representative Addison T. Smith, Republican, Idaho: "I am surprised that this legislation has not been heretofore enacted in view of the fact that under present arrangement they cost the city \$500,000 a year, and with private ownership the city would probably receive that much each year in taxes. I am eager to co-operate with you in having enacted the desired legislation."

Representative T. D. McKeown, Democrat, Oklahoma: "I am in sympathy with your plan for Hoboken. If the Government uses property in a State for commercial use or takes over taxable property for conservation purposes, I feel that reparation should be made to offset the loss to a State or municipality in taxes."

Representative James G. Strong, Republican, Kansas chairman of the committee on war claims:

"Without a more thorough study of the question, I cannot take a position in the matter, but I would be glad to see the piers prove a benefit instead of detriment to your city."

Representative Will R. Wood, Republican, Indiana: "I will be pleased to give this matter my earnest consideration as the appropriation for the Shipping Board is before our committee in the ensuing session."

Representative John C. Schafer, Republican, Wisconsin: "I shall certainly be glad to take this matter up with you following the reconvening of Congress."

Representative J. C. Linthicum, Maryland: "I agree with you there is much to say in reference to the injustice to Hoboken, and will be glad to hear more of it when Congress reconvenes."

Representative M. Madden, Republican, Illinois, chairman of appropriations committee: "Why should Hoboken be given preferential treatment. I cannot commit myself to the policy involved in your communication. To establish such a precedent might involve the Government in the expenditure of many millions every year which it is now called upon to pay."

Representative James Mead, Democrat, New York: "I shall be very glad to co-operate with you in the interest of the government in this important matter."

Representative John C. Ketcham, Republican, Michigan: "Whether maintaining these piers is paramount is the real question at stake. I will approach the whole matter with an open mind, keeping the viewpoint expressed in your letter in mind."

Representative A. J. Sabath, Democrat, Illinois: "I fully agree with you that the property used by the Government for commercial purposes should not be exempt from taxation, and I feel that your complaint is justified. I hope you will secure relief and you can be assured of my aid. Congratulations on the splendid fight you are making for your city."

F. F. Patterson, Jr., Republican, New Jersey: "I always thought there should be some adjustment of the matter of the Hoboken piers as the city is being penalized."

I. Bacharach, Republican, New Jersey: "I will be glad to do anything I reasonably can do to help you in the matter."

John J. Boylan, Democrat, New York: "I will be glad to co-operate with you and do everything I can to help the city."

Senator C. C. Dill, Washington: "I shall be glad to consider carefully any proposed legislation such as you suggest."

Representative Roy C. Fitzgerald, Ohio: "I am impressed with the justice of your contention and hope that I may be helpful in working out fair treatment for your people at Hoboken."

Senator Lyn Frazier, North Dakota: "I am not familiar with this particular case, but it would seem to me as if the City of Hoboken must gain some benefits from this government-owned pier, and that the loss in taxes must be partly offset by this gain."

George S. Graham, Pennsylvania: "How can an exception be made in favor of Hoboken?"

Representative George A. Welsh, Pennsylvania: "I shall be glad to support a project of such vital concern to you and to those you represent."



# PORT AUTHORITY BITTERLY RAKED BY MARINE CLUB

Also Score New York Officials for Inadequate Harbor Policing.

The Port Authority of New York and New Jersey, the members of which are appointed by the Governors of each State, and whose duty it is to solve problems relating to New York Harbor and maritime interests, enjoys no enviable reputation among the members of the Jersey Marine Club, according to the opinions advanced by several members of the club yesterday at a weekly luncheon session held in the Grand Hotel, Hudson and Third streets, Hoboken. The general trend of verbiage expounded on the actions of the Port Authority by the several men who spoke seemed to be a consensus of the other members' opinions, and while the majority are of the thought that the Port Authority could be developed into a useful instrument, it was pointed out that its present mode of action was bringing forth uncomplimentary results.

The session developed into an "open" one when Mason G. Grymes of the New York Marine, presiding officer, called for the opinions of the attendance on the Port. In his remarks he called on the club to "do something," pointing out, that in its year of existence it has accomplished nothing of note and is practically unknown.

He urged that on the taking up of any problem, either for the benefit of waterfront property owners, the city or the nation, that the members keep agitating it until results are secured, and continuing, urged further that they go on record as being against or for any question of national or local moment.

Harry F. Wilson, treasurer of Campbell Stores, in Hoboken, was the first member called on for remarks on the actions of the Port Authority. He asserted that he was not in favor of the body, and added that while at its organization it seemed to be a good move, in the interests of both States it now appears that anything New York may get in the way of cheaper freight rates New Jersey taxpayers will pay for. Irving Keller of the Hudson Towboat, classified the body as being "not so good," while Eno Campbell endorsed it with the proviso that the property in Hoboken acquired by the Port Authority be included by them among the tax ratables.

One by one the members were called on to speak and each in turn varied in opinion from placing the official family of the Port Authority in an unfavorable light, or regarding them "half" so to speak. Grymes himself opined that the body was a "bunch of politicians from both States appointed to mind our business." He failed to see, according to his speech, why things that have been running smoothly for years should be disrupted and disorganized by such an organization.

A. W. Coffin, manager of the Hoboken Chamber of Commerce, was a speaker at the meeting, and using the vernacular he expressed the opinion that New Jersey was being gypped on the question of eminent domain of the acquired property by the Port Authority and the question of taxation.

Another important feature of the session was the speech of Fred Broad of the Merchant Marine Y. M. C. A., Hoboken, and secretary of the marine organization. He spoke on the subject of harbor policing, citing the losses experienced by waterfront property owners and steamship line operators because of the activity of river pirates. He blamed the failure of proper policing on the New York authorities, reading excerpts from the Treaty of 1834, between the two States of New York and New Jersey, in which New York is given sovereignty rights to the low water mark in Jersey. Crimes committed on the water come in the jurisdiction of the New York authorities, and Broad asserted that after the inaugural of Governor-elect A. Harry Moore, a strenuous campaign would be launched in order that proper protection may be secured.

Working in conjunction with the local organizations is the Marine Exchange of New York and a number of maritime organizations in New York, the members of which believe that by concerted effort, they might at least "make themselves so obnoxious that relief will be afforded in order to get rid of them."

A number of prominent speakers have been secured for the next year, according to the speaker's committee, and a banner year is expected for the club.



Obs Jan 27

## ASK IMMEDIATE ACTION ON BILL FOR PIER SALE

Measure to Authorize Disposal of Property Reaches House Committee.

Special Dispatch to Jersey Observer.  
Jersey Observer Bureau,  
Washington, D. C., Jan. 21.

The House Committee on the Merchant Marine and Fisheries yesterday received from the clerk of the House the bill authorizing the sale of the Hoboken piers to the highest bidder, which Representative Auf der Heide introduced Wednesday.

The Bill is that prepared and forwarded by Corporation Attorney John Fallon, of Hoboken, N. J., to Senator Edge and Mr. Auf der Heide.

At Senator Edge's office yesterday it was said the Senator would not offer a duplicate of the bill in the Senate. He will await action by the House and take charge the moment it reaches the Senate.

Mr. Auf der Heide is now preparing a statement of the Hoboken situation for the members of the committee which has the bill. He hopes to impress the members with the urgency of the situation and bring about prompt action in committee so that the bill can be taken up on the floor.

If it reaches the floor, the next move will be to get a special rule for its consideration from the rules committee, which may prove a difficult job in the tag end of the present short session. One thing may be said, with emphasis, the Jersey members are earnestly behind the bill and will do their best.

## See Coolidge About Piers

### Hoboken Delegations Leave for Washington Today.

President Coolidge has consented to meet a delegation of Hoboken business men and officials tomorrow morning in connection with the pier situation in Hoboken. Mayor Gustav Bach, Commissioner William H. Gilfert, Assistant Treasurer Edward Hunter, and Corporation Attorney John J. Fallon, represent the city administration, and H. Otto Wittpenn and Henry C. Jagels, the business interests of the city.

The conference with the President was arranged by United States Senator Walter E. Edge, and the Senator and also Congressman Oscar L. Auf der Heide will be present at the conference.

The delegation from Hoboken will leave this afternoon and meet Senator Edge at 9 o'clock tomorrow morning and the meeting with President Coolidge has been scheduled for 10 o'clock.

Congressman Auf der Heide, in a letter to the President, has requested him to recommend legislation authorizing the sale of the Hoboken piers, now controlled by the U. S. Shipping Board.

Inasmuch as the Shipping Board is now offering for sale or charter passenger or freight vessels operated by the United States lines, and in the event this program is effected, the board would have no further use for the Hoboken piers.

It is understood that preliminary negotiations are underway for the purchase of the pier properties by a private corporation. Just what the delegation from Hoboken expects to secure from the President today could not be ascertained, but it is believed that some expression of policy regarding the Hoboken piers might be forthcoming.

Obs Jan 27

## HOBOKEN LOSES PIER TAX PLEA AT WASHINGTON

Shipping Board Refuses to Sanction Transfer of Property.

Jersey Observer Bureau,  
Washington, D. C., Jan. 7.  
Special Dispatch to Jersey Observer.

The delegation of Hoboken officials yesterday heard Chairman T. V. O'Connor of the United States Shipping Board say that the board would not consent to the transfer of the Hoboken piers to the War Department so that the latter might dispose of the piers to private interests, in which case they would again become taxable.

Statement was made in the presence of Assistant Secretary of War Hanford McNider that the War Department representatives made the unqualified statement that the department is anxious to get possession of the property in order to sell it. The delegation afterwards laid their case before President Coolidge, who listened attentively, but made no commitment.

The delegation, headed by Senator Edge and Representative Auf der Heide, went first to the office of Assistant Secretary McNider, where Chairman O'Connor also awaited them. In the delegation were Mayor Gustav Bach, Corporation Counsel John J. Fallon, City Comptroller Edward Hunter, City Commissioner William Gilfert, C. H. J. Jagels of the Chamber of Commerce, and H. Otto Wittpenn, who represented the Hoboken Land & Improvement Company, which is claiming an interest in some of the government property.

Incidentally it may be said that the claim advanced by Mr. Wittpenn was said to constitute a cloud on the title to the larger property, but Senator Edge and others agreed that without difficulty.

Senator Edge was chief spokesman. He elicited from Assistant Secretary McNider that the department was exceedingly anxious to dispose of the piers held to be worth nearly \$7,000,000. The department, he said, wanted the money to build barracks at various military posts. All funds from surplus property sales made by the department go to the erection of army housing.

Chairman O'Connor insisted that the Shipping Board would have to pay more money for pier facilities if it turned over the Hoboken property. He personally was willing, he said, to pay as much as \$100,000 a year in taxes to Hoboken and once made that proposition to the board which turned it down. It was replied today on behalf of Hoboken that the city would not agree to accept such a sum. The city maintained that it is entitled to taxes to the amount of nearly \$500,000 annually.

Mr. Jagels spoke with some heat in denunciation of the government's treatment of Hoboken.

"The United States is too big," he said, "to work such a game as it is working at Hoboken."

Senator Edge got Chairman O'Connor to agree that the Shipping Board would not oppose by Congress authorization of payments to Hoboken on account of taxes. Mr. O'Connor said that Congress would have to provide the money as the Board would not take it out of its own funds.

Such legislation as Senator Edge had in mind may again be pressed, so there is little prospect that the government will set the precedent of paying taxes on government property.

On the whole, the delegation felt that their visit had not accomplished anything.

Obs Jan 27

## PIER SALES PLEAS LOST TO HOBOKEN

Shipping Board Chairman Blocks Transfer to War Department

### DELEGATION AT WASHINGTON

Although two conferences, one with President Coolidge, were held in Washington yesterday in an effort to clarify the Hoboken pier muddle, through which the Mile Square City claims it is losing approximately half a million dollars annually in taxes, last night a satisfactory settlement of the controversy appeared as remote as ever.

Neither was any progress made at hearings on the proposed sale of the Hoboken Manufacturers' Railroad, Assistant Secretary of War Hanford McNider announced last night.

A delegation of six represented the City of Hoboken at the conferences, the first of which was with Chairman T. V. O'Connor, of the Shipping Board and Assistant Secretary McNider. In the delegation were Congressman Oscar L. Auf der Heide, of West New York; Mayor Gustav Bach, Corporation Counsel John J. Fallon, City Comptroller Edward Hunter, City Commissioner William Gilfert, C. H. C. Jagels, of the Hoboken Chamber of Commerce, and H. Otto Wittpenn, representing the Hoboken Land & Improvement Company. Senator Walter E. Edge accompanied the delegation.

Chairman O'Connor successfully blocked any progress in the conference by opposing transfer of the piers to the War Department on the ground that loss of the docks would cause the Shipping Board more expense for pier facilities than at present. The chairman made known the board's attitude after Assistant Secretary McNider pointed out that the War Department would welcome an opportunity to sell the piers in order to use the millions that would result from the sale for improvements in housing conditions in forts and cantonments throughout the country.

### Wanted Railroad.

It was brought out that the Shipping Board is attempting to retain all property of this sort that has passed into its possession and at one time wanted also the Hoboken Manufacturers' Railroad, now the property of the War Department. It owns the piers in fee simple, but an executive order by the president could bring about their transfer.

Mr. Jagels brought up the loss of income to Hoboken as the docks being owned by the Shipping Board were not obliged to pay taxes to a municipal government. O'Connor replied that he had offered the city \$100,000 a year for services rendered, but Mr. Jagels refused the suggestion and said the docks could not be worked full time and should be returned immediately to private interests.

### Reimbursement Hint.

Senator Edge asked Mr. O'Connor if he would object to legislation by Congress to reimburse Hoboken annually for loss of taxes. The chairman replied that he would not if the money were actually appropriated. It is said, however, that such legislation is unlikely, as it would amount to indirect local taxation of government property.

At the conclusion of this meeting, which lasted an hour, Senator Edge arranged to have the delegation presented to President Coolidge to whom he personally has several times made a plea to get the piers back to the War Department. At the conference with the President, members of the delegation and the Senator renewed their plea, claiming that the piers were being worked at a loss and involved excessive taxation upon Hoboken citizens.



*Dis. Jan 8/27*

## HOBOKEN SEES SUCCESS IN ITS PIER TAX FIGHT

Wittpenn Believes Action Is Coming From Congress—Jagels 'Fazed' O'Connor

C. H. C. Jagels, Hoboken banker, representing the Hoboken Chamber of Commerce at the meeting in Washington, D. C., Wednesday, with Senator Walter E. Edge, between federal authorities and the City of Hoboken about the matters arising out of the exemption from taxation of property acquired along the water front, is credited with getting a "rise" out of T. V. O'Connor, chairman of the United States Shipping Board.

Dispatches wired from Washington were actually mild in comparison to the real story. No hard feelings resulted and a great deal of good has been accomplished through the special interview, is the belief.

### Fallon Prepares Bill.

Corporation Counsel John J. Fallon is today preparing a proposed bill to authorize and direct the sale of the federal owned property in Hoboken. A copy of this bill will be given to Congressman Oscar Auf der Heide and another to Senator Walter E. Edge, for the purpose of introducing them in the House of Representatives and the Senate.

In the opinion of Mr. Jagels, the Shipping Board has no desire to release control of the piers for any consideration. He says President Coolidge is in sympathy with Hoboken, and if he had his way would turn the piers back to the city at once.

The President, says Mr. Jagels, believes that the property should be disposed of just as soon as the necessity for holding it has ceased. President Coolidge will receive a report as to the status of the War Department and the Shipping Board, he said.

It was Mr. Jagels who dug into the reasons why the Shipping Board was using the Hoboken water front, and according to the report there was a verbal tilt between him and Mr. O'Connor. It was disclosed that the Shipping Board has leased a pier to the Munson Line for a rental of \$6,000 less than the taxes against the same property. "Hoboken is really paying the Munson Line debt," declared Mr. Jagels, yesterday.

### Paid 7 Millions For Piers.

The Shipping Board interests declared that they paid \$7,000,000 to the Alien Property Custodian, when the government took over the piers during the war, and it is their purpose to develop a merchant marine. Mr. Jagels said that he learned the Munson Line company owes the Shipping Board a certain debt, and for that reason the Munson Company was

rented the pier for an amount far less than the taxes.

Nothing but praise has been said in behalf of Senator Walter E. Edge, who arranged the meeting with the federal authorities. He is credited with handling the affair in such a manner as not to ruffle the feathers of the Shipping Board and War Department men.

For the first time in the history of O'Connor's official life at Washington, he agreed to meet with a group of men and talk a situation over, it was later disclosed. O'Connor has been characterized as a hard man to "get next to." This event is again credited to Senator Edge, who through his preliminary arrangements and intimate contact made the meeting possible.

### Sees Success Now.

There was no attempt by the Shipping Board to defend itself, said H. Otto Wittpenn, another delegate at the meeting.

"The consistent efforts on the part of Hoboken, I believe, will bring the results that we have been waiting for so long." Mr. Wittpenn declared emphatically that the meeting in his opinion showed the first real promise that something would be done.

The eventual return of the S. S. Leviathan, biggest ship under the American flag, to her Hoboken pier, the Hoboken delegates believe, is but the start of something better. With

the ship docking and leaving here, that means the arrival of people, one said.

One of the points made clear was that the City of Hoboken has been furnishing police protection and medical attention to the shipping interests along the water front, while no taxes were being paid.

Mayor Gustav Bach, Commissioner William H. Giffert, and Edward Hunter, assistant, were equally as optimistic in regards to the interview.

*Obs. Jan 20/27*

## Pier Bill Is Put In

### Auf der Heide Introduces It in House.

Hoboken's pier bill has been introduced in Congress. Congressman Oscar L. Auf der Heide received the bill prepared by Corporation Attorney John J. Fallon of Hoboken and introduced it in the House yesterday. It is understood that Senator Walter E. Edge, who also received a copy of the bill will have it introduced into the Senate today.

It directs the Shipping Board to sell the Hoboken pier properties controlled by the government to the highest bidder and gives the city of Hoboken an opportunity to make a bid, the government to accept bonds of the city in payment.

Assemblyman David Pindar, of Hoboken, has started legislation on the way at Trenton to make it possible for Hoboken to issue bonds for the pier purchase, such bonds not to be considered in the bonded indebtedness statement of the city. Similar bills were introduced in Trenton last year, but failed of passage.

Corporation Attorney Fallon stated today that while there is already legislation, passed in 1920, authorizing Hoboken to issue bonds for the purpose of purchasing piers, wharves and warehouses, he is not certain that under this legislation the city would be in a position to issue such bonds in view of the present debt status.

The firm of Hawkins, Delafield & Longfellow, experts on municipal bonds in New York, approved of the law passed in 1920, but there is a doubt in Mr. Fallon's mind whether they cover the present situation. Passage of the Pindar bills would clarify it.

*Obs. Jan 14/27*

## GOOD NEWS FOR HOBOKEN, IF TRUE.

Glad tidings indeed for Hoboken, if the news is true that President Coolidge will advocate the sale of the Hoboken piers. The War Department is eager for the sale, as a large sum will be realized that will be used in improving accommodations for the enlisted men in the various camps.

The Shipping Board has retained the piers and desires to hold them to keep down expenses of pier rentals, as the board has informed Congress that our merchant marine, even if passed to private ownership, cannot continue without a Government subsidy.

It is unfair to Hoboken that it should be divested of taxes to contribute heavily toward the support of the unprofitable merchant marine, paying directly far above what would be its fair share of the Government support. Hoboken has lost millions in taxes because it cannot tax the pier property. If the property is sold and passes to private ownership then taxes can be collected.

It is fair to Hoboken that this should be done. Hoboken would then gladly pay its share on a par with other cities if it becomes necessary to make allowances for the maintenance of the merchant marine.



THURSDAY EVENING, JANUARY 13, 1927.

# HOBOKEN PIERS ARE TO BE SOLD

## PURCHASE BY PRIVATE GROUP BELIEVED NEAR

Bill, Said to Have Administration Support, Will Soon Be Introduced and Passage of Measure Is Reported as Certainty.

[Special to Jersey Observer.]

Washington, Jan. 13.—It was learned here today from a most reliable source that the Hoboken, N. J., pier situation has been solved.

Within a day or so, a measure that will have the solid support of the Administration will be introduced to provide for the return of the pier property to private interests in order that the property will again become taxable by the city authorities.

It's passage is said to be a certainty.

Dis. Jan 19/27

## FALLON FORWARDS TO SENATOR EDGE MEASURE ON PIERS

City Would Be Enabled to Bid for Piers Through Bond Provision in Aim to Protect Valuations—Administration Said to Favor Proposal.

Sale of the Hoboken piers to the highest bidder by the United States Shipping Board is authorized in a bill prepared by Corporation Attorney John J. Fallon of Hoboken and now in the hands of Senator Walter E. Edge.

The provision of the bill is that the Government agency selling the pier property is empowered to accept bonds of the city of Hoboken so that the city would be enabled to make a bid for the piers.

It is understood that Senator Edge will introduce the bill this week and that it has the approval of President Coolidge and will have the support of the administration at Washington.

In a letter to Senator Edge, Mr. Fallon explains that the provision authorizing the City of Hoboken to make a bid for the property is to enable the city to maintain the water front realty values as assessed by the city.

Passage of the bill and the ultimate sale of the property would put the city in a position of again securing tax revenues from the piers, the loss of which since 1918 has amounted to several million dollars to the City of Hoboken.

Announcement that such a bill was to be introduced in Congress was told exclusively in the Jersey Observer last week and hopes are high that the Hoboken pier problem, probably will be solved at this session of Congress.

The bill provides that the United States Shipping Board or such other agency now having supervision, custody or control of the docks, piers, wharves, etc., in Hoboken, title to

which was acquired by the Government under a proclamation of the President in 1918, is authorized and directed to sell the property as an entirety or in several parcels as may be deemed most advantageous to the public interest, for the highest price, either through public bidding or on the receipt of sealed bids.

Provision is also made that the sale should first be preceded by public advertising of the sale for a period of at least four weeks and at least once in each week in such daily newspapers as the board may deem advisable and after advertisement also in the Jersey Observer and the Journal of Commerce.

Another provision of the bill reads:

Said board or agency is hereby authorized and empowered in its discretion to take and accept in lieu of cash, as consideration for the sale of the aforesaid property, or any parcel thereof, bonds of the City of Hoboken, New Jersey, maturing at a period not more than forty years from the date of issue, and bearing interest at and after the rate of four per centum per annum, payable annually, pledging the faith and credit of said city for the payment thereof, in the event of said city through its governing body authorizing by resolution the purchase of said property in its entirety or one or more parcels thereof, for such sum or sums as said city under authority of its governing body may bid or offer therefor."

In forwarding the bill to Senator Edge last night, Mr. Fallon wrote:

"My principal reason for inserting in the bill a provision which would authorize the City of Hoboken to bid for the property, is to enable the city to maintain the water front realty values, as assessed by the city and now maintained after years of litigation for the fixation thereof. I have in mind that there may be a combination of bidders to purchase the property at less than its reasonable value for taxation purposes, in which event all other property owners along the Hudson River water front from Guttenberg to Bayonne would utilize said sale as a criterion of value to be applied to their holdings and seek a reduction of assessments made for taxes on their respective properties.

"I trust you will be able to effect the passage of the bill through the House of Representatives and the Senate and obtain the approval thereof by the President."

Commissioner Bernard N. McFeely stated today that he hoped that the bill prepared by Mr. Fallon would be enacted. He declared that the City of Hoboken did not want ownership of the pier property and that the city administration, above everything else, wished the pier properties sold to private interests, so that they would return to the tax ratables and become a revenue source for the city.



# Nation-Wide Plea for Recovery of Local Piers

**Hoboken Associate Service Club to Send Letters to Every Member of Congress and Every Service Club in the Country.**

A nation-wide plea for assistance and support to get the United States Government to force the United States Shipping Board to relinquish its seizure of the Hoboken piers to the city government is made in a lengthy letter that was sent to every service club in the country yesterday, as was told in the Final Edition of the Jersey Observer.

This action was taken at a recent meeting of the Associate Service Clubs of Hoboken, composed of Rotary, Kiwanis, Lions and Zonta Clubs and the Hoboken Chamber of Commerce. In addition, copies of the communication are being forwarded to every member of Congress. In all, several thousand letters will be mailed.

The pier situation has been discussed pro and con, not only by city officials but by civic and welfare organizations, ever since the termination of the World War in 1918. Effort upon effort has been made, including the sending of delegations to Washington, D. C., and appeals to the Shipping Board, but all to no avail. Several weeks ago the Lions' Club sponsored the idea of spreading the city's case all over the country. The idea gradually bore fruit, until two weeks ago a meeting of representatives of the various service clubs were called in the headquarters of the Hoboken Chamber of Commerce. The formation of the letter was discussed. It is a lengthy communication and tells in detail circumstances of the entire situation, and urges the support of every organization in the country.

The letter reads as follows:

Gentlemen—The United States Government seized valuable pier property in Hoboken during the war, and because of such seizure these piers became exempted from taxation.

Hoboken makes no argument as to the justice or injustice of that exemption during the war.

But Hoboken at this time presents not only the injustice of continued

exemption, but the ruinous effect of that exemption upon the city finances.

These exempted piers are directly across the river from New York. They occupy about one-third of a mile of the most valuable waterfront property in the United States.

These piers have a present value of at least ten millions of dollars.

The entire assessed valuation of Hoboken in 1925 was \$95,595,194, which means that governmental pier exemption represents the excessive proportionate loss of about ten per cent of its total taxes.

In 1925 the tax rate was \$47.50 per \$1,000, the highest adjusted rate of any city in the United States.

If these piers had been included in the tax ratables the tax rate would have been about \$5 less.

Hoboken taxpayers have had to assume an extra burden of approximately \$475,000 each year because of governmental ownership of these piers.

Why should the city of Hoboken, Hudson County and the State of New Jersey be compelled to make this contribution to this vast competitive commercial undertaking, the United States Shipping Board, with its vast revenue and rental receipts, at the expense of the few overburdened taxpayers of this city? The benefits of governmental ownership of this character, if any, must necessarily be nation-wide rather than local.

Added to this actual loss, Hoboken suffers another loss almost as serious and quite as actual. The piers, says the Shipping Board, are used to a capacity of less than 50 per cent.

This loss means loss of employment to hundreds of wage earners. The loss of wages is reflected in the business of the city.

The loss of visitors from visitors embarking and debarking in this seaport city because of the non-utilization of these piers is even more serious than the loss of employment.

Hoboken loses enormously in municipal finances; Hoboken loses heavily in labor wages; Hoboken loses seriously in business patronage from visitors.

Hoboken is almost as vitally interested in having the piers returned to a policy of full-capacity shipping as it is to recover the piers for purposes of taxation.

No other city in the United States has ever felt Government tax exemption so heavily and so unjustly as Hoboken.

The United States pays part taxes in Washington, D. C., where total exemption would be ruinously out of proportion, as it is in Hoboken.

The United States pays money in lieu of taxes on forest reserves. There are several other precedents.

Hoboken is entitled to similar justice.

Hoboken can provide a purchaser for the piers, at a profit to the Government, if selling the piers is more desirable than establishing a precedent of payment of taxes on pier property, as it already has established a precedent in Government buildings and in forest reserves.

These facts are presented to Congress by the Associated Service Clubs of Hoboken, consisting of the following civic organizations: Rotary Club, Kiwanis Club, Lions Club and Zonta Club, and the Chamber of Commerce.

The members of these clubs urge that every member of Congress do his duty to a city which did its duty during the war, and which should not now be made a victim of a war condition that has long since passed. Legislation will undoubtedly be proposed in Congress during the present session relative to the U. S. Shipping Board. At the time it is hoped that Congress will make provision for Hoboken.

Very truly yours,  
President of Rotary Club.  
President of Kiwanis Club.  
President of Lions Club.  
President of Zonta Club.  
President of Chamber of Commerce.

# Hoboken Pier Purchase by Bonds From U. S. Sought in House Bill

**Auf der Heide Offers Measure—Fallon Says City's Bid Will Rank in Fairness With \$12,000,000 Valuation**

Congressman Oscar L. Auf der Heide has introduced in the House of Representatives a bill authorizing the sale of the Hoboken piers to the city or to private interests and permitting the government to accept bonds of the city in payment.



Oscar Auf der Heide

The bill is in the hands of the House committee on Merchant Marine and Fisheries and probably will be sponsored in the Senate by Senator Walter E. Edge.

As prepared by Corporation Counsel John J. Fallon, of Hoboken, the bill provides for purchase of the piers by the city, giving municipal bonds in payment, to obviate the possibility of purchase by private interests bidding under the market value for assessment purposes of the waterfront property.

It is understood that a bid of six million dollars now is in the hands of the War Department. That amount, Mr. Fallon pointed out yesterday, is about half the actual value of the piers, and is less by about a million dollars than what the government paid for the property.

**City's Bid Seen "Fair."**

Mr. Fallon maintains that the piers are worth twelve million of anybody's money and that years ago the property was assessed at ten million. Since then the value of waterfront property all the way from Bayonne to Guttenberg has increased greatly, he says, and the Hoboken piers have increased correspondingly.

The courts have upheld the jump in assessment value, Mr. Fallon says, and a bid of less than twelve millions would represent a sale by the government at a tremendous loss. The City of Hoboken, he said, is prepared to enter a fair bid on the property, and it is expected that the city's bid will be considerably above that now in the hands of the War Department.

The city's greatest concern, Mr. Fallon says, is that the sale of the property to a bidder whose price is lower than what is considered to be the market value of the piers, would result in a wholesale protest by owners of other waterfront property against assessments on their holdings.

If the value of the Hoboken piers is set at six millions, for example, other property owners would be justified in protesting valuations on their property which may be lower in actual value than the property now held by the Shipping Board, but which are now assessed on the same basis which fixes the Hoboken pier value at twelve millions.

The bill introduced by Mr. Auf der

Heide, according to Mr. Fallon, is so phrased as to obviate the necessity for Hoboken to increase its debt limit in bidding for the piers. Nevertheless, a bill permitting the city to increase the debt limit has been introduced in the State Legislature by Assemblyman David Pindar.

This measure would insure the project against the fate which befell the New York Port Authority some years ago under similar circumstances. That body tried to buy from the War Department stock in the Hoboken Manufacturers' Railroad, offering bonds of the Port Authority in payment.

The deal fell through when the government held that the bonds were not enough to satisfy the War Department, as they were pledged solely on the basis of property involved in the proposed sale. The War Department held that the Port Authority could not make its bonds satisfactory without pledging the credit of the States of New Jersey and New York, a thing never clearly established as permissible. The railroad is still held by the government and is still losing money.

**Sees Like Situation.**

Similar circumstances would arise in the present proposal of purchase of the piers by the City of Hoboken. Unless Assemblyman Pindar's measures are passed, the city's bonds probably would be held to have no other security behind them than the city's ability to take the piers out of the class of losing ventures and put them into the money-making class.

There was a time when the Shipping Board netted a million dollars a year on the piers, but recently it has been able to get not more than \$600,000. That amount, according to Mr. Fallon, is about what the taxes should be under private operation. Neither the War Department nor the Shipping Board has paid taxes to the city, and Hoboken has taken a loss of some three millions since the government took over the piers.

If the Legislature passes Assemblyman Pindar's bills there would be no question of the validity of Hoboken's bonds and the government could hardly refuse to accept the city's bid if it were the highest. The principal object in the purchase of the piers by the city, it is held, is that Hoboken may once more put the property back among its ratables and get some revenue from the property.

**Bond Deal Provided.**

There is a section in the Auf der Heide bill providing that the Shipping Board be authorized to accept 44-year bonds of the City of Hoboken in lieu of cash. This provision would put the Hoboken bid on a cash basis, although city bonds would be offered and probably would give the city the distinct advantage of making a cash offer while other bidders probably would offer part cash and the balance in notes.

The bill provides that the United States Shipping Board be authorized and directed to sell the property as an entirety or in several parcels as may be deemed most advantageous.

The city bond provision reads:

"Said board or agency is hereby authorized and empowered in its discretion to take and accept in lieu of cash, as consideration for the sale of the foresaid property, or any parcel thereof, bonds of the City of Hoboken, New Jersey, maturing at a period not more than forty years from the date of issue, and bearing interest at and after the rate of four per cent per annum, payable annually, pledging the faith and credit of said city for the payment thereof, in the event of said city through its governing body authorizing by resolution the purchase of said property in its entirety or one or more parcels thereof, for such sum or sums as said city under authority of its governing body may bid or offer therefor."



# Hoboken Tells Nation of Pier Injustice

## Service Clubs of Country Asked to Help Right Wrong

Letters Will Be Sent to Congress Calling Attention to Way Government is Heaping Tax Burden on People of This City

### CHAMBER OF COMMERCE IS BACKING PROJECT

Showing briefly and clearly the injustice that is being done to Hoboken by the government ownership of the North German Lloyd piers, 7,000 letters are being sent to the members of Congress and other officials concerned through the Hoboken Chamber of Commerce.

They are not being sent direct. They are being sent to the service clubs throughout the nation in the belief that these clubs will endorse the stand taken by the service clubs of Hoboken and send a copy of the letter framed by the Hoboken Chamber of Commerce to the men in Congress representing the particular section in which the service club is situated.

This method of stirring up country-wide sympathy for Hoboken's misfortune was decided upon at a meeting of representatives of the Hoboken Rotary, Kiwanis, Lions and Zonta clubs held a few days ago with Manager A. W. Coffin of the Chamber of Commerce. The letter sets forth that not only is Hoboken being done out of a large amount of taxes which she should receive but that she is losing the revenue which would be hers from the larger number of wage earners and traveling people which would be Hoboken's under private operation of the piers. The letter reads:

#### Siezed Pier Property.

The United States Government seized valuable pier property in Hoboken during the war, and because of such seizure these piers became exempted from taxation.

Hoboken makes no argument as to the justice or injustice of that exemption, during the war.

But Hoboken, at this time, presents not only the injustice of continued exemption, but the ruinous effect of that exemption upon the city finances.

These exempted piers are directly across the river from New York; they occupy about one-third of a mile of the most valuable waterfront property in the United States.

These piers have a present value of at least ten millions of dollars.

The entire assessed valuation of Hoboken in 1925 was \$95,595,194 which means that Government pier exemption represents the excessive proportionate loss of about ten per cent. of its total taxes.

In 1925 the tax rate was \$47.50 per \$1,000, the highest adjusted rate of any city in the United States.

If these piers had been included in the tax ratables the tax rate would have been about \$5 less.

Hoboken taxpayers have had to assume an extra burden of approximately \$475,000 each year because of Governmental ownership of these piers.

Why should the city of Hoboken, Hudson County and the State of New Jersey be compelled to make this contribution to this vast competitive commercial undertaking, the United States Shipping Board, with its vast revenue and rental receipts at the expense of the few overburdened taxpayers of this city? The benefits of governmental ownership of this character, if any, must necessarily be nationwide rather than local.

Added to this actual loss, Hoboken suffers another loss almost as serious, and quite as actual. The piers, now operated by the United States Shipping Board, are used to a capacity of less than 50 per cent.

#### Loss of Employment.

This loss means loss of employment to hundreds of wage earners. The loss of wages is reflected in the business of the city.

The loss of business from visitors embarking and debarking in this seaport city, because of the non-utilization of these piers, is even more serious than the loss of employment.

Hoboken loses enormously in municipal finances; Hoboken loses heavily in labor wages; Hoboken loses seriously in business patronage from visitors.

Hoboken is almost as vitally interested in having the piers returned to a policy of full-capacity shipping as it is to recover the piers for purposes of taxation.

No other city in the United States has ever felt Governmental tax exemption so heavily, and so unjustly as Hoboken.

The United States pays part taxes in Washington, D. C., where total exemption would be ruinously out of proportion as it is in Hoboken.

The United States pays moneys in lieu of taxes on Forest Reserves.

There are several other precedents. Hoboken is entitled to similar justice.

Hoboken can provide a purchaser for the piers, at a profit to the Government, if selling the piers is more desirable than establishing a precedent of payment of taxes on pier property as it already has established a precedent in Government buildings and in Forest Reserves.

These facts are presented to Congress by the Associated Service Clubs of Hoboken, consisting of the following civic organizations: Rotary club, Kiwanis club, Lions club and Zonta club, and the Chamber of Commerce.

The members of these clubs urge that every member of Congress do his duty to a city which did its duty during the war, and which should not now be made a victim of a war condition that has long since passed. Legislation will undoubtedly be proposed in Congress during the present session relative to the U. S. Shipping Board. At that time it is hoped that Congress will make provision for Hoboken.

## HOBOKEN PIER BILLS REPORTED FAVORABLY

(Special to Jersey Observer.)

Trenton, Feb. 1.—Hoboken's pier bills, authorizing the city to acquire from the Federal Government the piers now controlled by the U. S. Shipping Board in the city, and allowing Hoboken to issue bonds in excess of the debt limit, were reported from the Judiciary Committee last night and advanced to third reading in the House.

Similar bills were introduced in last year's Legislature, passed the House, but died in the Senate, where they were held up by the Republican majority. The bills were prepared by Corporation Attorney John J. Fallon of Hoboken and introduced by Assemblyman Pindar.

In view of the bills now pending in Washington to give the City of Hoboken an opportunity of bidding for the purchase of the piers, advancement of the Trenton bills is looked upon with satisfaction by Hoboken officials and business interests.

Dis Feb 2/27

## BILL IN HOUSE BANS HOBOKEN'S BID FOR PIERS

Congressman Auf der Heide Asked to Restore City Taxable Property

Hoboken will not become a bidder for the piers property of the government in that city, if Congressman Auf der Heide's bill, introduced in the House of Representatives a few weeks ago, becomes law.

At yesterday's meeting of the city commission, Corporation Counsel Fallon notified Mayor Bach and the directors that he has written to Mr. Auf der Heide, requesting that he eliminate from the bill the clause enabling the city to bid for the property. Mr. Fallon explains the reason for this action as follows:

"With a view to facilitating and if possible, insuring enactment of Congressman Auf der Heide's bill, I have telegraphed to Mr. Auf der Heide that he rescind from his measure the provision empowering the city to purchase the piers, the public sale of which is contemplated in the bill.

"I have been actuated because it has been represented to me that several Hoboken interests, having the welfare of the city at heart, were under the impression that the incorporation of such a provision would retard, if not defeat, the passage of the bill.

"Since it is your sole desire to effect restoration of the property to the municipal tax ratables, I feel that this was the proper thing to do."

This new development practically nullifies the bills which Assemblyman Pindar, of Hoboken, had reported out favorably from the Assembly Judiciary committee in Trenton on Monday night, permitting the City of Hoboken to issue bonds in excess of its debt limit, in order that it might endeavor to purchase the pier property.

Application for a rerouting of bus service on Washington street, to form a double belt line, was received from the Washington Street Transportation Company, a subsidiary of the Public Service and was referred to the committee of the whole.

The proposed new lines would originate at Hudson Place terminal. One would go to Washington street, Fourteenth street, Garden street, First street, Hudson street, and back to the terminal, while the other would embrace, in the order named, Newark street, Garden street, Fourteenth street and Washington street. W. H. Shepherd representing the company, declared that he believed of the territory they would cover the new routes are needed as most are new without bus accommodations.

A letter was received from Governor Moore requesting that Hoboken send two delegates to the street and highway safety conference to be held in the Public Service auditorium in Newark on Wednesday and Thursday, February 9 and 10. The matter was referred to the director of public safety. The customary tax ordinance presented each year following the adoption of the annual budget passed third reading, with no objections during the public hearing.

Notice was received that the Public Utility Commission had approved the following jitney bus transfers: From William J. Mullins to Joseph Salimone, from James Morton to Angelo Pennetto, and from Florence Schmidt to Peter Kenzelman. An invitation was read from the Regular Italian Democratic Club, bidding the commission members and mayor to attend the club's reception and entertainment, which will take place on Sunday, February 20, at the Demarest High School, Fourth and Garden streets.



*Dis Feb 14/27*

## HOBOKEN PIERS SALE THIS YEAR IS IMPOSSIBLE

Time Too Short Before Adjournment For 69th Congress to Call For Hearings

Hope for the sale this year of the Hoboken piers vanished yesterday when Representative Frank D. Scott, of Michigan, chairman of the Committee on Merchant Marine and Fisheries, declared that the time remaining before the adjournment of the present Congress is too short to

permit holding hearings on the project.

The bill providing for the sale will have to be introduced again by Congressman Oscar L. Auf der Heide at the next session of Congress, as it automatically dies with the adjournment of the Sixty-ninth Congress.

Richard D. Bloom, secretary of the Hoboken Chamber of Commerce, was in Washington yesterday conferring with Mr. Auf der Heide and other members of the New Jersey Congressional delegation.

*Obs Jan. 26/27*

## SHORE ROAD PAYS SHARE OF HUDSON STREET REPAVING

Sends Check to the Hoboken City Commission for \$1,185.70.

Announcement was made at yesterday's meeting of the Hoboken Board of City Commissioners by James H. Londrigan, Director of the Department of Streets and Public Improvements, that a check had been received from the Hoboken Manufacturers Railroad company in the sum of \$1,185.70, to pay for the cost of repairing the asphalt pavement of its right of way, on Hudson, between Eleventh and Fourteenth streets. The tracks of the railroad company from River Road turns on Hudson at Eleventh street, extending north to and crossing Fourteenth street. The money was turned into the city treasury.

*Dis Jan 31/27*

## U. S. Government Wants CASH, NOT Bonds, for Hoboken Piers

The City of Hoboken must NOT bid for the purchase of the Government piers, formerly the German piers.

It would be a mistake to indulge in municipal ownership to that extent, even if there were a possibility of the city getting possession of the piers.

But it is a GREATER MISTAKE to try to "butt in" on the purchase at this time. The Congressional bill, written in Hoboken and sent to Washington for introduction so that the piers may be sold, should have stricken from it the clause permitting Hoboken to become a bidder and to pay for the piers with municipal bonds.

The War Department wants CASH, NOT BONDS, for those piers. In fact, the ONLY REASON the War Department is willing to sell the piers at this time is because that department NEEDS MONEY for the building of barracks. The Army is so badly housed that the number of desertions has become serious. Until Army conditions are better, desertions will continue, and not only will desertions continue, but enlistments will be slow. The War Department has no

funds available for barracks, but could use the receipts from the sale of the piers for that purpose.

The one thing Hoboken is interested in is the return of those piers to the TAX LISTS. So long as the Government owns the piers there will be no taxes paid.

For the first time since the piers passed into the hands of the Government there is a willingness to sell.

In planning to offer municipal bonds for the piers, the City of Hoboken was acting in GOOD FAITH, BUT in POOR JUDGMENT. The city wanted to be in a position to bid so that the piers would not be sold "for a song."

There is no danger of that. Mr. Coolidge is personally interested in the sale of those piers. It is safe to trust the Yankee thrift of that gentleman to ascertain the value and to get FULL VALUE IN CASH before he will consent to sell them.

Step aside, Hoboken. Do not mess up this sale, or it may be a long time before Hoboken will get another opportunity to get those piers out of the exempt tax list.

*Obs. Feb. 3/27*

## Pier Bill Is Delayed

Committee Not Yet Agreed to a Hearing.

*Special Dispatch to Jersey Observer.*  
Jersey Observer Bureau,  
Washington, D. C., Feb. 3.

So far, the Merchant Marine Committee of the House has not agreed to a hearing on the Auf der Heide bill for the sale of the Hoboken piers, and the time is shortening in which action can be had.

A number of House members who were asked to express an opinion on the Auf der Heide bill have written expressing their views. In the lot of letters on file at Mr. Auf der Heide's office is one from Congressman Fort of New Jersey, reading in part:

"I agree with you that something should be done for Hoboken. I do not know, however, whether this should be the sale of the piers or some other form of recognition by the Government of its moral obligation to the city. Has anyone tried to work out a plan for contribution by the Government indirectly to the city in lieu of taxes?"

Representative John J. Cochran, of the Eleventh Missouri District, wrote:

"I feel that I would be justified in supporting a bill that would enable the City of Hoboken to collect taxes on the property. If you can get the bill out of committee, I will support it."

Representative John Garner, the ranking minority member of ways and means committee, replied to Mr. Auf der Heide that "your statement, considered alone, would surely not only justify, but demand that the government make some disposition to give relief to the city."

*Dis Feb 9/27*

## FALLON'S LAST OFFICIAL PLEA FOR PIER FIGHT

Quits As Corporation Counsel,  
Urges Work For Congressional  
Relief

Tendering his resignation as corporation counsel of Hoboken yesterday morning, after 20 years of service in that capacity, John J. Fallon, newly appointed vice-chancellor, urged the City Commission to carry on its fight to have the pier property of the federal government turned back into municipal ratables, and presented statistical data to show just what this matter means to Hoboken financially.

By the United States retaining control of the waterfront property, Hoboken is deprived of more than \$500,000 a year in taxes, Vice Chancellor Fallon declared, and the monetary loss to the city during the eight years that the government has held this property has been approximately \$3,500,000, based, he said, "on a very reasonable assessable value." He further pointed out that the government, by renting out the property, has derived revenue in some years approximating \$1,000,000 annually.

"Onerous Tax Burden."

"I urge that you keep up your activity in seeking congressional relief," the vice chancellor's letter adds, "from this onerous and unequitable tax burden that has been imposed on the taxpayers because the government persists in holding title to the piers."

Vice Chancellor Fallon's resignation was accepted, and at next week's meeting of the commission, First Assistant Corporation Counsel Horace Allen will be appointed in his place. William A. Kavanagh, second assistant, will retain his present position, and Mr. Allen's place will not be filled until after the May election.



# GOVERNMENT IS NOT ANXIOUS TO INJURE HOBOKEN

## Shore Road Matter Is Harsh One to Handle, Peek Tells the Marine Club.

The United States Government, according to Colonel E. D. Peek, connected with the offices of the Assistant Secretary of War, has no desire to take any action, with regard to its disposing of the Hoboken Manufacturers Shore Railroad, that might increase the tax rate of the Mile Square City. Neither does it wish to sponsor any action that might be criticized as mean, unfair or small—but it may be forced through circumstances, to proceed in a manner that may not appear just, from the viewpoint of the long suffering taxpayer.

Addressing members of the Jersey Marine Club, at their semi-monthly meeting in the Grand Hotel, Hudson and Third streets, Hoboken, Colonel Peek made the above statements, assuring the members present, however, that "no action would be taken by the War Department, which might not be taken by any of you, were you in the same position."

"The Hoboken Shore Road," declared the speaker, "is a government activity and as such, the government wishes to do its part anent its maintenance or disposition. It does not wish to do anything that might be considered mean, unfair or small. We wish to co-operate with your club and the citizens of Hoboken in any way and I am glad to see that one of our officers (referring to Captain O'Neal of the Shore Road, a member of the club) is a member of your organization. As you no doubt know, the Hoboken Shore Road has been occupying much space in the newspapers of late, but I want to assure you that the War Department contemplates no action which you wouldn't hesitate taking, were you in the same position."

"We don't wish to do anything that might increase the city's tax rates, neither do we wish to be known as in contra distinction with any principle maintained by the city. I say again, we have no wish to take such action, but I don't want you to construe that as a promise. We may be forced to pursue other courses."

Just what these courses are is left for presumption, inasmuch as he concluded his remarks.

Yesterday's meeting was an interesting one. Colonel E. G. Bartlett, president of the club, was unable to attend because of his mother's serious illness, and Vice-President Grimes took the presiding chair. It was announced that Captain O'Neal had been chosen as chairman of the committee, who will seek adequate means of harbor policing for the Jersey side of the river, while Captain V. M. Downer will lead the membership committee during the next year, supplanting Captain Schumann. Both committees will be completed at the next meeting.

I. W. Jackman, connected with the Marine Department of the Worthington Pump and Machinery Corporation, was another speaker at the meeting. He described the development or evolution of the Diesel engine game up to its present stage, and his address, while technical, was interesting to the attendance.

One declaration in particular was interesting, when he characterized the development of the double acting two cycle engine as the ultimate end of the Diesel engine game. This engine uses its working parts 100 per cent. of the time, according to the speaker, and the danger of cracked cylinders by excessive heat is removed with the construction of a forged steel cylinder, with cast iron lining. The heat stresses, meeting the strength of the forging, are equally distributed in the curved dome top of the new engine and does away with danger of cracked cylinders. This type of engine has been used in the Tamp and Unico of the U. S. Shipping Board, which have just completed trips of nine and six thousand miles, respectively, with no repairs, and comparatively small adjustment.

In addition, he pointed out its economical value, inasmuch as twelve tons of fuel oil, burned on a vessel, in comparison with four-fifths of a ton consumed with the Diesel engine in operation.

His talk, comprehensive and taking in the entire development of engines, was heartily applauded by the members present, among whom were included Captain Hallie Hatcher, C. D. O'Neal, Fred Broad, W. M. C. McLaughlin, Colonel A. D. Peek, Major Neill E. Bailey, S. S. Grahn, Captain V. M. Downer, J. F. Paige, G. H. Rockefeller, J. G. Butler, C. K. West, C. F. Blackton, Henry Ernst, John M. Wener, Mason F. Grymes and a number of guests.

Feb 12/27

## WORLD'S LARGEST VESSEL DEPARTS FROM LOCAL PIER

### Leviathan to Dock Again in New York After Repairs in Boston.

Leaving its winter berth, at the south side of Pier No. 4, Hoboken, yesterday, the S. S. Leviathan of the United States Lines, the world's largest ship, sailed for Boston, Mass. It will be placed in drydock to undergo alterations. The drydock at that port is the only one in the United States that can accommodate the monster vessel. It was announced by the United States Shipping Board officials that the ship will remain at Boston for a period of about ten days and then come back to New York. It will dock at Pier No. 86, North River, from where it will sail on its first trip of the year on Saturday, February 26.

The vessel arrived at the Hoboken pier during the latter part of November. The reason for tying up for the winter months is due to the lack of sufficient business to warrant continuing it in service. Its busiest time of the year is from the early spring to the late autumn, during which period it carries thousands of tourists to all parts of Europe. The ship does an enormous business for the company.

Although it was at one time announced by the officials of the company that the ship would resume its sailings from the local pier, as was formerly the case, it will again go back to its New York dock. As a result of its departure from the New York pier, it costs the company thousands of dollars a year to rent the pier, but when the ship lays up for the winter months at the Hoboken dock, no expenses are incurred, due to the fact that the piers are still operated by the government since their seizure during the World War, eight years ago.

Not only is Hoboken being deprived of its tax revenue, but its working people, particularly the longshoremen, suffer the loss of much work by reason of the sailing of the S. S. Leviathan from the New York pier. All of the company's other vessels, such as the President Harding, President Roosevelt and Republic, depart from the Hoboken pier. It is claimed by the officials of the company that only after much protest and persuasion was it decided to have the ship sail from New York, as it was more advantageous for the passengers and business conditions. Yet, the Hoboken piers serve many vessels other than those of the United States Lines. And still the local docks are suitable to store the Leviathan for the winter, and at the same time the company escape paying expenses as would be the case in the event that it was tied up at the New York dock.

When the Leviathan sailed from the local pier, it was accessible to all railroads and persons coming from the West, more so than at Pier No. 86.

## SHIPPING BOARD MUM ON PIERS

### O'Connor Declines to Comment On Charges By Stevens Head

Washington, June 22.—(AP)—Chairman O'Connor of the United States Shipping Board today declined to comment on the charges by President Alexander C. Humphreys of Stevens Institute of Technology of Hoboken that the government was acting dishonestly in retaining water front property of that city.

Retention of the piers, taken over during the World War, was termed "robbery" by Dr. Humphreys in an address to his graduating class yesterday. He held President Coolidge and his cabinet responsible, declaring that the city of Hoboken was suffering great losses in the failure to return the taxable property to private ownership.

Assistant Secretary Mills of the Treasury Department, said the matter was in the charge of the Shipping Board. The property has been in controversy for a long period, and has been the subject of bitter debate in Congress in attempts to return full title to the Hoboken owners.



*Ob. June 1917*

## SHIPPING BOARD TARGET IN NEW PIER TAX FIGHT

Edwards Declares He Will  
Make Intensive Effort  
Next Winter.

Special Dispatch to Jersey Observer  
Jersey Observer Bureau  
Washington, D. C., June 19.

Senator Edward I. Edwards of New Jersey, whose knowledge of the Hoboken piers situation is based on first-hand information and personal observation, disclosed today that one of his major offensives at the next session of Congress will be directed toward Government disposal of the properties, so that they may once more have the status of tax ratables.

Announcement of the Senator's determination followed a visit he made to the War Department, where he had a lengthy conference with Major-General B. F. Cheatham, quartermaster-general, and formerly in charge of the piers before they were turned over to the United States Shipping Board.

General Cheatham lent attentive ear and displayed a lively appreciation of the injustice the Government has perpetrated, but told the Senator the War Department was powerless, since authority now was vested in the Shipping Board.

At the moment Senator Edwards is not decided exactly what step he will take next. Though the President, by exercising power under the Wilson and Harding executive orders taking over and administering the property, might end the intolerable burden imposed upon the taxpayers of Hoboken, it is not regarded as likely he will make a move.

The assumption is that President Coolidge is somewhat in the frame of mind of the Shipping Board, which will not let go of the piers for the reason that thereafter the board would be required to pay for the use of the piers on a taxable basis, whereas the board now saves something like \$500,000 a year.

Chairman Dalton of the Shipping Board frankly said to a delegation from Hoboken last winter that he would not consent to any disposition of the piers which would cost the board money. This declaration he made at a hearing before Assistant Secretary of War Hanford McNider.

If President Coolidge were at all favorably inclined it is probable that Senator Walter E. Edge, Republican, of New Jersey, would have prevailed upon him to dispose of the pier properties. Manifestly, Senator Edwards, Democrat, has not the influence at the White House that a Re-

publican in good standing has or is supposed to have.

With the President disinclined to intervene and the Shipping Board graspingly holding on to the piers in order to go scot free in the matter of taxes, apparently the only avenue left open is by way of Congress. That approach is in the mind of Senator Edwards.

A few weeks before Congress adjourned Corporation Attorney John J. Fallon of Hoboken forwarded to Senator Edge and Representative Auf der Heide copies of a bill directing the Shipping Board to sell the piers to the highest bidder. One provision was that the city might buy the property and settle with the Government by giving bonds instead of cash.

Mr. Auf der Heide introduced this bill, which was referred to the committee on merchant marine. Senator Edge did not introduce it in the Senate. He said he would wait on the House, and if the House passed it and sent it over he would take charge and actively press for concurrent action in the upper chamber.

When the session ended the bill remained in the hands of the committee of the House to which it had been referred. Not even a hearing was permitted, though, to be fair, it is to be said that at that juncture a hearing would have been little more than a gesture, since there was no real chance of action in the closing days even with a favorable report from the committee.

Probably the most encouraging development at that time was the uniform disposition of Congressmen to take Hoboken's side when the case was put before them. Mr. Auf der Heide's office wrote a number of letters to members explaining the piers case and the plight of the city, and the replies he received were very heartening.

*Ob. June 16/27*

## Hoboken Shore Road Sold by Government

Purchased by New York Interests for Approximately a  
Million Dollars, Says Announcement From  
Local Chamber of Commerce.

The Hoboken Manufacturers' Railroad, known as the Shore Road, along the Hoboken water front, has been sold by the War Department.

Such was the announcement made by Richard D. Bloom, manager of the Hoboken Chamber of Commerce, this morning. He stated that the purchasers were E. A. Kelly and associates and P. W. Chapman & Company, Inc., of New York City. While the price paid was not mentioned, it is understood that it is approximately a million dollars.

For several months past the Hoboken Chamber of Commerce has co-operated with the War Department in plans for the disposal of the railroad. Negotiations for the sale have been going on for some time, and this morning Mr. Kelly informed Manager Bloom that the deal had been completed, but did not care to mention the purchase price. During the latter part of this week a meeting of the board of directors of the railroad and Washington officials will be held and the title papers will be passed. The sale has been approved by Acting Secretary of War MacNider.

The sale includes property facing 195 feet on Hudson street and runs back 500 feet to the river front. It covers one pier which is at present leased to the W. & A. Fletcher Company. It also takes in the nine-story brick building occupied by the Nungesser-Dickerson Seed Company. There are approximately 25,000 square feet facing Hudson street and opposite Elysian Park.

The railroad, which is essential to the industries of the city, has eleven miles of tracks.

At the long session to be held next winter efforts in behalf of Hoboken will be undertaken promptly upon assembling of the body, it is safe to

predict. Unremitting quaint members with the case doubtless will be in view of the res. Auf der Heide got sort of work should pr against the day memb upon to vote their pos ence to the piers.

*Ob. June 2/27*

## CONFER ON "SHORE ROAD" SALE TODAY

All negotiations for the sale of the Hoboken Manufacturers' Railroad, known as the Shore Road along the Hoboken waterfront, are expected to be completed at a conference to be held this afternoon between the members of the board of directors of the railroad, the purchasers and their legal representatives. Although the officials of the company have refused to divulge the names of the buyers, it has been authoritatively learned that they are E. A. Kelly and associates and P. W. Chapman & Co., Inc., of New York City. Such an announcement was made exclusively in the Jersey Observer on June 15.

Aside from the fact that the conference will take place today it could not be ascertained where it will be held. It is understood that the deal was originally scheduled to be closed yesterday, but through a delay in settling various details it was postponed. It is expected, however, that the transaction will be settled at today's conference.

None of the officials of the company would comment upon the proposed sale. All have maintained a silent attitude. Efforts to learn if Kelly and the Chapman company are acting for themselves or representing others have also proved futile. The amount involved is said to be approximately a million dollars.



# Sale of Hoboken Shore Road Branded 'Premature'

## DENY PURCHASE HAS BEEN MADE

Officials of Chapman Co. Have  
Not Talked Price Yet

Officials of the P. W. Chapman & Company, a bond house at 46 Cedar street, New York, denied yesterday that they had purchased the Hoboken Shore Road from the government, as was announced by Richard D. Bloom, manager of the Hoboken Chamber of Commerce yesterday, but admitted negotiations are pending.

The Hoboken Shore Road is the short connecting railroad that serves the Hoboken waterfront. It is part of Belt Line 13 of the Comprehensive Plan of the New York Port Authority, and was the cause of much discussion two years ago when the Port Authority offered the government \$1,000,000 in bonds for the road.

At that time the Hoboken Chamber of Commerce, under the management of A. W. Coffin, objected to the purchase of the road by the Port Authority until assurances were given that the property of the Port Authority would be subject to taxation.

Yesterday's announcement by the chamber stated that the purchasers were E. A. Kelly and associates and P. W. Chapman & Company.

When Chapman was called on the telephone, he referred the inquiry to his assistant, John Johnson, who he said was more familiar with the matter than himself.

### Purchase Denied.

Johnson denied that the purchase had been made and called the announcement "premature."

He admitted that there had been negotiations by their company for the purchase of the road. He said that he hoped the negotiations could be brought to a successful conclusion in the near future, but that at present the purchase price had not even been decided upon.

Johnson discussed the position that Kelly holds in the matter, but was unable to say whether he was acting as an agent for the company or would become a part owner should the deal be completed, as that had not been decided.

### Would Improve Road.

Their object in acquiring the road, he said, would be to operate it and to spend considerable money in improving its physical facilities and its service.

Efforts to reach Kelly by telephone failed.

George H. Hobbs, secretary and treasurer of the Hoboken Shore Road, speaking in the absence of Captain C. D. O'Neal, its manager, said that the officials of the company had no information, official or otherwise, as to the sale.

J. I. Kislak, of the Hoboken real estate firm of that name, which has been interested in the property, said yesterday that he knew there had been negotiations for the road, but that he knew it had not been sold.

The New York Port Authority officials said they had no knowledge of the road having been sold. They repeated the stand taken officially by the Port Authority before, that the road should be operated for public benefit and necessarily by a public body, rather than be owned and used exclusively by one railroad.

### Want Freight Increase.

The Hoboken Shore Road, claiming that it is not earning operating expenses and should be allowed an increase in freight charges of 75 cents a ton, will appear before the Interstate Commerce Commission in Washington at 10 a. m. on July 14.

The road has for years operated on a deficit, and has been forced to sell properties to pay its running expenses. In 1924, the deficit was \$42,231.21; in 1925, \$80,717.98, and in 1926, \$81,909.06.

The request of the road is that the increased charges be made directly against the important railroads that find it necessary to use the road, rather than against the individual shipper.

The company contends that it is entitled to rates that would enable it to earn 5.75 per cent on a valuation of \$1,500,000, or \$86,250.

## HOBOKEN ROAD TO SELL BONDS

Will Issue, Through Holding Company, First Lien

The Hoboken Railroad and Terminal Company, a holding company said to have acquired the Hoboken Shore road or Hoboken Manufacturers' railroad as it is variously known, announced yesterday that it had arranged to issue \$1,250,000 of first lien six per cent bonds on the road, in spite of the fact that no official announcement of the sale of the government owned road has been made.

Officials of the road in Hoboken were not aware yesterday that the actual sale of the road had taken place and believed that the holding company was acting on the basis of an option on the road which has been in effect for nearly a year. They anticipated that the option on the road will be taken up by the holding company at the next meeting of the board of directors and stock holders of the road.

Among those who will be in attendance are Col. E. B. Beck, president, Captain C. D. O'Neal, vice-president, and George H. Hobbs, secretary and treasurer.

### Investigating Road

E. A. Kelly, organizer of the Holding Company with the assistance of the P. W. Chapman and Company, brokers of New York, has spent most of his time in Hoboken during the last two months, investigating the affairs of the road and arranging details of the transaction. The Steneck Trust Company of Hoboken has together with the Chapman Company, underwritten the loan.

The conditions of the option have not been made public but in the past many offers have been made for the road, the highest being in the neighborhood of \$1,000,000.

The Public Utilities Commission recently granted the company permission to purchase the stock of the railroad and its terminal companies. Gross revenue of the railroad on the basis of 740,000 tons gross business and an increase in rates recently granted by the Interstate Commerce Commission are placed at \$965,345 annually. Balance available for interest, depreciation and federal income taxes is estimated at \$228,780. Improvements are contemplated in the properties which are expected to be reflected in the earnings.

The Hoboken Shore road forms the only connection between 12 steamship lines and transcontinental railroads.

# Hoboken Shore Road Sale Has Not Been Concluded

## MORE THAN ONE FIRM BIDDING

Those Outside of Chapman Concern Not Named

That conferences on the sale of the government owned Hoboken Shore Road, held Saturday, were not authority yesterday.

The sale of the road to P. W. Chapman and Company, 46 Cedar street, New York City, has been reports should have terminated Saturday, with a sale price of approximately \$1,000,000.

Negotiations, it was learned, are still under way and will be, probably for several weeks, before a settlement can be reached.

It is understood that the P. W. Chapman Company is not the only organization to have entered a bid for the road, although the names of the others have not been announced.

### Rates Are Increased.

The desirability of the Hoboken Shore Road as an investment has been brought about largely by the efforts of its executive vice-president, Captain C. D. O'Neal, in securing increases in rates on all classes of freight except silk, and the probable increase in its rates on silk in the near future.

Captain O'Neal made a complaint to the Interstate Commerce Commission on January 11, asking for an increase in the portion of the general freight charges allotted to the road. Not arriving at a satisfactory adjustment through the commission, he took up the matter directly with the large railroads that ship over his line.

Through an agreement recently made with these roads, the increased annual revenue on the basis of the 1926 tonnage will be about \$70,000.

### Has Been Losing.

To date the road has been losing money steadily and paying the deficit from the sale of its properties. In 1924 it lost \$42,231.21; in 1925, \$80,717.98, and in 1926, \$81,909.06.

Under the new arrangement, the road should meet its expenses, and with an increase in tonnage which may naturally be expected under private ownership, the road should become a money maker.

An increase in the allotment on silk will be argued before the Interstate Commerce Commission at 10 o'clock in the morning of July 14, in Washington.



*Obs Sept 29/27*

## ISSUE BONDS FOR THE SHORE ROAD

An issue of \$1,200,000 first lien 6 per cent. sinking fund bonds of the Hoboken Railroad and Terminal Company, owners and operators of the Hoboken Shore Road, and the property in Hoboken owned by the Hoboken Manufacturers' Railroad Company, has been announced by P. W. Chapman, Inc., bond brokers of New York.

The Shore Road, the connecting link between the trunk line railroads and the ocean steamship piers on the local waterfront, was taken over by the government during the war, and some time ago it was exclusively announced in the Jersey Observer that the government had consummated the sale of the properties to F. W. Chapman Company.

Captain Charles D. O'Neal is at present in charge of the operations of the railroad and increased activity has been noticed at the railroad during the past few weeks. It is stated that the business of the company has increased about 15 per cent.

The Steneck Trust Company of Hoboken has been named as depository for the company and the issue of bonds put on the market through P. W. Chapman & Company will be for sale through the local banking institution.

The personnel of the company to operate the Shore Road has not been made known.

With the Shore Road now in the hands of a private corporation, the city of Hoboken is assured of a continuance of the property being on the taxable property of the city. Fears were for some time entertained that it would be purchased by the Port Authority or be taken over by the Shipping Board in which event Hoboken would not have received taxes on the property.

*Obs Sept. 30/27*

## CAPT. O'NEAL TO STAY WITH ROAD

### Hoboken Shore Line Retains Him As Vice-President

Captain C. D. O'Neal, 1055 Boulevard East, Weehawken, has been retained as vice president in charge of operation of the Hoboken Shore Road, sold by the government to the Hoboken Railroad and Terminal Company.

The sale of the road for \$937,657 announced yesterday, was made possible by the work of Captain O'Neal, in obtaining from the Interstate Commerce Commission an increase in the road's portion of the general freight rate. This increase put the road upon a paying basis and made it attractive to purchasers.

The man behind the scene in the deal, which has been pending for nearly a year is E. A. Kelly, of New York. He was instrumental in making the negotiations between the government and the P. W. Chapman & Company, of New York, and the Steneck Trust Company, of Hoboken, which companies recently issued \$1,250,000 in bonds to cover the purchase of the road and to make necessary improvements for its operation.

An organization meeting will be held in a few days at the office of the road in Hoboken, at which time the officers of the Hoboken Railroad & Terminal Company will be elected. What position Mr. Kelly will officially occupy has not been announced, but it is known on good authority that he will have an office in Hoboken and will devote his time to the railroad.

One of the first projects to be undertaken by the road is the erection of a new building to be used as a repair shop for electrical machinery. It will contain equipment for charging batteries used in the electrical trucks and engines of company.

### Plan New Machinery.

Additional machinery and equipment will also be purchased immediately to improve the facilities of the road for handling freight.

The present method of operation will continue. Electrical engines are used south of Fourteenth street, and north of Fourteenth, both electrical and steam.

Plans for the expansion of the road on a large scale have been made and include the erection of warehouses and other terminal facilities. How soon such developments will take place will depend upon the future growth of the road.

W. L. Diener, one of the vice presidents of the road, was in Hoboken yesterday and expressed his thanks to the Hoboken Chamber of Commerce, through its manager, R. Bloom for assistance given in effecting the purchase from the government.

*Obs Sept 29/27*

## PURCHASE OF SHORE ROAD IS COMPLETE

### New Owners Plan Improvement of Unoccupied Tract, But Details Are Not Ready—Transaction Fully Financed by Bonds.

Several big developments are planned by the new owners of the Hoboken Shore Road, the Hoboken Railroad and Terminal Company, which has been in control and operation of the road since July 1 last.

Formal announcement of the transfer of the stock of the Hoboken Manufacturers' Railroad Company, known as the Shore Road, which was held by the United States government, to the new owners was announced in Washington today by Colonel E. E. Peak, U. S. A., president of the road.

Purchase of the road, however, which was exclusively announced in the Jersey Observer, last July, and denied in other newspapers, was not formally consummated until the transfer of the stock on Tuesday.

The new company paid the Government \$937,657 for the stock of the Manufacturers' Railroad Company, and recently bonds in the amount of \$1,250,000 were issued through P. W. and Chapman & Company. These bonds will provide for the purchase of the stock from the Government and provide working capital to operate the road and carry through the contemplated improvements on the company's property.

W. L. Diener, a vice-president of the company, at the office of the Hoboken Chamber of Commerce, today declared that the company is considering plans for development of the properties, consisting of five and a half acres of water front at the foot of Hudson and Eleventh streets. He intimated that in the near future an announcement would be made.

Much activity in connection with the Shore Road has been evident during the past few months. Alterations have been made and the company is launching a big program expansion. Contracts have been made with the steamship companies and business, said Mr. Diener, showed a fifty per cent increase for August over the previous year.

"Many people do not realize the importance of the Shore Road," said Mr. Diener, "and the service it gives. The officers of the company intend to take full advantage of the opportunities and the natural advantages it enjoys in Hoboken, and I am sure that the people and the City of Hoboken will be immeasurably benefited by the new operation."

Captain C. D. O'Neal is being retained as a vice-president in charge of operation. Another of the officers of the company is E. A. Kelly, of New York, well known in aviation and transportation circles.

In a statement on the sale of the road, Colonel Peak today in Washington stated that the Government paid for the property \$2,500,000. In 1924, the Government sold the back lands owned by the company for \$478,760, and it has now disposed of the balance of its interest in the property to W. L. Diener, representing Hoboken Railroad and Terminal Company.

"The Secretary of War considers the sale of these properties as one of the most advantageous made by the War Department of its many properties acquired for war purposes," continued the statement. "The purchasers have recently sold bonds on the property, which will enable them to make the needed improvements to the waterfront property and enlarge the facilities for handling an increased amount of tonnage, and also provide the necessary working capital as the Government retained all the funds on hand."

Mr. Diener stated this morning that the Hoboken Chamber of Commerce had been very helpful to him in connection with the purchase, and he believed that Mr. Bloom, the manager, in so doing had been working in the interests of the city of Hoboken and the people of the city.

*Obs. Oct 15/27*

## JURY WILL NOT TAKE UP PIER SITUATION

Despite reports to the contrary, the Hudson County grand jury did not consider the Hoboken pier situation at their session in the Court House yesterday afternoon.

When the present grand jury was drawn and addressed by Supreme Court Justice James F. Minturn, he again brought to their attention the Hoboken pier situation and requested that they investigate the situation and return a presentment.

A previous grand jury handed a presentment on the Hoboken pier situation, indicting the Government for its treatment of the City of Hoboken, and this was sent to President Coolidge and members of the Cabinet and Congress.

It was stated at the Court House today that the present grand jury will hear police and other criminal cases from the prosecutor's office, but that next week it may pay a visit to the Hoboken piers and make an investigation, interview officials, and perhaps summons witnesses.

A presentment might be handed to yesterday that the present grand jury would hear police and other criminal the court on the matter later.

*Obs. Oct 15/27*

## DENY PIER REPAIRS INDICATE POLICY

*Dis. Oct 1*

Special Dispatch to Jersey Observer.  
Washington, D. C., Oct. 14.  
Jersey Observer Bureau.

At the United States Shipping Board today it was said that the action of the board in approving an expenditure of \$42,000 for work on Piers 2 and 4, of the Hoboken piers, is not to be construed as any indication of policy on the part of the board.

The statement was made when the correspondent of the Jersey Observer suggested that the expenditure of that much money in the way of repairs might be construed to mean that the board had no idea of consenting to return of the piers to private hands.

It was explained that the Merchant Fleet Corporation followed the policy of keeping all the piers under its jurisdiction in good repair, and had merely, in routine manner, asked the board to approve items for the rehabilitation and repair work necessary at Hoboken.

"So far as the board's disposing of the piers is concerned," it was said, "the board has no proposition of that kind before it. As matters stand, the board is not considering relinquishing its control."



Dec 27/27

## WHEN Will Hoboken Get Justice?

The War Department has sold the Hoboken Shore Railroad, acquired during the World War for war purposes when Hoboken was a literal arsenal.

WHEN is the United States Government going to sell the steamship piers and get them back into the **LISTS OF TAXABLE PROPERTY?**

The United States Government has made a sad mess of **GOVERNMENT OWNERSHIP IN HOBOKEN.**

Hoboken has been treated like a step-child. If Hoboken had been an enemy city during the war, it could not have expected greater punishment than it has received at the hands of the United States Government.

The Shore Railroad has, fortunately, been paying taxes while under government control, for the reason that it was acquired by the Government buying up the stock of the company.

But the steamship piers were seized from German ownership and was immediately **EXEMPT** from taxation, leaving a tremendous burden for Hoboken taxpayers to bear.

**HALF A MILLION IN TAXES** has been virtually **CONFISCATED** from the city of Hoboken, but what is worse still, **DELIBERATE POLITICAL MISMANAGEMENT** of the piers has **RUINED HOBOKEN AS A SEAPORT CITY.**

Stores are vacant along the waterfront street and nearby streets. Hotels and lodging houses that formerly flourished from steamship traffic are either closed or poorly supported. **HUNDREDS OF APARTMENTS ARE VACANT** in Hoboken, because there is now work for about 2,000 well-paid 'longshoremen instead of work for 7,000 to 10,000 'longshoremen, as was the case before the war. Hundreds of taxicab drivers have been driven from the city because of the lack of steamship trade. Butchers, grocers, bakers and other tradespeople are suffering losses because of the loss of steamship trade.

The steamship piers are worked to less than **HALF CAPACITY** through the mismanagement of the United States Shipping Board which controls the piers.

Steamship companies which would prefer to use the Hoboken piers have not been encouraged to come back to Hoboken, and with no apparent good reason; that is, no good reason that can be given to the public.

The selling of the Shore road to private capitalists means that that property will not be put in the exempt tax list.

WHEN will the Government see that **JUSTICE** is done by selling the piers to private owners?

Dec 14/27

## Eagan Tells What Ails Hoboken

Former Congressman Raps at Unsightly Condition of Gates to the City

Former Congressman John J. Eagan, founder of the Eagan business schools, and a native son of Hoboken, told members of the Hoboken Kiwanis Club yesterday some of the things that he considered the matter with Hoboken. "We put our worst foot forward to the stranger entering our gates," he declared, and deplored the unsightly condition of Hudson place, and the dark ferry approach, placing the blame upon the property owners of the neighborhood including the Public Service Company.

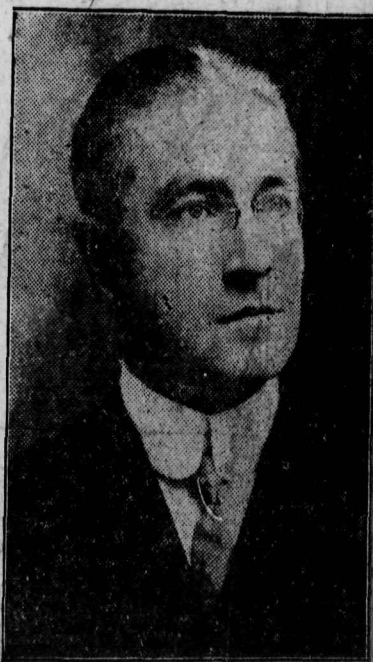
Why do we greet the stranger with a cigar stand, a lunch wagon, three lodging houses, the ruins of the Duke's house and the Lackawanna smoke, he asked. "What has become of Phoebe Snow and the Road Anthracite?"

### Will Never Collect

When asked about the government piers in Hoboken, Mr. Eagan frankly stated that he believed Hoboken would never collect back taxes from the government. The most we can hope for, he said, is that the government will go out of the shipping business and having no further need for the piers, will sell them to private owners and so bring them back to the city's ratables. Mr. Eagan was a member of congress at the time that the appropriation bill that carried the piers with it, became a law. Understanding politics in a practical way, he did not believe that Hoboken would ever be able to

secure legislative relief in the pier situation.  
Ben Hapern, Hoboken Kiwanian

### RAPS CONDITIONS



JOHN J. EAGAN



# Jersey City Kiwanians Will Aid Hoboken in Fight for Payment of Pier Tax

## APPEAL MADE BY JUSTICE MINTURN GIVEN APPROVAL

### Committee Named to Emphasize Jersey City's Similar Danger.

Taking the stand that what has happened to Hoboken might happen in Jersey City, the Board of Directors of the Jersey City Kiwanis Club at its meeting this week, went on record by unanimous vote as emphatically endorsing the move-

ment started by Justice James J. Minturn to compel the United States Shipping Corporation to either give up the use of the piers in Hoboken or pay taxes to the City of Hoboken. The directors placed the matter of aiding Hoboken in its fight to recover its valuable shore front, in the hands of the Public Affairs committee, of which Frederick M. Barnes, Jr., is chairman.

Mr. Barnes has consulted with the Hoboken authorities and Mr. Justice Minturn, and has already taken up the matter actively with United States Senators Walter E. Edge and Edward I. Edwards. The Jersey City Kiwanians, through Mr. Barnes, will urge that the matter is of vital importance to them, as Jersey City has a larger water front than Hoboken and what has happened in Hoboken might happen in Jersey City to the detriment of the tax payers of Jersey City.

Mr. Barnes will contend that as the United States Shipping Corporation activities increase and its demands become greater, Jersey City will be the place that it will look to for pier facilities, the most valuable being the piers south of York street, which the city is now building for municipal pier purposes.

"In the past," said Mr. Barnes, in discussing the matter, "municipalities and states have ceded property to the United States Government for government purposes. New York ceded Ellis Island, but when the government wanted to

enlarge Ellis Island for its immigration station in 1900, the land under water surrounding the island being part of the property of New Jersey, under the treaty between the States, the government engineers could not put in one cubic yard of filling until they had acquired the right to do so from the New Jersey Riparian Commission.

"When that right was granted and the property ceded to the United States Government, the property became tax free. The situation is different in Hoboken. The United States Government, during the war, seized the Hoboken piers and while they were used for war purposes there was no question of taxation, but now they are being used by the United States Shipping Corporation, which is a great big business fostered by Uncle Sam.

"It does a business to develop his merchant marine. For many years there were efforts before Congress to get the United States to subsidize the merchant marine, and now, by the hokus pocus of contending that the use of the piers is a Governmental use, when as a matter of fact it is merely a business venture, and the refusal to pay taxes to the City of Hoboken, the Government is getting the credit for building a merchant marine and is making Hoboken subsidize it for the benefit of the entire country.

"It is this that we are going to help Hoboken fight, and we are going the limit."

Dis. Sept 29/27

# Hoboken "Shore Road" Sold to New York Brokers

## McNider Will Tell Congress Price In Deal

Announcement Comes From the War Department At Washington

P. W. CHAPMAN AND CO. PURCHASE PROPERTY

The deal for the sale of the Hoboken Railroad and Terminal Company, known as "the Shore Road," was completed yesterday according to an announcement from Washington.

The announcement came from Assistant Secretary of War Hanford McNider, who refused to divulge the price.

The purchaser is a syndicate represented by P. W. Chapman & Co., bond brokers, of 42 Cedar street, New York.

Mr. McNider said he would give the price to Congress if Congress asks for it.

The Chapman firm and the Steneck Trust Co. of Hoboken on Sept. 9 underwrote a \$1,250,000 bond issue of 6 per cent sinking fund gold bonds for the road.

The road has 11 miles of track, one pier, a nine-story brick building, 195 feet of frontage on Hudson street, Hoboken, and depth of 500 feet to the river front.

Three years ago the Lackawanna Railroad was willing to pay \$1,000,000 for the road, which for a long time failed to earn expenses, but the offer was refused by the War Department on advice of the Port Authority, which once offered \$1,000,000 in bonds for it, but later refused to have any part of the road.

Reports emanating from Hoboken last June that the price of sale was "considerably more than a million" never were confirmed. The War Department a year ago was trying to get \$1,500,000, but its best offer at the time was said to be about \$500,000.

The price was not available at the Chapman office yesterday afternoon.



Dis. Oct 1/27

# Will Extend Shore Road in Port Plan, Buyer Declares

## Port Rail Link To Be Served By Expansion

Financier Expected to Tell Hoboken Plans On Return From Europe

### GROWTH IN TONNAGE SEEN BY PURCHASERS

NEW YORK, Sept. 30.—W. L. Diener, whose purchase of the Hoboken Manufacturers' Railroad Company was announced by the War Department, promised yesterday afternoon to give out soon the names of his backers in the enterprise. A figure in the world of finance, Mr. Diener intimated, probably would authorize such a statement on his return from Europe.

A check for \$937,657, drawn by Mr. Diener, was paid for the railroad. He is an executive in the New York offices of P. W. Chapman & Co. Inc. at 57 William street. Mr. Diener is secretary-treasurer of the Hoboken Railroad & Terminal Co., of which the railroad company is a subsidiary, and holds the same position with the railroad.

The new owners became interested in the property early this year because of the strategic position it holds along the Hudson river waterfront, Mr. Diener said. They employed firms of engineers last April and conducted an extensive study of the possibilities of the road and terminal. They then obtained an option from the War Department on the railroad and took over operation of the road under that option July 1. They purchased the railroad Tuesday.

Big plans are afoot for development of the properties acquired, Mr. Diener intimated, but the time is not opportune to disclose them.

"The railroad is less than two miles long and has about eleven miles of trackage," he said, "but it has tremendous possibilities, occupying the strategic position it does, connecting the trunk lines of railroads with the Hudson waterfront.

The Hoboken Terminal Properties, Inc., another subsidiary, is the owner of 190 feet of river frontage and five and a half acres occupied by three warehouses and served by the railroad.

"The railroad serves eleven of the largest ocean steamship lines and a large number of internationally known industries situated along the Hoboken waterfront. The purchasers saw that the Hoboken docks occupy almost the only available location on the Jersey side for such terminals because of the physical obstacles imposed by the presence of the Palisades on the north and because of the already established and extensive railhead and ferry terminals of the trunk line carriers on the south.

"Day & Zimmermann, Inc., engineers, found for us that there is an annual potential freight business amounting to 740,000 tons which will be available to the railroad.

"Under government operation there was evidently little effort to obtain business," Mr. Diener said. "A railroad which wishes to conduct a freight business must maintain contacts with shipping and industry. Since the new management took charge July 1, there has been an active effort to build up the freight business and many contracts have been made.

"In July, 1926, the freight business was 16,000 tons and in July, 1927, it was 21,000 tons. In August, 1926, the freight tonnage was 18,000, while in August, 1927, it was 28,000. Since taking charge we have painted, repaired and renovated extensively.

Dis. Oct 15/27

## WHEN, Uncle Sam! WHEN!

John J. Eagan, former Congressman, says Hoboken will never be able to collect the four millions of taxes on piers from the United States Government.

Mr. Eagan also says the piers will never get back in the Hoboken lists until the United States Shipping Board goes out of the shipping business by selling the Hoboken piers to private interests.

That is the big thing. WHEN will the United States SELL those piers?

WHEN will the United States Government render JUSTICE in Hoboken?

WHEN will those piers be placed back in the taxable property lists of Hoboken so that they will yield half a million annually in taxes?

WHEN, and this is vastly more important than the taxes, will Hoboken be restored to its former prestige as a seaport?

WHEN will Hoboken have its vacant stores rented, its vacant apartments rented, its vacant hotels patronized? WHEN will the time come when Hoboken's great SHOPPING INTERESTS will restore to Hoboken a normal state of business?

Hoboken not only wants its TAXES, but Hoboken wants its BUSINESS PRESTIGE restored. This cannot be done so long as the piers remain under government ownership. Experience has proven that the Shipping Board uses them only to about ONE-THIRD their capacity.

This is an ECONOMIC WASTE and a HUGE LOSS to Hoboken.



# Grand Jury to Prove U. S.-Owned Piers in Hoboken

## INSPECTION TRIP BRINGS DECISION

### Commissioner McFeely Pleased With Conference Result

That a probe of the Hoboken government-owned pier situation will be officially inaugurated November 18 by the Hudson County grand jury, was the decision arrived at yesterday by the grand jury, who visited the piers

yesterday in company with the Hoboken City Commissioners and officials from the Hoboken Chamber of Commerce.

Commissioner Bernard McFeely, who accompanied the jury to the piers after a conference at the Hoboken city hall, was well pleased with the decision and said that it was the first tangible fruit of the resolution passed by the Commissioners Tuesday to sell the piers for back taxes.

Mayor Gustav Bach and Commissioner William Gilfert, director of revenue and finance, led the expedition to the piers and introduced the members of the grand jury to the officials of the steamship companies who operate the piers.

#### Wants Line Records.

William Culver, foreman of the grand jury, told the officials of the Munson Line, American-France Line, American Diamond Line and U. S. Lines, that they should have their records in shape to present them to the grand jury on November 18. Subpoenas will be issued to the company officials to bring the records and attend the hearings.

This action on the part of the grand jury is expected to bring to light exact figures as to the amount the government is making from the Hoboken piers which are being rented to private corporations.

#### Arouses Comment.

Considerable comment was aroused among the jurors by the fact that only four of the six government piers have been in operation for the past seven years. Two of the piers were burned shortly after the government took possession of them and were never reconstructed. Had the property been privately owned, Commissioner McFeely pointed out to the jurors, these piers would have been immediately replaced with modern steel piers that would greatly have increased the value of the property and brought much more shipping to the city.

The jurors were told yesterday that the government averages \$72,000 a year from each of the piers rented to private concerns. The U. S. Lines, run by the U. S. Shipping Board, which owns the piers, pays no rent, it was said.

#### Enormous N. Y. Rental.

The jurors were also informed by the Hoboken delegation present that the Leviathan, flag ship of the U. S. fleet, docks regularly in New York, and for that privilege the Shipping Board pays an enormous rental for a New York pier, whereas the vessel might be docked in Hoboken without expense. It is docked in Hoboken for about six weeks during the year, but then only when laid up for minor repairs.

Hoboken has fought tenaciously for years for the return of the piers to its ratables so that they would pay taxes. The Hoboken Chamber of Commerce, the City Commissioners, the Service clubs and all other civic bodies have at one time or another taken a hand in the fight. They

have apparently gotten nowhere, and it has been common gossip in the city that some individuals connected with the Shipping Board or the merchant fleet were making a rake-off which they did not wish to give up, and so were using their efforts to keep the property in the hands of the government.

#### Told of War Measure.

The grand jury was acquainted with the facts about the acquisition of the piers by the government from the Hamburg-American Line and the North German Lloyd Line during the war, as a war-time measure. Hoboken, it was pointed out, is still fighting the war in that it loses yearly \$600,000 in taxes. Corporation Attorney Horace Allen will present the city's case at the probe, together with Commissioner Gilfert, the director of revenue and finance, who will auction the piers on December 14.

The delegation spent about one hour on the piers. Included in the group were George Bowley, clerk of the grand jury; W. A. D. Evans, president of the Hoboken Chamber of Commerce; Frederick Hopkins, chairman of the legal committee of the Hoboken chamber, and twenty members of the jury.

*Dis Nov. 5/27*

## Invite Senator Edge, By All Means

When Hoboken holds its monster mass meeting to stir up a big agitation for Congressional action to return the Hoboken steamship piers to the local tax lists, there is one man who should, BY ALL MEANS, be invited to attend that meeting.

That man is United States Senator Walter Evans Edge.

He should be there and so should United States Senator Edwards. So should every one of the TWELVE Congressmen, from every district in New Jersey.

John F. Gardner, John Ferguson, William P. Verdon, Tom Foley, local Republicans, should all be there, SITTING ON THE STAGE with Mayor Bach, Commissioners McFeely, Londrigan, Schmulling and Gilfert, Democrats.

Governor Moore, Democrat, should be there to add prestige to the protest. And Senator Arthur Whitney, the Republican whom he defeated, should be there, just to add conviction to the fact that NEW JERSEY is backing up Hoboken, regardless of politics, for the return of those piers from the

EXEMPT list to the full-fledged TAXPAYING lists.

That mass meeting should be attended by whole-hearted, protesting CITIZENS of both parties.

Senator Edge should certainly make sure to be there. He has on more than one occasion championed the cause for Hoboken, and WE DO NOT DOUBT HIS SINCERITY. What we believe, however, is that Senator Edge could carry an INSPIRED MESSAGE back to Congress if he were present to imbibe the FULL SPIRIT of how Hoboken, AS A WHOLE, feels about its CONFISCATED steamship piers.

Maybe Senator Edge could secure the attendance of Vice President Dawes at such a hearing; or Secretary Hoover.

What Hoboken needs is the WHOLE-HEARTED, UNDERSTANDABLE, INTELLIGENT aid of some of the biggest men in the country to get JUSTICE instead of a continuance of the COSTLY PERSECUTION which is still following nine years after the cessation of World War hostilities.



## Grand Jurors Inspect Piers



The above group are discussing the pier situation and are looking over facts and data prepared by the Hoboken Chamber of Commerce. From left to right, they are Director of Revenue and Finance William H. Gilfert, Dr. George Sullivan, Jury Foreman William Culver, Counselor Frederick K. Hopkins, Richard D. Bloom, manager of the Hoboken Chamber of Commerce; Assistant Prosecutor Louis J. Messano and George Bowley, jury clerk. Photo taken on board the S. S. Muenchen of the North German Lloyd line.

Jersey Observer Staff Photo.

## GRAND JURY TO CALL SHIP MEN IN PIER PROBE

### Strong Presentment Indicated Following Inspection Tour.

The Hudson County Grand Jury will subpoena members of the Hoboken Board of City Commissioners, shipping officials, executives of the Hoboken Chamber of Commerce and others who will be in a position to submit facts and data on the pier situation in Hoboken, at a special session December 18.

Such was the announcement made by George Bowley, clerk of the Grand Jury, following an inspection of the piers, and the luncheon on board the steamship Muenchen of the North German Lloyd, tied up at the foot of Sixth street, yesterday afternoon.

On instructions from Supreme Court Justice James F. Minturn, the Grand Jury made a tour of the piers, which have been under governmental control and have yielded no taxes since 1917. The jury met in the office of Mayor Gustav Bach in the City Hall building, accompanied by Assistant Prosecutor Louis J. Messano, Jury Clerk George Bowley and Assistant Jury Clerk Arthur Orme. William Culver is the foreman. The jurors were greeted by Mayor Bach, Director of Revenue and Finance, William H. Gilfert and Commissioner Bernard N. McFeely.

The Grand Jury was given an outline on the situation by William A. D. Evans and Richard D. Bloom, president and manager, respectively of the Hoboken Chamber of Commerce. They were also informed by Mayor Bach of the resolution passed at the meeting of the Board of Commissioners, last Tuesday, authorizing the sale of the piers by the Collector of Revenue for unpaid taxes. After fully an hour's discussion, a tour of the piers was begun.

The tour started from Pier 6 at the foot of Newark street. This pier was termed as "The Graveyard" as all idle ships are docked there. Pier No. 5 was burned down in 1921 and has never been rebuilt. Then the inspection of the other

four piers, rated as the largest and finest in the United States, was made. In their determination to make a thorough inspection and gain a complete knowledge of the piers, the members of the Grand Jury were not deterred by the heavy rain which fell.

On the S. S. Muenchen, the Grand Jury was the guests of the officials of the North German Lloyd, being greeted by Captain J. Muller, general superintendent of the company. Foreman Culver officiated as master of ceremonies. After luncheon, several addresses were delivered. Some of the speakers bitterly criticized the United States Government for the unfair and unjust treatment of Hoboken in the pier matter.

Commissioner Gilfert said: "Hoboken has lost about \$350,000 each year in revenue since the government took them over. Why should it bear the burden? I feel that the piers should be given back to the North German Lloyd and the Hamburg-American lines, from whom they were taken. It is a serious problem, and we are forever hoping and trying for a solution in order that our revenue may increase and taxes be reduced."

Referring to the fight of the late President Alexander Humphreys of Stevens Institute of Technology, Dr. George Sullivan, of Hoboken, a member of the jury, said: "It is a pure case of grand larceny on the part of the government. If this were a Republican city we would have the piers back tomorrow. We hope that this grand jury will make a presentment. We cannot indict the United States government, but it will be an opening. Let's rejuvenate Hoboken."

Captain Charles O'Neill, a member of the government force which operated the Hoboken Manufacturers' Shore Railroad for the government before it was sold a short time ago, said: "You have started on the right road. The scheduled sale of the piers by the city officials for unpaid taxes is a step in the right direction. I think the piers will be sold within another year."

"We hope that you will come to a conclusion about the piers and do the right thing," said Captain Muller. "We need the piers very much. I hope you will be successful in your work."

"It will be a joyful day when we see those piers given back to us," said Captain Gustav Wettstein of the vessel. "We will build up the piers again."

Assistant Prosecutor Messano said: "Hoboken is not being properly treated. We as a body will lend our co-operation and help in order to assist Hoboken obtain its taxes."

Other speakers were Frederick K. Hopkins, former president of the Hoboken Chamber of Commerce; Manager Bloom, Henry Stenck, Charles Kugler, J. Murphy, of Bayonne; Freeholder Michael Gill, of Jersey City, and others.

## SHORE ROAD WINS FREIGHT RATE FIGHT

Washington, Dec. 1.—The Hoboken Shore road has won its claim before the Interstate Commerce Commission for a greater share of the joint through freight rate on silk from the Pacific coast.

The commission found that the rate allowed the Hoboken Shore road by other railroads was unjust and unreasonable and held that the delivering line is entitled to a division of 22 cents per hundred pounds out of the total rate of \$9 of which it has been receiving only 5.23 cents.

Special armed guards are employed to protect the silk from theft while it is on the Hoboken road until it is unloaded. The unloading is performed for the Hoboken road by the testing company in whose warehouse the silk is stored for the period of free time, or forty-eight hours. Delivery to the consignees is made by the testing company upon the order of the Hoboken Shore Road.

The complainant undertook to show the necessity for the additional expenses incurred in the handling of these shipments over those required on ordinary less than carload traffic. The high value of the silk necessitates the employment of guards who receive \$5 per day, or approximately 1.25 cents per hundred pounds. Complainant stated that its warehouse is not adequate to store the silk, nor is its labor sufficiently skilled to unload or otherwise handle it. For those reasons it is necessary to employ the testing company to unload, store and deliver the silk to consignees. It was contended

Ch. O'Neill



Dec. Nov 3/27

## WILL GO AHEAD AND SELL PIERS

### McFeely Not Worrying About Government Ridicule

Hoboken will go through with the sale of the government piers in the city for taxes, in spite of the ridicule heaped upon the city fathers by government officials, said Commissioner Bernard N. McFeely yesterday.

The date for the sale has been set as December 14, and the properties will be advertised for sale four successive weeks, as provided by law.

Solicitors from auctioneering firms besieged the city yesterday, asking to be employed as the auctioneer. Among these was the New York firm of Joseph P. Day and Company, whose representative claimed to live in Hoboken. These firms did not receive much satisfaction, however, as the provisions in the statute make the director of the department of revenue and finance the auctioneer, and Commissioner William Gillett will sell the property himself on the date set, at the Hoboken City Hall.

### McFeely Not Worrying

Commissioner McFeely admits that he does not know what will happen as a result of the action. The legal questions will be taken care of by persons more familiar with the law than himself, he said.

He hopes, as do other officials in Hoboken, that a rich buyer may be found who, if the matter is thrown into the courts, can put up a real fight for possession of the pier property.

If the piers are sold, their present owners will have a two-year period to reclaim them by paying the back taxes and the cost of the sale. The piers were purchased by the Shipping Board for \$7,000,000. They have been used to about only one half capacity since in the hands of the government, according to studies made by the Hoboken Chamber of Commerce.

"The city does not want the piers," said Commissioner McFeely. "We want the taxes which should justly be ours. We have taken a good step, drastic as it may seem, and those who laugh now may be surprised before we get through, to find the laugh on the other side."

Dec. Nov 3/27

## COMMISSIONERS IN A PREDICAMENT.

The City Commissioners of Hoboken, at the present time, are hanging between respect and ridicule. They have been left in this predicament by their Corporation Attorney, Horace Allen, who has failed to follow up his pier advice with arguments for the drastic move which he advocated.

Hoboken's decision to sell for taxes the Government owned piers was bound to attract attention and, in many quarters, to evoke unfavorable criticism. The idea underlying the step, of course, was to focus attention upon the confiscatory attitude of the Government in denying the city \$500,000 a year in taxes. The publicity idea was all right, but Allen's failure to justify publicly his advice to the Commissioners has made the governing body the butt of many jokes and the source of much amusement to the public.

The pier situation is too serious and the City Commissioners occupy too responsible positions to be made the subjects of light treatment. Levity has no place in an action which concerns \$500,000 a year revenue to a city the size of Hoboken.

Publicity, frankly, was the goal of the unusual action which the Commissioners took. Publicity, however, lives a short life if the font ceases to function.

It is clearly up to Allen to explain his legal reasoning, to avail himself of the opportunities afforded by a willing press, and to rescue the Commissioners before that thin strand by which they are clinging to respect snaps and drops them into the pit of ridicule.

Dec, Nov 29/27

## Hoboken Warns U.S. of Pier Sale

### President Coolidge Also Gets Notice Stating Properties Will Be Sold for \$4,000,000 Tax Arrears

The City of Hoboken placed the sale of the government owned piers in Hoboken directly up to President Calvin Coolidge, yesterday, by serving him personally with a tax sales notice, the first time in the history of the United States that the President has been served with such a notice. It was sent by registered mail Saturday, and forms the second step in the city's fight for taxes on the piers, which now amount in arrears to about \$4,000,000.

### Will Sell Property.

Unless the taxes are paid by December 21, the notice sets forth, the City of Hoboken will proceed to sell the properties, which were formerly used by the old Hamburg-American and North German Lloyd Steamship Lines before the government took them over when America entered the World War.

The taxes demanded as a basis for the sale notice for Piers B, C and D, are \$163,205.09, while for block E, also assessed against the United

States, the amount is \$107,747.18.

Blocks F and G are assessed against the North German Lloyd Dock Company, at \$153,160.12.

The first public advertisement of the tax sale appeared Friday and under the law will be published three times more.

### Other Notices Served.

Similar tax sale notices to that forwarded to the President were served upon the United States of America in care of the Shipping Board, Hoboken, the North German Lloyd Co., and the Hamburg-American Steamship Co., and Chauncey Parker, general counsel to the U. S. Fleet Corp.

It is understood that several lawyers from the attorney general's office in Washington have been in Hoboken during the past week in connection with the matter and have tried by threats and other means to head off the attempt of the city to collect the pier tax. The city authorities, however, declare their intention to go ahead with the sale unless the taxes are paid by December 21.

Dec. Nov 2/27

## HOBOKEN'S MOVE OPENS TAX FIGHT.

Hoboken's plan to sell the Government piers for taxes at least represents an offensive which is bound to attract sufficient attention to bring to a head the city's fight to secure tax justice.

For a long time, the authorities at Washington have been stalling, handing out to one delegation after another vague promises that some relief, either through the sale of the piers to private interests or payment for the taxes due would be accorded Hoboken.

Yesterday's decision of the Commissioners to advertise the piers for sale on the basis that no taxes have been paid on them since they were confiscated from the North German Lloyd and Hamburg-American lines puts the next move up to the Government and insures a reopening of the question of tax equity.



Dis. Nov. 19/27

# Minturn Will Take Up Pier Problem With Coolidge

## SEES HOBOKEN CHANCES BRIGHT

### Grand Jury Hears Evidence; No Statement Issued

Optimistic regarding Hoboken's chance to realize returns from the use of its piers as a result of a conference yesterday with Richard F. Jones, of the legal department of the United States Shipping Board, Supreme Court Justice James F. Minturn declared yesterday afternoon he will visit Washington after the holidays to discuss the situation with "high government officials."

It was learned that President Coolidge will be one of the high officials with whom Justice Minturn will take up the Hoboken pier situation. The jurist will also visit Chauncey C. Parker, chief counsel for the Shipping Board, in an endeavor to present the case for Hoboken.

While Mr. Jones in his interview with Justice Minturn assured the jurist of full co-operation on the part of the Shipping Board officials, the lawyer did not testify at the quiz conducted by the Hudson County grand jury. Captain C. E. Griffiths, superintendent of piers for the government, appeared before that body under subpoena, however.

#### Jurors Hear Testimony.

For more than two hours yesterday

### OPTIMISTIC



JUSTICE MINTURN

afternoon, the grand jurors heard testimony regarding rentals and shipping costs and other data regarding the Hoboken pier situation. Witnesses were quizzed by Assistant Prosecutor Louis J. Messano, who refused to discuss the evidence presented at the close of the hearing.

In addition to Captain Griffiths, witnesses included William A. D. Evans, president of the Hoboken

Chamber of Commerce, and Counselor Frederick H. Hopkins, formerly head of the organization; Captain R. Y. Harrison, one of the Hoboken tax assessors and formerly in charge of pier leases for the government; Stephen K. Sullivan, of Weehawken; Marshall Smith, an expert on waterfront valuations, and Horace Allen, corporation counsel of Hoboken.

#### No Statement Issued.

Although no statement was issued by the grand jury, it is believed a presentment will be made by that body before the close of its term of service on December 13. The presentment, it is believed, will contain recommendations for affording relief to Hoboken, which has lost taxes on its waterfront property because the piers were seized by the government during the war.

In the meantime, the Hoboken city authorities are proceeding with their announced plans to sell the piers for "unpaid taxes." This action will be opposed by the government.

Attention to the Hoboken pier situation was directed by Justice Minturn in his charge to the present grand jury last September, when he urged the jurors to investigate the matter and recommend means to alleviate tax conditions. Justice Minturn termed the seizure of the piers by the government as unfair, and declared such action caused the taxpayers to bear a heavy tax burden.

Dis. Nov. 27

## Hoboken Cannot Sell the Piers

The action of the City Commissioners in Hoboken in deciding to sell the Government piers for back taxes is a good publicity stunt, but aside from that, it has little or no merit.

The Government seized the piers during the War, as it had a legal right to do.

It has held the piers since the War, as it has had a LEGAL right to do.

What Hoboken is interested in is not the LEGAL right, but the MORAL INJUSTICE of keeping those piers in peace times, EXEMPT from taxation.

What is of more importance than the loss of taxes is the GREAT LOSS OF STEAMSHIP BUSINESS to the city.

Hoboken can go through the motions of selling the piers, but will it get a buyer? We doubt it.

Maybe through the publicity Hoboken may gain some sympathy that will tend to focus the attention of Congress upon the matter, and get results. But so far as Hoboken selling those piers to collect back taxes, there are no back taxes, except on Hoboken's tax books. The Government claims exemption, and the Government is apparently all-powerful in such matters.

Hoboken can do all manner of stunts, it has already made years of strenuous protest, and years, too, of intelligent, honest appeal; but until the Government in Washington rids the Shipping Board of politics, Hoboken will continue to suffer under the outrageous INJUSTICE that amounts to virtual PERSECUTION for being a Democratic city.

No other city in the history of the United States has ever had to pay so outrageous a penalty for its politics.



Ob. no. 8/27

# ARGUES TAXES ON PIERS CAN BE COLLECTED

## Former Army Officer Discusses Legal Situation.

The United States Government is illegally withholding taxation from the City of Hoboken on the Government piers properties.

The State of New Jersey has never consented to the purchase of the piers properties in Hoboken by the Government and the State Legislature has not granted it exemption from taxation as is provided shall be done in the United States Constitution.

This declaration by Captain Raymond B. Harrison, former U. S. Army officer and now attached to the Hoboken Board of Assessors, is ample grounds for the City of Hoboken to sell the piers for taxes and test the validity of the Government's policy in the Supreme Court, he asserts.

In a statement to the Jersey Observer today Captain Harrison points out that United States property when and as long as is used as a government instrumentality pure and simple, such as post offices, custom houses, arsenals, military posts and reservations, coast guard stations, etc., is exempt from taxation after and only when it had been granted exemption by the Legislature of the State wherein situated.

Captain Harrison says:  
"The major questions involved in the Hoboken pier matter are these:

(1) Can the United States Government seize these piers, operate them as a governmental instrumentality, take them out of the city's tax ratables and refuse to pay taxes thereon without first having the consent of the Legislature of the State of New Jersey?

(2) Are these piers being operated now as a "governmental instrumentality" within the scope of the decisions of the U. S. Supreme Court holding such to be tax-exempt?

(3) If they are not now being operated as a "governmental instrumentality" purely and simply, but are being operated as a quasi commercial proposition in competition with commercial steamship companies privately owned, can they be claimed to be tax-exempt properties?

These questions cannot be answered sensibly by sneers and ridicule, as they have not been directly passed on by the U. S. Supreme Court for the reason that they have never before, to my knowledge, been raised.

"Let's see if these questions raise any issues involving any provisions of the U. S. Constitution:

"Article I, section 8, provides, among other things, that Congress shall have power:

"\* \* \* 17. To exercise exclusive legislation \* \* \* over all places purchased by the consent of the Legislature of the State in which the same shall be, for the erection of forts, magazines, arsenals, dry-docks, and other needful buildings," which is broad enough to include piers of a merchant marine.

"Can any 'ridiculer' point out the act of the Legislature of New Jersey authorizing the United States to purchase these piers?

"The acts of the various State Legislatures consenting to the purchase of properties to be used by the Federal Government uniformly set forth, among other things, a specific waiver of taxes as long as, and only so long as, said properties are used for the purposes set forth.

"A typical example of legislative lesion of jurisdiction over and waiver of taxes upon lands purchased by the U. S. Government in New Jersey for governmental purposes, etc., is contained in the legislation by the State concerning Fort Hancock at Sandy Hook. This is contained in three acts of the State Legislature approved November 16, 1796; March 12, 1846; and March 22, 1898.

"The Act of March 12, 1846, provided: 'That the jurisdiction in and over that portion of Sandy Hook, in the County of Monmouth, owned by the United States, \* \* \* be, and the same is hereby ceded to the United States, for military purposes; and the said United States shall retain such jurisdiction, as long as the said tract shall be applied to the military or public purposes of said United States, and no longer.'

"That all lands and tenements within the aforesaid boundaries, so long as the same shall continue the property of the United States, and be used for the purposes expressed in this act, shall be and remain exempted from all taxes, assessments, and other charges which may be imposed under authority of this State."

"And similar action by the State Legislature for every other government reservation or activity in the State, except for these piers. There was good reason for the insertion of this provision in the U. S. Constitution. It would prevent the Federal Government from grabbing up choice pieces of property whenever it wished and the taking of same out of the ratables of the taxing district wherein located.

"And favorable action by the Legislature of the State wherein the property is to be located specifically consenting to the purchase, ceding jurisdiction thereover to the United States and waiving the right to assess and has always been a condition precedent to the passing of title thereto by the Attorney-General of the United States.

"The fact that the Hoboken piers were acquired as a war emergency measure does not operate to abrogate the provisions of the Constitution governing such purchases. All property is subject to temporary seizure for war or national emergency purposes; but when the emergency ceases the property must be restored or duly and fully compensated for. And this would apply to the deprivation of the City of Hoboken of its property right in the form of taxes on these properties as well as to the seizure of any of its real property.

"In this respect, a municipality as a corporate entity stands before the law on the same footing as a person or individual. Here again the restoration of these piers by the Government and refusal to compensate the city for its loss of taxes thereon runs counter to the Fifth Amendment, which, among other things, provides that:

"No person \* \* \* shall be deprived of \* \* \* property, without due process of law; nor shall private property be taken for public use without just compensation."

"Is the United States Government not forcing the City of Hoboken to subsidize the Shipping Board to the extent of the amount of taxes the city loses each year by the Government's refusal to pay these taxes? Is not this a disproportionate amount to impose on Hoboken compared with the rest of the United States? Is not this such a direct tax upon Hoboken as is prohibited by Sub-Section 4, Section 9, Article I of the Constitution?

"Reverting to the second question, viz, whether or not the Shipping Board piers at Hoboken are now being operated as a purely 'governmental instrumentality' and as such might, with the consent of the New Jersey Legislature, be exempted from taxation, within the meaning of these decisions, means and is confined to activities by the Government that it alone operates for the benefit of all the people and that are prohibited to any individual to own and operate, such as the postal service, customs service, coast guard service, naval and military services, etc.

"Now, where the Government enters upon a commercial or quasi-commercial enterprise in competition with the same services or activities of its own citizens, it loses its immunity as a tax-exempt 'governmental instrumentality' and should be assessed and pay taxes on its enterprise just the same as any private corporation or individual does. The United States Government itself has recognized this principle in its treatment of the Republic of Panama in the matter of the Panama Canal, which is a governmental instrumentality engaged in a quasi-commercial enterprise.

"By Article XIV of the Isthmian Canal Convention concluded between the United States of America and the Republic of Panama on February 26, 1904, authorizing the construction of the Panama Canal and setting forth the terms and conditions thereof, among which was the waiver of the right of Panama to levy and collect taxes thereon, it was provided that:

"As the price or compensation for the rights, powers and privileges granted in this convention by the Republic of Panama to the United States, the Government of the United States agrees to pay to the Republic of Panama the sum

of ten million dollars (\$10,000,000) in gold coin of the United States on the exchange of the ratification of this convention and also an annual payment during the life of this convention of two hundred and fifty thousand dollars (\$25,000) in like gold coin, beginning nine years after the date aforesaid. The provisions of this Article shall be in addition to all other benefits assured to the Republic of Panama under this convention."

"Here is a clear recognition on the part of the United States of its obligation to pay a stipulated sum annually in lieu of taxes on a governmental instrumentality engaged in a commercial enterprise.

"A somewhat analogous instance of the recognition of the United States Government to share part of the burden of its upkeep is the arrangement whereby the United States goes 50-50 with the property owners in the cost of running the District of Columbia.

"I am informed that recently the City of New York won a suit in the Federal Court forcing the Emergency Fleet Corporation, a part of the United States Shipping Board, to pay taxes on its main office building at 45 Broadway.

"Even with a 'governmental instrumentality,' pure and simple, the United States Government pays its way like any other enterprise. The Post Office Department would not think of forcing the railways to carry its mails free of charge. And why should the Shipping Board arrogate unto itself the right to seize and hold a part of the tax ratables of the City of Hoboken, refuse to pay its equitable share of the municipal expense of maintaining police and fire protection and other forms of city expense, and, through its agents, attempted to ridicule and belittle the effort of the city to get the muddle before the courts, where the questions can be thrashed out once and for all?"

Captain Harrison, in his statement, struck back at Captain Griffith of the United States Shipping Board in Hoboken for ridiculing the city's proposed action to sell the piers for taxes.

"While I hold no brief for Corporation Counsel Allen, know nothing of his plan of action, and do not in any sense speak for the City Commissioners, I do know something of the history of the Government pier situation, as I handled it for the Chief of Transportation Service at Washington in 1919 when the matter of taxes first came up.

"Now, it is characteristic of some people to attempt to ridicule the things they know least about. I am pretty sure if these so-called 'ridiculers' in general and Captain Griffith in particular know the history of the pier question and knew the provisions of the United States Constitution, which every high school student now is supposed to know, they in general and he in particular would not treat the matter with such levity and 'ridicule.' There is an old axiom that 'he who laughs last laughs best.'

"If I were criticising the action of Mr. Allen and the City Commission at all, I would say that the only thing they have erred in, in my opinion, is in not having instituted proceedings long ago looking to have the Federal courts pass upon the matter."



Ob. Nov. 19/27

## GRAND JURY HEARS PIER TESTIMONY

### Told Congress Must Act—Minturn Hopeful.

The Grand Jury yesterday afternoon put in nearly two hours delving into the Hoboken pier situation, quizzing various officials and others subpoenaed to tell what they knew of conditions. Just what was said and done has not been definitely learned, but the jury has a better idea of the case than it had before it undertook its investigation.

W. E. Griffiths, U. S. Shipping Board superintendent, in charge of the piers now, was in the room a long time. It was learned later that Mr. Griffiths was not altogether pleased with certain things relating to him that have been in the papers since the agitation regarding the piers has been under way. He says he has been misquoted.

Other witnesses who appeared included President Evans of the Hoboken Chamber of Commerce, Frederick K. Hopkins, a lawyer, who has investigated the tax situation; Capt. R. B. Harrison, formerly in charge of the piers when the War Department had them; Stephen K. Sullivan, Weehawken expert on river property value, and Marshall B. Smith, a New York expert on riverfront valuations. Corporation Counsel Horace L. Allen of Hoboken was also called, as was Richard F. Jones, of the law department of the Shipping Board, who was very much in evidence during the day.

Mr. Jones was present in the Court House. It was surmised, more or less, as counsel, if need arose, for Superintendent Griffiths. Mr. Jones, in discussing the matter with various persons earlier in the day, contended that the Government had acquired the piers by lawful methods, that compensation had been made to the owners of the piers, and that under the law the Shipping

Board cannot sell nor lease the piers without an act of Congress. He exhibited copies of the law to support his argument.

He made it plain that the Shipping Board was willing to furnish all data needed by the Hoboken authorities and the Grand Jury in their investigation of the situation so long as it was "not incompatible with the interests of the Government."

Mr. Jones expressed sympathy for the plight of Hoboken, but intimated that the city is "barking up the wrong tree" in its present course. The key to the situation, he said, was with Congress. He said he believed that ultimately the situation would be relieved in one way or another.

Following a conference with Jones, Supreme Court Justice James F. Minturn declared yesterday that he was very much gratified at the spirit of conciliation shown by the Shipping Board, which he believes is now ready to meet the city of Hoboken at least half way.

The conference with Mr. Jones was held in the justice's chambers in the Court House prior to the investigation by the Grand Jury for which Justice Minturn is responsible.

"From my conference with Mr. Jones I understand," said the Justice, "that the Shipping Board officials and other officials at Washington are now disposed to look at the situation in a manner which presages well for the future."

He also stated that shortly after the holidays he expected to pay a visit to Washington personally and discuss the matter with Chauncey G. Parker, counsel for the Emergency Fleet Corporation, and other officials.

Ob. Nov. 27/27

## PLAN TO SELL PIERS FOR TAXES AMUSES LOCAL U. S. OFFICIAL

### Hoboken Authorities De- cline to Discuss the Mat- ter Further — Proposal Not Taken Seriously by the U. S.

Hoboken's threat to sell the Government piers and pier property, valued at over \$12,000,000, for taxes is not taken seriously by officials of the United States Shipping Board. The passage of a resolution by the Board of Commissioners yesterday directing the Collector of Revenue to sell the property has, in fact, been met with ridicule.

Horace Allen, corporation attorney of Hoboken, upon whose advice the City Commissioners acted, was plainly nettled today when he was asked to comment on a statement made by Captain W. E. Griffith, assistant director of the Emergency Fleet Corporation for the U. S. Shipping Board at Hoboken. He said that he did not give a "damn what anybody said." He was not a bit concerned.

Mr. Allen was evidently very much annoyed at the ridicule which has been thrown on the city's proposal to sell the Government's property.

Captain Griffith stated to a representative of the Jersey Observer today that he did not know what was behind the action of the Hoboken City Commissioners but it was undoubtedly a most ridiculous proposal for the city government to make.

"I am not a lawyer," said Captain Griffith, "but I don't think it takes a lawyer to see how ridiculous is the action of the city. The piers are owned by the government, they are used by the U. S. Shipping Board, and it is well established that Government property is tax exempt. If the city did get any-

body to buy the piers how would they get possession? The whole idea is ridiculous.

"We have always been friendly to the City of Hoboken, and we hope to continue to be. The city has undoubtedly lost much revenue in taxes because of the government ownership of the former Hamburg and North German Lloyd property.

"For several years they have been trying to get some revenue from the government. The legal questions involved have never been straightened out. That phase I cannot discuss.

"Officially all I have done in the matter is to send a copy of the Jersey Observer to Washington, marking the article in which the city's intended action is outlined."

To-morrow the Grand Jury will meet at the City Hall and, with the city officials, make an investigation of the pier properties and the situation as they find it. This action is being taken on instructions from Supreme Court Justice James F. Minturn.

A former grand jury made a similar investigation and a presentment was handed into court condemning the government for its unjust treatment of the City of Hoboken, which it is declared has lost about \$4,000,000 in revenue because of the government ownership within the last eight years.

Ob. Nov. 29/27

## HOBOKEN PIER SALE SET FOR DECEMBER 21

### Notice of Tax Sale Is Sent to President Coolidge and Shipping Board.

The sale of the Hoboken piers, now owned by the Government, for taxes, will be held on December 21. Notice of the sale has been mailed to President Coolidge, to officers of the United States Shipping Board and to the general counsel of the board.

William Reynolds, chief of the tax collector's office, made out the tax sale notices and has dispatched them to Washington and also to representatives of the Shipping Board in Hoboken.

Commissioner McFeely stated today that the city is determined to go through with the sale, which will be conducted by William H. Gilfert, Commissioner of Revenue and Finance and Tax Collector for the city.

It has not yet been learned whether the government will attempt to prevent the sale by injunction or not. No comment has been made by the Government attorneys on the contention of the City of Hoboken, as brought out by Captain Ramon B. Harrison, of the assessment office of Hoboken, and a former officer attached to the War Department, that the Government failed to secure exemption of taxes from the State of New Jersey as provided by law before the pier property was taken over.



## LEGALITY OF PIER TAX SALE DEBATED

Government Attorneys Study  
Points Raised by Ex-  
Army Captain.

Special Dispatch to Jersey Observer.  
Jersey Observer Bureau,  
Washington, D. C., Nov. 9.

In the course of an extended interview with members of the legal staff of the United States Shipping Board, the special correspondent of the Jersey Observer today ascertained:

1. The Shipping Board's attorneys apparently entertain no doubt of the legal soundness of the proposition that the Government cannot be taxed by the State of New Jersey or the municipality of Hoboken on account of the Hoboken piers.

2. That they regard decision of the Hog Island case, involving county and township taxation of Government property, as practically settling the Hoboken contention that the piers are subject to local taxation.

3. That they are inclined to lay stress on the fact that the Federal Circuit Court which decided the Hog Island case in favor of the Government has jurisdiction in New Jersey and would pass on any case involving taxation of the Hoboken piers. The implication, of course, is that the court would decide for the Government again.

4. That attorneys of the board

would prefer that Hoboken abandon the announced intention of going through the form of sale of the piers for taxes in order to get the matter in the courts. While not undertaking to advise the city, a member of the legal staff of the board, R. F. Jones, himself a New Jersey man, spent a day or two in Hoboken this week pointing out the unwisdom, as the board sees it, of proceeding with the sale plan.

5. That if the city persists, the board may proceed by injunction to prevent the contemplated sale, though no final decision on this point has been reached.

It was learned, on the other hand, that the legal staff of the Shipping Board have not familiarized themselves with the argument advanced by Captain Raymond B. Harrison, former United States army officer. Further examination of the decision in the Hog Island case shows that the points raised by Captain Harrison were not before the court.

Another interesting fact in connection with the Hog Island case is that the lower, or District, court, decided that the property could be taxed, and another is that of the three circuit judges who sat in the case on appeal, one dissented, holding that the lower court was right. The significance of this division of opinion is that the large questions involved have had contrary reactions in the judicial mind. So far from being a matter of levity, it would appear to a lay mind that if the government proceeds by injunction to prevent court decision of the Hoboken case it might lay itself open to the suspicion that, in spite of expression of confidence in the soundness of its position, it is afraid for the matter to be taken into court.

In the Hog Island case, Delaware County, Pa., and the school district of Tinicum Township levied taxes for 1921 and 1922 on lands within the Government area known as Hog Island. Decision of the district court was for the local taxing units, on the ground that tax liability was determined by the location of the title, which inhered in the Emergency Fleet Corporation, rather than by the test of ownership, which admittedly rested in the United States Government.

In reversing the district court, the Circuit Court for the Third District held that the taxable character of the property is to be referred to the status of the real, rather than the nominal, owner.

It is apparent that the decision of the lower court rested on the somewhat technical contention that the Emergency Fleet Corporation was not in essence the Government itself, in the face of the fact that the Fleet Corporation has been commonly accepted as a device whereby the Government might more expeditiously carry out its own ends.

But in his dissenting opinion, Judge Woolley, disagreeing with his associates, Judges Buffington and Davis, based his contention in favor of sustaining the lower court upon the fundamental principle that, while no State or subdivision thereof may by taxation or otherwise interfere with the operations of a Federal agency, a tax upon Federal property is permissible, since it does not interfere with operation.

Applying the principle which determined the attitude of Judge Woolley to the Hoboken piers, it follows that levying of a tax by the city would not interfere with the government's operation of the piers and hence is permissible.

Perhaps the importance of the matter and the revived interest in the piers situation justifies some further reference to the opinion of Judge Woolley. He said the principle was first declared in McCulloch vs. Maryland, in which the opinion was delivered by Chief Justice John Marshall in 1819. It involved the right of the State of Maryland to tax the Bank of the United States. Judge Woolley quoted from Marshall, in part as follows:

"We are unanimously of opinion that the law passed by the Legislature of Maryland imposing a tax on the Bank of the United States is unconstitutional and void. This opinion does not deprive the States of any resources which they have originally possessed. It does not extend to a tax paid by the real property of the bank, in common with other real property within the State, nor to a tax imposed on the interest which the citizens of Maryland may hold in this institution, in common with other property of the same description throughout the State. But this is a tax on the operations of the bank, and is, in consequence, a tax on the operation of an instrument employed by the government of the union to carry its powers into execution. Such a tax must be unconstitutional."

Fifty years later, said Judge Woolley in his dissenting opinion, the Supreme Court, without disturbing in the least the two principles announced and distinguished in McCulloch vs. Maryland, stated the test of the distinction in these words:

"It is therefore manifest that exemption of Federal agencies from state taxation is dependent, not upon the nature of the agents, or upon the mode of their constitution, or upon the fact that they are agents, but upon the effect of the tax; that is, upon the question whether the tax does in truth deprive them of power to serve the government as they were intended to serve it, or does hinder the efficient exercise of their power. A tax upon their property has no such necessary effect. It leaves them free to discharge the duties they have undertaken to perform. A tax upon their operations is a direct obstruction to the exercise of Federal powers." The quotation is from Railroad Company vs. Peniston.

It will be observed that in none of the cases or citations do the points raised by Charles Harrison figure at all. The legal department of the Shipping Board today desired to have a copy of Captain Harrison's statement, and the correspondent of the Jersey Observer furnished the copy.

It is denied that the Shipping Board is disposed to quarrel with Hoboken. On the contrary, it is asserted that the board prefers to co-operate in final settlement of all matters of difference. This is the personal attitude of Chauncey G. Parker, general counsel to the board. He, by the way, is from Newark.

In some quarters in Washington, the proposed sale by the city is regarded as a move to focus the attention of Congress on the situation, in the belief that it will aid in the passage of legislation authorizing and directing the Shipping Board to sell the piers to the highest bidder. The statement was made today at the Shipping Board that the board probably would not antagonize such a resolution.

## GRAND JURORS ARE PROBING PIER TAXES

Government Officials Are  
Summoned Before That  
Body Today.

While the city of Hoboken is going along in its own way to secure payment of back taxes on the pier property controlled by the Government, by holding a tax sale, the grand jury will interrogate a number of witnesses, including officials and employees of the United States Shipping Board.

Various officials of the Shipping Board and documents relating to the pier situation, it is understood, will come before the Grand Jury. It is possible that Richard F. Jones, who is connected with the U. S. Shipping Board Emergency Fleet Corporation, will be asked to throw some light on the situation to the jury.

Mr. Jones was at the Court House today and before the day is over will probably talk the matter over with Supreme Court Justice Minturn, who has intimated that "Bolshevik methods" were used in dealing with Hoboken and the piers.

The Grand Jury probe, the second to be held within the last two years, and investigated by Supreme Court Justice James Minturn in a charge to the Grand Jury some time ago, is being conducted under Foreman William J. Culver.

Recently the grand inquest made a survey of the piers and concluded their physical investigation of the property in question by being entertained at lunch on one of the North German Lloyd liners. This company before the war owned three of the modern piers now in possession of the government.

The move on the part of the City Commissioners to sell the piers for taxes will be strenuously opposed by the government, according to a letter received by City Clerk Daniel

Haggerty from Chauncey G. Parker, general counsel for the Emergency Fleet Corporation.

If an injunction is secured by the government against the city continuing with the sale on December 18, the question will then be thrown into court.

Commissioner McFeely declared today that he believes the city has an excellent chance to prove that the government is not exempt from taxation on the pier property as has been the contention of government officials.

"It has been pointed out," said Commissioner McFeely, "that the Government officials never secured consent from the Legislature to have the property ceded to the Government as provided for in the Constitution and consequently the property should not be considered as exempt from the payment of taxes."

"We hope that the action of the Grand Jury will focus the attention of the country on the injustice which is being continued against the city of Hoboken."

It has just been learned that when the question of giving leases to steamship companies for the Hoboken piers for operation by Shipping Board vessels was brought before the then Secretary of War, Newton K. Baker, it was pointed out that the Government had not secured the consent of the State

of New Jersey for tax exemption of the property.

At that time the war emergency had ceased, and it is believed that the Government officials, realizing that at that late date consent of the State could not be secured, simply pigeon-holed the information.

In other cases where the courts have passed on the question of the right of a district or municipality to tax property held by the Government, this question has not been raised.



TUESDAY EVENING, NOVEMBER 1, 1927.

# Hoboken To Sell Government Piers For Taxes

## COUNSEL TELLS BOARD PROJECT IS WITHIN LAW

**Date Set for December 19  
—Taxes Assessed for the  
Year 1920 Made the Basis  
—Hope Entertained Plan  
May Force Matters to a  
Crisis.**

The city of Hoboken will sell the Government piers for taxes. Preliminary steps to that end were taken by the Board of Commissioners today when a resolution was passed directing the Collector of Revenue to sell the properties. The sale will be held December 19.

This decision was arrived at following a conference of Mayor Gustav Bach, Commissioner Bernard N. McFeely and Corporation Attorney Horace Allen in Commissioner McFeely's office this morning.

The legal questions involved have been the subject of investigation by the corporation attorney for several weeks. He explained today that the former North German Lloyd and Hamburg-American Steamship Companies' properties will be sold for the 1920 taxes.

"This is simply the preliminary step by which the City hopes to secure from the Government its tax loss. We will proceed to sell the lands at public auction as required by law."

What developments are likely to come from this action the corporation attorney would not predict. He intimated that even although the City is taking this action under the tax laws seven years after the taxes are due it is perfectly legal.

"It is not too late," declared the Corporation Attorney, "and we have high hopes that something tangible will result from this action."

"This might seem a drastic action to take at this late date," Commissioner McFeely declared "but from what the corporation attorney has told the Board of

Commissioners it is a perfectly legal procedure.

"For years the city has been suffering from the hardship imposed by the Government through its control and ownership of the pier properties, and the city has lost millions of dollars in taxes as a result. The piers are used by the Government in a business venture, competing unfairly with other steamship lines. In effect the City of Hoboken is being forced to subsidize the merchant marine when Congress itself refused legislation which would have meant a subsidy."

Commissioner McFeely would not say what the next step would be, commenting: "We will wait until we are ready before we consider what the next step will be. In the meantime the piers and the pier property will be sold by the Director of Revenue, William H. Gilfert."

The resolution passed by the Commissioners this morning follows:

"Resolved, By the Board of Commissioners of the City of Hoboken that the Collector of Revenue be and is hereby directed to enforce the municipal lien or liens against the following described property:—"

The property of the former Hamburg-American Steamship Company and the North German Lloyd Steamship Company, extending from Newark to Fourth street and from River street to the waterfront, is then described, and the resolution ends:

"For the unpaid taxes thereon, by selling all such land and such property in the manner provided by law."

*Ob. Dec. 15/27*

## HOBOKEN'S BEST BET.

The brightest ray of hope Hoboken has enjoyed in its long fight for relief from the pier tax burden is the recent designation of Congressman Oscar L. Auf der Heide to the House Committee on Merchant Marine and Fisheries. This appointment of the local member of Congress places him, and therefore, his district in a strategic position to handle the pier tax situation, because all legislation in regard to Shipping Board matters must emanate from that body.

Even though a minority member of the committee, Auf der Heide will be in a position to drive home effectively Hoboken's arguments for relief. He will be Hoboken's ace in its fight from now on and, as a result, some definite action on the matter can be expected during the present session of Congress.

It is also a personal tribute to the North Hudson Congressman, for his efforts as a new member of the Federal legislative bodies seem to have been more effective than the combined efforts of the older and more experienced representatives this district and State had previously depended upon.

Congressman Auf der Heide is in a position to make himself one of the outstanding public officials of this State if he can manage to get some relief for the people of Hoboken, and, indirectly, for those of the entire county and State, from this unjust burden the Government has placed upon them.



Dis. Nov. 27

# Pier Sales Project Scored By Federal Shipping Board

1920 Basis of Proposed Action  
Date of Sale Fixed for December 14—Unpaid Taxes of

Hoboken—A. P.—U. S. Shipping Board officials do not believe that Hoboken will carry out its threat to sell the government piers for taxes.

Preliminary steps were taken yesterday by the Board of Commissioners when a resolution was passed directing the Collector of Revenue to sell the properties. The sale was fixed for December 14.

"Nothing would be funnier than to suppose Hoboken would seek to carry through such a proposition," said Captain W. E. Griffith, district director of the U. S. Shipping Board. "Who would want to buy it? Should the city purchase it themselves how could it get possession? A city attempting to take property from the government by force is funny."

Resolutions proposing to sell the piers were drafted following a conference yesterday morning with Mayor Gustav Bach and other city officials. It was explained that the former North German Lloyd and Hamburg-American steamship companies properties would be sold for 1920 taxes.

## Loses \$500,000 a Year.

Hoboken has lost approximately \$500,000 annually in taxes since the government seized the piers in 1917 and the loss to the city has increased on all other property owners by about twelve per cent. The value of the piers from the ratables of the limited at about \$12,000,000.

"We understand Hoboken and sympathize with its citizens, realizing the hardships and expense they have suffered because of the loss of the piers from the ratables of the city," said Captain Griffith, "but we are powerless to do anything. We have always had the friendliest relations with members of the Hoboken Chamber of Commerce and the City Commissioners."

## Grand Jury Visit

In compliance with Supreme Court Justice James F. Murn's charge of last September 26 and in order to make personal investigation of the pier situation, members of the Hudson County grand jury tomorrow will visit the Hoboken waterfront. They will meet at noon in the office of Mayor Gustav Bach and proceed in a body to the piers. It is believed a presentment on the subject will be handed into court by the jurors shortly.

The resolution passed by the Hoboken Commissioners directed the Collector of Revenue to enforce the municipal lien against the property, formerly owned by the Hamburg-American Steamship Company and the North German Lloyd Steamship Company, and extending from New ark to Fourth street, and from River street to the water front, for unpaid taxes by selling it in at public auction for unpaid taxes.

"Nothing could be funnier than to suppose the city would seek to carry through such a proposition," said

Captain Griffith. "Who would want to buy it? He would not," he said. "Should the city purchase it themselves, how would they get possession? They could not bring suit against the government. If they attempted to take possession of it, their action would amount to revolution against the government. The time for secession has passed, even for the states, and a city attempting to capture property from the government by force is extremely funny."

Captain Griffith praised the Hoboken Commissioners for their original method of attempting to retrieve taxes and said it was very courageous. The Shipping Board will no doubt wait, he said, until the Commissioners carry the matter farther.

T. V. O'Connor, chairman of the Shipping Board and president of the Merchant Fleet Corporation, is in Washington, D. C., and has not yet expressed his opinion of the Hoboken resolution. The opinion of other officials of the Shipping Board is that Hoboken can get taxes on the piers only by an act of Congress.

Commissioner Bernard N. McFeely, Democratic leader of Hoboken, intimated that the commissioners passed the resolution and would go through

with the sale, if for no other reason than to acquaint the entire nation of the unfair treatment Hoboken had received at the hands of the government.

Hoboken has lost approximately \$500,000 annually in taxes since the government seized the piers in 1917. They are now valued at \$12,000,000, and the loss to the city has increased the taxes of all taxpayers by about 12 per cent.

## Plan Feasible.

Corporation Attorney Horace Allen has spent several weeks investigating the legal side of the sale, and considers it feasible. "It is not too late and we have high hopes that something tangible will result from this action," he said.

Commissioner McFeely spoke of it as only a preliminary step in a new campaign to force the government to recognize Hoboken's rights. "For years the city has been suffering from the hardship imposed by the government through its control and ownership of the pier properties, and the city has lost millions in taxes as a result. The piers are used by the government in a business venture, competing unfairly with other steamship lines. In effect, the City of Hoboken is being forced to subsidize the merchant marine when Congress itself refused legislation which would have meant a subsidy."

"We will wait until we are ready before we will consider what the next step will be. In the meantime, the piers and the pier property will be sold by Director of Revenue William H. Gilfert."

Some officials of the Shipping Board did not take kindly to the resolution passed by the city, and called attention to the Hoboken Industrial Exposition, now being held on Pier 1, through the courtesy of the Shipping Board. Much the same thing happened last year when, as guests of the Shipping Board, parties in the exposition distributed petitions asking that the piers be taken from the government with the result that the Shipping Board would come to an end in Hoboken.

Commissioner McFeely, the Hoboken Chamber of Commerce, Commissioner Gilfert, and many other prominent Hoboken individuals and civic bodies have worked incessantly for five years to have the piers returned to private ownership. Not much over a year ago, the Hoboken service clubs corresponded with every service club in the United States asking their assistance in remedying the injustice.

Dis. Dec. 16/27

## THE PIER TAX SALE ENJOINED.

It is not surprising that a Federal Judge has enjoined the proposed sale for taxes of the Hoboken piers. Nor is it to be doubted that the City Commissioners are speaking the truth when they say they welcome the action of the court. That phase of the question will now be ironed out in the courts in an orderly fashion.

At the same time, the Government's suit really brings that much more grist to the city's mill. Anything that serves to focus attention on Hoboken's plight helps to bring about an ultimate remedy, and this would be true even if it were only an adverse court decision.

Hoboken's case is so plain that it needs but to be stated in order to command the assent of the enlightened opinion of the United States. Congress cannot continue to impose a great wrong upon the city when the facts are once clearly understood. Any and every form of agitation, therefore, is to be welcomed if it serves to bring the matter not only before Congress but before the bar of public opinion of the entire nation.

Dis. Dec. 16/27

## Now Up to Auf der Heide

Nobody ever expected that the Federal Government was going to sit idly by and let the city of Hoboken auction off the pier property on which the United States Shipping Board has a strangle hold, depriving the city of millions of dollars in tax ratables. So the injunction obtained by District Attorney Winne from Federal Judge Runyon came as no surprise.

Not least among those who anticipated this move was Congressman Oscar L. Auf der Heide, of West New York, who last year introduced, but all in vain, a bill that would release the government's grip on the piers and give to Hoboken the revenue to which it is entitled. Mr. Auf der Heide went to Washington for the current session with another bill tucked away in his pocket, knowing full well that he would need it.

But Mr. Auf der Heide did more than that. He went to Washington with the firm determination to get on

the Merchant Marine and Fisheries Committee of the House. It was a strategic move on his part, and it went through. With the prospective sale of the piers by Hoboken killed, Mr. Auf der Heide is now ready to introduce his measure.

That bill will be referred to the Merchant Marine and Fisheries Committee, and there it will meet its sponsor, who will immediately begin the fight for its life. Mr. Auf der Heide will attempt to check any effort to have the bill pigeon-holed. Of course, he'll be in the minority, but still, he'll have the satisfaction of telling his Republican fellow-committeemen a thing or two.

Mr. Auf der Heide displayed keen foresight when he mapped out his legislative program for the current session, and if he fails again to bring the Hoboken pier bill out on the floor, one thing is certain—he'll go down with his boots on.



# Hoboken Told U. S. Government Will Fight Pier Sale

## COMMISSIONERS RECEIVE LETTER

### No Comment Made Although Precedent Is Cited

Any move on the part of the city of Hoboken to offer for sale the government owned pier property will be fought by the federal administration.

This was indicated in a letter forwarded to the Hoboken City Commission at its meeting yesterday by City Clerk Daniel A. Haggerty, received from Chauncey G. Parker, general counsel for the Fleet Corporation of Washington.

Accompanying this letter was a voluminous batch of data, citing cases similar to the one existing in Hoboken, wherein the municipality in which the government property was located, seeking to have the property restored to the city ratables, was met by court action on the part of the federal government, the courts deciding against the city.

#### Says It Is Exempt.

Mr. Parker emphasized in his letter that the federal government takes supersession over local government and that federal property is exempt from local taxation.

An ordinance was introduced at yesterday's meeting of the commission, designating "through streets" and one way streets, and establishing automobile parking regulations.

Washington, Bloomfield, Garden, Clinton, First and Fourteenth streets and Park and Willow avenues are designated as "through" thoroughfares. One way streets are Newark avenue, from Bloomfield to River streets, westerly, as at present; First street, from Washington to River streets easterly, and Hudson place, from Hudson to River streets, easterly.

Parking is prohibited on the following streets: River street, from Fourth street to Hudson place, east side; Hudson place, from Hudson street to the ferry, north side; Hudson street, from First to Ferry streets; Fourteenth street, from Bloomfield street to the ferry, south side; Washington street, from Newark to First streets, east side, and Newark street, from Bloomfield to Hudson streets.

#### Petitions For Shelter.

A communication was received from Thomas Henry, representing himself as speaking for the patrons of the Willow avenue bus line, requesting the commission to compel the Public Service to provide a shelter at the Hudson place terminal for persons waiting for the buses.

Director of Public Safety Bernard N. McFeely remarked that others besides the Public Service use the terminal, and he could not see where the commission had the right to compel the company to erect a shelter. He promised, however, to take the matter up with the Public Service.

City Clerk Haggerty reported collections in his department during October of \$434.65.

## PIER REPORT.

The injustice, inconsistency and inefficiency of the present pier situation in Hoboken are clearly shown in the Grand Jury report to Justice Minturn.

There has been injustice, because the Government has denied a mile-square city \$500,000 yearly in taxes.

There has been inconsistency, because the Federal authorities have paid the wealthiest city in the world—New York—rentals for the berthing of the Leviathan out of funds collected by the Shipping Board from property it leases out in Hoboken and which money it diverts from a mile-square city to the greatest in the world.

There has been inefficiency, because the Government has been forced to subsidize the Shipping Board service in order to maintain operations. The people of this country, thus, have been taxed to deprive Hoboken of revenue.

The present situation is well known here. Intolerable as it is, however, it is a far cry from the Hudson County Grand Jury to the smug officials at Washington.

## PIER LEGISLATION TO AWAIT TAX SALE

Special Dispatch to Jersey Observer.  
Jersey Observer Bureau,  
Washington, D. C., Dec. 13.

Pending the sale of the Hoboken piers on December 21, as advertised, Congressman Oscar L. Auf der Heide, representing the Hoboken district, is not introducing any new legislation relating to the piers.

However, he is collaborating with Horace Allen, corporation counsel, in the preparation of a bill which will direct the Shipping Board or other Government agency to sell the property. This will be ready for introduction soon.

The new bill will not contain the clause of the old last-session bill, Mr. Auf der Heide introduced, authorizing the Government in its discretion to accept bonds of the City of Hoboken, should the city conclude to become the purchaser.

It was not until well towards the end of the last session that Mr. Auf der Heide offered the piers sale measure, and that is one reason why no action, even in committee, was had.

But the Hoboken representative utilized the occasion to write letters to a large number of members of the House, bringing to their attention the injustice of the Shipping Board in declining to pay taxes which is held to be equivalent to practical confiscation. A great many Congressmen who answered Mr. Auf der Heide declared their willingness to aid in the passage of a bill such as had been proposed.

As most of the members of the present Congress were in the last, the seed sown by Mr. Auf der Heide in his letters may well bear fruit when the piers matter comes before them soon, as it likely will.

## PIER CASE HEARING OFF TO JANUARY 16

(Special to Jersey Observer.)

Newark, Dec. 27.—At the request of Horace Allen, corporation counsel for the City of Hoboken, further hearing on the injunction of the U. S. Shipping Board restraining the municipal authorities from proceeding with the sale of the Army Piers for taxes unpaid was postponed until Monday, January 16, by Federal Judge William N. Runyon, today.

The Government, represented by Federal District Attorney Walter Winne and Richard Jones, of counsel for the Shipping Board, was ready to proceed with the hearing on the restrainer when Counselor Allen informed them that he would like more time to prepare argument against the injunction being made permanent. Both Government lawyers agreed to the postponement, Jones first calling Washington by telephone and getting permission for the adjournment from Chauncey C. Parker, chief counsel for the Shipping Board.



Ob. Dec. 13/27

# GRAND JURY DEMANDS PIER SALE

## SHIPPING BOARD IS PLAYED IN FINDINGS REPORTED TO COURT

**Hoboken Virtually Paying a Subsidy to Government and to New York, Is the Holding—Property Has Been Allowed to Deteriorate Shamefully.**

Sell or lease the Hoboken piers is the urgent demand of the September Term Grand Jury in a presentment handed up to Supreme Court Justice James F. Minturn today.

A review of the pier situation in Hoboken, the result of an investigation by the Grand Inquest, is contained in the presentment. The Government is severely arraigned for allowing the pier properties to deteriorate into a dilapidated condition.

One pier, it is pointed out, is now utilized by the Government as a marine junk yard, while from July, 1925, to July, 1926, the piers were used only to 75 per cent capacity.

Hoboken is being forced to subsidize the Shipping Board to the extent of \$500,000, to allow it to conduct an experimental shipping enterprise, the grand jury says.

It is pointed out that while the Shipping Board receives rentals to the amount of \$410,000 a year, it pays from the Hoboken piers to New York City \$1,200 a day for the docking of the Leviathan, and people of Hoboken pay this tribute to New York City.

The presentment is as follows:

In compliance with the direction of this honorable court, contained in the charge of Mr. Justice Minturn, delivered at the September term, the grand inquest of this county has inquired into the existing financial condition of the City of Hoboken insofar as the same relates to the taking over by the Federal Shipping Board of the piers and valuable shore property formerly the property of the North German Lloyd Steamship Company and the Hamburg-American Steamship Company, and we beg to report as follows:

The grand inquest has been attended by many witnesses, some of whom were experts upon waterfront subjects and fiscal questions, and we present the result of their testimony in the following summary and presentment:

This property, prior to its change of ownership, was among the most valuable and attractive seaport properties in the United States, and was the harbor of some of the most luxurious and attractive steamships afloat. It furnished employment to thousands of wage earners, who made the city their home and thus contributed to the earning capacity and the value of its real estate. Immediately fronting it were stores and places of business, which not only did a thriving trade, which thus added to the value of the local real estate and the city assets, but also employed numerous longshoremen and other people who made their homes in the city. The competitive character of the work of the steamship lines, as well as the inviting character of the docks and steamships, attracted to the city visitors and patrons of the lines from all parts of the country, who patronized the thriving local hotels and thus added to the city's business and financial standing.

Early in November this Grand Inquest visited this property and observed the present deplorable dilapidation and unattractive appearance, a condition most pathetic to many of the Grand Inquest who were well acquainted with the piers in their best and most attractive days. As we entered the property from the ferry we beheld what was formerly one of six active shipping piers now torn down, like a mass of ruins, as a result of fire and never rebuilt; and in its place we found a marine junk yard, filled with the debris of old boats and obsolete and abandoned shipping parts, the dock itself going into the last stages of decay, presenting a most unattractive picture to visitors entering the city, particularly by contrast with the ornate and most attractive buildings, terminal and ferries of the Lackawanna Railroad, immediately to the south of it. When it is considered that the land underlying this dock is valued by experts who testified before us at \$2,000 per foot front, and that it is now put to no practical use for steamship or commercial purposes, one wonders why the Government is holding it solely for marine graveyard uses, when it could be put to valuable commercial use and thereby incidentally assist by its tax-paying contribution in restoring to the city a most valuable tax-paying asset.

It is needless to observe that no moneys seem to have been spent on giving this pier a commercial or attractive appearance, thereby restoring in a measure the condition that formerly made it an attractive and valuable city asset.

The same deplorable inattention and neglect seems to pervade the whole frontage in the control of the Shipping Board so far as upkeep is concerned. One expert witness upon this class of property testified before us that it will take at least two million dollars to restore the entire property to its original condition or to any reasonably good condition for shipping purposes. Others testified that the property has deteriorated to an enormous extent and that no attempt to rebuild or repair these piers, worth millions of dollars, has been made, and that the valuable sub-structure of the piers receives no attention whatever. Indeed, one of the witnesses observed that the present condition of this property constitutes a blot upon the entire shore front and is a standing disgrace to government ownership.

Necessarily, and aside from the great loss of its taxes, this pathetic situation has injured the city and its business property by its disastrous reaction upon all other real estate in the vicinity, which formerly profited by the existence and proper operation of the piers under private management. To add to the misfortune, longshoremen who formerly populated the city's tenements have left and are leaving the city, thus causing many vacancies in the overburdened properties of the sorely taxed landlord; and this aggravation is made doubly galling to the public when it is observed that the men who work on the piers, in many instances, are non-residents, transported from another State to perform the work that the local tenants and employes formerly performed. It was shown before us that many manufacturers are leaving the city and that now industries refuse to enter and locate there because of the resulting preposterous tax rate, which, added to the cost of production, deprives them of the ability to compete successfully in the open market with manufacturers from adjacent cities possessing a normal tax rate. Property owners confronted with such conditions are compelled to borrow from the banks to meet their recurring tax bills, and in such a disastrous situation borrowing is not always feasible.

The plight thus confronting the city as a result of these changed conditions, it is reasonably safe to assert, cannot be paralleled in any other seaboard city in the United States.

The piers have an assessed value of twelve million dollars. When they were taken over by the Shipping Board the tax rate was \$22.01; and today, notwithstanding a stupendous increase in all land values throughout this section, the tax rate, by reason of the Shipping Board's refusal to pay taxes, is \$45.15; which means that the taxpayers have been compelled to assume an extra burden of \$500,000 each year so as to enable the people

of the United States, through shipping agency, to conduct an experimental business competitive shipping enterprise at the expense of this small city.

To this direct financial incubus must be added the extraordinary fact that the piers are actually used to a capacity of less than seventy-five per cent, which means a tremendous loss in wages to unemployed labor, which in turn is reflected in the vacancies in tenements, as well as the general business losses of the merchants, and also in the loss of patrons who formerly embarked from these very busy piers. From July 1, 1925, to July, 1926, the Cosmopolitan line of the Shipping Board's tenants docked 65 ships at Pier No. 1, which means that the four existing piers during that year possessed capacity for docking 264 ships of similar size, which estimate is supported by a survey of ten of the largest New York piers, including Pier 86, N. R., where the Leviathan now docks when in use. During the period the number of ships actually docked at the four piers was 1 or only 75 per cent of what the piers would utilize. Of that number of ships docked the following is the pier distribution:

Pier 1, Black Diamond Line....  
Pier 2, Cosmopolitan Line....  
Pier 3, Munson Line.....  
Pier 4, United States Line, Shipping Board.....

Total.....

It will be observed that of the total ships thus docked, the United States, or Shipping Board lines, can claim only 42. The other lines, we are informed, are lessees, paying to the Shipping Board, which, as landlord, collects the rentals but pays no taxes for its holdings. This may be deemed a governmental species of business, but we are unable to perceive wherein it should differentiate the Shipping Board from the taxpaying status of any other shipping company like the Holland-America and the Scandinavian lines, immediately adjoining them. In other words, the City of Hoboken, with its small revenue, is compelled to subsidize the Shipping Board in a competitive commercial business with its adjoining competitors. This may be a laudable public policy upon the part of the government, but it would seem only reasonable to any fair-minded man that when the government undertakes the experiment of competitive commercial shipping it should do so at the expense of the people of the United States and not at the sole expense of this sorely tried city of 80,000 people.

The rentals received by the Shipping Board from the companies using the piers, amount annually to \$412,000 at very low rates; out of which revenue the Shipping Board pays to the city of New York for the privilege of one of its docks for the Leviathan, the sum of \$1,200 per day; thus in effect compelling the city of Hoboken to contribute to the revenues of the Empire City of the world; while out of the total rentals of \$412,000, not one dollar is contributed to the city of Hoboken for taxes.

It was shown that Pier 5 was destroyed by fire and never rebuilt, and that Pier 6, having been partly destroyed by fire is now out of use, thus leaving but four piers of the formerly magnificent property in active use. Were the two unused piers reconstructed and put to use the six piers as formerly would support a docking capacity for 396 ships per year. It was shown, however, that up to July 1, 1927, the existing four piers are used only to about 50 per cent of their capacity, and that it will take at least two million dollars to restore the property to its former normal condition.

As an illuminating and practical commentary on the situation, it was shown that properties of a similar character taken over by the government during the war period and thereafter used by the Shipping Board, have been sold or otherwise disposed of and the properties are again restored to private use as tax-paying contributors to the respective cities, while this small municipality is compelled to shoulder the burden of a commercial shipping experiment for the entire nation and assume arrears of taxes amounting to \$4,194,747.16.

This property can be sold or leased on reasonable terms to the city or to many investors, two of whom we are informed are ready to take the property at once, practically upon the government's terms, and restore this valuable waterfront to its original commercial attractiveness at the expenditure of millions of dollars.

Under the circumstances we naturally appeal to the Federal government, in behalf of this community, to exert itself to restore to this small city its former prosperous condition by the sale or lease of these valuable properties to anxious merchants who realize its vast possibilities. The past we may assume presents its difficulties, but at least justice and equity, in the light of the facts presented, would seem to necessitate a speedy basis of adjustment for the future.

All of which is respectfully submitted to this honorable court this thirteenth day of December, 1927.



*Dis. Dec 14/27*

# MINTURN TO CONFER WITH EDGE ON PIER FIGHT

## Jurist To Visit Capital In Plan For Tax Relief

Says U. S. Should Exert Itself to  
Aid Sad Situation Facing  
Hoboken

### JERSEY CONGRESSMEN TO GET APPEAL COPIES

Following a presentment yesterday by the outgoing grand jury, which urged the federal government to "exert itself" to relieve Hoboken's deplorable tax situation due to the retention by the U. S. Shipping Board of valuable waterfront property, Supreme Court Justice James F. Minturn declared he will visit Washington next month to confer with United States Senator Walter E. Edge.

"Senator Edge has invited me to discuss the situation with him and other government officials at Washington," said Justice Minturn in his chambers at the courthouse. "I am making arrangements to visit the capital after the holidays, and upon my return I will be in a better position to tell what methods of relief have been devised for Hoboken."

#### Auf der Heide Named.

Responsibility for the present high Hoboken tax rate was placed in the presentment on the government's attitude regarding the piers. The grand jury stated "an extra burden of \$500,000 each year" is placed on the shoulders of Hoboken's residents by reason of the Shipping Board's refusal to pay taxes for its holdings.

#### Valued at \$12,000,000.

In its presentment, the grand jurors pointed out they visited the piers last month, and also called before them numerous officials connected with the Shipping Board and the Hoboken taxing authorities. From information furnished them, they determined the assessed value of the piers is \$12,000,000.

When the piers were first taken over by the Federal Board, the presentment asserted the tax rate in Hoboken was 22.01. Despite stupendous increase in all land values, the tax rate has increased to 45.15. Furthermore, it is pointed out, "the piers are actually in use to a capacity of less than 75 per cent, which indicates a tremendous loss in wages to unemployed labor, which in turn is reflected in vacant tenements, as well as general business losses of the merchants."

#### "No Practical Use Now."

Before the change of ownership, the presentment stated, "this property was among the most valuable and attractive seaport property in the United States and was the harbor of some of the most luxurious and attractive steamships afloat."

In contrast to this observation, the grand jurors declared the land "is now put to no practical use for steamship or commercial purposes," although experts valued the land at the docks at \$2,000 a front foot.

continues, "why the government is holding it solely for marine graveyard uses when it could be put to use for other purposes." "One wonders," the presentment valuable commercial use, and thereby incidentally assist by its taxpaying contribution in restoring to the city a most valuable taxpaying asset."

*Dis. Dec 19/27*

## A Grand Jury Backs Up Hoboken's Grievance

(Editorial, from Philadelphia Inquirer.)

A presentment by a grand jury of Hudson county, New Jersey, puts in an exceedingly unfavorable light the control of the Hoboken piers by the Shipping Board. It apparently justifies the feeling of resentment which the taxpayers of Hoboken cherish. As this valuable property is exempt from taxation, the loss to the city has been so great that the tax rate has more than doubled in nine years, and action has been taken to sell the piers for unpaid taxes. The grand jury calls attention to the serious effects of the exemption; but it goes beyond this and points out how the property has deteriorated in the hands of the Board.

There are six piers in all. One has been destroyed by fire and never rebuilt, and another, partially destroyed by the same cause, is out of use. In view of the crowded condition of New York harbor, of which the Hoboken water front is a part, this cramping of its facilities is a serious matter. The grand jury says that "this property can be sold or leased upon reasonable terms to the city or to many investors, two of whom, we are informed, are ready to take the Government property at once, pay upon the Government's terms, and restore the valuable waterfront to its original attractiveness at the expenditure of millions of dollars." If this be the case—and there is no occasion to doubt it—how can the Board defend its negligent administration of the property?

It is clear that something should be done. The Shipping Board is indifferent to the situation, so far as can be judged by its attitude hitherto. If the Government put the property into private hands it would be properly developed. The episode throws fresh light upon the capacity of the Board to manage so important an interest as shipping in any of its aspects. Certainly it is no argument for the continued Government operation of ships.

*Dis. Dec 28/27*

## HOBOKEN PIER CASE PUT OVER TO JAN. 16

### Federal Judge Runyon Grants Postponement at City's Request

Federal Judge William N. Runyon in Newark yesterday granted a postponement until Monday, January 16, of the scheduled hearing of the application of the United States Shipping Board for a permanent injunction restraining the City of Hoboken from offering for sale the government-owned piers in that municipality for tax arrearages.

Request for a continuance was made by Corporation Counsel Horace Allen of Hoboken, who declared that he would like to have more time to prepare his case. In the meantime, the temporary injunction granted two weeks ago, will remain in force.

The government was represented in court yesterday by United States District Attorney Walter G. Winne of Hackensack, and Richard Jones, counsel for the Shipping Board. Both announced that they were ready to go ahead. When Mr. Allen presented his motion for an adjournment, Mr. Jones, before consenting, telephoned to Washington, speaking with Chauncey C. Parker, chief counsel for the United States Shipping Board.



# HOBOKEN OFFICIALS GOING TO WASHINGTON IN PIER FIGHT

## McFeely Says Glad to Meet Shipping Board

Commissioner Declares City Has Suffered Great Loss In Its Income

GENERAL FEELING THAT ADJUSTMENT IS NEAR

The members of the Hoboken City Commission will not overlook an opportunity to meet with the United States Shipping Board to take up with that body its pier grievance, declared Commissioner Bernard N. McFeely last night.

"We will be glad to meet the board," he said, "because it means a lot to the people of Hoboken. The city has suffered a great loss in taxes during the years it has received no income from the piers. We believe that much could be accomplished if the matter could be taken up direct with the Shipping Board."

### See Relief Coming.

There is a general feeling that the action of Senator Rice in appearing before the board and demanding some action that will relieve the long standing situation in Hoboken, and the request for a conference by United States Senator Walter E. Edge, will be productive of good. To date the city of Hoboken has suffered a total loss of \$1,000,000 in taxes, because of the taking over of the private owned piers, and placing them in the hands of the Shipping Board, which has exempted them from taxation. This sum is in excess of the city's budget for 1928.

The Shipping Board has fixed January 29 as the date when it will meet with Mayor Bach, the other members of the city commission, and their representatives. At the present time the city has a court suit pending to sell the piers for back taxes, which has been held up by an injunction obtained in Federal Court by the Shipping Board.

## M'FEELY PLEASED AT PIER SITUATION

For the first time in a long while, declared Commissioner Bernard N. McFeely of Hoboken yesterday, the Mile Square City's fight for tax relief and adequate redress with regard to its piers, now under Government control, has assumed a favorable aspect.

Just a bit tired from his fatiguing trip to Washington on Wednesday, when he conferred with officials of the U. S. Shipping Board, the Hoboken Democratic leader, was warm in his praise of the reception given the local delegation by T. V. O'Connor, chairman of the Shipping Board and his associates.

From the start of proceedings, declared Commissioner McFeely, a feeling of amity marked the conference and he was more than pleased with the progress made as a result of its holding. Just what further action will be taken, with regard to the board's offer to lease Piers 5 and 6, to the city, for operation under municipal control, he was not prepared to say.

The tenor of his remarks, however, indicated his entire satisfaction with the outcome of the trip and pleasure as to the present aspect of the entire situation.

## INTRODUCES BILL FOR PIER RELIEF

By a Staff Correspondent.

Trenton, Jan. 25.—Assemblyman David A. Pindar of Hudson Monday night introduced a bill which would give Hoboken the right to increase its indebtedness for the specific purpose of purchasing the Hoboken piers in event they are put up for sale.

Under the present law limiting municipalities to 7 per cent of their assessed valuations, Hoboken would be unable to raise the necessary money for the purchase of the piers and the Pindar bill would give the city the right to raise the necessary money through a bond issue.

The bill sets the additional amount the city could increase its indebtedness at \$12,000,000, the figure the piers are said to be worth. The city wants to be protected against the piers being sold for less than that amount as in that case it would lose in assessed valuations. If the bid for the piers, in case they are put up for sale, amounts to more than \$12,000,000, the city would not take advantage of the law providing the Pindar bill was enacted, as it would then receive taxes on what it adjudges an equitable figure.

Under the Pindar bill the City of Hoboken would have the right to retain a true value for the piers.

## PIER SALE HEARING IS AGAIN POSTPONED

Newark, Jan. 16.—The hearing on the temporary injunction secured by the U. S. Shipping Board against the sale of the Government piers in Hoboken by the city for unpaid taxes, was postponed until January 30 by Federal Judge Runyon today.

Continuation until that date was requested by counsel for the Shipping Board. This delays action on the pier sale until following the hearing of the Hoboken city officials before the U. S. Shipping Board at Washington, D. C., January 25.

That some plan will be evolved at that hearing for the reimbursement of Hoboken for unpaid taxes on the piers is the belief of those who are closest in touch with the situation in Washington.

In the event that a compromise is effected at Washington, the city might withdraw its pier sale notice, without prejudice to future action, and the hearing before Judge Runyon on January 30 would fall by the board.

## URGES RETURN OF PIERS TO HOBOKEN

Commenting on the action of North German Lloyd Line officials in removing the greater part of their business to the New York side of the river, Fred Broad, organizer and secretary of the Jersey Marine Club, made an indirect plea to members of the latter organization yesterday for the return to private ownership of those local piers now under government control.

The lack of proper pier facilities, Broad pointed out, prompted officials in the removal of more than two-thirds of their business interest to New York. The Jersey waterfront, but particularly Hoboken, Broad asserted, has been suffering these business losses steadily all because marine interests on this side of the Hudson River are now taking full advantage of the splendid physical construction of their waterfront property.

Urging the creation of greater pier facilities, Broad advanced indirectly the holding of piers under government control as the cause of marine losses on the east banks of the Hudson and put forth the theory that were these piers returned, the waterfront property would grow in value by leaps and bounds.

He pleaded full co-operation from his brother members in the club to any movement or aim having as its objective the waterfront development as a means of bringing new business and new industries to the Jersey side of the stream.

A technical but interesting discourse on the new Peabody burner, in which pulverized coal is used, was given the members by Ernest H. Peabody, president of the Peabody Engineering Company. The speaker is also a member of the Society of Naval Architects and Marine Engineers and qualifying nicely in the discussion of his announced topic, described splendidly the great fuel conservation in the use of pulverized coal burning equipment, such as was installed in the S. S. Mercer and proved satisfactory in a sea voyage. His remarks were well received.

Some of those who attended the meeting held in the Grand Hotel, and presided over by Mason Grymes, were C. J. Jefferson, J. Bantell, Fred Broad, W. C. D. McLaughlin, Colonel E. G. Bartlett, Captain Hallie Hatcher, J. G. Buckley, R. H. Paterson, H. C. Williams and H. E. S. Wilson.



Dis Jan. 24/28

## U. S. WILL GIVE TWO PIERS TO HOBOKEN, BUT PAY NO TAXES

City Would Derive Profit From Sub-lease — Arrangements Probably the Best That Can Be Obtained to Offset Loss From Seizure by Government—McFeely Calls It Step Forward.

By STUART COMPTON

Washington, D. C., Jan. 26.—Hopes for the reimbursement of the city of Hoboken by the U. S. Shipping Board for back taxes on the Hamburg-American and the North German Lloyd piers, seized by the Government at the outbreak of the war, are not rosy.

Neither is the board inclined to come to any agreement on the payment of moneys in the future in lieu of taxes, but it is disposed to lease Piers 5 and 6 to the city for a nominal sum.

This would amount to municipal ownership of those two pier properties which were destroyed by fire in 1921. Pier 5 was entirely removed after the fire, and Pier 6 is utilized only for tying up vessels.

It is proposed that the city sublet these piers to some private concern which might be willing to construct a new modern pier there, from which the city would be able to collect rentals and thereby be reimbursed for the loss of taxes.

It was with this thought in mind that the committee, consisting of Admiral W. S. Benson, R. K. Smith and P. S. Teller, members of the Shipping Board named by Chairman T. V. O'Connor yesterday, following a private conference with Commissioner B. N. McFeely, Mayor Gustav Bach and Corporation Attorney Horace Allen of Hoboken, adjourned to meet at some future date to continue the discussion.

In the meantime the Hoboken officials are to determine whether it will

be possible to secure a lessee for Piers 5 and 6 who would be willing to construct a modern pier there and what rental or income the city might be able to get for such a lease.

Farther than this the conference did not get, but it seemed to be fairly clearly indicated that the Shipping Board is not inclined to look backwards to the reimbursement of the city for whatever losses may have been sustained in taxes by reason of the Government ownership of the property.

Commissioner McFeely declared, after the conference, that he was satisfied that considerable progress had been made as a result of the hearing and if a suitable arrangement could be made regarding leasing of the two piers referred to it would be a big step forward. He expressed much gratification at the manner in which the case had been handled by Corporation Attorney Allen before the board, and expressed to Senator Walter Edge and Senator Edwards and Congressman Oscar L. Auf der Heide his appreciation of their able assistance in the negotiations.

Senator Edge, with Congressman Auf der Heide, who conferred with the Hoboken delegation at the Hotel Mayflower at 9 o'clock yesterday morning, went over the situation as it appeared to him and made some valuable suggestions as to the approach to be made to the Shipping Board.

He was the first speaker at the hearing when it was opened at the Shipping Board offices, and in a general review of the situation, pointed out that the justice of Hoboken's complaint had been admitted by the members of the Shipping Board themselves and also by President Coolidge and other officials.

"The situation in Hoboken is distinctly different from any other situation in connection with property occupied by the government," he said. "The Government has collected rentals for those piers and has used them as a private commercial enterprise."

"The time has arrived when the Government should adopt some definite policy where it is more or less in private business. It is manifestly unfair to the City of Hoboken unless some definite arrangements are made by the Shipping Board for its reimbursement for back taxes and some arrangement made for the future."

Senator Edwards talked along similar lines and Chairman O'Connor took advantage of the occasion to severely criticize a recent report of the Hudson Grand Jury and statement made by Supreme Court Justice Minturn. He declared that the statement and report were based on facts which were erroneous, and investigation by the Shipping Board officials and Army experts following publication of the report showed that the Hoboken piers were in 100 per cent good condition.

Corporation Attorney Horace Allen pointed out in his statement of Hoboken's case that the city did not wish to deal in any matters controversial, but simply wished to present the facts of the situation. He declared that the ratables of the city were \$101,000,000, that the pier properties owned by the Government were assessed at \$12,000,000 and that the city would have collected in taxes had the piers remained in private ownership, \$3,550,920.

In addition, he said, the city owned 300 feet of land under water north of Pier 1 between Fourth and Fifth streets and that in 1909 the North German Lloyd Company agreed to pay the city a rental of \$2,500 a year for use of half of that space.

When the piers were seized by the Government no compensation was given to the city for the property

it owned there and that this aggregated \$22,500.

Mayor Gustav Bach said this morning that he has received tentative offers from one concern looking towards the lease on Piers 5 and 6, if they become municipally owned, and that this concern had intimated it was willing to construct a new pier if assured of a reasonable lease.

"Of course, nothing definite has been done in negotiations along such lines," he said, "but with the intimation of the Shipping Board that it would be favorable to leasing the piers to the city, say for 999 years for a nominal sum we are now in a position to make overtures so that we can have something definite to place before the Shipping Board at our next conference."

There was no discussion at the board hearing, nor at the private conference of the pending tax sale of the piers by the city, and the suit instituted in the Federal District Court restraining the sale by injunction.

The hearing on the temporary injunction will take place before Judge Runyon at Newark next Monday.

Chauncey G. Parker, chief counsel for the Shipping Board, and Richard F. Jones, formerly of Jersey City and now of East Orange, an attorney of the Shipping Board, took part in the committee conference.

Commissioner William H. Gilfert and Assistant Treasurer Edward Hunter were the other members of the Hoboken delegation, and George Malone, of Hoboken, secretary to Congressman Auf der Heide, was an invaluable aid to the Hoboken officials.

Dis Jan. 24/28

### Set Wednesday for Hearing on Piers

The hearing before the U. S. Shipping Board in Washington, arranged for the Hoboken city officials by Chairman O'Connor through Senator Walter E. Edge, on the pier situation, will take place tomorrow.

Commissioner Bernard N. McFeely, who is well satisfied with the progress being made by Senator Edge, will attend the hearing. Mayor Gustav Bach, Commissioner William H. Gilfert, Assistant Treasurer Edward Hunter and Corporation Attorney Horace Allen will compose the local delegation.

Senators Edwards and Edge and Congressman Oscar L. Auf der Heide will attend the conference. High hopes are entertained that a compromise will be effected whereby the Shipping Board will support a bill granting back taxes to the city and arrangement for future payment in lieu of taxes.

Dis Jan. 28/28

## RETURNS HOME FROM CAPITAL WELL PLEASED

Mayor Bach, of Hoboken, Says  
Delegation Did Not Carry  
Chip On Shoulder

Back from Washington where he went Tuesday with other members of the city commission to confer with the United States Shipping Board on the Hoboken pier situation, Mayor Gustav Bach declared yesterday that he is well pleased with the reception given the Hoboken delegates.

"We didn't go there with a chip on our shoulders," said the mayor. "We just went to the Shipping Board to discuss the situation with the view of getting somewhere, and we were treated with every consideration."

Like the other members of the commission who returned early in the week, the mayor said he feels sure that the city will be able to recoup the sources of income it lost as a result of the government taking over the German shipping interests in Hoboken, which meant a loss in taxes on the property.

### Injunctions Up Monday

At 10 o'clock Monday morning in Newark the hearing on the Shipping Board's temporary injunction to restrain the city from prosecuting its court action to sell the piers for back taxes, will be heard before Federal Judge Runyon.

That event is being looked forward to with interest, as the city has not made any offer to withdraw its suit, notwithstanding the negotiations with the Shipping Board that have been started since the court action was instituted.

So far as the city is concerned, it has been stated, the hearing will go on Monday. There is no likelihood that Monday's decision of Federal Judge Runyon would end the litigation, it has been indicated.

It is generally conceded that no matter how Judge Runyon decides, the opposing side will appeal to the Supreme Court for a final decision. On the other hand, it is also probable that Judge Runyon may send the case to the Supreme Court without rendering a decision. So there are three courses of action open for Monday, and no matter which way it goes, the matter will be put off to some future date.

Dis Jan. 27/28

### HOBOKEN PIER CASE IS AGAIN POSTPONED

Hearing on Temporary Injunction  
Goes Over Until After Jan. 25

The hearing on the temporary injunction in Federal Court to restrain the city of Hoboken from continuing its action to sell the United States Shipping Board piers for taxes, was postponed yesterday before Judge Runyon in Newark, until after the conference in Washington, January 25, between Hoboken city officials and the shipping board. The hearing is scheduled to come up January 30.

Only Corporation Attorney Horace L. Allen, of Hoboken, was in court yesterday. Mr. Allen filed his brief last week in which he contends that the government has no right to hold the piers and rent them out to private concerns, and then refuse to pay taxes.

In view of the fact that, since legal proceedings have been instituted, the city and the government officials have arranged for a conference on the subject, it was generally believed that the hearing would be postponed until after that conference, which has been scheduled for January 25.

The request for postponement was made by counsel for the shipping board.



68 Jan 28/18

## NORTH GERMAN LLOYD TO QUIT HOBOKEN PIERS

Failure of Government to Return Docks Is Again Felt by City.

With the sailing of the S. S. Muenchen early this morning, the North German Lloyd Steamship Company will practically abandon its pier at the foot of Sixth street, Hoboken.

Such was the announcement made this morning at the company's offices. Increased business and inadequate facilities to meet the rapid growth is given as the reason for the transfer of the company's operations from Hoboken to its recently acquired pier at the foot of Christopher street, New York City. It was explained that while the company will continue to control the Hoboken pier, its further use will only be utilized for vessels not in general operation and for the relief of congestion during the rush season.

Heretofore, while the company maintained another pier at the foot of Forty-fourth street, New York City, the majority of its ships docked and sailed from Hoboken. As a matter of fact, the S. S. Columbus, the largest of the company's fleet, was the only steamer that went to the New York pier, all other ships discharging their passengers and cargoes at the Hoboken dock. All of the steamers that came to Hoboken will now tie up at the Christopher street pier.

The North German Lloyd started operations in this country in New York in 1857, and came to Hoboken in 1863. Within a few years it developed to such an extent that it competed with other lines sailing ships from Hoboken. When its piers were destroyed in the terrible conflagration on June 30, 1900, when more than 200 persons were burned to death, it rebuilt them. The operations continued on the same large scale until 1917, when the United States entered the World War. During the conflict and for a long time after, the company ceased to operate. As time went on, the company resumed its operation and leased the Forty-fourth street pier. Later it was able to secure the pier at the foot of Sixth street, Hoboken. Its business grew at a fast pace and additional ships were added, with the result that within the past five years the pier became one of the busiest along the Hoboken waterfront.

The abandonment of the local pier by the company will greatly affect Hoboken business conditions in many ways. In addition to taking away the company's trade on this side of the river, hundreds of Hoboken residents will be deprived of employment.

The failure of the United States Government to return the army piers to private interests is given as another reason for the company's going to New York. During the long fight waged against the injustice of the Government in controlling the piers, the North German Lloyd continued to have its ships dock at Hoboken. Although conditions became greatly congested owing to its increased business and inadequate accommodations, the company entertained hope against hope that the time would come when it would again be able to gain control of the same piers it held when seized by the Government at the outbreak of the world conflict.

But as time went along, the lack of proper facilities at the local pier was greatly felt and, coupled with the fact that there appeared to be little hope of the Government surrendering the army piers, it went ahead and made other arrangements. The leasing of the pier at the foot of Christopher street, New York City, was the result. Consequently, Hoboken suffers another loss over the Government's failure to give up the piers.

68 Jan 11/18

## GOVERNMENT ANSWERED BY A TAX EXPERT

Harrison Assails Plea of the Shipping Board on the Piers.

The government's contention as to its legal right to exempt the Hoboken piers from taxation, as set forth by Edmund Fletcher, attorney for the Shipping Board, in citing the case of Van Brocklin vs. the State of Tennessee, is assailed by Captain Ramon B. Harrison of 255 Tenth street, Hoboken, former assessment expert of the city.

Last week the Shipping Board lawyer called Captain Harrison's attention to the Tennessee decision in which it was held that the United States government may take any eminent domain lands within any state without procuring permission of the Legislature of the latter.

"Taking land by eminent domain proceedings," replies Captain Harrison, "is a judicial proceeding in which all parties interested are heard and all pertinent facts are brought out. It is the failure to adopt this method in the case of the Hoboken piers that I want to comment upon."

"It is my opinion, after studying the matter again from every angle, that the method by which the U. S. Government appropriated the North German Lloyd and Hamburg-American piers, was clearly unconstitutional, being in direct contradiction of the Fifth Amendment to the U. S. Constitution, which provides:

"No person shall \* \* \* be deprived \* \* \* of (his) property, without due process of law; nor shall private property be taken for public use without just compensation."

"The Government acquired these piers under one section of the urgent deficiency act of Congress approved March 28, 1918."

"The President by proclamation dated June 28, 1918, determined the piers and other property of the Hamburg-American and North German Lloyd Steamship Companies in Hoboken were necessary to national security and defense and took over for the United States immediate possession of the property."

By a proclamation dated December 3, 1918, "just compensation was determined upon to the amount of \$7,146,583. The North German Lloyd Dock Company, a corporation of New Jersey was to receive \$1 for its reversionary interests in the North German Steamship Company piers."

"It will be seen," continues Captain Harrison, "that these piers were acquired by legislative mandate and not by condemnation proceedings by the Government under its form of eminent domain."

"It will also be observe that both the North German Lloyd and the Hamburg-American steamship companies were operating here as lessees or corporations chartered and operated under the laws of New Jersey and that legal title to these piers resided and was vested in these local corporations. Being domestic or 'home' corporations they came under the protection of the Fifth Amendment to the constitution."

"Therefore the case of Van Brocklin vs. State of Tennessee is not a case in point and has no more bearing on the Hoboken pier situation than the case of Shylock vs. Antonio."

"The section of the Urgent Deficiency Act of March 28, 1918, authorizing the President in his discretion to seize these pier properties and expropriate title thereto and possession thereof in favor of the U. S. government, placed in the President's hands power to seize these piers, forcibly take title thereto and possession thereof from two domestic corporations against their will and without giving them a hearing."

"This whole transaction was clearly a forced sale without legal excuse and a forced divestment of title thereto and possession thereof. It was the substitution of an expedite, arbitrary legislative mandate for the orderly judicial process of condemnation by the Government of these properties under its power of eminent domain if they were deemed necessary for the national defense. Had the latter course been pursued the owners would have had an opportunity to be heard."

"An act of Congress authorizing the President in his discretion to expropriate title and possession of these properties and set his own figures as 'just compensation' therefor, is 'due process of law' within the meaning of the Fifth Amendment, but could have been used as the basis of such, were condemnation proceedings been instituted by the Government, based on this act, wherein all parties in interest could have 'had this day in court,' and these properties taken by the United States of America by its right of eminent domain."

"The fact that these properties were taken during a national emergency does not operate to suspend the protection of the Fifth Amendment."

"It is considered that the Government could have taken over properties by lease or otherwise and utilize them during the period of the emergency when they would have been returned to commercial uses."

"The constitutionality of this section of the urgency deficiency act of March 28, 1918, can yet be raised by either or both the North German Lloyd Dock Company and the Hamburg-American Line Terminal and Navigation Company, legal title holders of these properties, by any stockholder through, or by any taxpayer of Hoboken, any one of whom has such interest as to entitle him to maintain a suit to test the constitutionality of above mentioned act. If successful these properties would revert to their original owners and come back into Hoboken's tax ratables."

Dr. Feb. 25/18

## BILL FOR SALE OF PIERS AGAIN IS INTRODUCED

Congressman Auf der Heide Intends to Tie It Up With Merchant Marine

WASHINGTON, D. C., Feb. 24.—A bill directing the Shipping Board to sell the Hoboken piers to private owners was introduced in the House today by Representative Auf der Heide, of West New York, N. J. The measure is in general terms the same as that introduced in Congress by Mr. Auf der Heide last year, but which was unacted upon.

It provides that the pier property shall be sold for "the highest cash price which may be obtained, and the sale may be of the entire property or of separate parcels, either by auction or by acceptance of sealed bids, as the Shipping Board deems most advantageous to the interests of the United States."

This bill was prepared by Corporation Attorney Horace Allen, of Hoboken, in collaboration with the Hoboken Commissioners, and sent to Mr. Auf der Heide for introduction.

It is likely this bill will be supplemented shortly by an amendment or a new bill specifically providing for sale of Piers 5 and 6 to the City of Hoboken. These are the piers that were damaged by fire.

The Shipping Board at a recent conference with Hoboken officials tentatively agreed to allow the City of Hoboken to obtain a lessee for the piers.

Mr. Auf der Heide intends to tie this bill in with the White bill for the Merchant Marine which will be taken up by the House Committee for hearings next week.



## MAY AGREE TO PAY UP TAXES ON THE PIERS

But Government Will Hold  
Them, Edge Thinks Fol-  
lowing Parley.

Special Dispatch to Jersey Observer.  
Jersey Observer Bureau, }  
Washington, D. C., Jan. 10. }

Following a conference with Hoboken officials in his office here yesterday in connection with the Hoboken pier situation, Senator Walter E. Edge declared that while the Shipping Board might not go so far as to relinquish control of the piers in Hoboken, it was now in the mood, he believed, to approve an appropriation by Congress reimbursing the city for taxes withheld in the past.

Senator Edward I. Edwards and Congressman Auf der Heide, and the latter's secretary, George Malone, attended the conference with Senator Edge, the purpose of which was to outline the program to be presented by the City of Hoboken when it meets with the United States Shipping Board here, at the latter's invitation, on January 25.

Composing the delegation were Commissioner B. N. McFeely, Director of Revenue and Finance William Guilford Corporation Counsel Horace Allen, Assistant Treasurer Edward Hunter and Mayor Gustav Bach. As a result of the discussion which lasted an hour, the Hoboken officials returned home to work out details of a complete statement to be submitted to the Shipping Board.

In the preparation of the city's case special attention will be given to the financial aspects of the matter. The Senators impressed the value and necessity of thorough preparation so that the Shipping Board may have definite information upon which to rely when following the January 16 conference it undertakes the preparation of its own statement to Congress.

Senator Edge said today that he was quite hopeful of substantial results in the early future. He thinks it too soon to speculate on just what recommendations the Shipping Board ultimately may embody in its communication to Congress.

The impression seems to be that the Shipping Board will not go so far as to relinquish control of the piers. But the board, it is believed, is now in the mood hereafter to treat the tax aspect of the matter in a spirit of justice to the city and perhaps to approve an appropriation by Congress reimbursing the city for taxes withheld in the past.

In the meantime the city officials are going ahead with their program of trying to sell the government piers for unpaid taxes. The sale is being temporarily held up by a Federal Court injunction issued by Judge Runyon in New Jersey.

Briefs were to be submitted to Judge Runyon today by the Hoboken law department and by District Attorney Walter Winne for the govern-

ment, and a hearing has been set for January 16, at Newark.

Unpaid taxes on the pier properties in Hoboken total over \$4,000,000. It is the contention of the city that the government has never had the legal right to exemption from taxation on the Hoboken piers. This was brought out by Captain Ramon B. Harrison, former assessment expert of Hoboken, who urged that the tax sale be held for the purpose of testing the case in court.

He asserts that under the constitution the Government took over the former pier properties of the North German Lloyd and Hamburg American Steamship Companies, illegally, and because no consent was given by the New Jersey Legislature the Government was not entitled to exemption of taxation on the property so taken over.

## BILL INTRODUCED IN CONGRESS FOR SALE OF HOBOKEN PIERS

Auf der Heide Presents  
Measure Drafted by Cor-  
poration Attorney Allen  
on Behalf of City—Its  
Provisions.

Special Dispatch to Jersey Observer.  
Jersey Observer Bureau, }  
Washington, D. C., Feb. 24. }

The proposal that Congress direct the United States Shipping Board to offer for sale the Hoboken piers is again formally before the House. It was offered in different form at the last session.

Congressman Oscar L. Auf der Heide presented a bill in the House late yesterday afternoon directing the sale.

He said today he probably would later offer a bill specifically providing for the sale of Piers 5 and 6, one of which was burned, and the other of which is fit only for tie-up purposes. Such a bill would be in the nature of a supplement to the general measure just introduced providing for the sale of all the piers.

As a tactical move, it is the purpose of Mr. Auf der Heide to tie up one of the bills with the new White Merchant Marine bill, which will be considered by the committee on merchant marine and fisheries. The Hoboken case, it is believed, might get a more sympathetic consideration by

this committee than the commerce committee heretofore has given it.

The new bill, prepared by Corporation Attorney Horace Allen of Hoboken in collaboration with the city commissioners, reads as follows:

"The U. S. Shipping Board is authorized and directed, for and on behalf of the United States, to sell the right, title and interest of the United States in (1) the real property described in schedule 'A' appended to a proclamation of the President of the United States, dated December 3, 1918, which was taken over by the United States by a proclamation of the President of the United States dated June 28, 1918, pursuant to authority vested in him by the act entitled 'An act making appropriations to supply deficiencies in appropriations for the fiscal year ending June 30, 1918, and prior fiscal years, on account of war expenses and for other purposes,' approved March 28, 1918, and (2) the real property acquired subsequent to such proclamation and appurtenant to the property so taken over.

"Sec 2. Such property shall be sold for the highest cash price which may be obtained and the sale may be of the entire property or of separate parcels, either by auction or by acceptance of sealed bids, as the United States Shipping Board deems most advantageous to the interests of the United States.

"Sec 3. The United States Shipping Board shall publish the terms of such sale, and the date and time, if by auction, and the final date of filing bids, if by the acceptance of bids, at least once in each week during the four weeks preceding such sale, in the Jersey Observer, a daily newspaper printed and published in the city of Hoboken, N. J., and in the Journal of Commerce, a daily newspaper printed and published in the city of New York, N. Y., and may publish such notice in such other papers and publications as the U. S. Shipping Board deems most advisable as affording to shipping interests adequate notice of such sale.

"Sec 4. All sums received as the result of the sale of such property shall be covered into the treasury of the United States as miscellaneous receipts."

### Backs Bill



Congressman O. L. Auf der Heide

## COMMISSIONERS IN WASHINGTON ON PIER MATTER

Expect to Reach Agreement With  
Shipping Board Favorable  
to Hoboken

Three members of Hoboken's city commission, and Corporation Attorney Horace R. Allen and City Treasurer Edward J. Hunter, are in Washington, today to confer with the United States Shipping Board with respect to the city's claim for taxes on Hoboken piers held by the government's shipping board. The commissioners are Bernard N. McFeely and William H. Gilfert and Mayor Gustav Bach. They left yesterday afternoon.

The hearing was arranged through the efforts of United States Senator Walter E. Edge, Senator Edward I. Edwards, and Congressman Auf der Heide, with whom the Hoboken delegation conferred several weeks ago in Washington.

### Armed With Data

The delegation will go before the shipping board today armed with data, on the pier situation in Hoboken, that has been collected and arranged during the past month or more.

In addition to the conference with the board, the city has pending in the courts a suit asking that the piers be sold for back taxes, amounting to approximately \$4,000,000. In order to call a halt on the city's suit the shipping board went into the Federal courts recently and obtained a temporary injunction restraining it from proceeding with the sale. A hearing on that injunction is scheduled for January 30.

It is the general belief in Hoboken that the conference today will bring about a situation by which the matter can be settled out of court to the satisfaction of the city.



Obs. Jan 25/28

# PIER SETTLEMENT NOW ASSURED

## SHIPPING BOARD CHAIRMAN PICKS THE COMMITTEE

Will Draft Legislation for Action by Congress—Edge Had Announced at Opening of Conference That President Wanted Justice Done—Minturn Is Assailed.

(Special to Jersey Observer.)

Washington, Jan. 25.—The U. S. Shipping Board today decided to join Hoboken in its fight before Congress for tax relief resulting from Government control of the former army piers, and victory for the Mile-Square City now seems assured.

At noon today, Chairman T. V. O'Connor, of the Shipping Board, named Admiral Benson and Commissioners Smith and Teller on a committee with Mayor Gustav Bach, Public Safety Commissioner Bernard N. McFeely and Corporation Attorney Horace Allen to immediately draft a plan for Congressional action on the matter.

Chairman O'Connor had previously informed the Hoboken delegation here today for a conference with the Shipping Board that the Government body sympathized with the Hoboken people and was willing to do anything within its power to relieve the matter, but that ways and means had not been found by which the board could act.

He then named the committee to meet immediately and devise a plan whereby either through resolution or bill, Congress can authorize the Board to square things with the City of Hoboken. He announced that whatever plan was decided upon by the committee he appointed would receive the wholehearted support of the Shipping Board before Congress.

The action followed a lengthy hearing, during which U. S. Senator Walter Edge, senior Senator from New Jersey, informed the board that President Coolidge was in favor of relief for Hoboken. Senator Edward

I. Edwards, the junior Senator of the State, and Congressman Oscar L. Auf der Heide also addressed the board.

Despite the harmonious conclusion of the conference, preliminary to the committee meeting now in session, there were some fireworks, principally due to the fact that Chairman O'Connor severely condemned Supreme Court Justice James F. Minturn's recent charge to the Grand Jury and his report that the piers were in a deplorable condition.

"I want to understand," said Mr. O'Connor, "that those piers are all occupied by American boats at the present time and I also want to take exception to statements made by Justice Minturn in Hoboken and in a charge to the Grand Jury that were totally erroneous. The Justice said that the piers were in a deplorable condition. This is not so and the statement is based on erroneous information. Immediately after the Justice made that statement we had experts and navy officers examine the Hoboken property and their reports show that the entire plant and equipment is in splendid shape."

Senator Edwards, who with Congressman Auf der Heide, remained after Senator Edge had to leave to attend a committee meeting, immediately replied to the chairman, verbally chastising him for his attack on the New Jersey justice.

"I would not feel concerned about criticizing a Supreme Court justice in Oregon because I might do so with immunity, but it is a very dangerous practice to criticize a New Jersey Supreme Court justice, particularly if you should have reason to come to the State," said Mr. Edwards.

Senator Edwards who opened the session and outlined the situation of the piers and the injustice to the people in taking out almost all the piers.

Two proposals were outlined by Corporation Counsel Horace Allen, of Hoboken. The first was that the Shipping Board secure an appropriation from Congress for the payment of \$4,000,000 back taxes and also make provisions for the payment of future taxes in the board's annual expense account.

The second proposal by Mr. Allen was that the Shipping Board lease to the City of Hoboken Piers 5 and 6, at the nominal sum of \$1 a year. The city could then lease these two piers to private concerns at a figure that would offset the loss in taxes from the other piers.

Pier 5 was destroyed by fire in 1921 and never rebuilt, and Pier 6 is merely a "tieup" pier. It is believed by the city officials that if they had these two piers they could get private interests to rebuild them.

The conference today was brought about through the efforts of Senator Edge, who made strong representations to Chairman O'Connor of the Shipping Board three weeks ago. Following this presentation of the pier condition, Chairman O'Connor invited the Hoboken officials to meet the Shipping Board here today.

The Hoboken officials who composed the delegation included Commissioner Bernard N. McFeely, Mayor Gustav Bach, Commissioner William H. Gilfert, Assistant Treasurer Edward Hunter and Corporation Attorney Horace Allen. United States Senators Edge and Edward I. Edwards and Congressman Oscar L. Auf der Heide were also present.

Many bills have been presented to Congress to relieve Hoboken of the burden which the Government has placed upon it, but none of them has ever passed.

Recently Commissioner McFeely took a drastic step when he sponsored a move for the sale of the piers for back taxes. The sale was announced for December 21 and President Coolidge and members of the Shipping Board were given official notice of the sale.

The Shipping Board through United States District Attorney Walter Winne of Newark secured a temporary injunction against the sale, claiming that the Government is exempt from local taxation.

The hearing on the injunction has been postponed from time to time, following the offer made by the Shipping Board to the city officials to discuss the situation.

It is the contention of the City officials that the Government is not entitled to tax exemption on the property because it failed to secure the necessary affirmation of the State to exemption from taxation when the property was taken over, as provided by the Constitution.

An attorney for the Shipping Board has contended that the Government can take property by right of eminent domain, but Captain Ramon B. Harrison, retired army officer formerly employed as tax expert by Hoboken, has shown that the piers were not taken over under the eminent domain procedure, and that therefore the Government is not entitled to exemption from taxation on the property.

Since the city announced the scheduled sale of the piers the Shipping Board has assumed a more conciliatory attitude.



## Newspapers Unanimous for Once

In all the years that Hoboken has been fighting for its rights, not once has any newspaper which has expressed an editorial opinion failed to take sides with Hoboken.

It is a remarkable circumstance that there could be ONE matter of great importance upon which ALL newspapers agree.

The Newark Evening News, a newspaper which has never failed to give editorial support to the interests of Hoboken in the pier fight, now asks the question as to whether the "central government can, if so disposed, exercise a smothering tyranny over a small community."

"Hoboken is reported to have lost hope of obtaining reimbursement for taxes lost to her by Shipping Board control of the former German steamship piers," says the Newark News. "A sop is to be offered her in the form of turning over to her at a nominal rental two of the piers, to be operated by her or re-let to tenants can be found. Rebuilding of burned structures and rehabilitation work would be a necessary preliminary.

"If this is to be the outcome of the years of agitation over this question, it is a sorry one. It does not restore the \$4,000,000 or so in taxes lost to the Mile Square City by the thus far permanent sequestration in government hands of former enemy property which represented an important item in the city's ratables. Hoboken needs relief from the continuance of that loss. It will be regrettable if she

cannot continue the fight for the important principle involved.

"Millions have been wasted by the Shipping Board experiment since the war and more are in process of being squandered. It is not easily understood why the Congress, disposed as it has remained to permit this waste, cannot be brought to employ a minor fraction of Shipping Board funds in an act of justice to the city whence the A. E. F. embarked and to which its victorious divisions and its silent dead came back. There is something callous in such open-handed largess on the one hand and such cheese-paring economy on the other.

"Can't the fight be kept up a bit longer, if only to establish finally before the country, by compelling acceptance or rejection of an adequately pushed bill for that relief, the outstanding facts in the case? They are, in a nutshell, that the central government can, if so disposed, exercise a smothering tyranny over a small community which has no recourse."

That is a fine piece of work from our neighbor in Essex County. Hoboken should not permit the force of this editorial support to be lost. Editorials of that sort should be sent to members of Congress, so that the representatives of the people may know what PUBLIC OPINION is demanding.

If the power of the press is not as great as the power of T. V. O'Connor, chairman of the Shipping Board, who seems to be the power against which Hoboken is fighting, it is time to find out.

## LOCAL PIER PROJECT WILL BE DISCUSSED

The Hoboken pier situation is scheduled to come up for discussion at the sixteenth annual meeting of the United States Chamber of Commerce to be held in Washington, D. C., from May 7 to 11. The local organization will be represented by President William A. D. Evans, Vice-President Irving G. Keller and Manager Richard D. Bloom.

The Hoboken representatives will furnish all details of the pier situation and it is expected that some action will be taken by the national organization to bring about some relief. For sometime past, however, the United States Chamber of Commerce has displayed keen interest in the Mile-Square City's pier situation. The keynote of the meeting is "Team Work for Prosperity."

While in the capitol city the local delegation will confer with Government officials relative to the postal conditions in the city.

## PINDAR REINTRODUCES HOBOKEN PIER BILL

Would Allow City to Exceed Bonded Indebtedness and Buy

By Staff Correspondent.  
TRENTON, Jan. 23.—Assemblyman David A. Pindar, of Hoboken, tonight reintroduced his 1927 Hoboken pier bill.

According to the terms of the measure, the city of Hoboken would be able to exceed its bonded indebtedness for the purpose of purchasing the government-owned piers in that city in the event they are put up for sale.

Mr. Pindar, cognizant of the fact that negotiations are supposed to be pending between the United States Shipping Board and the Hoboken City Commission for the return of the pier property to private ownership, said that his bill in no way conflicts with the possibilities of an amicable settlement of this long-standing controversy.

The purpose of the measure, he explained, is to safeguard the interests of the city in the matter of tax ratables, so that the property, if placed under the hammer, will not be knocked down for a ridiculously low figure, thus depriving the city of its just assessment.

## HOBOKEN MAY GET HALF A LOAF.

While not yet out of the woods, Hoboken at least sees daylight ahead on the pier situation. Largely through the influence of President Coolidge, who was not deaf to the arguments advanced by Senators Edge and Edwards and others who were in position to command his attention, the matter seems now in a fair way of settlement.

To the officials who have worked tirelessly to this end the thanks of every citizen are due. It means a new youth, a new lease on life, for a community that has been sorely tried through no fault of its own.

But while we now look forward hopefully to the future, let us not forget that the settlement would have been much easier, the path to success much less arduous if there had been one big city with three-quarters of a million inhabitants behind the campaign instead of a comparatively small and defenseless community.

In fact, what Hoboken gets, unless the city officials decide to carry the tax sale plan through the courts and win, will be just what the under dog usually gets. Having seized all the piers the Shipping Board magnanimously offers to return two of them to the city and make no restitution for the past. Perhaps half a loaf is better than no bread, but the City Commissioners will do well to pause further before committing themselves irrevocably.

## RUNYON HANDS DOWN HOBOKEN VERDICT MAR. 30

Both Sides In Pier Controversy  
Present Arguments In Federal Court

A decision in the injunction proceedings against the City of Hoboken by the United States Shipping Board to restrain it from selling the government piers for back taxes, will be handed down by Federal Judge Runyon, March 30, it was announced yesterday after attorneys for both sides had presented arguments in open court in Newark yesterday forenoon.

United States District Attorney Walter G. Winne told Judge Runyon that government property is exempt from taxation, and on that ground asked that the injunction be made permanent.

In reply to Mr. Winne, Corporation Attorney Horace Allen, appearing for Hoboken, took the stand that the government does not hold a clear title to the property, and that it is not being used for the purposes for which it was taken over during the war.

Mr. Allen pointed out that the most of the property is being used by private concerns, and contended that under those conditions the property is subject to taxation by the city of Hoboken. In addition to Mr. Allen, the members of the Hoboken City Commission attended the hearing.



*Dis. Apr. 16/28*

## HOBOKEN'S CITY OFFICIALS WAIT RULING ON PIERS

Decision By Federal Judge Run-  
yon Is Now Six Weeks Over-  
due; No Reason Given

Hoboken city officials are still awaiting that decision that was to have been handed down by Federal Judge Clark in Newark on the application of the United States Shipping Board for a permanent injunction against Hoboken's move to sell the government piers for back taxes.

The decision is now a month and a half overdue. It was supposed to have been handed down March 1. It was last fall that Hoboken sued the government for back taxes and moved to sell the piers if payment was not made. In answer to that the shipping board applied for a temporary restrainer and got it.

**Brief Filed Jan. 16**

January 16 Corporation Attorney Horace L. Allen filed a brief, containing 11 pages defending the action of the city. That was the last heard of the matter, aside from the fact that the decision was to have been handed down March 1.

January 25, nine days after the brief was filed, Mayor Bach, Director of Public Safety Bernard N. McFeely, Director of Finance William H. Giffert, Corporation Attorney Allen and City Treasurer Edward Hunter, went to Washington, where they conferred with members of the shipping board relative to leasing Piers 5 and 6 at a nominal figure so that the municipality in turn could lease the space to some shipping concern and recoup its tax losses on the government owned piers.

**Given Encouragement**

City officials were given considerable encouragement at the time and led to believe that Hoboken would be given favorable consideration. Since then, however, the city has heard nothing from either the shipping board with respect to the conferences, nor the Federal Court.

Taxes to the amount of the \$500,000 have accumulated, and still the United States Shipping Board, the Munson, the American Diamond and America France lines are using Piers 1 to 4 without paying the city a cent of taxes.

*Dis. Jan. 16/28*

## OFFICIALS TO GO TO CAPITAL IN PIER FIGHT

Mayor Bach to Lead Delegation  
to Washington Monday In  
Tax Assessment

The first step toward the long-deferred conference between the United States Shipping Board and Hoboken city officials with respect to the latter's grievance against the board for non-payment of taxes on piers it holds in the city, will be taken Monday when Mayor Bach and a delegation of officials will meet with United States Senator Walter E. Edge, Senator Edward I. Edwards and Congressman Auf der Heide in Washington.

The trip to Washington will be made at the request of Senator Edge, through whose efforts the approachment was made possible. The Monday conference will be followed with a meeting with the shipping board in Washington January 25.

Those to accompany Mayor Bach are Commissioner Bernard N. McFeely, director of public safety; Commissioner William H. Giffert, director of revenue and finance; Corporation Attorney Horace Allen and City Treasurer Edward Hunter.

**Officials Elated**

Hoboken officials are elated over the turn of events. It is generally believed that with the interest taken by Senator Edge, the senior Senator from New Jersey, its long-standing grievance will be terminated to the satisfaction of Hoboken.

Ever since the close of the World War, when the United States Shipping Board assumed indefinite control over the piers that once had been a source of revenue to the city in taxes, Hoboken officials have made vain attempts to collect taxes. The taxes due today totals approximately \$4,000,000, or more money than it takes to pay the city's bills for one year. This deficit the taxpayers of the city have been called upon to make good.

**Similar System**

Several months ago the city proceeded against the shipping board with a view of selling the docks for back taxes, just as it has done in other cases against other property owners who have become delinquent.

But the shipping board countered with an injunction restraining it from proceeding with the sale. That is still pending in the United States District Court. The enjoining order was granted by Federal Judge Runyon.

Recently United States Senator Edge took an interest in the subject after it had been brought to his attention. And as a result of his activities the proposed conference with the shipping board has been arranged.

**To Tell Grievances**

It is understood that the conference Monday will be for the purpose of preparing for the meeting with the shipping board. At the Monday's meeting the city officials will lay their grievances before the two United States Senators and Con-

gressman Auf der Heide so that the subject can be arranged in definite form for presentation to the board. Hoboken officials are hopeful that the new move will bring definite results. They are also sure that they will be able to show that the city should not be called upon to continue to stand this huge loss of its rentals.

The delegation will leave Hoboken Sunday afternoon at 2 o'clock so that its members will be in Washington Monday morning. They expect to return home late Monday night or early Tuesday.

*Dis. Feb. 8/28*

## ASKS JUSTICE FOR HOBOKEN.

Hoboken will win its long fight for justice through Congress against the selfish Shipping Board if the prominent newspapers of this State and nation would emulate the Camden Courier, one of the leading dailies of New Jersey.

Under the caption, "Hoboken's Fight," it forcefully presented the rights of Hoboken in the efforts to secure a refund of the millions in taxes it has been deprived of by the confiscation and retention of its valuable pier property since the World War. In its vigorous contention, the Courier says in part:

"The United States Government is mighty particular about protecting its citizens' property in other countries.

"To be decently consistent, it ought to change its policy toward Hoboken, crippled by Shipping Board control of the great steamship docks on this side of the North River.

"Hoboken's business is sadly crippled by the Shipping Board holding those wharves, paying no taxes, and depriving the city of the taxes formerly paid by the steamship lines.

"The Shipping Board, in other words, with the power of the Government behind it, is acting like a tyrant against an American city.

"The Shipping Board throws money away with one hand and pinches it with the other."

*Dis. Oct. 28/28*

## PIER TAX FIGHT OF HOBOKEN IN COURT MONDAY

City to Seek Right to Collect  
From U. S. Government for  
Period Since World War

The City of Hoboken will renew its fight to tax the government piers, when Corporation Attorney Horace L. Allen goes before Federal Judge Clark in Newark Monday, to argue that the city should be permitted to collect taxes that have accrued for the time they have been used for profit.

Mr. Allen will follow the lead of Judge Clark who, in a decision during the past summer, dissolved the injunction to sell the piers for taxes during the time of the war, which he characterized as an emergency, but refused to remove the restrainer for the time following the war, during which private interests used the piers.

**Private Interests Use Piers**

It was the contention of Mr. Allen in a brief submitted to the court last March, that the piers should pay taxes to the city inasmuch as they have been used by private capital. He pointed out that it is unfair to the city as well as other private interests paying taxes on similar property.

While some of the property is being used by shipping board boats leased to private concerns, one of the piers, used by the Munson line, is purely an independent company.

Yet this concern is using non-taxable property.

As a result of the situation which has prevailed in Hoboken for the time since the war, the four large piers formerly used by the North German Lloyd Company have not yielded a cent to the city. The loss in taxes apportioned to other realty in Hoboken, is far in excess of \$4,000,000.



# HOBOKEN SHORE RAILROAD WILL IMPROVE POWER

Deisel Locomotives to Be Placed  
in Operation in January—  
Carrier Shows Growth

A complete revolution in the motive power of the Hoboken Shore railroad will be brought about after January 8, next, when the company places in commission its two new Diesel locomotives. These engines will not only add to the motive power of the road, but will do away with the overhead wires and trolleys.

During the past several months the company has relaid most of its track north from the general offices at the foot of Sixth street. It has also erected a new loading platform to take care of the increased business that has come to the road during the past year or more.

All of these improvements have been brought about within the past year, since Charles Milbauer, vice president and general manager, took charge of the line.

## Generate Own Current

The new Diesel engines are of the type that generate their own electric current. This feature does away with overhead wires. Up to this time the engines in use were operated on the same principle as a trolley car. Just as soon as the new engines have been placed on the tracks and put in operation, the poles and overhead wires will be removed. It is expected that the company will plan a program to mark the improvement.

The Hoboken Shore railroad, which was a private enterprise before the World War, but during the war and for some years after the conflict was operated by the Federal Government, has shown a steady increase in tonnage since it has been again in private hands. The past year it handled the heaviest tonnage in the history of the road.

Car loadings have increased from January to August of 1928, 46 per cent over the same period of 1927. The tonnage for August was 38,036. During September it dropped to 34,760, but immediately took a sharp upward turn to 42,422 in October, and 42,003 in November. The slight drop in November was attributed to the several holidays during the month.

## Steady Business Advance

There has been a steady advance in the volume of business transacted by the road over a period of years. Against the 42,422 tonnage for October, 1928, the year previous was 38,189. October, of 1926, showed 24,793, and for October, 1925, it was 20,939.

Milbauer came to Hoboken the early part of this year from Newark where he was the organizer of the Newark Traffic Club, one of the largest organizations of its kind in the country.

His entire life has been spent in the traffic work. During the Spanish American War he was selected to take charge of the inter-island transportation company of the Philippine Islands for the army. Following that he was traffic manager for the Robinson-Roeders Company, of Newark, and also identified with the Trans-Continental Freight Company, and for a time its eastern general manager.

Despite the general increase in the business of the Hoboken Shore railroad, it has been pointed out by Mr. Milbauer, the company has been able to take care of the business. With

its two new locomotives in commission it will be able to take care of the steady increase that is seen in the future.

## Minturn Kept Pier Issue Alive

It is most unfortunate, because it is most unjust, that the United States Shipping Board should vent its spleen against Supreme Court Justice Minturn for his part in focussing PUBLIC OPINION upon the injustice of the United States Government in holding the Hoboken pier properties exempt from taxation, ever since the war.

It has been Mr. Justice Minturn, more than all others combined, who has created PUBLIC OPINION to the extent where the Shipping Board now seems ready to render justice by taking steps to pay taxes, and back taxes, to Hoboken.

The Hoboken City Commissioners, the Hoboken Chamber of Commerce, the various other chambers of commerce in nearby cities, the United States Senators and Congressmen,

and the newspapers have all done insistent, intelligent work; especially the newspapers in spreading the truth to the four corners of the land. Not only have the local newspapers been a unit in creating PUBLIC OPINION at home, but newspapers in New York, in Newark and in other parts farther removed from the scene, have supported Hoboken.

But after all is said and done, it has been the repeated charges to the various panels of the Grand Jury by that able jurist that have done more than anything else to give the newspapers the "bullets" to shoot. Justice Minturn, more than any other man, more than any other agency, has by his knowledge of the situation and his willingness to render public service at all times, aided most in bringing about that adjustment which now seems about to materialize.

## Edge Introduces a Pier Bill

Measure Admittedly Has Little Chance—Would Authorize Board to Sell to City of Hoboken.

Special Dispatch to Jersey Observer.

Jersey Observer Bureau,  
Washington, D. C., Feb. 11.

Senator Edge, of New Jersey, championing the cause of Hoboken in the matter of the Government piers, hopes this Congress will pass a bill he introduced Saturday in the Senate authorizing the United States Shipping Board to sell or lease the properties to the city of Hoboken.

As only nineteen legislative days remain before the present Congress comes to an end, the outlook is not encouraging. The bill now is in the Senate Commerce Committee. After this committee has acted, and presuming that it decides to report it, the Senate must pass upon it. Then committee consideration on the House side and concurrence of the House would be necessary.

If the bill fails at this session it is considered unlikely that it will be considered, even if introduced, at the anticipated extra session in the spring. The Administration is seeking to limit the field of legislation at the extra session.

The Edge bill provides that the Shipping Board is authorized, in its discretion, to sell, convey or lease upon such terms and conditions as will protect the United States, to the Mayor and Council of the city of Hoboken the whole or any part of the lands with buildings and improvements taken over by presidential proclamation June 18, 1918. The Shipping Board is authorized to enforce on behalf of the United States all the terms and conditions of sale or lease made under this act.

## MEN'S CLUB DISCUSSES PIER RATABLES' LOSS

The Hoboken pier situation was the subject for a discussion last evening, at the weekly supper meeting of the Hoboken Y's Men's Club, at the Y. M. C. A. building, 13th and Washington streets. Sauart O'Reilly of the Hoboken Land and Improvement Company, led the discussion. One of the points brought out was the fact that these \$12,000,000 of ratables have been withdrawn from the city more than 10 years ago, and have as yet not been restored. It was pointed out in answer to questions by several of the members, that these ratables lost annually had to be spread over other property values. And in addition, it was said, the city was the loser from the fact that shipping fell off in Hoboken after the war.

Mr. O'Reilly pointed out to the members that at this time there is some discussion as to whether these piers should be sold to a private concern, or leased to the city which in turn would sub-lease to some shipping concern. In presenting this, Mr. O'Reilly made it plain that he was not taking sides, but merely presenting the facts for the consideration of the members.



# MINTURN MAKES FERVENT CONSOLIDATION PLEA

## Hamilton Asks Co-operation In Fight For Piers

Hoboken Chamber of Commerce  
Guest to 400 On Board  
Steamship Berlin

### EVANS ALSO STRESSES LOSS TO CITY IN TAXES

A fervent plea for consolidation by Supreme Court Justice James F. Minturn and an appeal by Willard I. Hamilton, president of the New Jersey Chamber of Commerce, for co-operation in securing the return of the Hoboken piers to the city, marked the annual banquet of the Hoboken Chamber of Commerce last night.

The banquet was held aboard the S. S. Berlin, at the foot of Sixth street. About 400 men attended, among them representatives of other chambers in the county and state and members of other civic organizations and service clubs.

The importance of returning the piers, under government control since America entered the war, was also stressed by W. A. D. Evans, president of the Hoboken Chamber, and by John L. O'Toole, vice president of the Public Service Transportation Company. An announcement of particular significance to the Hoboken Chamber was made by Mr. Evans, that the chamber is ready to wipe out a debt handed down to it by the Board of Trade and passed on from one chamber to another for about 15 years.

#### Tells of Improvements

"The Chamber was instrumental," said Mr. Evans, "in the Grove street widening and will continue to work for further road improvements from Hoboken to the Holland Tunnel, to provide for further industries. During the past year one big project was put over, the new Y. M. C. A., one of the best things done in Hoboken for years."

"We still have the pier situation, the publicity on which is beginning to bear fruit. We have sent copies of the grand jury's presentment to each member of Congress and to the U. S. Chamber of Commerce. We will continue to bend all our efforts to get the piers back and to make the Hoboken waterfront look as it did before the war."

"I am sorry," declared Justice Minturn, "that we have not behind this proposition a larger municipality with which to impress the national government dealing with our rights and property. Fancy this happening to the City of New York, Philadelphia, Boston or even Jersey City."

#### Petty Municipality

"We are dealt with as we are because we are a petty municipality, known as the Mile Square City. To the man in the West, in the land of Zane Gray, they know of Hoboken only as a name."

"Think what would be its power, if there were one great city in this entire county! That day must come, under the commercial impetus of the time and under the spirit of consolidation. Consolidation and co-operation manifest the spirit of this age."

He cited Newark as an outgrowth of municipalities and New York as a result of municipal combinations. "Consolidation," he said, "is based on this, that 'in unity there is strength,' and that there is strength in 'E Pluribus Unum.'"

"The time must come soon when this great county of our divided by mere imaginary lines, will be one city. Hoboken now is a city bordered on south, west and north by railroads and on the east by the shipping board."

#### For People's Betterment

"Consolidation is for the betterment of the people. With it we may take pride in answering when asked what section of the state we come from. We can answer that we come from this great united section."

Mr. Hamilton's address was a dual appeal for return of the pier to the city and for co-operation of all Chamber of Commerce in securing ratification by the New Jersey Legislature of the tri-state water treaty.

Referring to the piers, he said, "We have long sympathized with Hoboken and its unfortunate position. It isn't just, there isn't anything right about it and we believe that the federal government long ago should have done something to readjust matters. The government should see that the city is reimbursed for its losses. The State Chamber recently took action, pledging its aid to Hoboken in the pier situation."

A basis on which New Jersey can provide adequately for its future water supply needs is provided by the tri-state water treaty between New Jersey, New York and Pennsylvania, Mr. Hamilton asserted. Unless those needs are provided for new industries and new citizens will have to go elsewhere.

"We are on the verge of a new epoch of prosperity. We must look forward to meeting the needs of that epoch."

Statement of his views on the pier situation was made by Mr. O'Toole when he said: "I offer my praise to the Chamber of Commerce for holding its banquet on a ship which flies the German flag, moored to a dock in the only city along the Atlantic seaboard in which the government has not yet learned that the war is over."

"Hoboken is suffering through the blight of bureaucracy. Where government ownership steps in and deprives people of the right of private enterprise, suffering is certain to set in."

#### Industrial Importance

In an industrial survey, he said that New Jersey owes its high position in the country to its industrial importance, in which the work carried on by the Public Service is a great factor. While the entire country showed an industrial slack last year over 1926, the twelve counties in the northern part of the state reported an increase of 12 per cent, and Hudson County a gain of 16 per cent.

The advantages of locating in Hudson County, with its meadows being transformed into industrial sites at costs lower than elsewhere in the metropolitan area, were cited by him as evidence of the rich future of the county. While Muscle Shoals will provide 100,000 horsepower, he said that there are three great power stations in this county with power three times as great.

Yonkersville, N. Y.

## HOBOKEN OFFICIALLY GETS PIER DECISION

### Corporation Attorney Studying Ruling of Federal Judge

Hoboken was officially notified yesterday of the decision of Federal Judge William Clark, in Newark last Friday, when he refused to place a restrainer on the city in its court action to sell the government piers for back-taxes that have accumulated since the war-time crises has passed, although he did permit the injunction to rest for the time of the war and up to 1920 inclusive when the government was engaged in bringing its soldiers from the French battlefields.

A copy of Judge Clark's decision was received yesterday by Corporation Attorney Horace L. Allen, who is engaged in making a study of the document. Not until after he has made a thorough study of the paper will there be any action taken in the matter, it was stated yesterday.

From newspaper reports, however, city officials have expressed themselves as pleased with the decision. Commissioner Bernard N. McFeely, director of Public Safety, said he is gratified to know that the city has been left with ground on which to wage its battle for pier taxation. He said, however, that the matter will be left to Mr. Allen for a decision.

Mayor Gustave Bach declared himself pleased with the outlook from present reports. He expressed himself as optimistic for an early settlement of the city's difficulties with the government. The same feeling was shared by other city officials.

## PIER TAX SALE TO BE DECIDED AFTER A MONTH

### Judge Clark Will Pass on Contention March 1, He Announces.

Newark, Jan. 31.—Standing on the ground that government property is exempt from taxation, United States District Attorney Walter G. Winne asked Federal Judge Clark in the District Court here yesterday to make permanent the injunction restraining the city of Hoboken from selling the government piers in that city.

Corporation Attorney Horace Allen, of Hoboken, declared that the Government had not shown clear title; that it had not secured consent of the State to exemption from taxation, and that the property was not being used for the purposes for which it was taken over by the President in his proclamation.

Chauncey Parker, general counsel for the Shipping Board, and Counselor John Wise, of the New York bar, associate counsel for the City of Hoboken, also took part in the argument.

Judge Cleak, who asked many questions of both sides during the hearing, said that he would announce his decision on March 1.

Whichever way the court decision goes, it is understood that an appeal will be taken to the United States Circuit Court.

Mr. Winne pointed out that the Supreme Court of the United States and various circuit courts throughout the country have uniformly taken the position that States have no power to tax property of the United States.

It was contended by Mr. Allen that while Congress authorized the President to take over the piers and pay compensation for them to the owners, this action was illegal, in that neither Congress nor the President had the right to usurp judicial functions in specifying what compensation should be paid. This, he claimed, was a matter for the courts to pass upon.

Hoboken owned 300 feet of land under water north of Pier 1, and by agreement with the North German Lloyd Company, the latter paid to the City of Hoboken \$2,500 a year, but the city, he pointed out, got no compensation from the Government.

"But that would be a matter to take up with the Government," interrupted Judge Clark.

"I also understand the law," replied Mr. Allen, "that if the Government attempted to take over property by the exercise of eminent domain in the judicial proceedings, the rights of the city would be protected."

"Well, who do you think should pay those taxes?" asked the court.

"I do not know where the title stands, but the bill fails to disclose ownership by the United States Government. We don't care who pays the taxes. Taxes in the State of New Jersey are against the property, not the individual."

"We are not coming into Court for relief," Mr. Allen pointed out. "We are simply exercising the right to levy taxes under the State law. The right of eminent domain has not been properly exercised, the consent of the State has not been secured, and the property is now being used for national security and defense as it was set out in the President's proclamation when the property was seized."

Counselor Wise declared that he did not believe that there would ever have been a union of the State if it had been believed that the Government could step in and take property wherever it pleased in a sovereign state without the consent of that state.

The sale of the piers as a penalty for non-payment of taxes was scheduled for December 21, but was restrained by Judge Clark, who allowed a temporary injunction to issue against the city. Hearings on the Government's application for a permanent restrainer have been scheduled every week since, but each time either the Government or the city was not ready, and the case went over to today.



# MINTURN MAKES FERVENT CONSOLIDATION PLEA

## Hamilton Asks Co-operation In Fight For Piers

Hoboken Chamber of Commerce  
Guest to 400 On Board  
Steamship Berlin

EVANS ALSO STRESSES  
LOSS TO CITY IN TAXES

A fervent plea for consolidation by Supreme Court Justice James F. Minturn and an appeal by Willard I. Hamilton, president of the New Jersey Chamber of Commerce, for co-operation in securing the return of the Hoboken piers to the city, marked the annual banquet of the Hoboken Chamber of Commerce last night.

The banquet was held aboard the S. S. Berlin, at the foot of Sixth street. About 400 men attended, among them representatives of other chambers in the county and state and members of other civic organizations and service clubs.

The importance of returning the piers, under government control since America entered the war, was also stressed by W. A. D. Evans, president of the Hoboken Chamber, and by John L. O'Toole, vice president of the Public Service Transportation Company. An announcement of particular significance to the Hoboken Chamber was made by Mr. Evans, that the chamber is ready to wipe out a debt handed down to it by the Board of Trade and passed on from one chamber to another for about 15 years.

### Tells of Improvements

"The Chamber was instrumental," said Mr. Evans, "in the Grove street widening and will continue to work for further road improvements from Hoboken to the Holland Tunnel, to provide for further industries. During the past year one big project was put over, the new Y. M. C. A., one of the best things done in Hoboken for years."

"We still have the pier situation, the publicity on which is beginning to bear fruit. We have sent copies of the grand jury's presentment to each member of Congress and to the U. S. Chamber of Commerce. We will continue to bend all our efforts to get the piers back and to make the Hoboken waterfront look as it did before the war."

"I am sorry," declared Justice Minturn, "that we have not behind this proposition a larger municipality with which to impress the national government dealing with our rights and property. Fancy this happening to the City of New York, Philadelphia, Boston or even Jersey City."

### Petty Municipality

"We are dealt with as we are because we are a petty municipality, known as the Mile Square City. To the man in the West, in the land of Zane Gray, they know of Hoboken only as a name."

"Think what would be its power if there were one great city in this entire county! That day must come, under the commercial impetus of the time and under the spirit of consolidation. Consolidation and co-operation manifest the spirit of this age."

He cited Newark as an outgrowth of municipalities and New York as a result of municipal combinations. "Consolidation," he said, "is based on this, that in unity there is strength, and that there is strength in 'E Pluribus Unum.'"

"The time must come soon when this great county of our divided by mere imaginary lines, will be one city. Hoboken now is a city bordered on south, west and north by railroads and on the east by the shipping board."

### For People's Betterment

"Consolidation is for the betterment of the people. With it we may take pride in answering when asked what section of the state we come from. We can answer that we come from the great united section."

Mr. Hamilton's address was a dual appeal for return of the pier to the city and for co-operation of all Chamber of Commerce in securing ratification by the New Jersey Legislature of the tri-state water treaty.

Referring to the piers, he said, "We have long sympathized with Hoboken and its unfortunate position. It isn't just, there isn't anything right about it and we believe that the federal government long ago should have done something to readjust matters. The government should see that the city is reimbursed for its losses. The State Chamber recently took action, pledging its aid to Hoboken in the pier situation."

A basis on which New Jersey can provide adequately for its future water supply needs is provided by the tri-state water treaty between New Jersey, New York and Pennsylvania, Mr. Hamilton asserted. Unless those needs are provided for new industries and new citizens will have to go elsewhere.

"We are on the verge of a new epoch of prosperity. We must look forward to meeting the needs of that epoch."

Statement of his views on the pier situation was made by Mr. O'Toole when he said: "I offer my praise to the Chamber of Commerce for holding its banquet on a ship which flies the German flag, moored to a dock in the only city along the Atlantic seaboard in which the government has not yet learned that the war is over."

"Hoboken is suffering through the blight of bureaucracy. Where government ownership steps in and deprives people of the right of private enterprise, suffering is certain to set in."

### Industrial Importance

In an industrial survey, he said that New Jersey owes its high position in the country to its industrial importance, in which the work carried on by the Public Service is a great factor. While the entire country showed an industrial slack last year over 1926, the twelve counties in the northern part of the state reported an increase of 12 per cent, and Hudson County a gain of 16 per cent.

The advantages of locating in Hudson County, with its meadows being transformed into industrial sites at costs lower than elsewhere in the metropolitan area, were cited by him as evidence of the rich future of the county. While Muscle Shoals will provide 100,000 horsepower, he said that there are three great power stations in this county with power three times as great.

## HOBOKEN OFFICIALLY GETS PIER DECISION

Corporation Attorney Studying  
Ruling of Federal Judge

Hoboken was officially notified yesterday of the decision of Federal Judge William Clark, in Newark last Friday, when he refused to place a restrainer on the city in its court action to sell the government piers for back-taxes that have accumulated since the war-time crises has passed, although he did permit the injunction to rest for the time of the war and up to 1920 inclusive when the government was engaged in bringing its soldiers from the French battlefields.

A copy of Judge Clark's decision was received yesterday by Corporation Attorney Horace L. Allen, who is engaged in making a study of the document. Not until after he has made a thorough study of the paper will there be any action taken in the matter, it was stated yesterday.

From newspaper reports, however, city officials have expressed themselves as pleased with the decision. Commissioner Bernard N. McFeely, director of Public Safety, said he is gratified to know that the city has been left with ground on which to wage its battle for pier taxation. He said, however, that the matter will be left to Mr. Allen for a decision.

Mayor Gustave Bach declared himself pleased with the outlook from present reports. He expressed himself as optimistic for an early settlement of the city's difficulties with the government. The same feeling was shared by other city officials.

## PIER TAX SALE TO BE DECIDED AFTER A MONTH

Judge Clark Will Pass on  
Contention March 1, He  
Announces.

Newark, Jan. 31.—Standing on the ground that government property is exempt from taxation, United States District Attorney Walter G. Winne asked Federal Judge Clark in the District Court here yesterday to make permanent the injunction restraining the city of Hoboken from selling the government piers in that city.

Corporation Attorney Horace Allen, of Hoboken, declared that the Government had not shown clear title; that it had not secured consent of the State to exemption from taxation, and that the property was not being used for the purposes for which it was taken over by the President in his proclamation.

Chauncey Parker, general counsel for the Shipping Board, and Counselor John Wise, of the New York bar, associate counsel for the City of Hoboken, also took part in the argument.

Judge Clark, who asked many questions of both sides during the hearing, said that he would announce his decision on March 1.

Whichever way the court decision goes, it is understood that an appeal will be taken to the United States Circuit Court.

Mr. Winne pointed out that the Supreme Court of the United States and various circuit courts throughout the country have uniformly taken the position that States have no power to tax property of the United States.

It was contended by Mr. Allen that while Congress authorized the President to take over the piers and pay compensation for them to the owners, this action was illegal, in that neither Congress nor the President had the right to usurp judicial functions in specifying what compensation should be paid. This, he claimed, was a matter for the courts to pass upon.

Hoboken owned 300 feet of land under water north of Pier 1, and by agreement with the North German Lloyd Company, the latter paid to the City of Hoboken \$2,500 a year, but the city, he pointed out, got no compensation from the Government.

"But that would be a matter to take up with the Government," interrupted Judge Clark.

"I also understand the law," replied Mr. Allen, "that if the Government attempted to take over property by the exercise of eminent domain in the judicial proceedings, the rights of the city would be protected."

"Well, who do you think should pay those taxes?" asked the court.

"I do not know where the title stands, but the bill fails to disclose ownership by the United States Government. We don't care who pays the taxes. Taxes in the State of New Jersey are against the property, not the individual."

"We are not coming into Court for relief," Mr. Allen pointed out. "We are simply exercising the right to levy taxes under the State law. The right of eminent domain has not been properly exercised, the consent of the State has not been secured, and the property is now being used for national security and defense as it was set out in the President's proclamation when the property was seized."

Counselor Wise declared that he did not believe that there would ever have been a union of the State if it had been believed that the Government could step in and take property wherever it pleased in a sovereign state without the consent of that state.

The sale of the piers as a penalty for non-payment of taxes was scheduled for December 21, but was restrained by Judge Clark, who allowed a temporary injunction to issue against the city. Hearings on the Government's application for a permanent restrainer have been scheduled every week since, but each time either the Government or the city was not ready, and the case went over to today.

Dr. Aug. 19/28



Dr. Jan 9/28

# MAYOR BACH IN WASHINGTON FOR CONFERENCE

## Plan Campaign With Senators In Pier Fight

Meeting With Shipping Board  
Scheduled For Jan. 25 When  
Legislation Is Expected

Mayor Gustav Bach, of Hoboken, accompanied by Commissioners Bernard N. McFeeley and William H.

Gilfert, and Corporation Attorney Horace Allen and City Treasurer Edward Hunter, are in Washington today where at 10 o'clock this morning they will meet United States Senators Edge and Edwards and Congressman Auf der Heide to discuss plans for the future conference with the United States Shipping Board on the pier situation.

The meeting with the shipping board has been scheduled for January 25. At that time the city officials hope to lay their grievances before the board with respect to back taxes it has charged against the board which the board has steadfastly refused to pay. The arrears to date are in excess of \$4,000,000.

The officials left Hoboken yesterday afternoon at 2 o'clock and expect to return either tonight or tomorrow morning.

### Minturn Conference

While Hoboken city officials and representatives of civic organizations were preparing for the conference at Washington regarding the Hoboken pier situation, Supreme Court Justice James F. Minturn Saturday at the courthouse declared he will be unable to confer with United States Senators Edge and Edwards until early next month.

Justice Minturn, whose charge to the Hudson County grand jury started the move to have the government compensate Hoboken for loss of taxes since 1919, had expected to confer with the Senators and "other high officials" this month. Pressure of court matters requiring his attention, however, caused him to defer the Washington trip until the early part of February.

Following Justice Minturn's charge, the grand jury returned a presentment showing the injustice of the government's action in causing loss of large sums to Hoboken by reason of the seizure of the valuable waterfront property.

### Minturn Satisfied

Justice Minturn expressed satisfaction with the developments since the grand jury's presentment. That Hoboken will be afforded relief by the government is the belief of the jurist, who said he will discuss the matter with the Senators next month.

In addition to today's confab, there will be a conference January 25 at which time Hoboken will present its views to the United States Shipping Board. It is also expected that the latter conference will result in drawing up of suitable legislation to enable the Shipping Board to compensate Hoboken in a measure for its past losses.

Dr. Jan 4/28

## Acts on Piers



U. S. Senator Walter E. Edge

## PIER CONFERENCE AT CAPITAL ON MONDAY

Will Outline Plans for Meeting  
With the Shipping  
Board.

Special Dispatch to Jersey Observer.  
Jersey Observer Bureau,  
Washington, D. C., Jan. 4.

A conference of Mayor Gustav Bach and other Hoboken city officials, with Senators Edge and Edwards, will be held in Senator Edge's office in Washington next Monday to outline plans for the meeting on January 25 with the U. S. Shipping Board, at which it is hoped an agreement will be reached for compensating the city of Hoboken for the loss of revenue from the former German line piers in the ten years of Government operation.

The purpose of Monday's conference is to lay the foundations for harmonious co-operation and logical presentation of the case to the Shipping Board.

Commissioner Bernard N. McFeeley will head the party of Hoboken officials who will leave on Sunday night for Washington. Mayor Gustav Bach, Corporation Attorney Horace Allen, Director of Revenue and Finance William Gilfert and Assistant Treasurer Edward Hunter compose the official party which it to meet with Senators Edwards and Edge.

While the Hoboken officials are not relinquishing any of their plans for the sale of the Government piers for taxes, now held up by a temporary injunction of the Federal Court, pending a hearing, Commissioner McFeeley declared today that the action by the U. S. Shipping Board officials in offering to meet the city half way is at least encouraging and gives promise that with the near future the Government will act to free the city of the heavy burden which has been placed upon it for over ten years now.

"I have reason to believe that not only will an arrangement be made whereby the city will be assured of revenue from the piers in the future, but that compensation will be given to the city in lieu of back taxes," he declared.

Dr. Jan 27/29

## HOBOKEN AGOG OVER CHAPMAN SHIPPING BIDS

City May Get Dockings of American Merchant Line If Offer of Firm Gets Approval

Shipping circles in Hoboken are agog over the rumor that local business interests are identified with Paul W. Chapman & Company, of New York, in the latter's bid for the United States lines and the American Merchant lines.

That the New York concern is the same firm that financed the purchase of the Hoboken Manufacturers' Railroad when it was obtained from the government and returned to private control is all the more significant to those who are watching developments in the recent bidding for these lines.

### Steneck Trust Mentioned

Among those locally named in connection with the purchase of the lines are the Steneck Trust Company and the Hoboken Land and Improvement Company. Henry Steneck declared that "There is nothing to it." He registered surprise that the name of the financial institution he heads should have been mentioned in connection with the proposition.

Although H. Otto Wittpenn, president of the Hoboken Land & Improvement Company, could not be reached last evening, at the office of the concern, it was said there that nothing is known of any such a proposition.

Another feature of the bidding for the lines, is the extraordinary high bid placed by the Chapman Company. It has bid \$16,082,000. The next highest bid was by J. W. Winchester and Gibb Brothers, of New York, \$10,000,000. The latter firm excluded the President Harding and President Roosevelt, but in place included the Monticello and the Mt. Vernon.

### Bid \$6,000,000 Higher

Thus the bid of the Chapman concern is virtually \$6,000,000 higher than its next competitor. What the shipping board will do with the bids is problematical. Heretofore bids have been rejected because they were too low. The fact that this unexpectedly large bid has been submitted has caused much comment in shipping circles.

If the Chapman concern gets control of the boats of the United States lines and the American Merchant lines, it would bring the latter to Hoboken. At present these ships dock on the other side of the river. The fleet is made up of five boats. Like the Leviathan, they are seen in Hoboken only when they are being repaired. One of these, the American Shipper, figured in the rescue work when the Vestris, of the Lamport and Holt line, foundered off the coast of Virginia.

### "Two New Leviathans"

It is said that the purchase of the fleet by the concern, would mean the addition of two more large boats to match the Leviathan. This would be necessary in order to balance the fleet, and give Leviathan service at closer intervals.

The highest bid for the five ships of the American Merchant line by itself was submitted by J. H. Winchester, Inc., of New York. Its bid was \$3,025,000.



# "WILL CONTINUE WORK FOR RETURN OF PIERS"

## FRELINGHUYSEN MAKES PROMISE IN LOCAL TALK

Former United States Senator, Seeking Seat Again, Tells Hoboken Audience of His Fight "For Some Measure of Governmental Justice" — Local Candidates Speak.

In the reflection of supreme personal confidence that he will be returned to Washington as Republican senatorial representative from New Jersey, former U. S. Senator Joseph S. Frelinghuysen, speaking in Hoboken last night, promised a vigorous continuance of past effort to procure return of the local piers, now under government control, to the mile-square city.

A fair-sized audience, comfortably filling the Waldheim-Stevens Forum at 916 Garden street, gave generously of applause when Frelinghuysen bespoke pride over his record in the fight of some years ago for some measure of governmental justice toward Hoboken in the pier matter. In view of his efforts at that time, the speaker pointed out, towards the end of remedying in some way the severe loss of revenue occasioned by the city in confiscation of the piers, he felt justified in expressing "confident belief that he would be returned to Washington, to continue the work he had started in the securing of justice for Hoboken."

John Ferguson, former chairman of the Hoboken Republican Committee, arranged last night's meeting and acted as its chairman. Quite a number of local celebrities were on the speaker's rostrum, included among them being Counselor George M. Eichler, Republican candidate for Congressional honor; Counselor Isidore Dworkin, and a number of others. Thomas Loughran, Jr., Republican candidate for the Boulevard Commission, was also in attendance.

Mr. Frelinghuysen was introduced by the chairman of the evening and launched at once into a relation of what was in store, not alone for Hoboken, but all New Jersey, were he again elected as a United States Senator.

He had no organization, said Mr. Frelinghuysen, such as enjoyed by Hamilton F. Kean and former Governor Edward Stokes. The people of the state were his organization, declared the speaker, and he was confident they would not fail him.

As for competency and efficiency, the former Senator pointed to his record of past achievements. By inference he directed a gentle verbal slap toward Senator Walter E. Edge, asserting that while he was hard at work on the tariff schedule during the summer of 1922, "his colleague was on a trip to Europe."

He secured protection for the wage earning peoples of the state, Frelinghuysen said, and established proper measures of protection for industries by the tariff schedule. "I have been assured I have done for labor," he concluded. "That is my answer and part of my record."

The splendid administrations of Harding and Coolidge, he declared, could only be continued by a man who would stand for their policies of economy—and he would, was his contention. These latter administrations, he asserted, must be looked upon as prosperity, resultant from economy, inasmuch as seven billions of dollars was cut from the national debt.

Continuing, the speaker touched on the matter of an adequate merchant marine, expressing his belief in a subsidy and promising every effort towards the building up of America's merchant marine so that the Flag of this country would fly in every port. He believes too, in the having of an adequate navy, second to none in strength.

Concluding, Mr. Frelinghuysen denied any wish for personal glorification, pointing out that he had already had the honor of being a U. S. Senator, but declared that he wanted to return to Washington in order that he might continue a constructive public service.

The necessity of taking the government out of business competition, was the keynote of Mr. Eichler's remarks. He touched too, on the pollution of New York waters, and also on the absolute necessity of a new postoffice for the Mile Square City. Other speakers dwelt along similar lines, on issues of the campaign.

With the Republican split five different ways on the senatorial contest, the contention is that Frelinghuysen has as good a chance as any of the others in the race, and as a result his friends, particularly Ferguson, in Hoboken, have been following a quiet, but nevertheless persistent line of good work in his behalf. Last night's meeting, accounted a success, they took as criterion of their candidate's

Obs. Sept. 24/29.

### FALLON ON THOSE PIERS

I have read in the newspapers recently of the activity of Assemblyman Bucino and others with respect to the dilemma in which the City of Hoboken has been placed as a result of the former North German Lloyd and Hamburg-American S. S. Co. piers being removed from tax ratables. I noted therein the suggestion of one or more persons that contact-men (lobbyists) be employed to further the interests of the City of Hoboken with respect to said matter. Such, in my judgment, would

would not only be futile, but absurd. It is needless for me to say that such would be against public policy.

What better contact-men could the City of Hoboken and all interested in the aforesaid matter hope to have than the 12 Congressmen and 2 United States Senators of the State of New Jersey. If such representatives were to diligently exert their best efforts in furtherance of the aforesaid matter, there would be no occasion for contact-men (lobbyists), and Hoboken's aim would be attained. What is particularly needed is pitiless publicity by the newspapers of our State which may impress upon the minds of our State's representatives in Congress the justice of Hoboken's claim.

JOHN J. FALLON.

Dis. Jan 11/28

## ASKS PIER DATA FOR HEARING JAN. 25

### EDGE

## Officials Of Hoboken Back From Capital

Senator Tells Them to Come Primed With Data For Formal Hearing

### AUF DER HEIDE TAKES PART IN CONFERENCE

Mayor Gustav Bach and other officials who attended the pier conference with United States Senator Walter E. Edge at Washington yesterday, were much pleased with the results of their visit.

Congressman Auf der Heide took part in the conference and discussed the pier tax situation with Senator Edge, bringing out the injustice of depriving the city of the millions in assessments since the Shipping Board took over the wharves in 1920.

#### Says Data Required

Senator Edge told Mayor Bach, Corporation Counsel Horace Allen, Deputy Treasurer Edward Hunter and City Commissioners McFeely and Giffert, who comprised the Hoboken delegation, that it would be necessary to submit much data at the hearing that will be held by the Shipping Board on January 25.

It was agreed that when the delegation comes back to Washington it will be with a statement that will show how much Hoboken has lost in taxes since 1920, together with how much revenue the Shipping Board has derived from rental of the piers, where government-owned shipping lines are in actual competition with private renters from the government.

If the Shipping Board is amenable to an appropriation by Congress for losses hitherto incurred, and an arrangement for future annual payments, equivalent to rental, it is believed a bill introducing this idea could be put through with the approval of the Bureau of the Budget.

All thought for the present of trying to get the government to sell the piers seems to have been abandoned. The Shipping Board, while laden with the task of further developing an American merchant marine will not, it is flatly asserted, give its consent to the sale of the piers to private owners in order to get them back into the taxing ratables.

Commissioner McFeely and Deputy Treasurer Hunter returned last night, but Mayor Bach, Commissioner Giffert and Corporation Counsel Allen will not return until some time today.

## HOBOKEN PIERS' STATUS CONTINUES AS YEAR AGO

Edge Bill's Death in Committee Serves as Throwback

With the S. S. Leviathan to pass into the hands of the new owners of the United States Lines, the Paul W. Chapman & Co., of 42 Cedar street, New York, Friday, the big liner will no doubt continue for the present to dock at the foot of 46th street, New York. At the office of the new owners yesterday it was stated that there are no plans for immediate changes.

After Friday, just as rapidly as the ships of the United States Lines, and the American Merchant Fleet, arrive in New York, they will be turned over to the new owners. The other ships of the fleet will continue to dock in Hoboken, it is understood.

The Hoboken pier situation was thrown back into its old status Monday morning when Congress was adjourned. At that moment the Edge bill which provided for the sale or leasing of the piers to the City of Hoboken, died in committee. If the plan is to be revived, a new bill will have to be submitted. Until that time the pier situation is no further ahead so far as direct action is concerned than it was a year ago.

As the recent session of Congress was a short one, there was insufficient time to have the bill reported out of committee and place it before the body for action. Whether or not an effort will be made to have the Edge bill revived has not been stated. It has been pointed out that with the sale of the ships, the shipping board will also get rid of the piers, but thus far its plans have not been made public.

Dis. Mar. 6/29



# HOBOKEN PIERS TAXABLE. HARRISON INSISTS

## NICE POINT OF LAW DISCUSSED BY TAX EXPERT

Government Indicates It Will Adhere to Policy of Resisting Sale in Court Notwithstanding Parley Called in Washington.

While seeking a parley with the Hoboken City Commissioners on the pier tax question the United States Shipping Board is apparently trying to build up a defense against the contention that the Government has no legal right to exemption from taxes on the property.

This is evident from the following letter received by Captain Ramon B. Harrison, formerly of the Hoboken Assessors' department from Edmond Fletcher, of Washington, D. C., one of the Shipping Board's lawyers:

"Dear Sir: Please observe the opinion rendered in the case of Van Brocklin vs. State of Tennessee, 117, U. S. 153, holding that the United States may take by eminent domain proceedings lands within any State, without a concurrent act of the latter."

In reply to this contention of the Shipping Board lawyer, Mr. Harrison in a letter to the Jersey Observer points out that he does not believe that the decision referred to applies to the Hoboken situation and sets forth his reasons.

Mr. Harrison was responsible for bringing to light the points at law upon which it was possible for the city of Hoboken to start action for the sale of the piers for taxes. The Shipping Board secured a temporary injunction against the sale and the matter will be heard before Federal Judge Runyon next week.

In the meantime, the Shipping Board has invited the city officials to talk the matter over at a conference to be held in Washington January 25.

Captain Harrison, in his letter to the Jersey Observer, states that while he knows nothing of the details of the decision referred to by the Shipping Board lawyer, it established a dangerous precedent against the rights of a state if carried to the extremes.

"As applied specifically to Hoboken," says Mr. Harrison, "and generally to all other port cities, if the Shipping Board can thus acquire one pier, it can take two; if it can take two, it can take over the entire water front; and if it can take the water front and thus take it out of the tax ratables, it can take over the entire city and take the entire city out of the tax ratables, and thus exempt every piece of property in the city from taxation."

"Such action is, of course, a remote probability; but, under the doctrine laid down in above quoted decision, it could be done; and if it were done, where would the city government get its finances upon which to operate?"

"It is not illogical nor fantastical to infer that it was to prevent just such a contingency that the framers of the U. S. Constitution inserted in Article I, Section 8, the provision that Congress should have power among other things:

"17. To exercise exclusive legislation \* \* \* over all places purchased by the consent of the Legislature of the State in which the same shall be for the erection of forts, magazines, arsenals, drydocks and other needful buildings."

"Now, it seems to me that it requires the consent of a State Legislature before the Congress can exercise exclusive legislation over a dry dock. It would apply to piers and docks for the U. S. Shipping Board."

"Legislation is generally taken to mean to give the U. S. Government jurisdiction over the purchased property. The only question is whether jurisdiction is absolutely essential to exemption from taxation. I know that in all cases where the State gives its consent to the purchase it waives its right to tax the property so long as the Government uses the property for the specific purpose for which purchased and no longer."

"The case cited above, whatever the facts, seems to me, therefore, not to apply to the case of the Government piers here in Hoboken. And neither does any other case I have seen cited by the attorneys for the Shipping Board apply to the Hoboken situation."

## CLEAR WAY FOR CITY TO GET PIERS.

In backing down completely from its previously announced decision to oppose the sale to Hoboken of the former German piers, seized by the Government during the war, the Hoboken Chamber of Commerce has taken a course that we deemed inevitable once it realized just what an untenable position it had assumed.

As the Jersey Observer pointed out, it would be nothing short of criminal neglect on the part of the city officials if they did not seize this opportunity to get full control of the piers.

After an interesting conference with the city officials, the Chamber of Commerce folk called their directors into special session, withdrew their application for a hearing on Senator Edge's bill and cleared the way for quick passage of that measure.

There are assurances that the Shipping Board will urge the passage of the Edge bill, which provides for transfer of title to the city, and it now looks at last as though the city will be reimbursed, through this ownership, for the big losses in taxes suffered during the term of Government control. The Chamber of Commerce is to be congratulated on the fact that, once having seen the light, it graciously about-faced and voted to back the city to the limit.

# SHIPPING BOARD PROMISES RELIEF TO HOBOKEN

## Unjust Burden On City Shown By Att'y Allen

Edge Tells Board That President Coolidge Favors Favorable Adjustment

M'FEELY AND GILFERT  
RETURN TO HOBOKEN

WASHINGTON, Jan. 25.—(P)—Consideration of ways and means to relieve the situation for the city of Hoboken, which claims a loss of \$4,000,000 in taxes and rentals since the Federal government seized German piers during the war, was given today by a joint committee of Shipping Board and Hoboken representatives. After presenting the case, Chairman O'Connor promised the Hoboken delegation that the Shipping Board would be glad to give whatever relief was possible.

H. S. Allen, city attorney for Hoboken, said that since 1920 a total of \$3,950,520 had been lost in taxes on the piers taken by the government from the North German Lloyd and Hamburg-American Lines. The city lost \$22,500 in rentals, he said, adding that the taxable property there amounted to \$101,000,000 and since the two piers were worth \$12,269,000, an unjust burden was imposed upon the city.

### Edge Speaks for City

The committee, consisting of Mayor Gustav Bach, City Commissioners Bernard McFeely and William Gilfert, and Shipping Board Commissioners Benson, Teller and Smith, will consider a plan for the government to rebuild the two piers destroyed in Hoboken by fire.

These piers, under the plans, would be leased to the city of Hoboken, which in turn would lease them to shippers and derive a profit therefrom.

Senator Edge during the hearing this morning informed the board the President is in favor of relief for Hoboken. Others to speak were Senator Edwards and Congressman Auf der Heide.

During the course of the hearing Chairman O'Connor condemned the recent charge of Justice Minturn to the grand jury and his report that the piers are in a deplorable condition. "This is not so," Mr. O'Connor said, "and the statement is based on erroneous information, as shown by an inspection of experts and navy officers."

Senator Edwards objected to Mr. O'Connor's criticism of Justice Minturn.

Commissioners Bernard N. McFeely and William H. Gilfert were the only two members of the Hoboken delegation in Washington yesterday to confer with the United States Shipping Board with respect to the pier situation, to return last night Mayor Bach, Corporation Attorney Allen and City Treasurer Hunter remained at the National Capital overnight.

Although the commissioners returned in an optimistic mood, they were unable to make any definite statements. It is understood that the offer of two piers to the city on which to realize rentals to reimburse it for the tax loss has not been definitely settled, and that in all likelihood the commissioners will have to make another trip to Washington in order to close any negotiations that are under way.

It is also understood that the matter will be taken up by the City Commission after the return of the Mayor to Hoboken. And if another conference between the Hoboken city officials and the Shipping Board is to be held, it is a sure thing that the proposed hearing on the restrainer to halt the sale of the piers, scheduled before Federal Judge Runyon the latter part of this month, will be put over. Indications now are that the Federal Court hearing will never come up. A settlement between the city and the Shipping Board would put a stop to the city's suit to sell the piers for back taxes.



Obs. Aug. 19/28

# HOBOKEN IS LOSER IN PIER FIGHT

## BUT STILL HAS ONE RECOURSE LEFT, THE COURT MAKES CLEAR

### Government Plea for a Permanent Injunction Is Denied—Test Case Lost, Because in War Use When Levy Was Made.

Newark, Aug. 10.—Federal Judge William Clark today restrained the officials of the city of Hoboken from selling the Government piers in default of 1920 tax arrears, but refused the Federal Government's application for an injunction to prevent the city from conducting tax sales of the pier property for taxes due in subsequent years.

The decision is a partial victory for Hoboken, Judge Clark restraining the city from the sale for 1920 arrears solely because the Government was using the piers in 1919, and 1920 for war department purposes and not commercially. He points out that the piers were essential to post war activity in the return of troops, supplies and bodies to this country and so were not in use for profit.

Judge Clark in his opinion, which is a lengthy one, also analyzes the Hoboken situation in regard to government ownership of the piers and offers a thought toward the solution of the city's problem in the pier tax loss by practically suggesting that Hoboken should question the right of the government to operate a shipping business rather than its previous claims of infringement of state rights.

The decision today comes after several months of anxious waiting by the Hoboken officials. Early this year, Hoboken officials advertised the government piers for sale for back taxes for 1920. The Federal government immediately sought an injunction to restrain the city from carrying its plan into effect and also to prevent the city from carrying a similar plan into effect for taxes for any subsequent year.

Under Judge Clark's decision the city can go ahead with a similar plan for a sale for taxes due for some other year than those in which the piers were used solely for war purposes. Hoboken has not levied against the piers since then but can tax this year, and then next year offer the piers for sale in default of this year's taxes.

Judge Clark also pointed out that Hoboken would probably get further in its efforts to solve the pier and tax loss problem if it would go into court and question the right of the government to engage in a private shipping enterprise.

He said that this point was not raised by city officials in any of their actions to recover the piers for the city and that in his opinion that argument took precedence over any question of jurisdiction.

The Federal jurist informed the Jersey Observer that the time taken to reach the decision was necessary because the law citations were such as to require much research work before he could reach a conclusion.

### HOBOKEN AND THOSE PIERS.

While there can be no objection to giving a hearing to the Hoboken Chamber of Commerce on the question of returning the war-time piers to the city, there is no logical reason, as we see it, why the title to the property should not be vested in the city rather than in a private individual or group of individuals.

President Herr of the local Chamber fears that if the piers are turned over to the city "there will be a chance of creating more fat jobs," but he will have to present a better reason than that before we will believe that the city shouldn't have them. We do not believe that, should Hoboken get title to the piers, it would attempt to operate them. Rather, we believe that it would lease them to some shipping line at the highest possible price.

For the city to adopt any other course would be unwise, particularly as it is concerned only in securing adequate revenue from the piers. It matters little whether the revenue be in the form of taxes or whether it be the lump sum agreed upon for the leasehold. But, and we submit that it is a very big but, there is a vast difference whether the city actually owns the piers or whether a private individual or corporation gets them.

With so much of the shore front holdings having passed out of control of the people, to whom of right they belong, it would be nothing short of criminal neglect if the city failed to grasp this opportunity to get the piers back. The story of how Hudson County municipalities were robbed of valuable water front rights by the railroads way back in 1867 has not been forgotten even to this day. Hoboken, now that it has an opportunity to undo the mistakes of the past, should profit by the experience of its neighboring cities.

If the Chamber of Commerce has sound

reasons to offer against the city taking title to the piers, let us have them at the proposed hearing. The time to settle this question is now. Meanwhile, those who believe that the city should receive back a portion of its birth-right should also speak out. Senator Edge has introduced a bill returning the piers to the city and it is important that the matter be aired to the fullest extent. We are satisfied that the more light there is shed on the proposition the more evident will it appear that the city should own the piers.

### BACH BACK, EXPECTS CITY LEASE OF PIERS

Mayor Gustav Bach and Corporation Attorney Horace L. Allen, of Hoboken, returned from Washington Saturday morning following a conference with the United States Shipping Board at Washington and reported they were confident that the city soon would be receiving taxes from the old German Lloyd piers. Since they were taken over by the government as a war emergency, the city has lost more than \$4,000,000 in taxes on the four big piers between First and Fourth streets.

Mayor Bach said he feels sure that it will be but a short time till the city will be given a lease on the piers. This will give Hoboken an opportunity to lease them to shipping concerns at a profit sufficient to reimburse it for taxes.

Obs. Mar. 25/29



# SHIPPING BOARD AGREES TO SELL U. S. LINES IN HOBOKEN

## Sale Of Piers Next Step To Raise Ratables

Hoboken Would Benefit by Tax  
Return Under Private Owner-  
ship of Waterfront

CHAPMAN FIRM TO BEGIN  
WORK ON 2 NEW VESSELS

WASHINGTON, Feb. 14—(AP)—The bid of P.W.Chapman, Inc., of \$16,300,000 for the United States Line and the American Merchant Line was accepted today by the Shipping Board.

Delayed for almost two weeks by a Senate resolution asking that negotiations be held up until the Senate commerce committee had examined all bids for the two lines, the board closed the deal shortly after being advised that the Senate committee had voted not to obstruct the sale.

### Use Present Routes

The terms of the sale provide that the Chapman interests operate the 11 vessels involved over their present routes for at least 10 years, and marks the entry for the first time in recent years of a private American firm in the North Atlantic passenger trade.

The new owners agreed to add new tonnage to the fleet of liners, including two vessels of at least 45,000 tons each, construction of which will be started within two years.

Shortly after the sale was announced, T. V. O'Connor, chairman of the board, issued a statement expressing the board's confidence in the purchasers to successfully operate the lines, and criticizing William Francis Gibbs, of Gibbs Bros., Inc., one of the unsuccessful bidders, for seeking to obstruct acceptance of the Chapman offer.

In the Senate committee's hearings on the bids Gibbs declared the Chapman proposition was financially unsound because the North Atlantic trade would not justify building new tonnage.

### Sale of Piers Next

While the sale of the ships does not dispose of the pier situation in which Hoboken is particularly interested, it is believed that the Shipping Board's next step will be the sale of the piers to the Chapman concern. This would throw the piers back into Hoboken's ratables list, for which the city has been fighting.

Placing the piers back into the ratables list from which they were drawn by the government taking them over, would mean the restoration to the city of hundreds of thousands of dollars in taxes. This would mean a decrease in the tax rate.

## M'FEELY RESENTS "FAT JOB" REMARK

Hemming and hawing and beating around the bush marked the opening of a conference between the Board of Directors of the Hoboken Chamber of Commerce and members of the City Commission at 11 o'clock this morning for the discussion of U. S. Senator Walter E. Edge's bill which would authorize the U. S. Shipping Board to sell the former Army Piers to the City of Hoboken.

There was, however, considerable acrimony displayed. Commissioner of Public Safety Bernard McFeely started the fireworks by going back at Counselor Dougal Herr of the Chamber, who had issued a statement to the effect that he did not want to see the City of Hoboken get the piers for the creation of more "fat jobs."

McFeely told Mr. Herr and the delegation that he took exception to the statement, that there were no "fat" jobs in Hoboken, and said that the officials of the city were just as honest as any man in the Chamber of Commerce.

Corporation Attorney Horace Allen and Mayor Gustav Bach also joined in answering remarks made by Chamber officials as to the integrity of the city government as at present constituted.

As this edition goes to press it appears as if the conference today will not get anywhere near a solution.

The conference resulted from Robert Reiser's move to oppose the Edge bill and his request for a hearing on the question. His action will delay the return of the piers to the city.

## HOBOKEN TO GET THOSE PIERS BACK.

The sale by the United States Shipping Board to Paul D. Chapman of the eleven vessels operated by Uncle Sam as the United States and American Merchant Lines means that the injustice whereby Hoboken has been compelled to submit to the loss of approximately a half million dollars in taxes annually on the piers taken over by the Government during the World War will soon be at an end.

Though the Shipping Board has not yet relinquished title to the piers, the collection of an adequate revenue from them by the city is assured because the Government is now definitely out of the shipping business as an operating agent and the piers will be utilized by a private company for private profit. This brings the piers back into the field for taxation, according to a decision by Federal Judge Clark.

The value of the piers being officially fixed at \$12,292,000, the local tax officials estimate that at the present tax rate the income to the city in cash will be in the neighborhood of \$500,000 annually. On this basis, Hoboken can be said to have lost upwards of \$5,000,000 by reason of the Government's experiment in the shipping business. But that is water that has gone over the dam and there is little hope of ever recovering any part of it unless Uncle Sam experiences a sudden burst of generosity.

As it is, there is cause for rejoicing that no longer is the city to be penalized for the part it played in helping to keep the American flag on the high seas. Under the terms of the sale to Chapman the eleven ships turned over to him are to remain in the North Atlantic trade and are to have a permanent American registry.

In addition, two more vessels, each the size of the Leviathan, are to be constructed, ultimately added to the other eleven and operated under the same conditions. It is our judgment that the bargain is a good one all around and that a better one scarcely could have been made in the circumstances.

But the big thing from the Hoboken standpoint is that there will be an end to tax exemption on those piers, as they will no longer be used for Government ships. While \$500,000 annually in taxes would be a fine income for Hoboken, yet the city officials feel that this amount will be appreciably larger if the city is given title to the piers and it leases them to the ship owners.

Having taken the piers out of the city's taxable ratables for a full decade, the least Uncle Sam could do to recompense the city for its loss would be to display that burst of generosity referred to and turn the piers over to the city for a nominal consideration. Legislation looking toward that end is on its way and is being fostered by Senator Edge. Should it pass, Hoboken would have less cause to reflect on the vicissitudes of war.

In either event, Hoboken will be the gainer by reason of the sale of the ships to a private operator.

## AWAIT OFFICIALS RETURN FOR PIER CONFAB REPORT

Mayor, Counsel Back Today From  
Washington Conference

Mayor Gustav Bach and Corporation Attorney Horace L. Allen, of Hoboken, are expected back home today, bringing some word of the prospects of Hoboken obtaining a lease of United States piers. No word came from Washington yesterday as to the probable outcome of the negotiations although Chairman T. V. O'Connor, of the Shipping Board has been empowered to lease the piers but not to sell them.

Hoboken is competing with the Chapman-Sheedy interests for a lease of the piers. The private company, which purchased the United States Lines and the American Merchant Lines from the government, would not have to pay taxes to Hoboken if they obtained a lease on the piers, which would leave the city in exactly the same position it now finds itself. Whether General Manager Sheedy is agreeable to making an agreement with Hoboken whereby taxes could be collected, is not known. Taxes on the piers would amount to about \$500,000 a year.

Mayor Bach's visit to Hoboken was decided upon after the bill of Senator Walter E. Edge, providing for sale of the piers to the city, failed to pass.



## EDGE PIER BILL WINS APPROVAL, HEARING OFF

Conference With Hoboken Commissioners Ends in Chamber's Endorsement of Leasing

The board of directors of the Hoboken Chamber of Commerce met yesterday at noon and voted to withdraw its request for a hearing on the Edge bill in the United States Senate that would provide for the leasing of the Government owned piers to Hoboken. And immediately after taking that action sent a communication to that effect to Senator Walter E. Edge, and to the Hoboken city commissioners.

This action followed a conference at the city hall between the chamber board and the commissioners which was presided over by Mayor Gustav Bach. Those representing the city were Commissioner Bernard N. McFeely, Commissioner Harry L. Schmulling and Commissioner William H. Gilvert. Heading the chamber delegation was President Dougal Herr, president of the board of directors.

Mayor Bach and Commissioner McFeely to exceptions to a recent statement attributed to Mr. Herr, in which he is said to have opposed the city's acquisition of the piers because it would tend to create "fat jobs" for friends of the administration.

### Explains City's Purpose

Mayor Bach pointed out to the members of the trade board that the city's sole object in acquiring control of the piers is to have them placed back in the city ratables. He said the city has no desire to administer them, but that it would take steps to lease them to shipping concerns.

The mayor impressed on the delegation that if the chamber demands a hearing it will prevent the passage of bill this session of Congress and will further delay the matter. The mayor declared that the attitude of the chamber would be sure to kill the bill and place the whole matter in a state of chaos.

The conference was not without its tilts. Commissioner McFeely asked Manager Robert R. Rieser, of the Chamber of Commerce, why Mayor Bach was not consulted before steps were taken to ask for a hearing. Mr.

Rieser's reply was that he was acting on instructions.

Dr. Harvey N. Davis, president of Stevens Institute of Technology, suggested that perhaps the chamber could be of some aid to the commissioners in bringing about a solution of the pier question.

### Denies Job-Seeking

Commissioner McFeely also took exceptions to the claim that the city is seeking the piers as a means of creating jobs. He pointed out that as a result of a recent law adopted by the New Jersey Legislature, Hoboken could create 75 new police jobs, but has not taken advantage of the bill. He reminded his hearers that the city had created no new jobs in years. He asserted that it is the object of the city to place the piers into the ratable list as a means of adding to the city's revenues.

Corporation Attorney Horace L. Allen got the discussion focused on the subject at hand. Mayor Bach then reiterated that there is no hidden motive back of the Edge bill. He pointed out that it was the only assurance he could give them. He also found fault with the action of the board in sending representatives to Washington before consulting him. He pointed out that he had a copy of the Edge bill, knew what action was being taken, and could have advised the chamber.

It is said to be the object of the shipping board in leasing the piers instead of selling them, that in that way they will be prevented from falling into the hands of foreign shipping concerns. It is also understood that it is the hope of the shipping board that the piers shall be reserved for shipping that will fly the American flag.

Immediately after the conference adjourned, the chamber board went to its headquarters at 1 Newark street, and directed that the following letter be sent to the Hoboken City commissioners:

"Dear Sirs: Acting upon the assumption that the city of Hoboken, if it acquires pier property as specified in Senate Bill, No. 5,748, will sell or lease to the highest bidder after open negotiations, we hereby express our approval of the bill and withdraw our request for a hearing upon the same. We have telegraphed this action today to Senator Edge and are also confirming it officially to him by letter. This action was taken by the unanimous vote of the board of directors of the Hoboken Chamber of Commerce."

Those who attended the conference from the chamber were Counselor Julius Lichtenstein, Dougal Herr, Caesar Muzzi, Captain Hally Hatcher, Dr. Harvey N. Davis, Eno Campbell, William J. Duffy, Joseph Garibaldi, Roy Meley, Louis Schelling, and Manager Robert R. Rieser.

## PRIVATELY OWNED AMERICAN MERCHANT MARINE ASSURED LOCAL SHIPPING MEN LEARN

Shipping Board Official Tells of Sale of Government-Owned Vessels, at Dinner of Marine Association on Board Steamship America.

### GIVE HOBOKEN BACK ITS PIERS, URGES MOORE

Disposal by the United States Shipping Board, within the past seven years, of more than three-fifths of its enormous wartime fleet to private interests, was cited to 300 guests who attended the second annual dinner of the Marine Association of New Jersey, last night, as entirely convincing evidence of the board's desire to blaze the path for a privately owned and operated American merchant marine.

Alfred H. Haag, chairman of the Shipping Board's Bureau of Research, preceded A. Harry Moore, former Governor, in speaking and to those railroad, shipping and steamship lines representatives who made up an attentive and at times enthusiastic audience, he outlined what he termed "the government's contribution to ultimate private ownership of a merchant marine."

The dinner was held aboard the S. S. America, docked at Pier 4 in Hoboken, and Mason F. Grymes, president of the association, was toastmaster. Captain George Fried, commander of the vessel; Harry Manning, his chief officer, and several of the heroic crew who affected a midsea rescue of thirty-two men from the ill-fated Italian freighter, were among the guests of honor.

Also at the speakers' table were Commissioner Arthur Potterton of Jersey City, J. Spencer Smith, president of the State Board of Commerce and Navigation; H. Otto Wittmann, Joseph P. Ryan, president of the International Longshoremen's Association, and many others.

Mr. Haag, in his talk, warmly praised T. V. O'Connor, chairman of the United States Shipping Board, for "his untiring efforts to place American shipping on a sound basis." O'Connor, according to the speaker, has always had the idea of selling to private interests as his one objective, but withheld the consummation of his thought until the permanency of a great American merchant marine might be assured.

That supremacy, the speaker held, is now assured and then, in substantiation of his assertion that the government has always favored sale of the lines, he pointed out that of

3,500 ships of a total dead weight of 19,500,000 tons left on the hands of this country after the signing of the armistice, only 706 ships, with a total tonnage of 5,420,000 are remaining.

The others, Mr. Haag said, have been sold to sixteen different lines, a remarkable achievement, he pointed out, inasmuch as many of the ships included in this lot were unfit for peace time competition. The Shipping Board, the speaker said, was given authority for the disposal of this fleet by the Shipping Act of 1920, but it was not until late in 1922, that the sale and disposal got well under way.

Before the war, he continued, the amount of foreign commerce carried in American bottoms was only 9 per cent, and today that percentage is 33. He cited the increased commerce with South America, Asia and Africa as basis for his advanced thought that the government had done its bit toward again placing the American merchant marine flag on the seven seas.

Former Governor Moore, in his brief but withal interesting remarks, heaped encomiums of praise on the industrial and commercial wealth of New Jersey, and struck a note of supreme optimism in his expressed belief that before long, New Jersey would no longer be the back yard of New York, but take its place among the maritime centers of the world.

The former State Executive drew a thunderous ovation when he declared that "if T. V. O'Connor wants to cut a niche for himself in the Hall of Fame, let him give these piers back to Hoboken, to whom they belong."

He was caustic at times in reference to the injustice being done New Jersey, in robbing it of a natural birthright in valuable waterfront and urged his listeners to devote themselves to their chosen cause of development of the east bank of the Hudson.

Captain Fried and Chief Officer Manning displayed their usual reticence, both speaking only briefly. The ship's commander gave it as his opinion that the north channel should be dredged to the depth of forty feet and the shallow sector on the New Jersey side removed, thus affording the great steamship terminals an opportunity of locating on this side of the river.

The project of an American merchant marine drew forth warmest commendation from him, he characterized it as being assured, declaring that it was folly for any one nation to attempt a monopoly of sea commerce, but holding this country's merchant marine as being well to the fore in competition.

Officers of the Marine Club, who also attended, included Captain Paul G. Schumann, first vice president; H. E. S. Wilson, second vice president; Fred L. Broad, secretary and treasurer; Charles Milbauer, who was chairman of the dinner committee.

## Hoboken Hopes For Ships' Sale

Intimations From Washington That Chapman Bid Will Be Accepted Cause Feeling of Relief.

Intimation from Washington that the United States Shipping Board is ready to close a contract with Paul W. Chapman, of New York, for the sale of the liners of the fleet of the United States Line and the American Merchant Marine Line for \$16,300,000, has been received in Hoboken with much gratification.

The eleven vessels have been operated by the Emergency Fleet Corporation and most of them have been using the Government docks in Hoboken as their home port. The operation of those vessels for the Shipping Board has been one of the reasons given by the Government for holding on to the local docks.

With the Government out of the shipping business, it is taken for granted that the local docks would be turned over to private ownership and the vexed problem of taxes would be solved.

The interests behind Chapman, it is stated from an authentic source, would operate all their vessels from the Hoboken docks and the city would return to its pre-war-time eminence as a thriving seaport.

Paul Chapman was the successful bidder for the Hoboken Shore Road, which was purchased from the Government, and under its new ownership has made considerable progress. The equipment has been brought up to date and is giving a much improved service to shippers. The Shore Road tracks connect with the Government piers.

Information that the Shipping Board was ready to close the deal with Chapman was contained in a letter from the board to Senator McKellar, of Tennessee, in response to an inquiry by him as to how far negotiations looking toward the sale of the vessels had progressed.

Senator McKellar was informed that the total bid of \$16,300,000 submitted by the Chapman group includes \$6,782,000 for the Leviathan, \$2,000,000 each for the George Washington and the America, \$1,000,000 each for the Republic, President Harding and President Roosevelt, \$460,000 each for the five American Merchant liners and \$218,000 for leaseholds.

To recondition the Leviathan cost the Government \$10,071,770. The total cost of the ships of the United States Lines is given as \$32,617,675, and the cost of all American Merchant Lines ships \$18,565,358, a total of \$51,184,033.

However, the Senate is likewise informed that the "book value" of all the ships of the two services as of last December 31 was \$16,378,900, or little more than the Chapman bid.

During the last fiscal year the United States Lines lost the Government \$465,808 and the American Merchant Lines \$82,676.



*Obo. Feb 19/29*

## HOBOKEN PIERS ARE SOUGHT BY PRIVATE FIRM

**Bidders for U. S. Marine Also  
Want Mile-Square City  
as Home**

Announcement that T. V. O'Connor, head of the United States Shipping Board, will recommend the sale of the United States lines and the American Merchant line to Paul W. Chapman, of New York, has also prompted the New York concern to move to acquire control of the large piers that now line the Hoboken waterfront from a point near Newark street to Fourth street.

A spokesman for the company declared yesterday that if the ships are acquired the concern also wants the piers. This would mean that the two fleets would make their home in Hoboken. It would not only bring the ships of the American Merchant line to Hoboken, but the Leviathan, and the two large ships that would be added to the fleet immediately, or just as soon as they can be built.

### Oppose Hoboken Purchase

There has been no attempt on the part of the Chapman concern to conceal its opposition to the bill introduced in the senate last Friday by Senator Walter E. Edge that would provide for the sale of the piers to Hoboken. The concern immediately sent J. W. Sheedy to Washington to investigate what chances such a bill would have of passage.

It has been pointed out by those interested in the Chapman company that if the shipping concern would acquire the piers it would immediately place that valuable property in the city's ratables, and yield taxes for the city treasury. It is understood that the Chapman company, in the event that it finally acquires the ships, will put up a strong opposition to any plan that will not permit it to control the piers directly.

It is believed that the Shipping Board has definitely decided to consummate the sale of all ships under government control before March 4, when President Coolidge goes out of office. This fact that it has recommended the sale of more than 200 ships, bears out this contention.

### Bid Was \$16,000,000

The Chapman concern bid \$16,000,000 for the ships. The next bid to that is \$10,000,000 by J. W. Winchester and Gibbs Brothers, also of New York. The latter concern also put in a separate bid of \$3,025,000 for the five ships of the American Merchant line.

Mayor Gustav Bach yesterday received a copy of the Edge bill that would provide for the sale or leasing of the property to the city of Hoboken. It is brief, made up of about 215 words. It provides for either the sale or leasing of the property to the city. It was presented to the senate, read twice and then referred to committee, where it now reposes.

*Apr. 29/29*

## RETURN NORTH GERMAN LLOYD LINERS SOUGHT

**Lions to Propose Meeting of As-  
sociated Service Clubs to Urge  
Hoboken Pier Usage**

Acting on a suggestion made by Assemblyman Frank X. Bucino, at the luncheon meeting of the Hoboken Lions Club, yesterday, President George Alberque, announced that he will request J. Harry O'Brien, president of the Associated Service Clubs to call a meeting to discuss ways and means of inducing the North German Lloyd Line, to berth its boats in Hoboken again.

Assemblyman Bucino, pointed out it is well known that the German shipping company is not satisfied with its present arrangements of dividing its docking between Christopher street, just opposite Hoboken and at the foot of 58th street, Brooklyn. It is at the latter pier that the company docks its larger ships, the Bremen and Columbus.

*Obo. Apr 20/29*

## HOPE FOR THE PIER SOLUTION SEEMS FADING

**Assurance to Local Officials  
Looks as if It Was Not  
Sincere.**

Hope that the City of Hoboken would get a lease of the U. S. Shipping Board piers, and release them to a private company at a price which would reimburse the city for its loss in tax revenue from the property because of Government ownership, seems to be fading.

Three weeks ago Mayor Gustav Bach and Corporation Attorney Allen returned from Washington after a session with the entire membership of the Shipping Board, practically assured that the board would give the city a lease on the piers.

It was stated by the Hoboken representatives that attorneys for the city and counsel for the Shipping Board were to draw up a lease contract for submission to the Shipping Board the following week. That was during the first week in April.

However, there has been no word from Washington that the lease has been drawn up or that the Shipping Board has agreed upon any terms whereby Hoboken would get a lease.

Delay in the announcement has clouded somewhat the optimism shown by Mayor Bach and Corporation Attorney Allen when they last returned from Washington.

While the mayor is keeping in close touch with the situation, he is beginning to have his doubts that the practical assurance given about the lease has developed a flaw somewhere.

The Chapman-Sheedy interests, which purchased the transatlantic liners of the United States Lines, including the Leviathan, the America, George Washington and other vessels, which, with the exception of the Leviathan, dock in Hoboken, have been making strenuous efforts to secure a lease of the local piers from the Shipping Board.

While in New York recently, Chairman O'Connor, of the Shipping Board, openly stated that the board having sold the liners to the Chapman interests would certainly provide them with berthing space for the vessels.

When he was asked what was going to happen to the Hoboken pier property he said decisively that the Chapman people would get an opportunity to dock their vessels in Hoboken.

If the proposal to lease the piers to the city is carried through there is almost certain to be a provision to take care of the vessels of the Chapman interests for at least a period of two years. On the other hand, the Shipping Board might lease direct to the United States Lines Inc., the line name of the new shipping organization.

It is understood that the Chapman organization is perfectly willing to let the City of Hoboken get the lease. Should the lease be given to be given first opportunity to release. Should the leave be given direct to Chapman, Hoboken might be placed in the position of having to continue the fight against the Government for the recovery taxes on the property.

He pointed out that Jersey City is making a bid for the company's business. Hoboken business interests, declared the assemblyman, have been asleep on this subject. He asserted that if the right kind of action had been taken when the company sought to return to Hoboken, some time ago, the city could have swung the deal and brought a return of its former shipping prosperity. Mr. Bucino suggested that if the service clubs, Chamber of Commerce and city authorities co-operate, favorable action can be brought about.

The luncheon was held at the usual place, the Grand Hotel. George Alberque, presided. The club is planning for an opening of the fall activities about the middle of September, after its installation of newly elected officers has been completed.

*Obo. Mar 25/29*

## FOR A SQUARE DEAL ON THOSE PIERS.

News from Washington to the effect that the Shipping Board looks with favor on the plan to lease the former German piers to the city of Hoboken is encouraging indeed. The question of terms still remains to be determined, but with the main consideration, that of the lease, virtually out of the way, it should be an easy matter for the Shipping Board and the city officials to agree on the price the city is to pay.

As for the decision to permit the city to take over the piers, we do not see that there could be any other outcome if justice was to be done. For the last twelve years Hoboken has been deprived of the taxes on these piers, the total of this sum being passed, of necessity, on to the shoulders of the city's taxpayers. They have been forced to bear this burden in the spirit of patriotism and they have borne it with patience. But patience, even in connection with patriotism, ceases to be a virtue in circumstances such as these, with the piers destined to be used for private gain.

*Obo. Mar 27/29*

## A WAY OUT ON THOSE HOBOKEN PIERS.

It is to be hoped that the visit of Mayor Bach and Corporation Attorney Allen to Washington, with a view to inducing the Shipping Board to lease the former German piers to Hoboken, will succeed, for that would be a quick and easy solution of the problem. It is the claim of the city officials that by such leasing it will be possible for Hoboken to release the piers to private interests at a rental that would reimburse, in part at least, the city for the big loss it incurred when the Government took over the piers for war purposes.

The private interests in this case undoubtedly would be the Chapman firm which has just signed the contract for taking over the vessels of the United States Lines formerly operated by the Shipping Board. This firm and the city could come to terms satisfactory to both if the matter were handled in the proper spirit. Furthermore, the problem of the piers could be settled more quickly and more satisfactorily, insofar as the city is concerned, than by any other plan suggested so far.

Hoboken can not regain absolute title to the piers without an act of Congress, and such a procedure would take time. Leasing them to the city, therefore, appears to be the fairest thing all around. In the event of such a lease being agreed upon, the Shipping Board, of course, should not insist on anything more than a nominal rental to the end that the city may be reimbursed for the loss in taxes suffered during the past twelve years.



V ref.  
Hoc

940.9

W 8922

px. 4



Dispatch  
May 19/21

## MANY BODIES OF COUNTY'S HEROES HERE

Three Services Will Be  
Held at Pier Sunday for  
Those of Various Divi-  
sions—Names Withheld  
Till Saturday.

### DR. KALAHER'S BODY HERE ON WHEATON

Of the 5,212 bodies of dead soldiers which arrived in Hoboken from France yesterday on the U. S. transport Wheaton, 129 of them are of the Blue and Gray (Twenty-ninth) Division, which was composed largely of New Jersey National Guardsmen.

Colonel R. E. Shannon, commander of the Graves Registration Department at Hoboken, announced last evening that it is impossible at the present time to make public the names of the dead soldiers and the addresses of relatives. He also intimated that the lists of the names of the dead now being transferred from the vessel to the upper deck of Pier 4 will not be given out until Saturday afternoon.

The policy which has guided the Graves Registration service in the matter of publishing the names of the dead soldiers being returned to this country is being maintained. To publish the names, say the authorities, before the department is ready to make arrangements with relatives regarding the disposal of the bodies would bring a deluge of persons to the piers and swamp the office force with inquiries.

#### Three Hudson Heroes

However, the Dispatch was able to learn the names of two soldiers from Jersey City and one from West Hoboken whose bodies were returned on the Wheaton. One was that of Mr. Leonard M. Kalaher, who lived at 14 West Hamilton place, Jersey City; another was that of John J. Bruetting, of 522 Monastery street, West Hoboken, and the third that of Peter Hanley of 120 Ogden avenue, Jersey City.

The Wheaton brought back the largest consignment of bodies since ships have been in this service, and every City, division that went to France is represented among the hero dead that have been returned on the vessel.

Arrangements are now under way to hold funeral services for the soldier dead, but as far as can be learned now as to have gone into action. Plans have been made for separate services for the men of the two New Jersey divisions.

#### Three Services Sunday

Colonel Shannon stated yesterday that there will be three separate services to be held on Sunday. The first of those will be conducted for the men of the First Division, while the New York National Guard is completing arrangements for separate services for the dead of the Twenty-seventh and Seventy-seventh Divisions. The third services will be for the dead of the Fifth Division, which was a regular army outfit.

In addition to the dead soldiers returned yesterday there are the bodies of eleven nurses attached to different base hospitals in France who died in active service.

Attention was brought to the members of the Retail Bureau of the Hoboken Chamber of Commerce yesterday by M. Z. Hurwitz chairman of the bureau, that no action was taken on the part of the general public in connection with funeral services for the dead soldiers at the army piers. He thought something should be done about it.

Members of the Retail Bureau of the Hoboken Chamber of Commerce yesterday by M. Z. Hurwitz chairman of the bureau, that no action was taken on the part of the general public in connection with funeral services for the dead soldiers at the army piers. He thought something should be done about it.

Members of the Retail Bureau of the Hoboken Chamber of Commerce yesterday by M. Z. Hurwitz chairman of the bureau, that no action was taken on the part of the general public in connection with funeral services for the dead soldiers at the army piers. He thought something should be done about it.

## MILITARY FUNERAL FOR YOUNG SOLDIER

A big military funeral was held in Hoboken yesterday, when final honors were accorded Private Charles Spence Anderson, son of Mr. and Mrs. Charles W. Anderson, of 815 Washington street, when his remains were placed in the final resting place in Holy Name cemetery.

A member of Company E of the Ninth Infantry of the Second Division, the soldier was killed at Chateau Thierry on May 18, 1918, and his body arrived in Hoboken last week on the transport Somme.

Members of Post 107 of the American Legion and of the Chris Mohr Post of the Veterans of Foreign Wars assembled at Fifth and Bloomfield streets, Hoboken, yesterday at 9 o'clock and marched to John F. O'Hara's funeral parlors in Washington street, where the military procession formed.

There was a guard of honor and a detachment of the Thirteenth U. S. Infantry and a detachment of the First Engineers of the National Guard of New Jersey. The Hoboken Police band formed the head of the funeral procession as it moved from 308 Washington street to Our Lady of Grace church, where a solemn high requiem mass was celebrated. Burial was in Holy Name cemetery.

Private John J. Bruetting was the son of Mrs. Margaret Bruetting and sister, Mrs. Anna Hartman, who live at 522 Monastery street, West Hoboken.

Undertaker Clarence Rieman has been engaged to take charge of the remains. He expects to get the body Saturday and then will remove it to the home of the relatives, whence the funeral will take place.

The dead soldier never lived in West Hoboken. He was a resident of New York and was attached to the United States Regular Army for a period of nearly twenty years. He was a mere boy when the Spanish-American War broke out and enlisted in the military service.

Bruetting liked soldiering so much that when that war was over he decided to continue in the service. When the United States declared war on Germany, Bruetting was among one of the first detachments to be sent overseas. He was killed in November, 1917, in one of the first raids made by the Germans on the American trenches.

#### Peter Hanley

Private Peter Hanley, whose home address was 120 Ogden avenue, Jersey City, enlisted in the spring of May, 1917, in the 803d Field Artillery, Battery A, and left for France in July of the same year. He died of pneumonia, August 5, 1918, in Base Hospital 30, France, just as his regiment was about to go into action.

Private Hanley was a native of Jersey City, being born there in the year 1888. He attended public schools in that city and was graduated at the Dickinson High School. He was popular in the younger set, being affiliated with the Saint Vincent De Paul Society, Saint Paul of the Cross Holy Name, Summit Council, C. B. L.; the Eleventh Ward Democratic Club and the Jersey City lodge of Elks.

Deceased is survived by his mother, Mrs. Elizabeth Hanley; two sisters, Mrs. Rose Mathews and Miss Loretta Hanley; two brothers, Patrolman John Hanley and Bernard Hanley, both of Jersey City.

Undertaker C. J. Rieman will take charge of the body when it is released by the government.

#### Dr. Kalaher

Dr. Leonard M. Kalaher, late of 14 West Hamilton place, Jersey City, son of the late Michael and Jennie Kalaher, died in France at Base Hospital 78 (Toul), after contracting pneumonia. It was in January, 1918, that Dr.

## IMPOSING CEREMONIES IN HONOR OF SOLDIER DEAD HELD AT HOBOKEN PIER

Funeral Ship Somme  
Brings Back Bodies of  
1,285 Men Who Died  
While Serving in France  
Cummerall Presides.

### BODY OF HOBOKEN BOY BROUGHT HOME

Featuring the military funeral services over the bodies of the 1,258 soldiers brought back from France on the U. S. Transport Somme, which took place on the pier of Army Pier No. 4, Hoboken, Saturday, was the tribute paid to Colonel Bertram Tracy Clayton, former Division Quartermaster of the First Division, who was killed in France. The late Colonel Clayton was of Brooklyn and commanded a Brooklyn National Guard regiment in the Spanish-American war. He went overseas in the late war with the First Division.

He was killed in May, 1918, in a house on the outskirts of Paris by an aerial bomb. Sergeant Frank Vail, who carried the dying officer from the bomb destroyed house to a field hospital, was one of the chief mourners at the piers Saturday.

The family was represented by Captain William Clayton, the deceased soldier's son, who was in civilian attire. General Charles P. Summerall of the First Division, paid a tribute to the dead officer and the other soldiers of the First Division the bodies of over 300 of this division being among the dead on the pier.

#### Funeral Services

There were three different funeral services held at the piers Saturday. Over 200 veterans of the First Division, practically all of them decorated, were among the mourners at the first service, while Belleau Woods Post of the Veterans of Foreign Wars attended services for men of the Second Division, the bodies of a large number of the men of this division being at the piers, while services were also held for a number of Twenty-seventh Division men killed in action, whose bodies also arrived on the transport Somme.

Many of the dead soldiers, including Colonel Clayton, will be buried in Arlington cemetery, Washington. Others will be transported as soon as possible to various sections of the country at the request of relatives.

#### War Mothers Present

There was a large delegation of Hoboken war mothers at all three services, while the Veterans of Foreign Wars Post and the local American Legion Post was also represented.

Among the bodies returned was that of Private Spence Anderson, son of Mr. and Mrs. Charles W. Anderson, of 815 Washington street, Hoboken, enlisted in the army at the outbreak of war, and served in France with Company E of the famous Ninth Infantry of the Second Division.

While on scout duty at Chateau Thierry, he was killed in action on July 18, 1918. Arrangements are being made for a big funeral in Hoboken for the deceased soldier. John F. O'Hara has charge of the arrangements, and while no definite arrangements have been made, the funeral will probably be held Thursday.

The Hoboken police band will probably head the cortege.

Dispatch  
May 27/21

## BODIES OF SOLDIERS CAREFULLY PREPARED

Athol, Mass., May 26.—In order to determine the authenticity of reports that caskets received from overseas failed to contain remains of soldiers, the box received here today by relatives of Ellery Chissiam of Peterham, a member of E. Company, 104th Infantry, was opened by the J. F. Higgins Company, undertakers. Relatives identified a ring in the casket as one belonging to Chissiam, it is said. Members of the firm decided that the body was carefully prepared for burial.

Kalaher joined the American Army and was made a first lieutenant in the medical corps. Before leaving for overseas he was sent to Rockefeller Institute for courses in war surgery under the supervision of that eminent French physician, Dr. Carell. From there he was assigned to Bellevue Hospital for instruction in gun shot wounds and in July, 1919, started overseas.

He was assigned to Base Hospital 78 (the same one in which he later died) where he did operating work exclusively. Later he served as a field surgeon and it was on one of his trips in a side car through the St. Mihiel salient that his driver was killed and he seriously injured by a stray German shell. He received a dislocated shoulder from the shell but recovered in time to render valuable service to the cause.

Before enlisting he made his home in Jersey City, where he was prominently known. He was an active member of the medical staff of St. Francis hospital, the Jersey City hospital, the Jersey health department, surgeon for the Erie Railroad, surgeon for the Hudson and Manhattan Railroad and surgeon for the New Jersey Fidelity and Casualty Company.

He was also a member of the American Medical Society, member of the Army and Navy Club, the Alumni of St. Francis Xavier College, the Fordham Medical School and the St. Michael's Holy Name Society.

At the time of his death he was in his 28th year with one of the most promising careers ever afforded a young medical man.

The survivors include his sister, Miss Rita G. Kalaher, now a school teacher in one of the Jersey City public schools, and a brother, John F. Kalaher, who is connected with the engineering department of Jersey City.

The body of the captain is expected at the Kalaher home, either today or tomorrow, where friends and members of his societies are invited.

The exact date of burial has not been announced as yet, but services will be had at St. Michael's church with Monsignor Sheppard officiating. Burial will take place in Holy Name cemetery.



# OVER 10,000 PAY TRIBUTE TO COUNTRY'S HONORED DEAD AT FIVE SERVICES ON PIER

## President Harding Will Pay Tribute to Dead Heroes

President Harding will be in Hoboken this morning to pay his respects to the 5,000 dead heroes on the army pier whose bodies were brought by transport from France.

The President, proceeding to New York on board the Mayflower, it was learned late last night, would dock at 7.30 o'clock this morning at Ninety-sixth street, New York. He will breakfast in New York and proceed to Hoboken over the Twenty-third street ferry by automobile, arriving at Army Pier No. 4 about 10.30 o'clock.

An effort was made by President Harding, it is understood, to reach Hoboken for the impressive funeral services conducted on the pier yesterday. There is no schedule in connection with the executive's visit to Hoboken today; in fact, his trip there was unknown to practically all the officials.

## President in New York.

New York today will entertain President Harding for the second time since his inauguration. Besides visiting the dead soldiers in Hoboken, he will speak at a luncheon of the Academy of Political Science at the Hotel Astor in the afternoon, review the 23rd Regiment at its armory in Brooklyn and deliver the principal address at the 125th anniversary celebration of the New York Commercial Hotel Commodore in the evening.

He is expected to plan an enthusiastic welcome to the chief executive who, Mrs. Harding and a party of friends, including Senator Edge, will arrive this morning from Washington on the Mayflower.

When the presidential yacht enters the Narrows, guns at Fort Hamilton and Fort Wadsworth will roar the customary 21-gun salute. Destroyers and battleships of the Atlantic fleet, anchored in the Hudson, will accord the same honor as the yacht proceeds up the river.

The trip to Brooklyn will take the President across Manhattan bridge, the East River, and the streets lined with school children and twinkling of troops. The President will speak briefly after the military review.

The President and Vice-President Coolidge, who also will speak, will hold reception for an hour previous to the evening banquet.

The President and his party plan to leave for Washington on the Mayflower tonight.

Grateful People Do Homage to Heroes — Brave Gold Star Mothers, Proud of Sons' Sacrifices for Country, Unable to Check Tears as Reminiscences Bring Them Back in Their Buoyant Youth.

## GROUPS OF LOVED ONES AT EACH BIER

Sunday, the transport "Wheaton" which, since last Wednesday has been riding at anchor on The Hudson, yielded to the grave—and to bereaved relatives—her precious burden of 5,000 hero dead, returned from European cemeteries.

It seemed like yesterday that these brave men responded to the call to the colors and sailed down the Bay, past the Statue of Liberty—out to eternity.

And now they are returned. Beneath the shadow of the goddess that bade them Godspeed they sleep, rows on rows of heroes, each draped with the colors he followed across the seas—each shrouded in the hallowed glory of supreme sacrifice.

All day yesterday a grateful people wended their sorrowful way to the army pier at Hoboken, there, before the biers of the nation's dead, to pay tribute to those who had died that they might live in peace.

Later in the afternoon came the mourners. Mothers, leaning in their sorrow, upon the supporting arm of a son, himself dressed in the uniform for which his brother had laid down his life. Fathers, in the uniforms of past wars, brothers and comrades, yes, and little children, all here in the common cause of sorrow.

And so they came. Pausing on the threshold of the great hall, the sunshine of the world and of earthly things, seemed to slip away, as one entered the valley of the shadow.

Mute Testimony of Sacrifice. Here, as far as the eye could see on every side, were flag-draped boxes, each bearing mute testimony to America's part in the terrible war just passed.

Little groups of the bereaved gathered around each of 5,000 coffins that held the remains—all that was left save memory—of the soldier boy who had marched away so bravely to die for his country.

Here after years of parting, loved ones were reunited. A mother, with head bowed down with sorrow, finding consolation on the unresponsive bosom of a wooden box. A child, standing with wondering eyes before the flag-draped coffin, unable to understand why "daddy" had never come home. 'Twas the common sorrow of old and young—a nation mourning for her sons, that could not be comforted because they were not.

## The Brave Who Remained.

To one end of the hall, a corner had been set apart for services. With heads uncovered the mourners came forward, and gathered in a circle about the platform. Gold star mothers occupied seats of honor before the speakers' stand. A hush fell upon the sorrowing congregation, and in the distance could be heard the muffled sound of approaching drums, and the tramp of soldier's feet.

They came, bearing their standards before them. Halting before the platform, they grouped themselves protectively about the biers of their comrades.

Followed a few brief words of consolation from men who had themselves seen the sleeping heroes go forth to battle and to die.

And out of the hush that followed, subdued voices arose in harmony—"The night is dark and I am far from home. Lead me thou on"—they sang. Then, while the lone sentry paced back and forth, faithful in death as in life, standard bearers lowered their flags to half mast, and a bugler stepping forward, sounded taps.

"The night was dark," but they were home at last.

Every Division Represented — State, Municipal, County and Legion Officials Pay Tribute to World Liberty Crusaders—Mayor Hylan and Other New York Officials Present — War Chaplain Preaches.

## "FLANDERS' FIELDS" STIRS HUGE CROWD

More than 10,000 persons attended the funeral services at the army piers, Hoboken, yesterday for America's soldier dead, of the 5,012 bodies which arrived in Hoboken on the transport Wheaton last week. Four thousand were laid out on Pier 4 and adjoining piers yesterday, a herculean task, accomplished by the Graves Registration Department at Hoboken, under the supervision of Captain Shannon, who has charge of the service in Hoboken.

While military services for the hero dead have been held at the army piers on several other occasions yesterday's services were perhaps more impressive than those held heretofore, and it was the first time that State and City officials were represented at the services in their official capacity.

Five Services. Five separate services were held, two being conducted for soldier dead in regular army divisions, and three by State organizations for soldiers represented in National Guard divisions and draft divisions from certain States.

Locally, more interest was taken in the services for the men of the Twenty-ninth and the Seventy-eighth divisions, known as the New Jersey divisions of the army that fought in France. Every division that went to France was represented in the dead laid out on the Hoboken piers.

Throughout the city of Hoboken there was a general observation of the funeral services, flags being flown at half mast all over the city, this prevailing also on the public buildings. The failure of previous action of this kind was brought out at a meeting of the Retail Bureau of the Chamber of Commerce, last week, and was speedily rectified for this occasion.

Continuous Stream. There was a continuous stream of people going to and from the piers from 12 o'clock yesterday, and it continued until after the final services for the dead held at 4 o'clock, for soldiers of the Michigan and Illinois Thirty-second division.

Many Hudson county folk whose relatives were killed during the war, attended the services for the New Jersey divisions yesterday, and prominent among them were the several branches of the War Mothers' Organizations, and Gold Star Mothers' Organizations.

The Governor of New Jersey was represented by Secretary of State Thomas F. Martin, while Mayor Patrick R. Griffin, City Commissioners Bernard N. McFeely and Harry L. Schmulling, County Clerk John J. McGovern, Commander B. Franklin Hart and other prominent citizens were present.

The services for the Lightning and Blue and Gray divisions were started at 1:30 promptly. The standards of four American Legion posts of Hudson county were grouped around the platform from which the services were conducted. In serried ranks were laid out the caskets, two feet apart, each with an American flag on top, and stretching along the piers as far as the eyes could see.

Chaplain Preaches. Colonel Henry Lohmann, of the Fourth Regiment Post, and William McKinley, commander of the 104th Field Signal Battalion, Post 96, of the American Legion, were in charge of

## BODIES OF HERO DEAD NOW BEING CLAIMED BY KIN

Cusick Post Will Hold Special Meeting to Plan Funeral for Lieut. Cusick

## MAY BE HELD SATURDAY FROM ST. JOSEPH'S

Among the 7,264 soldier dead ranged row after row at the Hoboken army piers yesterday, was that of First Lieutenant Charles Aloysius Cusick, of the 11th Engineers, whose next of kin, his mother, Mrs. Mary Cusick and James F. Cusick, reside at 250 Second street, Union Hill, and the bodies of several men who lived in the metropolitan district and which were claimed by relatives.

Commander D. W. Krellwitz, of Cusick Post, No. 15, American Legion, West New York, last night issued orders for a special meeting to be held Thursday night, to make arrangements for the part the post will play at the funeral of Lieutenant Cusick, which it is thought will be held Saturday morning from St. Joseph's Church of the Palisades and afterwards lie in state in one of the rooms in the municipal building. Burial will be in Calvary cemetery.

Bodies Claimed. Private George Schneid, Jr., of Headquarters Company, 107th Infantry, whose next of kin is Mrs. Dorothy V. Schneid of 3671 Broadway, Manhattan; Corporal Arthur M. Duffy, of 316 Hudson street, Hoboken; Private Matthew F. Carberry, of Company C, 160th Infantry, whose next of kin is Michael Carberry, of 463 West Fifty-first street, Manhattan; Private Thomas F. Keenan, of Company A, 107th Infantry, whose next of kin is Mrs. Margaret J. Keenan, of 520 West One Hundred Seventieth street, Manhattan; Private Thomas Lash, whose next of kin is Mrs. Mary Lash, of 447 Henderson street, Jersey City; Corporal John J. Mulvey, of Company B, 30th Infantry, whose next of kin is Mrs. Frances Mulvey, of 110 East Seventy-fourth street, Manhattan, and Private Frederick Cassell, of Company L, 308th Infantry, whose home was at Oyster Bay.

23 to Georgia. The bodies of 23 of the soldiers were shipped yesterday to Atlanta, Ga., for distribution from that point and the bodies of 25 more to Omaha, Neb., for distribution from there. Twelve bodies were shipped to Pennsylvania, 2 to Connecticut, 1 to Massachusetts, 1 to Illinois and a number of others to various points in New York state.

The transport Wheaton will not be fully unloaded until Thursday and it is expected that the shipments will be continued all week, according to an announcement made yesterday by Captain R. E. Shannon in charge of the army Graves Registration Service at the Hoboken army piers.

It is expected the bodies of the first three American soldiers killed in the war will be sent today to their homes for final interment. They are Corporal Herbert Gresham of Evansville, Ind., Private Thomas F. Enright, of Pittsburgh, Pa., and Private Merle D. Hay of Gliddon, Iowa.

Also among the bodies on the pier are those of "Hoby" Baker, former Princeton football star, who was a captain in the aviation service, and who was killed in an aeroplane accident shortly after the armistice was signed, and Lieutenant Charles A. Meyer, of Company K, 308th Infantry, 77th Division, a former member of the New Jersey Legislature. Lieutenant Meyer's body was yesterday shipped to the home of his parents, Mr. and Mrs. Charles A. Meyer, at Andover, N. J.



Dispatch July 6/21

## REMOVE 7,500 SOLDIER DEAD TO PIER FOUR

First Three Americans to Fall  
in France Among Bodies  
Brought to Hoboken

### MILITARY SERVICE WILL BE SUNDAY

Special services for the soldier dead whose bodies were returned to the United States on the transports Wheaton and Somme during the last few days will be held at Pier 4, Hoboken, to the north of which the two transports are now lying and from which the caskets bearing the bodies of the hero dead are being removed to the piers.

The services will be of an outstanding character in that among the bodies are those of the first three American soldiers to fall on the soil of France. They were Corporal James D. Greshaw of Evansville, Ind.; Private Thomas Enright of Pittsburgh, Pa., and Private Merrill D. Hay of Glidden, Iowa, all of the Sixteenth Infantry of the First Division, who were killed on the night of November 3, 1917, when a German patrol raided a part of the trenches at Bures, Bethelmont, France, occupied by the Americans.

"Here lie the first soldiers of the United States to fall on the soil of France for liberty and justice," was the inscription on the graves of the three soldiers whose bodies now lie in caskets at the Hoboken pier.

The funeral service to be conducted by the American Legion and the Veterans of Foreign Wars will be held at pier 4, Hoboken, Sunday afternoon.

On the Transport Somme which arrived yesterday there were 1487 bodies and on the Wheaton which arrived on Saturday there were 5824 bodies. The huge task of removing the caskets from the piers is proceeding at top speed.

The relatives of soldiers whose bodies are among those on this consignment are being notified by wire or postcard by the Graves Registration Service and arrangements are being made for the removal of the bodies to their destination as quickly as possible.

## SERVICES FOR SOLDIER DEAD ON JULY 10

Two U. S. Army transports are on their way to Hoboken with a total of 7,300 bodies of soldier dead from France. The first of the vessels, the Wheaton, is expected to arrive at the Hoboken piers on Tuesday and the other vessel, the Somme, three days later.

There are 5,800 bodies on the Wheaton and 1,500 on the Somme. Arrangements have been made to hold combined memorial services at Pier 4, on July 10, although at that time all of the bodies will not have been removed from the vessels.

The funeral services will be in charge of the American Legion and the Veterans of Foreign Wars organizations, but the program for the day has not been mapped out. This is the largest consignment of bodies to arrive in one week at Hoboken, and it is the first time that bodies will have arrived from France of the soldier dead when the local piers were not under the control of the U. S. Army.

The Port of Embarkation as such went out of existence on Thursday night at midnight, but there are still some work to be cleared up by the Army before leaving.

While the local piers are not longer an Army post, Pier 4 is to be held by the Graves Registration Service of the Army department until the last of the bodies have been returned from France, which is expected to be about January 1, next year.

There are only five caskets remaining on the local piers now, and all have been claimed by relatives and they are awaiting instructions for shipment. The piers will be cleared of the bodies before the next ship arrives with a new consignment.

Captain Shannon stated that there is a staff of 150 connected with the Graves Registration Service at the Hoboken piers and this force will remain on duty until the work is completed.

With the present method of handling the bodies the Graves Registration Service can remove 500 bodies from a vessel to the piers per days so that it will take eleven days to remove the soldier dead from the Wheaton after she arrives.

## TEMPORARY BIVOUAC OF DEAD ON HOBOKEN PIER VISITED BY PRESIDENT

Mr. and Mrs. Harding Create  
Little Excitement in Mile  
Square City—Few See Them  
Enter—Large Crowd Cheers  
Them After Leaving Services.

### HOPES THERE WILL BE NO MORE WAR

President and Mrs. Warren G. Harding paid a visit to Hoboken yesterday, remained about one hour at the army piers and passed out of the city again without causing as much as a ripple of excitement. There were no more than about 100 persons on hand to greet him at the Lackawanna ferries as he arrived in his automobile from a Central Railroad ferryboat which carried him from Twenty-third street to the Lackawanna terminal in Hoboken, and not many more were on hand as he passed along River street to enter the Army reservation at the piers. A big crowd gathered outside the piers, however, to greet him as he returned to the ferry.

He was greeted by the army officials at Pier 2 and escorted along the upper decks of the piers to Pier 4, where a short funeral service was held from the rostrum which did duty for the elaborate services of the previous day.

The Presidential party passed through a lane of soldiers composed of a battalion of the Twenty-second Infantry from Fort Jay, all wearing the metal trench hats of wartime. A company of soldiers from the same regiment acted as an escort. As they approached the rostrum the band played the "Star Spangled Banner."

On mounting the rostrum the President was introduced to Chaplain Herbert Shipman, who immediately introduced Rabbi Elkan Voorsanger, senior chaplain of the Seventy-seventh Division, who read the burial service, and he was followed by Chaplain J. J. Halligan, who read the Roman Catholic ritual.

As the band concluded playing "Nearer My God to Thee" Chaplain Shipman introduced "The President of the United States."

Tribute to Dead.  
President Harding rose, and looking over the long lanes of flog-covered caskets, paid his tribute to the 5,000 or more hero dead.

"I have come here today," he said, "thinking that I can give some slight expression to that counterpart in the heart of the Republic to the thing that is felt in the hearts of the kinspeople and friends in relation to this most extraordinary event."

"It would be futile to speak to those who do not hear, or to sorrow for those who cannot sense it. But we can speak to the Republic, we can reach those who sorrowed and sacrificed, who suffered in their going and who gloried

with the Republic in their heroic achievements.

"One's words fail and understanding is halted as emotions are stirred beyond control when viewing these thousands of heroic dead. I find one hundred thousand sorrows touching my own heart; there is ringing in my ears the insistent call, it must not be again—it must not be again."

"I would not wish a nation for which men would not fight, or die if need be. I do not pretend that the millenium day is here, but I can believe in the possibility of a nation being so righteous as never to make a war of conquest, so powerful in its righteousness that none dare invoke its wrath. I wish for such an America."

"We shall give our best if we make certain that they did not die in vain."

A touching conclusion to the ceremonies was the placing of a wreath on the casket of the first American soldier to die on German soil. In laying the wreath on the casket President Harding said:

No Hatred in His Heart.

"In the name of the Republic I bestow this wreath on the casket of the first soldier to perish on enemy soil. This opportunity is not chosen to express a suggestion of hatred because there is no hatred in American hearts, but I am choosing it because I am offering a tribute to one returned whose death on enemy soil marked the day when our civilization went face forward, and the assault on the present day civilization knew it had failed. This is the day of Private Joseph W. Guyton, Company I of the 126th Infantry, resident, patriot and hero of the state of Michigan of the United States of America."

A solemn moment followed as the band played "America" and a bugler stepped forth and sounded "Taps."

The Presidential party then proceeded to walk through the rows of caskets and returned to their automobiles, where they were driven to the Lackawanna ferry again and back to New York.

Mrs. Harding seemed to be suffering from a cold. She was dressed in a grey checked suit and wore a silk hat of Harding blue.

Chief of Police Patrick Hayes was in charge of the police arrangements, and the President's automobile party had a mounted escort of motorcycle officers from the Hoboken police department to and from the ferry.

Mayor Patrick R. Griffin and missionaries Bernard N. McFeely, H. Londrigan, Gustav Bach and F. L. Schmulling were present at ceremonies. Apart from the military there was only a mere handful of civilians.

Dispatch July 1/21

## 6,000 SOLDIER DEAD COMING ON WHEATON

At the Graves Registration Service at the army piers in Hoboken it was announced yesterday that the United States Army Transport Wheaton will arrive Tuesday morning, bringing nearly 6,000 bodies, the greatest number brought yet on one ship.

It will take ten days to unload the bodies, as only about 600 bodies can be unloaded in one day. The advance information on the divisions and units represented in the dead has been delayed in transit.



# ORATIONS OF SENATOR AND GENERAL SEEN AS REBUKE TO AMBASSADOR

"These, Our Soldiers, Died  
for Their Country in De-  
fense of Civilization,"  
Declares Massachusetts  
Salon at Memorial Ser-  
vices on Hoboken Pier.

OVER 3,000 GATHER  
TO HONOR HERO DEAD

"It was given to them to point the  
way to the millions of their fellows.  
Theirs was an exalted standard. We  
receive their bodies with sorrow and  
pride. We honor their memory as the



**GENERAL PERSHING**  
Who Says Words From Human Lips  
Cannot Describe Deeds Of  
Hero Dead.

heroic vanguard of our armies."

So said General John J. Pershing of  
Corporal James D. Gresham of Evans-  
ville, Ind., and Privates Thomas F. En-  
right of Pittsburgh, Pa., and Merle D.  
Hay of Glidden, Iowa, all members of  
the Sixteenth Infantry of the First Di-  
vision, the first three members of the  
American army to fall in battle in  
France. They were killed at Lunneville  
on November 3, 1917, during a raid on  
the trenches by the Germans.

This tribute was paid yesterday af-  
ternoon by the man who commanded  
those soldiers in France, before 3,000  
men and women. As he looked down  
at the three flag-draped caskets liter-  
ally bedecked with wreaths and flow-  
ers, lying in front of the rostrum at  
pier 4, Hoboken, where memorial ser-  
vices were held for 7,264 soldiers whose  
bodies lie in flag-covered caskets on  
the piers, his eyes moistened, but he  
checked the incipient tears.

Unfortunately the West New York  
Bonnaires arrived somewhat tardy,  
services being half-way through  
before they arrived at the piers. The  
procession was headed by the Sons of  
Veterans Fife and Drum Corps band,  
led by Commander D. Krell.

prevailing silence as an officer gave the  
command of "present arms!" as Gen-  
eral Pershing and his party entered  
and took their places on the rostrum.

Colonel E. A. Simmons, chairman of  
the American Legion committee for the  
reception of the dead, acted as chair-  
man, and announced the program. It  
commenced with the playing of "On-  
ward Christian Soldiers," the hymn  
being sung by the audience standing.  
The Jewish burial services were then  
recited by Rabbi Levinger, formerly  
chaplain with the Twenty-seventh Di-  
vision, A. E. F. Following the audi-  
ence sang "Lead Kindly Light" and the  
Protestant service was then conduct-  
ed by Chaplain Swan of Fort Totten.  
The hymn, "Nearer My God to Thee"  
was followed by the Catholic burial  
services conducted by Chaplain Dincen,  
U. S. A., Governor's Island.

Senator Lodge was then introduced.  
He said in part:

## Solemn Moment.

"This is one of those solemn mo-  
ments which come to us as an inevita-  
ble legacy of the great war. So sol-  
emn, so impressive, is the scene that  
any words other than those consecrat-  
ed by religion seem poor indeed. The  
light of a great glory shines upon  
these dumb witnesses of high courage  
and unstinted sacrifice but the shadow  
which light brings with it is that of  
deep sorrow for youth untimely ended.  
To a few of us there is a peculiar  
poignancy in this silent array of the  
dead because we were among those  
upon whom fell the grievous responsi-  
bility of declaring the war in which  
these precious lives were lost. Twice  
in the course of my public service I  
have been compelled by a deep con-  
viction of my highest duty to my coun-  
try to join with those charged with the  
same responsibility in declaring war.  
No one who has not suffered that ex-  
perience can realize the pain and dis-  
tress it brings. The thought that you  
are sending, as often happens, your  
own nearest and dearest whose lives  
are far more to you than your own,  
ending also the nearest and dearest of  
other men and women whom you do  
not and never will know is well nigh  
unendurable.

## Unescapable Duty.

"You cannot escape the harrowing  
consciousness that you are uttering the  
country's command which will carry  
death to the youth of the land when  
they with high hearts obey the sum-  
mons. Imagination flames up and like  
the Scotch see 'a field of the dead  
rushes red on your sight.' But the  
safety, the freedom, the honor of your  
country are at stake. The duty is  
yours, you cannot escape it by any  
cowardly plea. And the solemn vote is  
passed.

"A public man who has had this dark  
experience never forgets it, never re-  
covers from it. Be assured that there  
are no men in this country who so  
dread, so hate war, as the representa-  
tives in Congress upon whom is im-  
posed the duty of declaring war, if war  
must come.

"It is in this spirit that this com-  
mittee of Congress for which I am  
privileged to speak comes here today  
to unite with those gathered at these  
sad ceremonies. Here we meet your  
dead and take them with tender hands  
that we may give them final rest in  
their mother earth in the land for  
which they fought. To their one and  
all, goes out the profound gratitude of  
a great people. To their memory we  
give all honor and their monument is  
the country they served even unto the  
last sacrifice. Be it ours to make that  
country worthy of them. Nothing can  
touch them further, but we should be  
miserably false to them if we allowed  
the country for which they died to fall  
from its high estate.

## Must Go Forward.

"The American people must go forward.

States now and in years to come. No  
man can do more. Here they lie vic-  
torious. Be it our task to be faithful  
to their memory and never permit the  
great republic for which they died to  
fall in withstanding the trials of the  
future, never suffer any detriment to  
the republic, while it is in our keeping,  
but always be ready to face undaun-  
ted, even as they did, malice domestic  
or foreign levy whenever peril comes.

"With bowed heads we shall follow  
them to their graves and then rejoice  
greatly that we have a country for  
which such men as these are ready to  
live and die."

As the senator resumed his seat, the  
band struck up "My Country 'Tis of  
Thee," and General John J. Pershing  
stepped to the front of the rostrum,  
and paid his tribute to the 7,000 sol-  
diers of his command who fell in bat-  
tle in France.

## Pershing's Speech.

"We stand here in the presence of  
our heroic dead. Far away on foreign  
soil they died. They fell doing what  
we would have them do. They fought  
for eternal right and justice as did the  
founders of this great republic. The  
freedom of mankind was their battle  
cry.

"I saw them go forward, wearied of  
body yet intrepid, resolute and cheer-  
ful of spirit. Scornful of danger, they  
advanced with undaunted courage to  
save a well-nigh lost cause. Only  
those who fought with them can ever  
know the height of religious devotion  
and patriotism to which they rose.

"We see these thousands of caskets,  
each testifying to the sacrifice of life  
itself by some young friend to give us  
peace and happiness. These were no  
common souls. Under each flag there  
lies one who was matured at the altar  
of an American home. And today his  
patriotic mother or wife mourns for  
her gallant soldier. In this hour no  
human heart could remain unmoved.  
We can feel the spiritual presence of  
those whom we honor. We are lifted  
from the petty and sordid things of  
daily life to the highest plane of devo-  
tion to great and unselfish ideals.

"No word from human lips can do  
fitting honor to the memory of these  
men. Their story will live to inspire  
future generations of Americans down  
through the ages. They gave all, and  
in giving left us the fine example not  
only of how Americans die but how  
they can live.

## Tribute to First Sacrificed.

"There only remains for us to place  
them tenderly in their last resting  
place and cover them with our gifts of  
flowers and our tribute of tears. We  
shall leave them in some beautiful spot  
where little children may come and  
learn what their fathers have done for  
their country and for the world.

"Before us lie the bodies of the first  
three Americans to lose their lives on  
the field of France, Corporal Gresham,  
Private Enright and Private Hay. Their  
first night on the battlefield, undaun-  
ted by a deluge of artillery fire and  
overwhelming numbers, they fought  
gallantly with unswerving resolution  
until struck down. It was given to  
them to point the way to the millions  
of their fellows. Theirs was an ex-  
alted standard. We receive their bod-  
ies with sorrow and pride. We honor  
their memory as the heroic vanguard  
of our armies.

"All these men were great Ameri-  
cans. May they rest always under the  
care of a patriotic people and may  
their deeds always inspire us to better  
things."

## "Attention!"

"Attention!" rung out the clear com-  
mand of the officer in charge of the  
battalion of Twenty-second Infantry on  
guard, as the band broke into the notes  
of the "Star Spangled Banner," and a  
hushed silence prevailed as the long  
drawn-out notes on the bugle sounded  
"Taps."

Among the American Legion posts  
represented with standards at the ser-  
vices were the 308th Infantry Post,  
with Commander Leo Weiler and Chap-  
lain Halligan; Peter A. Leddy Post of  
Bayonne, Commander Edward Griffin;  
Richmond Hill Post, Commander C. W.  
A. Cannon; Oscar Ammon Post, Col-  
lege Point, L. I.; Hoboken Post;  
Charles A. Cusick Post of West New  
York; Chris Mohr Post, Veterans of  
Foreign Wars, and the Corporal Duffy  
Ladies' Auxiliary, both of Hoboken.

Dispatch  
Aug 11/21

## FIND SOLDIER'S BODY DELIVERED HOME PROPERLY

Father of Private Buffanio Ex-  
presses Satisfaction to Army  
Officials at Hoboken

ONLY OUTER BOX WAS  
LEFT ON HOUSE PORCH

Newark, Aug. 10.—Following an in-  
vestigation of the manner in which  
the body of Private Silvino Buffanio  
was left at the home of his father,  
Fortunato Buffanio, 182 East Kinney  
street, July 29, which, reports errone-  
ously stated, was left unguarded on  
the front porch of the Buffanio home  
by soldiers, an official statement was  
issued today by the office of the quar-  
termaster general at Washington.

According to the authorized govern-  
ment statement, the body was escorted  
to the home by a corporal and seven  
men and received by the father, moth-  
er (stepmother), sister and an under-  
taker. It was not possible to take the  
remains to the family's apartment on  
the second floor, as the stairs were  
narrow and winding.

"At the request of the undertaker,  
who was apparently acting under in-  
structions from the father," the state-  
ment continues, "the casket was taken  
out of the shipping case, the shipping  
case left on the front porch and the  
casket taken into the front hall."  
"The Hoboken office of the quarter-  
master corps is in receipt of a letter  
from the father, stating that he was  
thoroughly satisfied and very much  
pleased with the way the soldiers han-  
dled the matter. He does not know  
the source of the report."

Major General H. L. Rogers, quar-  
termaster general of the army, added  
this statement:

"In view of the great care and rev-  
erence with which the bodies of our  
soldier dead are treated by the ceme-  
terial division personnel it is most re-  
grettable that such an unjust state-  
ment should have been made.

"Relatives of the dead from over-  
seas have written innumerable letters  
of thanks for the loving care which  
our soldiers have given their fallen  
comrades as they return home. The  
public should know that everything is  
done to make the last journey what  
the families would wish it to be."

Private Buffanio, who was twenty-  
six years old, was killed in the Ar-  
gonne October 27, 1918, while fighting  
with the 312th Infantry.



Dispatch Aug 8/21

# SHANKS PRAISES WORK OF AMERICAN WOMEN DURING WORLD WAR

More Than Two Thousand  
Attend Memorial Ser-  
vices for Soldier Dead at  
Hoboken Piers — Com-  
mander of Port Is Chief  
Speaker.

## GENERAL HARRIS' SON BROUGHT BACK

Major General David C. Shanks, former commander of the Port of Embarkation, with headquarters at Hoboken, and now commanding officer at Camp Dix, speaking at the memorial services for soldier dead at pier No. 4, Hoboken, yesterday, paid a sterling tribute to those who lost their lives in the World War.

The funeral services held yesterday were for the 1,400 soldiers whose bodies were returned to this country last week on the U. S. transport Cantigny, which docked in Brooklyn. The bodies were transferred from Brooklyn to Hoboken for distribution to the different sections of the country.

Among the dead was Captain Charles D. Harris, of the Sixth Engineers, who was killed in action. He was the son of Major General C. P. Harris, adjutant general of the army.

The services were similar to other services held at the Hoboken army pier, since the return of the dead soldiers was started more than a year ago. Rabbi Levinger, former chaplain of the Twenty-seventh Division, conducted the Jewish burial services; Chaplain Swan, U. S. A., Fort Totten, the Protestant services, and Chaplain Dineen, U. S. A., of Governor's Island, the Catholic services.

### Choir Sings Hymns.

The band of the Twenty-second Infantry from Fort Jay, contributed the incidental music, and a choir of boys from St. Cecilia's church, New York City, led the singing of hymns, which included "Onward Christian Soldiers," "Nearer My God to Thee," "My Country 'Tis of Thee," "Abide with Me," and the "Star Spangled Banner."

### The General's Tribute.

Standing on the pier where he saw so many hundreds of thousands of American troops sail through the submarine menaced seas for France, responsible for the dispatch of the greatest expeditionary force ever sent overseas, and whose work in charge of the Port of Embarkation, from the send-

ing over of the first contingent until practically the last of the troops had been returned to the shores of America, General Shanks said:

"We have gathered today to pay a tribute of respect to those who have fought and died in the service of our country. The memory of their deeds will be to us a priceless heritage as long as we live."

General Shanks declared that the one great outstanding accomplishment of America in the World War was the growth and development of the national spirit, and this was made possible by universal service or the draft law.

### Praises Women of America.

"It was founded on the justice of our cause," said the general, "and to the women of America belong a large share of the credit for our spirit during the war, but the most important factor in the growth and development of our national spirit was the universal service law or the draft law as it was called."

"It tied up every family in the United States to the welfare and success of the country and the country's campaign. It was the draft law that fanned the spirit of patriotism into a blaze. It was the draft law that taught us to do our bit."

### Sacrifices Soon Forgotten.

The speaker went on to say that politics now occupy the minds of the people and the deeds and sacrifices of the soldiers are soon forgotten, and he complimented the organizations such as those represented, the Veterans of Foreign Wars and the American Legion, for keeping green the memories of the heroic men who had paid the supreme sacrifice in the war. This was the big work for such organization, he said, and it was up to them to keep alive that national spirit. "We must not let it die out," he declared, "but be ready to rekindle it when necessary."

There were more than 2,000 persons at the services, several posts of the American Legion, the Veterans of Foreign Wars and other organizations being represented by delegations. Mrs. A. R. Benson, led the delegation of Hoboken, while on the platform with General Shanks and his staff were Congressman Charles F. X. O'Brien and County Clerk John J. McGovern.

## MAGISTRATE DENOUNCES BASEBALL BOOKMAKING

Magistrate Harry Howard Dale in the New Jersey avenue court, Brooklyn, yesterday denounced the making of books on baseball games and said that if the practice was kept up he feared for the national pastime, especially Sunday baseball. He made the announcement when three men were arraigned before him on a charge of making a book on baseball games. They were held in \$300 bail each.

The men were arrested last Sunday at Taft's Oval during a game between the Cuban Stars and East New York A. A. The police say they were accepting bets on what the batter would do.

Dispatch Aug 8/21

## SERVICES FOR HERO DEAD IN HOBOKEN SUNDAY

Services for the 5,000 American soldiers who died overseas and whose bodies are now lying on pier 4 at Hoboken having arrived several days ago on the Cantigny, will be held tomorrow afternoon at 3 o'clock under the joint auspices of the American Legion and the Veterans of Foreign Wars.

It has not been definitely decided who the speakers and the officiating clergymen will be. With reference to the latter, however, it has been announced that a minister, a priest, and a rabbi, all former army chaplains, will conduct the services.

The American Legion and Veterans of Foreign Wars have asked that all flags in the county be flown at half mast, and that residences in Hoboken be decorated with the national colors out of respect to the memory of the fallen heroes. Clergymen have been requested to have the church bells tolled at the hour appointed for the commencement of the services.

## BODIES OF HERO DEAD NOW BEING CLAIMED BY KIN

Cusick Post Will Hold Special  
Meeting to Plan Funeral  
for Lieut. Cusick

MAY BE HELD SATURDAY  
FROM ST. JOSEPH'S

Among the 7,264 soldier dead ranged row after row at the Hoboken army piers yesterday, was that of First Lieutenant Charles Aloysius Cusick, of the 11th Engineers, whose next of kin, his mother, Mrs. Mary Cusick and James F. Cusick, reside at 250 Second street, Union Hill, and the bodies of several men who lived in the metropolitan district and which were claimed by relatives.

Commander D. W. Krellwitz, of Cusick Post, No. 15, American Legion, West New York, last night issued orders for a special meeting to be held Thursday night, to make arrangements for the part the post will play at the funeral of Lieutenant Cusick, which it is thought will be held Saturday morning from St. Joseph's Church of the Palisades and afterwards lie in state in one of the rooms in the municipal building. Burial will be in Calvary cemetery.

Bodies of  
Private George C. Jr., of Headquarters Company, 10th Infantry, whose next of kin is Mrs. Dorothy V. Schneid of 3671 Broadway, Manhattan; Corporal Arthur M. Duffy, of 316 Hudson street, Hoboken; Private Matthew F. Carberry, of Company C, 163th Infantry, whose next of kin is Michael Carberry, of 463 West Fifty-first street, Manhattan; Private Thomas F. Keenan, of Company A, 107th Infantry, whose next of kin is Mrs. Margaret J. Keenan, of 520 West One Hundred Seventieth street, Manhattan; Private Thomas Lash, whose next of kin is Mrs. Mary Lash, of 447 Henderson street, Jersey City; Corporal John J. Mulvey, of Company B, 30th Infantry, whose next of kin is Mrs. Frances Mulvey, of 110 East Seventy-fourth street, Manhattan, and Private Frederick Cassell, of Company L, 308th Infantry, whose home was at Oyster Bay, 23 to Georgia.

The bodies of 23 of the soldiers were shipped yesterday to Atlanta, Ga., for distribution from that point and the bodies of 25 more to Omaha, Neb., for distribution from there. Twelve bodies were shipped to Pennsylvania, 2 to Connecticut, 1 to Massachusetts, 1 to Illinois and a number of others to various points in New York state.

The transport Wheaton will not be fully unloaded until Thursday and it is expected that the shipments will be continued all week, according to an announcement made yesterday by Captain R. E. Shannon in charge of the army Graves Registration Service at the Hoboken army piers.

It is expected the bodies of the first three American soldiers killed in the war will be sent today to their homes for final interment. They are Corporal Herbert Gresham of Evansville, Ind., Private Thomas F. Enright, of Pittsburgh, Pa., and Private Merle D. Hay of Gliddon, Iowa.

Also among the bodies on the pier are those of "Hoby" Baker, former Princeton football star, who was a captain in the aviation service, and who was killed in an aeroplane accident shortly after the armistice was signed, and Lieutenant Charles A. Meyer, of Company K, 308th Infantry, 77th Division, a former member of the New Jersey Legislature. Lieutenant Meyer's body was yesterday shipped to the home of his parents, Mr. and Mrs. Charles A. Meyer, at Andover, N. J.



## MILITARY HONORS WILL BE PAID TO DEAD SOLDIERS

Bodies of Sergeant Walsh and  
Private O'Meara Are  
Brought Home

### ONE FUNERAL TOMORROW AND OTHER ON TUESDAY

The funerals of two more of Hoboken's hero dead will be held within the next few days, their bodies having arrived in Hoboken on the army transport Wheaton. They are those of Sergeant Thomas Walsh of the 113th Infantry and Private Francis O'Meara of the 165th Regiment of New York, the old Sixty-ninth.

The body of O'Meara has been removed from the army piers to the home of his parents at 33 West Twelfth street, New York City, the family having moved from Hoboken since the soldier was killed in France. His funeral will be held from the home of his parents tomorrow morning to St. Benedict's church, New York City.

Private O'Meara was born in the Mile Square city and received his education at Our Lady of Grace church. He enlisted in the old Sixty-ninth at the outbreak of the war and went to France in 1917. He saw action in numerous hard engagements and finally made the supreme sacrifice at the Ourcq river on July 28, 1918.

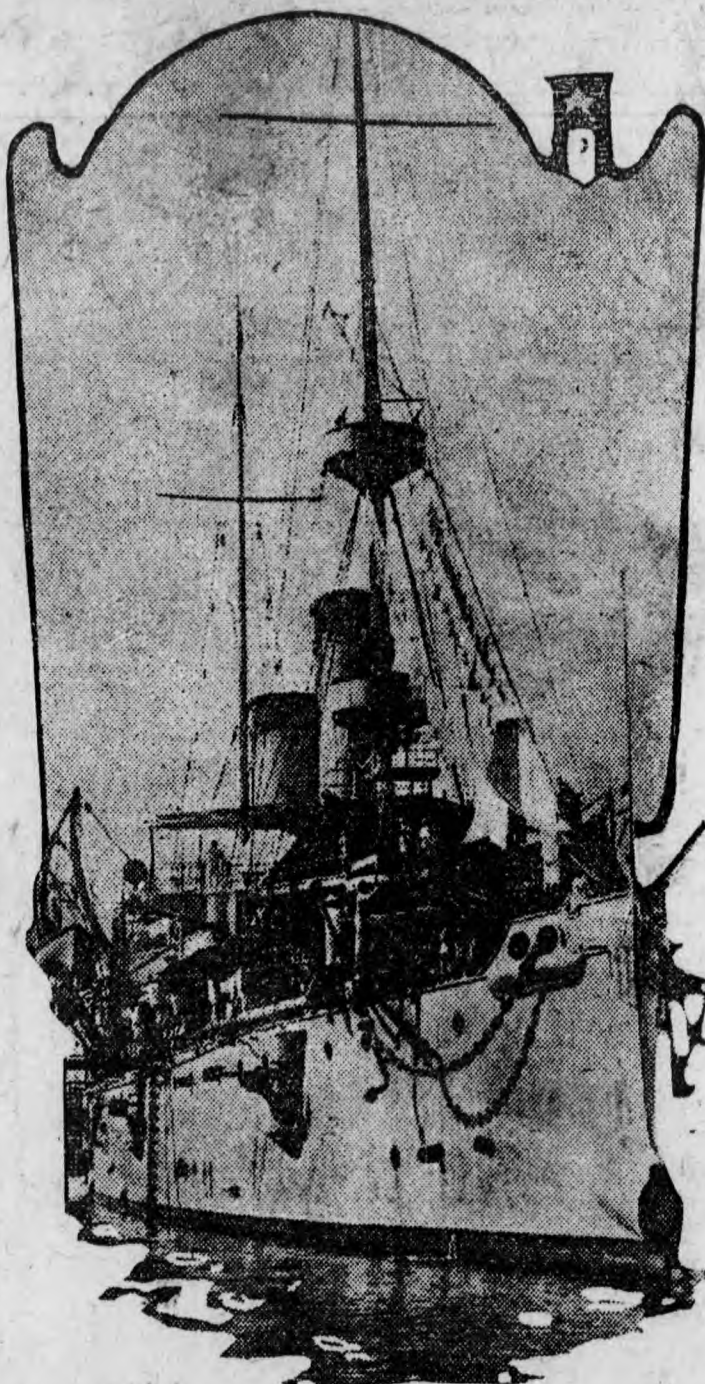
Sergeant Thomas J. Walsh was a popular member of the old Fourth Regiment, enlisting in that outfit on April 3, 1917 at the outbreak of the war. He was an orphan and lived with his aunt, Mrs. Emma Kerrigan, at 74 Jefferson street, from which place the funeral will be held next Tuesday. The body of the dead hero will be removed from the army piers on Saturday.

Sergeant Walsh went overseas as a member of Company M of the 113th Infantry with the Twenty-ninth Division. When he left the United States he was a corporal and was killed on October 10 at the Argonne, ten days after he had been promoted to sergeant.

Members of Company M will gather at the Chris Mohr Post, Veterans of Foreign Wars clubhouse on Tuesday morning and proceed in a body to 74 Jefferson street from which place the funeral will be held. Clinton E. Fisk Post of Jersey City is furnishing a caisson.

Commissioner Bernard N. McFeely of Hoboken has acceded to the request for the attendance of the police band. A solemn high requiem mass will be celebrated at St. Joseph's church and burial will be in Holy Name cemetery.

## Dewey's Old Flagship to Bring Body of "Unknown Hero" to U. S.



The cruiser Olympia, the flagship in which Admiral Dewey led his squadron against the Spanish at Manila bay, has been selected for the honor of transporting from France to the United States the body of the "unknown soldier" of the U. S. army, which will be buried with national honors in Arlington cemetery, November 11. The Olympia is commanded by Captain Henry L. Wyman.

dier" of the U. S. army, which will be buried with national honors in Arlington cemetery, November 11. The Olympia is commanded by Captain Henry L. Wyman.

## 2,624 BODIES OF SOLDIERS ON WHEATON

Longshoremen Call Truce  
Long Enough to Unload  
Caskets—Total of 41,239  
Returned—2,800 More to  
Come.

### HUNDRED WILL BE BROUGHT EACH TRIP

With 2,624 bodies on board, the United States Army Transport Wheaton arrived this morning at Pier 4, Hoboken. Despite the longshoremen's strike, no time was lost in unloading the vessel. John Nolan, business agent of Local 867 of the International Longshoremen's Association, following a conference with Captain R. E. Shannon, in charge of the Graves Registration Bureau of the army in Hoboken, announced that an exception had been made in the case of the Wheaton and it was unloaded without delay by members of his association.

"Our men will handle the bodies of these soldiers, regardless of the strike," said Nolan, shortly before the ship's arrival. "Even if the job has to be done without pay. Many of our men are ex-service men and all of the longshoremen now on the job will remain until the last body on board is carried off. We would not cause any distress to the families of those soldiers for anything in the world."

#### 41,239 Returned.

This latest shipment of bodies from cemeteries abroad brings the number of soldier dead returned here since the armistice up to 41,239. Captain Shannon declared that the bodies of 2,800 American soldiers remain to be returned home and it is expected that the last of these will have been brought home by next June. The first bodies started to arrive here in November, 1919, when the Michigan men who perished while in Siberia with the Russian expeditionary force were brought home. The first shipment of bodies from Europe arrived here in March, 1920, on the Northern Pacific.

The Wheaton has made her last trip as a "funeral ship," according to Captain Eugene McCarthy, her commander, who said she would now be docked for repairs. The 2,800 bodies which are to be brought home will be transported one hundred or so at a time as ships become available between now and next June. From Captain Shannon it was learned that the families of some of the soldiers now sleeping abroad have changed their minds about having their loved ones' remains brought to this country.

The four concentration American cemeteries, there to remain. These cemeteries are at Suresnes, near Paris; Romagne, in the Chateau Thierry sector; at Belleau Woods and at Bony, where many of the Twenty-seventh New York Division lie buried. Because of the peculiar pronunciation given Bony cemetery by many Americans, its name, according to Captain Shannon, is to be changed to Flanders Fields.

Funeral services for the 2,624 men whose bodies arrived yesterday will be held at 3 o'clock next Sunday afternoon on Pier 4 in Hoboken under the joint auspices of the American Legion and the Veterans of Foreign Wars, after which the bodies will be forwarded to their various destinations throughout the country.

## 1,199 BODIES OF MORE SOLDIERS HERE ON VESSEL

Bringing 400 officers and enlisted men from the American Army of Occupation in Germany, and the families of many, including a number of "War Brides," the U. S. Army Transport Cantigny docked at South Brooklyn, yesterday. Among the enlisted men were many home on furlough and others whose terms of enlistments have expired.

The Cantigny also brought 1,199 bodies of American soldiers from the A. E. F. Cemetery in the Argonne. These will be taken to the Army Transport base at pier 4, Hoboken, and prepared for shipment to their homes by Capt. R. S. Shannon of the Graves Registration Service. Shipments will begin on Monday. Memorial services will be held at the pier next Sunday.

## SERVICES AT ARMY PIERS FOR HEROES

Brigadier General Aultman  
Will Deliver Memorial  
Address on Tomorrow  
Afternoon—Three Chap-  
lains to Conduct Re-  
ligious Services.

### BODIES OF 1,100 MEN RETURNED

Brigadier General Dwight E. Aultman, commanding the First Field Artillery brigade at Camp Dix, will deliver the memorial address at the funeral services to be held at Army Pier No. 4, Hoboken, tomorrow afternoon over the bodies of 1,100 dead soldiers brought from France last Monday on the transport Cantigny.

As usual, relatives and friends will be admitted to the services by the entrance to the piers on River street. The American Legion committee has completed arrangements for the services.

The guard of honor will be supplied by the Twenty-second Engineers from Governor's Island, and the band of the 303d Coast Artillery from Fort Totten will render the music.

Chaplain A. C. Dingen of Governor's Island will deliver the Catholic ritual, Chaplain Thomas E. Swan of Fort Totten the Protestant service, and Rabbi Lee J. Levinger, formerly the Twenty-seventh division, A. E. F., will conduct the Jewish burial service.



# MORE THAN ONE THOUSAND ATTEND FUNERAL SERVICE FOR MEN WHO LOST LIVES

Only One More Ship to Bring Back Bodies from France — Services Conducted by Three Chaplains in Presence of War Mothers.

## THREE HOBOKEN MEN AMONG THE SLAIN

More than one thousand persons yesterday afternoon attended funeral services for the bodies of American dead which arrived recently on the transport Wheaton. The services over the 2,400 flag-draped coffins was one of the most impressive that has been held on Pier 4, Hoboken, and it will be next to last. It was announced when the Wheaton arrived that it brought back the last bodies to be returned to this country, but Captain Shannon said yesterday that another shipment on another vessel will arrive on October 26. That shipment will be the last.

Scores of Hoboken war mothers, many members of the American Legion

and Veterans of Foreign Wars were in attendance. Tears streamed down the faces of the war and gold-star mothers as the Rev. Aloysius Dineen, army chaplain from Governor's Island, conducted the Catholic services, beautifully rendering the hymn containing the line "When I shall see him face to face." Brigadier-General Groth Hutcheson and United States Senator William M. Calder, of Brooklyn, who made addresses, were visibly moved by the ceremony for the dead.

The Protestant services were conducted by Chaplain Thomas Swann, of Governor's Island. Rabbi Levigner conducted the Jewish services. Colonel Simmons, New York commander of the Legion, was present. Brigadier-General Hutcheson was escorted from Governor's Island by a detachment of the Twenty-second infantry. A number of hymns were sung by the congregation on the pier.

Among the bodies to arrive on the Wheaton when it made its last trip with soldier dead, were three Hoboken men. Discussing the funeral services yesterday, County Clerk J. J. McGovern said he would like to ask everyone in Hoboken to hang out their flags at half mast on the funeral day of each of the veterans. "We all ought to feel the loss of a boy who died in the service," he said. "It's a simple thing to hang out a flag at half mast to show our respect." One of the funeral days is Wednesday.

## FUNERAL SERVICES ON PIER SUNDAY

Among the bodies of the 2,426 soldiers which arrived yesterday on the transport Wheaton is that of Sergeant Wilbur E. Coyler of Company A, First Engineers, to whom on January 13, 1919, was awarded posthumously the Congressional for bravery in action near Verdun on October 9, 1918, when being sent to capture a German machine gun nest, he killed a German gunner with a hand grenade which he found lying on the ground, seized the gun and then used it to put another German machine gun out of commission.

Funeral services over the 2,426 bodies brought back on the Wheaton will be held on Pier 4, Hoboken, at 3 o'clock Next Sunday afternoon, and will be in charge of Colonel Edward A. Simmons, chairman of the American Legion committee for the reception and disposition of bodies from overseas. The guard of honor, consisting of a company of 100 soldiers from the Twenty-second Infantry and the band will be supplied from Governor's Island, while the funeral services will be conducted by Chaplain A. C. Dineen of Governor's Island; Chaplain Thomas Swann of Fort Totten, and Rabbi Lee J. Levinger, formerly Chaplain of the Twenty-seventh Division, A. E. F.

*Dispatch  
Nov 1/21*

*Jersey Journal  
May 7/21*

## HONOR U. S. WAR DEAD IN HOBOKEN

Funeral services for the 1,225 American dead brought home from France on the transport Somme yesterday are being held on Army Pier No. 4 in Hoboken this afternoon. Among the dead are twenty-seven former members of the New York National Guard, in whose honor Governor Miller and Mayor Hylan of New York sent representatives to attend the services. American Legion members and Regular Army officers and enlisted men are participating in the ceremonies. There is a large attendance of relatives and friends of the dead.

An Army auto train, bearing officers and the band of the First Division, stationed at Camp Dix, passed through Jersey City this forenoon on the way to the Hoboken piers.

*Jersey Journal  
May 17/21*

## 129 BODIES OF HUDSON WAR DEAD HOME TOMORROW

That 129 bodies of Hudson County war dead are included among the 6,000 bodies of soldiers who died in France being brought home by the transport Wheaton, was the announcement made at the Hoboken piers today where the ship is scheduled to dock at 8:30 tomorrow morning.

It was also stated that the bodies represented every division in the Regular and National armies during the war.

## Pitifully Small Crowd at Last Burial Services Held For the Hero Dead at Pier

The last services over returned soldier dead to be held in Hoboken were attended by a pitifully small number of people on Pier 4, Sunday afternoon. For some reason, no one seems to know who to blame. No publicity was given out by the customary channels beforehand. The bodies of two thousand soldier dead were on the pier and a little over one hundred of the living were there to do them honor.

But the services were just as impressive and beautiful as they have been on previous occasions. The Hoboken Chapter of War Mothers, headed by their president, Mrs. Allan R. Benson, who learned of the services at the last moment, were present as they have ever been at those solemn occasions. But the delegations of War Mothers from other towns nearby who have been so conspicuous at other services were absent.

Representatives of the American Legion and Veterans of Foreign Wars were present. Colonel Simmons presided, and music was furnished by the Twenty-second U. S. Infantry Band from Governor's Island. Those present joined in singing "Lead Kindly Light," "Onward Christian Soldiers," "My Country 'Tis of Thee," "Nearer My

God to Thee" and other songs befitting the occasion.

The burial services of the Jews, Protestants and Catholics were read respectively by Rabbi Lee Veld of New York City, Chaplain Thomas Swann, U. S. A. of Fort Totten, and Chaplain Aloysius C. Dineen, U. S. A., of Governor's Island. Solos were sung by Rev. James E. Kearney of New York City and Father Dineen.

At the conclusion of the services as the faithful little gathering, so small compared with the vast throngs which have been present at other services, sadly eyed the row upon row of flag-draped coffins, taps and echo taps were blown by buglers of the Twenty-second Infantry Band.

As the last lingering echo died away like a spirit voice in the distance, an intense silence fell upon the pier. None moved. It seemed a silence too deep for tears. The long pier enveloped in the fog that lay heavy upon the river, seemed a spot suffused with memories. But at length the group of folk went their way. The last service over soldier dead in Hoboken was over.

The Thirteenth Infantry which has been on duty at Hoboken, is making preparations to leave sometime before Christmas. The soldiers expect to go to Fort Niagara. With their going one of the last lingering reminders of the war will vanish from Hoboken.



# WAR MOTHERS OF HOBOKEN TO LAY A WREATH ON THE CASKET OF UNKNOWN SOLDIER

## HOBOKEN MEANT "HOME AGAIN" TO OUR BOYS

Here They Come When Last  
Gun Had Been  
Fired

### GOVERNMENT MAKES CONCESSIONS TO MOTHERS

To the Hoboken War Mothers, the government has given an honor bestowed on the War Mothers of no other city—covered the situation, and no local chapters could have any part in the city—that of laying on the casket of the Unknown Soldier, who will on Friday be buried in Arlington Cemetery, a memorial wreath.

At first the government officials contended that the services of the National Chapter of War Mothers program to be conducted by the various war organizations on Thursday.

Mrs. Allen Benson, president of the Hoboken chapter, maintained that Hoboken stood in a peculiar position with regard to the soldier boys; a position held by no other city in the country. Eighty per cent. of the troops that went overseas, went by way of Hoboken, and 41,692 caskets containing the bodies of those who lost their lives have come back here on their way to their last resting place. To the boys in France, no matter what part of the country they come from, Hoboken meant home.

Mrs. Benson was at last able to convince those in charge of the exercises that Hoboken was entitled to a special place on the program, and so the Hoboken War Mothers have chosen her as their special representative, to place on the coffin the beautiful wreath that has been made for the purpose. This wreath was made by C. A. Schworer, of Third street, and which will be on exhibition in his window today. At midnight tonight Mrs. Benson will leave for Washington, and on Thursday at 12:55, she will place the wreath on the casket. Mrs. Benson has planned a short address on "The Spirit of Flanders Fields."

## Speech by President at Unknown Soldier Rites

Mr. Secretary of War and Ladies and Gentlemen: We are met today to pay the impersonal tribute. The name of him whose body lies before us took flight with his imperishable soul. We know not whence he came, but only that his death marks him with the everlasting glory of an American dying for his country.

He might have come from any one of millions of American homes. Some mother gave him in her love and tenderness, and with him her most cherished hopes. Hundreds of mothers are wondering today, finding a touch of solace in the possibility that the Nation bows in grief over the body of one she bore to live and die, if need be, for the Republic. If we give rein to fancy, a score of sympathetic chords are touched, for in this boy there once glowed the soul of an American, with the aspirations and ambitions of a citizen who cherished life and its opportunities. He may have been a native or an adopted son; that matters little, because they glorified the same loyalty, they sacrificed alike.

### Glory of His Death

We do not know his station in life, because from every station came the patriotic response of the five millions. I recall the days of creating armies, and the departing of caravels which braved the murderous seas to reach the battle lines for maintained nationality and preserved civilization. The service flag marked mansion and cottage alike, and riches were common to all homes in the consciousness of service to country.

We do not know the eminence of his birth, but we do know the glory of his death. He died for his country, and greater devotion hath no man than this. He died unquestioning, uncomplaining, with faith in his heart and hope on his lips, that his country should triumph and its civilization survive.

### Fought as Typical Soldier

As a typical soldier of this representative democracy, he fought and died, believing in the indisputable justice of his country's cause. Conscious of the world's upheaval, appraising the magnitude of a war the like of which had never horrified humanity before, perhaps he believed his to be a service destined to change the tide of human affairs.

In the death gloom of gas, the bursting of shells and rain of bullets, men face more intimately the great God over all, their souls are aflame, and consciousness expands and hearts are searched. With the din of battle, the glow of conflict, and the supreme trial of courage, come involuntary the hurried appraisal of life and the contemplation of death's great mystery. On the threshold of eternity,

many a soldier, I can well believe, wondered how his ebbing blood would color the stream of human life, flowing on after his sacrifice. His patriotism was none less if he craved more than triumph of country; rather, it was greater if he hoped for a victory for all human kind. Indeed, I revere that citizen whose confidence in the righteousness of his country inspired belief that its triumph is the victory of humanity.

### Had Hatred of War

This American soldier went forth to battle with no hatred for any people in the world, but hating war and hating the purpose of every war for conquest. He cher-

ished our national rights, and abhorred the threat of armed domination; and in the maelstrom of destruction and suffering and death he fired his shot for liberation of the captive conscience of the world. In advancing toward his objective was somewhere a thought of a world awakened; and we are here to testify undying gratitude and reverence for that thought of a wider freedom.

On such an occasion as this, amid a scene, our thoughts alternate between defenders living and defenders dead. A grateful Republic will be worthy of them both. Our part is to atone for the losses of heroic dead by making a better Republic for the living.

### Baptism of Freedom

Sleeping in these hallowed grounds are thousands of Americans who have given their blood for the baptism of freedom and its maintenance, armed exponents of the Nation's conscience. It is better and nobler for their deeds. Burial here is rather more than a sign of the Government's favor, it is a suggestion of a tomb in the heart of the Nation, sorrowing for its noble dead.

Today's ceremonies proclaim that the hero unknown is not unknown. We gather him to the Nation's breast, within the shadow of the Capitol, of the towering shaft that honors Washington, the great father, and of the exquisite monument to Lincoln, the martyred savior. Here the inspirations of yesterday and the conscience of today forever unite to make the Republic worthy of his death for flag and country.

### Lofty Resolutions

Ours are lofty resolutions today, as with tribute to the dead we consecrate ourselves to a better order for the living. With all my heart, I wish we might say to the defenders who survive, to mothers who sorrow, to widows and children who mourn, that no such sacrifice shall be asked again.

It was my fortune recently to see a demonstration of modern warfare. It is no longer a conflict in chivalry, no more a test of militant manhood. It is only cruel, death. There was no contending enemy, only the theoretical defense of a hypothetical objective. But the attack was made with all the relentless methods of modern destruction.

### Rain of Ruin

There was the rain of ruin from the air craft, the thunder of artillery, followed by the unspeakable devastation wrought by bursting shells; there were mortars belching their bombs of desolation; machine guns concentrating their leaden storms; there was the infantry advancing, firing and falling—like men with souls sacrificing for the decision. The flying missiles were revealed by illuminating tracers, so that we could note their flight and appraise their deadliness.

The air was streaked with tiny flames marking the flight of massed destruction; while the effectiveness of the theoretical defense was impressed by the simulation of dead and wounded among those going forward, undaunted and unheeding. As this panorama of unutterable destruction visualized the horrors of modern conflict, there grew on me the sense of the failure of a civilization which can leave its problems to such

cruel arbitrament.

### Highest Function Is Peace

Surely no one in authority, with human attributes and a full appraisal of the patriotic loyalty of his countrymen, could ask the manhood of kingdom, empire, or republic to make such sacrifice until all reason had failed, until appeal to justice through understanding had been denied, until every effort of love and consideration for fellow men had been exhausted, until freedom itself and inviolate honor had been brutally threatened.

I speak not as a pacifist fearing war, but as one who loves justice and hates war. I speak as one who believes the highest function of government is to give its citizens the security of peace, the opportunity to achieve, and the pursuit of happiness.

The loftiest tribute we can bestow today—the heroically earned tribute—fashioned in deliberate conviction, out of unclouded thought, neither shadowed by remorse nor made vain by fancies, is the commitment of this Republic to an advancement never made before.

### Mankind On Higher Plane

If American achievement is a cherished pride at home, if our unselfishness among nations is all we wish it to be, and ours is a helpful example in the world, then let us give of our influence

and strength, yea, of our aspirations and convictions, to put mankind on a little higher plane, exulting and exalting with war's distressing and depressing tragedies barred from the stage of righteous civilization.

There have been a thousand defenses justly and patriotically made; a thousand offenses which reason and righteousness ought to have stayed. Let us beseech all men to join us in seeking the rule under which reason and righteousness shall prevail.

### Sacrifice Not in Vain

Standing today on hallowed ground, conscious that all America has halted to share in the tribute of heart and mind and soul to this fellow American, and knowing that the world is noting this expression of the Republic's mindfulness, it is fitting to say that his sacrifice, and that of the millions dead, shall not be in vain. There must be, there shall be, the commanding voice of a conscious civilization against armed warfare.

As we return this poor clay to its mother soil, garlanded by love and covered with the decorations that only nations can bestow, I can sense the prayers of our people, of all peoples, that this Armistice Day shall mark the beginning of a new and lasting era of peace on earth, good will among men. Let me join in that prayer.

Our father who art in heaven, hallowed be thy name. Thy kingdom come, Thy will be done on earth as it is in heaven. Give us this day our daily bread, and forgive us our trespasses as we forgive those who trespass against us. And lead us not into temptation, but deliver us from all evil. For Thine is the kingdom, and the power and the glory forever. Amen.



*Jersey Journal May 23/21*

# HARDING HONORS WAR DEAD AT HOBOKEN

*Jersey Journal May 24/21*

## SERVICES FOR 29TH AND 78TH DIVISION DEAD TOMORROW

Ceremony Will Take Place at Hoboken Piers at 1:15 o'Clock Tomorrow Afternoon—Local Veterans to Participate.

Services over the bodies of the hero dead at Hoboken, transported from France for permanent re-interment in native soil, will begin tomorrow, at Army Pier 4, Hoboken, at 1:15 p. m. sharp.

There are 5,012 bodies at the pier, 129 members of the 29th N. J. National Guard Division into which the old Fourth Regiment and Signal Corps were merged, and 142 of members of the 78th, New Jersey Draft Division, most of them in the 312th Regiment.

All 78th Division men and 29th Division men are invited to participate in the services, and in uniform if possible. Although the time has been so short that it has been impossible to invite individuals personally, all American Legion men and Veterans of Foreign Wars are invited.

It is imperative for those who attend to be on time, at 1:15 p. m. sharp, as only 45 minutes will be allowed for the service. At two o'clock, New York Veterans' organizations will hold other services over New York bodies.

The choir of Second Dutch Reformed Church and Hugh Kelly will sing at the service. Rev. George DuBell of Comden, State Chaplain of the American Legion and Rev. Father George N. Murphy of St. Patrick's Church, who was Senior Chaplain of the 78th Division and went overseas with the 312th Infantry, will deliver orations.

Among those present will be Major Leonidas Coyle, State Commander of the American Legion, with other officers of the Legion; Major Frederick Feury of Governor Edwards' staff; Secretary of State Thomas Martin and Mayor Griffin and Commissioners of Hoboken. Officials of other towns in Hudson County are also invited.

The executive committee of the 4th New Jersey Infantry Post, American Legion, will act as ushers. The 104th Field Signal Battalion Post will attend in a body.

Beginning Monday, the bodies will be distributed throughout the United States. The graves of those to be buried in Hudson County will be decorated by local veterans' organizations on Memorial Day.

The program will be in charge of the following committee, appointed by Charles A. Rooney, chairman of the Hudson County Committee of the American Legion: William McKinley, commander of the 104th Field Signal Battalion Post, American Legion, chair-

### DISPLAY FLAGS IN HONOR OF WAR DEAD

The members of the Central Committee of the Veterans of Three Wars and the County Committee of the American Legion have issued a request that all citizens in the county display flags at half-mast tomorrow afternoon (from 12:30 o'clock to sundown) in honor of the 5,000 soldiers whose bodies lie at the Hoboken Piers. Services over the bodies of the war heroes will be held at the piers tomorrow afternoon.

man; Col. Henry Lohmann, Past Commander of the 4th N. J. Infantry Post, American Legion; Rev. Father Murphy of St. Patrick's; Rev. Michael Core, chaplain of the 114th Infantry; Major Christian Heidt; Col. George T. Vickers and Captain John Bentley.

This committee has issued the following summons to all veterans of the 29th Division and 78th Division:

"Upon the Army Piers at Hoboken the dead. The services for the Hudson County boys and others who remain of two hundred seventy-one fought in the New Jersey divisions of our comrades who paid 'the last full measure of devotion' to the cause, which was ours. Draped in the colors of the United States, they wait their turn to be received into the arms of the mother country they so willingly went to defend.

"It is our duty—our obligation, to note their presence among us. We are not soldiers worthy of the name if we fail them now.

"Therefore you are called to join in rendering to these last returning comrades in service the simple recognition due them, and to join in paying a mark of respect more profound than princely homage—a salute to our Soldier Dead.

"Limited though our time may be, and poor our methods, the solemnity of the occasion, and the weight of the duty, require that we stand not on formality, but, realizing the individual responsibility, that we each and everyone set aside all conventions in order that we may join in this tribute.

"Joint services will be held at Pier 4, Hoboken, at 1:15 p. m. sharp, Sunday, May 22. We will gather outside the pier in order not to disturb the services of others, and will, in our turn, proceed promptly to avoid disrupting the plans of those who follow."

## 10,000 PAY TRIBUTE TO WAR DEAD AT HOBOKEN

Services For Members of Twenty-ninth and Seventy-eighth Divisions Among Five Ceremonies Held During Day.

In the presence of 10,000 people, including many mourners, funeral services for 5,212 dead soldiers were held at the Hoboken piers yesterday afternoon. The bodies were brought to this country from France on the transport Wheaton early in the week.

Many of the flag draped coffins contained the remains of New Jersey boys who were in the Twenty-ninth and Seventy-eighth Divisions. Pathetic scenes of grief among relatives were witnessed at the sounding of "taps." Other services for dead heroes have been held at the Army piers, but yesterday was the first time that high officials have been officially present or represented.

Secretary of State Thomas F. Martin appeared for Governor Edwards. County Clerk John J. McGovern, Mayor Patrick R. Griffin and the other City Commissioners of Hoboken were there. Mayor John F. Hyland came from New York to pay tribute to the dead heroes of his city who made the supreme sacrifice. Members of the Gold Star Mothers and War Mothers organizations attended in large numbers.

Five separate services were held for the dead. The services for the Hudson County boys and others who were in charge of Colonel Henry Lohmann, commander of the Fourth Regiment of the 114th Infantry, and William McKinley, commander of the 104th Field Signal Battalion of the American Legion. The services started at 1:30 o'clock promptly.

About the platform from which last tribute was paid were grouped the standards of four American Legion posts of this county. Two feet apart and draped with American flags, the coffins were laid out along the immense pier. Rev. J. Warren Coon, and Rev. Fathers Murphy and Corr, chaplains in the two New Jersey divisions, made short addresses. Rev. Coon said in part:

"Their voices are calling to us, they who helped win the war to save civilization, what are you doing now? They know more now than they did when with the A. E. F. of what Americanism means, the unselfish patriotism is the only path to peace and prosperity. We must do as they did—carry on."

In all 4,000 of the bodies were laid out on the piers. The task was accomplished by Captain Shannon and the Graves Registration Department at Hoboken. Within a few days the

caskets will be shipped to relatives in all parts of the country. Every division that went to France is represented.

The first service began at 12 o'clock and the last at 4 o'clock. During the intervening hours there was a great throng of people constantly arriving at and leaving the piers. Hoboken literally was draped in flags. The Hoboken Chamber of Commerce recently reminded the people that they had neglected to thus honor other soldier dead.

### HONOR TO OUR SOLDIER DEAD.

When General Pershing and Senator Lodge conducted memorial services, Sunday last, at the Hoboken pier, where each of 7,264 flag-draped caskets held the body of a service man who gave up his life for his country, there were few flags at half-mast in Jersey City in token of respect to these hero dead at our very door. The American Legion posts of this city, noting the absence of flags in this city on this hallowed occasion, have issued an appeal to the people not to let another such occasion pass without showing full respect to the soldier dead. That the appeal will be heeded there is no doubt, for no appeal to Jersey City's patriotism ever falls on deaf ears.

It is also suggested by the veterans of the American Legion that when the next ship arrives with American dead and services are in progress at the Hoboken pier, church bells throughout the city be tolled. Charles J. Rooney, president of the County Federation of the American Legion posts, will take it upon himself to notify the churches if they will indicate their willingness to toll the bells in hallowed tribute.

Meanwhile, let us remember to display our flags at half-mast. That much, at least, everyone can, and should, do. We sent these boys away to the accompaniment of wild hurrahs and hearty wishes of Godspeed. Now that so many are coming back in flag-bedecked caskets, let us pay every measure of tribute to their heroic sacrifice.



Jersey Journal  
Sept 17/21

Jersey Journal Nov 11/21

## HONORS FOR WAR DEAD AT HOBOKEN PIERS TOMORROW

Final Tributes to be Paid 1,199 Brought Here From Cantigny.

Brigadier General Dwight E. Altman, commanding the First Field Artillery Brigade at Camp Dix, will deliver the memorial address at the funeral services to be held at Army Pier No. 4, Hoboken, tomorrow afternoon over the bodies of 1,199 dead soldiers brought from France last Monday on the transport Cantigny.

As usual, relatives and friends will be admitted to the services by the entrance to the piers on River Street. The American Legion committee has completed arrangements for the services.

The guard of honor will be supplied by the Twenty-second Engineers from Governor's Island, and the band of the 303d Coast Artillery from Fort Totten will render the music.

Chaplain A. C. Dineen of Governor's Island will deliver the Catholic ritual, Chaplain Thomas E. Swan of Fort Totten the Protestant service, and Rabbi Lee J. Levinger, formerly the Twenty-seventh division, A. E. F., will conduct the Jewish burial service.

Jersey Journal  
Sept 19/21

## TRIBUTES PAID 2,000 WAR DEAD ON HOBOKEN PIER

Services for 2,000 soldier dead which were landed at Pier 4, Hoboken, from the steamer Santigny, were held yesterday afternoon with the entire length of the pier decorated in American flags and bunting. The bodies of ten selected at random were placed in front of a speakers' stand to represent the entire number of dead on the pier. The many floral offerings were placed on these coffins, among them two immense pieces from the Government at Washington, and one each from the New York and New Jersey war mothers and the fathers of World War veterans.

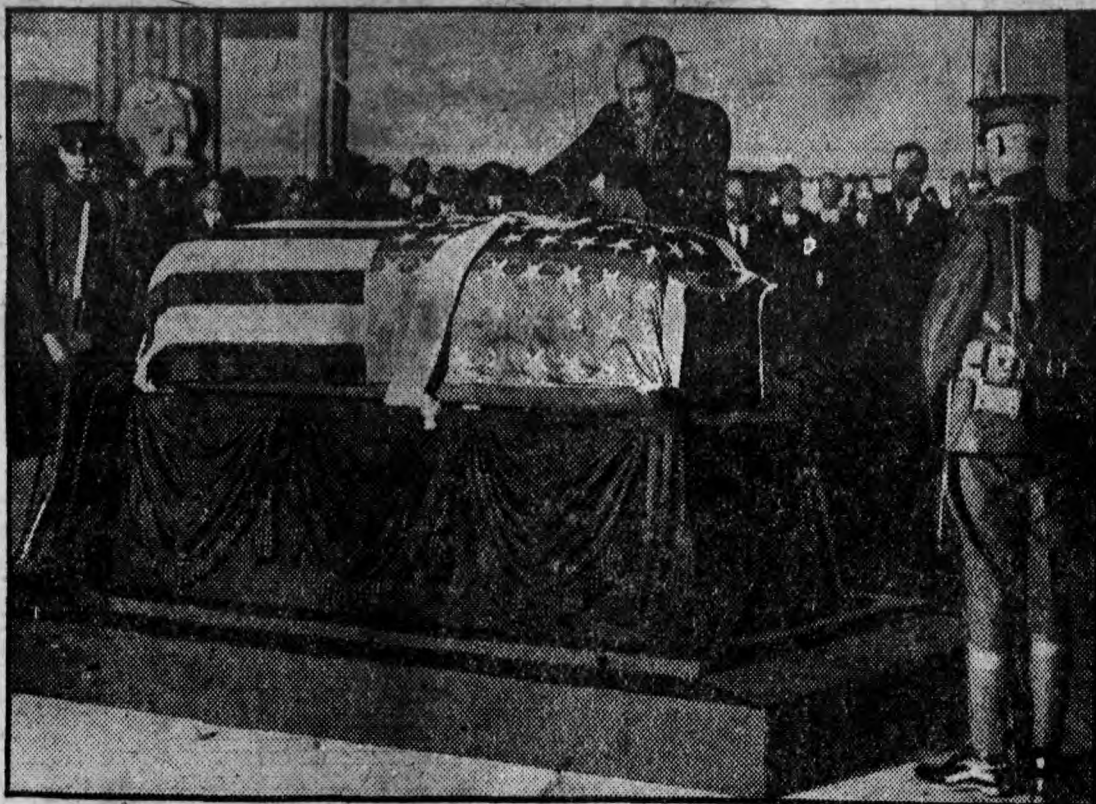
At 3.30 o'clock Brig.-Gen. Dwight E. Altman entered the pier accompanied by three chaplains and headed by the band of the Twenty-second Infantry and choristers from St. Cecilia's and the Church of the Holy Cross, Manhattan, singing "Nearer My God to Thee." The Jewish burial services were conducted by Rabbi Abraham Bernstein, the Protestant by Capt. Thomas Swan, chaplain at Fort Totten, and the Roman Catholic prayers for the dead were said by the Rev. Aloysius Dineen, chaplain at Governor's Island.

General Altman, in a brief address, said:

"When all the rest are gathered in, even then these men shall occupy a higher place in heaven for their sacrifice was supreme and none had greater love than they." In a plea for former service men, he said that nothing should be too good for them.

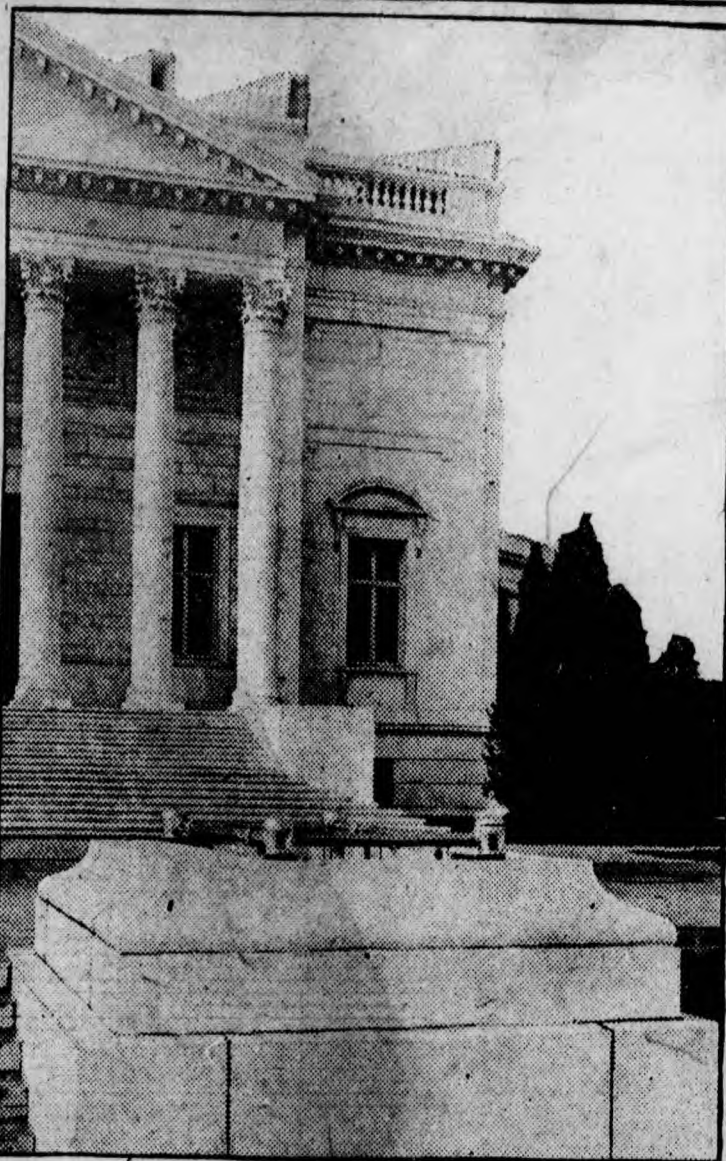
Father Dineen, in an excellent baritone, sang "Face to Face" moving his listeners more than anything that had preceded. Taps then were sounded, and the congregation of 3,000, visibly affected, sang "The Star Spangled Banner."

## AMERICA PAYS HIGHEST TRIBUTE TO UNKNOWN SOLDIER



President Harding pinned a silver shield set with 48 stars on the coffin of America's Unknown Soldier while it was lying in state in the Capitol rotunda at Washington.

## WHERE UNKNOWN HERO WILL REST



In this grave of white stone the body of America's unknown hero will be buried on Armistice Day. Rising in the background is the great amphitheatre of the Arlington National Cemetery.

## REPRESENTS N. J. AT TRIBUTE TO UNKNOWN HERO

Lawyer Thomas F. Meaney, Jr., Senior Vice-Commander of the American Legion in this State, is in Washington today as the representative of New Jersey at the memorial services over



THOMAS F. MEANEY, JR.

the body of the "unknown soldier" in Arlington Cemetery. Mr. Meaney, who saw service in France as a first lieutenant in the pioneer infantry, left for the Capitol yesterday afternoon. He will return tomorrow.



## 5,795 DEAD HEROES EULOGIZED AT PIER

### 10,000 Hear Major-Gen. Edwards Pay Honor to Them.

More than 10,000 persons attended memorial services yesterday afternoon on Pier 4, Hoboken, for 5,795 American soldiers brought back a week ago on board the transport Wheaton. The bodies had been threatened with cremation Wednesday evening in a fire which destroyed two adjoining piers. The crowd at the services was the largest ever assembled on the pier for such a service. It was believed the fire caused the increased attendance.

Major-Gen. Clarence R. Edwards, commander of the First Army Corps, Boston, and formerly commander of the Twenty-sixth, or Yankee, Division in France, was the principal speaker. He told feelingly of the sacrifices of the soldiers and said their heroism would be an inspiration to Americans for all time. The Police Glee Club sang several hymns.

Rabbi Lee Levinger, formerly chaplain of the Twenty-seventh Division, read the Jewish ritual for the dead. Chaplain Charles R. Swan of the army post at Fort Totten officiated at the Protestant services and Chaplain Dineen of Governors' Island said the Catholic prayers for the dead. The bodies will be sent this week to the homes of the soldiers' relatives throughout the country.

## PROTEST CATHOLIC RITES FOR "UNKNOWN"

### City's Italian Protestant Ministers Send Open Letter to Gen. Diaz.

Protesting against the commemoration services of the unknown Italian soldier being held under the auspices of the Catholic Church, the Rev. Charles Fama, No. 247 Bedford Park Boulevard, Bronx, Secretary of the Italian Protestant Ministers' Association, has addressed an open letter to Gen. Armando Diaz. The letter says:

"The Italian Protestant Ministers' Association of New York City, representing forty Italian Protestant churches of various denominations, solemnly protests against the selfish sectarian spirit which is manifest in the commemoration of the glorious unknown Italian soldier in the Roman Catholic Cathedral of St. Patrick on Nov. 4, 1921.

"Knowing that the Italian Army was not only composed of members of the Roman Catholic Church but of men of different faiths and creeds, and that therefore, those who died in the service of their country were united only in one supreme faith—the love of country—the Italian Protestant Ministers' Association of New York City maintains that the commemoration of the unknown Italian soldier should not be officially celebrated by one church, and especially by the Roman Catholic Church which has been the subtle enemy of the Italian Government.

"Therefore, we feel it our solemn duty to protest against the hypocrisy of the Roman Church to usurp the right of solemnizing the commemoration of those brave men who gave up their lives for their country but who did not believe in the doctrines of the Roman Church.

"We feel, therefore, that such ceremony should be beyond any sectarian religious confinement and should be celebrated as a worthy civil and military function, in a public place where men of all faiths and creeds are welcome."

## War Dead Honored At Hoboken Pier

### 1,335 Soldiers' Bodies Back From France Paid Loving Tribute at Three Services.

Hoboken, May 7.—They returned from France today, another thousand, their caskets covered by the flag for which they died in France. In three separate ceremonies their relatives and former buddies paid homage to these dead heroes of the First and Second Division this afternoon on Pier 4, and in many ways they were the most impressive of all the services held for members of the A. E. F. who made the supreme sacrifice.

The principal ceremony was held at 12.30 for the dead of the First Division. A large delegation of members of that division, headed by Major General Charles P. Summerall, were here from Camp Dix. On the speakers' stand were General Summerall and his staff of officers. Just before him were two hundred gold-star mothers and other relatives of the 1,335 boys whose caskets filled every other room on the big pier. In the background stood 200 members of the First Division, drawn up at attention; also 100 former members of the division, now in civilian life, many bearing scars of the regulars' campaign in France. At one side of the speakers' stand was the famous 28th Infantry band.

#### Chaplains Pay Tribute.

Tributes to the returning soldiers were paid by Chaplains Berge and Deibert of the First Division and Rabbi Levinger, formerly of the Twenty-seventh Division. Chaplain Deibert, who presided, then presented General Summerall, who commanded the division throughout their campaigns in France, while part of the Army of Occupation on the Rhine, and who now heads the division at Camp Dix.

"We have come to greet our former companions as they return to their own land," said the general, "although we must greet them in the spirit and not in the flesh. We must not forget their sacrifice, and their graves should serve as shrines for this generation and the generations to come. It is our duty to be guided by their example. These men have reached the shining heights and they can not help but be a helpful inspiration to America."

A First Division veteran bugler with a dozen "hash marks," telling his long

service, blew "taps" while the whistles on the harbor boats added their mournful requiem.

#### Trial for Mothers.

It was difficult enough for the First Division men at the service, who had gone through Cantigny and Sedan with the heroes who had just come home to mask the grief that was theirs. It was hard, too, for the officers, who had seen many of these men drop at Montdidier and Soissons. But it was most difficult for the white-haired mothers, bearing their golden stars of sacrifice, to stand up under the strain.

They touched their eyes with black-bordered handkerchiefs, and bit their lips to stifle their grief. As the band was playing the last bar of the national anthem one little woman, two gold stars on

her left sleeve, proclaiming her double sacrifice, collapsed in her chair. She quickly gained her composure, however, and refused medical attention.

One hundred and fifty members of Lieutenant Jefferson Feigl Post, American Legion, formed the guard of honor. Lieutenant Feigl, a member of the First Division, was the first American officer to fall in France. His father, Colonel Fred Feigl, is now with the First Division.

#### First Major to Fall.

Among the bodies on Pier 4 is that of Colonel Bertram Tracy Clayton, First Division quartermaster, said to have been the first American of that rank killed in the war. He met death when an aerial torpedo exploded. Other officers dead were Colonel H. A. Smith of the 26th Infantry, Lieutenant Colonel J. M. Craig of the 16th Infantry, Major R. Kimble of the 1st Engineers, Captain J. A. Wood, Company E, 26th Infantry, Captain C. R. Oliver, Company B, 26th Infantry; Lieutenants W. J. Deever, Company A, 18th Infantry; Paul C. Verable, Company I, 28th Infantry; R. Bloucher, Company F, 18th Infantry; W. Boone, Company F, 26th Infantry; Coleman, Company H, 16th Infantry; M. Ellison, Company H, 26th Infantry; G. D. Foster, Company D, 16th Infantry; D. H. Gardner, Company I, 28th Infantry; J. C. Loder, Company G, 26th Infantry.

The second service of the afternoon which began at 1.30 o'clock, was held in honor of National Army and National Guard dead. Major General Charles O'Ryan of New York was the chief speaker at this service. There also were addresses by the Rev. Frank L. Loder, the Rev. Dr. Herbert Shipman, Rabbi Levinger. The closing service which began an hour later, was held in honor of 300 members of the Second Division, including 175 marines. The Rev. Dr. Ernest M. Stires, the Rev. Joseph McCaffrey and the Rev. Dr. Stephen W. were the speakers. A squad of marines sounded taps and music was furnished by the 22d Infantry band of Governors' Island.