Will Eventually Lose the Standard Plant

Parrot Not to Be in

rd Lapsley to Seek the Sheriff Nominatio

Surrogate Contest

Will Ask President To Exempt Her Son

Howard Armstrong Weds Miss Hazel L. Ham

Plan Send-Off

Editor of Press, Weds

Father McDonald For Soldier Boys To Be Chaplain in Foreign Service

Police Have to Aid Lawyer Crane Drive Off Rush of "Trade"

No More New Men to be Called Before Local Board

Examination of 816 Registrants Yields a Total of 178 Conscripts--Hearing for Claims of Discharge Now Going On

First Contingent of 67 Men Will Leave Plainfield for Camp on September 5th--Councilman Charles Loizeaux Mentioned for Appointment as Leader

178 ACCEPTED MEN

Sixty-Seventh Birthday Tomorrow

States Senator ed into fine residential property un-will celebrate his der the personal supervision of the ay tomorrow at Senator, and is now intersected by atching avenue, numerous streets, along which are passing a quiet beautiful homes.

Senator "Jim" Will Celebrate His

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Recruiting for New Guard Nearing End

Standard Outing Proves Greatest of Any In Recent Years

PERSONAL

at Bear Mountain and to that will conduct them on Parker at some future date. The list

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Squad No. 3 Gets Honor



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Ford Gets a Lease For Meadow Lands The War Department has issued unanim

For Furnishings at City Hall Building

\$4,400 Limit Fixed

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Merchants Planning Another Dollar Day

Addison Swift Out For Surrogateship

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PLAINFIELD, N. J., FRIDAY, AUGUST 24, 1917.

LACK OF ENTERPRISE TO BLAME FOR PLANT'S LOSS

BLAME FOR FLANT'S LOSS.

President H. B. Mingle's announcement that the Standard Aero Corporation had purchased a large factory at Elizabethport and would eventually remove its business to that point was received with deep regret by the citizens of Plainfield. It was hoped that this concern which has risen rapidly from a humble beginning would continue to make its headquarters in this community and there were fond beliefs that before many months the company would erect a plant of its own either in corporate limits or in the adjacent territory easily reached by trolley. The plant has meant a great deal to the business life of this community as the 700 employes now at work include many who came from other cities. They were destined to become permanent residents and more residents mean the building up of the town and a consequent increase of trade for the merchants. The force at the Elizabethport shop is to be 2,000 at the beginning and 5,000 if possible inside of a year, either figure being larger than that claimed by any other industrial plant in Plainfield.

The loss of the Standard Aero can be traced di-

elaimed by any other industrial plant in Plainfield. The loss of the Standard Aero can be traced directly to one thing. This is the failure of Plainfield's civic organizations to show any enterprise in offering inducements to the company to remain. According to President Mingle's own statement, if the officials of his concern had received any encouragement whatsoever from either the community at large or individuals there might have been no change in location, instead, the feeling seemed to exist in certain quarters that the city cares more for the commuting element than the mechanic class and there was no special reason why the concern should overlook the excellent opportunities offered by the lower end of Plizabeth.

This is not the first time that the heads of a big industry have figured that Plainfield is not overly warm toward factories. Another instance is found in the removal of the Spieer Company to South Plainfield. Like the Standard Aero Corporation this organization had a small beginning but quickly developed into a big concern. When it became necessary to branch out obstacles were placed in the path of the management and no one outside of a few real estate dealers took the triuble to offer help or sugressions. Numerous complants were filed acaims. estate dealers took the trouble to offer help or sug-gestions. Numerous complants were filed against the shop at Madison avenue and Third street and al-though it was admitted that the force department annoyed the neighborhood by its noise and could be offact by removal of this part of the working force to South Plainfield or some other point, no encourto South Plannied or some other point, no encour-spenient was given for the company to secure a Plainfield site. The Lehigh Valley Ruilroad officials were among the first to step in and by showing the advantages of their freight facilities and the general advantage of South Plainfield at sight induced the company to go to that section.

Not long ago a certain Plainfielder was making up a descriptive booklet to advertise the beauties of this city. In his search for advertisements to de-fray the expense he visited C. S. Dana, then head of

fray the expense he visited C. S. Dana, then head of the Spieer organization, and asked for a contribu-tion, stating that the idea of the booklet was to pro-mote the eivie growth of this community. "If you can show me," said Mr. Dana, "where Plainfield as a whole has done any one thing to help itself I will give you a \$200 advertisement. This company would have preferred to remain in Plain-field because of the convenience to employes but in-

Safe Deposit Boxes for B

ead of giving us any encouragement some citizens aced every obstacle in our path. After we re-

stead of giving us any encouragement some ditizens placed every obstacle in our path. After we removed to South Plainfield they even went to the extent of trying to have our trucks atop using the streets and were guilty of other petty annoyances that places us in anything but an amiable frame of mind toward the community."

What Mr. Dans said seems to apply to the case of the Standard. Mr. Mingle has very much the same idea regarding Plainfield spread to the same idea regarding Plainfield seems to apply to the case of the Standard. Mr. Mingle has very much the same idea regarding Plainfield appreciates the commuting element but it does not represent the city as a whole and the skilled mechanical class is just as much desired. Too much of either one does not result in the best interest for a community. An equal division is always the best as can be seen by a study of nearby towns. We want good factories in this vicinity and it is to be deplored that the Business Men's Association, the Chamber of Commerce or other organizations for the promotion of civic welfared on to display real energy in getting new concerns to locate here. The Standard is not to be lost entirely for the time being as the two North avanue plants are to remain as at present during the period of the war but this is little consolation in itself for the loss of a plant that will eventually have 5,000 of the war but this is little consolation in itself for the loss of a plant that will eventually have 5,000 hands on its pay-roll. The concern could have been kept in town and it might be well for those who have the best interests of Plainfield at heat to make sure that no other company with good intentions slips through their fingers

THE JERSEY CENTRAL

GOING THE BRIE ONE BETTER. Complaints have been pouring tuto the Record office of the poor service afforded local people by the New Jersey Central and from investigations it would seem that most of them are justifiable. There the New Jersey Central and from investigations in would seem that most of them are justifiable. There was a day when commuters got to their places of business on time and returned to Plainfield on time but recently this has been a rarity. Schdeule seems to be a thing of the past and all trains, express as well as local, are late practically all the time. This applies particularly to the 7:52 morning express, which takes more commuters out of the city than perhaps any other train. One man is authority for the statement that it has never reached Jersey City et at the time set for it, since the new table went into effect. In the evening, one of the incoming trains which seems to have difficulty in making process, is the 5:45 from Liberty street. A matter of five minutes behind time is quite regular and one night last week it pulled into the North avenue station nearly twenty minutes behind. Other cases are being reported every day.

Another matter which is producing a vigorous

being reported every day.

Another matter which is producing a vigorous "kick" from the local public is the slowness of the excursion trains to Lake Hopateong. The trip was formerly made from Plainfield to the up-State responsible to two hours but this season it is taking nearly four. A week ago Sunday and the Sunday previous were both examples of this Eric-like rate of progress. The poor old much maligned Eric never had anything like this to its credit even in the darkest days of its lethargy. The main reason for the delay in getting to Lake Hopateong is the central's idea of economy in trains. The first one cut, if it is not filled to its capacity, is held at Dun's cut, if it is not filled to its capacity, is held at Dun's like of the common there one comes app and a transfer is made to get one full load instead of two halves. This requires a lot of time and the passengers have to take their punishment or stay home. A trip on one of the excursions which were formerly very popular shows that most of them are staying home. staying home

Another glaring instance of the railroad's inability to move passengers on time took place last Saturday and made a fig difference to the 800 people who went from this city on the Standard Aero Corporation's outing up the Hudson River. The committee was unable to secure a special for the occanion and practically all of the crowd determined to take the 12:12 express or the 12:39 local. The latter came along behind time but at that was abead of the 12:12, which did not show up until nearly 1 o'clock. As a result the boat was held at its slip until 2:30 instead of getting away at 1:30. It was intended to make a stop of about two hours at Bear Mountain, the Nortern terminus of the sail, but the steamer was so late in reaching this point that no landing could be made. It was a hig disappointment to the excursionists as many of them had carried no estables and were planning on dinner at the resort. If the Central trains had been Another glaring instance of the railroad's in ner at the resort. If the Central trains had been on time the hour the boat lost at Jersey City would

have been saved and the landing could have been

It is an injustice to the public to inflict these de-lays and the Jersey Central is only hurting itself by continuing the practice. A witty Plainfielder who has to use the Jersey Central trains every day ande a remark recently which conveys the feeling of the public.

"The Central's slogas," he said, "used to be your watch is your time table: a train every hour on the hour." The officials should change it now to read: "a train arrived on the proper hour today: who knows the cause?"

A CHANGE FOR EVERYONE
TO ENTHUSE THE SOLDIERS.

Mayor Calkins' appointment of a committee to arrange a demonstration is behalf of the Plainfield men selected for the new National Army before they leave for camp is only the first step in what should be one of the most enthusiastic military displays Plainfield has ever seen. It becomes every man, woman and child in this community to lend his or ber support to the undertaking. It is the people's affair, not that of a committee or official. The brave lads who are giving their services and their lives if need be to further the policy of liberty need the encouragement of the folks at home and a military procession is one thing that can create enthusiasm. Cities all over the country are arranging for receptions and processions and here is even a prospect that the day of leaving for all conscripts may become a holiday in this State. So far Plainfield has been sitting by quietly, allowing Troop D, Company K and other volunteers to go out of town without so runch as a formal good-bye. To many of the citizens it comes hard to realize that there is a war and consequently they have been doing nothing to enthuse the men what are destined to continue America's it comes hard to realize that there is a war and consequently they have been doing nothing to enthuse the men who are destined to continue America's fight on foreign shores. One big parade will do more to wake up the town than tons of newspaper print so let everybody get busy right now. Let the Grand Army veterans, who fought so hard in '61, lead the way, let the Spanish War veterans lend their aid, bring the regulars home from Sea Girt for the day if possible and let all the Home Defense, Boy Sout and other organizations fall in line. It only requires a combination of effort to make it a lasting remembrance. The American Government has realized that secrecy in some respects is for the best interests of the war plans but it has come to the conclusion that the sending of troops away in the night is not of the war plans but it has come to the conclusion that the sending of troops away in the night is not a good thing. England learned this lesson a good while ago as the following dispatch from London will show "the Daily Mail makes a plea that American troops be given an opportunity to be seen in London before going to Feance. The papers say Londoners ought to have the chance of showing the Americana the feeling of enthusiasm their arrival excites. London needs a heartening spectacle as well-as an opportunity to express its enthusiasm. It declares that a column of American regular through the streets of the metropolis would have a rousing reception."

PERHAPS MR. PARROT SAW THE HANDWRITING

It is good to hear that Surrogate George T. Parrott has decided not to enter the race for an-other term. Perhaps he saw the handwriting on the wall and came to a full realization of the fact It is good to hear that Surrogate George another term. Perhaps he say the handwriting on the wall and came to a full realization of the fact that people are getting tired of the perpetual office-holder. For thirty years he has sheld fast to this sinecure through his influence in the guiding powers of the county G. O. P. Several times it would have been for the best interests of the party if Mr. Parrot stepped down and out but no amoint of persuasion on the part of the leaders could induce him to let go. At the beginning of political activity this senson it was understood that he was again to be a candidate although he gave no definite answer to direct queries as to his stand. Younger men who have been giving faithfully of their services for many years were anxious to make a try for an office worth while and elamored loudly to be given recognition. Aumot has it that great pressure had to be brought to bear before the dean of Union county office-holders issued a formal statement in which he declared he would not be a candidate. It is probably a good time he did because it would be a rather ignominious end to he defeated after enjoying the gift of the people for so long a time. The voters were good to Mr. Parrot but there comes a time when the man in office must recognize the fact that there is such a thing as getting too big a share of political reward.

So far there are three candidates in the field for the nomination of surrogate on the Republicant ticket. These are Sheriff George C. Otto, former Prosecutor Addison Swift and Peter J. Olde, secretary to the Union County Boad for the Equalization of Taxes. All three are from Elizabeth. Mr. Olde is making a determined campaign and is using the slogan, "in lawyer for a lawyer's joh." Sheriff Otto is not a lawyer while Mr. Olde and Mr. Swift are. Mr. Olde has been prominent in Elizabeth's polities for fifteen years and this is his first determination to seek a paying office for himself. He has the backing of the younger element in his home town as well as in other p

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(Continued from Page One.)

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Gives Dealers War Tax Notic

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