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# On the Lehigh Valley



The Great Double  
Track Scenic Highway



NEW YORK AND  
PHILADELPHIA  
TO  
BUFFALO AND  
NIAGARA FALLS

Issued by  
The Passenger Department

1901

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**T**HIS brochure is designed to acquaint the traveling public, patrons of the LEHIGH VALLEY RAILROAD, with the scenic attractions, cities and towns on its line between the seaboard and the great lakes, as seen from the windows of its elegantly-equipped and fast-moving trains.

It will, as a matter of course, not enter into an extensive historical exposition of the municipalities, nor draw elaborate pen pictures of the many scenic beauties which lure thousands annually into their delightful confines, but it will, in a concise way, point out what we believe would be the answer to leading questions asked by the traveler or tourist passing over the route.

**NEW YORK**—Population, 3,437,202.

The metropolis of America, and the center of its business activity. Take the ferry at the commodious depots, foot of West 23d, Desbrosses or Cortlandt streets, New York, or Brooklyn Annex, foot of Fulton Street, for Jersey City.

**JERSEY CITY**—Population, 206,433; 1 mile from New York.

A great industrial center. On leaving the ferryboat, a walk through the finely-arched station, with refreshment rooms, waiting rooms, and every convenience and comfort for travelers, leads one to the train platforms.

Here an official carefully attends to the wants of all, until seats are found in the luxuriously fitted coaches.



**NEWARK**—Population, 246,070; 8.7 miles from New York; elevation above sea level, 6.5 ft.

The chief city of the State of New Jersey and possibly the most important manufacturing center in the entire Union. Iron, steel and jewelry vie with the manufacturing of textile fabrics, leather and celluloid goods. Breweries, malt houses, carriage factories, and wood industries of every class are met with on every hand. Chemical works and silk mills are prominent. The clothing factories are the largest in the country.

**ELIZABETH**—Population, 52,130; 12.7 miles from New York; elevation above sea level, 35 ft.

A manufacturing and residence city. The **LEHIGH VALLEY** station is located at what is locally known as Lyons Farms, within ten minutes ride by street-car line of the center of the city.

**ROSELLE—ALDENE—CRANFORD—PICTON—  
ASH BROOK—OAK TREE—**

Towns in which New York business men make their homes, finding in fresh country



air and rural surroundings many advantages over life in the great and crowded city.

**SOUTH PLAINFIELD**—26.6 miles from New York ; elevation above sea level, 69.4 ft.

The point of divergence of the LEHIGH VALLEY RAILROAD for its coal and freight traffic to its immense wharves at Perth Amboy, one of the first ports of entry in the United States, established in 1683 and incorporated in 1784. The LEHIGH VALLEY RAILROAD COMPANY'S freight yards and the large Government bonded yards are important factors here. It is the great tidal shipping point for coal to New York and New England points.

**NEW MARKET—WEST DUNELLEN—BOUND BROOK—SOUTH SOMERVILLE—FLAGTOWN—**

Centers of agricultural pursuits, with suburban homes, also for the business men of the manufacturing towns along the coast.

**NESHANIC—THREE BRIDGES—**

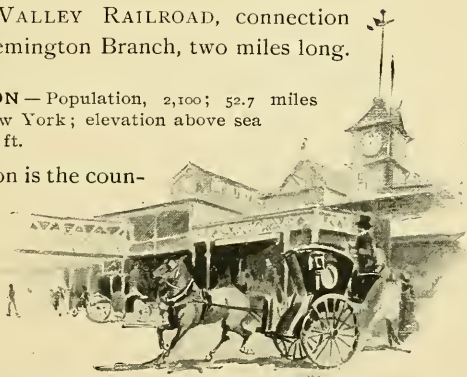
Quaint hamlets nestling among the hills, and through which a branch of the Raritan winds, making them delightful, though limited, summer resorts.

**FLEMINGTON JUNCTION**—Elevation above sea level, 130 ft.

LEHIGH VALLEY RAILROAD, connection with the Flemington Branch, two miles long.

**FLEMINGTON**—Population, 2,100; 52.7 miles from New York; elevation above sea level, 175 ft.

Flemington is the county seat of Hunterdon



County. Many New Yorkers find desirable summer homes here. The center of a rich farming and peach-growing district.



#### **STANTON—**

A rural hamlet, the center of an extensive peach-growing district.

**LANSDOWN**—57.7 miles from New York; elevation above sea level, 190.6 ft.

**CLINTON**—Population, 816; elevation above sea level, 194 ft.

**PITTSBURY**—Elevation above sea level, 386.2 ft.

Lansdown is the junction of the Clinton and Pittsburg branches of the LEHIGH VALLEY RAILROAD. Both Clinton and Pittsburg are centers of agriculture and of a rich dairy region. The social life is enjoyable, and many city people prefer to spend the summer here. Guests are taken by a number of private families.

#### **JUTLAND—PATTENBURG—**

Both, stations in a farming district containing large peach orchards, from which thousands of baskets of choice Jersey peaches are annually shipped. Pattenburg is at the eastern entrance of the Musconetcong Tunnel, a remarkable piece of engineering skill, 280 feet less than a mile in length, double tracked. The Musconetcong Mountain, a spur of South Mountain, is the natural watershed of New Jersey, the waters flowing east-

ward into Raritan Bay and westward into the Delaware River.

#### WEST PORTAL—BLOOMSBURY—KENNEDY—

Stations in a rich farming district. On the distant mountain top is seen the fine building of Paxinosa Inn at Easton.

**PHILLIPSBURG, N. J.**—Population, 10,052; 76.6 miles from New York; elevation above sea level, 221.2 ft.

From its earliest days iron has been its source of wealth. The Andover Iron Works, the oldest in the State, are seen on the left on entering the town. Cannon and solid shot were here cast for use in the Continental army. In addition to its large furnaces it has a large silk mill, several foundries and boiler works. The Morris Canal here is an interesting item. Loaded boats are carried by plane from the lower level to the upper. *Connection is here made with the Belvidere Division of the Pennsylvania Railroad, and the Morris and Essex Division of the Delaware, Lackawanna & Western Railroad.*

**EASTON, PA.**—Population, 25,238; 77 miles from New York; elevation above sea level, 217.4 ft.

Having crossed the Delaware, the traveler is ushered into Pennsylvania at Easton, called by the great Proprietor, Wm. Penn, "the Forks of the Delaware," and who caused this town to be founded (which was laid out in 1737), and named by Penn in honor of his father-in-law, Lord Pomfret, whose



county seat in English Northampton bore that name.

The Forks of the Delaware included the entire territory between the Lehigh and Delaware rivers as far north as the Kittatinny or Blue Mountains, and was occupied by a part of the Delaware Nation, until the lands were released to Wm. Penn in the year 1718. The city is on the right. On the heights, beyond the closely built portion of the lower end, is seen the Lafayette College buildings, and beyond them, on the crest of the mountain, Paxinosa Inn. This hotel, situated so as to command a view for many miles in all directions, is of modern construction, supplied with all conveniences for the comfort of guests, and is reached from the city below by trolley car service, making it a model resort for summer tourists from New York and Philadelphia, on account, not only of its accommodations, but also by reason of its proximity to the cities above mentioned. On the eminence now named Plateau Paxinosa, the great Indian pow-wows were held in the days of the red man's supremacy here. The river Lehigh here joins the Delaware. Across the river, above Easton, the works of the National Switch & Signal Company and the extensive works of the Ingersoll-Sergeant Drill Company evidence the industrial life. *Connection is made at this point with the Easton & Northern Railroad for Nazareth and the slate fields.*

**SOUTH EASTON** — Population 7,000; 77.9 miles from New York; elevation above sea level, 206.8 ft.

The town to the left is South Easton. Its industries are large wire mills, cotton mills

and bridge shops close to the Lehigh Canal, on the right, while to the left are the extensive shops of the LEHIGH VALLEY RAILROAD.


#### GLENDON—ISLAND PARK—

At the last named place, genuine water lilies (*Nelumbium speciosum*) are found in abundance and are gathered by picnic parties organized for the purpose.

#### REDINGTON—

A cluster of houses on the right. Lehigh Construction Company's works on the left.

#### FREEMANSBURG—



When canals ruled supreme, before railroads triumphed, the boat yards here were centers of industry. The furnace on the right is the abandoned Northampton. On the hillside, to the left, the Lehigh Zinc & Iron Company have an extension.

**SOUTH BETHLEHEM**—Population, 13,241; 88.6 miles from New York; elevation above sea level, 237 ft.

**BETHLEHEM**—Population, 7,293; elevation above sea level, 267 ft.

**WEST BETHLEHEM**—Population, 3,465; elevation above sea level, 287 ft.

A short distance below the station, to the left, there stretches, for over a mile, the great forge and ordnance works of the Bethlehem Steel Company.



Organized in 1857, the first stack was "blown in" January 4, 1863.

The plant, originally an iron rail mill, ran for many years on rolling-mill work, until 1879, when the manufacture of iron was practically abandoned, and particular attention was given to muck bar of high grade, steel rails, special grades of Bessemer steel, and iron shapes.

The plant now is one of the largest steel-rail mills in the country, and the largest steel forge in the world.

Foreseeing the needs of the United States Government for a forge where modern guns and armor plate could be manufactured, this company erected one during the five years intervening between 1886 and 1891, which even then was second to none in existence, and its capacity has since been increased to such an extent that it now stands preëminently superior to all others.

Here has been made more than half the armor plate supplied to our navy, besides material of the same character for vessels of foreign navies—notably Russia and Japan. It was at this plant that the Harveyized plate was manufactured, which, when subjected to the most severe tests, shattered all the steel projectiles fired at it without being penetrated or cracked.

Guns of all sizes and descriptions, from the 4-inch, 5-inch and 6-inch rapid-fire types used in the navy, complete with their mounts, to the 12-inch and 13-inch breech-loading





army rifles for coast defense, have been forged and put together here, the latter being supplied, when wanted, with disappearing carriages. Forged parts of guns now building by the United States Government are also made here.

Among the notable forgings of this character are those of the 16-inch army guns, the largest ever made, weighing complete about 126 tons, and the Gathmann dynamite gun, 18 inches in diameter.

In addition to ordnance, the company's works include marine engine forgings of all kinds for the Government. The shafts and other engine forgings which contributed so materially to the wonderful success of our navy during the American-Spanish War were all turned out at this forge.

Nor is the character of the work undertaken confined to Government orders, for commercial forgings of all descriptions and sizes are a considerable part of the output. The vessels which ply the ocean, our rivers and inland lakes, the great stationary engines which generate power to drive electric railways and operate huge factories, are equipped with Bethlehem forgings. These include the largest shafts ever made for purposes of this character.

This company's plant for the manufacture of hollow and other steel forgings, heavy

shafting, guns and carriages, armor plate and castings of every size and kind, is equal to any, and produces work to compete with that of the finest English and German firms. Officers as inspectors for Government requirements are stationed here.

To the privileged visitor, the forging and testing of the monster armor plates, and the wonderful precision required for the delicately fine castings, are alike equally fascinating.

An excellent view of the extent of the works may be had from the train, as the

LEHIGH VALLEY RAILROAD runs for nearly two miles between the river and buildings.

On the opposite side of the river is the beautiful Niskey Hill Cemetery; on the left, just beyond the works of the Bethlehem Steel Company, is the large plant of the Lehigh Zinc & Iron Company, organized in 1853. Back of this is the closely built

portion of South Bethlehem, while across the river the old town of Bethlehem is seen crowning the hills. Near the station, which is on the south side, and to the left of the train, are the offices of the LEHIGH VALLEY RAILROAD COMPANY, in the rear of which, on an eminence, is the beautiful home of Mr. E. P. Wilbur. On the right, as the train moves onward, is Calypso Island, used exclusively for Sunday school and family picnics;



in the rear of the island is seen the Cutter Silk Mill, and beyond, on the crest and hillside, the borough of West Bethlehem.

Bethlehem was founded in 1741 as a Moravian colony for mission work among the aborigines. This religious order, having its origin in the twelfth century among the Piedmontese peasantry, is the oldest Protestant Church in existence. Its simple and beautiful forms of service are still maintained and the admirable characteristics of its people have been deeply impressed upon the entire region. Bethlehem has for a century and a half been regarded as a great educational center, and it still maintains a claim to superiority. Lehigh University, located at the base of Lehigh Mountain, on the south side, is an honored institution. Bishopthorpe (Episcopal) and the Moravian Seminary for young ladies are both most worthy educational institutions. The theological seminary of the Moravian Church has a fine new building, and in it will continue to sustain its good reputation. St. Luke's Hospital, established through the munificence of Mr. Asa Packer, is located here at the base of Lehigh Mountain. There are many other industries in this triple town, each with its busy circle of dependent workers. *Connection is here made with the Bethlehem Branch of the Philadelphia & Reading Railway for Philadelphia, Baltimore and Washington.*

**ALLENTOWN**—Population, 35,416; 93.4 miles from New York; elevation above sea level, 250.3 ft.

The prison tower is the first object to attract attention on the right; then, as the curve is made, it, with the city proper, is on

the left. The Iowa Barb Wire Works are seen to the left just before entering the station. From the car windows to right and left the old stone bridge, erected in 1837, can be seen. The LEHIGH VALLEY depot at this point is one of the finest in the State. *Connection is here made with the East Pennsylvania Branch of the Philadelphia & Reading Rail-*



*way for Reading and Harrisburg.* Allentown is the Queen City of the Lehigh Valley. Its many and varied industries, 250 in all, with iron as the predominant power, are well worthy of a visit. Its furniture frame factories are second only in importance in the Union. To the right the largely extended works of the Adelaide Silk Mills employ twelve hundred people. The Allentown Spinning Company's large thread mills are at the Gordon Street station on the left. The works next on the left are the Allentown Hardware Company's plant. The Pioneer Silk Mill and the West End Silk Mill are on the West End Branch of the LEHIGH VALLEY RAILROAD, bearing away to the left at the hardware company's plant. The Allentown



Rolling Mills, an important plant, are next seen on the right.

#### FULLERTON —

On both sides of the road are seen the extensive car works of McKee, Fuller & Co. ; and then on the right stand the mills of the Catasauqua Manufacturing Company. Travelers should note the huge piles of slag across the river from this point onward. As the motto of to-day is, "Let nothing be wasted," this refuse of the furnaces is used in making cement and brick.

**CATASAUQUA** — Population, 3,963 ; 97.1 miles from New York ; elevation above sea level, 284.9 ft.

The Davies & Thomas foundry and machine plant across the river at this point is an important industry. The old flour mill seen to the right also has long been a landmark, and next to it is the new Wahnetah Silk Mill. Standing out in bold relief are the towering stacks of the Crane Iron Company, where anthracite coal was first used in manufacturing iron. Catasauqua station proper is now reached, and still to the right and across the river a number of industrial plants line the bank of the canal for some distance. *Connection is here made with the Catasauqua & Fogelsville Railroad leased by the Philadelphia & Reading Railway.*

#### HOKENDAUQUA —

This town is an offshoot of Catasauqua, because "Iron is King," and demands space for this powerful development. The finely equipped works of the Thomas Iron Company are here located.



**COPLAY**—Population, 1,581.

The cement center of the Lehigh Valley. The large works on the left above the station are the cement works. *Connection made here with the Ironton Railroad for Egypt, Ironton, Siegersville and Orefield.*

**CEMENTON**—

The cement industry has of late years flourished greatly here, and from this the town derives its present name.

**LAURY'S**—102.8 miles from New York; elevation above sea level, 330 ft.

The center of a rich farming district and a noted and select summer resort. The island to the right has become one of the best known and most popular picnic grounds in this part of the State.

**CHERRY FORD—ROCKDALE**—

The last named, center of an agricultural district. This point has some historical interest, from the fact that the opposite side of the river was the favorite camping ground of the Indians *en route* to and from the wigwams of the Delawares on the flats at Phillipsburg, New Jersey, and those of the Shawnees on the Shawnee flats in Wyoming Valley.

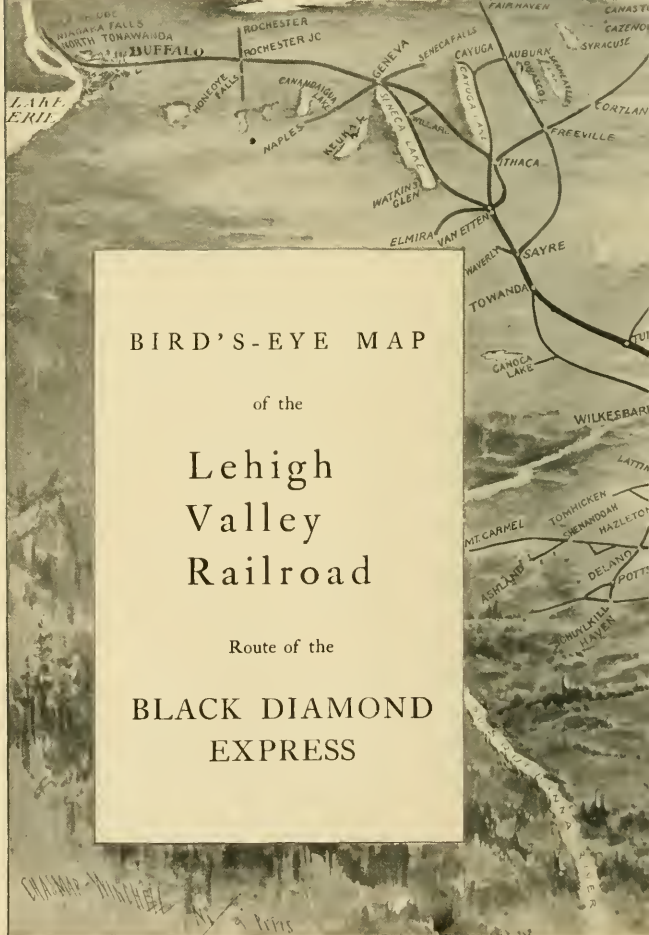
**SLATINGTON**—Population, 3,773; 109.5 miles from New York; elevation above sea level, 367 ft.

The long railroad bridge seen on the right, just before arriving at this station, is the Lehigh & New England Railroad bridge. On the left is an extensive wood-working plant, and the new rolling mills, destined to increase the importance of Slatington.





LAKE ONTARIO



# BIRD'S-EYE MAP

of the

## Lehigh Valley Railroad

Route of the

## BLACK DIAMOND EXPRESS

CHAS. W. MICHENER  
N.Y. 9 P.M.

MDEN

OVIA

ROSE

CK

STON

WOLFEN SUMMIT  
BEAR CREEK  
WHITE HAVEN

PENK HAVEN J.C.  
MAUCH CHUNK  
LIZARD CREEK J.C.  
SLATINGTON

CATASAUQUA  
ALLENTOWN

BETHELEHEM  
SOUTHBETHLEHEM

PHILADELPHIA

PITTSBURG  
FLEMINGTON

CLINTON  
FLEMINGTON J.C.

TRENTON

BOUND BROOK  
PLAINFIELD

PERTON  
AMBOY

ELIZABETH  
NEWARK

NEW YORK

LONG BRANCH  
ASBURY PARK  
OCEAN GROVE

BARNEGAT

ATLANTIC CITY

DELAWARE RIVER



Easton  
Station



Musco-  
netcong  
Mountain.

The town stands on the hill to the left and a quarter of a mile from the depot. Slate

is here manufactured into everything possible or probable — mantelpieces, lavatories, surbasing, stairs, tiling, blackboards, school and roofing slates. About one thousand boys and girls are employed in the school slate factories to be seen just beyond the station. *Connection is here made with the Slatedale Branch, also the Schuylkill & Lehigh Branch of the Philadelphia & Reading Railway and the Lehigh & New England Railroad for Katellen, Wind Gap, Pen Argyl, Bangor, Portland and Hainesburg.*

**LEHIGH GAP** — 111.4 miles from New York; elevation above sea level, 391.9 ft.

Here the Lehigh River bursts through the Blue Mountains. A hotel, with several annex buildings and fine grounds, may be seen on the left. It enjoys great popularity in summer. Beyond and across the river, the long two-storied stone-built inn, with porch also two stories, was a famous relay station in colonial days.

**LIZARD CREEK JUNCTION —**

*Connection is here made with the Pottsville Branch of the LEHIGH VALLEY RAILROAD,*

which passes through a rural district for many miles, touching at Balliet, German's, Andreas, Longacre, West Penn, Dorset, Kepner, Rene Mont, Rausch's, McKeansburg, Frisbie, Orwigsburg, Spring Garden Junction, Schuylkill Haven and Pottsville.

#### **BOWMAN'S—PARRYVILLE—**

The picturesque cluster of stacks and furnaces seen to the right were originally iron furnaces, but competition made them a non-paying investment, and for years they were idle. The plant is now worked by the Carbon Iron & Steel Company, and its product is cast-iron pipe, for which ready sale is found.

**LEHIGHTON**—Population, 4,629; 119.3 miles from New York; elevation above sea level, 466.7 ft.

**WEISSPORT**—Population, 601; elevation above sea level, 481.7 ft.

Lehighton to the left and Weissport to the right are the oldest settlements in this section. Here, in 1745, the Moravian Colony established a frontier mission, calling it Gnadenhütten (tents of mercy). Its prosperity was great. The Indians willingly accepted Christianity and in every possible way tried to emulate their white brethren. Fields and gardens bloomed as the rose, and the settlement was happy and contented until dissensions between the white and red men grew and spread over the section, culminating in the Braddock campaign and defeat (1755), and did not end until the Christian Indians and their teachers with their families were killed (1757). The pretty mission was totally destroyed. The fertile soil, however, soon caused the places to be populated again. But the **LEHIGH VALLEY RAILROAD** devel-

oped the mineral wealth, and the mills on right and left are of greater importance now than the agricultural pursuits.

**PACKERTON** — 120.7 miles from New York; elevation above sea level, 501.3 ft.

This is the large yard of the **LEHIGH VALLEY RAILROAD**. Trains carrying coal to the seaboard are made up here, and the weighing of the coal keeps many men busy. At the shops at this point nearly all the freight cars now in use by the company were made, as well as the great majority of the coal cars.

**MAUCH CHUNK** — Population, 4,029; 122.2 miles from New York; elevation above sea level, 548.6 ft.

Pronounced *Mok Chunk*, the Indian for Bear Mountain. This is justly termed the Switzerland of America. Mount Pisgah and the Switchback can be seen on the left. The handsome residences against the mountain side at the base of Mount Pisgah are those of the Packer and Leisenring families. Mauch Chunk is built in natural terraces above and around the valley of the creek. The Mansion House and the former general offices of the **LEHIGH VALLEY RAILROAD** are prominent buildings to the left of the train. The Switchback carries over 40,000 passengers annually bent on sight-seeing. The anthracite coal of the Lehigh region was first discovered

Allentown  
Station



near here by Philip Günter. To the right is Bear Mountain. Its rocky sides, cut into, reveal the history of the past, in the congealed mass that was once molten. *At this point the change is made for points in the coal regions.* As the train moves forward, East Mauch Chunk is seen lying to the right, while on the left there are the immense coal pockets, making an interesting feature in the landscape. Here the coal shipped by canal is loaded into the boats. Still onward, and Mount Pisgah plane is seen distinctly at the left, and in a few minutes Glen Onoko is reached.



Lehigh  
University



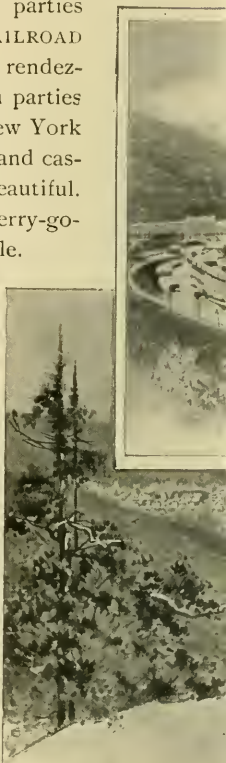
**GLEN ONOKO**—125 miles from New York; elevation above sea level, 593.4 ft.

A park and dell replete with charming attractions, made accessible and fitted up for the convenience of excursion parties by the **LEHIGH VALLEY RAILROAD COMPANY**. It is the annual rendezvous of hundreds of excursion parties from points as distant as New York and Philadelphia. The falls and cascades are both varied and beautiful. The pavilions, swings, merry-go-rounds, etc., are most enjoyable.

Winding along the tortuous Lehigh, the scenic attractions are very enthusiastically commented on. The wire bridge spanning the Lehigh, a mile or two from the Glen, is part of the "pipe line" constructed to more easily convey the coal oil from the wells to the New York market.

**PENN HAVEN JUNCTION**—  
130.8 miles from New York;  
elevation above sea level,  
728 ft.

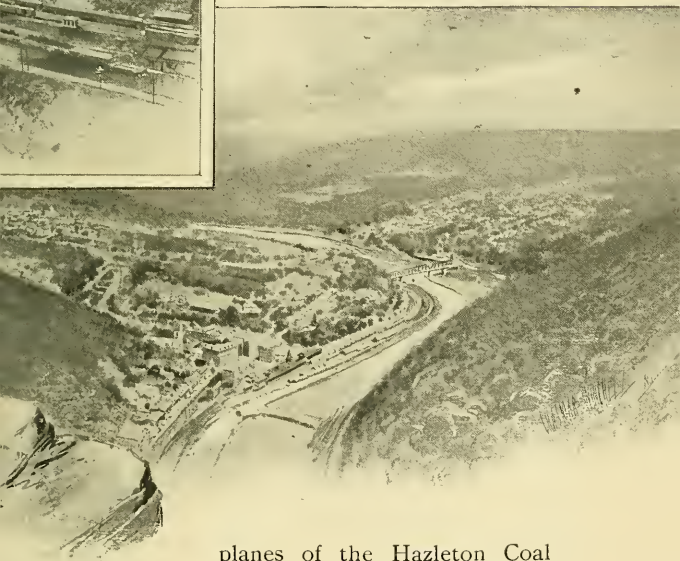
In the earlier days this point was one of the busiest on the Lehigh. Immense coal pockets received the coal from the cars, and through chutes it was loaded into the boats of the Lehigh Canal and transported to market. The great freshet of 1862 put an end to this, and the coal thereafter was shipped by rail. The coal branches of





the LEHIGH VALLEY RAILROAD diverge at this point, and the traveler or tourist is by them taken to the great anthracite centers of Lehigh and Schuylkill, viz: Hazleton, Pottsville, Mahanoy City, Shenandoah, Ashland, Mount Carmel, Delano, Morea, Audenried, Jeanesville, Beaver Meadow, Freeland, Jeddo, Drifton, etc., the change of cars being made at Mauch Chunk. As the train crosses the Lehigh here the abandoned

Mauch Chu



planes of the Hazleton Coal Company can be seen to the left.

**STONY CREEK—DRAKE'S CREEK—  
HICKORY RUN—**

Tributaries to the Lehigh, and favorite streams with local Izaaks, for fine-flavored trout.

**WHITE HAVEN**—Population, 1,517; 145.7 miles from New York; elevation above sea level, 1,144 ft.

In the earlier days the great lumber center of the Lehigh. The only remaining industry is the kindling-wood factories, seen on the right across the river. *Connection is here also made with the branch trains for the Hazleton and Schuylkill coal fields.*

**BEAR CREEK JUNCTION**—151.7 miles from New York.

**BEAR CREEK**—Elevation above sea level, 1,519 ft.

*The Bear Creek Branch of the LEHIGH VALLEY RAILROAD here joins the main line.* This branch is six miles long, leading into the Bear Creek lumber district. An artificial lake at this point supplies the road with clear, pure ice for its trains.

**GLEN SUMMIT**—156.4 miles from New York; elevation above sea level, 1,723.8 ft.

A most popular summer colony clustered round the large and comfortable hotel. From the porches of the hotel the view of the valley and ranges is magnificent, and the sunrise is only rivaled by the sunset. The cottages are owned by New York, Philadelphia and Wilkes-Barre business men, and every year adds to their number. The air and water are perfection.

**FAIRVIEW**—

The point of the intersection of the Mountain Cut-Off, a short line devoted to freight. A sort of a terminal and relay station for locomotives.

After leaving the summit, the finest view is on the right, although that to the left excels many a noted scene. Here the most

experienced travelers all agree that nowhere else in the world is there such a magnificent panorama of terraced hills as that surrounding the Wyoming Valley and Susquehanna River. In the freshness of spring verdure it is exquisite in coloring; in hot summer, laurels, rhododendrons and flowers of every hue make it hanging gardens of beauty; in autumn, the gorgeous colorings of crimson, brown and gold alike defy pencil and pen. "Once seen never forgotten."

**NEWPORT—WARRIOR RUN—  
SUGAR NOTCH—**

All centers of anthracite coal trade.

**WILKES-BARRE**—Population, 51,721; 176 miles from New York; elevation above sea level, 553.2 ft.

County seat of Luzerne County. *Connection is here made with Pennsylvania Division of the Delaware & Hudson Company for Scranton and Honesdale; with the Pennsylvania Railroad for Nanticoke, Nescopeck and Sunbury; with the Bowman's Creek and Ber-nice Branch of the LEHIGH VALLEY RAILROAD for Harvey's Lake*, a delightful summer resort, Noxen, Ricketts, Lake Ganoga, a popular summer resort on North Mountain at an altitude of 2,319 feet above sea level, Ben-nice and Towanda. Wilkes-Barre is ideally situated in the far-famed Valley of Wyoming. A few miles from here, near the bank of the Susquehanna River, is the granite monument commemorating the "Battle of Wyoming," the dark ground of the massacre, which occurred July 3d, 1778. The city is a great business center and its families are recognized throughout Pennsylvania as most cultured and hospitable. The schools are many and

excellent. Iron and steel plants, coal operations and textile mills give lucrative employment to a vast populace.

#### MILL CREEK—PLAINSVILLE—

Centers of anthracite coal operations.

**PITTSTON**—Population, 12,556; 184 miles from New York; elevation above sea level, 574.1 ft.

**WEST PITTSTON**—Elevation above sea level, 570.2 ft.

Important mining and industrial centers, with a diversity of industrial plants, the coal industry, however, being in advance. Collieries are to be seen on every side. West Pittston is across the river to the left. From this point to Sayre, a distance of about ninety miles, the trains of the Lehigh Valley follow the banks of the Susquehanna River, and the scenery is interesting and beautiful in the extreme.

**L. & B. JUNCTION**—185.3 miles from New York; elevation above sea level, 572.1 ft.

*Connection is here made with the Delaware, Lackawanna & Western, eastwardly for Scranton, and westwardly for Plymouth, Berwick, Bloomsburg, Danville, etc.*

#### COXTON—

The yards of the LEHIGH VALLEY RAILROAD, for the weighing of coal going north.

#### RANSOM—FALLS—WHITE'S FERRY— LA GRANGE—

Country districts; prolific agricultural centers and famous fishing grounds. The valley of the Susquehanna is exceedingly fertile. Lake Winola, three miles from Falls by stage, is a popular summer resort.

**TUNKHANNOCK** — Population, 1,305 ; 207 miles from New York ; elevation above sea level, 610 ft.

*Connection is here made with the Montrose Branch*, for Montrose and intervening points, viz: Marcy, Lake Carey, Lemon, Avery Lynn, Springville Tyler, Dimock, Woodburne, Hunter, and Cool. Tunkhannock is the county seat of Wyoming County. The principal industries are tanning, steam stone mills, spool and bobbin factories, grist mill, two furnaces and machine shops, planing mill and tub factory. Lake Carey, six miles distant, is a popular summer resort, where visitors find every comfort and convenience.

**VOSBURG** — 211.3 miles from New York ; elevation above sea level, 623 ft.

The tunnel here is regarded as one of the marvels and triumphs of engineering skill. It required three years and four months to complete its construction, notwithstanding the fact that work was carried on day and night, the shifts being ten hours each. It is 3,002 feet long.

The roof is composed of solid masonry, the arch being supported by side walls of masonry composed of black limestone. The stone arching is of cut stone sheeting, from 18 to 30 inches thick, and the bricks were burned expressly for this work.

**MEHOOPANY — MESHOPPEN — BLACK WAL-  
NUT — SKINNER'S EDDY — LACEYVILLE —  
WYALUSING — HOMET'S FERRY —  
RUMMERFIELD — STANDING  
STONE — WYSOX —**

These towns are shipping points for rich agricultural and lumber districts. In addition to the shipping of agricultural products, the stone quarries and sawmills at almost



every point are important adjuncts. The baling of hay and the dairy products also add to the general output.

The Susquehanna River throughout the entire district between LaGrange and Athens abounds in black bass, rock and yellow bass, and the towns named hereon are all famous as headquarters for fishermen during the



On the Lehigh

summer and autumn, many of whom come from long distances to enjoy the pleasure of fishing in these favored localities. Boats and bait can always be secured at reasonable rates as well as boatmen to do the rowing



Wilkes Barre  
Station



A Coal Breaker



and take the angler to the most likely places for securing a good catch. Good hotels are located at the towns in this district, where those who desire can stop during their outing. Many establish camps on the banks of the river and still others use house boats, floating down the river and anchoring at promising points. There are frequent instances where house boats made a trip of several weeks' duration, covering the territory from above the New York State line down to Wilkes Barre.

**TOWANDA**—Population, 4,663;  
254.6 miles from New York;  
elevation above sea level,  
735.6 ft.

*Connection is here made with the State Line and Sullivan Branch of the LE-HIGH VALLEY RAILROAD for Monroeton, Wilcox, New Albany, Laddsborg, Dushore, Satterfield, and Bernice, completing the loop with Wilkes Barre at the other end. (See description of points on this branch under head of Wilkes Barre.)* Towanda

is the county seat of Bradford County, and is noted for its varied and high-class educational institutions, its numerous diversified industries and as a rich farming section of Pennsylvania.





ULSTER —  
MILAN —

Agricultural centers. The manufacture of farming implements the chief industry.

**ATHENS** — Population, 3,749; 269.7 miles from New York; elevation above sea level, 768 ft.

A manufacturing town. The principal industries are the Union Bridge Works, furniture works, foundries and machine shops. Athens is one of the most active industrial centers on the line. It is located at the junction of the Susquehanna and Chemung rivers and is a place of historical interest, as on the flats, near there, General Sullivan and his army encamped in the year 1778 after his memorable march from Easton, and awaited the arrival of General Clinton and his troops from Otsego Lake, when the combined forces



marched into Central New York on a successful mission of destruction to the houses and crops of the Indians.

**SAYRE** — Population, 5,243; 27½ miles from New York; elevation above sea level, 772.3 ft.

The principal industries at Sayre are the LEHIGH VALLEY RAILROAD shops, the Cayuta Wheel Foundry, Sayre Metal Works and the Sayre Picture Frame Company. The Waverly branch of the LEHIGH VALLEY RAILROAD runs from Sayre. Waverly is a manufacturing town with 5,000 inhabitants.

A railroad town with a mission, so named in honor of Mr. R. H. Sayre, one of the original builders and an old-time officer of the LEHIGH VALLEY RAILROAD. Sayre is the point at which the different divisions and branches of the LEHIGH VALLEY diverge into the lake country of Western New York.



The Auburn division bears away to the right to Owego, Flemingville, Newark Valley, Berkshire, Richford, Harford Mills, North Harford, Dryden, Freeville, Peruville, Groton, Locke, Moravia, Cascade, Ensenore; the last two places being delightfully situated on Owasco Lake, which is about ten miles long and two wide. Many fine resorts are located along its shores, and the large amount of travel to these points during the summer and fall is owing to the boating and fishing facilities, which are excellent. Beyond these are Wyckoff's, Auburn, Troop, Weedsport, Cato, Ira, Martville, Sterling, Fair Haven and North Fair Haven on Lake Ontario. The Auburn & Ithaca Branch connects Auburn, Cayuga and the points on Cayuga Lake, viz: Union Springs, Farley's, Levanna, Aurora, Willets, King's Ferry, Atwaters, Lake Ridge, Lansing, Ludlowville, Norton's and McKinney's, with the Ithaca division of the main line at Ithaca. These points are summer resorts, with rich vineyards, fruit orchards and fine hay fields, all sources of wealth and prosperity.

At Van Etten, on the Ithaca Branch, connection is made with the Elmira & Cortland Branch, to and from Elmira, a large and important business center; Horseheads, Breesport, Wilseyville, Free-



ville (a junction with the Auburn division); Cortland, a prosperous town, noted for its carriage factories and pushing industrial enterprises; Cortland Junction, where connection is made with the Delaware, Lackawanna & Western Railroad; Cazenovia, a very well-known summer home for noted men, who have built abodes of ease and luxury on the banks of its beautiful lake, an attractive sheet of water about four miles long, whose shores slope gradually backward from the water's edge, where fertile farms surround it, affording a view which is highly attractive. Canastota, a thriving and busy manufacturing center; Sylvan Beach, most appropriately named, a popular picnic resort, with many cottages, situated on Oneida Lake, a handsome expanse of water, twenty-one miles in length and from three to seven miles in width, over which excursion boats run regularly during the season from one end of the lake to the other, stopping at the towns and villages on either side; and Camden, the northern terminus of the branch, 139 miles from Elmira.

The LEHIGH VALLEY has two lines between Van Etten Junction and Geneva. The one bears away to Ithaca, on the southern end of Cayuga Lake, then shoots across the country to Geneva, on the northern end of Seneca Lake, passing Taughannock Falls, Trumansburg, Covert, Farmer, Sheldrake, Hayt's Corners, Romulus and West Fayette; while the other bears away to the westward, passing Swartwood, Cayuta, Alpine, Odessa, Burdett (Watkins Glen), Hector, North Hector, Caywood, Lodi, Gilbert, Kendaia, and Varick, other points on the eastern side of Seneca Lake.





**ITHACA**—Population, 13,136; 307.1 miles from New York.

On the former route, Ithaca claims more than a passing notice. Glass lenses, paper, flouring mills and cigar factories are its industries. As the train approaches the city, the interest of passengers becomes manifest. Beautifully situated at the southern extremity of Cayuga Lake, its shady thoroughfares and beautiful homes are the admiration of visitors. As the train passes onward, Cornell University stands out in bold relief on the hillside opposite the city. This educational institution owes its existence to the public-spirited generosity of one of Ithaca's citizens.

Cayuga Lake is one of the most beautiful bodies of water in the State, and extends from Ithaca on the South, a distance of thirty-eight miles, to Cayuga, its northern outlet. It is from two to four miles wide and has a depth in some places of 425 feet. The bottom of this lake is seventy-five feet lower than that of Lake Ontario.

**GENEVA**—Population, 10,433; 344.5 miles from New York; elevation above sea level, 489.9 ft.

Most favored of fortune is Geneva. Long before reaching its station, one anticipates its beauty of situation on Seneca Lake, over the waters of which steamers and boats ply busily. The principal street of the city runs parallel with the lake shore. The terraced gardens of the many quaint and charming homes rise above the lake, and the streets are shadowed by a wealth of magnificent trees. Hobart College and the De Lancey Schools are well and widely known, and the Sanitarium ranks among the first of the country. Business and industries flourish.

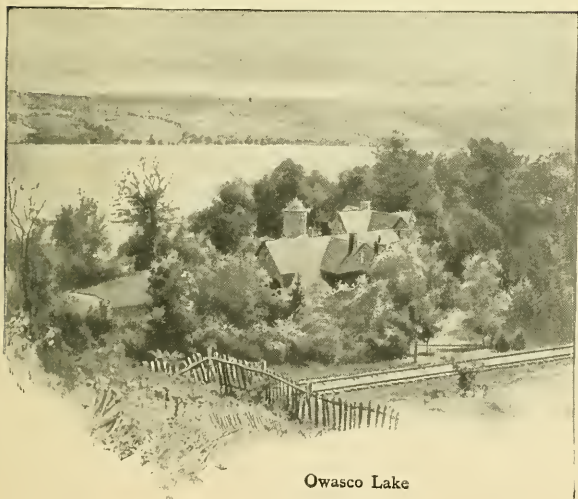
The longest of the chain of lakes is Seneca, which extends from Watkins, at its head, to Geneva, a distance of forty miles. It is from two to five miles in width and situated in the region covered with vineyards, from whence the East is largely supplied with the different kinds of grapes and domestic wines. At the southern end Havana and Watkins Glen are located, and are so well and favorably known as to need no description here. *Connection is here made with a branch to Waterloo and Seneca Falls, and with Naples Branch LEHIGH VALLEY RAILROAD, for Naples, Middlesex, Rushville, Gorham and Stanley.*

**PHELPS**—Population, 1,306; 350.9 miles from New York; elevation above sea level, 600.9 ft.

A manufacturing center, the Crown Drill Manufacturing Company, basket factory, three flouring mills and two malt houses being the leading plants.

**CLIFTON SPRINGS**—Population, 1,617; 354.4 miles from New York; elevation above sea level, 644.6 ft.

Noted for its superbly-equipped sanitarium, its well-appointed seminary, and the impor-



Owasco Lake



tant plant, the Clifton Springs Manufacturing Company.

**MANCHESTER —**

End of the Buffalo, Pennsylvania and New York divisions. The round house and shops are located here.

**FARMINGTON — VICTOR — MENDON —**

Centers of large agricultural districts, in which flouring mills, sawmills, blacksmith shops, cigar factories and commission houses for handling the farm products are the chief industries.



Ganoga Lake

#### ROCHESTER JUNCTION—

The point of Junction of the Rochester Branch, which connects the City of Rochester with the main line; also junction with Hemlock Lake Branch for Honeoye Falls, Lima and Hemlock Lake. The latter

Views along the  
Susquehanna

a beautiful sheet of water about seven miles long and a mile wide. It furnishes the City of Rochester with its water supply, has a number of hotels and boarding houses on its shores, and is much liked for its boating and fishing facilities.

**ROCHESTER**—Population, 162,608; 392.5 miles from New York; elevation above sea level, 510.7 ft.

A manufacturing city of great importance. Its chief industries comprise the manufacture of clothing, shoes, edge tools, machinery and machinist supplies, beer, furniture, stoves, flour of many grades, photographic supplies, patent medicines, and coffins. It is also an important educational center.

**BATAVIA** — Population, 9,180; 410.5 miles from New York; elevation above sea level, 910 ft.

This town is an important industrial center.

**BUFFALO** — Population, 352,387; 447.6 miles from New York; elevation above sea level, 581.9 ft.

*Connection is here made with the Michigan Central Railroad, Lake Shore & Michigan Southern Railway, New York, Chicago & St. Louis Railroad, Wabash Railroad, and Buffalo and Allegheny Valley Division Pennsylvania Railroad.* Buffalo is the sixth commercial city of the world. Buffalo chiefly lies on a slope which gently rises from lake and river, save that there is a steep bluff for a short distance along the Niagara. A bird's-eye view from one of the high buildings will afford a good understanding of the city's geography. To the south and southwest are Buffalo River and Lake Erie; to the west is Niagara's broad

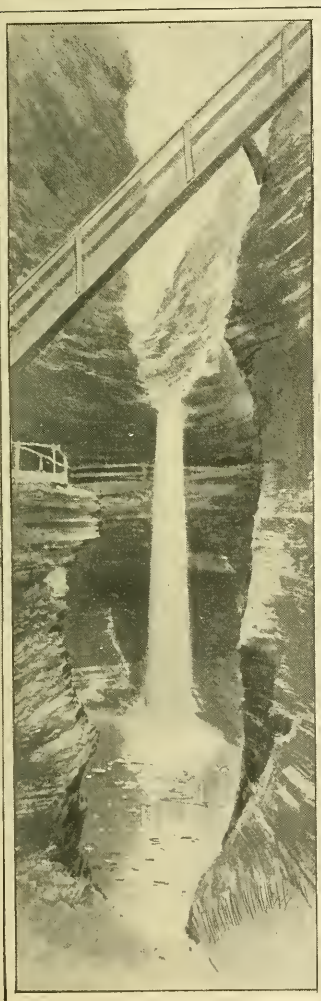
Gene  
Statio



Seneca Lake

stream, backed by the quiet Canadian border. Within the corporation lines, but beyond the densely built business center, to the north, northwest and northeast, sweeps what from the altitude and distance seem a forest of richest verdure, pierced by many spires and stamped with the lacelike tracery of white

roadways — Buffalo's asphalt pavements, of which there are over two hundred miles, the delight alike of those who ride in carriages or on bicycles; the pride of all whose homes face streets with this sightly surface, so readily preserved



Watkins Glen

to cleanliness. To the east and southeast the view is clouded by the pall of black smoke from railroad shops, grain elevators and factories. To the south is the harbor, crowded with



ships, which carry hundreds of thousands of tons of coal and stores to western ports, and bring hither millions of bushels of grain for transshipment by railroads to the sea.

## The Pan-American Exposition

As in ancient times all roads led to Rome, so, at this season, the steps of all who are interested in the development of the arts, industries and science in the three Americas, or who admire the useful and beautiful, trend toward Buffalo; for here is the great Pan-American Exposition, which in many important features surpasses all former enterprises of the kind. Among which are the elaborate and artistic electric-light arrangements. The splendor and magnitude of its hydraulic and fountain effects, embracing a grand canal over a mile in length, encircling all the buildings and courts. Exquisite horticultural and floral embellishments.

Original statuary and plastic ornamentations, nearly one hundred and fifty large groups of American sculpture being displayed. The richness of its color decorations, all the buildings being tinted in beautiful and harmonious shades. The magnificence of its court settings, the area being larger than that of any former exposition.

There is a stadium or amphitheater capable of seating twelve thousand people, where daily athletic games and contests are held; a Temple of Music seating two thousand; famous bands and orchestras from all parts of the world; a grand horse and cattle show; exhibits of Indians of the old Six Nations; and the grandest Midway ever produced,

having over a mile of new attractions and amusements, at a cost exceeding two and a half millions of dollars.

The purpose of the exposition is to celebrate the achievements of the Western Hemisphere during the past hundred years, to promote trade between Pan-American countries, and to present a great object lesson, showing the progress of the western world to date. Over ten millions of dollars have been expended on the grounds and buildings alone. The Federal Government spent half a million, and almost every State in the Union has its own building and exhibits, as has also many of the Pan-American countries. There are twenty large buildings in the Spanish Renaissance style of architecture as a compliment to Latin America; an Art Gallery costing over three hundred and fifty thousand dollars; the grandest electrical exhibit ever made, including an electric tower three hundred and fifty feet high.

The liberal appropriation made by the National Government enables it to make fine exhibits from all the departments, among which are a life-saving station, giving daily exhibitions, a large post-office in daily use, a light house and weather signal station in operation, displays from the Mint, the Navy and War Departments, Aquariums from the United States Fish Commission, and special exhibits from the Hawaiian and Philippine islands, Cuba, Porto Rico, Samoa and Guam.

The location of the exposition, which covers nearly four hundred acres, is in the northern part of the city, and easily accessible by electric cars from any point in Buffalo.

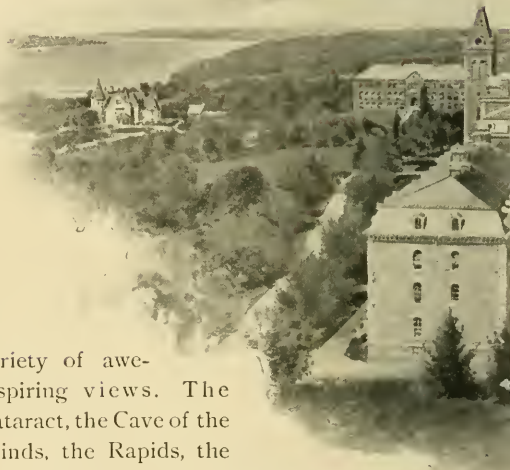
**TONAWANDA**—Population, 7,421; 450.7 miles from New York; elevation above sea level, 584 ft.

This is in reality a suburb of Buffalo, and is its great lumber center and shipping point.

**NIAGARA FALLS**—Population, 19,457; 461.7 miles from New York; elevation above sea level, 575 ft.

**SUSPENSION BRIDGE**—463.5 miles from New York; elevation above sea level, 569 ft.

Of all the great wonders of the world Niagara Falls is one of the most marvelous, and presents a grand

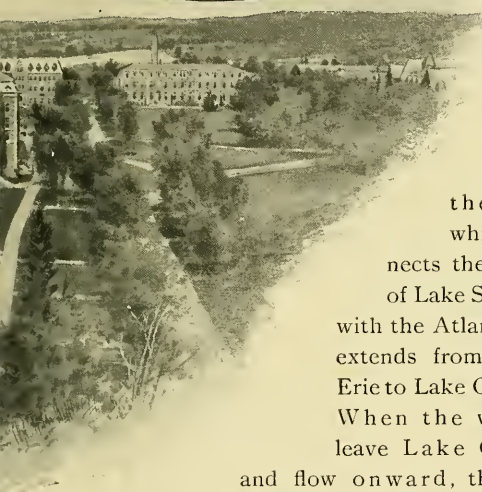


variety of awe-inspiring views. The Cataract, the Cave of the Winds, the Rapids, the Whirlpool, the Gorge and other points, taken together or separately, form an enchantment which well repays time spent at this marvel of Nature's handiwork.

The points of interest are the Goat Island group, consisting of several delightful little islands, viz: Bath, Luna, Terrapin Rocks and Three Sisters. The view of views, and the first to be taken, should be from the bottom on

the American side. The trip on the "Maid of the Mist" should be enjoyed, as should also the journey through the Gorge, via the Gorge Route. Prospect Park, open to all, is a lovely spot.

The Niagara River is but a link in



Cornell University

the chain which connects the waters of Lake Superior with the Atlantic. It extends from Lake Erie to Lake Ontario. When the waters leave Lake Ontario and flow onward, they are known as the River St. Lawrence, which is 700 miles long and empties into the Gulf of St. Lawrence.

The Niagara River is part of the boundary line established between the Union and Canada by the treaty of Ghent, A. D. 1815.

In its course the Niagara River falls 336 feet, as follows: From Lake Erie to the

rapids above the falls, 15 feet; in the rapids, 55 feet; at the falls, 161 feet; from the falls to Lewiston, 98 feet; from Lewiston to Lake Ontario, 7 feet. It is supplied by Lake Superior, the largest body of fresh water in the world, 355 miles long, 160 miles wide, and 1,030 feet deep; Lake Huron, 260 miles long, 100 miles wide and 1,000 feet deep; Lake Michigan, 320 miles long, 70 miles wide and 1,000 feet deep; Lake St. Clair, 49 miles long and 15 miles wide; Lake Erie, 590 miles long, 65 miles wide and 84 feet deep; together with numerous small lakes and rivers, draining an area of about 150,000 square miles in extent.

The old Railway Suspension Bridge across Niagara River below the falls has been replaced by a beautiful single steel arch. The new structure is said to be the largest single arch steel railway bridge in the world, and was constructed without interruption of traffic.

The new bridge is a single steel arch of 550 feet in length, supplemented by a trussed span, at either end, of 115 feet in length. This, with the approaches, make the total length of the bridge slightly over 1,100 feet. The railway tracks surmounting the bridge are 252 feet above the water. The bridge has two decks or floors, the upper for railway purposes, the lower for carriages and pedestrians.

*Connection is here made with the Grand Trunk Railway for the West.*

## Stop-Over at Niagara Falls

Without Extra Charge

Passengers holding tickets via the LEHIGH VALLEY RAILROAD and its connections (east-bound, destined to Geneva and points east

thereof, west-bound sold at Geneva and points east thereof) are privileged to stop over at Niagara Falls without extra charge. This affords an excellent opportunity of viewing the many wonders of this famous cataract. This stop-over may be for any length of time, from one to ten days—not exceeding the latter.

Passengers desiring stop-over should notify the conductor before reaching Buffalo and Niagara Falls of this fact.

## Stop-over at the Pan-American Exposition

During the continuance of the Pan-American Exposition, stop-over will be allowed at Buffalo on through tickets, under the same conditions as at Niagara Falls, except that tickets should be deposited with joint agent, and a fee of \$1.00 will be charged for this service at the time.

## Stop-Over at Mauch Chunk and Glen Summit

Regular summer excursion tickets are good for stop-over upon notice to conductor.


Stop-over at above named points will be granted holders of first or second-class limited one-way tickets, round-trip limited continuous passage or special excursion tickets (except party tickets issued to theatrical or amusement companies), when reading to or from Sayre, Pa., and points north thereof, for a period not to exceed twenty-four hours.

Passengers desiring this stop-over will notify conductors and apply to the ticket agent at once for an exchange of original ticket through to destination.

Where through trains do not stop at destination of ticket, or where it reads beyond the run of local trains on which the passenger must start, it will be endorsed by conductor and is to be honored from the point at which the through train is taken.

## New York Terminals

Passengers to and from New York via the LEHIGH VALLEY RAILROAD are afforded the exceptional and con-



venient facilities of three passenger stations in different parts of Manhattan Island: CORTLANDT STREET on the south, TWENTY-THIRD STREET on the north, and DESBROSSES STREET between; and in BROOKLYN BY ANNEX boats to foot of FULTON STREET. The advantages of Cortlandt and Desbrosses streets as terminals



for business and professional patrons are already too well known to necessitate elaborate explanation.

**The West 23d St. Passenger Station** is situated near the center of the hotel, theater and shopping district, and, in



addition to the excellent street-car service to this station, a complete cab and carriage service is maintained exclusively for the accommodation of passengers. The charges for this service have been made upon a very reasonable basis. An agent of the cab service will be found at the cab stand, who will see that all orders for vehicles are promptly filled.

















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