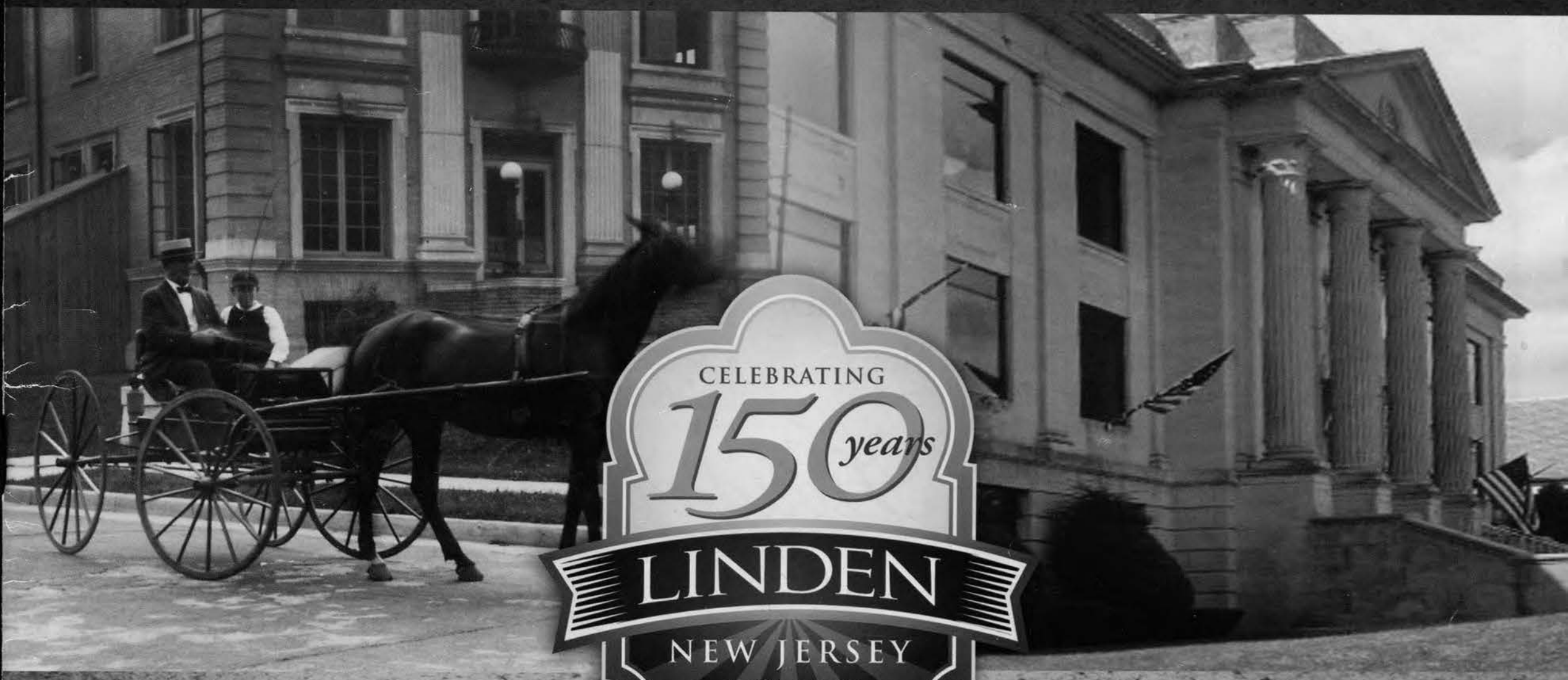
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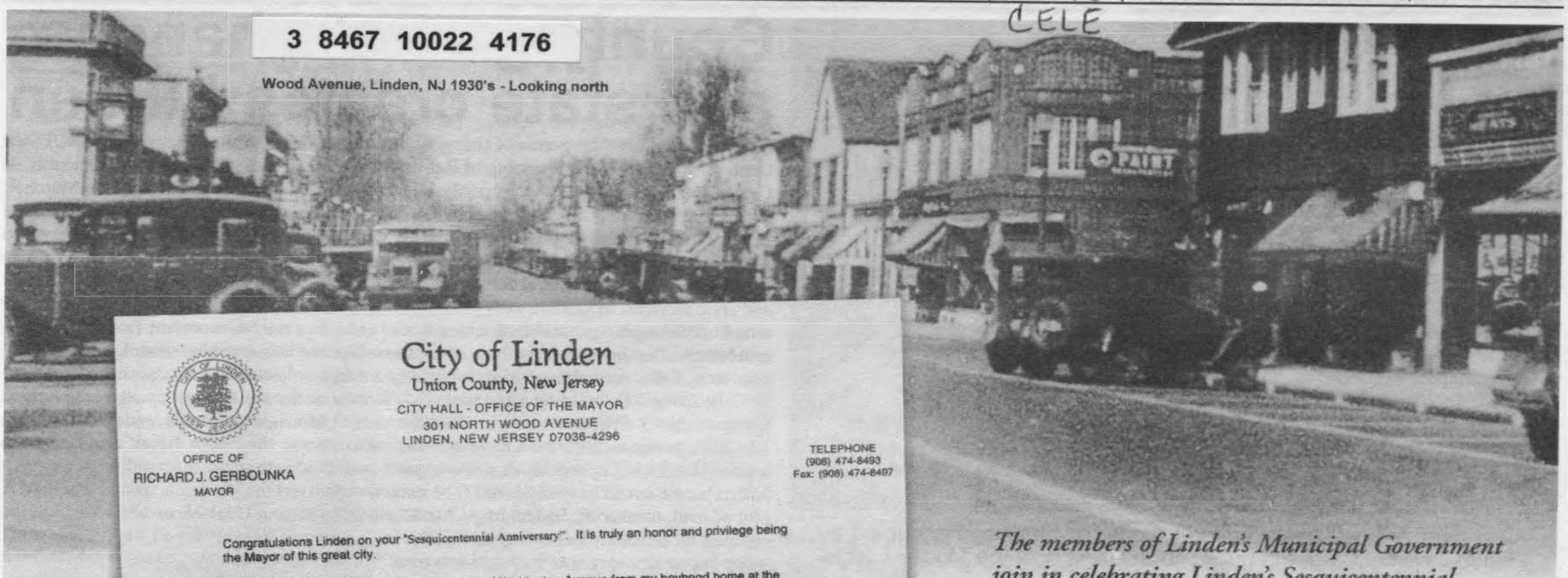
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MAYOR

TELEPHONE
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Fax: (908) 474-8497

Congratulations Linden on your "Sesquicentennial Anniversary". It is truly an honor and privilege being the Mayor of this great city.

It only seemed like yesterday when I walked up Washington Avenue from my boyhood home at the corner of Washington and Blancke Streets to attend School #1. Then, having a short two block walk to Soehl Jr. High which later turned into a small hike to Linden High School. (In my day no kids were driven to school).

How fondly I remember my Junior and Senior years in Linden High School. When we would take dates to O'Keefe's Miniature Golf Course formerly located at the old National Liquidators Strip Mall or the Plaza Theatre on Wood Avenue now our Promenade. Almost every night, we would pile in a friends car and "hang around" Walts 42nd Street Bar and Grill until we were chased out of the parking lot by the police. Then we would drive down St. Georges Avenue to Broad Street in Elizabeth, turn around under the railroad arch and head back to Walts parking lot only to chased out 1/2 an hour later starting the whole process again.

I remember listening to Murray the Kay and Cousin Brucie on the radio and trying to sing like Frankie Valli of the 4 Seasons.

While growing up in Linden one could always tell which way the wind was blowing depending on the smell of either coffee or rotten eggs. No one complained. Those smells were money and the companies that generated them put bread and butter on many Lindenite tables.

I remember one day hitting a baseball to one of my friends in Dobson Park and obviously a neighbor complained because it was near a house. A Police Officer came and told us to leave, then drove away. Thinking we were smarter than he, we continued to play. Unfortunately for us he went around the block and seeing us still there brought my friend and me home. When the Police Officer told my father about my defiance, he didn't challenge the officer, he wacked me several times. Child abuse absolutely not! It was called discipline and I know I'm a better man because of it. The 50's and the first few years of the 60's were an innocent time in Linden and our country, when anyone graduating high school could get a decent paying job at General Motors, DuPont, Cyanamide, Gordon's Gin, Tenneco....all plants that have ceased to exist now.

This is the Linden I grew up in; when it was a simpler time to be a teenager, before Vietnam, the protests, assassinations and race riots. But Linden survived those tumultuous times just as our country did learning from our mistakes and becoming better for it. This is why I am your Mayor, to make Linden a better place to live and work in.

Thank you Linden for everything you have given me, an education, and a job as a Police Officer for 26 years that fed my family and allowed me to buy a beautiful home in our city. You have educated my children and after 13 years as Councilman and 5 years as Mayor, it is my turn to give back to you. To the city I love "Happy 150th Anniversary" and may you have at least 150 more years.

Richard J. Gerbounka
Mayor

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The members of Linden's Municipal Government join in celebrating Linden's Sesquicentennial

Richard J. Gerbounka
Mayor

James Moore
President of Council

Members of Linden City Council

Christopher Kolibas
Councilman First Ward

Robert Sadowski
Councilman Sixth Ward

Richard J. Koziol
Councilman Second Ward

Jack Sheehy
Councilman Seventh Ward

Peter Brown
Councilman Third Ward

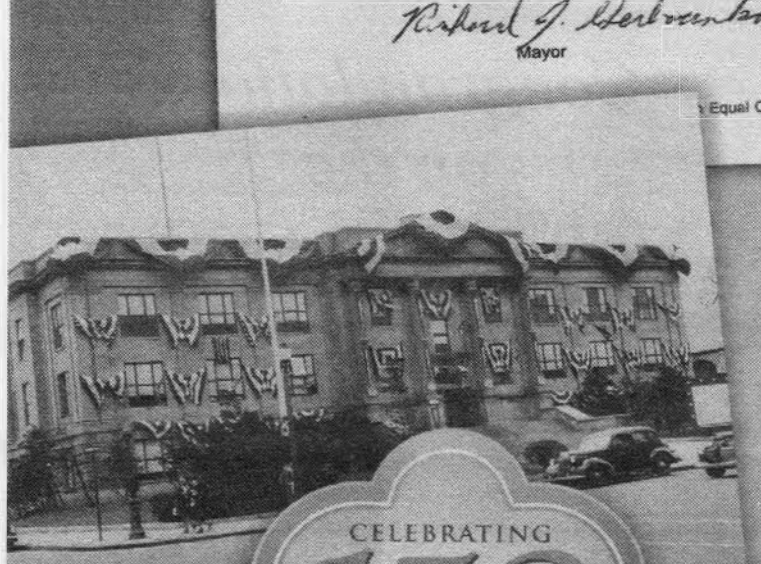
Michele Yamakaitis
Councilwoman Eighth Ward

Derek Armstead
Councilman Fourth Ward

Robert Frazier
Councilman Ninth Ward

Rhashonna Cosby-Hurling
Councilwoman Fifth Ward

Richard Puschel
Councilman Tenth Ward



CELEBRATING 150 years
LINDEN
NEW JERSEY
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Established to share Linden's history and heritage, and to preserve historical resources for future generations.

The Society's mission is to educate, celebrate and commemorate that which is of historical value and significance in the city of Linden, and to strive to preserve it. The Society and Linden's Cultural & Heritage Committee will honor the City's past, most recently and significantly the city's 150th anniversary, and prepare it for the future by celebrating its unique and storied past, and extraordinary future potential.

The Society's goals will be to honor the City's past and leave a legacy for future generations, and to celebrate and commemorate the history and culture of Linden, New Jersey, and share it with all Linden residents.

We invite all Linden residents to join us, and share their wonderful memories of our city's proud past.

Linden Society for
HISTORIC PRESERVATION

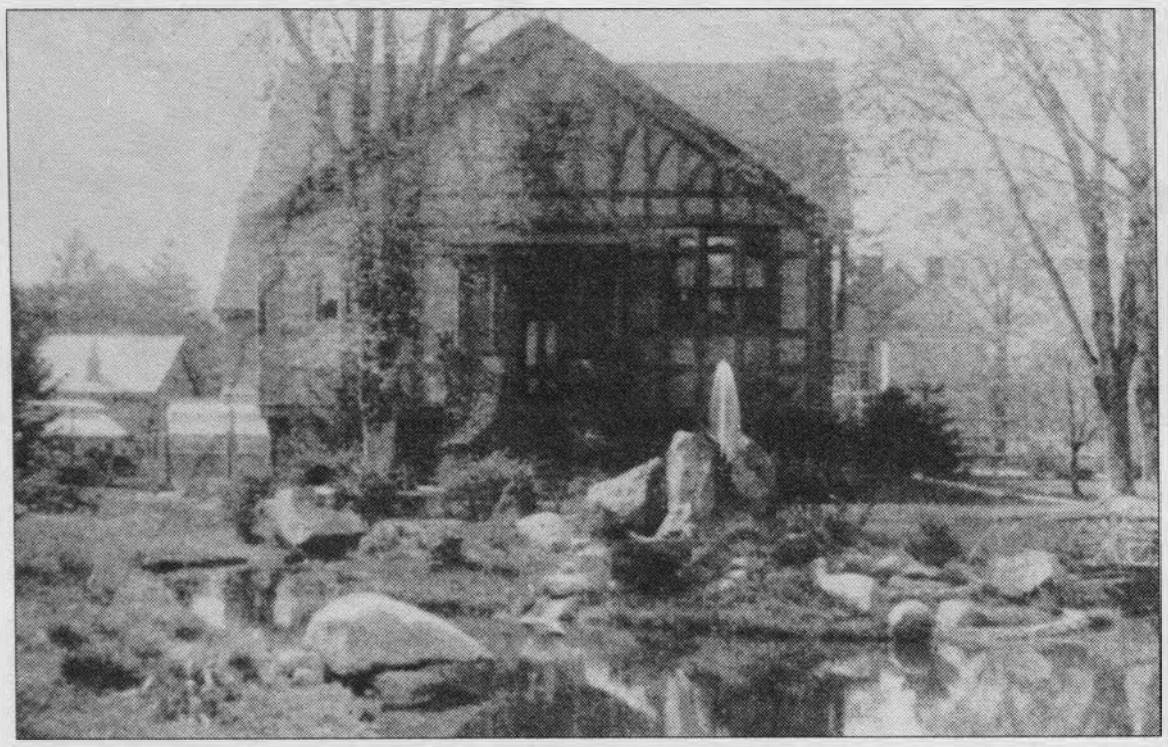
Linden, New Jersey • Established 2011

Lauren Pancurak Yeats
Society President

Molly Lenz
President, Linden Cultural & Heritage Committee

Richard J. Koziol
Society Vice President, Council Liaison

PRESERVING LINDEN'S PAST WITH HONOR AND REVERENCE



A building on the former Luttgen estate. It has been occupied by Linden Country Club, the public library, and now the Moose Lodge.

County grows, changes, and state creates Linden

The mid-1800s were a time of changing boundaries. Union County separated from Essex County in 1857, and the township of Rahway was formed in 1858. What is now the city of Linden was then mostly Rahway, partly Elizabeth, and a small piece of Union. On March 4, 1861, an act of the state Legislature created the township of Linden, with a population of 1,146. The area included present-day Roselle, Winfield Park, and a small portion of Cranford in addition to present-day Linden. In 1871, there were about 40 homes in the township.

With the creation of the new township came the necessity of establishing a government and civic services. In Linden, early town meetings were held annually at the Wheatsheaf Tavern. At these meetings, qualified voters would elect five men to represent them. This committee served as the governing force of the township, and each member was elected to a one-year term. Other township officials included a clerk, a collector and an assessor.

The first public building was a town hall, located on the site now occupied by the Engine Company No. 1 firehouse on the southeast corner of Morris and Wood avenues. At a March 12, 1897, public meeting held at what was then known as the Petros Hotel, also called the Linden Hotel and Zuckers Hotel, a resolution was drafted authorized the building of the town hall at a cost not to exceed $1,500. The citizens approved the plan in a special election. A plot of land, measuring 50 feet by 168 feet, was bought from C.H. Winans in 1898, and the contract for the town hall was given to Charles A. Long of Rahway for $1,447. A two-story, wood-frame structure was built and served as Linden's town hall until 1916.

Farms soon gave way to influx of new residents

Because of economic reasons abroad, many immigrants came to the United States. Thousands landed at Castle Gardens, N.Y., and many also settled in the nearby farming land, which then characterized the township of Linden. Linden remained chiefly a farming district until 1900, when increasing industrial activity in the New York City area began to have a notable effect on the Linden community. Many people who were engaged in business in downtown New York began to move to the suburbs and to Linden.

With the development of streets and sidewalks, the value of Linden as a residential district rose dramatically. Shortly after the incorporation of the borough, a building boom occurred, and prospective buyers came in from New York City. Because of this, the borough of Linden became the residence of many well-to-do New Yorkers.

Some of the families already living around the Pennsylvania Railroad station were named Wood, Winans, Roll, and Stimson. Families that came to Linden from New York City included the Blanckes, Luttgens, Knopfs, Miners, Coles and Zieglers. These families were chiefly responsible for the development of the community around the railroad depot. In fact, close to three quarters of the area was owned by just three men. These were Walther Luttgen, Ferdinand Blancke and Meeker Wood.

Walther Luttgen, for whom Luttgen Place is named, made his fortune in financial operations on Wall Street in New York. He purchased several large tracts of land, which were maintained as his estate, in Linden. In addition to building his home, Luttgen provided recreational facilities in the form of a building once the site of the Linden Country Club and now used as the Moose Lodge.

He donated land for the Grace Church and, from time to time, worked on his own pet projects, such as a kindergarten and private school. It is interesting to note that it was Luttgen who provided a macadamized road to Tremley Point. He kept a yacht, which he used to commute to New York City, at his dock there. After leaving Linden, Luttgen retired to a country estate in Connecticut.

See **SETTLERS**, Page 3

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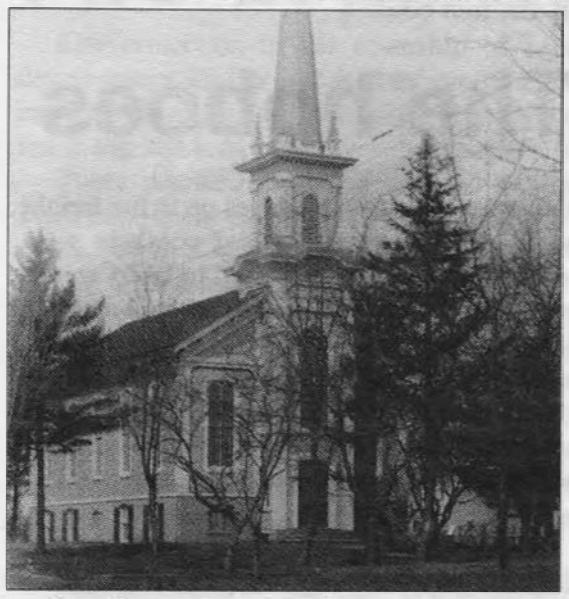
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Settlers came from NYC

(Continued from Page 2)

Ferdinand Blancke came to New York from Germany in 1854 and established a chain of dairy lunchrooms in downtown New York. He purchased large tracts of land while Linden was still a farming area and resold them later, thereby accumulating considerable resources. Blancke then purchased the Flaacke estate in the western section north of Stiles Street. The Flaacke farm was noted for the great variety, quality, and quantity of fine fruits growing there and especially for its large apple, plum, and blackberry orchards. The produce grown on the farm was often among the prizewinners at the state and county fairs. Grapes were also raised, not only in the vineyards, but in a specially constructed conservatory, as well. These were sold to Delmonico's in New York City for $1 per pound. Other fruits and many garden vegetables, as well as hay, grain, and feed were also shipped to the New York market from Linden. After Blancke acquired the Flaacke property in Linden, he raised fresh vegetables there for his own chain of restaurants.



Ferdinand Blancke donated land for the Dutch Reform Church, built in 1871.

Politics also claimed some of Blancke's attention, and he was interested in both local government and state affairs. He was elected to the assembly from Union County in 1870 and 1871 and again in 1875. Intensive truck farming was the means of support for most of his Linden constituents at this time. Blancke later sold the majority of his own holdings in the borough to August I. Knopf.

Resident Thomas B. Miner also specialized in orchard products, but he raised bees, as well. In fact, two of his queen bees were sent upon special request to Queen Victoria of England. Other large farms were located in this vicinity, including the Pleasant Farm, which was owned by the Smith family, and the Keep Farm in the Linden Hills area. The Carpenter, Winans and Roll properties were also farmed.

The early part of this century saw marathons of all varieties born in the minds of young people and Linden was no exception. Joseph Loitsch, along with James Maye, Joseph Tomarchik and Chris Wendell formed the Linden Bicycle Club. The young men had one goal which was to bicycle across the country, The boys started their trip to California manned with 75-pound bikes which cost $115, an exorbitant prices to say the least, in 1913. The event was the talk of Linden when the boys departed, Soon however, spirits fell as one after another dropped from the enterprises. Loitsch made it as far as Ohio when he felt he had had enough and returned. Only one man, James Maye, made the entire trip and became the first man to cross the country on a bicycle.



The Morss, or Morse, family homestead and farm, which had a mill, that stood where Morse's Mill Road now crosses the creek.

In an interview with Loitsch for a research paper for Kean College, Morris Leone wrote an interesting follow-up to this story. Loitsch and Maye lost contact with each other and in fact had assumed the other had passed away. It was not until Linden joined the rest of the nation in celebrating the bicentennial that many questions were answered.

The local weekly paper, the *Linden Leader*, ran a series of articles on memorable events in the history of the city and in one of the articles traced the story of James Maye and revealed his 1976 residence as Rahway. At that time, he was 81 years old. A short time later, the two old friends, Loitsch and Maye, were reunited to reminisce "old times" and renew an old and lasting friendship.

Maye had trip memorabilia. In each state he crossed, Maye obtained the signatures of mayors. He was also through the capital of each state collected the governor's signature or seal. Maye recalled, "The nation began calling him 'King' " after he met President Woodrow Wilson.

Loitsch recalled that the family lived in a "small shack on near Hussa Street. At time there were woods down to Maple Avenue." Maye remembered, "taking up the sidewalks because of the hobos."

Believe it or not, there was a time when Linden had to pull their sidewalks in at night to save them from being stolen. Before the turn of the century, hoboes used to come over

See **THE HOBOES**, Page 4

Congratulations Linden
On Your
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Shop Linden

Race track for horses had crowds from the city

Linden Township had a horse racing track, circa 1889. In 1890, the assessment on the Linden Park Blood Horse Association was increased by $25,000. This was likely a significant increase, as it was fiercely contested.

The matter rested until 1893, when the racetrack bills were passed. Two months later, the county freeholders granted the Linden Blood Horse Association a license to race horses. This action, however, was strongly protested by the Township Committee. But exactly three months after the issuance of the county license, the township issued a license to the racetrack for five years. The township was to receive $5,000 per year for five years from the track.

Two months after granting the license to operate the racetrack, the committee attempted to reconsider the issuance of the license. This amounted to practically rescinding the license. However, the township attorney, J.R. English, advised the committee that the reconsideration of the license was illegal. The racetrack remained open.

The facility, which measured 1 1/4 miles around, operated at the turn of the century as the Trenton Blueblood Racing Association. Track patrons would sometimes ride the train to Linden from New York City, debarking for a short walk to the track. The Pennsylvania Railroad tracks ran directly past the horse track, just north of Linden Avenue. President James Garfield was often an interested spectator at the Linden races.

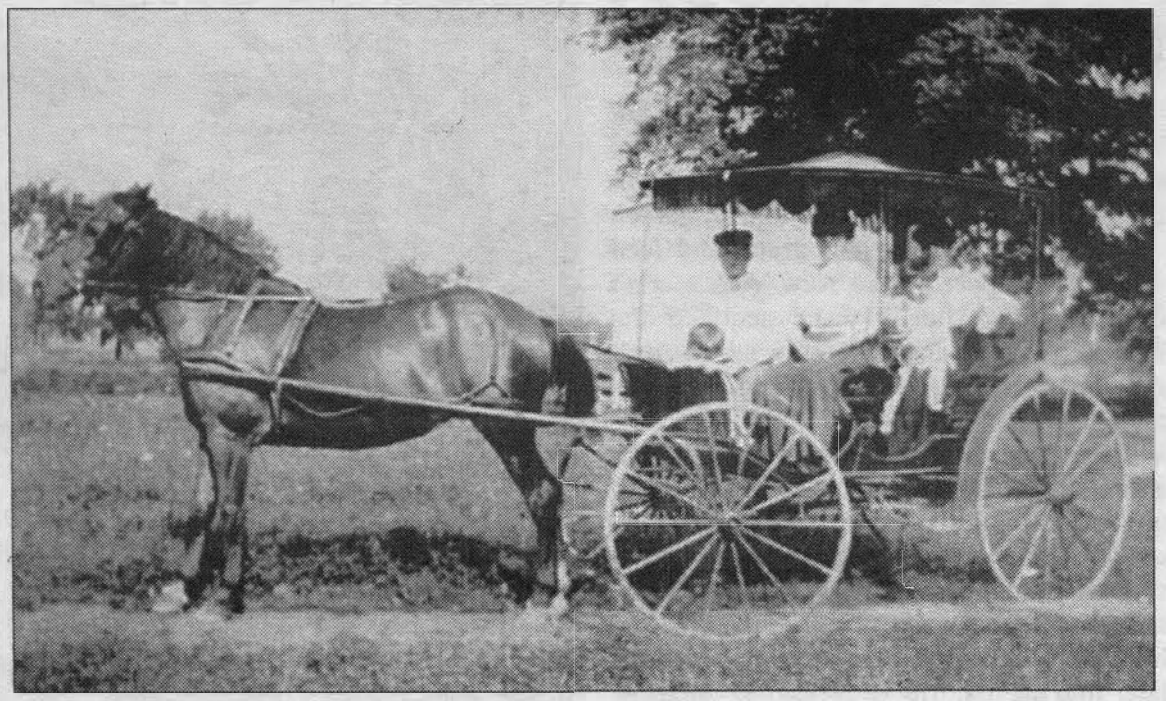
When the wooden grandstand at the track burned to the ground in 1905, the jockey houses on the site were purchased as residences for townspeople in what is now Linden's 8th Ward.

"The last race at the track was a steeple chase in 1908," said Bernard "Brownie" Plungis, who, along with his brothers, George, Henry Sr., and Eddie Sr., operated the East Edgar Road Garage during the early 1920s.

Some 25 years later, the Sims family of Elizabeth bought the site and constructed a new grandstand at the east end of the former thoroughbred track. The facility would then cater to greyhound racing where the Zupkis family dogs would thrill the betting crowds.

It was during the years between the departure of the thoroughbreds and the arrival of the dogs that George's Plungis, flying an airplane that he had purchased from its original owner, a member of the first *Daily News* aerial photography team, became a familiar sight landing in the infield.

The Plungis brothers were adept with such diverse modes of transportation as the early airplane, power racing boats, midget racing cars and ice boats.



Horses were not just for racing but also transportation and business. Above, a horse-drawn buggy ride near Hussa Street.

First phone arrives 1902

The first telephones in Linden were installed in 1902. According to *The Daily Journal* in an anniversary edition, W. J. Bush Co., one of Linden's earlier industries, located on West Stimpson Avenue, was anxious to establish a telephone connection with its New York office. After some campaigning, seven subscribers were obtained and the first telephones were installed in Linden.

The first telephone directory that included Linden was published by the New York and New Jersey Telephone Co. on May 10, 1903. There were 19 Linden telephone subscribers in this first book.

The hoboes

(Continued from Page 3)

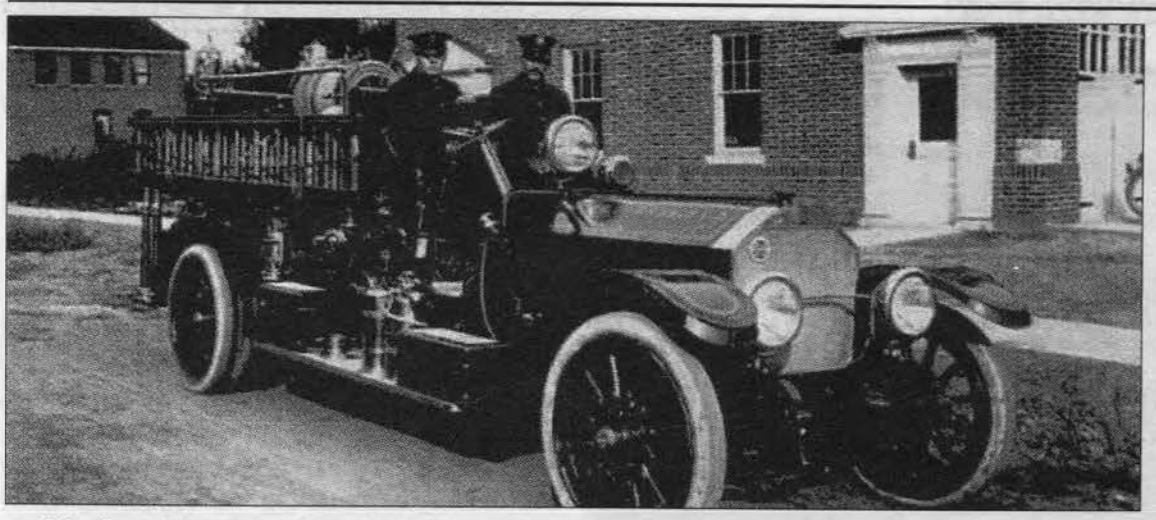
to Linden and set themselves up in the freight yards. Before the advent of concrete sidewalks, Linden residents used to build wooden walks in front of their homes, but for a long time many mysteriously disappeared at night. A check by the town constable showed that hobos took them for firewood to keep warm. Residents then built their wooden walks in sections and at night picked them up and took them indoors.

Borough officials also subsequently found a good way of ridding the town of the hobo nuisance by passing an ordinance providing for a jail sentence on the county prison farm for all vagrants henceforth found in Linden.

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Linden Engine No. 1, an American Le France, purchased in 1916, on Morris Avenue at Wood Avenue outside Firehouse No. 1.



A Linden Fire Department utility truck.

Fire department: from volunteers to professionals

Fire protection in the township of Linden followed a development similar to that of most rural communities. In the early days, neighbors would pitch in to help extinguish fires, but it was not long before companies were formed.

These companies were comprised of volunteer firemen. Their equipment usually included a hand-drawn cart that carried a 500-foot hose and pumper. In 1915, the authorization for the first municipal firehouse in the township was granted. A petition had been received by the town committee, calling for a special election to authorize the issuance of $20,000 in bonds to build and equip a firehouse on township land. The election was held Dec. 6, 1915, and the cornerstone of the firehouse was laid June 10, 1916. Although there were four small firehouses in the township at that time, they all had been built by volunteers. The city later acquired title to these four.

The president of the first fire company was James T. Bersey, who became chief in 1923. His family still has the fire chief badge he once wore, as well as badges which recognized his other accomplishments in Linden. Besides being one of Linden's fire chiefs, Bersey also was the first councilman from the 8th Ward, serving from 1925 until 1928.

Bersey was one of the early settlers in the Greater Elizabeth area of Linden, now known as the 8th Ward. He first came there in 1899 and remembers that at that time there were only about seven families in the section and Standard Oil Co. had not as yet come to Linden.

When Bersey, who was born in Bayonne, first moved to Linden, he built a house on Gilchrest Avenue, then known as "Greater Elizabeth" because the Elizabeth railroad station was the nearest one to the area. Early real estate developers had given the area that name so that people coming out to see the land would get off at the right station.

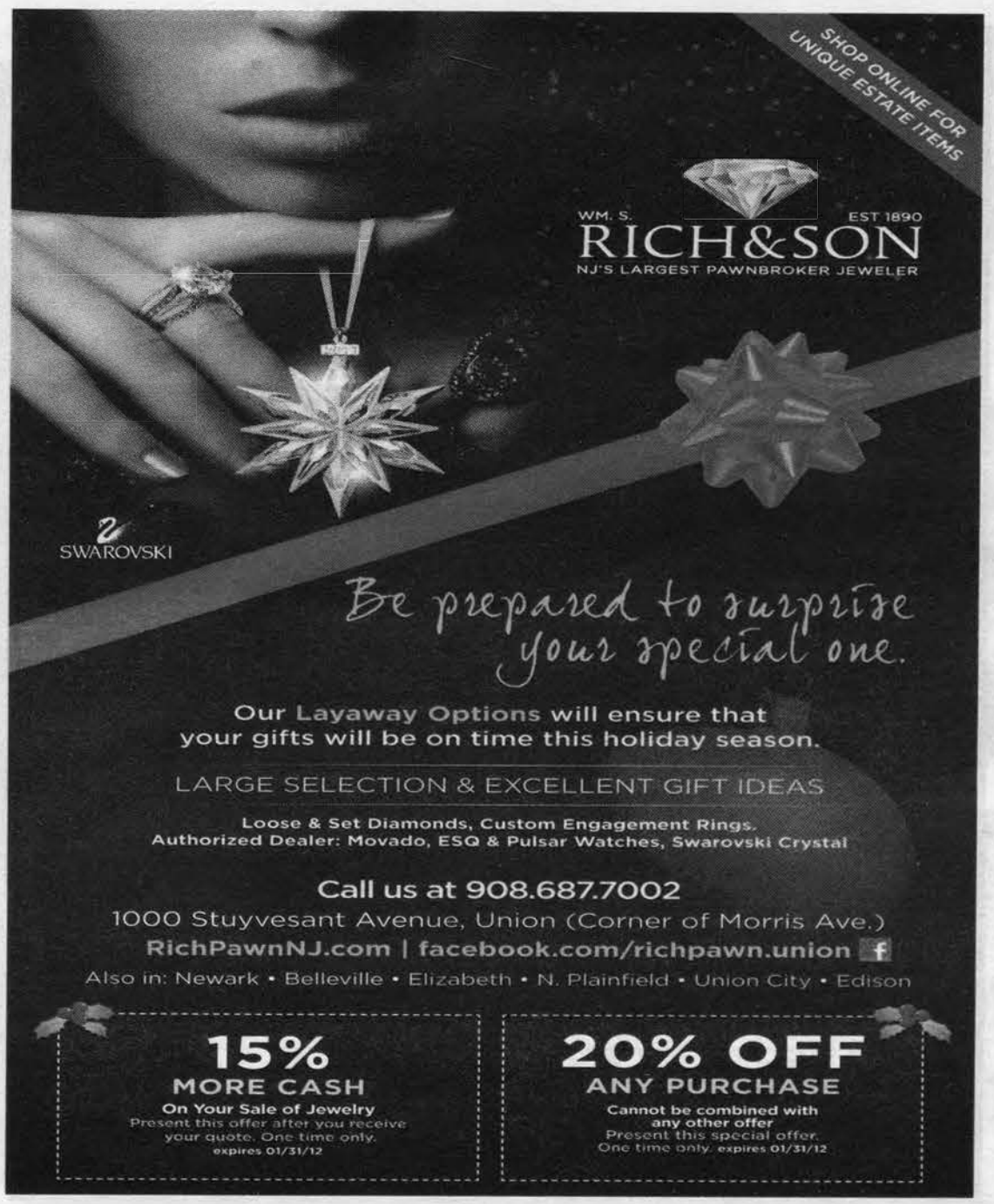
Bersey was proud of the role he played in the 1925 amalgamation of the Linden borough and township. At the time of the merger, a majority of the people in Greater Elizabeth were against it, most of them wanting to join the city of Elizabeth. Bersey was instrumental in bringing the area into the merger.

The other companies in the area included the U.S. Grant Volunteer Hose Company, the George's Washington Volunteer Hose Company, the Central Volunteer Hose Company, the Lincoln Volunteer Hose Company (Tremley), and the Linden Hill Volunteer Hose Company.

The township of Linden contributed to the support of the volunteer organizations. The municipality purchased supplies for the fire departments and later paid for water from the Elizabethtown Water Co., when they were connected to the newly constructed fire hydrants.

The appointment of Elmer Glover as the driver for the fire engine started the first paid fire department. He was paid and provided with living accommodations. Glover went on to become the deputy fire chief of the city. One month later, N.S. Savacoll was appointed as driver. In time, the fire alarm system was completed throughout the area.

George's McGillvray Jr. was appointed fire chief of the township on Dec. 4, 1918, and served for two years. In 1920, there were three paid firemen. The volunteer companies were in existence until 1925, when the newly formed city abolished them.





Schools built to accommodate a growing population

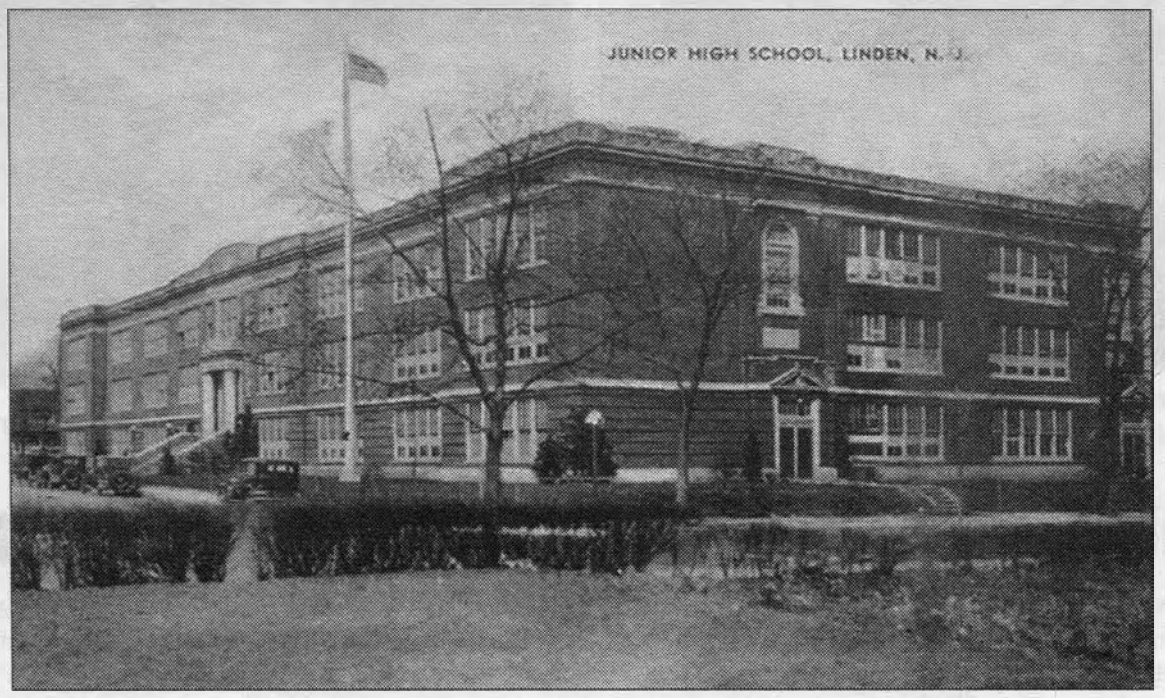
This history of Linden schools was taken in part from "History of The Schools of Linden, Linden Centennial," Grace F. Lawrence and Sara Light, 1961; Linden Board of Education, and Linden, New Jersey, websites.

In 1750, the first school was Wheatsheaf, at Old Post Road, now St. Georges Avenue, and Roselle Street. In 1820 a new school was erected nearby. In 1866 the school was closed but rented for six months as a private school. In 1895, the Wheatsheaf School belonged to the new borough of Mulford, now Roselle.

In 1786, a second school was built in Trembly on Morses Mill Road. By 1825, The Union Seminary was erected nearby. It was also known as the "Hog Town School."

In 1804, a third school was located opposite Willow Glade Avenue. Mount Calvary Cemetery is now on that site. Later, a replacement was erected for that area on the south side of the Shunpike, now Edgar Road. In 1865, the fourth school was built at the corner of Stiles and Blancke streets by the borough. It later became the first M. E. Church.

In 1871, Linden's first public school was built on Linden Avenue, on land donated by Meeker Wood. It took the place of the Shunpike and Stiles Street schools, which were discontinued by the state when it created the Public School System. At first, the school was known as the Academy. But in 1875 it received the official title of "Public School No. 1, Linden, Union County, N.J." By 1907, two years of high school classes had been added. On Dec. 2, 1909, the building burned down. Many of the very early schoolhouses were built as wooden buildings, heated by central box stoves. Until permanent facilities could be built, a temporary school was built at the corner of Munsell and Wood avenues.



Joseph E. Soehl Junior High School, built 1928 with the front entrance on Coke Place. Additions were added in 1958 and 1971.

The cornerstone for School No. 1 was laid on April 22, 1911. The building housed both elementary and high school-aged students. It was certified as a four-year high school by the state Board of Education. An addition of classrooms was constructed in 1972. The school is located at 728 N. Wood Ave. The Linden Board of Education Offices were constructed in 1999, also at this site.

School No. 2 was constructed in 1913 at 1700 S. Wood Ave. and 17th St. Additions were made to the original structure in 1919 and 1967 due to the growth of the neighborhood.

In 1905 a building called the "Annex" was purchased. It was a remodeled house at the intersection of the Baltimore and New York railroads at Edgar Road. It was the forerunner of School No. 3.

A tremendous fire demolished the Annex on Nov. 7, 1911. School No. 3 was constructed at the corner of Grier Avenue and Dennis Place in 1912. Classes began in the spring of 1913. In 1927 an addition was built. The building still exists today but not as a public school.

The cornerstone for School No. 4 was laid in 1915. Dedication services were held Jan. 8, 1916. Due to the many children in the neighborhood, The School No. 4 Annex was built in the 1960s at 1602 Dill Ave. The old School No. 4 building property was sold. Additions to the Annex were completed in as was renamed School No. 4.

The cornerstone for Public School No. 5 was laid on Sept. 18, 1920. Classes started in September 1921. An addition was constructed in 1965. It is located on Bower Street.

School No. 6 was constructed in 1923, at the site of the first public school.

School No. 7 was built in 1927. An addition was constructed in 1929. The school was closed due to a low enrollment of students and repairs needed to update the facility. A city park is now located at the site.

The cornerstone for School No. 8 was laid March 22, 1930, on the site of the home of the former Mayor H.B Hardenburg. The school opened its doors to students in September 1930. It is located at 500 W. Blancke St.

The construction of Deerfield Avenue School No. 9 began in June 1956. The school opened its doors to the students in September 1957. It is located at Deerfield Terrace.

School No. 10 began construction in August 1956. The school opened its doors to students in 1957. It is known locally as the Highland Avenue School.

See **SCHOOLS**, Page 7

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Schools are still growing

(Continued from Page 6)

Joseph E. Soehl Junior High School was built in 1928. It was the only junior high school until 1957. Additions were constructed in 1958 and 1971. It is a middle school now for grades six through eight.

Myles J. McManus School was built in 1950 originally as an elementary school. Additions were made in 1958, as it became a junior high school when Schools No. 9 and No. 10 were opened in 1957.

Linden High School was erected in 1925. It is located on St. Georges Avenue. Two additions to the building came in 1932 and 1961. Lida M. Ebbert became the principal in 1910 while the high school students were still housed at School No. 1. She was in charge of the entire school system as well. At that time, there were 24 students of high school age. She and the students moved to the new Linden High School in 1925. She retired in 1952, after 42 years as their Principal.

In 1970, the Linden Board of Education purchased the homestead property of George McGillvray Sr. In 1971, the Linden Vocational and Technical school building was built on this property across the street from Linden High School on St. Georges Avenue. It is currently called the Linden Academy of Science and Technology.

This building is home to the NJROTC as well. NJROTC stands for Navy Junior Reserve Officer Training Corps. The program was established by Public Law in 1964 and may be found in Title 10, U.S. Code, Chapter 102.



Linden Public School No. 1 primary class of 1899.

The instructors are retired Marine Corps, Navy, and Coast Guard officers and enlisted personnel. The NJROTC curriculum emphasizes citizenship and leadership development, as well as our maritime heritage, the significance of sea power, and naval topics, such as the fundamentals of naval operations, seamanship, navigation and meteorology. The program has won distinction year after year for running a high quality citizenship program.

It is the aim of the Linden Public Schools to prepare students for the world in which they will live. To that end, Linden High School has a multitude of career programs in the arts, engineering, business, industry and service.

These courses are taken by all types of students and represent a commitment by Linden to keep meaningful career courses in the high school. Linden High School is particularly proud of its commitment to community service. It has been designated a Blue Ribbon School for its Learn and Serve program.

CONGRATULATIONS LINDEN

LEA

Linden Education Association

The Faculty and Staff of Linden Public Schools
"Educating the Children of Linden"

The township organizes basic household services

As Linden grew in population, the necessities of water, sewerage and garbage collection became organized and regular.

Water

Wells were the source of water supply to the township during the early years. Permission was granted for the laying of water pipes in Stiles, Henry, Blancke and Price streets and Wood, Elizabeth, Washington and Linden avenues in 1892. However this franchise to the water company was cancelled in 1894 as the company did not live up to its contract. A franchise was granted to the Linden Water Co. in 1894, and that franchise was a revoked in 1896. Finally, the Elizabethtown Water Co. came and succeeded in holding their franchise.

Sewerage

The need of a sewer was made apparent to the Township Committee as early as June 5, 1880, when a communication was received from the Citizens Association of Linden complaining about the pool of filth at Blancke and Wood avenues which was formed by the sinks and water closets, among other sources, coming from the home of Robert Blancke.

Sewerage has always been a problem for the Township of Linden; had the sewerage dispute between what is now Roselle and the rest of the Linden Township occurred, the separation of Roselle as a borough probably would not have be achieved at that time.

In 1892, there were 123 votes cast in favor of the construction of a sewer and 49 voted against the building of a sewer. C.P. Basset, civil engineer, was hired. A district to be serviced was decided upon. Bids were requested, and a bid of $34,350 for the proposed sewer was accepted. Receipt of the following protest, dated Jan. 28, 1893, stopped the sewerline: "We the undersigned citizens and of said Township of Linden, do hereby protest and state against the construction of the proposed sewer through said Township and the awarding of the contract therefore because in our Judgment the same is unnecessary to the citizens of Linden generally and will be used only by residents in the Village of Roselle and perhaps in the Village of Linden, and we believe it to be unjust as well as unlawful to impose a burden upon the agricultural property of the Township, and to compel the owners of such property to pay for this proposed improvement,, which will be of no benefit to them whatever, therefore we ask the Town Committee to refuse to award the contract for the construction of said sewer."



Cars line the roadway on Wood Avenue in the 1930s. The growth of Linden required reliable utilities and garbage collection services.

As a result of this communication, the resolution awarding the sewer contract was not adopted. However, during another meeting, on March 6, 1893, of the Township Committee permission was granted to the Roselle Sewerage Co. to lay pipes. On Dec. 10, 1894, final permission for construction of the sewer was granted to the Roselle Co., after the withdrawal of the Borough of Roselle from the Township. At that time, permission was also given to Cranford to run a sewerage pipe through Linden with the acceptance of certain conditions. Linden had nothing do with the actual construction of the sewer by Roselle. In 1905, Jacob L. Bauer, civil engineer, was employed by the township and borough of Linden, to survey and estimate the cost of a sewer. After the usual controversies, the construction of a sewer jointly with borough was authorized on Oct. 25, 1907, and work on the sewer started. On April 27, 1909, 39 of 41 votes cast in favor of the issuance of bonds to defray the township's share of the construction of the joint venture. The total cost of construction of the sewer was $52,441. The township paid 45 percent of the total cost and the borough paid 55 percent.

The Greater Elizabeth and St. George sections of Linden were served by a joint sewer with Roselle.

Garbage collection

The problem of collection and disposal of garbage was also a big problem for both the township and the borough. The collection of garbage may also be said to be an indicator of the awakening of civic consciousness.

Garbage was collected in the township of Linden sporadically in the years just prior to World War I and the collectors were paid by the individual householders. On Dec. 22, 1920, an ordinance was passed calling for the collection of garbage by municipal means under the supervision of the "Overseer of Roads."

The collection of garbage is a municipal function at the present time.

POST 91

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Joseph Wojcik, Commander of New Jersey Post #91 of the Polish Legion of American Veterans and Janice White, President of the Ladies Auxiliary Chapter #91 of the Polish Legion of American Veterans. All of the members congratulate and wish good luck to the entire city of **LINDEN, NEW JERSEY**.

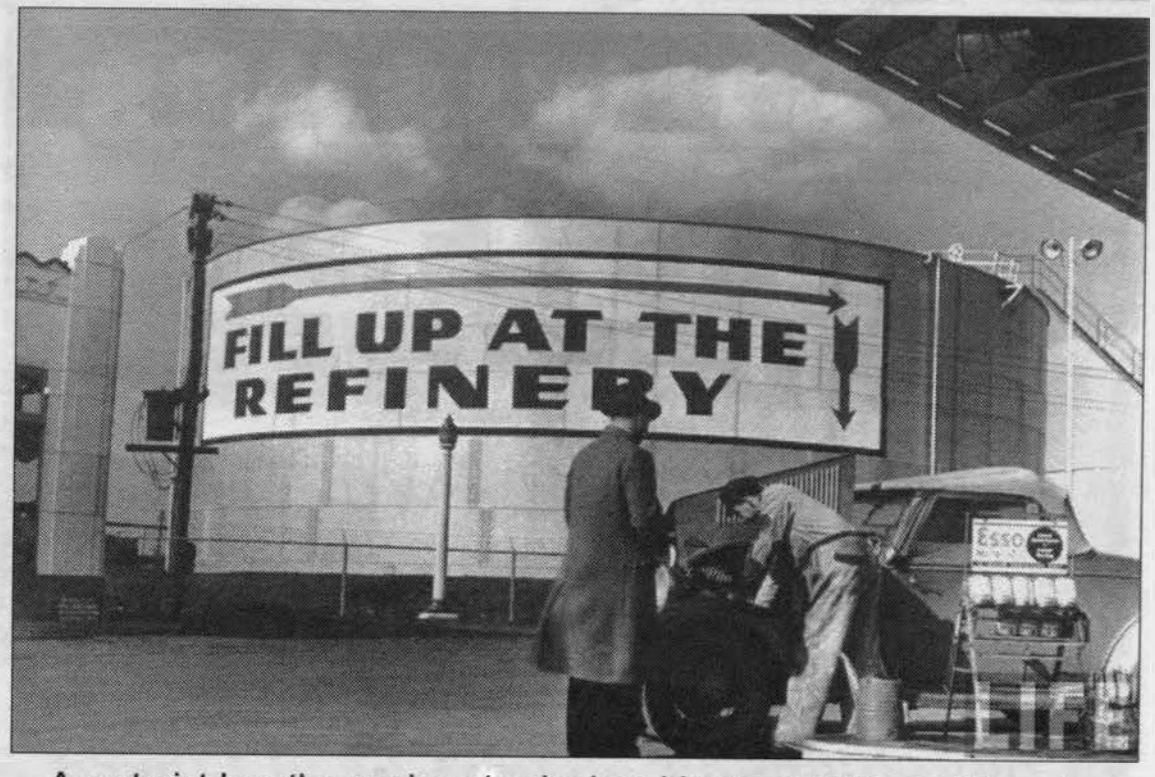
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The Wildcat fighter rolled off the assembly line at the General Motors Corp.'s plant on Route 1 in Linden.



A motorist has the engine checked on his convertible roadster at a refinery station.

Industry settles in Linden and serves world markets

Local industries in Linden were first developed on the farm. The soil was intensely cultivated, though farms were smaller here than they were in the western portion of the state. Wheat was the main cash crop, and vegetables were raised for home consumption. Corn was not raised extensively, but other grains were fairly abundant. Potatoes were not planted extensively until after 1750. The fruits of this vicinity, noted for their variety and excellence, included apples and peaches, which could be dried for winter use. Apples were also used to make cider and brandy.

As seen from early wills in New Jersey archives, some of the early settlers were tradesmen as well as being farmers. Thomas Cramer, John Shotwell, Peter and Thomas Morss, and John and William Thompson were all carpenters. Joseph Halsey and John Winans were weavers. John Wood was a clothier. Robert Morss, William Johnson and John Thomas were tailors. John Wilson was a blacksmith. Thomas Clarke was both a carpenter and haberdasher. John Clarke was a merchant mason. James Wood was a shipwright. Cattle raising was another task taken on by some settlers.

In order to farm, land first had to be cleared, and in some cases, trees and brush were burned down as the easiest method of removal. Sometimes this wood, however, was taken to sawmills in the vicinity to be turned into lumber for building purposes.

The Middlesex and Essex Turnpike was a toll road in the middle of Linden, built in 1806 from the New Brunswick Bridge to Judge Lawrence in Newark. It would later be part of the Pennsylvania Railroad. The road we now know as Edgar Road seems to credit its existence to this toll road. Because of their adversity to paying the toll demanded for the privilege of using the turnpike, the farmers of Linden began using a short road which ran from Elizabeth into Morse Mill Road . This thoroughfare, which gradually formed into a highway and ran parallel to the turnpike, was called the Edgar Shunpike. "Shunpike" described the situation of the time.

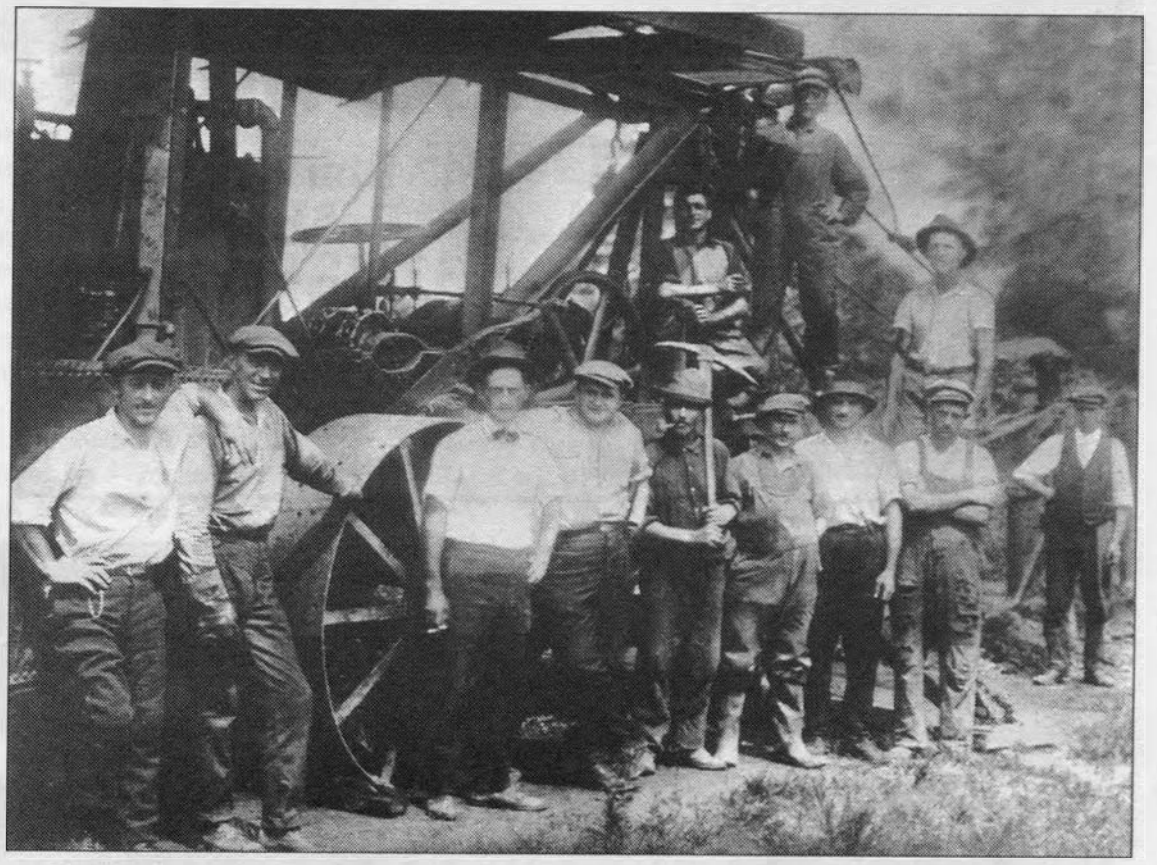
In later years our Edgar Road became part of what was known as Route 25 and now as Route 1. This superhighway goes the length of the whole East Coast from the top of Maine to the southern tip of the Florida Keys.

In the years after the Civil War, many suburban communities were developed in New Jersey. Land and improvement companies were incorporated, and Linden was heavily advertised to the commuter. Linden was described in one advertisement as a "pretty little village" in New Jersey with "about 100 houses and a population of nearly 500 people. No more finely shaded street can be found in this section of the country than Wood Avenue in the summer."

An 1895 brochure titled "Property for Sale at the Real Estate Agency of H.W. Gesner, Linden, New Jersey" was written to lure New York and Newark businessmen and their families, who wished to get away from the hustle and bustle of city life. Stressing the ease of commuting to New York City, it read, "There are trains to and from to accommodate all classes of people." There were no businesses or factory sections mentioned in the brochure on Linden; in fact, commercial establishments were nearly nonexistent.

The South Wood Avenue area near the Pennsylvania Railroad station of Linden Township, boasted a business section of three or four stores, carrying only grocery staples and notions, on the main thoroughfare. There were only two stores on North Wood Avenue, in the borough section: Hilliard's Drug Store, which stood near the corner of Elizabeth Avenue, and Gesner's General Store, which was located on the corner of Blancke Street on the front property of the present-day city hall. Furniture, clothing, and specialty items had to be purchased in Elizabeth, Newark or New York. There were certainly no parking problems for these earlier shoppers. All that was necessary was a hitching post for horses and a rack for bicycles.

During the early 1900s, other small stores opened in the train station area on South Wood Avenue. Bartlemus Valvano, an Italian



Christian Wade Sr. and crew, from Elizabeth, on Washington Avenue, 1922. The company was hired to construct sewers.

immigrant, established Linden's first Italian-American store, located at 110 S. Wood Ave. These owner-operated establishments typically had living quarters behind or above the store. H.W. Gesner realized some extra revenue by renting his third floor to the Knights of Pythias and later to the first volunteer fire department. Gesner described Linden in a brochure as follows:

"We offer for sale at Linden more than one hundred plots of land. ... Some of them are on Wood Avenue, an avenue 80 feet wide, running the length of the town and paved macadamized from the depot to the county road or St. George's Avenue. Some of these plots are on Elizabeth Avenue within three minutes walk of the railroad station. Others are on Linden Avenue, and many others are on the property of Rev. Oscar Gesner. ... These plots are all located in the most desirable parts of the village, and are well drained, high land, and range in price from $150 to $750 per lot. Title Perfect and guaranteed."

The Gesner brochure offered a plot on Price Street with a "huge and comfortable house, with a bathroom and furnace, lot 100 feet by 200 feet deep small barn, etc.; well stocked with fruit. Price $5,500."

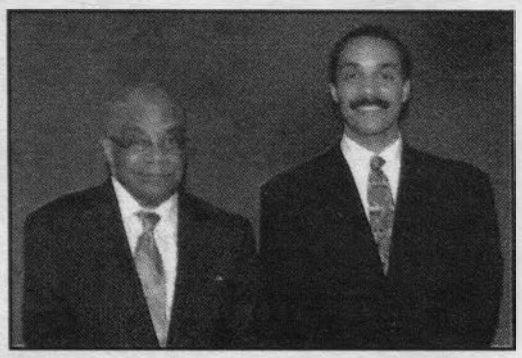
The brochure also mentioned a "comfortable cottage" with stable and out buildings, at $4,000, was "in every respect desirable for a small family." There was also an $18,000 "three-story and French Roof House with twelve rooms besides bath room, store room, butler's pantry."

After the division of Linden into the borough and township, the development of the community continued. The same real estate companies that were selling plots in the residential areas were also interested in locating industries in Linden.

Tremley was home to Cities Service Oil Co. Crude oil came here in ships and is then converted into more than 50 products, ranging from road oils to very firm industrial asphalts used for roofing and siding. The capacity of asphalt production in this ultra-modern refinery amounts to 400,000 tons a year. Gasolene and fuel oils are by-products at this asphalt refinery. In addition to asphalt refining, this location was the Cities Service terminal. H. Roy Wheeler and Myles McManus, both Linden City mayors, were employed there. Wheeler, after serving as mayor, returned to Cities Service and

See **COMPANIES**, Page 11

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Companies bring jobs, prestige and tax revenues

(Continued from Page 9)

resumed his duties in the sales department.

Another industrial beginning came in 1907 when the American Cyanamid Co. bought Warners Works on Tremley Point Road. They started with a single product of nitrogen for fertilizers. It then became one of the largest chemical producers and researchers in the world.

Cyanamid's large plant in Linden was built in 1916, and through the years, its buildings were spread over nearly 30 acres of waterfront property. The plant made oil additives to prolong the life of motor oils, fumigants and insecticides, aluminum sulfate to safeguard drinking water, rubber accelerators to make automobile tires last longer, and sulfuric acid for use in the manufacturing of unlimited products.

Weldon Materials is a family business established in the 1890s, located at 2000 Marshes Dock Road. Weldon Materials and its subsidiaries have continually been leaders in the construction industry. Thorn-Wilmerding Corp., a division of Weldon Materials, operated a ready-mixed concrete and mason-materials business on the Rahway River at the foot of Marshes Dock Road. This plant is situated on land that was once part of the farm owned by Stuart C. Marsh. In those days there were various farm buildings, a tree-lined lane and along the river was a dock from which boating, fishing and bathing were enjoyed. Much of the Marsh farm produce was shipped by boat to New York City.

In 1919, P. W. Lambert, with assistance of John Fedor, leased this property from the Marsh estate. The dock facilities were improved so that cinders, sand, gravel and-crushed stone could be transported on barges. He took title to the property in 1931 and started the ready-mixed concrete phase of the business. However, the Great Depression took its toll and the business was dormant for several years.

In 1936, the facility was acquired by D. A. Thorn and H. B. Wilmerding, and operations were resumed. Then Weldon Materials, which also operated, two other ready-mixed concrete plants, two blacktop plants and a stone quarry, purchased the business in 1950. Weldon currently operates 10 hot-mixed plants, five ready-mixed plants, and three contractor supply yards and have a trap rock quarry in Watchung and a granite quarry in Lake Hopatcong.



The truck of Edgar Road Garage. Edgar Road was a dirt road in 1924.

Weldon Asphalt Corp., since 1946, is another division of Weldon Materials. It has engaged in the manufacture of blacktop for roads and driveways and is also is located on Marshes Dock Road. It is entirely a supply house, and does not compete with its customers.

Adam Cook's Sons Inc. was founded in 1868 at Albany, N.Y. The company came to Linden in 1926, occupying the old Transatlantic Chemical plant at North Stiles Street. The original structure had been rebuilt and enlarged. The company's product line had been extended to include a full line of metalworking lubricants and specialties for industry.

Rheem Manufacturing Co. was located at 1701 W. Edgar Road where Kmart now stands. The company began as a galvanizing operation in Emeryville, Calif., in the 1930s. Rheem supplied American homes and industry with a variety of products from 17 plants across the country. In addition, 32 plants in 16 countries overseas supply the people of the free world with home conveniences and industrial supplies. The plant in Linden made steel containers in sizes from one

See **INDUSTRY**, Page 12

Best Wishes from

LINDEN AIRPORT



Paul P. Dudley

Serving the Citizens of Linden for 70 Years

Industry has helped local economy

(Continued from Page 11

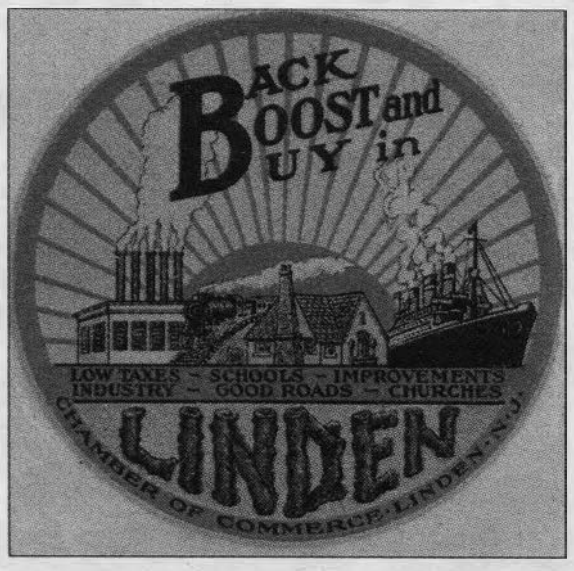
gallon to 60 gallons that are used by food, chemical, paint and petroleum companies from upstate New York to North Carolina.

Gordon's Dry Gin was created in 1769 by Alexander Gordon and the juniper-based beverage is still made to the same original and highly secret recipe. It was said that: "London came to Linden in 1934" Every drop was distilled, bottled and shipped by the 300 employees at Gordon's home in Linden. Although Gordon's Dry Gin Co. Ltd., has since moved from Linden. The company is currently owned by United Distillers

Tenco is a division of the Coca-Cola Company located at 720 W. Edgar Road. The business came into being because 10 coffee-roasting firms realized that research was the key to the future in the coffee business. Tenco's basic research centered on coffee-bean analysis, learning the secrets of coffee aroma and flavor. Green coffee beans were received from all over the world. The beans were then carefully roasted, being checked every few minutes day and night to ensure proper development.

The roasted beans are then ground for the coffee brewers. It comes out of the coffee brewer in a rather thick liquid where it receives a number of further quality checks. It is then conveyed to the giant dryers, seven-story high cylinders. The liquid enters the top of the dryer under pressure and on its trip to the bottom has the water removed. The powder which emerges is instant coffee.

Blending was very rigidly controlled electronically by equipment designed by engi-



A decal produced by the Linden Chamber of Commerce.

neers and scientists from Tenco.

Morey LaRue Top Laundry and Dry Cleaning located at 2400 E. Linden Ave. was founded as a partnership in 1890 in Easton, Pa, by Mahlon Morey and William LaRue. The firm expanded to this Linden-Elizabeth area three years later.

In addition to Morey and LaRue, the following past leaders of the firm made outstanding contributions to Morey LaRue's growth: Mrs. Morey, Edna R. Portman, Frederic T, Faulks, Minnie Bell, William C. Matlack and Herbert B. Koth.

Morey LaRue had more than 250,000 customers and 600 employees in 1960 and has received worldwide recognition for its laundry and dry cleaning leadership.

Many of the important improvements in machines and methods have been tested and perfected at Morey LaRue's main Linden Plant located on Lidgerwood Ave. In addition, laundrymen and and dry cleaners from all over the world frequently visited Morey LaRue to study its equipment and methods. In addition to its Linden plant, Morey LaRue also has large laundry and cleaning plants in Morristown and Easton, Pa.

Directing Morey LaRue's operations were Frank Scott Jr., who became president in 1942, and Mahlon M. Scott, vice president and secretary, who was named general manager in December 1960. The firm's other officers include Louis W. Haviland and Lester H. Wright, vice presidents; Albert L. Ward, treasurer, and Agnes M. Lauer, assistant treasurer.

Farber Brothers' Lumber Co. Inc. was located at 1025 W. St. Georges Ave. Theodore Farber started the firm after his discharge from the Navy in World War 1. Farber began with a sand and mason yard next to the Pennsylvania Railroad tracks. From there, he expanded in the lumber business in Roselle. His sons, Leonard and William, carried on the family tradition of service.

Wm. G. Palermo Inc. on North Wood Avenue handled insurance and real estate transaction. In 1922, Bill Sr. established an insurance business. Bill, Jr., a graduate of Drake University, formerly with Price Waterhouse in Dallas, Texas, joined his father, in 1949, specializing in insurance underwriting, and has qualified and received

See **BUSINESS**, Page 21

Players are celebrating 20th year

Embarking on its 20th anniversary, Mystic Vision Players is the resident community theater in Linden. With the cooperation of the mayor and the superintendent of schools, Mystic Vision has been able to annually mount Broadway-style productions at Linden High School. In addition, the company has produced numerous comedies, dramas and musicals at various venues in both Linden and statewide. Many productions are done in conjunction with the Linden Cultural Committee, and with the support of volunteers and the city of Linden.

Mystic Vision Players, a non-profit theater company, has worked with Kids Kingdom in the Union County Parks program, and as a result, took its shows on the road with assembly programs in the Linden Elementary schools. The company has developed a Children's Summer Theatre Workshop, which is an educational/arts program for youngsters, for six weeks during the summer. Scholarships are awarded yearly for this program as well as to graduating seniors at Linden High School.

Learn more about the Mystic Vision Players by visiting its website at mysticvisionplayers.com or calling 908-925-9068.

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Many enlist and the homefront mobilizes for WWII

During World War II, the military authorities recognized Linden as one of the three most strategic areas in the continental United States. The local defense council, organized June 5, 1941, formulated and carried out a program of community protection, which involved emergency defense training, air-raid precaution, emergency police and fire-fighters, a decontamination corps, and the creation of a unique intra-city communication system routed through a control center.

Lindenites donated blood in an effort coordinated by the defense council in cooperation with the American Red Cross. Through the office of the defense council, there were also drives for the collection of clothing, tin cans and waste fats. Lindenites worked hard on the home front, helping Linden's industries to provide planes to cover the decks of fighting carriers, oil and grease to fuel the war machines, silk to make parachutes, machine tools to furnish replacements, and chemicals and gases to use in medical services.



Moose Lodge No. 913 float in the Victory Parade of World War II.

The Eastern Aircraft Division of General Motors Corp. was the second airplane manufacturer to locate in Union County, and the Wildcat fighter rolled off the assembly line at the company's plant on Route 1 in Linden. When General Motors first opened in 1937, it was used for the assembly and testing of Buick, Oldsmobile, and Pontiac automobiles. The outbreak of World War II ended the production of pleasure cars and these lines were shut down. Efforts were made by the plant management to obtain government contracts to continue operation. When all seemed hopeless, it was discovered that the U.S. Navy needed more facilities in which to produce the FM-1 Wildcat, designed by Grumman Aircraft Engineering Corp. of Bethpage, Long Island. So, General Motors formed the Eastern Aircraft Division, and its Linden plant became a part of that division on Jan. 21, 1942.

Representatives from the Linden plant were sent to Bethpage to learn how to make the carrier-based fighter planes. The automobile assembly lines were removed, and the roof of the building was raised 26 feet to make room for the planes. An addition was also built onto the rear of the building. New sources of raw materials and standard parts also had to be found because most of Grumman's suppliers were at full capacity.

The employees that had been assembling automobiles were retrained to assemble planes. Supervisory programs were conducted at the Grumman plants, while other trainees were sent to other aircraft firms to learn how airplane engines, propellers, and instruments were assembled and installed. The New Jersey State Training School, the Delehanty Institute, and area colleges such as New York University all offered courses between February and October 1942. Schools in Elizabeth gave two-to-eight week courses for more than 1,000 men and women.

In addition, the Navy wanted the assembly line in Linden to be interchangeable with Grumman's. As a result, the so-called PK ships were developed. The name came from the Parker-Kalon fasteners attached temporarily to all parts. A large machine shop was built at Linden. Numerous subcontractors were found to make some of these parts. They worked with a group of Elizabeth and Hillside teachers in a former Newark jewelry factory on some of these parts as inspectors. As the men were called to war, the women were called upon to build the planes. The Linden plant had many "Rosie the Riveters."

As the war continued, the company needed more room. The Eastern Aircraft Division negotiated with the Gordon Gin plant nearby to use its warehousing facilities for its purchasing and accounting departments. The facility became part of the Eastern Aircraft Division on Sept. 1, 1942.

Meanwhile, across Route 1, work was progressing on the new airport. An eight-plane hangar was constructed, and macadam runways were placed on the clay-based field. On Aug. 31, 1942, the first Wildcat, which had been towed across the highway earlier, was successfully tested before several thousand employees. Production went into full gear. Even as the planes were being produced, changes were being made. Some of these were the result of battlefront experience. In one instance, the Navy demanded a change in the number of guns. That change alone required some 4,000 engineering orders. Early in 1943, the FM-2 began to replace the FM-1 on the assembly line. Soon, the Linden plant became the only plant in the nation making the FM-2, which was designed to fly from merchant ships that had been converted to small aircraft carriers. Both the FM-1 and FM-2 Wildcats were produced throughout 1943. The plant continued to improve its tooling, also production was at its peak in April 1944. The new airport usually had long lines of Wildcats waiting to be delivered to both the American and British Navy.

Late in August 1944, the Navy began to decrease the number of Wildcat fighters it required. Soon production ceased. When the war ended, General Motors converted back to an automobile assembly line, with production resuming in 1946. Truck production began in 1992 to the present. The airfield was turned over to the city of Linden and became the home-port of the area Civil Air Patrol.

World War II ended on September 2, 1945, with the formal surrender of Japan aboard the U.S. battleship Missouri in Tokyo Bay. Some 16.5 million Americans took part in this war; about 400,000 of them died in service, more than 290,000 in battle.

Linden welcomed home its veterans with a huge celebration on April 6, 1946. A gigantic parade began at Russell Wheeler Park. The color bearers were;

• Lt. Patricia McIntyre of the Army Nurse Corps.

• Frank Slugal Jr., a paratrooper in the 82nd Airborne Division, who received a Bronze Medal, Presidential Citation, European-African Middle Eastern Service Medal, Distinguished Unit Badge, Good Conduct Medal, Silver Star, Purple Heart, and six Battle Stars for Ardennes, Central Europe, Naples, Foggia, Norm Rhineland, and Sicily.

• Paul A. Wieser of the U.S. Navy and a member of the crew of the U.S.S. North Carolina which participated in 15 major engagements.

• Sgt. Daniel D. Dvorin who received the Silver Star for gallantry at Pearl Harbor, the Distinguished Flying C Air Medal, and a Presidential Citation.

He had flown in 67 combat missions over enemy territory.

The grand marshal for the festivities was Marine Charles Hemenway. He had been presented with the Navy Cross, the highest award of the United States Naval Service, for his unselfish bravery. After the war, Hemenway returned to work at General Motors in Linden.

Another local World War II hero was Frank Gaboda. Born in a Lower Road farmhouse on Feb. 19, 1923, Gaboda and his family soon moved to a house on WestS eventeenth Street across from an open parcel of land known as the Seventh Ward Park.

See **HEROES**, Page 19

Town honors residents lost in WWII

Several honor rolls are erected throughout the city as memorials to Linden's fallen heroes. There were 102 Lindenites who made the supreme sacrifice in World War 11:

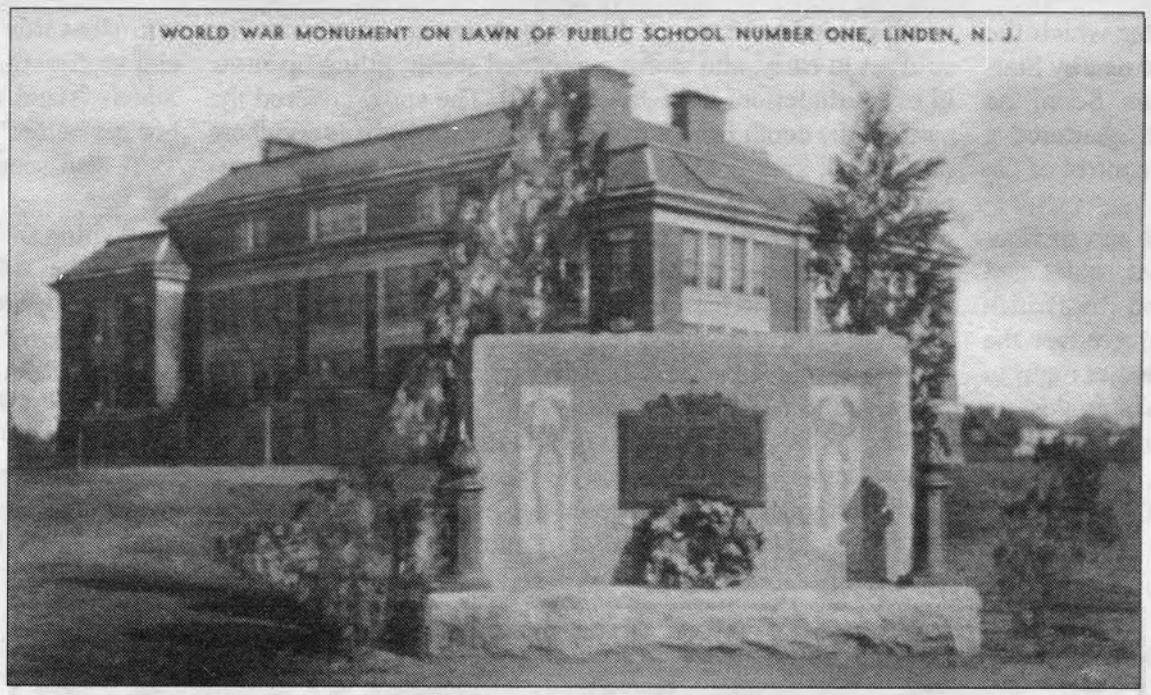
Basile, Vincent
Battaglia, John
Beriont, Walter
Best, Stanley J.
Biek, Cornelius G.
Blackman, Abraham M.
Boyer, Henry A.
Brazilian, Milton W.
Brosky, Robert J.
Capp, Peter Jr.
Carson, Walter R.
Cebula, Stanley J.
Chiravelle, John A.
Chrobak, Michael M.
Dalcher, Harold T.
Danowski, Martin M.
DeGaetano, Samuel
Disbrow, Clifford H.
Fagan, Francis Wesley
Fircha, John
Fonda, Fred A.
Mahrman, Samuel
Frentz, Henry Jr.
Furman, Charles W.
Laci, Joseph
Lawson, Clifford M.
Lazo, George
Lever, Robert T.
Levine, Sidney A.
Likowski, Henry
Littlehales, Roy W.
McCarthy, John J.
Maffia, Alfred P.
Martone, Ralph II, Jr.
Maul, Warren
Michaluk, Stanley
Mihalko, Andrew
Moyle, Chester W.
Mulhall, Edwin J.
Myers, Milton W.
Nixon, William J.
Palys, Stanley J.
Panno, Thomas
Paserba, Walter
Pecherow, Morris
Phillips, Joseph J.
Pietrowski, Edward C.
Rader, Samuel I.
Gaboda, Frank
Gaboda, John
Gerhard,Walter J. Jr
Goglozinski, Frank J.
Grohmann, Richard C.
Green Russell W.
Guerra, Joseph
Haefner, Richard W
Haines, William G. Jr.
Harvan, Michael J.
Henry, Kenneth F.
Hergenhan, Francis E.
Horowitz, Jacob
Iaanarilli, Mario
Jensen, Arthur R
Jonas, Edward
Jordan, David
Kalish, Norbert
Kaplan, Seymour
Karpas, Peter J.
Kelly, James W
King, Ernest
Knott, James Patrick
Komar, Michael
Kostick, Alexander W.
Krill, Michael
Rakin, Isreal JA.
Rizzo, Basil
Ropose, James G.
Sabak, Michael
Schroeder, Henry
Sczepaniak, William L.
Senise, Raymond Joseph
Shirlaw, John J.
Shupek, John
Silberstein, Seymour J.
Slahetka, Walter
Spevack, Harold
Spittler, Cecil
Stadnick, Robert
Tarasewicz, Joseph B.
Tobin, Paul G.
Wales, Alexander H
Wardencki, John A
Weitowic, Phillip
Wesolowski, Albert
Wighton, John
Wilke, Edward F.
Wishosky, Adolph
Wright, Columbus
Zwarum, Michael Jr.
Zavoda, Michael
Newell, Frank

WWI troops to Europe, Home Guards protect Linden

A monument located in Woodrow Wilson Park honors Linden's fallen heroes of World War I: John Dobosievwicz, Joseph Urbanowitz, Samuel Weinberg, George Walsko, Oscar Kaplan, John Russell Wheeler, Walter Perkins and Boleslaw Zygmunt.

John Russell Wheeler was a marine killed at the age of 23 in the battle of Belleau Wood, France, during WW 1. He was the first Union County resident to be killed in that war. He was born in Kearny and the family moved to Linden when he was 9 years old. He attended School No. 1 and graduated the 12th grade along with just two girls in the graduating class. John Russell Wheeler Park was named in his honor.

On Nov. 11, 1925, Armistice Day, two commemorative tablets were unveiled at School No. 1 in Linden to honor those who enlisted as soldiers in World War I. The borough tablet, located on the corner of Curtis Street, lists the following names: George Ashworth, Austin Baldwin, Clifford Baldwin, Charles Beetle, Robert Beetle, Spurgeon Beetle Jr., C. Dudley Blancke, Herbert Bundy, Roy Bundy, Joseph Casino, Robert Eaton, William Gourley, Henry Hardenburg Jr., William Hartman, Anthony Koch, Joseph Koch, Matthew Koch, Daniel Kluge, William Kluge, John Lambert, Harold MacDowell, Stephen Mannuzza, Vincent Mannuzza, Leo McDonagh, George Miller, Ernest Miller, Edward Mitchell Jr., John Monsoon Jr., Andrew More Jr., Leonard A. More, Joseph Modrak, Henry Opple, George Paye, Lloyd Roll, Sigmund Schafanovich, Dominic Valvano, Frank Villani, Harry Wagner, and Harry Weitzman.



On Nov. 11, 1925, two tablets were unveiled at School No. 1 to honor WWI enlistees: the borough tablet at Curtis Street and the township tablet at Gibbons Street.

The township tablet, located on the corner of Gibbons Street, reads: "This tablet is erected by the township of Linden in honor of its one-hundred seventy-nine men who served in the World War and in perpetual remembrance of their number who lost their lives in the service."

The names listed are as follows: Joseph Angelo, Frank Barr, William Berlinski, John Byko, Percy Carkuff, Anthony Cook, Edward Dillon, Martin Derrig, John Dobosiewicz, Seare Dougherty, John Feehan, Ida Feinberg, Samuel Feinberg, Joseph Gabrick, Joseph Gaydos, Elmer Gibbs, Nathan Gushin, Fred Haefner, Romain Harris, Andrew Hicky, Harry Hickman, Roy Hickman, Michael Hudak, William Hurst, Charles Jacob, John Jacobi, Alexander Jagodinski, Oscar Kaplan, James Kenworthy, Henry Klubenspies, William Kraemer, William Krasnowski, George Leyerle, Fred Lichti, Thomas Lichti, William Lindsay, Theodore Lodge, Joseph Loitch, Ernest Mahar, John Mahar, Philip Marshefsky, Garrett Maye, James Maye, Sam Mehrman, John Miller, Leonard Moore, Peter Murin, William Niemeck, Edward Nusse, John Oriechowski, Edward Pellinger, Walter Perkins, Walter Pfitzzenmayer, Elmer Pierce, Henry Potter, Ferdinand Rechinitzer, Walter H. Roll, Marion Romanowski, James Runyon, Edward Sanford, William Semlar, Charles Smith, Richard Smith, Rolland Smith, John Steffen, Joseph Urbanowitz, Robert Walker, George Walsko, Bert Walters, Albert Weber, Hugo Wendel, John Russell Wheeler, Albert Wilke, John Willick, Bernard Wosniak, Charles Wosniak, Charles Zbranek and Boleslaw Zygmant

There was also a local unit that was available for service on our own homelands. The Linden Home Guards. After working hours of their regular jobs, they would conduct drills, and hold themselves in readiness for calls. Although outfitted in uniforms and military equipment, which was supplied by voluntary contributions, they did not hold any official authority until they were reorganized Dec. 28, 1917, as the N.J. State Militia Reserves. The group was officially activated Feb. 27, 1918. They now held the authority here to state militia. Jules Verner became the leader of the local group. Clarence H. Smith was first lieutenant and Thomas A. Archipley, second lieutenant. The non-commissioned officers were A. H. Gibson, John Potter, W. Hinoholiffe, Peter Lindsay, Vincent Keil, H. Pedersen, Norman Anderson and J. I. Bowblis. The entire enrollment was 132 men. Outstanding events associated with the Militia Reserves were the sentinel and guard duties performed by them at Perth Amboy and at the Standard Oil Works in Linden. The guard duty at Perth Amboy followed the disastrous explosion

See **INDUSTRY**, Page16

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In Revolutionary War, early settlements were raided

Early in the Revolution, the British navy, for which the American privateer fleet was no match, captured nearby Staten Island and made it one of its principal bases. Soon, the island became a Tory stronghold. The British quartered a large garrison of soldiers there and maintained control of the island for most of the war.

Across the water, the area of Linden, while part of Elizabethtowne, was a productive farming district, quiet and unprotected. It was an ideal spot for raids, and the British took full advantage of the situation. Periodically, either the British or the Tories would steal across the sound at night to Tremley Point Road to drive off cattle and steal supplies.

In the winter of 1779, when the water was frozen over, the British found it particularly easy to raid Linden, as they could simply march across the ice. Hatfield writes in, his "History of Elizabeth":

"It proved to be one of the severest winters on record. The cold set in early, and storm succeeded storm, piling up snow in every direction, until Jan. 3. 1780. The snow covered the earth to the depth from 4 to 6 feet, the roads were everywhere obstructed, and almost nothing could be had for the sustenance of the troops. The winter of 1779-80 was one of the most severe on record in this area. The Staten Island Sound froze so deep it accommodated several hundred sleighs, 2,500 men and all their ammunition and baggage in an American raid on Staten Island from Elizabeth Town."

A few incidents were preserved in old letters and were recounted in the *Linden Observer* of Oct. 17, 1940:

Once, the British took a pet heifer belonging to pretty Mary Alston Marsh, daughter of Moses Marsh, one of Linden's first settlers. She made up her mind to save the pet, so she contrived to stampede all the cattle the British were driving. The cattle fled in all directions, trampling a few redcoats and scattering, so that the British were forced to go back to Staten Island empty-handed. Mary went home safely with her pet heifer."

It also seems that mosquitoes caused difficulties during the war.

Writing in his diary in July 1778, Philip Waldeck, chaplain of the 3rd Waldeck Regiment of Hessian troops which helped reinforced the British occupation of Elizabeth Town, wrote: "Never have the mosquitoes been as troublesome as in these terribly hot days. The inhabitants light fires near the four sides of their houses; the smoke is intended to keep the insects out of their bedrooms, but it helps very little; their number does not diminish although the odor of smoking old rags, shoes, and other evil smelling things is in the air. In our tents they are in even greater numbers."

Lindenites fight and win honors in Vietnam

America's involvement in Vietnam began when President Dwight D. Eisenhower sent 500 advisors to help South Vietnam fight North Vietnam. In 1961, President John F. Kennedy sent another 14,800 advisors. In 1964, Lyndon B. Johnson requested that Congress pass the Tonkin Gulf Resolution which permitted him to send troops to Vietnam and double the monthly quota of the draft. The United States government had begun to register all 18-year-old males for the draft in 1948.

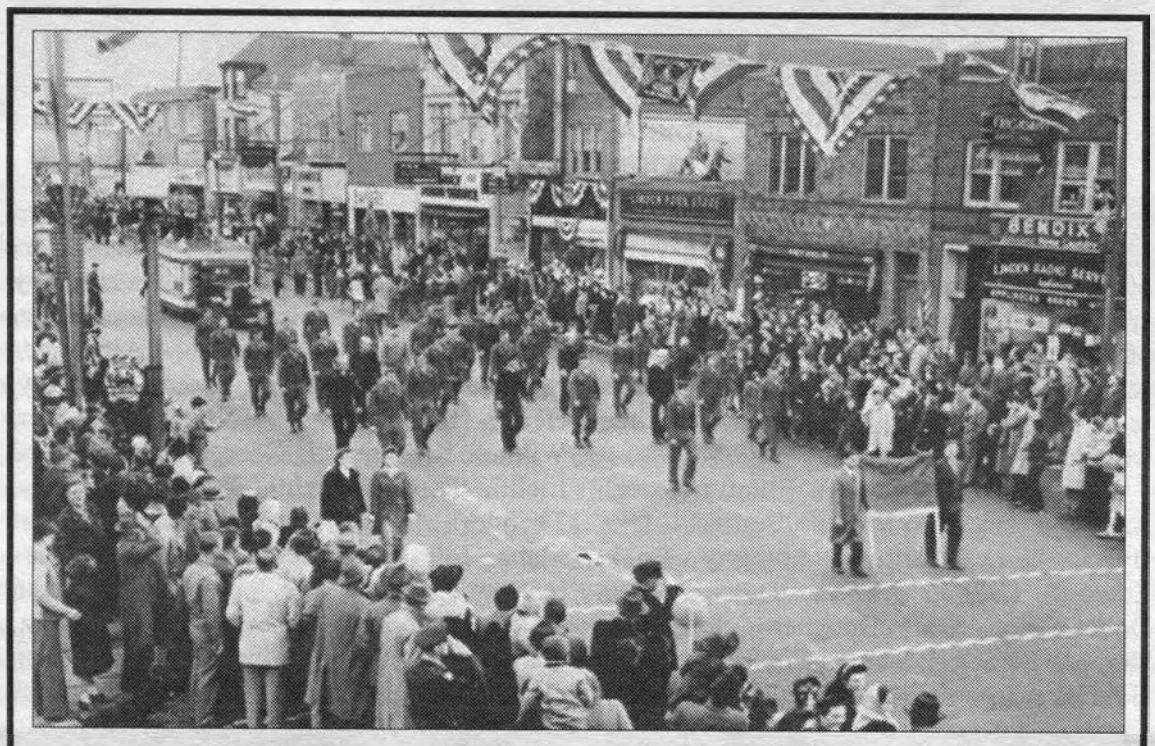
Until President Richard Nixon began the draft lottery in 1969, offices would register 5 to 20 men per month.

In 1974, Linden Mayor John Gregorio presented a key to a Linden war veteran, George T. Coker, who was shot down over North Vietnam on Aug. 27, 1966. He was a prisoner of war for eight years. He was promoted to full lieutenant during his captivity. He was presented six awards in ceremonies held at North Island Naval Station in San Diego, Calif.: the Navy Cross, a Silver Star, two Bronze Stars, the Legion of Merit, and a Navy Commendation.

Another Vietnam prisoner of war from Linden was Alan Kroboth, a navigator in the United States Marine Corps. He graduated from Linden High School as a member of the Class of 1965.

Charles Hemenway Jr., also from the Class of 1965 at LHS, spent four tours in Vietnam as an airborne ranger. He was the recipient of the Bronze Star with "V" Device for Valor. He was also awarded the Purple Heart. Hemenway is the son of Charles Hemenway Sr., Linden's celebrated veteran grand marshal of WWII. Both father and son now reside in Florida.

The Linden men who died in the Vietnam War are William J. Beksi, Thomas G. Danowski, George T. Farawell, Jeffrey C. Hahn, Ronald W. Knosky, Eugene Law, Mikolaw Melnyk, Otto J. Ostenfeld, Peter W. Scott, Franklin M. Tunick, Ronald L. Warnett, Edward T. West, David R. Wienckoski, Maurice O'Calahan and Walter T. Krizanowski.



Linden displays its pride and support for returning troops in this moment from the 1946 'welcome home' parade.

Our Civil War volunteers joined 'The Jersey Blues'

The township of Linden became new municipality on March 4, 1861, and just five weeks later, on April 12, 1861, the American Civil War began. The war lasted until May 26, 1865, when the last Confederate soldiers surrendered.

Although many local boys volunteered, the Union army was still understaffed. Calls went out for more and more men. Companies formed in the Elizabeth area, including companies G and K of the 9th Regiment. This regiment was dubbed "The Jersey Blues," the name made popular during the Revolutionary War. As the war continued, officers were sent home to assist with the recruitment.

On March 3, 1863, the United States Congress approved the draft. Although there were incidents of riot in Newark, the people in Elizabeth and Linden appeared to have accepted the draft without incident. The draft, itself was unsuccessful. It had too many loopholes. A person who did not wish to serve could pay $300 to have a substitute serve. There were many exemptions. In all, New Jersey supplied 40 regiments. Its quota was 79,348. It surpassed its quota by 10,057 men.

Three years after the Civil War ended, on May 5, 1868, the head of an organization of former Union soldiers and sailors — the Grand Army of the Republic, or the GAR, declared May 30 to be Decoration Day, which would later become Memorial Day.

On May 30, 1911, at the Veterans Cemetery in Rosehill Cemetery, Linden, a dedication was held for a plot of graves that had been set aside for veterans of the Grand Army. During the memorial service, remarks were given by Frank Bergen. At the time, the cemetery was just 11 years old.

The Veterans of Foreign War was first organized in 1899 when 13 Spanish American War veterans met in Columbus, Ohio. Its original name was American Veterans of Foreign Service. In Linden, VFW Post 1397 received its charter Sept. 27, 1925. Twelve men gathered together and named it the "John Russell Wheeler Post." The founding members of the post were Charles H. Tangerman, Dominic A. Valvano, Martin Palamar, Eric W. Murphy, Joseph V. Casino, Michael J. Connelly, Meyer Gerson, Frank Wiskosky, Irving B. Fowler, Robert Golden, Joseph Angelo and John M. Caruso.

The Ladies Auxiliary was organized on June 22, 1931, with 45 charter members

Industry and home front give support to our troops

(Continued from Page 15)

occurring in Morgan. Their duties were to prevent the looting of homes evacuated by their tenants in case of a similar disaster.

At the Aircraft Works, the men performed guard duty at the request of the company following a "bomb scare" experienced there. The bombing turned out to be a false alarm.

There were volunteer organizations in Linden, whose members knitted socks and made bandages, among other things, but one group, the Linden Soldiers Aid Society, had a semi-official rating.

This group organized Oct. 17, 1917, "to keep the boys in smokes." After functioning successfully for the duration of the war, they disbanded shortly after the termination of hostilities.

The first aircraft manufacturer in the area was the Standard Aircraft Corp., which originated on Long Island, in 1918. Standard first had a plant in Plainfield and then at what was once The John Stephenson Co., where trolley cars were once built. It later became the Simmons Co., which had its address as Brunswick Avenue in Linden.

The Handley-Page Heavy Bomber, was built by the Standard Aircraft Corp. in 1918. The plane had a 100-foot wingspan. Complete sets of parts for a least 100 such planes were shipped to England that summer. At its height, Standard Aircraft Corp. employed a thousand people.

The firm went bankrupt and was sold at auction in 1919. According to David P. Winans, editor of the New Jersey Aeronautical Historical Society's newsletter, "The Skeeter," the Handley-Page Bomber was the largest land plane in America during World War I and was assembled in Linden. One of the bombers crashed along the Elizabeth River after taking off from the "Bayway Airfield," which was the property around the Standard Aircraft site, on March 10, 1919.

The plane was en route to Philadelphia, carrying a piano in its bomb bay as part of a test. The engines failed and the aircraft crash-landed. One person was reported hurt during this test.

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Heroes from Linden were honored for WWII service

(Continued from Page 14)

On Dec. 14, 1942, Gaboda enlisted in the U.S. Marine Corps, and on Jan. 13, 1944, his unit moved into action in the Asiatic-Pacific Theater. He saw action in the fight for the Marshall Islands, from Jan. 31, 1944, to Feb. 5, 1944, and when the Marines landed on Saipan Island in the Marianas Group on June 5, 1944, Gaboda was among them. On July 10, 1944, he covered his platoon's advance with his Browning automatic rifle, boldly moving ahead of the unit through terrain, which afforded ideal cover to the enemy. He personally accounted for at least 20 Japanese, before he was mortally wounded, while leading his group across an exposed position.

For this "aggressive determination and courageous fighting spirit," he was posthumously awarded the Silver Star and Purple Heart. Frank Gaboda's body is interred in the Punchbowl National Cemetery, Honolulu, Hawaii. He had three brothers: George, Emil and John, who also served their country in this war. John also died while in the Army; George and Emil returned to Linden. Also four sisters, Pauline Mesko, Helen Stanch, Mary Mays and Dorothy Genievich, who still resides in the old family home.

Jewish War Veterans Linden Post No. 437 of which Mike Dupkin was commander, has been disbanded since that time However, there is a memorial plaque at Congregation Anshe Chesed that lists the following names of Jewish servicemen: Robert Alberts, David Atkins, Abraham M. Blackman, Gerald R. Dopkin, Jacob Horowitz, Norbert Kolish, Seymour Kaplan, Sidney A. Levine, Morris Perchow, Herbert Monash, Samuel A. Rader, Seymour Sibberstein, Israel A. Rakin, and Samuel Mehrman.

Former Mayor Paul Werkmeister was held as a prisoner of War in Germany from Dec. 19, 1944, to April 23, 1945, when he was liberated. He was elected 9th Ward Councilman in 1958, and served five terms to 1974. He was elected mayor of Linden, 1986 to 1990. see interview file Molly Lenz

George Dorin also was held in Germany as a prisoner of war.

Winfield Park Township

Winfield Park Township was originally designed as a housing project for workers in the Kearny shipyards and other World War II workers in New Jersey. It was named the Winfield Park Mutual Housing Corp. at a meeting during its formation at the Winfield Scott Hotel in Elizabeth.

The land that Winfield Park encompasses was part of the former Sperry Farm. It is a full 110 acres of former City of Linden and Clark Township property as the farm was located in both municipalities.

This community of 700 housing units started off on a hectic note when the Federal Public Housing Authority sought locations for its housing project. Many communities in Union and other counties turned a deaf ear to appeals from federal housing authorities for permission to locate the project in their communities. It had also been the subject of a Senate investigation under President Harry S. Truman, while he was still a senator. He headed a special committee investigating war contracts. This was followed by an FBI inquiry and glaring newspaper and magazine headlines. These inquiries dealt mostly with construction problems. Five months before the first tenants moved here, the state Legislature overrode a veto of former Gov. Charles A. Edison and enacted into law the bill incorporating the new Township of Winfield. The township became immediately unique in that it was believed to be the only, incorporated municipality.

The sale of the property was finally was held during the summer of 1941. The first tenants moved into Winfield Park on Dec. 1, 1941. James E. Thompson, one of the first residents, a shipyard worker and a prime mover to establish the housing project, and first president of the Winfield Park Mutual Housing Corporation, was named as one of the three temporary members of the Township Committee, pending the first election. The other two named were Henry E. King a trustee of the housing corporation, and John B. Fennelly, a resident.

The township since that time has been governed by a committee that consists of three members, one elected each year for a three-year term.

Park dedicated to victim of terrorism

It could be said that the American war on terror began at 8:45 a.m. on Sept. 11, 2001 when American Airlines Flight 11 out of Boston crashed into the north tower of the World Trade Center. This was followed by a second plane striking the south tower, another crashing into the Pentegon in Washington, D.C. and a fourth plane, United Airlines Flight 93, crashing in a field in Shanksville, Pa. The plane had departed from Newark International Airport and was hijacked en route to its destination, San Francisco. On board were 37 passengers, two pilots, five flight attendants and the four hijackers. Linden resident Wanda A. Green was one of the five flight attendants.

Wanda's daughter, Jennifer, a genetics student at Rutgers University, said she and her brother, Joseph, 18, a criminal justice student at Fairleigh Dickenson University, were concerned about their mother's flights when they were younger, but developed a false sense of security as they got older. "We didn't think anything like this would happen," she said.

Wanda was a flight attendant for 29 years. She was an elder of Linden Presbyterian Church. She was an avid reader. Wanda also worked at Northstar Realty in South Orange. Wanda would have visited her mother and twin sister, both of whom lived outside San Francisco, during this trip. Her former husband is a retired detective in Connecticut. Days after Sept. 11, 2001, one could still see the smoke rising where the WTC once stood among the New York skyline view from the Tremley section of Linden. The events of Sept. 11 affected not only the United States, but the entire world. In Linden, Wanda Green Park was dedicated in 8th Ward.

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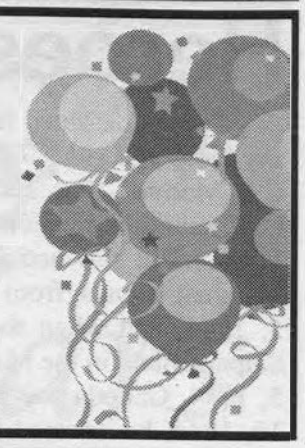
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Korean War took the lives of six men from our town

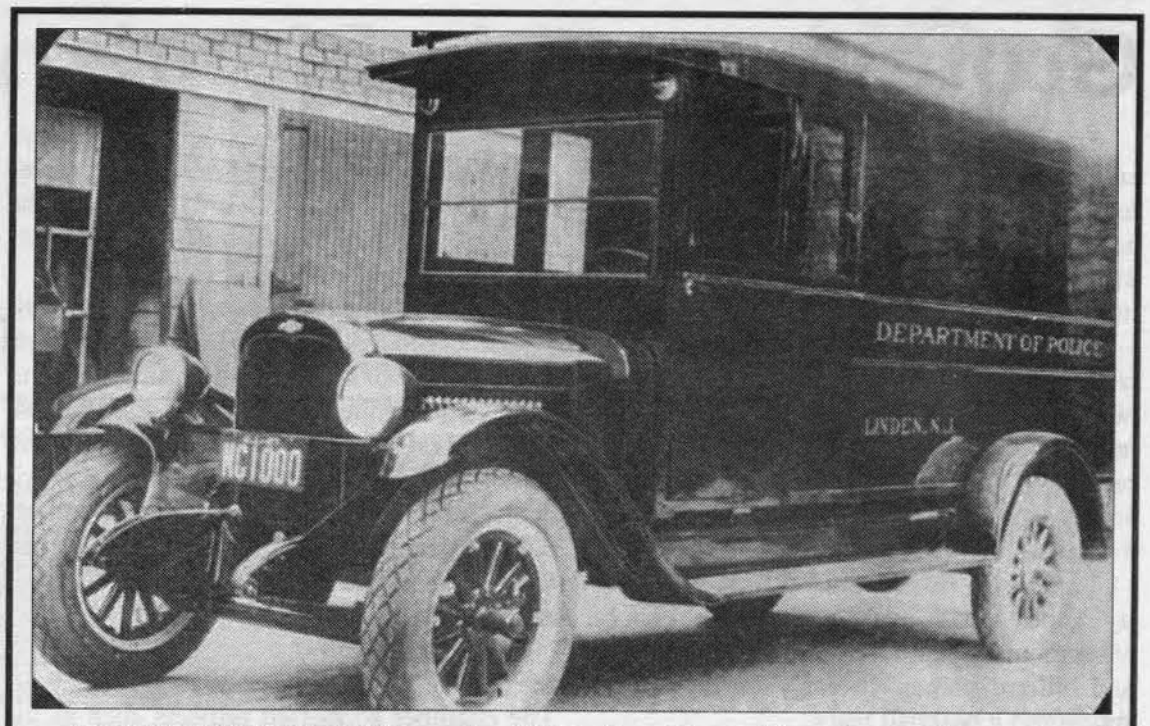
The Korean War, 1950 to 1953, was one of the hardest fought wars in United States history.

A total of 54,246 Americans died, including MIAs and those who were lost or buried at sea, and 103,284 who were wounded. Linden lost six of its own sons during this conflict: Leo P. Russavage, Charles Gahm Jr., Richard A. Kanski, John V. Hemenway, George D. Libby and Ronald F. Mc Govern.

Veterans of the Korean War may recall their encounters with the formidable Russian-built T-34 tanks, which actually had their beginnings in Linden. J. Walter Christie, an inventor, set up a small factory off St. Georges Avenue near Stiles Street for the construction of a newly designed tank. In all, nine Christie tanks rolled off his assembly line during 1931. Seven of these went to the U.S. Army for testing, while the other two, along with a manufacturing license, were sold to Soviet Russia.

Older residents of Linden may recall seeing and hearing those 10-ton vehicles as they charged about the open fields of the city.

While neither the U.S. Army nor the British army did little beyond testing the extremely fast tanks, the Russians eventually evolved the design into their T-34, which they used in World War II and Korea.



BORN TO PROTECT — In 1908, the Township Committee passed an ordinance to establish a police force. The policing of the township had been performed by constables, elected for a one-year term. The newly created Linden police department had a total of three patrolmen who were appointed to begin their work on Jan. 1, 1909. These patrolmen were Frank Novella, Frederick Covery and Arnold Hergenhan. The Linden Police Department evolved during the ensuring 10 years, and by May 5, 1919, it assumed its current form. At that time, the force included Capt. Hickey, who became chief of the department, and Lt. Arnold Hergenhan. Above, an early 20th-century paddy wagon.

Business is diversified

(Continued from Page 12)

the most coveted awards in the insurance field, namely, the C.L.U. and the C.P.C.U. Alfred, a graduate of Rutgers University, formerly with Esso Standard Oil Co. at Bayway office, joined the firm in 1955. He specializes in real estate brokerage. The company provides complete service in the field of insurance and real estate.

Daily Photo Service was located at 117 N. Wood Ave. and West Price Street. The company offered a complete line of photographic service to Linden. Daily's specialty was fast service on developing and printing and processing of all color movie, 35mm. and roll film.

Linden led the way in installing electric lighting

Linden was one of the first towns in the world to have electric street lamps. Electric light districts in the former township of Linden were proposed by the Township Committee in 1888, according to the Newmark-Weisbrot history of Linden. The committee divided the township into boundaries of several light districts. At a meeting of the Township Committee in 1889, $1,000 was ordered raised by taxation in District No. 1 to pay for 51 lamps at $1 year for each lamp.

The Central Electric Co. of New York obtained permission on Nov. 2, 1889, to erect poles in the township of Linden, after obtaining the the property owners' approval for the proposed line. In February 1890, Linden paid its first bill for street lighting, which totaled $352.50.

By April 9, 1902, 100 electric lamps emitting 25 candle power each were in use throughout the township. The contract was drawn with the United Electric Co. of New Jersey and the cost was $16 per light per year.

The first electric lights in the township of Linden to be turned on, after the incorporation of the borough of Roselle in 1894, were situated on St. George's Avenue from Elizabeth to Wood Avenue and on Wood Avenue from St. George's Avenue. The official date of the lighting was Dec. 14, 1899.

The township was liable for the expense of 10 lights on St. George's Avenue and three on Wood Avenue. By April 9, 1902, There were 100 electric lamps in use throughout the township The contract was drawn with the United Electric Co. of New Jersey, and the cost was $16 per light per year. The number of lights increased proportionally with the number of new buildings.

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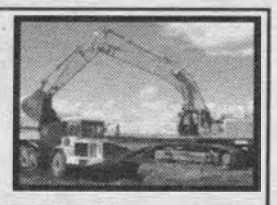
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Groups provide friendship, guidance, betterment

Similar to many American communities, civic, fraternal and youth organizations were formed in Linden to meet many community needs. They provided a setting for social events and improved the quality of life for all its residents.

The **Linden Country Club** was organized with headquarters at the Linden Casino, built by Walther Luttgens. This was the community center of Linden, serving as the recreation and social center of the township and borough in the early days. The club was disbanded in 1937.

For many, life revolved around the Country Club, which was a place for dances, entertainment, card parties, tennis matches and billiard games. In early days, the club sponsored a baseball team.

The Rotary Club at one time met at the Linden Country Club building at 312 Luttgen Place, as did the Junior Order of United American Mechanics. The building still exists today as the home of the Moose Lodge.

Two generations enjoyed the facilities of the Country Club, and members included former Mayor H. B. Hardenburg William, Joseph and Leo McDonagh, Joseph Neubauer, Henry and Fred Blancke, Clarence H. Smith, William Hill, Ralph S. Swinton, receiver of taxes Herbert D. Banta, Frank R. Anderson, D. A. Howell, Henry Dabb, John P. Mahar, Tom Sullivan, A. C. Baldwin, Garrett Maye, Halle Hardenburg and C. Dudley Blancke.

The **Loyal Order of Moose, Linden Lodge, No. 913** was organized in Linden in 1926. The first meetings were on Mitchell Avenue before the organization purchased the Linden Country Club on Luttgen Place. The lodge sponsored a Scout troop, and a baseball team playing in the City League, awards outstanding youth of Linden for leadership, and supports the Halloween Parade Committee.

The **Women of the Moose**, organized in 1929, provided a $150 scholarship for training and also sponsored a Sea Scout's Mothers Club.

The **Linden Chamber of Commerce** evolved from a small but active organization known as the Wood Avenue Improvement Association, which spearheaded the movement to consolidate the township and the borough into the city of Linden. The organization of the chamber soon followed.

Jules Verner was elected its first president, succeeding Coloman Danninger, whose spirit provided much of the energy behind the Wood Avenue Improvement Association. Other members of the board were John Sweet, secretary; John J. Molson, vice president; John Fedor, treasurer; and members N.M. Palermo, Albert Cooley, H.D. Banta, Leon Watson, George Bauer, Forrest Farmer and Fred McGilvray.

These men were the driving force behind the efforts to improve Linden's commerce. The chamber supported projects such as the construction of a community building, a community hospital, a public swimming pool, a city incinerator, a municipal dock, and a city-owned water plant. It also pushed to improve the Rahway River.

In the early 1920s, a group of public-spirited Americans of Italian descent began to meet for social gatherings. On Dec. 11, 1922, they incorporated as the **American-Italian Mutual Association**. The association sponsored activities that contributed to the cultural education of and interaction between members and the larger community. The American-Italian Association rented meeting facilities until September 1955, when the group purchased property at 101 E. Blancke St. The limited space and the growing need for repairs at this first location spurred the members to look for better facilities. The club was relocated to 800 Roselle St. in 1963. The **Women's Auxiliary** was organized in 1960. Their efforts resulted in contributions to several civic organizations.

In the fall of 1920, several Masonic brethren formed the **Craftsmen's Club of Linden**, which was officially established in January 1921. Later that year, the Grand Lodge of New Jersey was petitioned for a warrant to do Masonic work, and on Jan. 25, 1922, the grand master of Masons for the state of New Jersey empowered the group to engage in Masonic work.

The first regular meeting of the **Cornerstone Lodge** took place on Jan. 27, 1922 at Borough Hall. William M. Watson was its first acting master. The first conferring of degrees was held on Feb. 24, 1922. On May 8, 1922, the lodge was duly constituted as Cornerstone Lodge No. 229, Free and Accepted Masons, in the old Kean Building on Broad Street in Elizabeth, the later site of the Woolworth Building. On May 12, 1922, the third degree was conferred on Henry B. Hardenburg, who had served as borough mayor for 21 consecutive years. The Craftsmen's Club was purchased on Elizabeth Avenue in 1923.



Linden Presbyterian Church Boy Scout Troop camps outdoors.

The officers and members of Cornerstone Lodge No. 229 F and A.M. and the Craftsmen's Club of Linden No. 881-past masters 1920- 1944, were: Thomas Archipley, Roger Simpson Barlow, Clarence Frey Carver, William Mansfield Emrich, Harland Hamilton, William August Hartmann, Frederick Robert Kaling, Otto Paul Kaling, William Frerick Kosch, Joseph Walter Percival, Joseph Ross Sr., Lorenzo Sabin Spates, James Simpson, Albert Ernest Strebe, Edward Myron Wallace, Robert Pearson Walker, John Joseph Warner, Leon Arthur Watson, John F Watson, William M Watson, Harvey Roy Wheeler, George W. Zimmerman

The **Recreation Commission**, established by Mayor Myles J. McManus during the Great Depression, has provided a program for both young and old. Mr. Krysiak was superintendent from 1936 to 1976. The commission operated playgrounds and day camps in the summer and community centers in the winter. It sponsored many leagues, and special units, including hobby clubs and other groups. Linden Recreation sponsored bowling at 23 E Price Street in the 1940s. It also sponsored Mild Bar dances during the 1950s and '60s. Thousands of people still take advantage of its programs.

In 1950, the **Linden Halloween Committee,** sponsored by the Recreation Department, was formed and began to sponsor a variety of festivities around that holiday. Individuals, organizations, and schools created lavish floats for annual parades in which many local and professional marching bands also participated. Youngsters were given awards for creativity in costuming and artwork.

The **Linden Children's Camp Fund** was organized in 1939 to provide wholesome summer vacations for deserving children who could not otherwise afford them.

The **Exchange Club** inaugurated a psychiatric clinic and recorded of books for blind children

Linden Council No. 2859 received its charter in 1942 and met at St. Elizabeth's Church and the Lithuanian Hall on Mitchell Avenue. The Grand Knight was Patrick Hennessy. In 1948 The Ladies Auxiliary was formed with Evelyn Roden Beck as the President.

One of the landmarks of Linden is the Knights of Columbus shrine, "Our Lady of the Highway," located at the tip of the Columbian property at the corner of Elizabeth and Park avenues.

The shrine was originally built in 1960 with a design by Al Novi. Joseph La Placa and William Flynn laid the brick, cemented and completed the tile work which made it beautiful. The statue was imported from Italy. George Sweet needed a crane to set the statue in place. Rev. Kozlowski of St. Theresa's Church dubbed it our "Lady of the Highway." In early 1988, vandals broke the statue.

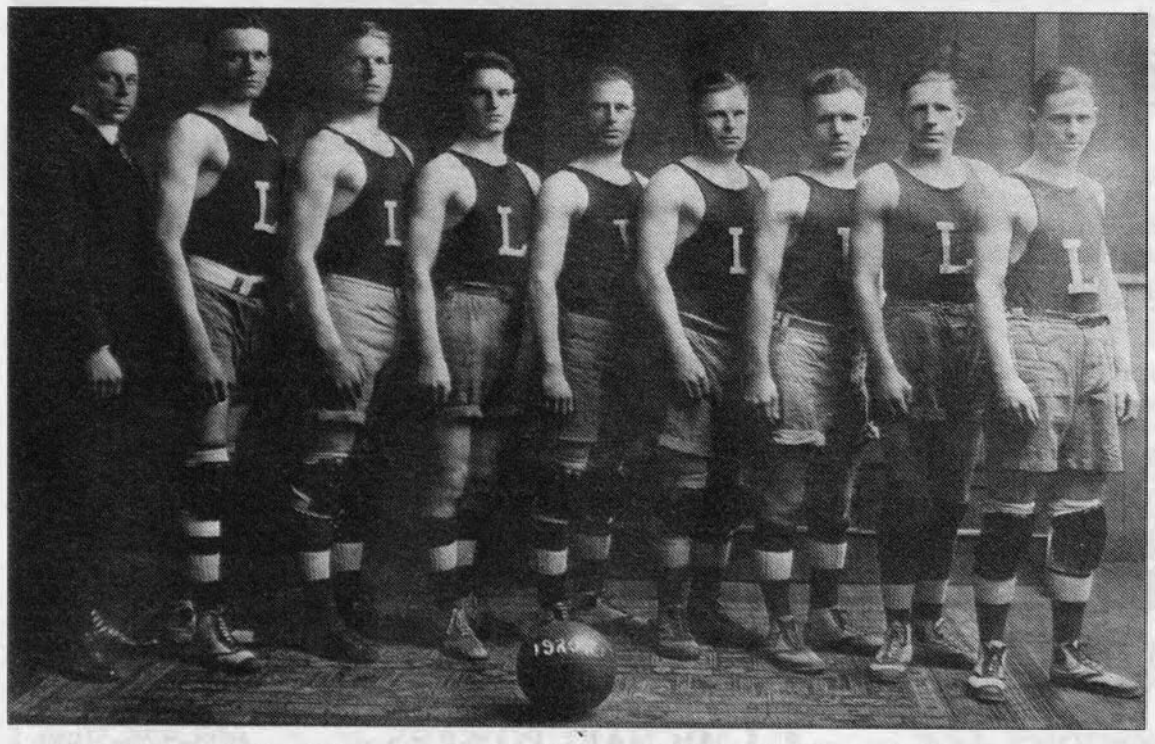
The shrine was repaired and a new statue was ordered. On Sept. 19, 1988 Father Miller and Bishop McCarrick rededicated and blessed the shrine.

The Lions Club, reorganized in Linden in 1945, met at Lynwood tavern on West St. Georges Avenue. The organization raises money for the blind and for sight conservation. The group is still active within the community today.

Thousands of Linden's children have been active in the **Girl Scouts** and **Boy Scouts** since the first troops were established.

Doris J. Henel, past president W.R.G.S.C., present troop organizer, United Methodist Church, in a 1995 speech said, "Girl Scouting became official in this country when Juliette Low signed a charter on March 12, 1912. Before that date, in Linden, the

See **SCOUTS**, Page 26



Linden Country Club basketball team1920-21. From left, manager Harry Wagner, Otto Kalning, Dudley Blancke, Halle Hardenburg, Arthur Mellor, John Mahar, Hugo Wendel, Andrew More and Norman Anderson.

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Linden is incorporated, with McGillvray first mayor

Incorporated on Jan. 1, 1925, the city of Linden conformed to the mayor-council scheme of government, and George McGillvray was chosen as the city's first mayor.

At the organization meeting of the common council, Leon A. Watson was elected by his colleagues as president, and the councilmen, each representing a ward, drew lots to determine the length of their respective terms. Thomas A. Archipley, John J. Vanderwall Sr., Edward M. Wallace and James T. Bersey drew three-year terms. William Nickola, Charlie Kasper, Stephen Pekar and Harry McDaniel drew two-year terms.

The terms of the councilmen were staggered so that there would always be experienced councilmen to serve with the newly elected councilmen. Since the legal voters of Linden failed to elect a city clerk, Thomas H. Sullivan was appointed to that position.

The mayor, with the approval of the council, appointed Joseph Ross as city treasurer for three years, and D. Banta was appointed to the office of collector for one year. The assessor's office was extended from a one-man office to a board consisting of three men: Albert Weber, Albert H. Dabb, and Philip Litwinoff.

Appointed with the new government, the members of the board of education had been elected prior to the formation of the city, in accordance with state laws in 1925. Fred McGillvray was appointed overseer of roads and garbage removal at a salary of $6 per day, and William H. Moore received the appointment of overseer of the poor on May 20, 1925, to fill the vacancy caused by the death of William T. Day.

With the new city government, the old political divisions were soon forgotten. Three public buildings, excluding schools, were constructed in a period of about a year. The first was a city hall, which was formally dedicated on Sept. 30, 1930, and brought to Linden the honor of housing the 5th District Court.

The bill forming this district, comprising Linden, Rahway, Clark, Roselle, Cranford, and Garwood, was passed by the state on April 16, 1931, and Lewis C. Lehman Jr. of Roselle was appointed as the judge.

Land was purchased for the construction of a municipal garage building, which is still located on the corner of Wood Avenue at Munsell Avenue.

In 1925 the City Council of the City of Linden adopted an ordinance establishing a paid fire department, defining duties and providing for salaries among other items, which took the place of the volunteer fireman of both the borough and the township.

George McGillvray was the first mayor of the City of Linden, from 1925-26. Albert Weber followed during the 1927-28 term. McGillvray was re-elected for the years 1929-30. In November 1931, Jules Verner was named acting mayor due to the death of James B. Furber, the mayor elect. He died one week after the election was held, at at 62 years of age.

Furber had an interesting career. He was born in Allegany, Mich., and attended Mt. Olivet and Grand Rapids business colleges. He was a traveling salesman and district manager for National Cash Register. At age 42 began a law career with the N.J. Bar. In 1917 he was general manager of Regina Corp. He was mayor twice in Rahway as a Republican 1905-1907, and as an Independent in 1922-1924.

He came to Linden in 1924 and handled the affairs of the Berlant Development Co. of which he was the president. Furber Avenue was named for him. He established his law offices in the Linden National Bank Building. He had been elected as the vice president of the Linden Lions a week before he died as well. He won the mayoral election by 95 votes against the current mayor, George McGillvray. Interestingly, Furber and Mc Gillvray shared a grandchild. Furber's daughter, Helen Josephine, married McGillvray's son, Fred. Their daughter, Marion Smith, was born in 1902.

The following mayors have governed the city of Linden since: Myles J. McManus, 1933-43; H. Roy Wheeler, 1944-52; William Hurst, 1953-64; Alexander Wrigley, 1965-66; John T. Gregorio, 1967-83; George Hudak, 1983-86; and Paul Werkmeister, 1987-1990; and John T. Gregorio 1991-2006. The current mayor is Richard Gerbounka, 2007-present.

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Scouts provide healthy and wholesome activities

(Continued from Page 22)

Campfire Girls and Boy Scout troop met in the Methodist Church, between 1910 and 1912. In the early 1920s, the first Girl Pansy Troop No. 1 was established by Mrs. J. Frank Miska, and they met in the Reformed Church. Mrs. Henry G. Nulton was also one of the first leaders and spent many, many years very involved in Girl Scouting in Linden."

Henel quoted Mrs. Miska, the founder of Girl Scouting in Linden, from a letter as the 50th anniversary of scouting was being celebrated: "One Arbor Day the troop had 31 Norway maple trees planted around Linden High School on St. Georges Ave."

The first memorial troop was the H. M. M.D. Troop No. 30 sponsored by the Blancke St. Synagogue and later by the new synagogue at corner of Orchard Terrace and St. Georges Avenue. The first leader was Mrs. Mona Glasston Kriv, daughter of Dr. Glasston.



Boy Scouts of America Troop No. 34, sponsored by The Dutch Reformed Church. This 1943 group is on the lawn of School No. 1.

The **Linden Police Athletic League** was organized in June 1952 by a group of local policemen and businessmen. In 1956, the league purchased the former Blancke Street Synagogue to serve as its headquarters and the site for many indoor activities. Since then, thousands of Linden boys and girls have taken part in PAL programs, funded through voluntary contributions. Linden's PAL program provides qualified workers and civilian volunteers to mentor and coach the children who participate.

The National Congress of Mothers was founded in 1897 to act on behalf of children in the home, at school, and in the world. The organization, today known as the **Parent Teacher Association**, voiced its concerns and worked tirelessly on many juvenile issues, including the need for child-labor laws. In 1923, School No. 1 became the first in Linden to have such an organization. Since then, every Linden public school has established a local PTA group.

The **Rotary Club of Linden** was organized on April 30, 1925, aided in part by James P. Orr, the state secretary of the Rotarians, and Adrian C. Murray, the president of the Elizabeth club. The officers elected were Harold Depew as president, Frank G. Newell as vice president, Joseph L. Newbaueras secretary, and Ralph Swinton as treasurer. In addition to these officers, the board of directors included members Henry B. Hardenburg Sr., Frank R. Anderson and Dr. Harle P. Hough.

The object of the Rotary Club, a nonpolitical and nonsectarian group, is to promote good faith among various businesses and to aid in the development of the community, state, and nation. One member, D.A. Howell, who was superintendent of the Linden schools, had a perfect attendance for 10 years, a feat for which he was presented with a Diamond Rotary Emblem. In the past, the club has sponsored a baseball team and offered scholarships for students to attend classes during the summer sessions of the Conservatory of Music in Roselle. The group has made loans to worthy students who needed financial aid for college.

The **League of Women Voters** was organized in 1945 as part of the League of Women Voters of New Jersey and the League of Women of the United States. The purpose of the league is to promote political responsibility through the informed and active participation of citizens in government.

The **Kiwanis Club** was organized in 1946. It provided college scholarships to

See **KIWANIS,** Page 27

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Lifelong resident has a wealth of loving memories

In 2011, Doris Henel was named Linden's Senior Citizen of the Year. She is a lifelong resident of Linden, who had four children, Tom, Jeanne, Bill and John, with her husband, Albert. She met Albert just after World War II. He graduated from Linden High School the year before she had. When Albert returned from the war, Doris was seeing someone else. She double-dated with another couple, and the man in the other couple was a friend of Al's who wanted them to meet. Albert called her back again because he liked the way she kissed!

Doris' family has deep roots in Linden, and she is a recognized leader in several civic groups. When her children were younger, she first became involved in the community as a Girl Scout troop leader where she served 45 years, moving up to the position of officer on the Washington Rock Girl Scout Council then becoming president. She agreed to act as her church's secretary for one month to help out, and that month has turned into the past 43 years. She was on an interracial committee, the Committee of Concern, in the Linden schools after riots of the late 1960s. The committee met for approximately 10 to 15 years, and it opened her eyes to several issues. She learned that all parents want the best for their kids. Doris has also worked with the Cub Scouts and Boy Scouts, and was a PTA officer and Past Worthy Matron of the Order of the Eastern Lodge. Later, she became involved in the Linden Library Board where she has served 11 years, was president for three years, and was reappointed recently. Doris was also first vice president in the Linden Coalition for Political Action, president of the 9th Ward Citizens' Association and the Linden Citizens' Association, and has served as coordinator of Linden's Kiwanis luncheons for 35 years.

What follows was adapted from her speech at the Linden's Senior Citizen of the Year award ceremony.

Thinking about growing up in Linden really brings back many happy memories. I was born in Linden 86 years ago, and have lived here all my life. I was surrounded by my aunts, uncles, cousins and grandparents, and I had the support and love of all those

See **HENEL**, Page 28

Kiwanis very active in town

(Continued from Page 26)

Linden High School students and was very active in earlier years with the Linden Halloween Committee. The club grants annual college scholarships to graduating high school seniors from Linden. Funds for this project are raised through an annual pancake breakfast and spaghetti dinner. In 1979 the first Key Club was organized at Linden High School and its charter was granted in 1980. In 1981 the club held its first 5-mile run and raised $3400 through sponsorships. In 1983, the Builders Clubs were started at each of the middle schools, and a sign reading "Edward Cooper-Athletic Field" was donated to Linden High School. In 1993, the Linden Kiwanis donated pediatric equipment to the Linden Volunteer Ambulance Corps and supported the pediatric trauma center at Rahway Memorial Hospital.

The Linden chapter of the **Junior Chamber of Commerce** was organized in 1956. In June 1965, the national organization changed its name to the Jaycees. The organization is open to young men between the ages of 18 and 36 who want to develop themselves as leaders while contributing to the civic betterment of Linden. From 1956 to 1961, the chapter sponsored jazz concerts for local charities, as well as youth activities, including basketball and baseball leagues. In 1957, the chapter recognized Edward Flanagan, director of the Police Athletic League, as the outstanding young man in Linden, and the New Jersey Jaycees selected him as one of the five outstanding young men in New Jersey for that same year. Due to lack of membership, the chapter became inactive in 1961. But in 1963, the Linden Jaycees was re-established with a helping hand from the Carteret Jaycees. Members have earned about $6,000 for Linden charities. In the summers of 1967 and 1968, the chapter sponsored weekly teenage dances at the Linden Reformed Church. In April 1973, the chapter held its first Health Fair in the city, attracting some 1,500 Linden residents.

The Linden Jaycees chapter is no longer a local organization.

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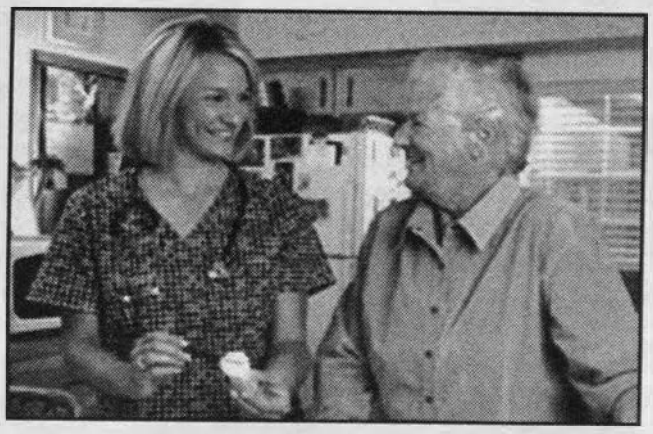
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Henel: 'I received so much growing up in this town'

(Continued from Page 27)

relatives right here in town. I attend the United Methodist Church on Wood Avenue, right next to the City Hall. It's the church in which my parents were married in 1923, and I married Albert Henel, also a Lindenite, there in 1948.

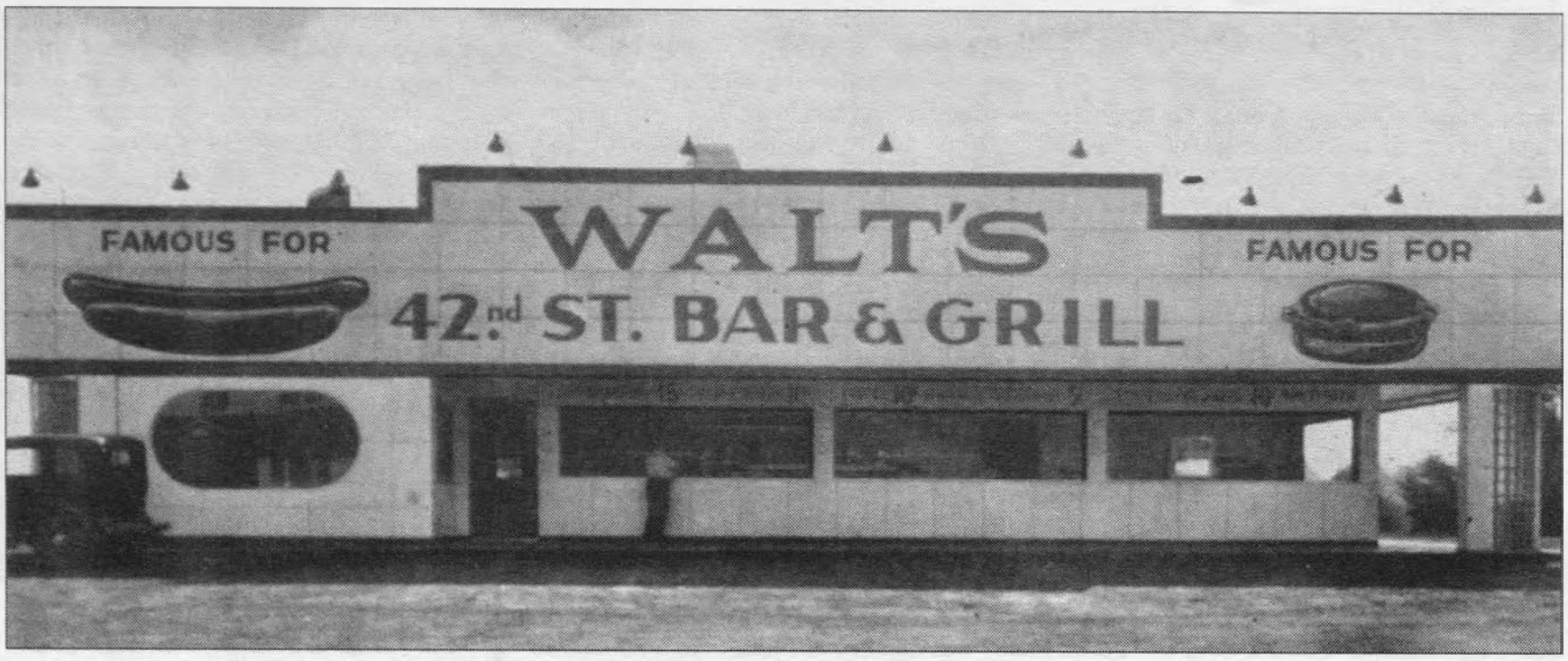
My relatives were pretty evenly divided, some in the Methodist Church and some in the Reformed Church. Both churches share the history of Linden. This year Linden is celebrating its 150th year, while the Methodist Church, the first church in Linden, is celebrating 145 years, and the Reformed Church is celebrating 140 years. Before there was a city of Linden, there was a boro and a township, one in the center of town and the other the lands and farms on the outskirts. My uncle's father, H.B. Hardenburg Sr., was the mayor of the boro for 26 years, and he worked hard to bring them together to form the city of Linden. School 8, (on Blancke Street, between Spruce and Lafayette) sits on the property that was once the estate of H.B. Hardenburg, and there is a plaque acknowledging his gift of the property to Linden.

I'm sure there are people here today who remember the double-dip ice cream cones for about a dime from Tompkin's (on Wood Avenue between Blancke and Price), or for a real special homemade ice cream cone, Bohling's (across from Tompkins), who also made delicious hamburgers on Saturdays. Does anyone remember the two little houses that stood at the corner of Wood Avenue and Elizabeth Avenue, and the other, I believe, at the corner of Wood Avenue and Curtis Street? They were just big enough to hold a policeman, who stood in those houses to get out of the cold or nasty weather, stepping out to direct traffic when necessary.

I had a cousin, Leon Watson, who all his life wanted to be a policeman or fireman, but ended up working in his father's very successful business in Newark. But he became a kind of unofficial member of the Linden Police Department, and they would let him stand in one of those little houses and help direct traffic. Imagine that happening now!

Something funny happened a few years ago. A friend, Jane Dedinsky, was living on West Gibbons Street, in a house built quite a while ago. When she decided to have the walls painted, the accumulated wall paper had to be removed. Once that was done, it uncovered handwriting on the original wall with the date April 19, 1920, and "J. Mellor is the bummest plumber in Linden." That was my grandfather, John Mellor, who back in those days was the plumbing inspector. Maybe he was the only plumber in town!

From the very beginning as a child, I remember loving books. Long before I could read, I would go to the Linden Library, which was a small storefront room on Wood Avenue, and sit on the floor surrounded by many children's books, and look at the pictures and wish I could read the words. I remember when I was 5 years old, asking Miss Hamilton, who worked with Miss Mahl in the library, if I could have a library card. She asked me if I could read and write. I said "No." She told me when I could write my name, I could have a library card. The next year, in first grade, I told her I could write my name, so could I now have a card? She said yes, and I've had one ever since. I loved books, and was delighted to get them at Christmas. My sister, Betty, liked playing outdoors more than she liked reading, and told me I was "no fun!"



Walt's 42nd St. Bar and Grill, which was on St. Georges Avenue near Stiles Street.

My father opened one of the first gas stations in Linden, when I was about 7 years old. My sister and I were both born in a little bungalow at 37 W. Blancke St., a house my father had built for himself and my mother before I was born. His gas station was a store on Wood Avenue, with pumps at the curb and gas priced at 15 cents and 18 cents. He could change your oil if you drove around the corner at Price Street and pulled in behind his store, where he had a lift built in the dirt to raise cars up. Gas stations were open from 7 a.m. to 11 p.m., so he often didn't get home for dinner. My mother would make dinner and my sister and I would carry his plate, covered with a towel, around the corner to my father. Those hours lasted until World War II, when gas rationing caused the gas stations to shorten their daily and weekend hours. Eventually, my father had a station at the corner of Wood Avenue and Henry Street, and later built one at the corner of St. George Avenue and DeWitt Street, which is still there (Linden Gas). My sister and I sold it when my father died in 1984.

As a child in a Tom Thumb wedding (they were very popular years ago), we would be fitted in old evening gowns for our imitation wedding. We'd do this in Sadie Wood's beautiful old home (located where the Linden Towers apartments next to the train station now stand), and in the home of Cora Spillinger Winans, who lived with her family on the hill on Wood Avenue (just off St. George Avenue). I remember we girls all felt so special, and although the boys took part in it, I don't think they were really thrilled.

I remember playing on the hill where City Hall now stands, starting school in School 8 the first year it opened, attending our only junior high school, which is now called Soehl Middle School. Even when I moved on to high school, my friends and I would go back to junior high to visit with the teachers we had when we attended that school, and there were always there. Usually the teachers stayed an hour or more after the students left so that anyone who wanted to see them for any reason could do so.

How many Saturday afternoons I spent in the Plaza Theatre (which was located where the Raymond Wood Bauer Promenade now stands). For 10 cents you could see two pictures, the news, a comedy, and get a number and take part in a drawing for a free gift. I won a Shirley Temple doll one time. The movie ran continuously, not stopping until midnight. Many a Saturday my mother would come to the theater to get me because I would sit there throughout the whole day, seeing the same movies over and over again.

In the summer, all the children headed for Russell Wheeler Park (on Routes 1&9 between Wood Avenue and Stiles Street), which had the only swimming pool in town. Morning was the time to go because it was free for children up until noon. Before you could go into the pool, you had to step into a foot bath, and go through a structure that had shower heads with water spraying out. By the time you got through that, you were very wet and very cold. But it was worth it to spend the morning at the swimming pool.

Linden was a great place to grow up in. You may not have known everyone personally, but you knew them. Everyone shopped downtown on Wood Avenue. It was comfortable, safe, fun and if there were problems, we weren't aware of them, most young people weren't. Everyone was close-knit and typically stayed in town or nearby. When my kids went off to college and returned, they said they were so lucky also for the same reasons.

So many memories. Who could forget Walt's Hot Dogs (on St. George Avenue, near Stiles Street); the Polar Cave across from the high school with hamburgers that dripped with butter; the golf course where we ended a lot of dates with a stolen kiss or two; McGilvary's Pond (now Wilson Park) and the outside water pump that many of us drank from. The A&P on Wood Avenue across from the church, where the 99 cent store is, and George Fyffe, with a crippled arm, who worked there all his life and knew everybody in Linden and they all knew him; the 5 & 10 cent store (now CVS), the first B/Z's, a small store that grew into a large dress shop and women's clothing business, attracting people from all over; Kaplan's Department Store (between Price and Blancke, they had work clothes, women's house clothes, school clothes and some housewares); Greenberg's (originally a department store where I got my linoleum kitchen floor until they became just a jeweler, between Elizabeth Avenue and Price, then it moved across from the bank). Stores lined Wood Avenue from Elizabeth Avenue to Blancke originally, then moved further north toward City Hall and beyond. Perlmutter's (Price & Wood, opposite the bank) was a newspaper and candy shop. Mr. Perlmutter had very bad eyesight, and neighborhood kids took advantage of that to walk off with a candybar; and the Eagle grocery store where my mother sent me to buy a loaf of bread for 10 cents. Other favorite places include Jean's Bean's; the Linden Trust Co; and Mae Moon dress shop. Mae Moon's was not expensive. When I was in high school, I went to a youth conference at Rutgers with my best friends, Mert Morrison Marshall and Barbara Hamilton Bogard. We wanted to stand out, so we made matching outfits to wear. At a reunion for the group, we went to Mae Moon to buy our matching outfits — powder blue dresses trimmed in black velvet — $7 each in 1941 or '42. I also remember the Hawaiian Palms (a nightclub, between Elm and Knopf, across from the post office) and the huge companies that supported so many Linden families: Esso, General Aniline, City Service, DuPont, General Motors, Tenco, Gordon Gin, and so many more I can't remember them all.

All that I've mentioned today helped to mold me into the person I eventually became. I received so much growing up in this town — my education from dedicated teachers, making lifelong friends, being part of a church family, surrounded and supported by my relatives, bringing up my own family and watching this small town grow into a city. Certainly my children had a lot to do with my involvement in organizations that they were a part of, and concerns that they had for the future.

If I contributed anything to the organizations that I was active in, I want you to know that I received more than I gave. Since my husband and I decided that I would stay home to care for our four children, my outlet was my involvement in, first, things that my children were active in, and later, things that I was very interested in and cared about. Someone asked me recently if there was anything I had wanted to do that I had not done. I thought about it for a minute and said, no, I had done everything I wanted to do and am content. Can we ask for anything more?

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