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AND THE SOUTH BERGEN REVIEW

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Who's Loony Now?

A clever public relations man can do wonders with nothing. When he's playing around with the crying need of the public for adequate transportation system he can tear the house down, as the saying goes.

So it was not much of a trick for the public relations boys to have a field day last week with the idea of constructing an aerial railroad to solve the mass transportation problem. The idea would cost a billion or two, but as long as it was only talk, what matter.

The idea was to scrap current commuter railroads and let this super duper sky-high line take over.

The newspapers gave it quite a play. But anyone who expects to ride on it will find buying a ticket to the moon just as practical. Not only is the enormous expense prohibitory, but New York, which is the central focus for the plan, isn't likely to allow anybody to build elevated anymore, even if they are streamlined and lined with aluminum.

There are ways of improving transportation without going into the sky. There are the present railroad rights of way. These can be utilized with the expenditure of some imagination and some money.

Right now the Lackawanna and Erie are contemplating uniting their commuter lines so that their 70,000 riders will use the Hoboken terminal of Lackawanna. This will enable Erie to get rid of its passenger terminal in Jersey City, as well as its ferry base.

The savings this will permit will be enormous.

Now, if the Susquehanna, which dumps off passengers in Weehawken, and New York Central and Lehigh, which have Jersey City stations can transfer those operations to Hoboken, the savings would be still greater.

Then, if Hudson & Manhattan Railroad's tunnels could be hooked up with the New York subway system a great part of the current need would be solved.

The present subway cars could not use the tube tunnels. They are too long and the tube tunnels curve too sharply. But with a new car, with articulated sections planned, that obstacle could be overcome.

If the present railroad rights of way could somehow be integrated in a metropolitan rapid transit system, the railroads and the public would be well served.

An \$800,000 study has now been launched by the Metropolitan Rapid Transit Commission to determine the best solution to the problems involved. The director is Arthur W. Page, 72-year-old business consultant, who is a retired vice president of American Telephone and Telegraph Co.

Page, an expert in public relations, must have got a kick out of the hoopla raised by the aerial transit dream. But it is safe to say that when his report is finally made, it will be sound, sane and as conservative as circumstances permit.

Ike Has Earned Rest

President Eisenhower's heart attack may be a blessing in disguise—for himself, for his country, for his party.

There seems every indication that the President will recover from the attack, but that of necessity his work must be curtailed. It is now evident that only the most

callous would ask him to run for reelection.

Thus, the retirement to which this great man has yearned for so much seems just around the corner. His fine farm in Gettysburg, Pa., is developing and he will be able to enjoy the remaining years of his life in the first permanent home he has known since he was married.

For the country, his retirement will come as a shock. But it is a needed shock. With Ike in the White House, the country came to take too many things for granted. The idea that he would see that everything went right gave also the idea that we need not pay further attention to our problems.

This is not a one man country and cannot become so. It is a democracy and represents a form of government where the vigilance of everyone, not one man, is essential. So the complacency developed by the thought that we had at least six more years of Ike is now dispelled and we have to begin thinking deeply of the problems of our nation.

The Republican party is taking some really curious looks at itself, for good reason. With the expansive shoulders of the President upon which to hold, the party felt itself immune to criticism or even challenge.

That thought is now gone. A desperate Presidential race is at hand. And a race which was thought to be in the bag is now very much out of the bag.

The Republican party, thus, must find a strong, acceptable candidate. It must espouse a progressive imaginative program. In other words, the Republican party must get out of the wheelbarrow in which it has been riding and start pushing.

It is a hard fact of life to accept, but it keeps one lean, vigorous and healthy!

Let's Be Patient

The five-community Inter-Municipal Advisory Committee on Meadowland Development is faced now with the need of \$15,000 to open a general study program of the meadows. At a plumb meeting last week it was agreed that further progress will not be possible until the program is started and that the \$15,000 isn't hanging on trees.

Industry may pick up the check for the study. But if they don't, the municipalities should make provision for such a study in their budgets. Some members of the committee point out that the money, if posted by the municipalities, will not be available until their new budgets are approved.

We hope some other solution presents itself. But if one doesn't the committee should wait without becoming discouraged.

There are many avenues to be pursued while waiting for the study to be made. Deepening and widening of the Hackensack River channel is necessary. Pressure could be exerted in Washington through our elected representatives to get action. The committee could work, too, in getting faster action in reconstruction of tidal gates on the river to help drain some of the acreage which is now under water.

In any event, the committee has done excellent work so far. If nothing else, it has awakened the respective communities to the possibilities of meadowland reclamation and doubtless has hastened the day when it will become a reality.

WAYS TO START FIRES



Christie's Column

St. Michael's Parents Club will hold a cake sale Sunday morning the school cafeteria beginning after the 7 a.m. mass and continuing after all the masses of the morning. Mrs. Michael Shemanski is the chairman. The club served a Communion breakfast for the children of the school after the 8 o'clock mass. At their regular meeting last week Miss Alice Strickler, of the Public Service, showed a film "Company at Your House" and spoke to the group.

The Ladies' Auxiliary of the Lyndhurst Hebrew Association will hold a rummage sale next Monday, Tuesday and Wednesday in the Bogle Building, Valley Brook avenue, with Mrs. George Loevsky and Mrs. Michael Rifkin as co-chairmen. On the evening of October 30 the auxiliary will serve a roast beef dinner at the Center on Valley Brook avenue.

Calissi Dwells on Picture Facing Law Enforcement

Guy W. Calissi, prosecutor of Bergen County, at yesterday's meeting of the Carlstadt Women's Club, held in the Presbyterian Community Hall, in his talk gave a general picture of the situations confronting them in their enforcement of the law.

Miss Dorothy Huettmann, student at East Rutherford High School, spoke of her experiences while attending the Citizenship Institute of New Jersey last June as a representative of the club. Mrs. William Kellers, of Hackensack Heights, honorary member of the club and guest of the president, Mrs. Al N. Steunen-berg, spoke a word of greeting.

Mrs. William Burgess, chairman of Public Welfare, was general chairman, assisted by Mrs. Leslie Fredenburgh, chairman of legislation. The hall was beautifully decorated with huge dahlias from the garden of Andrew Hoetzel of River Vale, and arranged by Mrs. Harry Robinson, chairman of the garden department. Mrs. Joseph Jony Jr., hospitality chairman, greeted each member with a card depicting unity and presented each with a chrysanthemum. Assisting her was Mrs. William Hagemann. Mrs. Henry Umbach and Mrs. Henry Kruger poured at the tables and co-hostesses were the Meses. Alfred Henach, Irving Tuttle, Ezra Howell, Thomas Lawlor, Henry Albrecht, and Carl Bloecher. All attending brought a box lunch and the dessert and beverage were served.

Department meetings announced were: Literature and Book Club, Monday evening, October 10 in the home of Mrs. Joseph Spevack, Rutherford, with Mrs. Joseph Graupp and Mrs. Robert Griffith, co-hostess; American Home Dept., Thursday afternoon, October 13 in the home of Mrs. Alfred Henach, East Rutherford, at 2 o'clock; the Garden Dept. will meet Wednesday evening, October 19 in the home of Mrs. Harry Robinson, Wood-Ridge; that afternoon members will attend the Federated Garden and Conservation Department picnic at Greenbrook Sanctuary. The Drama Dept. will see "Plain and Fancy" in New York on October 19 and on October 27 will hold a discussion period at the home of Mrs. Fred Russ, Carlstadt, with Meses. William Johnson, James Petrie and Edward Krom, co-hostesses.

Ways and Means projects announced a rummage sale to be

held at 128 Park avenue, East Rutherford, on October 13 and 14. Articles may be brought to the store on the 13th. The Music and Choral department will hold a cake sale in the Community Hall on November 2 prior to the regular meeting. Members may bring donations. The group will rehearse on Tuesday evening October 11 in the home of Mrs. Charles Elmer, Wood-Ridge, under the direction of Eva Sherman Brown, Hackensack Heights.

Money Bothers Planners For The Meadowland

Money problems seem to be the current barrier to any further work by the Inter-Municipal Advisory Committee on Meadowland Development.

The five-town planning committee spent just about all of its fifth session at its last meeting discussing ways and means of raising sufficient capital to undertake a preliminary study of the approximate 8,000-acre tract of meadowland in which it is interested.

Since the members of the committee are reluctant to let any more time slip by, they are attempting to get at least a portion of the required financial support from industries owning land in or adjacent to the wasteland.

Rutherford's Herbert Gillooly, chairman of the committee, detailed at an earlier meeting to make preliminary contacts with local industry, reporter.

He said that the firms he approached, many of which are financial supporters of the Passaic Valley Planning Association, would like more information as to meadowland planning before investing additional money.

The Passaic Valley Association, a non-profit organization supported by the industry, would make the survey. The cost of the preliminary survey would be \$15,000, payable in one-third installments spread out over the eight or nine-month duration of the survey.

Continued efforts, under the chairmanship of Gillooly, will be made to interest the larger-tract owners financially. It has been estimated that about 80 per cent of the meadowland involved in the current discussions is privately owned.

Should the money-raising efforts fall short of the requirement, the committee will ask the involved municipalities to include a share of the load in their 1956 budgets. Budgets, however, aren't drawn-up until the early part of the new year.

The second step of the committee, as it outlines its intended task, would be to get an engineering survey made of the land. That cost has been very roughly estimated at between \$100,000 and \$200,000.

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EDITOR

Dear Editor: I am a member of St. Thomas's Episcopal Church and Secretary of the Vestry. I would like to take this opportunity to thank the Lyndhurst Avenue Merchants Association for their kind tribute to our Church and their good wishes in our drive for a new church building.

Hazel L. Purchase

Dear Editor: A Hudson County official has announced a state bill that will require cars older than four years to be inspected four times a year. They should those owners be inspected against merely because they may be required to

protect their investments and get the most out of it?

Cars carefully maintained and driven are not hazards, and contrary to many beliefs these older cars are involved in fewer accidents than the new ones. Also, it is not true that a majority of the older cars are not owned by the younger folks. Many of these older car owners are and have been hard and faithful workers who are just able to meet the increased costs of paying these high-living officials that keep taxes soaring. Or are the inspection stations fair or consistent. This year I had to go back after raising my headlights because they are higher this year, but were good enough for a previous year. Last year I was rejected because I used red and green reflector bolts to fasten my license plates. I learned only green on front and red on rear are acceptable. How stupid can these inspectors get,

when I've had this same set-up for years.

We sure are raising the living standards, but how can I make my employer realize I have to have a raise every month to keep up with actual costs. This is an outrageous bill. Did this official get a new car gratis for sponsoring this bill?

Patay Carmelita
214 New St.

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