

TROLLEY LINES TO THE SEASIDE.

Electric Railroads Springing Up in All Parts of the State.

MAY REACH PHILADELPHIA.

Promoters Hope Eventually to Connect with That City from New York.

FRANCHISES HARD TO OBTAIN.

Many Places on the Way Object to the Trolley, and It May Be Years Before the Project Is Accomplished.

The trolley excursion fiend is becoming largely developed in New Jersey as the bicycle fiend. He comes from all over the State and outside the State. His time and energies are devoted to the study of trolley fares, trolley maps and trolley transfers. He is as visible as Mr. Micaewer and as eloquent as Daniel Webster the moment you indicate to him that you contemplate taking a trolley trip somewhere in New Jersey.

The one pronounced characteristic of the development of the trolley in New Jersey is the manner in which it has brought into touch the various cities and towns that had previously been regarded as widely separated and strangers to one another. Not many years ago Newark was as widely separated from Jersey City as New York. The average Newarker knew more about New York than he did about Jersey City or about any of the other towns near to his own city.

Now it is different. In Newark, Jersey City is now regarded as a very near neighbor, and vice versa.

Jersey City and Hoboken are the points from which radiate the arteries by which one can trolley ride over a large part of the State. Let us first suppose that you are a member of say, the Postage Stamp Club, or some other old or new club, located somewhere in the vicinity of New York, and that club wants to take an excursion. The club can take in all the trolley lines in New Jersey in one night, or in one day, for that matter. Several excursions will be necessary.

To simplify matters suppose the club decides to first "do" the lines of the Consolidated Traction Company, the biggest traction corporation in New Jersey. John D. Crumlish, of New York, holds several blocks of stock in it. United States Senator Smith is generally credited with being one of its large stockholders; Bernard Shanley, the wealthy Pennsylvania railroad contractor, is active in its management, and Edward F. C. Young, one of New Jersey's Democratic leaders, is its president. Its lines start from the Cortlandt Street Ferry, in Jersey City.

Must Hire in Advance.

Of course, before starting, the club would have to hire its car in advance. It can be hired almost any kind of car wanted; you can suit yourself about that; you have the price. Suppose the first trip is to Eagle Rock, the historic spot on the brow of the Orange Mountains, from which Washington viewed the movements of the British troops in and about New York, as well as the position of the British squadron in New York Bay. You would proceed in your car through the heart of Jersey City, past its new City Hall and the new Court House, and then you would cross the Heights to the plank road and across the Newark Meadows. Thence you would strike through the center of Newark, crossing many of its main streets, and you would pass, first through Roseville, which is to Newark what Hoboken is to New York, and then through the beautiful Orange, with its shaded streets, unincorporated roads and green lawns. You would then strike the base of the mountain into West Orange, and thence past Llewellyn Park, up the mountain to a point just below the summit of the mountain. There is an independent trolley line from Orange to the foot of the rock, and from there a wooden stairway leads up to the bluff. You could change to that line in Orange, and then you would strike the rock without much physical effort.

Eagle Rock is now part of the system of public utility established by the State, and is under the control of the Public Utility Commission. It was acquired by purchase by the Commission last year and is being bought and made more attractive than any other place in the vicinity and ample facilities are afforded for refreshment and amusement.

The return trip to Jersey City is made in the same manner as the first. The round trip would take about three hours, the time being an hour and a half each way.

Having done the Eagle Rock trip, suppose the club, decided on a run to Paterson. You would strike through Jersey City to Newark, and then through the Passaic, Newark, Franklin, Nutley, Passaic and the other pretty suburban towns between Newark and Paterson. At Paterson you would receive numerous views of the charming scenery through the Passaic River. At Paterson you would spend the night in the Hotel Tussale Falls and the fine mountain scenery in that section, there being facilities for switching the cars to almost every point.

Controlled by Syndicate.

The trolley lines in Paterson are all controlled by a syndicate of which Vice-President Garret A. Hobart is the head. Aside from the Passaic Falls the great attraction at Paterson is Garret Mountain, from which a view of the country for miles can be obtained. The running time to Paterson and return is three hours and a half.

If you don't want to view things at Paterson you could make the return trip one of variety and interest. At Newark the cars instead of being switched to the Passaic Plank Road line, could continue on down Broad Street and thence past the Waverly Fair Grounds, through Elizabeth to Elizabeth River. At that point the cars would leave the car and be transferred to the Staten Island ferry. At the Staten Island side you would take the trolley to the new mission house he built for the Vincent College Mission of St. Agatha. Since that time he has been unable to gain recognition in any of the Dioceses of England.

be connected with the Barclay and Fourteenth street ferries. The transfer system of that company for ordinary passengers is the best and most perfect than anywhere else in New Jersey.

Transfers Easily Had.

"They keep showing transfers at you all the time," was the remark made by a trolley fiend who recently travelled in that section.

From the Barclay street ferry, in Hoboken, a line runs to Jersey City, and then takes the Passaic turnpike, skirting Snake Hill, and taking in Rutherford, Passaic, Paterson and intervening towns and villages. It is a fine and refreshing ride taken by day or night.

Then there are the lines which spring out from the Washington street line in Hoboken and from the Fourteenth Street Ferry. You can travel over them up to the Heights over the trolley "line" in Hoboken and connect with the Consolidated line at the Court House in Jersey City. Or you can go up to West Hoboken and reach Jersey City by a route paralleled by the Barclay street line. There are also lines taking in not only West Hoboken, but Union Hill, Weehawken and Fort Lee, covering all the ground known to the trolley fiend of a hundred years ago as the Elystan Fields, and which comprised the picnic and Summer outing territory of the trolley fiend of a hundred years ago.

Arrangements are being made for the construction of the trolley lines in the towns of Bergen County which are connected with the North Hudson lines. The trolley lines in Bergen County are the Passaic via Rutherford and Passaic. The Fort Lee line is the one that will be most attractive to outsiders.

Most Popular Excursions.

The popular excursions from Jersey City just now are those taking in Bergen Point, Staten Island, Newark and the Oranges, but the run to Bloomfield and Glen Ridge is a pretty and attractive one. Newarkers are fond of the Elizabeth-Staten Island trip, the run to the Oranges and the novel excursion to drop in on the trolley line at the Court House in Jersey City. Or you can go up to West Hoboken and reach Jersey City by a route paralleled by the Barclay street line. There are also lines taking in not only West Hoboken, but Union Hill, Weehawken and Fort Lee, covering all the ground known to the trolley fiend of a hundred years ago as the Elystan Fields, and which comprised the picnic and Summer outing territory of the trolley fiend of a hundred years ago.

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SAINT ANNA'S BARRELS OF COOL.

An Expedition Will Search for Treasure Hidden by "Black Jack."

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MANY MARINES DESERT.

Uncle Sam's Sea Troopers Scale the Fence of the Navy Yard and Do Not Return.

The marine barracks, on Flushing avenue, Brooklyn, has broken the record for desertions, and unless the officers in charge find some way to stop it the station at this port will not have a sufficient number of men to do the necessary police work at the navy yard. The men have been leaving whenever the opportunity presented itself. So many of them have deserted that it has been found necessary by the officers in charge of the barracks to stop all liberty and place a double guard at the entrance between the yard and the barracks. This privilege has been withdrawn, for it has been discovered that when the men got into the navy yard from the barracks they sealed the wall which separates the Government property from that belonging to the city.

The officers at the barracks have kept busy for the past two weeks holding court over the desertions of the men who had deserted and were brought back were tried and sent to the Naval Prison at Boston for terms ranging from six months to two years.

It is not alone the men who are stationed in the barracks that have deserted, but those who have been assigned from there to the ships that are getting ready for sea. A detail of twenty men had been ordered from the barracks to the battle ship Indiana, which vessel is now at the navy yard undergoing repairs. The order was sent from Commodore Bunce to Captain Elliott, commanding the barracks, to send the men to the ship. The men who were sent were discovered that many of them had taken "shore leave" without permission, and had not returned. The detail made up of men who had been at the barracks for a long time.

Those remaining at the barracks say the men do not go because they do not get enough to eat, that they do not get to the yard. While doing sea duty the men get three dollars a month, but when they are attached to the barracks they are only allowed \$7.50 a month. They claim that if they were given their full pay they would stay at the barracks with better food than they get at present.

Yesterday the Union Jack was run up to the signal arm of the battle ship Maine and one of the men who had deserted from the general court-martial was being held on that ship. The court was convened to try the men who had made an effort to desert.

WANTS \$25,000 DAMAGES.

Jeweller Forgiven Sues a Millionaire's Son for Causing His Arrest on a Charge of Larceny.

Morris A. Forgiven has begun a suit for \$25,000 against Jesse P. Roberts, son of the millionaire real estate dealer.

Roberts had Forgiven arrested, claiming that he purchased a watch at Forgiven's Broadway store for \$15.00, which was wrongly represented to him as being worth \$150. This was in January last, and Forgiven was locked in jail for an hour before his handsman, Alexander Kuhl, obtained his release.

In court Forgiven proved to the satisfaction of Magistrate Brann that he had been wrongfully arrested, and that his son was discharged. His complaint against Roberts set forth that Forgiven was injured in person by the arrest and imprisonment, and that he was prevented from attending to his business, was compelled to pay out \$50 costs for counsel fees and that his name and reputation have seriously impaired his credit.

CONFERENCE OF LIBRARIANS.

Special Exhibit of Rare Books and Old Play Bills from New York Private Libraries.

Prominent librarians from all parts of the country will attend the annual conference of the American Library Association, which will be held in the Drexel Institute, Philadelphia, on Tuesday, Wednesday and Thursday next. The most important features will be the special exhibit by the private libraries of New York. Included in it will be a large number of valuable books, bronzes, miniatures, old play bills, photographs and manuscripts.

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LABOR NEWS IN BRIEF.

Meyer Schoenfeld predicted yesterday that within the present week the long strike of the Brotherhood of Tailors will be ended in favor of the employers.

The general officers of the Knights of Labor have issued notices to the local assemblies that the mileage assessment is due. The assessment is 5 cents for each member of the order on July 1. The proceeds are for the traveling expenses of delegates to the General Assembly, to be held in New York on Wednesday.

A strike of carpenters was ordered yesterday on the Hudson building, No. 26 Broadway. All work was stopped, and the carpenters were to be employed on general strike of all trades will be ordered. The cause of the strike was Europe. The strike was called by the Brotherhood of Carpenters, No. 1, N. Y., was used on the Hudson building.

The seventeenth annual summer festival of the Printers' Benevolent Association will be held at Salsler's Hotel, New York, next Tuesday.

The United Journeymen Tailors' Union has instructed the general officers to propose a proposition to amend the constitution and to hold a convention on July 5 to September 15. The organizers will be authorized to receive dues and issue membership cards.

Contractors Thompson, Miller, Roberts, Morrison and Craig are said to be the only employers who are to resist the demands of the striking plasterers.

The National Steam Fitters' and Hot Water Workers' Association ended a three days' conference in New York last night. The delegates, from all over the country, were in attendance. Four parlors of the hotel were used for the conference, and the delegates were entertained by the local union.

The sub-office of the Factory Inspector has been removed from Clinton Hill, in Ascor place, to the Metropolitan building, No. 1 Madison avenue. Assistant Factory Inspector Joseph Barker is in charge.

The "Lumber Union" has opened a labor bureau and "day room" at No. 302 East Forty-third street.

The Mosaic and Encaustic Tile Layers' Union, Brooklyn, has organized a new union. The secretary, will meet at Ledwith's Hall, No. 719 Third avenue, to-morrow evening.

The trouble of the Brooklyn and Washington Pump Contractors' Association has at last reached the District Attorney's office. The District Attorney has issued a subpoena to the company that men employed on municipal contracts must not be made to work ten hours at a time, but must be allowed to work ten hours at a time, and there is no standard rate of wages in the trade.

The Silk Ribbon Weavers of Hudson County have collected more than \$2,000 for their striking members. The strikers have been out seven weeks.

The Amalgamated Society of Plumbers and Gasfitters has ordered that any member who is absent from work for three months will not be permitted to work for a union firm, and any member who is absent from work for three months will be required to resign the society and pay the usual initiation fee.

A secret branch of the United Custom Tailors' Union is being organized in a private members who may be victimized or blacklisted by employers.

Private coachmen of New York City have been organized into a union under the auspices of the Knights of Labor. Thomas Chaloner was elected secretary. The union has a membership of 1,000, and is known as Local Assembly No. 1,500 of the Knights of Labor. The private coachmen are chiefly of English and Scotch extraction.

SUMMER LIFE IN NEW JERSEY.

Visiting Season Has Begun in the Little State Beyond the Hudson.

MANY WEDDINGS AHEAD.

Here and There Couples Wedded in the Spring Are Returning After Honeymoon Trips.

Elizabeth.

Society literally patronized the Rose Fete Tuesday night at the Star Theatre, for the Orphan Asylum. The fund-raising dances of Miss Florence Hentley, who singing by Miss Eva Brown and instrumental selections by Miss Louise Boyce Tyler, were repeatedly encored.

Cards are out for the wedding of Miss Helen Holmes to James R. Moore, at St. John's Church, on June 29.

The members of the Town and Country Club have prepared an interesting series of golfing contests for next month.

The Turn Verein Forewaerts are going to hold a Midsummer Festival on July 5.

Miss Esperanza McCormack, daughter of Judge McCormack, who has been at Georgetown, Va., for three years, has returned home.

Mrs. D. T. Ames, of Jefferson avenue, has gone to California for a short stay.

Mr. and Mrs. John Francis Fowler, of Valparaiso, Chile, sailed Saturday for Europe to attend the Jubilee of Queen Victoria. Mrs. Fowler is a daughter of Mrs. F. C. Kepler, of this city. Mr. Fowler is of the New York firm of W. H. Grace & Sons.

Mr. and Mrs. Woodbury, of Woodbury, Conn., have returned home after a visit of six weeks.

Rahway.

Mr. and Mrs. R. C. Lawrence have returned from their wedding trip.

Mr. and Mrs. S. O. H. Mills are entertaining F. M. Headley, of Washington, D. C.

Miss Mary Edna Cooper, daughter of Mr. L. Cooper, was married Tuesday to Royal S. Clark at the bride's home, on Poplar street.

Cranford.

Miss Bessie Plummer was graduated from the Normal School at Trenton Thursday.

Commodore Miller is selecting his aides for the water carnival next month.

Rev. and Mrs. J. P. New York, has taken possession of the West household for the Summer. A citizens' movement is being started to force the Board of Education to hold public meetings instead of private ones.

Westfield.

Colonel George Starr and family will go to Livingston, N. Y., next week to spend the Summer.

Mrs. C. P. Wilcox, Miss Elsie Welch, Miss Hattie Terry and Miss G. S. Woodruff went, on Monday, to Lenox, N. Y., for a visit.

Preparations for the Independence Day celebration are progressing rapidly. Dr. Fred A. Kitch has been appointed grand marshal, and will select his aides this week.

Mrs. E. Bennett, of Clark street, has gone to New York to attend the graduation of Miss Edith Darby, who was graduated last Thursday from the Normal School in Trenton, is home for her vacation.

Plainfield.

Cards are out for the wedding on June 23, of Miss Grace Gardner, of Plainfield, to Mr. and Mrs. William E. Gardner, of Arlington avenue, to Joseph D. Fuller.

The closing exercises at Leal's Academy were held on Wednesday. The address of the graduates was delivered by George Richmond, of New York.

Mr. and Mrs. Garret Conover, of Haworth, have returned home after visiting Mrs. J. K. Van Arsdale, of Grove street.

Mr. and Mrs. James Lovell, of Duane street, are here on a visit to their mother, Mrs. W. H. Winkler, of Westfield, who is recovering from an illness.

Mr. and Mrs. J. Vincent Rittenhouse, of East Sixth street, and Everett J. Peck, of Myrtle avenue, have returned from a visit to the University of Pennsylvania, Philadelphia, Pa., to enter Lehigh University.

H. G. Hinkle and family started Thursday for Boston, N. Y., where they will spend the Summer.

Hackensack.

Mrs. C. F. Adams is at Saratoga Springs.

Mr. and Mrs. Cortlandt Linkner have gone to Iowa for a three weeks' stay.

Charles S. Conkly and bride returned from their honeymoon on Wednesday.

Captain Phelps and family will leave on Tuesday for their proposed extended coaching tour of the West.

Judge G. W. Wheeler and wife left on Thursday for Asheville, N. C.

Mr. and Mrs. J. Peck and bride returned from their honeymoon on Thursday, where they spent the week.

The twelfth rehearsal of the pupils of the Music School on Monday evening.

Rutherford.

The W. C. T. U. will hold a meeting at the residence of Mrs. A. W. Taylor on Tuesday afternoon.

Mr. and Mrs. Charles Hunt have gone to Europe for the Summer.

Mrs. L. M. Hopper and daughter sailed for Europe on Wednesday.

Miss Lily Yessie is visiting friends in Ocean Grove.

Mrs. E. J. Turner, wife of Mayor Turner, has gone to Monticello, N. Y., with her children.

Miss Minnie Williams, of New York City, is visiting her sister, Mrs. A. F. Allen, of Bedford avenue.

High Bridge.

Miss Bessie Miller, of Annandale, N. J., is the guest of her sister, Mrs. Swaze.

Edward C. Hoagland and wife, of Knowlton, are the guests of Rev. S. B. D