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WALLING'S  
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GUIDE

NEW YORK TO HARRISBURG,  
VIA  
CENTRAL RAILROAD OF NEW JERSEY.  
ALLENTOWN LINE.



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**NEW-YORK TO HARRISBURG**

**AND THE**

**PENNSYLVANIA COAL REGIONS,**

**VIA**

**CENTRAL RAILROAD OF NEW-JERSEY.**

**WITH**

**SKETCHES OF CITIES, VILLAGES, STATIONS, SCENERY,  
AND OBJECTS OF INTEREST ALONG THE ROUTE.**

**BY**

**H. F. WALLING.**

**ILLUSTRATED WITH MAPS.**

**TAINTOR BROTHERS,  
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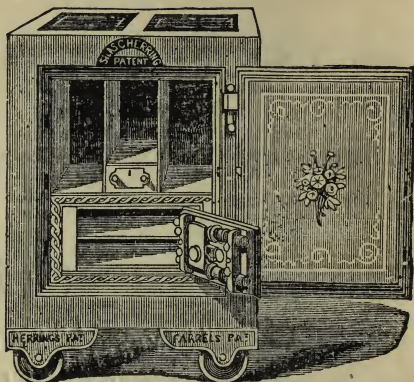
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# THE ALLENTOWN LINE.

NEW-YORK TO HARRISBURG, 182 MILES.

WHAT is called the *Allentown Line*, from New-York to the West, is composed of railways controlled by three different companies, namely : *The Central Railroad of New-Jersey*, extending from New-York to Easton, 75 miles ; that portion of the *Lehigh Valley Railroad* extending from Easton to Allentown, 17 miles ; the *East-Pennsylvania Railroad*, extending from Allentown to Reading, 35 miles ; and the *Lebanon Valley Railroad*, from Reading to Harrisburg, 54 miles. The two latter are controlled by the *Reading Railroad Company*, and are virtually branches of that railroad.

At Harrisburg the line connects with the *Pennsylvania Central Railroad* for Pittsburg, where trains connect with the *Pittsburg, Fort Wayne, and Chicago Railroad* direct to *Chicago*. Diverging lines connect with *Cleveland, Columbus, Cincinnati, Indianapolis, St. Louis*, and all Western cities and towns.

By consulting any accurate map of the country, it will be seen that this route is the *shortest and most direct route* from the metropolis of the nation to the great West.

A unique and splendid line of sleeping-cars run through from New-York to Chicago on this line without changing. These are known as the SILVER-PALACE CARS, on account of their magnificence and the peculiar character of their internal trimmings, where all the metallic portions are hand-

somely silver-plated. All the conveniences and appointments of these cars are of the most luxurious and comfortable description. The railroads over which they run are among the most substantial and well managed in the country, and the trains are run with such regularity and certainty that delays beyond the time allotted for the running of the trains are of very rare occurrence.

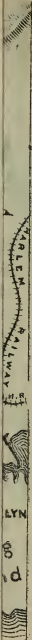
This route has become, and can not fail to continue, a favorite and highly popular route to the West. Besides being considerably shorter than any other route to the great Western cities, the picturesque attractiveness and varied beauty of its scenery are unrivaled.

From various points in Pennsylvania, railroads diverge to the different Coal regions of that State, to which it affords the most direct and pleasant route. In connection with the Philadelphia and Erie Railroad from Harrisburg, it forms the shortest route to the Oil regions of Pennsylvania.

From Pittsburg the Oil and Bituminous Coal regions of West-Virginia and Ohio are conveniently reached by different railroad routes, or by steamboat down the Ohio River.

For the great agricultural States of Ohio, Indiana, Illinois, Michigan, Wisconsin, Iowa, Missouri, Kansas, and Nebraska, as well as for the more distant great interior mineral region soon to be rendered accessible and populous by the Pacific Railroad, the Allentown route is the most central, direct, and shortest route.





# CENTRAL RAILROAD OF NEW-JERSEY.

NEW-YORK TO EASTON, 75 MILES.

THIS important railroad traverses the State of New-Jersey from New-York, almost directly west in its general direction, to Easton, on the Delaware river, passing through some of the finest agricultural portions of the State.

Crossing, in a diagonal direction, the ridges and valley of the Appalachian System, here quite smooth and gentle in their general character, a series of fine views is obtained in passing over the road, which are seldom surpassed for rural and pastoral beauty.

It is the great trunk railroad to all the *Pennsylvania Coal Regions*, and to the great iron furnaces and manufacturing in the eastern part of the State.

At New-Hampton it connects with the *Delaware, Lackawanna, and Western Railroad*, extending northerly through the Delaware Water Gap to Scranton, in the midst of the great Lackawanna Coal Region, and thence to Great Bend, on the Erie Railway.

At Phillipsburg, opposite Easton, it crosses the *Belvidere Delaware Railroad*, which extends up and down the Delaware River, connecting Philadelphia with the Water Gap and the Coal regions.

At Easton it connects with the *Lehigh Valley Railroad*, communicating with all the *Lehigh Coal Mines*, the newly opened and largely productive mines of the Mahanoy Region, and with the *Wyoming Region* at Wilkes-

barre. This road also forms a portion of a quite direct and pleasant route to the West, by the Quakake and Catawissa Railroads to Milton on the Susquehanna, thence by the Philadelphia and Erie Railroad through Williamsport to Erie, Pa., where it connects with the Lake Shore Road to Cleveland, etc.

An extension of the Lehigh Valley road is about to be constructed from Wilkesbarre, its present termination, up the North Branch of the Susquehanna River, to Waverly, on the Erie Railway—thus completing another through line to the West.

The shortest and most direct through line, however, is that now formed by the connection at Allentown with the Reading Railroad branches to Reading and Harrisburg, and thence by the Pennsylvania Railroad and its connections to Pittsburg and the West.

The *Lehigh and Susquehanna Railroad*, now nearly completed to Easton, will form another communication to the same region, running in the same valley side by side with the Lehigh Valley Railroad for almost the entire distance.

A connection for coal transportation is proposed, by building an independent railroad between the Central Railroad of New-Jersey at Easton and the East-Pennsylvania Branch at Allentown Junction, 17 miles. This would enable the Schuylkill Coal Region to send



**NEW YORK TO SOMERVILLE,**



its coal directly to New-York in competition with the Lehigh and other regions, which is now prevented on account of the adverse interests of the

*Lehigh Valley Railroad*, which is in harmony with those of the Lehigh mines, and therefore opposed to any competition.

## NEW-YORK.

The New-York passenger and freight station of the Central Railroad of New-Jersey is on West street, at the foot of Liberty street, the ferry slip being at Pier No. 15, North River. Horse-cars run up and down West street, connecting at South Ferry with the east side cars, and thus with all the ferries around the city; also, by the *across-town routes*, with the entire system of city railroads. Omnibuses run up and down Broadway, crossing Liberty street a few hundred feet from the station, to Forty-second street; to the Harlem and New-Haven Railroad stations on Fourth avenue; to Greenpoint Ferry, foot of Tenth street; to the Hudson River station, near Tenth avenue; and through Twenty-third street and Madison avenue to Fortieth street. From Cortlandt street ferry, one block above the station, omnibuses run to the Williamsburg (Brooklyn, E. D.) Ferry, at the foot of Houston street. For full particulars of all the ferries, city railroads, omnibuses, etc., see *Walling's New-York City Guide*, accompanying this series.

After purchasing his ticket at the ferry entrance, the passenger takes his seat in one of the magnificent ferry-boats of this line, much the largest in this country, and probably the largest in the world, and, in less than fifteen minutes after leaving the ferry slip on

the New-York side, the boat has crossed the river, landed its passengers and baggage, they are transferred to the spacious and comfortable cars, and in motion toward their destination in New-Jersey, Pennsylvania, or States further west. Passengers may go to Pittsburg without change of cars.

## JERSEY CITY.

*Hudson Co., N. J.*

**1 m. fr. N. Y. Fr. Harrisburg, 181.**

This important suburb of New-York is situated opposite New-York City, on the west bank of the Hudson or North River, at its entrance into New-York Bay. The river here is about a mile in width; but its expansion into New-York Bay, below the city, gives the latter a water-front on the south as well as the east. The extension of the Central Railroad from Elizabeth was located a few hundred feet south of this south front, and the space between, now called Communipaw Cove, is to be filled up. This will become very valuable ground for business purposes, being located upon the harbor of the great metropolis, in its busiest and most central portion.

The railroad station and freight depots are in the south-east angle of this new portion of Jersey City, occupying ample grounds, and have been built on a grand and capacious scale, with

a sagacious foresight of the rapidly-increasing business of this great thoroughfare to the West.

Jersey City is about two miles in length, from north to south, and a little more than a mile in width. The city of Hoboken bounds it on the north, and on the west are Hudson City and Bergen. It is nearly level, extending back to the foot of the bluff which forms the southern part of the ridge of trap-rock, whose exposed walls, forming the right bank of the Hudson for nearly twenty miles above, are known as the *Palisades*. The water-front of the city is over three miles in extent, two of which are directly opposite the most valuable water front of New-York City, the remainder fronting south, as already stated.

The streets are broad, handsome, and regularly laid out, crossing each other at right angles. They are lighted with gas, and supplied with water by an aqueduct from the Passaic River, seven miles distant. The reservoir is on Bergen Hill, two miles west. The city contains twenty-two churches, several seminaries and public schools of unusual excellence, three banks, two savings institutions, three insurance companies, three daily newspapers, and many elegant private residences. The business of the city is large, and rapidly increasing. Here are manufactories of glass, black lead, pottery and porcelain ware, besides several extensive iron-foundries and machine-shops. Its position is extraordinarily advantageous, being the initial point of important lines of railway, diverging from the great metropolis of the country, and, by their connections, bringing in the trade of nearly the whole United States, and of steamers

sailing both to foreign and domestic ports. It is evidently destined to become one of the most important commercial cities of the Union. It is the eastern terminus of three important railroads—the New-Jersey Railroad, leading to Philadelphia; the Central Railroad of New-Jersey, passing across the State; and the Erie Railway, running north-west. Besides these railroads, the Morris Canal, 101 miles in length, forms another avenue of communication between the Hudson and the Delaware Rivers. This canal has a large basin for its numerous boats immediately north of the Central Railroad depot. The Cunard Royal Mail Steamship Company have their wharves and storehouses here. The present population is about 40,000.

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Leaving Jersey City, a fine view is obtained, on the left, of the entire bay and its surroundings, comprising a scene of natural beauty and of busy activity unparalleled in the country. The great cities of New-York and Brooklyn spread themselves out for miles on the east and south-east, with their enormous stores lining the wharves, at which are moored ships loaded with the commerce of the world. Further south we see the "Narrows," or entrance into the magnificent harbor, between Long Island on the left and Staten Island on the right, the shores on either side being studded with the elegant mansions of the merchant-princes of the great city. Forts Lafayette and Hamilton, on the Long Island side, and Fort Tompkins, on the Staten Island side, with their frowning walls and bristling cannons, protect this entrance from the inva-

nions of hostile fleets, being supplied with ordnance sufficiently powerful to speedily sink the most powerful iron-clad that floats. Besides these powerful forts, we see, in the immediate vicinity, fortifications on Governor's Island, with Castle William on its nearest angle, and those on Bedloe's and Ellis's Islands, the latter and nearest being the place where pirates and other criminals convicted in the United States national courts are executed. Here the pirate Gibbs was hung.

### COMMUNIPAW.

*Bergen, Hudson Co., N. J.*

**2 m. fr. N. Y. Fr. Harrisburg, 180.**

This name applies to that portion of the town of Bergen lying along the shore of the bay. The readers of Dietrich Knickerbocker's celebrated *History of New-York* will remember the quaint description of it given in that humorous work. Immense abattoirs or slaughter-houses have been erected here, where cattle are killed in a skillful and scientific manner, with the least possible pain to the animal. A quick though slight stroke of a sharp lance penetrates the base of the brain, causing instantaneous death. If, as sometimes happens, the blow is unskillfully directed, the animal scarcely notices the blow, showing that it is nearly painless. The whole system here maintained, of converting living animals into food, is far in advance of the ordinary brutal methods of slaughtering, both in this respect and in cleanliness and in avoidance of offensive smells and the vitiation of the air in the neighborhood.

### CLAREMONT.

*Bergen, Hudson Co., N. J.*

**3 m. fr. N. Y. Fr. Harrisburg, 179.**

A suburban village, at the southern limit of Bergen township. Its residents are principally New-York merchants and business men, who have chosen this location on account of its convenient proximity to the great city.

### GREENVILLE.

*Greenville, Hudson Co., N. J.*

**4 m. fr. N. Y. Fr. Harrisburg, 178.**

This is the station for the township of the same name stretching across the peninsula which forms the southern part of Hudson county, and bounded by the townships Bergen on the north and Bayonne on the south. Soon after entering the township, the railway crosses the Morris Canal, which then runs between it and New-York Bay as far as the southerly corner of the township, and then makes a sharp bend to the north-west, forming the line between Greenville and Bayonne.

The New-York Bay Cemetery occupies a handsome location in the eastern part of the township, being on the height of the land, and sloping gradually toward the water. Fine views of the bay, with its beautiful surroundings, are obtained from all parts of its grounds. A steamboat wharf and a plank-road afford access to it, in addition to the railroad facilities. The entire town is interspersed with beautiful villas and country-seats.

### SALTERSVILLE,

*Bayonne, Hudson Co., N. J.,*

**5 m. fr. N. Y. Fr. Harrisburg, 177,**

Derives its name from the owners of



property in the vicinity. The peninsula is less than a mile in width here. Fine residences are abundant. Just before reaching the station, a fine view is had, down the bay, of the Narrows, with the highlands on either side. The forts commanding the entrance are now in full view.

### BAYONNE.

*Bayonne, Hudson Co., N. J.*

**6 m. fr. N. Y. Fr. Harrisburg, 176.**

This station is nearest to the centre village of the township, whose extreme length, from north to south, is about four miles. The entire township is regularly laid out, with streets extending across from Newark Bay on the west, to New-York Bay on the east, and with long, wide avenues crossing them at right angles, and running nearly parallel with the shore of Newark Bay. The new Reformed Dutch Church of Bayonne, near the station, is a handsome edifice.

### CENTREVILLE.

*Bayonne, Hudson Co., N. J.*

**7 m. fr. N. Y. Fr. Harrisburg, 175.**

A village of considerable size, and, like the others upon this peninsula, the result of the rapid growth and prosperity of New-York. Much wealth and taste are displayed in the erection of residences, and the fine views, pleasant lawns, and other rural surroundings contrast strongly with the dust and bustle of the metropolis, and suggest to the mind the comfort and enjoyment that must here follow the exciting and harassing cares of business life. On the left is Port Johnston and three immense coal-wharves of this railroad, which, in addition to those at Elizabethport, afford accom-

modations unexcelled in extent and convenience in the country.

### BERGEN POINT.

*Bayonne, Hudson Co., N. J.*

**8 m. fr. N. Y. Fr. Harrisburg, 174.**

In geographical position, the peninsula, of which Bergen Point is the southern extremity, sustains a similar relation to the adjacent portions of the State of New-Jersey that the island of Manhattan does to New-York. It forms the southern extremity of Hudson county, between Newark Bay and the Kills, and is, on some accounts, a more desirable place of residence for New-York business men than other portions of the peninsula.

A passenger railroad with "*dum-my*" cars extends the whole length of the peninsula from north to south, and connects in Bergen township with the horse railroad to Jersey City. At the terminus of this railroad, on the Kill Von Kull, the steamboats running to the north side of Staten Island, to Elizabethport, and to Newark land passengers. In all, including the trains of the Central Railroad, there are some fifty or sixty communications per day with New-York City. Many of the wide avenues and streets with which the whole township of Bayonne is laid off are being rendered more attractive by lining them with shade-trees.

The finest residences extend for several miles along the water-front, upon the street that runs parallel with the Kill Von Kull, and also upon the avenue parallel to Newark Bay. Here are a number of neat churches with cozy parsonages attached. Nearly in the centre of the peninsula is an open space of ground, called "The



Hill," which presents some fine sites for villas, and it is not likely to remain long unoccupied. The view from this point is very attractive. To the east and north-east, in the distance, can be seen the great cities of New-York and Brooklyn, with their towers and shipping, and the waters of the Bay covered with the sails of the vessels of all nations. Between the point and Staten Island winds the Kill Von Kull. Toward the west the eye stretches across the broad expanse of Newark Bay, with the wide salt marshes beyond. To the north-west, some six miles distant, may be seen the city of Newark, with its hundred church-spires and numerous chimneys, while about five miles directly west is the city of Elizabeth, also in full view. Behind these cities the blue hills of New-Jersey bound the horizon, gradually fading into the sky and clouds. On the north there is an extended view up Newark Bay; and Eagle Rock is seen beyond it, a landmark to many a sailor, with the county almshouse at its base. The broad expanse of varied landscape, including hill and plain, land and water, city and country, forms a most beautiful panorama, sweeping entirely around this slight but commanding elevation.

From *Bergen Point* we proceed westward across Newark Bay upon a pile bridge, nine thousand feet, or more than a mile and a half in length, affording a fine view north and south. The pivot draw-bridge of iron spans two openings of seventy-five feet each in the clear, and rests upon a circular pier of solid masonry.

This pier was built by Sidney, Dillon & Co., at a cost of \$34,000, and a brief account of the manner in which

it was done may interest the reader. The foundation was prepared by driving piles close together in the bottom of the bay. After driving them as far as they would go, they were sawed off thirty-five feet below the surface of the water, level with the muddy bottom, by an ingenious arrangement of machinery, leaving a perfectly level surface. The pier of masonry was then built upon a wooden platform surrounded by a wooden caisson, which buoyed up the masonry so that it could be constructed without the interference of the aqueous element. The whole was kept in position by guide piles, and supported by screws passing down to the foundation. As the masonry advanced and the weight increased, it was lowered gradually by turning the screws, until it finally rested upon the foundations prepared for it. The screws, caisson, and other apparatus were then removed, and loose stones piled about the bottom of the pier. On the right, as you approach the draw-bridge, at intervals of five hundred feet, are painted signs indicating the distance.

Immediately after crossing the Bay to the main-land, you find yourself in

## ELIZABETHPORT,

*Elizabeth, Union Co., N. J.,*  
9 m. fr. N. Y. Fr. Harrisburg, 173.

Is within the corporate limits of the city of Elizabeth. Until within a few years it was the eastern terminus of the Central Railway; but the necessities of business and the increased prosperity of the company led to the extension of the road to New-York. It is situated on Staten Island Sound, or the Kill Von Kull, near its junction with Newark Bay, ten miles from

New-York. It is accessible for vessels of 300 tons burden, and is an important business centre. Its waterfront is lined with wharves, from which immense quantities of iron, coal, and lumber are shipped to eastern ports. More coal is shipped from here, probably, than from any port in the country. Here is a large manufacturing business, there being a number of foundries, a wheel factory, and an extensive rope-walk, besides other establishments of less importance. The village contains five or six churches and many fine residences, is regularly laid out, and rapidly increasing.

### ELIZABETH.

*Elizabeth, Union Co., N. Y.*

**13 m. fr. N. Y. Fr. Harrisburg, 169**

**HOTEL—The American House.**

The city of Elizabeth, upon Elizabethtown Creek, two miles from its entrance into Staten Island Sound, was once the capital and chief town of New-Jersey. It is still the capital of Union county, and a favorite residence of many merchants and others doing business in New-York. It is one of the older towns of the State, its settlement dating back to 1664. It was incorporated in 1739, and long bore the name of the "*Old Borough*." Governor Carteret made it the place of his residence. It has a pleasant situation on elevated ground, and is regularly laid out with broad, straight streets, finely shaded, and intersecting at right angles. It bears an honorable record for its patriotism and zeal during the Revolution, having furnished to the patriot forces under Washington a large number of volunteers, who exhibited the loftiest spirit of self-sacri-

fice. General Winfield Scott had a residence here during his later years.

Elizabeth contains numerous churches, several banks, and a number of English and classical schools of high reputation. Although not noted for the extent of its manufactures, it has three establishments for the manufacture of oil-cloths, which are the largest in the world. The College of New-Jersey was founded here in 1746, the Rev. Jonathan Dickinson being its first President. This institution was afterward removed to Newark, and thence to Princeton, where it enjoys a great degree of prosperity. This city has long been noted for its educational advantages, and for its intelligent and refined society. It is rapidly being built up with beautiful dwelling and country-seats, and is becoming very populous and wealthy.

Here the Central Railway intersects the New-Jersey Railway, running to Philadelphia, Baltimore, and the South. Previous to the completion of the independent extension of the Central Railroad to New York, passengers were conveyed over this road through Newark to its station in Jersey City.

### ROSELLE.

*Union, Union Co., N. Y.*

**15 m. fr. N. Y. Fr. Harrisb'g, 167.**

Here a large tract of ground has been laid out for suburban residences. It is slightly undulating, somewhat elevated, contains many fine building sites, and is destined to become a first-class suburban town.

### CRANEFORD.

*Westfield, Union Co., N. Y.*

**17 m. fr. N. Y. Fr. Harrisb'g, 165.**

A pleasant village on the Rahway

River. It contains a woolen factory, a store, and a Presbyterian church.

### WESTFIELD,

*Westfield, Union Co., N. Y.,*

**19 m. fr. N. Y. Fr. Harrisb'g, 163,**

Is a flourishing town, containing more than 2000 inhabitants. The surface of the township is generally quite level. Running parallel with the stream which forms its north-westerly boundary is a ridge, the continuation of the Orange Mountain and the first or most easterly of the series of parallel ridges which make up the great Appalachian range, forming so remarkable a feature of the topography in the eastern part of the United States. The traveler who visits the coal-fields of Pennsylvania will have an opportunity to become acquainted, by actual observation, with many curious and interesting facts relating to the structure of these mountains.

Westfield has a Presbyterian and a Methodist church, an academy, several stores, and many handsome residences. It has recently taken a fresh start in growth, and promises to become a rich and prosperous borough.

### SCOTCH PLAINS,

*Westfield, Union Co., N. Y.,*

**22 m. fr. N. Y. Fr. Harrisb'g, 160,**

Is a suburban village, containing a Baptist church, several stores and mills, and about one hundred dwellings. It is a favorite resort with many during the summer months, and has many fine building sites. Its situation is about a mile north-west from the station at the foot and on the south-east slope of the ridge already mentioned. Green Brook, a beautiful stream affording considerable water-

power, emerges from the valley beyond this ridge through a gap in it, just north of this village.

*Feltville* is about two miles above, on this stream, and contains a paper-mill, Presbyterian church, etc.

### PLAINFIELD.

*Plainfield, Union Co., N. Y.*

**24 m. fr. N. Y. Fr. Harrisb'g, 158.**

A large, populous, and thriving village in the township of the same name, being the south-west township in Union county. Green Brook forms the boundary between this county and Somerset, and runs immediately north-west of the village. On the other side of the brook is the mountain ridge already mentioned. As at Scotch Plains, there is a gap through the ridge in the rear of the village, through which Stony Brook, a branch of Green Brook, finds its way. The country around Plainfield is level and very fertile, and much attention is being attracted toward it as an advantageous location for suburban residences. The slopes of the mountain afford most beautiful building sites, commanding magnificent views. There are seven or eight churches here belonging to the Baptists, Methodists, Presbyterians, Friends, and Seventh Day Baptists. There are also two boarding-schools, a bank, and several hat manufactories. The Ophelton Seminary for young ladies is a favorite institution, and the pleasant climate and other attractions make it a popular resort in summer, when its population is estimated to be nearly five thousand.

After leaving Plainfield the tourist should keep a look-out for *Washington Rock* on the right hand, near the top of the ridge or range of hills to the

This is a detailed historical map of the Albany, New York region. The map shows a dense network of roads and railroads connecting various towns and cities. Major towns labeled include Albany, Schenectady, Troy, and Saratoga. The map also shows the Hudson River and the Mohawk River. The map is titled "ALBANY, N. Y." at the top center. The map is oriented with North at the top.





north. From this point General Washington, when hard pressed by Cornwallis, was in the habit of observing the movements of the enemy. The view from this lofty crag is one of the most extended that can be obtained in the whole State. This is due to the fact that this is the most eastern of all the numerous ridges which make up the Appalachian system, and consequently no intervening range intercepts the view to the east. Rahway, Perth Amboy, Elizabeth, and Newark, and, on a clear day, the towers and shipping of New-York itself, may be seen from this elevated point. It may assist the traveler in directing his eye to the locality to observe that it is directly opposite a point on the railroad about two miles beyond Plainfield, and that a considerable clearing has been made about it, making it distinctly visible from the cars. A hotel may also be seen quite near it.

## NEW-MARKET.

*Piscataway, Middlesex Co., N. J.*

**27 m. fr. N. Y. Fr. Harrisb'g, 155.**

The village lies nearly a mile south of the station, and has a Baptist church, an academy, a seminary, a hotel, two stores, several carriage manufactories, a tannery, grist-mill, oakum factory, etc.

*Campville* and *Brooklyn* are small villages, the former one mile and the latter two miles east of New-Market. About six miles south-east, the New-Jersey Railroad from New-York to Philadelphia passes through the town of Piscataway. After leaving New-Market the route bends around and runs almost directly west.

## BOUND BROOK.

*Bridgewater, Somerset Co., N. J.*

**31 m. fr. N. Y. Fr. Harrisb'g, 151.**

The name of this village is derived from the Green Brook, or Bound Brook, as it is sometimes called, which forms the boundary for eight or ten miles between the counties of Somerset on one side, and Union and Middlesex on the other. It here empties into the Raritan River, which, after running some fifteen or twenty miles toward the north-east, here bends around to the south-east, and passing through the city of New-Brunswick, six miles distant, empties into Raritan Sound at Amboy, some twelve miles east of New-Brunswick. It contains a church, an academy, and numerous stores.

The upper part of the village is called Middlebrook. This is an old town. We here come upon the valley of the Raritan, running very close to the river and to the Delaware and Raritan Canal.

## SOMERVILLE,

*Bridgewater, Somerset Co., N. J.,*

**36 m. fr. N. Y. Fr. Harrisb'g, 146,**

On the north bank of the Raritan River, is the capital of Somerset county, and a very flourishing village. It contains some thirty stores, five churches, two banks, and two newspaper offices. It owes its prosperity chiefly to its fine location and the facilities it affords for the disposal of produce. Here the South Branch Railroad diverges to *Flemington*, where it meets a branch of the Belvidere Delaware Railroad, extending to Lambertville, sixteen miles above Trenton, on the Delaware River. This branch affords



convenient access from this region to Philadelphia.

Somerville is tastefully laid out with handsome streets and buildings. The drives about it are very pleasant, especially for several miles along the banks of the Raritan River. A charming view is obtained, from the mountain on the north, of the beautiful valley, the winding river, and the town with its church-spires and pleasant residences. Copper ore has been found in several localities in the mountains near here.

### RARITAN.

*Bridgewater, Somerset Co., N. J.*  
**37 m. fr. N. Y. Fr. Harrisb'g, 145.**

A manufacturing village on the Raritan River, about a mile west of Somerville, with which it is so connected as to form one continuous village. It has manufactories of cloth and carriages, and several machine-shops and grist-mills, and a population of about 1000. Here is a fine water-power, the water being brought from the Raritan River through a canal three miles long, which might be made available to drive a larger amount of machinery, presenting a fine opening for capital and enterprise.

### NORTH-BRANCH,

*Branchburg, Somerset Co., N. J.,*  
**41 m. fr. N. Y. Fr. Harrisb'g, 141,**  
 Also called *Bailies*, is a small post village, containing an academy, a tannery, saw-mill, etc. It receives its name from the *North-Branch* of the Raritan River, on which it is situated, three miles above *Branchville*, at the junction of the *North* and *South Branches*. The *South-Branch Railroad* crosses the *South-Branch* in the southern part

of the town, some four or five miles above Branchville, and then runs up its valley nearly to Flemington. It will be seen that the two *branches* of the Raritan enter largely into the names of the township, its villages, and the railroad to Flemington.

### WHITEHOUSE.

*Readington, Hunterdon Co., N. J.*  
**46 m. fr. N. Y. Fr. Harrisb'g, 136,**

This village is on Rockaway Creek, and has a mill, several stores, a hotel, and academy.

Mechanicsville is a small village about one mile east, and Scrabeltown, another, one mile south of the station. The hill on the left, a short distance west of Whitehouse, is called Pickle's Mountain.

### LEBANON,

*Clinton, Hunterdon Co., N. J.,*  
**50 m. fr. N. Y. Fr. Harrisb'g, 132,**

Is north of the railway, located in a fine, fertile country; has a hotel, a few stores, and a population of about 800. We have now entered a limestone region, the country becoming smooth and rolling, and the soil rich and productive. The farmers are wealthy, and their houses generally display good taste.

### CLINTON,

*Clinton, Hunterdon Co., N. J.,*  
**52 m. fr. N. Y. Fr. Harrisb'g, 130,**

On the South Branch of the Raritan River, two miles from the station, is in one of the most productive and well-improved agricultural regions in the country. The stream affords sufficient water-power to drive a number of flour and saw-mills and other machinery. This village has two or three hotels,

several stores, two churches, and a bank. Here are also extensive limestone quarries, from which a large region of country is supplied with building material. The Somerville and Easton turnpike passes through the village and a little south of the station. Quite a large village is growing up around the station, and a branch railroad has been chartered to the village.

### HIGH BRIDGE.

*Clinton, Hunterdon Co., N. J.*

**54 m. fr. N. Y. Fr. Harrisb'g, 128.**

Here the railroad crosses the *South-Branch* of the Raritan, which rises in Schooley's Mountain, about ten miles north-east from here, and until recently it passed over a bridge of wooden trestle-work 105 feet high and 1300 feet long. An embankment has now taken its place, which has required several years to complete, at a cost of \$180,000. The view from this embankment, up and down the Raritan, is very fine. Soon after leaving this station we strike the valley of Spruce Run.

### SPRUCE RUN,

*Lebanon, Hunterdon Co., N. J.,*

**58 m. fr. N. Y. Fr. Harrisb'g, 124,**

On Spruce Run, has an extensive manufactory of picture frames. Here are several stores, a church, and a small village on the right of the railroad, of which a good view is obtained from the cars. The valley of Spruce Run forms a gap in the ridge, of which Schooley's Mountain to the north-east forms a part, through which we enter the valley of the Musconetcong River.

### JUNCTION STATION.

*Lebanon, Hunterdon Co., N. J.*

**59 m. fr. N. Y. Fr. Harrisb'g, 123.**

Here the Central Railroad connects with the Delaware, Lackawanna, and Western Railroad, extending through the Water Gap to Scranton and Great Bend, on the Erie Railway, and passengers to the Lackawanna and Wyoming coal regions take this road. The village of New-Hampton is a little north-west of the station. Approaching this station we pass through a deep cut in rock and earth. Passing along the hill-sides we have a fine view northward of the Musconetcong Valley.

### ASBURY.

*Bethlehem, Hunterdon Co., N. J.*

**62 m. fr. N. Y. Fr. Harrisb'g, 120.**

A small station well up on the south slope of the Musconetcong Valley. The village of Asbury is on the north side of the Musconetcong, which forms the boundary between Hunterdon and Warren counties. It is in the town of Franklin. The landscape scenery on to Easton is very attractive. This valley is one of the richest agricultural regions in the country, and is considered to be an extension of the Shenandoah Valley in Virginia, being in the same range of mountains.

### VALLEY STATION.

*Bethlehem, Hunterdon Co., N. J.*

**64 m. fr. N. Y. Fr. Harrisb'g, 118.**

It derives its name from the beautiful valley beneath, which, as already stated, is one of surpassing richness and beauty. On the left, mountains and high hills shut out the vision beyond. The small village of Bethlehem is up the ravine, about one mile south.

## BLOOMSBURY.

*Bethlehem, Hunterdon Co., N. J.*  
**67 m. fr. N. Y. Fr. Harrisb'g, 115.**

This thriving village is pleasantly situated on the Musconetcong River, and is partly in Warren and partly in Hunterdon counties. Here we come to a heavy embankment eighty feet high, which was formerly bridged. The village is on the right of the track, and contains two handsome churches and some twenty or thirty dwellings. The road now passes between the hills, forming the Pohatcong Mountain, and into the Pohatcong Valley.

## SPRINGTOWN,

*Greenwich, Warren Co., N. J.,*  
**69 m. fr. N. Y. Fr. Harrisb'g, 113,**

Is on Pohatcong Creek, a tributary of the Lehigh. The valley of this creek is here crossed on a high embankment, formerly a wooden bridge. Here are extensive limestone quarries, and a number of kilns for the manufacture of lime.

## PHILLIPSBURG

*Phillipsburg, Warren Co., N. J.*  
**83 m. fr. N. Y. Fr. Easton, 1.**

**HOTELS**—*Bennet's* and *Reese's*.

An incorporated borough, situated on the left bank of the Delaware River, opposite Easton, in Pennsylvania. Its site is on a high elevation, somewhat rocky and uneven in surface, yet it has many pleasant cottages and villas, and considerable wealth. It is an important manufacturing town, having twelve large establishments, where iron in some form is the product.

Among these are the "Trenton Iron

Company's Furnace;" a nut manufactory; the Warren Foundry and Machine Company's Works, for the manufacture of gas and water-pipes; Reese, Merrick & Co.'s manufactory of mowing-machines and agricultural implements; the Delaware Rolling Mill; Delaware Bolt Factory; Lake, Bearder & Co.'s stove works; Wilhelm Wagner & Co.'s sheet-iron manufactory, the product of which is said to be equal in quality to that of any manufactory in the United States. There are four churches in this borough. Three bridges cross the Delaware at this place—two of wood, for the Lehigh Valley Railroad, and a new iron one, recently built, for the Morris and Essex Railroad. Phillipsburg is the residence of General Heckman, who distinguished himself in the late war for the maintenance of the Union.

Here connection is made with the Belvidere Delaware Railroad, the *Lehigh Valley Railroad*, and the *Lehigh Coal and Navigation Company's Railroad*.

A connection is also contemplated with the *East Pennsylvania Railroad* at Allentown, by building a new railroad from Easton to that place. The East Pennsylvania Railroad is now controlled by the Reading Railroad Company, and by this means an outlet will be afforded for the great Schuylkill and Mahanoy Coal Regions directly to New-York, *via* Pottsville and Tamaqua.

The interests of the Lehigh coal region are intimately connected with those of the two railroads now existing between Easton and Allentown, and they are not at present disposed to allow the coal of the other regions

to pass over their road, to compete with theirs in the New-York market.

## EASTON.

*Easton, Northampton Co., Pa.*

86 m. fr. N. Y.

HOTELS—The *American* and *Franklin Houses*.

### SITE.

This town, one of the oldest in the State, is situated at the junction of the Delaware, Lehigh, and Bushkill Rivers, in part upon the *débris* which their waters have washed down and lodged in this situation. So limited, however, is the site thus produced that much of the town, as it has increased in size, has climbed up the ranges of hills which encircle it on all sides, giving it a romantic appearance.

Its regularly laid out streets are either paved or macadamized, and are lighted with gas, supplied with water, and kept very neat and clean. Near the centre of the city is a public green, called the "Circle," from its circular form. Around it is a handsome paved promenade, shaded with trees. Around this Circle, on market days, are ranged rows of temporary stalls, and wagons from the country loaded with produce. In its vicinity are many of the oldest and finest residences, which are built of brick, and present an air of comfort and competence.

### PUBLIC BUILDINGS, ETC.

The *Court-House* occupies a commanding position on the hill in the western part of the borough. There are also a number of fine churches and an academy.

On the east rises Mount Lafayette, with *Lafayette College* near its sum-

mit. This institution was founded in 1833, and has many attractive features. It is located on a beautiful eminence, overlooking the surrounding country, and its grounds cover forty acres. It has nine resident and three lecturing professors, and 100 students. Recent endowments, amounting to \$300,000, have given it a new impetus, and placed it upon a permanent and substantial footing. The prominent feature of this college is metallurgy and mineralogy, of which departments Professor *H. S. Osborn* has the especial charge. A fine new building of limestone has recently been erected, containing a cabinet with more than 8000 specimens of minerals from Pennsylvania and New-Jersey alone, besides lecture-rooms and apartments for laboratories and the use of students. North of this is a new observatory, which contains a telescope of superior quality and power. Other buildings are soon to be erected and the old ones remodeled, making this college one of the best institutions of the kind in the country. Its location is peculiarly adapted for the study of those branches to which the attention of students will be more prominently directed, being in the midst of a rich mineral region, presenting a large variety of interesting fields for exploration. Here are found rare specimens of serpentine, zircons, and epidote, while north of Easton is a rock from which is obtained a rich variety of augites. A new locality, just opened, contains the sulphate of barytes, while on the south, across the Lehigh River, the Lehigh Hills are filled for miles with mines of iron. At the Phillipsburg Cut, on the south, the limestone and granite come together, a singular

and unusual occurrence. This is the only granite found in this entire region.

*Durham Cave*, near here, contains the petrified bones of the buffalo, moose, and deer, with evidence that these animals must have inhabited this region within about a century. Here, too, at the forks of the Delaware, was the great camping-ground of the Indians in the times of Brainerd.

*Mount Jefferson*, the abrupt peak in the centre of the town, was an Indian lookout, where are still found arrow-heads and other Indian relics. The view of these locations from Lafayette College is grand.

#### MANUFACTURES.

Among the principal manufactories of Easton is the rolling-mill and wire manufactory of Stewart & Co., at South-Easton, on the southern bank of the Lehigh, from which from 1200 to 1500 tons of iron and copper wire are made annually, and is pronounced the finest manufactured in this country. Strangers are always welcomed to see these works, which are exceedingly curious and interesting. The Glendon Iron Works are a mile and a half above Easton Centre, on the Lehigh River. Besides these are the Oxford Furnace, Cooper's Furnace, the Lehigh Cotton Factory, and the Franklin Iron Works, manufacturing nearly all kinds of agricultural implements. These various establishments give to Easton, though a somewhat antiquated German town, a busy and thriving appearance.

Bushkill Creek affords a good water-power, upon which are more than a dozen mills and distilleries, which consume 250,000 bushels of grain, and

manufacture 900,000 gallons of whisky annually.

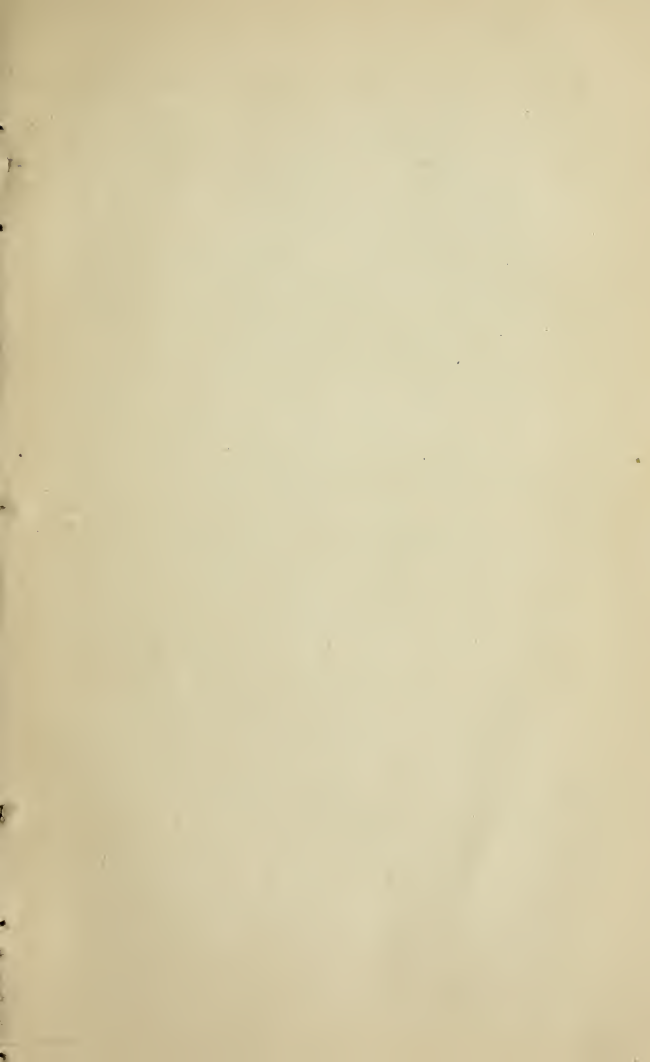
A fine covered bridge, 600 feet long, erected in 1805 for carriage and foot travel, crosses the Delaware to Phillipsburg at the foot of Northampton street, which has alone withstood the powerful freshets that, from time to time, have carried away so many similar structures. An iron bridge across the Lehigh connects Easton with South-Easton, where is the depot of the Lehigh Valley Railroad. Over this, and crossing diagonally, the Lehigh Coal Navigation Company are erecting a new and very long bridge, to connect their road, which is nearly completed to this place, with the Morris and Essex and the New-Jersey Central, running to New-York.

#### RAILROAD COMMUNICATIONS.

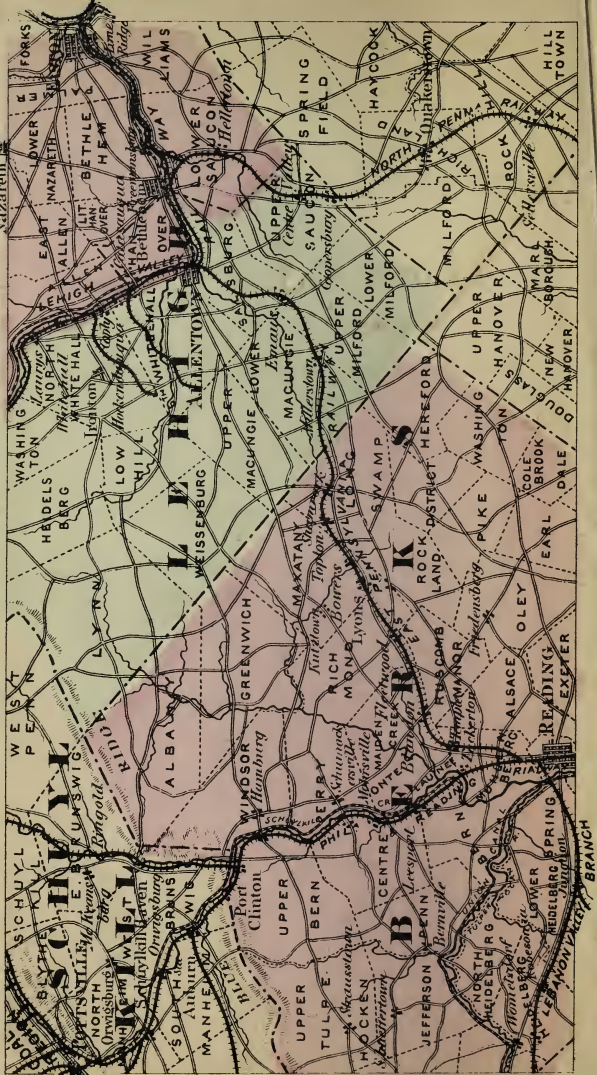
The facilities of Easton for communication with all sections of the country are numerous and excellent. It is the western terminus of the Central Railroad of New-Jersey, the Morris and Essex Railroad, and the Morris Canal. The Lehigh Valley Railroad and the Lehigh Coal Navigation Company's Railroad and Canal extend from here to the coal regions. By the Belvidere Delaware Railroad it is connected with Philadelphia below, and with Belvidere, the Water-Gap, and the Lackawanna coal regions above. The Allenton route, from Allentown through Harrisburg to Pittsburg, connects it with all points west.

No traveler should leave Easton without, once at least, climbing some of its lofty hills, and enjoying for a while the almost matchless beauty of the scene that is here spread before the vision.





EASTON TO READING AND POTTSVILLE.



# LEHIGH VALLEY RAILROAD.

EASTON TO ALLENTOWN, 17 MILES

THIS railroad, as its name implies, is located in the valley of the Lehigh River, and extends from its confluence with the Delaware River at Easton up to Whitehaven, within twenty miles of its sources on the Alleghany summits, running all the way close beside the river banks to Whitehaven, and thence crossing over the mountain ridge to Wilkesbarre in the Susquehanna Valley.

At Allentown the river and railroad bend around until their general directions above and below that place make nearly a right angle, the part between Easton and Allentown ranging nearly east and west, and that above Allentown, north and south.

For this reason the "Allentown Route" to the west diverges from the Lehigh Valley Road at Allentown, and continues westward, over the *East-Pennsylvania* and *Lebanon Valley Branches* of the *Reading Railroad*.

The scenery along the Lehigh Valley is very interesting and pleasing. The portion between Easton and Allentown presents, in addition to the natural features of the landscape, a succession of immense furnaces and iron works with huge stacks pouring out flame and smoke, and immense and constantly increasing piles of cinders, etc.

## LIME RIDGE.

*Lower Saucon, Northampton Co., Pa.*  
**82 m. fr. N. Y. Fr. Harrisburg, 100.**

Here are a number of lime-kilns, the stone being supplied by the quarries in the vicinity, and the railroad affording convenient facilities for obtaining coal and for forwarding lime. Much of the lime, however, is used by farmers in the region around for improving the land. The scenery along the Lehigh about here is very beautiful. Just below this station is Smith's Island, in the Lehigh River, covered with shade trees, and a favorite resort for picnics, etc.

## FREEMANSBURG.

*Lower Saucon, Northampton Co., Pa.*  
**84 m. fr. N. Y. Fr. Harrisburg, 98.**

A pretty and thriving borough, extending along the opposite or north side of the Lehigh River, in the township of Bethlehem. Here are several quite extensive canal-boat building establishments. The borough contains some two hundred inhabitants, a church, and two hotels. A bridge connects it with the south side of the river.

About two miles north, in Bethlehem township, is the small village of BUTZTOWN, and a little south of the station, in Lower Saucon, is SHIMERSVILLE, another small village on Saucon Creek, containing a woolen factory, a saw-mill, a grist-mill, a store, and a hotel. Here a branch railroad extends across about a mile to the North-Pennsylvania Railroad.

## BETHLEHEM.

*Lower Saucon, Northampton Co., Pa.*  
**87 m. fr. N. Y. Fr. Harrisburg, 95.**

**HOTELS**—*Sun, Eagle, Fetter's, and Pennsylvania House.*

*Bethlehem* is one of the oldest Mo-

ravian settlements in this country. The Moravians came to the New World early in its history, both to avoid persecution and to attempt the conversion of the Indians to Christianity. They first settled in Georgia, but in 1738 their settlement was broken up, on account of a war then raging between England and Spain, in which the Brethren were compelled to serve, and their attention was directed to Pennsylvania. The strict morality and even severity of their manner of life were far from a hinderance to them in their enterprise. "They held all property in common; the support of the aged and infirm was made a general concern; and even the regulation of marriages was a matter in which the individuals directly concerned had less to do than any body else."

The settlement at Bethlehem, made in 1741, was the earliest in Pennsylvania, and retained its original economy longer than any other. The obloquy and contempt which were bestowed upon them by their neighbors, the Germans and Irish, only served to strengthen the bond of union among them.

The separation of the sexes and community of property existed as late as 1762. From that time their distinctive characteristics have more and more ceased to be noticeable.

The old buildings, for the most part, still remain, and are objects of curious interest to the tourist. The principal ones stand in Church row, at the foot of Broad street, near the Sun Hotel. They are built of stone, and appear capable of enduring for many years to come. Here the infirm and aged are still supported by the Brethren as of old.

The old grave-yard of the Moravi-

ans is an interesting place to visit. It is in the centre of the town, and is filled with graves of whites, Indians, and negroes, arranged with none of the fastidious discriminations of the present age. The Moravian church is a large stone edifice, 142 feet long, in the Gothic style.

The borough has a pleasant and commanding situation on the north bank of the Lehigh River, is regularly laid out, its streets finely shaded with an abundance of trees, and is a favorite place of resort in summer.

Some historic interest attaches to this place from the fact that Washington, in his retreat across the Delaware, was compelled to remove his hospital and supplies to Bethlehem. The Moravians gave the use of their buildings to the government, which at one time were filled by a large body of British prisoners. Thus the town came to be honored by the presence of Washington, Adams, Lafayette, Pulaski, Gates, Hancock, and Franklin. The "Single Sisters" gave Count Pulaski a banner of crimson silk, embroidered, which is now in the Historical Society's rooms at Baltimore. Longfellow has made this incident the subject of a poem.

#### MANUFACTURES.

The *Bethlehem Iron Co.*'s works are the finest in this whole valley, which is so celebrated for its extensive iron manufactories. At their rolling-mill large quantities of railroad iron are manufactured.

The *Lehigh Zinc* works are also located here, besides numerous other smaller establishments.

#### THE LEHIGH UNIVERSITY.

Bethlehem is the site of the *Lehigh*

*University*, which was formally opened on September 1st, 1866. During the year 1865, the Hon. Asa Packer, of Mauch Chunk, announced, unsolicited, to the Bishop of the Diocese, his intention to appropriate the sum of \$500,000 and an eligible spot in South-Bethlehem, containing 56 acres, for the purpose of founding an educational institution, which should bear the name of the *Lehigh University*. The purpose of the founder in making this munificent endowment was to provide the means for imparting to young men of the State a complete professional education, which should fit them to take an active part in the practical duties of the time.

The system adopted proposes to introduce those important branches "which have been heretofore more or less neglected in what purports to be a liberal education; and especially those industrial pursuits which tend to develop the resources of the country, such as Engineering, Chemistry, Metallurgy, Architecture, and Construction." The institution is designed to be *polytechnic* in its character, so that the instruction which it imparts will enable its graduates to play intelligent parts in exploring and developing the vast resources of the United States.

Its site is peculiarly adapted for the purposes to which it has been devoted, upon a gentle declivity of the Lehigh Mountain range, in the midst of a park of forest-trees, 365 feet above tide water, having an unobstructed view for twenty miles.

*Packer Hall*, the principal university building, is a handsome edifice of stone, 213 feet long, standing 700 feet back of Packer avenue, the front limit of the grounds. Near it are erected



houses for the President and professors.

Toward the eastern extremity of the grounds stands *Christmas Hall*, a commodious brick edifice, containing a chapel, lecture-rooms, and students' dormitories.

This College had at its opening 40 students, and will, without doubt, become one of the most important and prosperous educational institutions in the country.

The Moravians have here a large female seminary, which has a high reputation throughout Pennsylvania. There are, in this borough, five hotels, four churches, and a newspaper office. The streets are lighted with gas, and the borough is supplied with water from Manockisy Creek.

The railroad station is not within the limits of the borough, which lies entirely north of the river. Quite a village has sprung up on the south side of the river, called *Bethlehem South*, in the township of Lower Saucon. Here is the junction of the North-Pennsylvania Railroad, leading to Philadelphia, and forming its most direct route to the Lehigh Valley.

## ALLENTOWN.

*Lehigh Co., Pa.*

92 m. fr. N. Y. Fr. Harrisburg, 90.

The station here is at the junction of the Lehigh Valley Railroad with the East-Pennsylvania road, extending from here to Reading, and is in the township of Sarsburg.

The city of Allentown is in full view about one mile north of the station on the Lehigh Valley road. Its name is derived from that of its original owner, James Allen, who laid it out in 1762. It is the capital of Lehigh County,

and is situated at the junction of the Lehigh River and Jordan Creek, which runs through the northern part of the town. The eminence upon which it is built commands a fine prospect, and slopes gradually to the Lehigh on the east, and the Jordan Creek on the north. The difficulty of obtaining water was, for a time, a hinderance to its growth; but the town was at length supplied, in 1828, from Norman's Spring, about a mile distant.

The streets are regularly laid out, and lighted with gas by the Allen Gas Company. Main street is the principal thoroughfare.

## PUBLIC BUILDINGS.

The Court-House is a handsome building of blue limestone, two stories in height, and surmounted by a cupola.

*Muhlenberg College* is a newly organized institution for boys, introducing a military system in their training. Both of these buildings stand upon Main street, and will attract the attention of visitors.

Allentown has also a theological seminary, a number of fine churches, and several banks and newspaper offices.

## MANUFACTURES.

Of late years its industrial interests have been largely developed, contributing much to its prosperity. Among its manufacturing establishments are the *Allentown Iron Co.'s Furnace*, which produces 20,000 tons of pig-iron per annum, for which the ore is mined in the vicinity, near the Lehigh Valley Railroad; *Roberts' Iron Furnace*; the *Lehigh Valley Rolling-Mill*, for the manufacture of railroad and bar iron, spikes, rivets, etc.; the *Allentown*

*Rolling-Mill*, making railroad iron; *Hope Rolling-Mill*, the *Jordan Manufacturing Co.'s Rolling-Mill*, besides other establishments for the manufacture of castings, machinery, gas and steam pipes, boilers, axles, carriages, pianos, files and fire-arms. Nearly all the iron ore used by these mills is obtained a short distance from the East-Pennsylvania Railroad, between Allentown and Bower's Station.

The **LEHIGH RIVER**, a tributary of the Delaware, rises in Luzerne county, near Wilkesbarre, running to Allentown in a south-easterly or nearly southerly course. Here the Lehigh

Hills bar its further progress toward the south, and compel it to take an easterly direction. This stream formerly abounded with trout and shad, before dams were erected across it. The landscape is everywhere in this region picturesque and beautiful; the adjacent country is fertile, and the farms well improved. Extensive beds of iron ore, limestone, and roofing slate are found in the vicinity. Here are mineral springs that are highly prized by those who have tried their efficacy. A visit to "Big Rock," 1000 feet in height, a short distance from the city, will amply repay the tourist.



## DOTY'S CLOTHES WASHER,

using boiling-hot suds, saves three-fourths the labor and time—takes out all the dirt—no sore hands—no foetid air—  
NO INJURY TO THE CLOTHES.

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*Rural New Yorker.*

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**R. C. BROWNING, General Agent,**  
32 Cortlandt Street, New York,  
(OPPOSITE MERCHANTS' HOTEL.)

# PHILADELPHIA AND READING RAIL-ROAD.

## EAST-PENNSYLVANIA AND LEBANON VALLEY BRANCHES.

### ALLENTOWN TO HARRISBURG. 90 MILES.

THE great Anthracite Coal trade, which has grown up with enormous rapidity during the past thirty years, has stimulated the opening of numerous avenues for its conveyance to market. Of these the Schuylkill Canal and Reading Railroad were among the earliest.

The valley of the Schuylkill River, extending from the gaps which three of its tributaries make in Sharp Mountain, the southern boundary of the great coal basin of Schuylkill county, to the Delaware River at Philadelphia, affords a natural and very convenient outlet for this coal to tide-water at Philadelphia.

In this valley the Schuylkill Navigation Company built their canal, which was completed in 1825. Vast and constantly increasing quantities of coal have been carried over this canal; but, owing to its obstruction by ice in winter and other causes, it was found in-

adequate to respond to the increasing demands upon it, and the Philadelphia and Reading Road was consequently chartered in 1833. It was found to be a work of great difficulty, however, and was not completed to Mount Carbon, its termination, just below Pottsville, till 1842.

The *Lebanon Valley Railroad*, extending from Reading, 36 miles below Pottsville, to Harrisburg, 54 miles, was chartered in 1836, and completed in 1856, at a cost of \$4,500,000.

The *East-Pennsylvania Railroad*, from Allentown to Reading, 36 miles, was chartered in 1856, and completed in 1859, at a cost of \$1,100,000.

Both these roads are now owned or controlled by the Reading Company, who are thereby enabled to send the coal of the Schuylkill mines east and west as well as south, over the main road to Philadelphia.

**EMMAUS.***Sarsburg, Lehigh Co., Pa.***97 m. fr. N.Y. Fr. Harrisburg, 85.**

Emmaus is a Moravian village, at the foot of South Mountain, and is built principally on one street. Like most Moravian towns, it has received a Scripture name. Its site was bequeathed by two brethren, for the support and promotion of missions among the Indians. Here are a church, an academy, and a hotel.

**MILLERSTOWN.***Lower Macungy, Lehigh Co., Pa.***101 m. fr. N.Y. Fr. Harrisburg, 81.**

A quiet village, with a church, a hotel, and a few stores.

**ALBURTIS.***Long Swamp, Berks Co., Pa.***104 m. fr. N.Y. Fr. Harrisburg, 78.****HOTEL**—The *Alburtis Hotel*.

Named in honor of one of the directors living in New-York.

Large quantities of iron ore are sent from this station to Allentown and Reading. A branch railroad crosses the East-Pennsylvania Railroad, constructed to the mines. Here is a brick manufactory.

**SHAMROCK.***Long Swamp, Berks Co., Pa.***106 m. fr. N.Y. Fr. Harrisburg, 76.****HOTEL**—The *Shamrock House*.

Iron mines are worked a half mile north of this station. Shamrock village and church are seen on the south of the railroad. William Drexler's Iron Furnace is a short distance north of the station.

**MERTZTOWN.***Long Swamp, Berks Co., Pa.***107 m. fr. N.Y. Fr. Harrisburg, 75.**

A small village with several stores

and thirty or forty dwellings. From this station iron ore is sent east and west. The surface of the country is slightly rolling, and it is a fine grain region. An air of thrift and comfort marks the appearance of all this section of the State.

**TOPTON.***Long Swamp, Berks Co., Pa.***109 m. fr. N.Y. Fr. Harrisburg, 73.****HOTEL**—The *American House*.

Here are store-houses of grain, coal, and lumber, a hotel, and two stores. A branch railroad is being constructed from this place to Port Clinton, on the Philadelphia and Reading Railroad, which will considerably shorten the distance from the Schuylkill coal region to Easton and New-York.

**BOWER'S.***Maxatawny, Berks Co., Pa.***112 m. fr. N.Y. Fr. Harrisburg, 70.**

A small station with a few houses and several stores.

**LYONS.***Maxatawny, Berks Co., Pa.***113 m. fr. N.Y. Fr. Harrisburg, 69.****HOTELS**—*American House, Lyons Hotel.*

Here is a coal and lumber depot. This is the only station at which express trains stop between Reading and Allentown. The village is a small one, in a farming district. Quite a number of people from the city resort here in summer. This station, like many of the others, is principally of recent growth.

**FLEETWOOD.***Richmond, Berks Co., Pa.***116 m. fr. N.Y. Fr. Harrisburg, 66.**

**HOTEL**—The *American House*, near the station.

Has a manufactory of threshing and

mowing machines, four hotels, five stores, and a larger trade in grain, lumber, and coal than any other village upon the line of this road. Some iron ore is found here. The valley on the north is exceedingly fertile, and presents a scene of thrift rarely surpassed. Bounding the horizon on the north, the Blue Ridge, some fifteen miles distant, may be seen, stretching along for many miles, and the gaps at the Lehigh and Schuylkill Rivers may be distinguished.

### BLANDON.

*Maiden Creek, Berks Co., Pa.*

**119 m. fr. N.Y. Fr. Harrisburg, 63.**

HOTEL—The *Blandon House*, near the station.

We here pass along a slight declivity, overlooking a broad valley on the north, bounded by the Blue Ridge in the distance. Blandon has a church, a hotel, and a few scattered farm-houses. Soon after leaving this station we turn toward the left, and continue nearly due south to Reading.

### SIDING.

*Maiden Creek, Berks Co., Pa.*

**120 m. fr. N.Y. Fr. Harrisburg, 62**

Here are a few houses. This is only a flag station, with a side track for loading and unloading cars.

### TEMPLE.

*Muhlenberg, Berks Co., Pa.*

**122 m. fr. N.Y. Fr. Harrisburg, 60.**

Has a brick-yard, and about a dozen dwellings, in a farming district,

### READING.

*Reading, Berks Co., Pa.*

**128 m. fr. N.Y. Fr. Harrisburg, 54.**

This handsome city, the capital of

Berks county, lies upon the east bank of the Schuylkill River, fifty-four miles east from Harrisburg. It was laid out, in 1748, by William and Richard Penn, proprietaries of the province, and is hence one of the oldest towns in the State. It was named after Reading in England. Its early settlers were chiefly Germans, and it has continued largely German until the present day. In point of population it is the fourth, and in manufactures the third city in the State. It is beautifully situated on a plain which rises gradually from the river, inclosed on the east by an eminence several hundred feet high, called Penn's Mount, forming a part of the range called South Mountains, or, further east, the Lehigh Hills. It is compactly built, and intersected by straight and rectangular streets, which are remarkably clean and smooth.

### PUBLIC BUILDINGS.

Among the public buildings is the Court-House, in the central square, 200 feet long by 220 feet deep, having a splendid portico, supported by six columns of red sandstone, and erected at a cost of \$60,000. The city contains four banks, three public libraries, and twenty-five churches. The new Episcopal church, on North-Fifth street, is one of the finest in the State. It is built of Berks county sandstone, and is remarkable for its steeple, which is 202 feet high. The spire alone cost more than \$30,000. The German Lutheran church is also a handsome edifice, with a spire 200 feet high.

Like a number of these Pennsylvania cities, the market building occupies a central position, and consists of a long roof supported on pillars, open upon the sides and ends, in which are rang-



READING TO HARRISBURG.





ed rows of stalls, containing every variety of produce, fresh from the country. The hours of market are from four till seven in the morning, and also about the same length of time in the evening. During the rest of the day this building is entirely vacant.

#### MANUFACTURES.

The position of Reading renders it a place of active trade and business enterprise, being the market for a rich and populous agricultural district, and having superior facilities of communication with the interior of the anthracite coal region on the one hand, and with the principal markets along the sea-board on the other. This town is largely engaged in the manufacture of iron, steam-engines, hats, shoes, and a variety of other articles.

Some of the prominent establishments are the *Keystone Iron Works*, *Reading Iron Works*, *Reading Brass Works*, and *Reading Rolling-Mill*, owned by the Reading Railroad, and employed in the manufacture of their own railroad iron and steel. The car shops of the Reading Railroad will be seen on the right of the railroad on approaching the station. They are immense buildings, 700 feet long and 350 feet wide, erected for the manufacture and repair of cars, locomotives, and other machinery connected with the railroads owned or operated by this great company. In these some 1200 men are employed.

Of the furnaces at Reading, one has an annual capacity of 3500 tons; two charcoal furnaces have each over 1000 tons capacity. There is a forge of 600 tons, besides a cotton mill, which has at times produced 8000 yards daily; also large flouring mills, a nail factory,

breweries, tanneries, a pottery, lumber yards, and a numerous variety of other manufactures. More than \$3,000,000 capital is thus employed here, while the value of articles manufactured annually amounts to \$18,000,000. Much of the Iron used is dug from Penn's Mount, on the east.

#### PLACES OF INTEREST.

A mile and a half east of Reading is a mineral spring, and near it a fine hotel, which is a favorite summer resort. The "*White House Hotel*," on the mountain, 300 feet above the river, is a mile and a half south-east. "*Andalusia Hall*" is another noted summer resort, one mile north, and has a large number of boarders every season. From "*White Spot*," on Penn's Mount, 1000 feet above the river, a beautiful view is obtained of the entire city and vicinity, and is much visited.

The Schuylkill is spanned at Reading by two covered bridges, 600 feet long, erected at a cost of \$60,000.

#### COMMUNICATIONS.

The Schuylkill Canal, extending from Port Carbon, above Pottsville, to Philadelphia, passes through Reading; and from this place commences the Union Canal to Middletown, on the Susquehanna. The railroad hence to Harrisburg is known as the Lebanon Valley Railroad. The Reading and Columbia Railway runs through the rich farming region of Berks and Lancaster, past Ephrata and Litiz springs; while the Philadelphia and Reading Railway, extending south-easterly to the former city and north-westerly to Pottsville, forms communication with those places, supplying the furnaces

and manufactories of Reading and other places below with coal from the Schuylkill mines, besides taking an enormous quantity to Philadelphia, where much of it is shipped for other more distant markets. The New-York Railroad depot and the Reading and Columbia Railroad station are very near together in the northern part of the city, while the principal station of the Philadelphia and Reading Railroad is more central.

#### • HOTELS.

Among the numerous hotels in Reading, we may mention the "Mansion House," William Behm, Proprietor, which enjoys a reputation second to no other hotel in the interior of the State. It has recently been enlarged and refurnished in every department, and presents superior accommodations and attractions to those seeking rest or recreation.

Reading was incorporated as a city in 1847, and has a population of 40,000. Among its prominent citizens and residents is J. Glancy Jones, Ex-Member of Congress and Ex-Minister to Austria. Several days may be pleasantly and profitably passed in this city, visiting its immense iron-works and manufactories, and the beautiful scenery in this vicinity.

#### SINKING SPRING.

*Spring, Berks Co., Pa.*

**133 m. fr. N.Y. Fr. Harrisburg, 49.**

A small village, with a church and 40 or 50 dwellings, principally upon a single street, parallel with the railroad. So-called from a remarkable spring in this vicinity.

#### WERNERSVILLE.

*Lower Heidelberg, Berks Co., Pa.*

**137 m. fr. N.Y. Fr. Harrisburg, 45.**

Has an extensive limestone quarry near the station. The *Hygiene House*, a large water-cure establishment, near *Ephrata Springs*, on the mountain to the south, is a popular resort for invalids and is largely patronized. The view from it is commanding and beautiful, stretching over a wide extent of country covered with fine farms and pleasant villages, while its elevated position renders it extremely healthful and invigorating.

#### ROBESONIA.

*Heidelberg, Berks Co., Pa.*

**141 m. fr. N.Y. Fr. Harrisburg, 41.**

A quiet village, in an agricultural region. Robinson's large iron furnace is located south of the station, at the base of the mountain. A branch track is constructed to it from the main road.

#### WOMELSDORF,

*Heidelberg, Berks Co., Pa.,*

**143 m. fr. N.Y. Fr. Harrisburg, 39.**

Is an incorporated borough, and one of the largest towns in Berks county. It is situated on the south side of Tulpehocken Creek, and is surrounded by fertile and well-cultivated farms. It contains an academy and several churches and stores. Its inhabitants are mostly Germans. In its vicinity is a very large and beautiful spring, where a hotel is erected, which renders it a favorite place for picnic parties from Harrisburg and Reading. Upon an old house in Womelsdorf, carved in one of the stones, is an inscription, which reads, "This was built by J.

Manderbach and Eliza his wife." The *South Mountain House*, under the mountain, is a summer resort, and is easily reached from the station by omnibuses.

### SHERIDAN.

*Mill Creek, Lebanon Co., Pa.*

**146 m. fr. N.Y. Fr. Harrisburg, 36.**

*HOTEL—Sheridan House.*

Has an iron furnace, on Mill Creek, besides a flour-mill and saw-mill, quite near the station. From the car windows the traveler can here look over a broad extent of country northward, bounded in the distance by the Blue Mountains. The southern limit of this broad valley is the range of hills on the south called South Mountain.

### RICHLAND.

*Mill Creek, Lebanon Co., Pa.*

**147 m. fr. N.Y. Fr. Harrisburg, 35.**

This station has grown up within three years. Has a grain store-house and a dozen dwellings, in a farming community. A fertile grain country.

### MYERSTOWN.

*Jackson, Lebanon Co., Pa.*

**150 m. fr. N.Y. Fr. Harrisburg, 32.**

Myerstown, on Tulpehocken Creek and the Union Canal, a little north of the station, is surrounded by fine farms. It has several churches and stores, a newspaper office, a large stove foundry, and extensive brick works. The "Palatinate College" is being erected here by the German Reformed denomination. Its buildings occupy a prominent position in the village and can be seen from the depot. Here are three hotels.

### PRESCOTT.

*Jackson, Lebanon Co., Pa.*

**152 m. fr. N.Y. Fr. Harrisburg, 30.**

A small station on the Union Canal, in a farming district. The traveler through this section of the country will be struck with the fine farm-houses, and especially their outbuildings. The barns are many of them of great size, built of limestone, neat, and substantial in appearance.

### AVON.

*North-Lebanon, Lebanon Co., Pa.*

**154 m. fr. N.Y. Fr. Harrisburg, 28.**

Avon is a small village in the midst of a grain section of the State. It is on the canal, and has a steam flouring mill. Soon after leaving its depot we pass the Lebanon Almshouse, a little way from the railroad, on the south.

### LEBANON.

*Lebanon Co., Pa.*

**156 m. fr. N.Y. Fr. Harrisburg, 26.**

The capital of the county of the same name, is situated almost exactly half-way between Harrisburg and Reading, in a fertile limestone valley. It is drained by the Swatara River; although somewhat uneven in surface, its streets are regularly laid out, and its houses mostly built of brick or stone. The soil is so productive that land can not be purchased for less than \$150 or \$200 an acre. It is the centre of an active trade, for which the Union Canal and Lebanon Valley Railroad afford facilities, and is also a place of considerable manufacture. It has several very large anthracite furnaces, each of which can produce more than one hundred tons of iron a week; also a manufactory of paper, an academy, a bank, and several



churches and stores, besides two large warehouses on the canal.

About seven miles south are the Cornwall Ore Banks, reached by the North-Lebanon Railway. These banks are vast masses of iron ore, lying open to the eye, and piled up by nature within easy access. There are three hills, two on the right of the railway, called the Grassy Hill and the Middle Hill, and one on the left as you enter, called the Big Hill, being larger than the others. It is estimated that Big Hill alone contains 40,000,000 tons of iron above the surface of the ground, and worth more than \$16,000,000. The ore here yields 70 per cent of pure metal, and is mined in terraces, so that it can be rolled down a slope to cars on the railway. Rich veins of copper occasionally occur in connection with the iron. On the Swatara River, six miles from Lebanon, a quarry of gray marble has recently been opened, which is susceptible of a fine polish. Lebanon is destined to be one of the largest cities of Pennsylvania, and will well repay the tourist for a visit. Stages are in waiting at the station to convey travelers to the best hotels.

### **ANNVILLE.**

*South-Annvile, Lebanon Co., Pa.*

**161 m. fr. N.Y. Fr. Harrisburg, 21,**

A quarter of a mile south of this station, is a pleasant country town. Here are extensive brick works, and several flour mills, two hotels, a church, and several stores.

### **PALMYRA.**

*Londonderry, Lebanon Co., Pa.*

**166 m. fr. N.Y. Fr. Harrisburg, 16.**

**HOTEL**—The *Lebanon Valley House*.

The surpassing richness of the soil

gives the country in this section the appearance of a wide-spread garden, with waving fields of grain and clover. This village is south of the station about three quarters of a mile. It is a quiet country place, with several churches, and considerable wealth.

### **DERRY.**

*Derry, Dauphin Co., Pa.*

**169 m. fr. N.Y. Fr. Harrisburg, 13.**

A small village. Has two hotels. Here on the south, a little distance from the track, in a grove, is an old church, erected a hundred and twenty years ago, when the early settlers were obliged to attend service armed with muskets, as a protection against hostile Indians. Picnics are held in this neighborhood.

### **SWATARA.**

*Derry, Dauphin Co., Pa.*

**171 m. fr. N.Y. Fr. Harrisburg, 11.**

This village is a mile north of the railway, on the Swatara River, where there is an iron furnace. At the station is a granary and a few houses.

### **HUMMELSTOWN,**

*Derry, Dauphin Co., Pa.,*

**173 m. fr. N.Y. Fr. Harrisburg, 9,**

On the Swatara River, is a pretty village, containing four churches, an academy, seven or eight stores, and a pottery. Most of its residents are prosperous farmers, and an air of wealth and thrift invests the town. A mile south of the village is a large *cave*, which is a great curiosity, and interesting to all who visit it. This cavern is in the limestone rock, and consists of two apartments, the first of which is about 400 feet long; then, descending about twenty feet, you come into the main cham-

ber, which is four miles in length, abounding with stalactites, and stalactic formations of innumerable shapes and fantastic figures, which are wonderfully beautiful, and where one may spend hours most pleasantly.

## HARRISBURG.

*Harrisburg, Dauphin Co., Pa.*

182 m. fr. N. Y.

**HOTELS**—*Lochiel House, State Capital Hotel.*

This city, the capital of Pennsylvania, is delightfully situated on the east bank of the Susquehanna River, 106 miles from Philadelphia, and 110 miles north of Washington. It was laid out, in 1785, by John Harris, from whom it received its name, and became the capital of the State in 1812.

### SITE.

Its site is one of great beauty, and the climate is extremely healthful. The river here, though possessing great volume, has not sufficient depth to render it easily navigable, except for rafts, which the current easily bears down. Its canal and railroad communications with different sections of the country are, however, so numerous and complete that it is almost unequalled in its position for business enterprises of every kind, which also render it a flourishing interior market. It is regularly laid out, with broad and handsome streets, and is neat in appearance.

### PUBLIC BUILDINGS.

The capitol buildings, consisting of the Capitol, and its adjacent State offices, and arsenal, stand upon an eminence, a little west of the centre of the city. The grounds about them have been laid out with great care and taste, forming one of the handsomest parks

in the State. The Capitol is an imposing edifice, consisting of a main building and two wings, each adorned with a portico and Doric pillars. It contains the Senate and Representative Chambers, the State Library, Supreme Court rooms, and apartments for the several State officers. From the dome of the Capitol a magnificent view is obtained of the wide and winding river, its bridges and islands of beauty, and the adjacent ranges of the Kittatinny Mountains. Other prominent buildings are the Court-House, a large and commodious structure on Market street, the principal business thoroughfare. The First Presbyterian church is a new edifice of brick, and a fine building.

The *Market* will attract the attention of every visitor. It occupies a central position on Market street, running at right angles to it, and is capable of holding a hundred or more stalls. Wednesdays and Saturdays are market days, when it presents a novel and curious appearance to strangers on making their way through the busy crowds of buyers and sellers.

The *State Lunatic Hospital*, located north-east of the city, contains about three hundred and fifty patients, and is an ably managed institution.

### MANUFACTURES.

Here are several extensive iron furnaces, rolling-mills, a cotton factory, and the machine shops of the Pennsylvania Railroad Company. Wooster's new brass furnace, on the left of the railroad, near the station, is one of the largest in the State. Other smaller manufactories are scattered about the city, and are very numerous.

### OBJECTS OF INTEREST.

In the Hall of Representatives, until

recently, has stood the chair in which John Hancock sat, as President of the Continental Congress. In the Senate Chamber are portraits of George Washington, William Penn, Columbus, and Vespucci, also a painting representing the attempt made by the Indians to burn John Harris. "This incident occurred on the river bank, below the railroad bridge, where is still standing the tree-stump to which the founder of the town had been tied by the savages, and from which horrible situation he was rescued by a tribe from the other side. This stump is the one sole monument and headstone to John Harris' grave." The citizens of the city have surrounded it with an iron railing, and have planted climbing flowers at its foot.

*Front Street*, the wide and pleasant avenue overlooking the river, affords the most attractive promenade in the city. Lining it are many of the finest residences. Harris Park is at the intersection of this street with Washington avenue, and contains Harris' grave and tree in the centre of the inclosure. Facing it is the Harris Mansion, erected in 1766, and now owned and occupied by Hon. Simon Cameron, Ex-Secretary of War. Near the Harris House is the residence of Governor Geary. The view from the river bank on Front street is one of surpassing beauty. Down the river, on the opposite side, is the pleasant village of New-Cumberland, nestled among a profusion of trees, while nearly opposite is Bridgeport, both lying beneath a range of hills that stretch along the river bank. The Susquehanna is here spanned by a bridge of great length, for the Northern Central Railroad of Pennsylvania. It is built of wood, and rests upon

twenty-four piers of solid masonry. Above this a new bridge is now building for carriage and foot travel, to replace the one burned a few months since. Below the railroad bridge is the old Indian Ford, while above is Independence Island, a beautiful spot, shaded with trees, which is quite a resort for sailing parties. Seated upon the grassy bank of this stream, we are carried back in imagination a hundred and fifty years in the history of the country, to times when Indian canoes floated down its smooth current, and the Indian war-whoop resounded through the ancient forests. Directly opposite is a trench and rampart for infantry, which were constructed at the time of the anticipated attack of the rebel forces upon the city. The rebels came within only three miles of the river, but, hearing an exaggerated report of the numbers collected at Harrisburg to oppose them, desisted from their purpose. The sunsets, as seen from this position, are remarkably fine, and are a theme of admiration to every beholder.

Harrisburg has, in general, all the improvements that are found in a great city, including gas, water, an excellent police, good schools, and a number of fine hotels.

#### RAILWAYS.

The location of Harrisburg is such as to render it a great centre of converging railways. The Blue Ridge, forming a part of the great Appalachian system of mountains, extends across the entire State, dividing a triangular-shaped portion in the south and east from the remainder of the State. This ridge, or rather system of nearly parallel ridges, of which the Blue Ridge is the most

southerly, forms an effectual barrier, separating the two sections of the State, except where a few widely separated gaps or openings afford communication. West of the Delaware, the Susquehanna River forms the only complete opening through these ridges, the Lehigh, Schuylkill, and other smaller streams only cutting through a part of them. As a consequence, all the railroads from above this barrier can only unite with those below it by passing through this great natural gate. Hence an immense amount of traffic and travel passes through this avenue, and Harrisburg is situated some four or five miles below its southern entrance.

The railways which pass through this opening, connecting the northern and western portions of the State with the southern and eastern, and with the great cities of New-York, Philadelphia, and Baltimore, are the Pennsylvania and the Northern Central.

The former extends from Philadelphia, through Harrisburg, thence westward up the valley of the Juniata, which empties into the Susquehanna a short distance above Harrisburg, thence over the Alleghany summit, to Pittsburg, where it unites with railroads extending to the Western States and territories.

The latter forms a north and south route from Baltimore, running along the Susquehanna River as far as Williamsport, and thence to Elmira and Canandaigua in New-York, connecting with Niagara Falls and the great lakes.

Besides these great railways, whose directions cut across those of the valleys and ridges, are two which run parallel with them, namely, the Lebanon Valley Railroad and the Cumberland Valley Railroad. The former extends easterly to Reading, connecting through Easton to New-York, and the latter south-westerly through Chambersburg to Hagerstown in Maryland.

Lebanon Valley is really an extension of the Cumberland Valley, lying between the same ridges or elevations of land, namely, the Blue Ridge on the north, and the range called South Mountains on the south. This valley extends across the States of New-Jersey, Pennsylvania, Maryland, Virginia, and Tennessee, and into Georgia and Alabama. It was the scene, during the rebellion, of many important military operations, rebel raids were made up it into Pennsylvania, and the great battle of Gettysburg took place in the valley next south-east of this

# THE COAL REGIONS OF PENN- SYLVANIA.

**THAT** portion of Pennsylvania in which anthracite coal is found is divided into several regions, occupying three distinct basins, or long, narrow valleys, between parallel ridges of the great Appalachian system.

The first, or most southerly, is the SCHUYLKILL REGION, extending through the middle of Schuylkill county.

The second is the MIDDLE or MAHANoy REGION, north of the Schuylkill, and separated from it by Broad Mountain.

The third, being the most northerly of all, comprises the WYOMING and LACKAWANNA REGIONS, occupying a long, crescent-shaped valley, stretching north-easterly across the county of Luzerne.

The accompanying map will give a general idea of the relative positions of these regions.

The LEHIGH REGION includes the eastern extremity of the great Schuylkill basin, bordering on the Lehigh River. It also includes a number of detached basins or outlying patches of coal. It is here that the hardest and most compact variety of the anthracite, so well known as "Lehigh coal," is obtained.

The Lehigh and Schuylkill Regions have been longest and, till recently, most extensively worked, convenient access from them to market having been first established by the construction of canals and railroads down the valleys of the Lehigh and Schuylkill Rivers ; but nearly the whole extent



of the different basins is now accessible by railroad, and mines are being opened in all of them.

Amid such a great variety of intersecting railroads and places and objects of interest, the tourist has a choice of many different routes.

The one selected for description is, perhaps, the most picturesque that could be chosen, and in the wildness, beauty, and pleasing variety of its scenery, the ease and comfort to be found in its well-kept hotels, and the amount of useful and interesting information attainable, will, to those who have not time for a more extended journey and a more thorough examination of all the localities, prove highly satisfactory. All the interesting features of the coal formations and mining operations are to be seen on this route, together with some of the grandest and most striking scenery in America.

The route selected is *via* the Delaware, Lackawanna, and Western Railroad, through the famous Delaware Water Gap, up the Alleghany slope, over the ridge, down into the Lackawanna Valley at Scranton, thence down this valley and that of the Susquehanna to Wilkesbarre, passing through a portion of the celebrated and beautiful Wyoming Valley. From Wilkesbarre the railroad climbs by a circuitous route over the encircling mountain on the south, and then descends the Lehigh Valley, passing through a constant succession of wild and romantic scenery, and, in the vicinity of Mauch Chunk, affording an opportunity to examine some of the boldest and most successful mechanical and engineering achievements of the age.

Continuing down the beautiful valley of the Lehigh, we pass through the pleasant city of Allentown to Easton, having completed a circuit of a little over two hundred miles.

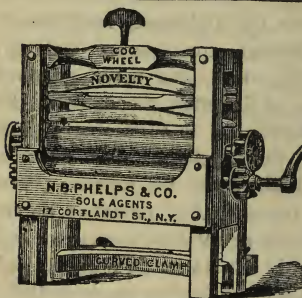
The railroads over which the described route passes, with distances, etc., are as follows :

The *Belvidere Delaware Railroad*, from *Philipsburg*, opposite Easton, to *Manunka Chunk*, 17 miles.

The *Delaware, Lackawanna, and Western Railroad*, from *Manunka Chunk* to *Scranton*, 67 miles. (From New-York to *Scranton* direct, the distance is 142 miles, namely, New-York to New-Hampton Junction, 59 miles, Junction to *Scranton*, 83 miles.)

The *Lehigh and Susquehanna Railroad*, from *Scranton* to *Wilkesbarre*, 18 miles.

The *Lehigh Valley Railroad* from *Wilkesbarre* to *Easton*, 101 miles.



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# BELVIDERE DELAWARE RAILROAD.

EASTON TO MANUNKA CHUNK JUNCTION, 17 MILES,

FROM Easton, the tourist desiring to visit the Delaware Water Gap and the coal regions will cross the river to the station of the Belvidere Delaware Railroad at Phillipsburg, passing on this road as far as Manunka Chunk Junction, where the train will connect with the Delaware, Lackawanna, and Western Railroad for Scranton.

A more direct route, however, from New-York to Scranton would be pursued by leaving the Central Railroad of New-Jersey at the New-Hampton Junction, or the Morris and Essex Road at Washington, where it is intersected by the Delaware, Lackawanna, and Western Railroad, instead of going through to Easton. A ride of 10 miles, through the villages of Oxford Furnace and Bridgeville, would then bring us to Manunka Chunk Station.

At *Oxford Furnace*, in Oxford township, Warren Co., 9 miles from New-Hampton Junction, is an extensive iron furnace, which gives its name to the village, besides a large machine-shop, car-wheel foundry, etc. Iron ore of a rich quality is abundant in the vicinity, and is easily smelted. *Bridgeville*, 14 miles from New-Hampton, is a small village, also in Oxford township, containing a hotel, store, etc.

Leaving Phillipsburg, we wind along

the east bank of the Delaware River, between mountains of limestone formation, through a charming region, with wooded hill-slopes and smooth, cultivated fields. Our first stopping-place is at

## MARTIN'S CREEK.

*Harmony, Warren Co., N. J.*

*6 m. fr. Easton.*

This small stream, which gives its name to the station, empties into the Delaware on the Pennsylvania side, where there is a small village, having several stores, a tannery, and distillery, while at the station there are a few dwellings in an agricultural district. The current of the Delaware is here smooth and gentle, and contrasts strongly with its appearance as we ascend toward its source, where it becomes more rapid, and its bed rocky and uneven.

## HUTCHINSONS.

*Harmony, Warren Co., N. J.,*

*8 m. fr. Easton,*

On Lommasson's Creek, has two saw-mills and a few houses, in a romantic ravine east of the railway.

## ROXBURY.

*Harmony, Warren Co., N. J.*

*9 m. fr. Easton.*

The village is a mile east of the station, and contains an iron foundry, a grist-mill, and several stores.

**BELVIDERE.***Oxford, Warren Co., N. Y.**14 m. fr. Easton.*

Belvidere, an incorporated borough, is pleasantly located on Pequest Creek, and contains many beautiful residences, a number of churches, stores, and a fine public school. The school-building occupies a prominent site in the centre of the town, and will be recognized by its square tower and town clock. Here also is a court-house, a bank, and a number of manufactories. Among these are a large cotton mill, an iron foundry, and several saw and flour mills. The Pequest Creek here has a fall of about 50 feet, affording abundant water-power. Beyond the station the road is cut in the side of the Manunka Chunk Mountain. Taylor's Island, beneath in the Delaware, is a wooded and delightfully pleasant spot.

**MANUNKA CHUNK.***Oxford, Warren Co., N. Y.**75 m. fr. N. Y. Fr. Scranton, 67.*

This is the junction of the Delaware and Belvidere with the Delaware, Lackawanna, and Western Railroad. Passengers from Easton for the Water Gap here change cars, passing up an inclined covered way to the station of the Delaware, Lackawanna, and Western Railroad. A few rods south, that road is seen emerging from the Voss Gap Tunnel, cut through the Manunka Chunk Mountain, a distance of nearly 1000 feet. A small stream runs through the tunnel beside the track. Ten miles south-east from here is the junction with the Morris and Essex Railroad at Washington. New-Hampton, the junction with the Central Railway of New-Jersey, and the commencement of the Delaware, Lackawanna, and Western Railroad, is 14 miles south-east.



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# DELAWARE, LACKAWANNA, AND WESTERN RAILROAD.

MANUNKA CHUNK TO SCRANTON, 67 MILES.

THE route here passes along the east bank of the Delaware, through fine, fertile meadows and smoothly rounded hills, cultivated to their summits.

## DELAWARE STATION.

*Knowlton, Warren Co., N. J.*

**77 m. fr. N. Y. Fr. Scranton, 65.**

Here trains from both directions stop 15 minutes for dinner. Soon after leaving here the railroad crosses the Delaware into the State of Pennsylvania, over a fine bridge, several hundred feet long.

## COLUMBIA.

*Upper Mt. Bethel, Northampton Co., Pa.*

**80 m. fr. N. Y. Fr. Scranton, 62.**

The village of Columbia is on the east side of the river, at the mouth of Paulins Kill. Here are extensive tanneries, limestone quarries, and lime-kilns. The village around the station is called Dill's Ferry.

## SLATEFORD.

*Mt. Bethel, Northampton Co., Pa.*

**83 m. fr. N. Y. Fr. Scranton, 59.**

A small village where are extensive slate quarries. We now are under the shadow of the towering Blue Mountains, and soon enter the "Water

Gap." The traveler will now find his attention fully engrossed by the wild magnificence and grandeur of the scenery.

## DELAWARE WATER GAP STATION.

*Smithfield, Monroe Co., Pa.*

**85 m. fr. N. Y. Fr. Scranton, 57.**

Here we will diverge from the monotony of simply describing the stations as we pass, and speak of the Delaware River itself, and its romantic passage to the sea, as well as of the places of interest in the immediate vicinity of the "Gap."

## THE DELAWARE RIVER,

Called by the Indians "*Makeriskitton*," rises in New-York, on the western declivity of the Catskill Mountains, by two branches, which, after flowing south-westerly for more than 70 miles through deep and narrow mountain ravines, unite at the village of Hancock, on the Erie Railway, near the north-east corner of Pennsylvania.

From thence, for 75 miles, it flows south-easterly, forming the boundary between the States of New-York and Pennsylvania to Port Jervis, at the north-west corner of New-Jersey, and between New-Jersey and Pennsyl-



vania below that point to its mouth. Just below Port Jervis it reaches the foot of the *Blue Ridge* or *Kittatinny* Mountain, also called in New-York the *Shawangunk* Mountain.

Here its course again changes to the south-west, and it runs along the foot of the mountain as if seeking a passage, which at length it finds at the Water Gap. Turning toward the south, it passes through the Gap, again turns south-west, and at Easton, 27 miles below, it sweeps around to the south-east, passing through the ranges known as South Mountain in Pennsylvania, and Scott Mountain, Pohatcong Mountain, etc., in New-Jersey. Continuing in a south-easterly direction, it descends rapidly over a rocky bed in the vicinity of Trenton: then, 5 miles below, at Bordentown, bends again to the south-west, where, having gradually increased in volume and size, it has become a fine, navigable river, half a mile in width. Twenty-five miles below Bordentown it skirts the wharves of the city of Philadelphia, bearing upon its surface ships and steamers of the largest size, and finally empties its waters into the Delaware Bay, 40 miles below Philadelphia.

Its entire length, from its source in the mountains to the Bay, is about 300 miles. The scenery above the Water Gap presents a remarkable contrast to that below it, being wild, rugged, and romantic, while the river below the Gap flows through a rich, level, and fertile region, and its banks are lined with thriving and populous villages, towns, and cities.

#### SCENERY AT THE GAP.

Of the Delaware Water Gap and

the scenery in its immediate vicinity but a feeble and imperfect impression can be obtained through the medium of language. It must be visited and thoroughly explored by those who would obtain an adequate idea of its magnificent beauty and grandeur.

The topography of the mountains and hills of Pennsylvania presents some most curious and remarkable features which have never been fully explained. Running generally in long, parallel ridges, they are frequently broken up into a few short zigzags, and then stretch off again for many miles in continuous, nearly uniformly sloping, ridges, having the general character of immense embankments.

The gaps through which rivers find their way are generally where these breaks in direction occur, and it would almost seem that they had been weakened or actually broken at these places by some lateral force, and thus have allowed the running water to cut its way through with more or less ease.

Professor Rogers, who conducted the great geological survey of the State, traces a nearly uniform law in these cases, namely, that the ridges on the east of the fissures are displaced to the north of the range of those on the west. We shall see, in passing through the Delaware Gap, that the New-Jersey portion of the mountain is several hundred feet north-west of the range of the Pennsylvania portion.

The distance through the mountain is about 2 miles, and the banks rise precipitously to the height of 1600 feet, leaving at the south-east entrance scarcely room for a road beneath the overhanging rocks. The rock strata lie at a considerable angle with the

plane of the horizon, as may be distinctly seen from the car-windows. They are made up principally of sandstone and conglomerate rock. The causes which have produced this mighty upheaval of these immense masses of solid rock, and have so inclined them out of their original level direction, are a subject of curious speculation; but, as geologists have not yet obtained sufficient evidence to become fully decided on these points, we must for the present leave the matter in their hands.

The places of interest among these mountains are numerous, many of them connected with the earlier history of this region, especially rich in *Indian* legends, and eventful of *Indian* history.

Ascending the Kittatinny Mountain, on the left, by a steep and rugged path, the *Moss Cataract* is a favorite lounging-place. Here a small stream of clear, ice-cold water tumbles down a succession of moss-covered rocks, scattering its cooling spray in the most refreshing manner, while the music of its fall may be heard for a long distance.

"*Lover's Leap*" affords a beautiful and commanding view of the Gap and its surroundings, and that from *Prospect Rock* is beyond description. This rock is a rugged table of brown stone, which is only reached after a rough and tiresome walk up a winding path nearly two miles long; but, when reached, the view amply repays the toil which must be undergone to enjoy it.

Toward the right stands the grim old Jersey Mountain in all its solemn grandeur, losing itself in the distance in the continuous range of the Blue

Ridge, of which it is simply the cut end of one of its severed portions. Down in the valley the river winds its way over beds of rock, its blue outline broken here and there by the foam of the rapids.

Toward the left and below us we see the railroad station, with the road winding around the foot of the Pennsylvania Mountain, and above it the Kittatinny House, where visitors can signal friends who have climbed to this lofty height. This hotel is a very popular resort, and has among its guests many who stand high in social, financial, and political circles. It is located on a high ledge in the Gap itself, and is reached from the station by carriages which are always in waiting for the accommodation of travelers.

Leaving the Gap, we cross Broadhead's Creek, a wild and romantic stream, and pass on through a deep cut in the solid rock called "Rock Difficult" from the labor required in excavating it. This rock resembles flint, and \$80,000 were expended in cutting a passage through it.

## STROUDSBURG.

*Stroudsburg, Monroe Co., Pa.*  
89 m. fr. N. Y. Fr. Scranton, 53.

The shire-town of Monroe county, on the north bank of the Smithfield Creek. The village is seen a mile south of the station, in a pleasant valley. It is laid out on a single street, and has a court-house, a jail, and other county buildings, with a population of about 1500. Here are several flour-mills. We have now left the rugged mountains several miles behind, and roll along a more level region, soon again coming alongside

of Broadhead's Creek, a winding stream abounding with trout.

### SPRAGUEVILLE.

*Stroudsburg, Monroe Co., Pa.,*

**94 m. fr. N. Y. Fr. Scranton, 48,**

Is situated on Broadhead Creek, in a wooded region surrounded by hills. Here is a tannery, a flour-mill, a church, and a small village. Commencing at Spragueville, the grade ascends, at the rate of 65 feet to the mile, to the summit of the Pocono Mountain, a distance of 25 miles. This is the eastern slope of the great Alleghany range. Much of the region we now traverse is a wilderness covered with forests, having here and there a clearing with a small village on the line of the railroad, or a few scattered huts of woodmen.

### HENRYVILLE,

*Paradise, Monroe Co., Pa.,*

**97 m. fr. N. Y. Fr. Scranton, 45,**

Is down in the valley to the left, and contains a saw-mill, a church, several stores, and dwellings. We are now passing gradually up the Alleghany slope, and, as we rise, we overlook an extensive wooded country, with here and there a farm-house or a cabin. Pines and oaks cover this slope, the spurs of which are here called the Pocono Mountains. Large quantities of wood and timber are sent from this station.

### OAKLAND.

*Paradise, Monroe Co., Pa.*

**102 m. fr. N. Y. Fr. Scranton, 40.**

A small station. A hotel is being built here. The village is a mile east, and contains a large tannery. Soon after leaving here the railway sweeps

around to the south along the side of the mountain, affording a fine view on the left of the Blue Mountains, with the Water Gap in the distance, and the broad valley between. On the right, the view is shut in by the Pocono Mountains.

### PARADISE.

*Paradise, Monroe Co., Pa.,*

**105 m. fr. N. Y. Fr. Scranton, 37,**

Is a small station where trains stop for water. Here are two or three dwellings of woodmen in the wilderness. We now pass on up the steep ascent, and through the Pocono Tunnel, near the summit of Pocono Mountain. The view from this high elevation is magnificent, stretching over a vast wilderness, 30 miles in extent. Toward the south, the Blue Ridge bounds the horizon for a long distance, presenting the appearance of an immense extended embankment, in which the well-defined sides of the Delaware Water Gap distinctly appear. Nearer to us are seen a succession of smaller ridges of the same mountain system. Here we make another sweep around to the west, and arrive at

### POCONO FORK.

*Coolbaugh, Monroe Co., Pa.*

**108 m. fr. N. Y. Fr. Scranton, 34.**

So called from its being the diverging place of two carriage-roads, the one leading north to Sterling, and the other north-west to Clifton. Here are a few dwellings in a lonely region. Pine, oak, ash, and cherry are the principal kinds of timber that abound, many of the trees measuring 7 and 8 feet in diameter, and rising to the height of more than 100 feet. Hem-

lock of great size is also found in this vicinity.

After passing this station we begin to cross small streams running toward the west, which are tributary to the Lehigh River. The course of the railroad changes to a little west of north.

### TOBYHANNA.

*Coolbaugh, Monroe Co., Pa.,*

**115 m. fr. N. Y. Fr. Scranton, 27,**

Is on the top of the mountain, a small village which has been built up by the lumber business. On the right is a small lake, usually covered with logs, and on its west bank is a large steam saw-mill with immense piles of lumber, near the railroad. Coolbaugh has a church, a store, and thirty or forty dwellings. The soil here is barren, and but little of it has been cleared. The grade now changes to a descending one, and we pass on through rugged forest scenery for many miles.

### GOULDSBOROUGH.

*Sterling, Wayne Co., Pa.,*

**121 m. fr. N. Y. Fr. Scranton, 21,**

In the south-west corner of Wayne county, is in a lumber region, and has a steam saw-mill, a hotel, and a few dwellings. Large quantities of bark are sent from this station for tanning hides. The streams in this vicinity abound with trout. The village of Clifton is three or four miles west of this station. A few miles further on we enter the valley of Roaring Brook, and continue in it on a descending grade till we reach Scranton. It is very small when we first encounter it, but rapidly increases as we descend.

### MOSCOW.

*Madison, Luzerne Co., Pa.*

**129 m. fr. N. Y. Fr. Scranton, 13.**

*HOTELS—Moscow, and Delaware, Lackawanna, and Western.*

A village of greater pretensions than any we have passed since leaving Stroudsburg. It has, however, grown up within nine years. It is engaged principally in the lumber business. Here are two churches and several stores. Numbers of sportsmen visit this locality to enjoy the hunting and fishing. Large quantities of lumber are sent south from here. As we descend toward the Lackawanna we find the country more and more cleared up and settled, although the numerous stumps that dot the fields show that not many years ago this was a primeval forest.

### DUNNING.

*Madison, Luzerne Co., Pa.*

**132 m. fr. N. Y. Fr. Scranton, 10.**

Here is a very large tannery and a saw-mill, around which has grown up a small village. On the other side, or east of Roaring Brook, the Pennsylvania Coal Company's Railroad will be noticed, extending from the Susquehanna River, near Pittston, to Hawley on the Delaware and Hudson Canal, forty-seven miles. This road was completed in 1850, and consists of two tracks, diverging in some parts to a distance of two or three miles; one, called the *loaded track*, being for the conveyance of cars loaded with coal; and the other, called the *light track*, for the return of the empty cars. The company owning this road mine, ship to market, and sell immense quantities of anthracite coal. The *Hawley*

*Branch* of the Erie Railway, constructed in 1862, extends from Hawley to Lackawaxen on the Erie Railway 22 miles, affording an outlet to the seaboard all the way by railroad, besides that of the Canal. The road has been provided with engines and cars sufficient to meet the requirements of a coal traffic which amounted, in 1866, to about 700,000 tons. This was forwarded over the Erie Railway to Newburg, Piermont, and Jersey City.

### GREENVILLE.

*Jefferson, Luzerne Co., Pa.*

**134 m. fr. N. Y. Fr. Scranton, 8.**

A small way-station, with several saw-mills. Passing through a short tunnel, we now enter upon a rapidly descending grade, requiring no steam to propel the train, but rather an application of the brakes to moderate its speed.

On the right we pass a large colliery, at what is called "The Notch," and on the opposite side an iron mine, having a branch track running to it, on the steep bank of a ravine, in which runs the Roaring Brook, and which, just before reaching Scranton, tumbles down a rocky precipice, forming a beautiful and romantic cascade.

Soon *Scranton*, far beneath us in the valley of the Lackawanna River, comes in view with its iron furnaces and smoking chimneys, which we pass on approaching the depot. The contrast now presented between the vast uninhabited region which we have traversed and this pleasant valley is very striking. Here the traveler may well linger and spend several days in visiting the immense iron works, coal mines, and various objects of interest that abound in this locality.

### SCRANTON.

*Scranton, Luzerne Co., Pa.*

**142 miles from New-York.**

**HOTEL—Wyoming House.**

The Lackawanna Valley owes its earliest explorations to the Moravians, who fled from Moravia, in Germany, to escape persecution, and made the first settlement in Pennsylvania in 1740. That part of it upon which *Scranton* is located was first known as "Capouse Meadow," from the name of the chief of a tribe of the Delawares who dwelt upon these flats.

It lies in the valley of the Lackawanna River, with the Moosic Mountains on the east, and the Lackawannock on the west, rising around it by gentle slopes at first, and by more steep and precipitous elevations in the further ascent. Roaring Brook, or the Nayang River, rising among the mountains on the south-east, winds its way downward to this valley, and here unites with the Lackawanna. Upon the banks of this stream, Philip Abbott, in 1788, built the first grist-mill in the neighborhood, which supplied the demands of Luzerne and several adjacent counties.

The earliest settlers in this valley were emigrants from Windham county, Connecticut. In 1798, Benjamin and Ebenezer Slocum, brothers of little *Frances*, whose abduction from Wyoming when she was but five years of age is a matter of tradition, settled here, and bought 1700 acres of land, including the old grist-mill; erected a saw-mill, a forge, and a distillery. This tract was long known as the Slocum Farm.

The preëminence of the Slocum Brothers here caused the name of "Slocum Hollow" to take the place of "Ca-



pouse Meadow." In 1810, there were but three dwellings in the town, though a post-office had been established, the mail being brought on horseback over the mountains from Easton once a week.

The city of *Scranton* owes its growth mainly to the efforts of the friends of the "Drinker Railroad" to get it constructed. *William Henry*, who was the first man that fully appreciated the importance of a speedy communication with market by railroad, in partnership with *Edward Armstrong*, purchased here 800 acres of land. Soon after, *Armstrong* died, and in August, 1840, *George* and *Selden Scranton* and *Sanford Grant* came here, and entered into partnership with Mr. Henry, purchasing the entire *Slocum* estate.

In September, this company commenced the erection of a blast furnace. The products of the furnace were sent to market by the Delaware and Hudson Canal or by the North Branch and Tide-Water Canal, but in both cases had to be conveyed miles by wagon to reach these avenues of transportation.

In 1844, the first rolling-mill was completed, and here, in 1845, the T rail for railroads was first made in the United States. Two years after this, the Erie Railroad Company contracted with the *Scrantons* for 1200 tons of iron rails, and thenceforward the demands upon this new company constantly increased.

The honor of the inception of a railroad from Great Bend to the Delaware Water Gap belongs to Colonel *George W. Scranton*. In 1853, the present line was adopted, and in 1856 the first locomotive rolled from *Scranton* to the Delaware River. Since then the

growth of the place has been most rapid, and the larger part of this city has been built.

A fine view of the city is obtained from the high bluff near the Baptist church in Hyde Park, where the charming and interesting panorama that is spread out before him will amply compensate the tourist for the trouble of the ascent.

The huge, round, slate-roofed engine-house resembles somewhat the Roman Colosseum, while the immense furnaces and work-shops, the numerous fine private residences, elegant churches, and handsome stores make up a busy and brilliant foreground, which contrasts finely with the deep green of the surrounding forests, and the purple of the sharply defined mountain ranges which shut in this wonderful valley.

Collieries may be seen in different directions on the sides of the valleys, with mountains of coal-dirt heaped up around them, and long trains of cars loaded with the "black diamonds" winding along the numerous railroads.

*Scranton* was incorporated as a city in 1866, and includes within its limits the villages of Hyde Park and Providence, comprising twelve wards in all. Its streets are wide and regularly laid out. It is lighted with gas and supplied with water, has four smelting furnaces, two rolling-mills, two ax and scythe manufactories, two stove foundries, three planing-mills, four banks, four flour-mills, three saw-mills, and six breweries and distilleries. There are also twenty-four churches and four academies.

A horse-railroad connects the centre of the city of *Scranton* with Providence, its most northerly portion. In

Scranton is also the junction of the Delaware, Lackawanna, and Western Railroad with the Lackawanna and Bloomsburg and the Lehigh Coal and Navigation Company's Railroad, affording railway communications with all parts of the country.

#### IRON WORKS.

No one who visits Scranton should fail to visit the iron works here. They are immense in size, and capable of smelting 70,000 tons of metal annually. Their size may be inferred from that of the "*boshes*," which are fifteen, seventeen, eighteen, and even twenty feet in diameter and fifty feet high.

Into these furnaces air is forced by double engines with connected lever-beams. Two of these are of eight hundred and two of twelve hundred horsepower. But one larger pair is to be found in the country.

Steam cylinders of the first pair are fifty-four inches in diameter with ten feet stroke. The large fly-wheel which regulates the movements of this enormous apparatus weighs 40,000 pounds. The other pair of engines has a fly-wheel twenty-eight feet in diameter, weighing 75,000 pounds.

Just above these furnaces are the puddling and rolling-mills. The ore, most of which is brought from Cornwall, Pennsylvania, is first smelted and run into pig-iron, after which it is ready for "puddling."

This process consists in heating the bars of pig-iron to a high degree, and then working the metal by a sort of kneading process with iron bars until it crumbles and dissolves, becoming a seething melted mass. After continuing the heating and puddling for a while longer, it becomes less fluid and

appears "sticky," when it is massed into balls weighing about a hundred pounds, which are then taken by boys and conveyed upon little wagons called "buggies," to the "crocodile," which, with its massive iron jaws constantly opening and closing, squeezes them into cylindrical shapes convenient for the *rolling*, which immediately follows.

By this process, which consists in passing the masses of hot iron between a succession of rollers, they are converted into long, slender bars; these are cut into pieces about three feet in length. These pieces are then placed in piles about eight inches square, with those bars which are made of the best iron upon the top, to make the top of the rail, and inferior iron in the centre. They are then placed in furnaces and subjected to an intense heat, until the separate bars forming a pile are all fused together, so that they can be handled as one mass. Each pile is then rolled between rollers of the required form into a rail, which, being sawed off the proper length while still hot, straightened and notched for the spikes, is ready for use.

These mills and furnaces consume a hundred thousand tons of coal annually, and employ about 1200 men. Their appearance by night, when each chimney is surmounted by a crown of flame, and the gleaming fires and luminous iron contrasting strongly with the surrounding darkness, reminds one of Vulcan's infernal realm and the mythic forges over which he presided.

The visitor, as he gazes on the massive furnace stacks, pouring out day after day huge piles of crude or finished iron, from the ponderous bar to the slender bolt, and sees the smooth yet resistless motion of one of the

largest stationary engines on the American continent, can not fail to be interested and gratified especially with the indications of skill, enterprise, and good management everywhere displayed.

The most important and interesting feature of Scranton is the fact that it lies in the centre of a *great coal region*, from which will be drawn the source of motive-power not only for the works here, but for all parts of the country. Numerous collieries are al-

ready opened throughout the region. The traveler should not omit to visit some of the mines in the vicinity. The superintendents of these are generally intelligent and kind, and will use every endeavor to make a visit into the mines pleasant and free from danger or annoyance.

A description of the different modes of mining the coal, which, though simple, are very interesting, will be found in another part of this Guide.

Paris Exposition, July, 1867.

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There were upwards of EIGHTY COMPETITORS, but by the award of the Committee the FLORENCE takes precedence over all others of all nations.

**FLORENCE SEWING MACHINE CO.,**

**505 Broadway, N. Y.**

# LEHIGH AND SUSQUEHANNA RAILROAD.

SCRANTON TO WILKESBARRE, 18 MILES.

THE railroad between these two points is owned in part by the *Union Coal Company*, and in part by the *Nanticoke Railroad Company*. The Lehigh Coal and Navigation Company, who own the Lehigh and Susquehanna Railroad, have, however, purchased nearly the entire stock of the latter company, and have obtained the exclusive right to run freight and passenger trains, and all coal trains running west over the former company's road, which extends from a point on the Nanticoke Railroad about five miles east of Wilkesbarre, to connect with the Delaware and Hudson Canal Company's Railroad at Providence, six miles beyond Scranton.

The Lehigh Coal and Navigation Company have recently completed their line from Wilkesbarre to Mauch Chunk, and have nearly completed its extension from Mauch Chunk to Easton, thus forming a continuous line from Scranton to Easton. The latter part of this line is to be laid with Bessemer steel rails.

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## SCRANTON STATION.

The new passenger station of the Lehigh and Susquehanna Railroad is west of that of the Delaware, Lackawanna, and Western Railroad, and on

the bank of the Lackawanna River. Leaving this station, we pass along the east bank of this stream, in full view of the Scranton iron works and the city itself, rising along the slopes of the

valley. Near the river and railway we pass a number of coal-mines with their coal-breakers and immense piles of coal-dirt and slate. It is the coal that constitutes the chief wealth of this valley, the agricultural resources of it being only partially developed. On the left we pass the Wyoming and Lackawanna Coal Company's Mines; and across the river, on the right, are seen the mines of the Delaware, Lackawanna, and Western Railroad Company.

### MINOOKA.

*Lackawanna, Luzerne Co., Pa.*

*3m. fr. Scranton. Fr. Wilkesbarre, 15.*

A small mining village in the vicinity of several collieries, containing a few stores and a hotel.

### SPRING BROOK.

*Pittston, Luzerne Co., Pa.,*

*6m. fr. Scranton. Fr. Wilkesbarre, 12,*

On Spring Brook, a small tributary of the Lackawanna, is a wild settlement of miners, some eight miles south-east of the station, beyond the mountains, which form the boundary of the coal basin.

### PITTSTON.

*Pittston, Luzerne Co., Pa.,*

*10m. fr. Scranton. Fr. Wilkesbarre, 8,*

Is seen in the valley, on the right of the railroad, as we approach the station. It is a thriving town, situated just below where the Lackawanna River empties into the Susquehanna, and at the head of the Wyoming Valley, in the vicinity of rich mines of coal, and owes its rapid growth chiefly to the mining operations of the Pennsylvania Coal Company. Here are extensive iron works, a national bank,

several churches, and fine residences. The West Branch Canal passes through Pittston. On the west of the town rises the beautiful Lackawannock range of mountains.

### THE WYOMING VALLEY,

Which we have now entered, is replete with historic associations, carrying us back to the hardships of its early settlers, and the terrible and bloody struggle for American independence. It lies along the banks of the Susquehanna, between two parallel ranges of mountains, extending from the north-east to the south-west, and rising on the east to the height of 1000 feet, and on the west about 800 feet. While within these ranges all the land is underlaid with a greater or less number of veins of coal, outside of them none is found. The Wyoming valley is about 3 miles wide and 25 long, and abounds in romantic scenery and pleasant drives.

Like the Lackawanna, this valley was settled by emigrants from Connecticut, who were opposed in their possession of the soil by some of the Pennsylvania landholders, and this resulted in what was called the "Yankee and Pennamite war." What the Pennsylvanians desired was to establish here a kind of feudal system, retaining the social and political power in the hands of a few. The "Yankees" could never submit to such principles, and hence the animosity between the two parties was exceedingly bitter, resulting in embarrassment to the settlers, and in bloodshed.

The war of the Revolution, however, put an end to these animosities, when common liberties were at stake, and common dangers imperiled the



lives and interests of all. The British, in 1778, had determined to make use of the Indians in this contest; and, at the solicitation of their agents, a body of Iroquois joined a band of Tories under Colonel John Butler, and advanced toward Wyoming, easily capturing Fort Wintermoot, at the head of the valley, which contained a population of several thousand, but had contributed so largely to the patriot army that few able-bodied men were left for its defense. The account of the conflict is as follows: As the ruthless invaders approached, the women and children flocked from the surrounding region to a fort near the present site of Wilkesbarre, called "Forty Fort," while 300 men, with a few boys, under Zebulon Butler, advanced to meet the enemy.

The Americans fought bravely, and even gained ground, till one of the officers, wishing to take a more favorable position in the rear, bade his men "fall back." The order was misunderstood, and the unfortunate word "retreat" passed along the lines. Panic seized the soldiers, and a general flight ensued. Many were shot and tomahawked as they ran, some threw themselves into the river, a few escaped to the fort, where the helpless women were screaming with terror. That night the Indians held possession of the battlefield, and tortured their prisoners with all the cruelties that savage cunning could invent. Captain Bidlack was thrown alive on burning coals, and kept there with pitchforks till he expired. Six prisoners were ranged near a stone on the river bank, and held by savages while Queen Esther, an old

Seneca half-breed, walked round them in a circle, singing the death-song like an infuriated demon, striking them with her club and hatchet till every man was killed. This stone is a conglomerate boulder, about a foot and a half high, and still is called Queen Esther's Rock.

The next day the fort was invested, and surrendered to the British leader on his promise to protect its defenseless occupants; but no sooner were the savages admitted, than they glutted their thirst for blood by tomahawking and scalping all whom they met. The unfortunate people of Wyoming were compelled to flee to distant and securer settlements. Few survived the horrors of the flight. Some escaped the red man's knife only to find a slower death from exposure and fatigue. Distracted mothers hurried their children through the wilderness; and, when their little ones fainted and died, bore their lifeless bodies many a weary mile to save them from the hungry wolves. Such were the frightful scenes that laid this lovely valley desolate, and have hallowed its name and soil.

A prominent object of interest in the vicinity of Pittston is Campbell's Ledge, a crowning bluff of the mountain which rises between the Lackawanna and Susquehanna Rivers. Its name is said to be derived from a tradition that a Mr. Campbell once leaped from it to escape pursuing Indians. Others think that it is named from the poet Campbell, who made this valley illustrious through his *Gertrude of Wyoming*. The view from this ledge is one of the most complete to be found in the whole vicinity.

## YATESVILLE.

*Jenkins, Luzerne Co., Pa.*

11 m. fr. Scranton. Fr. Wilkesbarre, 7.

A small mining village in the vicinity of the Union and Pine Ridge Collieries, which are seen on the left of the railway.

## MILL CREEK.

*Plains, Luzerne Co., Pa.*

15 m. fr. Scranton. Fr. Wilkesbarre, 3.

On Mill Creek, a tributary of the Susquehanna. Here are a colliery and several saw-mills. In this vicinity are some good farms. The mountains on either side of the valley form a beautiful feature of the landscape. As the train approaches Wilkesbarre, we pass under a number of coal-shutes, where the coal from the neighboring mines is loaded into the boats of the Susquehanna Canal, or railroad cars, to be sent east and south.

## WILKESBARRE.

*Wilkesbarre, Luzerne Co., Pa.*

18 m. fr. Scranton.

HOTELS.—*Wyoming and Phenix Houses.*

The capital of Luzerne county is situated on the left bank of the North Branch of the Susquehanna River, in the beautiful Wyoming Valley, commanding a fine view of river and mountain scenery. It is laid out with considerable regularity, having wide, well-shaded streets, with a public square and court-house near the centre. It was settled by the Susquehanna Land Company of Connecticut in 1773, and in some respects resembles many of the quiet New-England towns.

It contains several churches and academies, three or four banks, a large rolling-mill, an iron furnace, a scale manufactory, and other works of less importance.

What gives greater prominence to this town, however, is its coal works, the beds here being among the thickest in the State. Above the town are 3 large collieries, while below are 4 or 5 more, from which immense quantities of coal are dug annually, and sent to market.

In the rooms of the Historical Society is a museum of curiosities and historical relics which will interest a visitor.

Among the principal attractions for tourists is "*Prospect Rock*," upon the mountain directly back of Wilkesbarre. It is accessible by means of a carriage to within 200 yards. The view includes a large part of the entire valley, and is one of such rare beauty that, once seen, can never be forgotten. So varied and extended is the prospect, so rich in all that can inspire and fill the soul with the love of the beautiful, that one seems to be translated to another sphere while looking down upon this magnificent panorama. In its vicinity is a fine hotel for the accommodation of those wishing to spend some time among the mountains.

The *Wyoming Monument*, erected to commemorate the great disaster of the battle of Wyoming, and to preserve and honor the names of the brave soldiers who fell, as well as those who survived, stands near the old battlefield, within the township of Kingston, on the right bank of the river. It was erected in 1832 through the exertions of the ladies of Wyoming, and is a granite obelisk 62½ feet high. Upon

marble slabs in front and on two sides are inscriptions recording the events of the battle and the names of the fallen, under the line of Horace, "Dulce et decorum est pro patriâ mori." A little below this monument is the site of old Fort Forty.

*Harvey's Lake*, about 12 miles north-west of Wilkesbarre, under the slope of the Alleghany Mountains, is a favorite resort. This lake abounds with fish, while the surrounding woodlands contain deer and a variety of wild game. The view here is very beautiful. A hotel called the Lake House has been erected in its vicinity.

A bridge across the Susquehanna connects Wilkesbarre with *Kingston*. Horse-cars and omnibuses are in waiting at the station of the Lehigh and Susquehanna Railroad on arrival of trains, to convey passengers to various parts of the town.

The Lackawanna and Bloomsbury Railroad, passing through Kingston, on the opposite side of the Susquehanna River, connects it with Scranton on the east and Northumberland on the west, where connections are made with the great through lines, north, south, east, and west.

# LEHIGH VALLEY RAILROAD.

WILKESBARRE TO EASTON, 101 MILES.

THIS railroad is now completed from Easton to Wilkesbarre, and an extension is to be constructed from Wilkesbarre, up the North Branch of the Susquehanna River, to Waverley, on the Erie Railway, in New-York, where it will connect with lines running north, east, and west.

From Wilkesbarre to Easton, after making a great detour to the west, in order to get over the mountain ridge, it runs parallel with the Lehigh and Susquehanna Railroad, generally on the opposite river bank. The two roads cross each other several times between their terminations.

## SOUTH-WILKESBARRE.

*Wilkesbarre, Luzerne Co., Pa.*

175 m. fr. N. Y. Fr. Wilkesbarre, 1.

In the southern part of the town, on the Susquehanna Canal, which here for a while runs parallel with the railroad.

## SUGAR NOTCH.

*Hanover, Luzerne Co., Pa.*

172 m. fr. N. Y. Fr. Wilkesbarre, 4.

Here is the Sugar Notch Colliery of "Parish & Thomas," with a small number of dwellings. We are now passing up an ascending grade, which varies from 60 to 96 feet to the mile in climbing to the summit of the mountains, and often through deep cuts in the solid rock.

## WARRIOR RUN.

*Hanover, Luzerne Co., Pa.*

170 m. fr. N. Y. Fr. Wilkesbarre, 6.

This station derives its name from a small creek running into the Susquehanna.

## NEWPORT STATION.

*Newport, Luzerne Co., Pa.*

167 m. fr. N. Y. Fr. Wilkesbarre, 9.

The view at this station is magnificent beyond description. The railroad has here climbed nearly to the summit of the mountain, and the entire Wyoming Valley, in all its romantic beauty, is spread out in a broad panorama. The silvery Susquehanna may be seen meandering among the green meadows and fertile fields for twenty miles, en-

tering the mountain ridge, which forms the north wall of this lovely valley, through the Lackawannock Gap, a little north of Pittston, and leaving it again at the Nanticoke Gap, near Shick-shinny.

Pleasant towns and villages are interspersed throughout the valley, with an occasional colliery to indicate the mineral wealth beneath the surface, and the whole ground-picture is inclosed in a beautiful border or frame of blue mountains. On the left Solomon's Gap is seen, where the Lehigh and Susquehanna Railway originally conveyed their cars directly over the mountains by a series of planes. This route is only used now for heavy coal-trains, the necessity of the planes for the lighter trains being avoided by a detour for the purpose of making a gradual ascent somewhat similar to the one we have just made, its direction, however, being toward the east instead of the west. The great loops formed by the two roads are thus some nine miles each in length, while they only accomplish a direct distance of two or three miles.

### FAIRVIEW.

*Wright, Luzerne Co., Pa.*

**159 m. fr. N. Y. Fr. Wilkesbarre, 17.**

On the summit of the mountain. Here we cross the Lehigh and Susquehanna Railroad. A wild view stretches far southward, among mountains wooded with oak and pine, uninhabited, save by a few woodmen, and forming a vast wilderness. We now begin to descend, winding romantically around wooded slopes; and in places the grade is such that the brakes are occasionally applied to the train to moderate its speed.

### NESCOPEC STATION.

*Wright, Luzerne Co., Pa.*

**156 m. fr. N. Y. Fr. Wilkesbarre, 20.**

So-called from its being the junction of the Nescopec Branch Railroad. It is also a stopping-place for water. A few cabins of workmen, recently erected and unpainted, constitute the present settlement. Again we cross the Lehigh and Susquehanna Railroad.

### CRANBERRY MARSH.

*Denison, Luzerne Co., Pa.*

**149 m. fr. N. Y. Fr. Wilkesbarre, 27.**

Here is a small station with a few rude huts. We now cross a marsh on an embankment, which, a short time after completion, sank into the marsh 65 feet, pressing up the clay on both sides of it.

The rock formation here is a red sandstone, with sandstone shales. Lumber to some extent is sent from this locality. Soon we come in sight of the Lehigh River, along whose bank we proceed the remainder of the way to Easton.

### WHITE HAVEN,

*Denison, Luzerne Co., Pa.,*

**146 m. fr. N. Y. Fr. Wilkesbarre, 30,**

**HOTEL—The Phoenix,**

Is a flourishing borough situated on the Lehigh River, 25 miles above Mauch Chunk. Its settlement was commenced in 1835, and it received its name from Josiah White. The lumber business is the most prominent. Keck & Childs have a large steam saw-mill and lumber-yard, and Wallace & Briesch an extensive car manufactory here. The village lies upon the hillside, overlooking the river, and



contains four churches, some pleasant residences, and a population of about 1500.

After leaving this station we cross the Lehigh, obtaining a fine view up and down its current. Immense quantities of logs and rafts are seen floating upon the surface of the ponds, formed by two large dams across this stream. The Lehigh and Susquehanna Railway runs parallel with the Lehigh Valley, upon the opposite side of the river.

### TANNERY.

*Kidder, Carbon Co., Pa.*

**144 m. fr. N.Y. Fr. Wilkesbarre, 32.**

So-called because here is located Holcomb's large tannery. There are also extensive lumber nooks at this point, and a little further on Gruld's grist-mill.

### HICKORY RUN.

*Kidder, Carbon Co., Pa.*

**141 m. fr. N.Y. Fr. Wilkesbarre, 35.**

The Hickory Run is a small stream emptying into the Lehigh, upon which are a number of large saw-mills. We notice as we pass down the river the remains of numerous dams. These dams were erected by the Lehigh Coal and Navigation Company as feeders for their canal, which was formerly in operation as far as White Haven; but the great freshet of 1862 swept away very many of these, and they have never been repaired further north than Mauch Chunk. The canal, however, has been replaced by the Lehigh and Susquehanna Railroad, belonging to the same company, who have also recently extended their railroad from Mauch Chunk to Easton, making a continuous road from Scranton via

Wilkesbarre to Philadelphia and New-York. The scenery in this vicinity is wild and romantic, the river winding its way between high mountains, over a pebbly and rocky bed, skirted on each side by a railway.

### MUD RUN.

*Kidder, Carbon Co., Pa.*

**139 m. fr. N.Y. Fr. Wilkesbarre, 37.**

Here a wild mountain stream enters the Lehigh. Upon it are several saw-mills. The picturesqueness of the scenery along the entire extent of the Lehigh River, particularly of the portion above Mauch Chunk, is unsurpassed.

### ROCKPORT.

*Lausanne, Carbon Co., Pa.*

**136 m. fr. N.Y. Fr. Wilkesbarre, 40.**

This village is upon the opposite side of the river, in a ravine, and has grown up in connection with the operations of the Buck Mountain Coal Company, whose mines are four miles distant, at a place called Clifton. Rockport is merely the point where the coal is transferred to the railroad and canal-boats for the East. Further on we pass through some deep cuts in the solid rock, so directly under the shadow of the mountains that we seem shut in from the rest of the world. And for a time we are fully content to be; so for the mountains, with their green foliage and bold grandeur, rising above the winding and beautiful river, present a series of ever-changing landscapes of wild and romantic beauty.

### DRAKE'S CREEK.

*Penn Forest, Carbon Co., Pa.*

**134 m. fr. N.Y. Fr. Wilkesbarre, 42.**

A wild mountain brook here enters

the Lehigh through a deep reft in the hills. At the station is a saw-mill and a few dwellings.

### STONY CREEK.

*Penn Forest, Carbon Co., Pa.*

**132 m. fr. N. Y. Fr. Wilkesbarre, 44.**

Here also is another wild and rocky ravine, with its mountain stream seeking the Lehigh. The river here makes an abrupt turn westward.

### PENN HAVEN JUNCTION.

*Lausanne, Carbon Co., Pa.*

**128 m. fr. N. Y. Fr. Wilkesbarre, 48.**

This is the junction of the Lehigh Valley Railway with the Lehigh and Mahanoy Railway, which now forms a part of the Lehigh Valley Railroad, having been consolidated with it. Here also the Hazleton Railroad Company have a separate road to the top of the mountain opposite, 430 feet high, from which the coal-cars are let down by inclined planes on the other side, a distance of 1200 feet, to the Lehigh River, where the coal is transferred to boats and cars of the Lehigh Valley Railroad. These planes are in full view as we approach and leave Penn Haven. Here also the Quakake Creek empties into the Lehigh. The Lehigh Valley Railroad now crosses to the west side. Passing on, the wild mountains are wilder and more picturesque, and so winding is the river that, in looking ahead, no outlet for it through the mountains is visible or seems possible. Steep cliffs and rocky ramparts rise to towering heights above us. Soon again we recross to the east side of the Lehigh by a fine iron bridge, in near view of the tunnel of the Lehigh and Susquehanna Railroad, which

also crosses the river to its west side. A short distance below these bridges are a number of large coal-shutes, where canal-boats are loaded and go east.

### MAUCH CHUNK,

*Mauch Chunk, Carbon Co., Pa.,*

**121 m. fr. N. Y. Fr. Wilkesbarre, 55,**

The capital of Carbon county, on the right bank of the Lehigh, at the mouth of Mauch Chunk Creek, is situated in one of the most romantic, picturesque, and wild localities in the United States. It is built in a narrow ravine through which the river passes, where there is but little room for buildings, to say nothing of gardens, surrounded on all sides by rugged mountain spurs, rising precipitously from 800 to 1000 feet in height. Its name is an Indian one, signifying "Bear Mountain."

Susquehanna street, running parallel with the river, and Race street, joining it at right angles, are the principal thoroughfares, upon which stand a number of fine stores and residences, 3 churches, and several hotels.

Although the coal and lumber trade constitutes the chief business of Mauch Chunk, it has 2 foundries and machine-shops, 2 iron forges, a wire and wire-rope manufactory, and a steam flour-mill. Besides these, there are the machine and repair shops of the Lehigh Coal and Navigation Company, and the car repair shops of the Lehigh Valley Company. These various establishments, in connection with the immense amount of transportation by rail and canal from this place, render it an active and enterprising borough.

The rich mines of anthracite coal in its vicinity, however, were the first causes of its growth and wealth, and

are still constantly contributing to increase its importance.

Previous to 1818 this whole region was a complete wilderness. Although it was known that coal was to be found in the mountains west from here, all attempts to get it to a market seemed impracticable. In 1817 Josiah White and G. F. Hanto made a reconnoissance of the Lehigh River, in order to ascertain the feasibility of this stream as a means of coal transportation.

The result of this visit was that roads were constructed from the mines to the Lehigh, upon which a series of dams were built to aid its navigation. This was the origin of the Lehigh Coal and Navigation Company, with which the early history of Mauch Chunk is identified. In 1832 this Company gave employment to nearly 400 miners, who, with their families, made a population of 2000. After passing through many financial crises, and expending over \$2,500,000 in the enterprise, success crowned their efforts.

The celebrity of the Lehigh coal is very extensive, from the fact that it is the hardest anthracite in the world. The bed upon the top of Mauch Chunk Mountain, or Summit Hill, is 53 feet in thickness, exceeding in this respect, also, any known layer or vein. It covers a large area extending southwest for several miles. In many places it crops out from the hillsides, so as to be easily worked. The road by which the coal is brought down to Mauch Chunk, and the traveler carried up to visit these mines is called the

#### SWITCH BACK RAILWAY.

Starting from the "*Mansion House*," where stages leave 3 times a day for

the *Switch Back*, we proceed through Susquehanna and Race streets, up a steep ascent, to an elevated plateau, upon which stands what is called Upper Mauch Chunk, 215 feet above the river, and near the foot of the great plane on Mount Pisgah. Here the method by which the cars ascend these planes will attract attention. A railway being constructed with unusual care and strength up the steep mountain-side, the next thing to be accomplished is to construct a perfectly safe, speedy, and easy arrangement for drawing cars up the acclivity. Let us stand and watch the operation of the machinery for this purpose, before risking ourselves upon such an apparently hazardous journey.

Standing at the depot at the foot of the plane, the conductor signals to the engineer at the top, when we first notice a singular-looking vehicle, called a safety-car, emerging from a covered pit beneath us, and coming up in the rear of, and into contact with, the cars which are to be drawn to the summit. The object of lowering the safety-car into this pit is that it may be placed in the rear of the passenger cars, for it is in this that the safety of the arrangement consists. The safety-car is so-called because it has attached to it, on each side, ratchets, which glide over a set of spurs or cogs upon the side of the rails, and which, in case of a breakage of the hoisting band, would prevent its descending the plane by stopping it at once. There are two of these safety-cars, one of which *descends* while the other *ascends*. Attached to the safety-cars are 2 iron bands, 6½ inches wide and 3-16ths of an inch thick, which wind about a drum-wheel, 28 feet in diameter, in the

engine-house. and pass over a set of rollers along the plane. The strength of these bands alone sustains the weight of the train. So perfect is the whole machinery connected with this railway that during 20 years not a single passenger has been injured. Let us, then, fear not to take a ride over this unique railway.

Seating ourselves in a covered car, about one-fourth the size of an ordinary railroad car, the conductor pulls the signal-wire, the safety-car emerges from the pit behind us, and we commence the ascent. At first a sensation of timidity will perhaps come over the mind; yet such thoughts are soon dispelled in the sublimity of the prospect that is becoming gradually spread out before us. In six or seven minutes we are on the summit of Mount Pisgah, about 700 feet higher than the foot of the plane, a height we have gained in being drawn up the distance of 2340 feet. Here we are allowed five or ten minutes to survey a scene which it is impossible to describe.

From this lofty eyrie we see at our feet Mauch Chunk, nestling beneath the shadows of the mountains, with the Lehigh River winding its way at their base, now between artificial barriers of masonry, and then pursuing its natural course along its rocky bed, till it is lost to our sight behind the mountain ridges which rise, range after range, about us. Twelve miles distant, toward the south-east, is the Lehigh Water Gap, the magnificent gate in the Blue Ridge which bounds the horizon on the south, and through which the Lehigh makes its way into the unseen valleys beyond.

The pleasing contrasts of light and shadow, verdant foliage, and rugged

cliffs, with the silvery river flowing calmly between, is matchless in its loveliness and wild grandeur. No language is too extravagant to utter its praises or to speak the admiration of the beholder.

The railroad from Mount Pisgah to Summit Hill was the first railroad ever constructed in the United States.

Formerly what is now the return railway (not the one we are now on) was a turnpike, over which the coal was brought down to the Lehigh in wagons drawn by two horses. This turnpike, in 1827, under the superintendence of Josiah White, was converted into a railway, on which cars loaded with coal descended by their own gravity to the landing, and, after being emptied, were drawn back by mules. It was the firm conviction of Mr. White, and one which he lived to see realized, that these cars might be made to descend back again to the mines by gravitation, in the same way that they descended to Mauch Chunk. Such a unique contrivance in a back track, called the *switch-back*, he at length originated, which is regarded as a masterpiece of bold and successful engineering, and was completed in 1845.

The method of its operation we explain as we proceed. Mount Pisgah, upon whose eastern end we have ascended, is a portion of a long ridge, extending for many miles toward the west, and forming the southern boundary of the most southerly of the great anthracite coal basins. It is called Sharp Mountain throughout almost its entire extent, on account of the sharp edge which its summit usually presents, being generally made up of perpendicular strata of bare rock. The numerous Appalachian ridges

were evidently raised to their present position by some force that was *continental* in its action as well as very regular. It was a crowding or lateral force, tending to make the strata take up less room horizontally. Push against the two sides of a quire of paper or a magazine resting upon a flat surface, and we see that it rises into ridges; and so, if we suppose the interior of the earth to have shrunk away from its former size, no matter how little, its crust, borne down by its own enormous weight, will fit itself to its contents, even though by so doing it is obliged to create *wrinkles* upon the crust. These wrinkles in this region are long and continuous, and range a little south of west.

Having taken as good a view from Mount Pisgah as the time will permit, of the grand scenery it presents, including some of these parallel ridges, we again enter the cars and begin to descend, by the simple force of gravity, along the south slope of the mountain ridge toward the west, at the rate of from ten to fifteen miles an hour.

The scenery throughout the entire length of this descent is varied and pleasing. Shady forest-trees line most of the way, through openings in which we get occasional views of the valley below us on the south. Six miles from the first inclined plane we come to the second, called Mount Jefferson, having lost one half of the ascent of Mount Pisgah. To the top of this plane we are again drawn by a stationary engine in a manner similar to our ascent of the first plane, and, after a shorter second descent, we reach Summit Village, to the north of which lie the numerous Collieries of Panther Creek.

At this village are a number of stores,

two hotels, a church, and some pleasant residences. In order, now, to make the circuit of the mines and return back again to Summit, the line of direction is frequently changed, and is somewhat zigzag in its course, accommodating itself to the nature of the ground.

The contrivance for changing the direction of the car at every angle of this zigzag course is called a *switch-back*. The car, by the impetus gained in descending a certain slope, moves a little way up an incline and comes to a standstill. The car then descends to the foot of this incline, and in so doing gains an impetus for ascending another incline, on to which it is moved by a self-regulating *switch*, and this is what is called being *switched back*.

Having descended to the valley of the Panther Creek, we come to the village of COALDALE, in the midst of the Lehigh Coal Company's Mines. This village contains a church and quite a large number of dwellings, inhabited chiefly by miners. The coal here is mined chiefly from the surface, as in a quarry. Through some accident one of the collieries took fire several years since, and is still burning. Much labor and money have been expended to extinguish it, but with no success. The smoke coming up through the ground can be seen as we pass on from Summit Hill.

Having now passed from the top of Mount Pisgah to the valley between it and the Nesquehoning Mountain north of it, we are again drawn up two inclined planes, and then descend back to Mauch Chunk on the southern slope of the ridge, crossing the track by which we came at about half the distance. This ride, throughout its whole extent, is exceedingly pleasant, con-



stantly presenting a variety of novel and romantic scenery. It is nearly 25 miles in extent, and occupies about three hours.

Although this is the crowning object of interest to the tourist to this locality, there are *other* points which are deserving notice.

About three miles north of Mauch Chunk are MOER'S FALLS, on Moer's Creek, near what is called the "*Turn Hole*" in the Lehigh River. These falls are three in number, the first or lowest being 40 feet, the second 70, and the third 35 feet in height.

*Prospect Rock*, almost directly south of the "*Mansion House*," is a narrow and jutting cliff, easily accessible, though from 200 to 300 feet above the river. From it the view is superb, and one which every visitor should see. In passing through the village the handsome residence of *Judge Packer* will attract attention. It stands a little distance up the mountain-side, overlooking the town and river. The elegant grounds around it were laid out by a Parisian refugee, the head gardener of Louis Philippe, who has transformed the rugged hill slope into a rich garden, with beautiful walks and terraces.

The "*MANSION HOUSE*," *E. T. Booth, Proprietor*, is located directly opposite the Lehigh and Coal Navigation Company's Railroad Station, and also opposite the station of the Lehigh Valley Railroad, upon the other side of the river, where an omnibus is always in waiting for the accommodation of tourists. It is a commodious five-story building, at the very base of the grand mountains which rise more than 800 feet above and around it. The view from the veranda of this hotel is exceedingly fine. Here the Lehigh

makes an abrupt curve eastward, the whole grand sweep of which is in view from the hotel, while its cool and shaded position renders it a delightful summer resort. The Lehigh Coal and Navigation Coal Company are the owners of this hotel, and in its accommodating furniture and appointments it is not inferior to the leading hotels of the metropolis.

## LEHIGHTON.

*Mahoning, Carbon Co.*

117 m. fr. N. Y. Fr. Wilkesbarre, 59.

Just after leaving Mauch Chunk, we cross the Lehigh, and our course then follows the west bank of the river, through a less wild region, passing out of the coal measures entirely, through a slate tract.

Lehighton is a small village, just above the junction of the Mahoning Creek with the Lehigh. The Old Moravian grave-yard, on the hill north, is an object of considerable interest, and commands a fine view of the Mahoning Valley. At the foot of the hill is the site of Gnadenhutten, where twelve of the early settlers were massacred by the Indians in 1775. Their remains are buried in the old cemetery. The Lehigh and Susquehanna Railroad here crosses the river.

Opposite is WEISSPORT, on the left bank of the river. Originally this whole section was occupied by Moravians. At Weissport is an extensive Rolling Mill. Fort Allen Hotel rests upon the site of old Fort Allen, which was built by Benjamin Franklin. This neighborhood was once the scene of Brainerd's missionary labors with the Indians.

**PARRYVILLE.***Franklin, Carbon Co., Pa.***115 m. fr. N. Y. Fr. Wilkesbarre, 61.**

Here are the smoking furnaces of the Carbon Iron Company, on the other side of the river. A little below, near the Gap, the Lawrence Metallic Paint and Mining Company are erecting a very large establishment for the manufacture of their new fire-proof paint, which is said to be superior in many respects to white lead. The mines from which the paint is obtained, produce eleven different colors, said to be equal in quality to those that are imported.

**LEHIGH GAP.***Washington, Lehigh Co., Pa.***110 m. fr. N. Y. Fr. Wilkesbarre, 66.**

Here we pass over Lizard Creek, upon which are several mills. At the Gap is a hotel and a number of dwellings. This creek opens a way for the Lehigh River through Blue Mountain, the broken ends of which front upon the river as we pass on for some miles. The best view of the Gap is obtained from the rear car, soon after passing the station, through which, in the distance, we get a narrow glimpse of the Lehigh Mountains. Opposite this station a chain bridge crosses the river.

**SLATINGTON.***Washington, Lehigh Co., Pa.***108 m. fr. N. Y. Fr. Wilkesbarre, 68.**

**HOTELS**—Slatington and Railroad Hotel.

Is a pleasant village, occupied chiefly by Welsh, who are employed in the extensive quarries and manufactories of the *Lehigh Slate* company. These are the pioneer slate works of Pennsylvania. This is probably the

most extensive slate region in the world. The Capitol at Washington has been roofed with slate from these quarries, half an inch in thickness. The village is a quarter of a mile west from the station, in a beautiful locality, and has usually quite a number of summer visitors. Near the depot is the American School Slate and Mantel Manufactory. Some of the slate quarries will be seen on the right of the track, as we leave the station.

**ROCKDALE.***Washington, Lehigh Co., Pa.***104 m. fr. N. Y. Fr. Wilkesbarre, 72.**

A small village in the slate region. Here we pass through a cut in a jutting cliff of slate, which furnishes a good idea of this rock formation. Across the river is a beautiful and fertile rolling country.

**LAURY'S.***North White Hall, Lehigh Co., Pa.,***101 m. fr. N. Y. Fr. Wilkesbarre, 75.**

Has extensive slate quarries and a planing-mill. Large quantities of iron ore are also mined in the neighborhood, for the furnaces along the Lehigh. The soil is fertile, and there are many fine grain fields in this locality.

**WHITEHALL.***North White Hall, Lehigh Co., Pa.***99 m. fr. N. Y. Fr. Wilkesbarre, 77.**

A small village of little note. Here is Eckert & Co's. manufactory of Hydraulic Cement, which is mined near by, and is of a superior quality. A covered bridge crosses the river at this place.

**COPLAY.**

*North White Hall, Lehigh Co., Pa.*  
**97 m. fr. N.Y. Fr. Wilkesbarre, 79.**

Here are the large iron works of the Lehigh Iron Company, so near the railroad that one can feel the heat of their furnaces in passing. Directly below is a foundry and machine-shop.

**HOKENDAUQUA.**

*South White Hall, Lehigh Co., Pa.,*  
**96 m. fr. N.Y. Fr. Wilkesbarre, 80.**

Is a pleasant village on the river-bank, where are located Thomas's Iron Works, consisting of four large furnaces, which are among the largest in this country. The Hokendauqua Creek here empties into the Lehigh.

**CATASAUQUA.**

*Hanover, Lehigh Co., Pa.*  
**95 m. fr. N.Y. Fr. Wilkesbarre, 81.**

**HOTEL—***Pennsylvania Hotel.*

Upon the opposite side of the river is a thriving borough, with a population of about 4000. It contains a number of fine churches, a bank, several hotels, two machine-shops, two rolling-mills, gas works, and five large blast-furnaces,

belonging to the Lehigh Crane Company. It is stated that one of these furnaces has turned out 248 tons of iron in a week, a yield scarcely equaled this or any other country. Its position is in the midst of a rich iron and limestone country, which, with its railroad and canal communications, are highly favorable to its future growth.

The Catasauqua and Fogelsville Railroad, which was built to transport iron ore from the mines, here connects with the Lehigh Valley Railroad. Over 150,000 tons of ore are carried over the road annually. The bridge for the Railway, as well as common travel, crosses the river near the station.

**FURNACE,**

*Allentown, Lehigh Co., Pa.,*  
**93 m. fr. N.Y. Fr. Wilkesbarre, 8**

One mile from Allentown depot, in the northern part of the town, contains the Allentown Furnaces and Rolling-Mills, for the manufacture of Railroad Iron.

**ALLENTOWN.**

*(See Page 27.)*

**Knickerbocker Life Insurance Co.**

No. 161 Broadway, New York.

**H. LASSING,**

*Manager of Agencies.*

**GOOD AGENTS WANTED.**

*End—*

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