-story, the upper windows giv-athedral clerestory effect and o the imposing appearance of e from the inside.

ennsylvania Railroad had been when it put the edifice up, for w that elevation of its tracks vitable, and it arranged the in such fashion that a second ld be built into it to give ac-che trains when removed from le. This alteration job inside ion was done about 1902, the nd elevated tracks being put vice on July 20 of that year. eastbound track on the Janu-ollowing. It was not until two years ago that a third track ed by cutting off some of the nd platform.

ntally, a long campaign of had been needed to induce the to take its tracks off the street Even before the "new" station ilt there was a demand for , and the Sunday Call of Sep-15, 1889, announced:

Crossing Problem—

Pennsylvania Railroad has f the most dangerous grade s in the world. The first is at avenue, Jersey City, and this soon be avoided by an elevated e. The second death-trap is at Market street, in this city, erybody is familiar with its ous history. The company has d to elevate the tracks here, s difficult to see how it can be wing to the presence of the and New York Railroad

span was, of course, the one what is now the Central Rail-New Jersey, and when elevation a fact, it was necessary to new and loftier bridge for the f this road. The third of these dangerous" crossings and the f all" was at Elizabeth, where cks of the Penn[illegible]

Minutes), a[illegible]the rear was the toolho

This Market street station, despite its conveniences, seems to have been a very ordinary sort of structure, something like a freight depot of the present, but the building that it supplanted was something quite different. That station, built about 1838, was a "marvel of architecture," with an imposing portico supported by eight columns.

It was, says one historian, "commented upon and visited by thousands of people from many miles around Newark." Some insight into the difficulties of railroading in the early days are furnished in connection with that early station, for we learn that:

"The site of the 'depot' was a swampy mudhole and the tracks disappeared several times before a solid roadbed could be secured between Market and Green streets. It is difficult to make people believe that there was ever a left-handed railroad in this country, but the illustration of the original station of the New Jersey Railroad and Transportation Company at Market street and Railroad avenue shows an engine and train going to New York on the left track.

"Left-Handed Trains"—

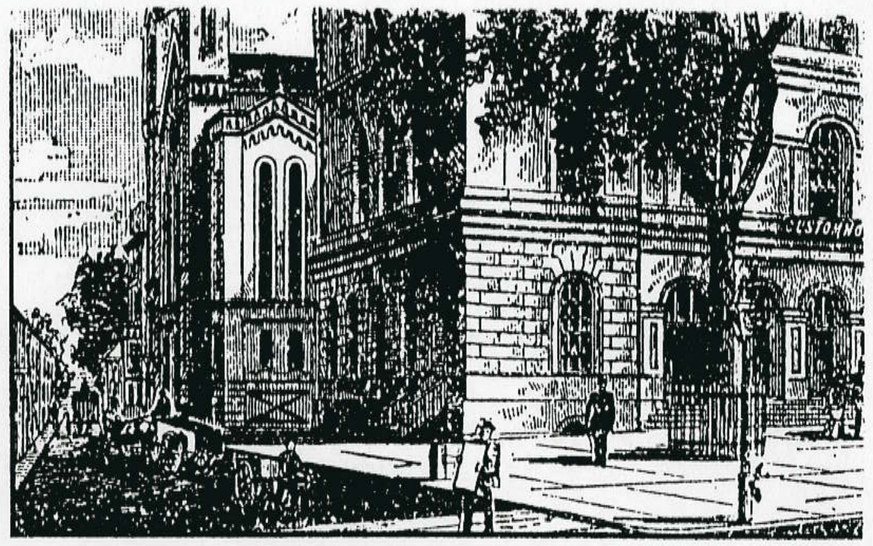
"It is an old wood-burning engine with a tremendous stack and is surely on the left-hand track, as the map of the city in 1853, which is about the time this picture was made, shows that the road was single-tracked except at this point, where there was a track on each side of the old smoke-begrimed station...The left-handed running of trains was continued until after the Pennsylvania Railroad Company took the lease of the old New Jersey Railroad for 999 years, from 1871."

Regarding this original, porticoed Market street station, we read further:

"It was a dismal old structure, inside and out. In the men's room there were [illegible] boxes containing sand.[illegible]e were provided to discourage spitting on the big pot-stove.

"There were hard and dirty benches on either side of the rooms; a ticket office in the center, between the front and back rooms, and a telegraph office in connection with the baggage room in the rear of the station.

"Between the tracks in front of the station was a space perhaps forty feet in width, in which stages, hacks and express wagons were backed up to the walk within ten or twelve feet of the big, overhanging portico, to which entrance was gained by climbing four or five stone steps, which were worn and hollowed by the feet of thousands coming and going from the trains.



The Custom House above is really the old postoffice, too. It sto The church to the left is the Old First Baptist edifice on Academy street temporary postal quarters while the present postoffice was being er front, on Broad street.

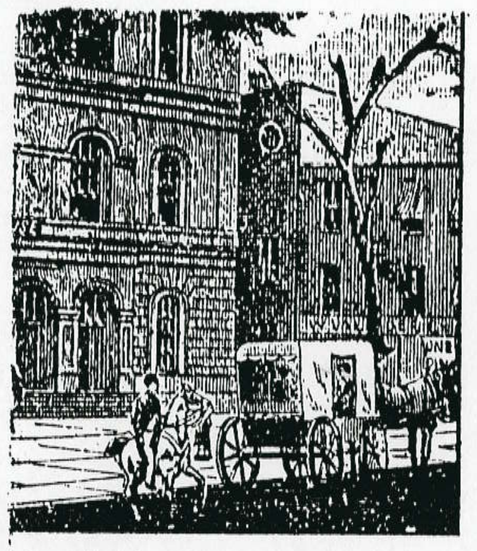
Two Other Stations—

"The portico of this original stati was supported by eight columns wood, and the roof overhung the trac on either side of the building. picket fence extended along the trac on the west to prevent people gainin access to the trains from the offside.

"There were two other stations this railroad in Newark in 1850; one Chestnut and the other at the foot Center street. The latter was a lo frame building on the east side of t track, at the corner of the Center stre wharf entrance." In those days, course, the line of the railroad throug Newark was somewhat different fro the present.

These descriptions of the earli Pennsylvania stations in this city sho that the citizens had good cause rejoicing when the present edifice Market street went up, even though did not contain any porticos. It d have far better facilities for the a commodations of passengers; and b sides, it had tiny minarets or som thing else fancy looking as an arch tectural embellishment.

It is interesting to read in one sour that, before putting up this structu the railroad thought for a moment incorporating in it a second story th would provide living quarters, pr sumbably for the station master, as h



ed on the site of the present postoffice. and for several years it served as the cted. Notice the fine shade tree in

been done many times before and since with stations in country districts. This idea was dropped, however, and the station originally had but one floor, as explained previously.

And now we find the "finest station" on the Pennsylvania hopelessly out-of-date and on the verge of being torn down to make way for another new station, one that doubtless will also be the "finest," until somewhere around 1980 or so, when it, too, probably will be regarded as an antique.

Now for Postoffice—

Let us look for a moment—and it is not worth a longer look —at the "new postoffice," that edifice of Indiana limestone in Romanesque style that has adorned Broad street for, lo, these many years; ever since June 19, 1807, when it was first opened to an admiring public. On the evening of that day the place was ablaze with light, and the Sunday Call for the following morning assures us that "the crowd of passersby on the street looked at the building with eyes and mouths wide open with astonishment."

We do not know whether the astonishment was at the new postoffice itself or merely at the fact that it really existed, for then, as now, Newarkers waited year after year before Uncle Sam did anything definite to provide new quarters.

Is this old Sunday Call article points out, "Congress first appropriated $355,000 for the purchase of the land and the erection of the new building in March, 1888, and an additional appropriation of $300,000 was made in 1890. It was not until 1895 that the masonry and carpenter work on the new building were completed and since then the work on the approaches, furnishing, lighting, etc., have dragged along until almost a decade has elapsed since Newark began to expect its new postoffice."

And now for an amazing comment on the new postoffice: Instead of being spacious and affording plenty of room for later growth, it was too small for its intended purposes from the very outset and only the providential opening of some branch offices in suburban areas made it possible for the staff to function at all in the new edifice.

"Very Much Crowded"—

The Sunday Call article referred to above states frankly: "The place is very much crowded; there is no doubt about that, but the clerks were of one opinion, that it was infinitely better than the old place."

How did it happen that Newark got a new postoffice that did not begin to measure up to its needs? Well, the story goes that an economy wave hit Congress or the Treasury Department or somebody in Washington and that, instead of obtaining the building originally planned for the site here, Newark received a smaller edifice that had been designed for a smaller city, presumably Wilmington, Del. According to this tale, the structure planned for Newark was given to some larger metropolis.

And another thing. Have you ever noticed that the tower of the postoffice is on the corner? Well, gossip among old-timers has it that this building, as originally mapped out, had its tower in the center, but that when the time came to put it on the Newark tract it was found necessary to lop off one whole wing and place the spire at the end. Whichever of these stories is true—or even if neither of them is—Newark seems to have been given a "raw deal" when this federal building was put up.

Uncle Sam did not have to buy much land for the present postoffice, for it was erected on the site of the previous one. That site, at Broad and Academy streets, had been purchased from Newark Academy about 1857 and a combined postoffice and customs house had been erected upon it at once.

That structure, of undistinguished architectural style, was, nevertheless, typical of the early days of Newark as a city. A couple of magnificent trees, protected by little iron fences, stood before it on Broad street and lent an air of serenity and comfort to the scene.

clerks and carriers [illegible] years. Incoming mail was taken up to the second floor for sorting, on an elevator that was built on the exterior of the rear wall of the church.

Even though the new postoffice was inadequate in size, the government employees were glad to move into it. It now has been so long out of date that they probably will be even happier when they leave it to go over to the handsome, spacious edifice (at least we hope it will be handsome and spacious) to be put sooner or later on the Vroom alley site between Walnut and Franklin streets.

Maybe when the present postoffice is torn down somebody will solve the mystery of the four owls. These birds adorn the columns on the inside well of the building and nobody knows what they were intended to represent. Clerks and carriers deny the insinuation that the owl may have been deemed appropriate because it sleeps all day. They prefer to point to the bird's wisdom as the reason for its being associated with their work.