

JAS. F. MITCHELL MADE PRESIDENT OF CITIZENS BANK

(Continued from Page One.)

and two sons, reside at 15 Livingston avenue. He has a host of friends throughout the city and State and enjoys their confidence and respect. His well wishers consider the Citizens' National Bank particularly fortunate in having such a representative man as its president.

Vice President Stout.

Augustus Van Zandt Stout, who was chosen vice president, is the son of Annie M. and Arnold Farmer Stout and was born at Monmouth Junction, May 21, 1874. After graduating from the New Jersey State Model School and the Rider Business College, he took up employment with William Dutton & Company as treasurer. Mr. Stout was connected with the Dutton Company until 1919, when he and his father, Arnold F. Stout,



AUGUSTUS STOUT

engaged in the lumber and millwork business at Monmouth Junction under the name of A. F. Stout & Son. Mr. Stout was the active manager of the business from its beginning, and under his management the business has grown so that it is one of the largest yards in this part of New Jersey.

Mr. Stout was also one of the organizers of the Middlesex Telephone Company, which operates between Monmouth Junction and Trenton, and since the organization of this company he has acted as its secretary.

He is a member of Apollo Lodge, F. and A. M., and of the Princeton Chamber of Commerce.

Vice President Strauss.

Jesse Strauss, another vice president, has been a resident of New Brunswick for the past twenty years. He was born in New York City, and educated in the New York public schools. His employment was as an errand boy for the predecessor of the concern with which he is now connected, the General Clear Company, in their New York office. By industry and application to the duties assigned to him he was advanced from time to time, until he was finally transferred to the New Brunswick factory to acquire knowledge of the practical side of the clear manufacturing industry. He was subsequently appointed assistant superintendent of the New Brunswick factory, and later became superintendent of that factory, and from there was advanced to the position of the New Jersey manager of the General Clear Company, Inc., and as



JESSE STRAUSS

such has sole charge of the six plants owned by the General Clear Company located in this State. Mr. Strauss is a member of the Masonic fraternity, Elks, Maccoches, and various social and religious organizations. He is at present one of the directors of the Middlesex Hospital, New Brunswick Building and Loan Association, New Brunswick Chapter, American Red Cross, and the Board of Trade. He was one of the two young men who organized the local Y. M. H. A. and State Federation, and acted for some years as president of both and is president of the Temple Anne Smith.

Statement to Public
In discussing with a Home News representative the organization of the Citizens' National Bank this morning Mr. Mitchell stated that the gentlemen who are organizing the bank have been considering the proposition for the past year.

Mr. Mitchell said: "Before arriving at any positive decision in the matter, a most exhaustive and complete survey had been made of the banking situation in New Brunswick and throughout Middlesex county. Its possibilities had been discussed with hundreds of professional and business men, manufacturers and small, and the sentiment of the people of New Brunswick had been well sounded."

"The expression of opinion thus received were recorded and tabulated, and the result indicated overwhelmingly that it was the belief of a great majority of the people of this city that the resources of New Brunswick and its large and growing suburban communities warranted the establishment of another bank."

"New Brunswick is one of the oldest cities in New Jersey and

JERSEY NATIONAL MAKES AWARD OF MORE CONTRACTS

(Continued from Page One.)

The National Bank of New Jersey has secured a number of additional contracts in connection with the enlargement of its quarters, preliminary work on which is already well under way. The carrying out of the plans is being done by James C. Hoe's Sons of New York for \$2,456 and the plumbing by Alexander Bryant & Company of Newark for \$3,700. The roofing of the new building is being done by the New Brunswick Roofing Company for \$2,474. The structural steel is to be furnished by the Submarine Boat Corporation of New York for \$10,000 and the erection of the steel is to be done by Arthur Smalley of New Brunswick for \$1,369. The marble and the work is to be done by Alexander Pell & Company of New York for \$1,186. While several of the contracts went to out-of-town firms, local labor will be employed almost exclusively in their execution. The work is to be rushed just as rapidly as possible. Thomas J. Flynn, the contractor who is doing the masonry and demolition, has the job of the store occupied by Nathan's practically cut off. Bricklayers are now at work on the third floor finishing up the cut-off wall.

Nathan's continues in the present location, but with reduced quarters. The basement has been given up, and the store is closed entirely today. It will reopen in the morning following the rearrangement of goods and will continue indefinitely in the present location. Pictures ordered for the new store have not arrived yet, and some work still remains to be done in the new building.

Contracts for the electrical work and glassware are still to be let in connection with remodeling quarters of the National Bank. The contracts already let foot up to a total of \$47,255, the Flynn contract being for \$23,769. The work is expected to be completed in six or seven months.

with the advantages of its geographical location at the hub of the State, its growth should have been more in keeping with that maintained by its neighboring cities. Until comparatively very few years ago this city had undergone little if any material change, but there is a prevalent optimism feeling that New Brunswick is now rapidly coming into its own and that its future progress will be as marked as that of any municipality in the State. It seems but natural therefore, that New Brunswick should include among its new acquisitions a bank especially so when it considered that only twenty years have elapsed since the last bank charter was granted in this city.

Our newspapers, our civic organizations and our citizens who are in close touch with civic affairs all venture the prediction of prosperity and progress for New Brunswick, and it is our hope that the Citizens' National Bank will take its place among the institutions of the city and assist in all ways within its power to a realization of the prediction. We feel that our friends may participate to the fullest extent.

The Comptroller of Currency, Washington, D. C., designed representatives to make a study of the financial conditions and the resources of this community and that he fully concurs with us in the fact that our application for a charter has been approved.

"You will be analyzing the personal side of the organization, that there are a large number of citizens who started with nothing, learned early in life the value of a dollar and whose progress has been steady but sure. They fully appreciate the responsibilities that attach to the directorate, and our friends can rest assured that they will maintain the affairs of this bank with probably more zealous efforts than if it were their own business."

"We hesitated to offer our stock for public subscription until such time as we had received the assurance from the comptroller's office of the approval of our application and to our surprise we found that while the government investigation was being conducted, which covered a period of upwards of one month, the unanticipated application for stock so cut into the 2,500 shares, which constitutes our total capitalization, that we have been unable to personally submit to our friends an opportunity to invest in stock of this bank. The organizers feel that having selected the word 'Citizens' as a part of the official title for the bank, that every opportunity should be afforded the people of New Brunswick to affiliate with this institution and it was therefore necessary that the stock be opened to public subscription. By the time this was done, however, we had upwards of 150 subscribers and it would appear that at present subscription there are now in the neighborhood of two hundred and fifty men and women who have subscribed for stocks in lots from one to fifty shares. This fact is a most gratifying indication and notwithstanding the fact that a great number of people have evidenced their interest in the extent of desiring to become stockholders we have heard from various sources that there are many who feel that they have been overlooked and as our meeting last night the men associated with me offered to waive their rights to a proportion of the stock allotted them so that no one desiring to invest in this enterprise might be overlooked."

"I, therefore, personally invite anyone desiring to secure this stock to send me their application and we will endeavor to the best of our ability to allot to them such stock as will be available."

Milltown Divorce
Papers Are Served

RECEIVED
Grandmother had come to visit her son, the pastor, and here five-year-old granddaughter was entertaining her with the story of a wonderful dog.

Mary (triumphantly): "Oh, yes, grandmother, that dog could fly." Mary (triumphantly): "Oh, yes, grandmother, that dog could fly."

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County Election Of "Forty and Eight" Takes Place Tonight

The annual meeting and election of officers for the Middlesex County Voters of the "Forty and Eight," will be held this evening at the Lincoln Inn, on the Lincoln Highway, near Metuchen, and will be featured by a dinner at 7:30 o'clock.

Members voting here will meet at the rooms of the local post at 7:15 o'clock, while the Highland Park members will meet at the same hour at the Park post rooms. Guy Hunter of Hickman, a blind entertainer who has appeared at several functions here, will put on a program and the State officers are expected, including George F. Dobson of Passaic, grand chef de gare.

In the election of county officers it is expected that Dr. L. L. Ellis of Metuchen will be elected chef de gare for this county, succeeding G. Fred Kober of Highland Park.

ONE PLAINSBORO WORKMAN KILLED AND ANOTHER HURT

First Section Hand Run
Down By Train On
"Pennsy."

BRAKE SHOE SENDS OTHER TO HOSPITAL

Two men were injured, one fatally, yesterday afternoon while at work on the Pennsylvania Railroad at Plainsboro. Both were injured in a different manner, one being struck by a train and the other by a brake shoe flying from a passenger coach.

The dead man was Joseph Shene, forty-five years old. He was employed in a section gang and lived in a shanty maintained by the company at Plainsboro. He and several other members of a section gang were working on the road at Shook's crossing at Plainsboro when he was struck by a fast train. The other members of the gang heard the approaching train and stepped out of the way in time.

The victim was struck and buried some distance. When picked up by fellow railroaders it was found that his side had been crushed in. He was placed on a stretcher and taken to St. Francis Hospital, Trenton, but he died a few minutes after reaching the hospital.

The authorities are trying to locate relatives of the dead man. The troumers he was were made in England, and it is believed that he was a native of that country.

Arthur Roma, nineteen years old, an employe in a section gang on the Pennsylvania Railroad near Plainsboro, was severely hurt when a brake shoe flew from a passenger train and struck him. He is in St. Francis Hospital, Trenton, suffering from a laceration of the left hand and probably internal injuries.

Roma, who lives in a shanty at Plainsboro, stepped aside to allow a passenger train to pass when a brake shoe struck him.

Middlesex Title All "Dolled Up" For New President

Glimpses of pink tulle bows peeping over the copper screens of the Middlesex Title Guarantee and Trust Company's office on Albany street today betokened the fact that the new president of the institution, Joseph H. Porter, who has served for several years as trust officer of the National Bank of New Jersey, had taken up his new duties.

The pink tulle bows graced the handles of three very handsome white wicker flower baskets which were filled to overflowing with gladioli, larkspur and roses. The gladioli were of all varieties and shades and made a very artistic appearance. A large bowl of exquisite roses occupied another portion of the president's room. The floral gifts were sent by friends of Mr. Porter, wishing him much success in his new position. The bank held a kind of informal reception this afternoon, friends of the banker calling to extend their best wishes.

Teacher—What is the principal product of Cuba? Little Girl—"I don't know." Teacher—"Why, don't you know where the sugar comes from?" Little Girl—"Ma'am, we borrow it from the woman next door."—Chicago.

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Gigantic Bridge Project Advanced; Parker a Director

Plans for construction of a bridge across the Hudson River, between West Fifty-Seventh street, Manhattan, and Weehawken, N. J., to cost around \$100,000,000, have been filed with the War Department by Gustave Lindenthal, of Metuchen, architect. Work is to be undertaken by the North River Bridge Company. Plans for the structure have been in preparation for twelve years, and it is expected that it will take five years to complete the bridge.

Among the directors of the North River Bridge Company, which is a private enterprise and has not the seal of State or Federal aid, are Henry G. Parker of this city, Charles A. Fuller, Samuel R. Lawrence, A. T. Stewart, George F. D. Trask and Francis I. Stuart.

WALKOUT HALTS TROLLEY LINES

(Continued from Page One.)

vent the very serious inconvenience to the public of New Jersey that must necessarily arise from a strike upon the lines of the Public Service Railway Company. The company has a five per cent. increase which, based on the earnings, would absorb all that the company has and perhaps a little more. The spokesman for the men stated that they would compromise on a sixty cents per hour maximum base as compared with the present maximum base rate of fifty cents per hour. This would involve a cost to the company of approximately two and one-half millions of dollars, which it has no way whatever to provide, and he reiterated to the men that it was impossible for us to give what the men had not got. Thus the matter ended.

• No Trouble at Amboy.

PERTH AMBOY, Aug. 1.—The first day of the railroad strike in Perth Amboy began without incident. Fifteen extra buses have been pressed into service during the emergency, all charging a five-cent fare. Work-bound passengers found little difficulty in getting transportation to their places of employment. There has been no attempt by the company to operate cars.

East Orange Situation.

EAST ORANGE, Aug. 1.—Citizens of East Orange are virtually dependent upon railroad transportation between here and Newark as a result of the strike of the Public Service trolley lines today. Only two jitney lines operate between East Orange and Newark, the Morrisstown-Newark line and the Central Avenue line from West Orange to Newark.

When the latter line was established two years ago the city of East Orange refused to grant the permission to take on or discharge passengers within the city limits. Today the buses refuse to stop.

The jitney men told Mayor Martens today they could not take the time to make stops in East Orange as they are working under a two-minute "headway" at each terminal.

Big industrial plants of Newark and environs report transportation facilities furnished by the jitneys today to be much better than when the trolley cars were operating. At the plants on time and few absentees noted.

Buses were pushed from New York City and Bridgeport, Conn., to relieve critical situation in North Jersey cities.

Mass meetings of strikers were scheduled in each strike district. A list of fifteen jitneys enroute from Bridgeport, Conn., to Newark, was lost in transit.

CARD OF THANKS

We wish to thank our many kind relatives, friends and neighbors for the kindness and sympathy extended us in the sad hour of our bereavement. We have lost our dear father Philip Meitner.

We also wish to thank all those who sent the many beautiful floral tributes.

MR. AND MRS. FRED KONEN.

Consider thy apparel, for fine feathers make fine birds, and no feathered man in the glad rags is as handsome as the Lord made him. Yet he not extravagant in his attire, least some youth shall flee from thee, saying, "Where shall I get the similitude to do up this Jane in the similitude of the fashion plate to which she is accustomed?"—Miami Metropolis.

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FORTY-SIX BUSES TAKING CARE OF LOCAL TRAFFIC

(Continued from Page One.)

straightened out before the day is over. The arrangement has been made for the operation of a regular string of buses to that borough. Because of the failure of co-operation by officials of Perth Amboy, two big buses which had been chartered to transport the employees of the Michelin factory failed to put in appearance and the employees were delayed for thirty half an hour in reaching their places of employment. The Codwigs avenue and Burnet street buses were taken off their routes and were completely destroyed. The driver of the car escaped injury.

Detour Employed

Sufficient buses will be on hand tomorrow to transport the Milltown workers. The paving at Bordine's Corner prevents the use of a portion of Main street in Milltown and compels a detour through Ryder's Lane. There is a bridge on this lane which will have to pass inspection before any of the heavier buses are sent over the detour.

The only mishap to occur this morning was shortly after 6 o'clock when a bus of the New Brunswick Auto Service Company, on its way to the Raritan Arsenal, caught fire and was completely destroyed. The driver of the car escaped injury.

The bus was empty at the time. It had been arranged in advance to have four buses to operate between New Brunswick and the Raritan Arsenal, two to leave New Brunswick at 6 and 6:15 and two from the Arsenal at the same time. The one bus which was destroyed was the first to leave the city.

There was practically no confusion in New Brunswick. At 5 o'clock many of the buses were traveling only partially filled. There was a big crush of people at noon but the buses apparently were taking care of the people in fine shape.

In addition to the Milltown and Raritan Arsenal routes, the other jitney routes operating this morning were those on Easton avenue, Throop avenue and Codwigs avenue. The Codwigs avenue route was abandoned during the morning because of the fire. Buses on Throop avenue had been assigned to this route, refused to operate.

Fair Schedule

The buses at noon were maintaining a fairly good schedule and practically no complaints were made as to the service, although about fifteen more cars could be used to good advantage.

The South Amboy and Perth Amboy lines were operating and throughout the morning a fifteen-minute headway was maintained, with this service being improved at noon. In addition to the regular South Amboy service, buses leaving New Brunswick at fifteen and forty-five minutes after the hour will, instead of continuing through Sayreville over the Raritan Road, switch off at Miller's Corner and travel through Lower Sayreville along the trolley tracks.

The Berline's Code residents were so forgotten this morning for two buses maintained a good schedule between that point and New Brunswick. The travel was satisfactory, however, and at noon one of the machines was placed on the Codwigs avenue line.

Four buses operated between Highland Park and New Brunswick on a five minute headway. The buses operating on the Raritan Arsenal line were leaving the city this morning every fifteen minutes, and it would be made to maintain this schedule.

The Throop avenue and Remsen avenue lines were working on a seven and one-half minute headway while the buses for Perth Amboy were leaving ten, twenty-five, forty and fifty-five minutes after the hour. Eight buses are operating on this line and during the rush hour extra cars will be placed on the line.

While Commissioner Connolly expressed himself pleased with the service provided by the jitneys this morning, he declared that tomorrow it will be improved. The scheduled routes will be re-arranged to meet emergencies. Every bus on the line carried a large card board sign issued by the city, designating its route.

No Increases Here

Commissioner Connolly declared emphatically this morning that there would be no increase in the jitney fares within the limits of the city. Jitney riders are cautioned to pay no more than five cents for transportation in New Brunswick.

"I have no control over the jitneys once they leave the city limits, but no increase will be permitted in fares here," said Mr. Connolly. "It has come to my attention that some jitneys charged more than the fare permitted by law, and early this morning they have been remonstrated with and repetition will result in revoking their license."

While the Milltown are charging ten cents, the jitneys to the Raritan Arsenal are also charging ten cents, which is a boost of ten cents over the trolley rates. While jitneys are charging two cents more per fare than the Public Service to Milltown and Raritan Arsenal, the fare in New Brunswick are charging three cents less than the Public Service. For instance, a passenger on an Easton avenue bus can ride from Bordentown Park to the "Squire" George's Road for five cents, while the Public Service charged eight cents for the trip.

HIGHLAND PARK NOTES

Mrs. J. T. Green, librarian of the Highland Park Library, has returned from a two month sojourn in Indianapolis, bringing with her her daughter and two grand children.

Thomas Henderson and family of Raritan avenue will leave tomorrow for a month's stay at Point Pleasant.

Gerald Hussey, formerly employed by A. J. Gebhardt, Inc., is spending week at Chimney Rock, near Bound Brook.

FARM BOY TO PREMIER
"VICTORIA, B. C.—John Oliver, now Prime Minister of British Columbia, was an English farm boy when he began to work."

WORKING TO MUSIC
LONDON.—Three manufacturers who installed wireless outfits in their factories say they get fifty per cent. more work from their employees as a result of their working to music.

the Highway board. Upon inquiry this morning it developed that they were appointed to make the appraisal by the right of way department, with the approval of the highway commission. They will be compensated as provided by law. It was stated at the highway commission office this morning.

Efforts to ascertain when the commission was appointed were of no avail this morning. Mr. Bruckin was called on the phone and asked the date of his appointment but refused to give any information and referred the questions to Mr. O'Connell. Mr. Hanson was later called on the phone and said, "Mr. O'Connell is our press agent. You'll have to see him." At Mr. O'Connell's office it was stated that he was out of town.

AURORA SOCIETY MAKES MERRY AT BIG JUBILEE FETE

(Continued from Page One.)

Last night the members of the Aurora Singing Society celebrated the golden jubilee of the organization with a banquet at the Hotel Klein. Both men and women were present, and many of the best known of the older German families in town were represented. Dinner was served at 7 o'clock, and after all had done justice to a very delicious spread, Michael Massing, president of the society, welcomed the guests in a brief speech. Mr. Massing was followed by Fritz Wittig, honorary past president, who gave a history of the organization and told what it had accomplished during its fifty years of existence. Both of the addresses were in German.

The remainder of the evening was devoted to a program of music by the society and also by talented soloists, among them Moritz

FRITZ WITTIG
(Past President)

Emory of Philadelphia, and Miss Jannette Eberhardt of College Point, L. I.

Very attractive souvenir programs were given the guests, the lettering being of gold, while a gold colored silk cord with tassels held the booklet together.

The following program was given in German:

Der Tag des Herrn.....Kreutzer
Ein Rheinisches Madchen.....Kraemer