

Subway train platform to Bridge platform, 58 feet; Subway, 170th Street, 46 feet; Third Avenue Elevated, 99th Street, 36 feet; Pennsylvania Railroad New York Terminal, train platform to street, 40 feet; Long Island Railroad, New York Terminal, subway platform to street, 43 feet. It is estimated that 400 cars per hour may be easily handled at the Terminal, and figuring 65 people per car, gives a capacity of at least 25,000 per hour, or 50,000 people in both directions. Considering that the Brooklyn Bridge handles only 800,000 people per day, probably representing 80,000 people in the rush hour, it is evident that Newark's new Public Service Terminal will take care of traffic congestion for many years to come.

### NEWARK'S NEIGHBORS IN THE CELEBRATION

#### Points of Interest for Sightseers in the Suburbs—The Greater Newark

As the boundaries of Newark originally ran from the Passaic River to the top of the Orange Mountains, and included the territories of more than a score of present-day municipalities which from time to time have been set off from the original settlement, the Committee of One Hundred justly decided that these communities were entitled to rejoice with their municipal mother on her 250th birthday, and invited them to take part in the festivities. These cities, towns and boroughs, on the other hand, will derive a vantage from the Celebration through excursions by many of Newark's guests who between the events of the jubilee will find time to view the varied scenic, historic, social and industrial attractions of the progressive communities which help to make up the Greater Newark.

#### The Oranges

When Robert Treat and his companions fixed their abode on the bank of the Passaic River and laid out their domains to the summit of the range of hills skirting the settlement on the west, they found the region not altogether an untrodden wilderness. The Red Man had been a dweller there many generations before them, and had beaten out more than one path from the river through the forests, over the hills and as far west as the Delaware. One of these old Indian trails may be traversed by the modern tourist, by trolley or motor, along Market, Bank and Warren Streets, Newark; Main and Washington Streets, in the Oranges, and so on over the mountain. This route brings the visitor to the most important group of Newark's Essex County suburbs—the Oranges, with their combined population of nearly one hundred thousand, their magnificent homes, and their varied attractions urban and rural. The Lackawanna Railroad; the Orange branch of the Erie, and the Central, Orange, South Orange and Springfield trolley line give access to various parts of this well-peopled and thriving group known under the general name of the Oranges, and comprising two cities, a town, a township and a village.

Nearest of the Oranges to Newark, and separated from it by a municipal line only is the most populous of the group, the City of East Orange. Here are a wealth of stately homes, great industries, and many fine public buildings.