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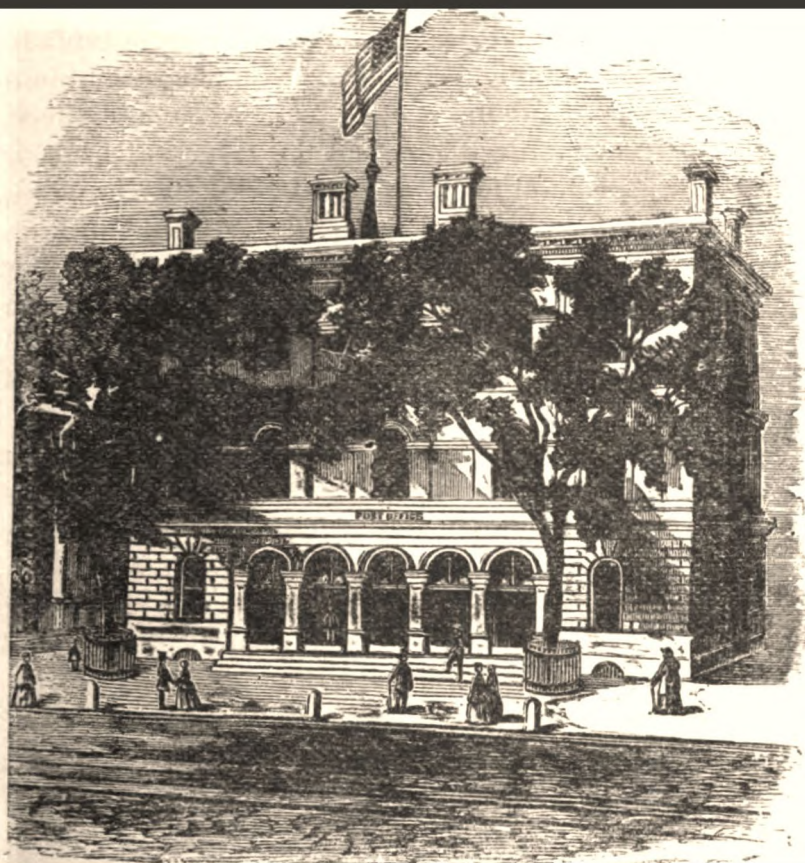
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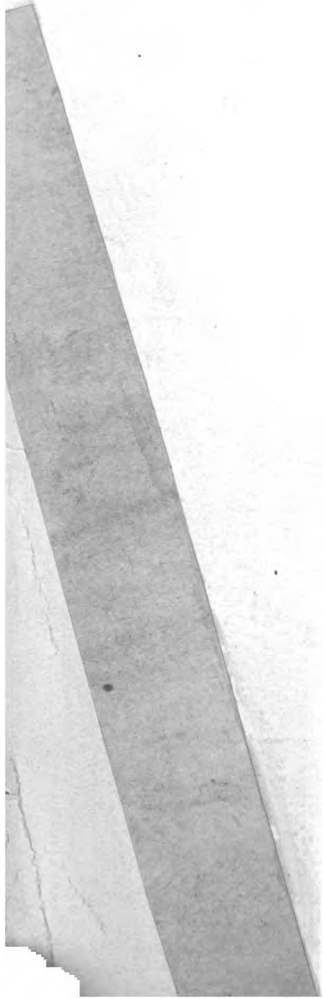
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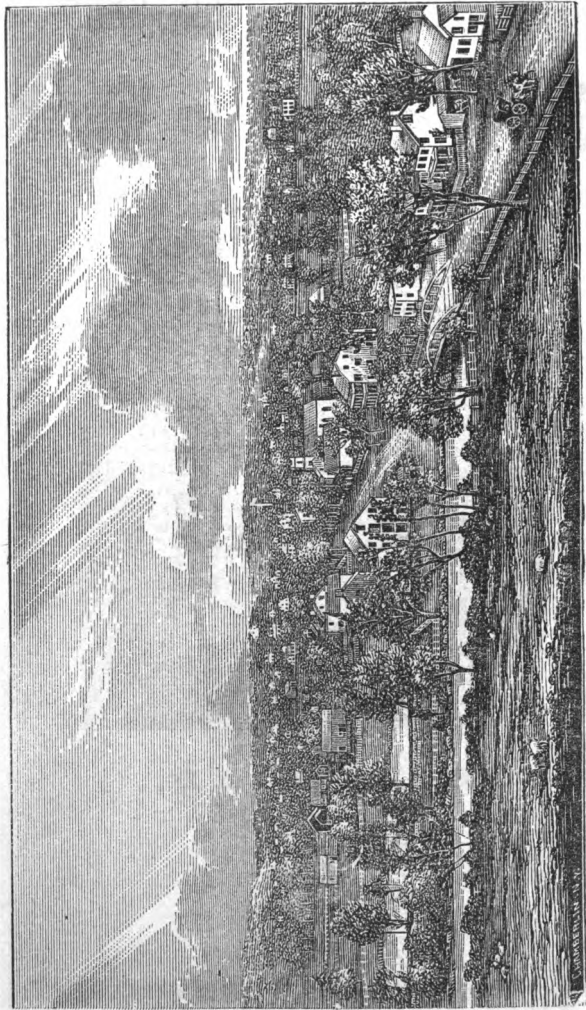
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PEN AND PENCIL PICTURES ON THE
Delaware, Lackawanna and Western R. R.







Chatham, N. J. The Valley of the Passaic.

PEN AND PENCIL PICTURES

ON THE

DELAWARE, LACKAWANNA, AND WESTERN



RAILROAD.

BY

J. K. HOYT

MADISON, N. J.

NEW YORK:

W. H. CADWELL, PUBLISHER,
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SPECIAL ACKNOWLEDGMENT.

This volume is published under many difficulties, the Clerk of the weather being responsible for not a few, rendering it impossible to take many photographs of views and buildings which we desired to include; but we have fully realized the great law of compensation in the warm and earnest friendships we have made while prosecuting our researches, and in the thousand and one encouragements which have been showered upon us.

We acknowledge our indebtedness to President Sloan and to many of the officers and clerks of the Company for valuable facilities and information. We would gladly name them all, had we room to do so. The Superintendents of the various divisions seemingly vied with each other in their effort to make the volume a success and to prove to us, personally, that human nature has the same lining that the cloud has in the story-book. In the matter of engravings, we have had many more offered us than, as we have said, Old Probabilities would allow us to transfer, without a delay in publication which would be serious. We have not been able to name in the body of the work all who generously gave their assistance. Hon. A. Oakey Hall was one of the first, and O. D. Munn, Esq., whose elegant home at Llewellyn Park is most fitly illustrated. We feel proud in saying that we have solicited few favors and that the many we have received came from the same motives that actuated us in writing the work—a desire to have a part of our beautiful land set forth with pen and pencil, that others may be drawn to share its benefits. We believe we count in our subscription list a larger number of copies to individual names than were ever given for any one work before.

THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD.

The railroads of the United States have been likened to a gridiron, but no one ever saw that domestic implement with such crooked bars. They rival the fence through which a pig could not creep without always coming out on the same side. The only place where they run in straight lines is on the maps of rival companies, and if a grave suspicion should arise in regard to our immaculate truthfulness, from the want of sufficient or pronounced crooks in our own map we can only say that the scale is not great enough to allow us to get them in. We are not inclined to ignore or modify a single twist, or rub down a solitary sharp corner; we are more inclined, rather, to glory in its devious ways and serpentine windings. It is the road of the mountains; it takes a hundred eagle flights toward the sky, and looks down on more happy valleys than Rasselas, the Prince of Abyssinia ever dreamed of. There is nothing more intensely practical than a locomotive, but a ride upon one over the entire length of the Delaware Lackawanna and Western would almost produce another Milton and a new epic.

It is an old story, that, of each museum in the Union having the club which killed captain Cook, and as there are a dozen or more claimants to the honor of having the first bit of railroad in this country, we feel an inexpressible relief in not being obliged to either peril our veracity or to defend a claim of that kind in this work. We can say however with just pride, that no more energetic men ever lived than the first settlers of the Lackawanna valley, on whose sterile soil this road was born. It was there that the railroad iron was rolled that en-

abled the Erie to fulfill its contract with the State of New York, and seven thousand tons of rails were drawn by teams more than fifty miles over roads whose ruggedness made the feat a marvel if not a miracle.

The historian, Hollister, informs us that as early as 1819 surveys for a railroad to be worked by "hydraulic power" were made, and such roads were absolutely started by Wm. Wurts and his brother, but it was not until 1847 that George W. Scranton put in shape other people's dreams by opening subscription books for a locomotive road, and in 1850 the first railroad whistle sought an echo among the mountains. This road ran from Great Bend to Scranton, and it was built under a charter known as the "Ligett's Gap." The sole object, of course, was to find a market for coal and an outlet for iron, and a junction with the Erie at Great Bend the most readily accomplished that object. The Lackawanna valley is a "pent up Utica," but possesses enormous mineral wealth. Yet but few sought this wealth, and the early pioneers had to work a great deal harder than the Trojans ever did, and coal was first given away in order to get people used to the strange fuel. Thus they built their first railroad and ran out of the valley into the broad world which was not ready to receive them, but which now could not do without them. Coal with the thermometer at zero is more a king than was ever king Cotton.

The road thus started was called the "Ligett's Gap Railroad," Col. Scranton being the first President. The title was changed in 1851 to the "Lackawanna and Western." In 1851-2 & 3 work was commenced on the "Delaware and Cobb's Gap" railroad with the view of reaching New York City, and on January 21st 1856 the first train of cars passed over the Delaware. The outlet Eastward was obtained by leasing the Warren road, a line about twenty miles long and by a connection with the Central railroad of New Jersey, thus giving the only

outlet at that time for the mineral wealth of the Wyoming and Lackawanna valleys.

The men who were connected with these early railroad movements all had local reputations, and the fame of some of them for business talents and success is world wide. In addition to the brothers Scranton we find John J. Phelps and John I. Blair. In 1851 the name of Wm. E. Dodge first appears in the direction. This eminent New York merchant has been identified with the railroad interest almost from the beginning, and more than one enterprise, feeble in its incipiency, gathered strength and vigor under his fostering care.

Drake Mills, the father-in-law of Fernando Wood, was in the direction at the same time. The consolidation of the Lackawanna and Western with the Delaware and Cobb's Gap road being effected in 1853, the officers of the consolidated company were elected in 1854, Geo. D. Phelps being the President and Wm. E. Warren, Treasurer and Secretary. At this time another well-known New York merchant became connected with the road, Moses Taylor, and through all its mutations has been identified with its fortunes from that time to the present. The direction at that time was as follows: Drake Mills, John J. Phelps, Wm. E. Dodge, Geo. Buckley John J. Blair, Geo. W. Scranton, Roswell Sprague, Thos. Tilston, and Moses Taylor. Four of these gentlemen are directors to-day.

"Great oaks from little acorns grow," and there is no great enterprise which has not sprung from almost as small a germ. We are writing now of the Delaware, Lackawanna and Western road of to-day, with all its connections and leases, its branches and twigs—as we may call the little coal and iron mine lines—but properly the road under that name is confined to the State of Pennsylvania and possesses a length of only about one seventh of the entire road, the brain and motive power of which is centered at No. 26 Exchange Place, New York.

The most important of these leased roads, as respects density of population and importance of local travel, is the Morris and Essex, and to this we shall devote a separate chapter. We shall probably grow poetical there, here we can only be exceedingly commonplace and practical. We have never read a verse yet on the beauties and glories of anthracite, and seemingly, from the earliest pioneers to the present incumbents no one can open his mouth without saying something about coal and iron, and their importance to the comfort of mankind, which we most devoutly realize. We will here summarize the leased roads, children, as we may say, by adoption, of the Delaware, Lackawanna and Western.

Leaving Great Bend and going northward we have the

VALLEY RAILROAD,

between Great Bend and Binghamton, by the construction of which in 1869 the D. L. and W. became independent of the Erie, and at this time the wide gauge road was completed between New York and Oswego. This was accomplished on the South by constructing the Boonton Branch running from Denville to Hoboken a distance of thirty-four miles. This road opens a section of New Jersey of great beauty and fertility, to which we shall do justice hereafter. The northern terminus at Oswego was secured by obtaining control of the

SYRACUSE BINGHAMTON AND NEW YORK
railroad, a line 80 miles long, and by the lease of the

OSWEGO AND SYRACUSE
railroad 36 miles in length. This gave an important market for coal and iron which ought yearly to increase in value. And, still aiming at conquest, during the same year, 1869, a little road of eight miles, the

GREENE RAILROAD,
running from Chenango Forks to Greene in Chenango county was secured, and the

UTICA, CHENANGO AND SUSQUEHANNA

VALLEY RAILROAD,

running from Utica, south, and connecting with the Greene road aforesaid, covering a distance of seventy six miles, with a branch of twenty-two miles to

RICHFIELD SPRINGS.

The passenger and freight traffic to this point is considerable, especially during the summer months. The Company also leased in 1855 the

CAYUGA AND SUSQUEHANNA,

running from Owego to Ithaca, 35 miles. Coming back to Pennsylvania we find a merger of the

LACKAWANNA AND BLOOMSBURG

railroad, running from Scranton to Northumberland a distance of eighty miles. This is through a region of limestone, coal and iron, and the tall chimnies and glowing furnaces on its route show that industry and capital have followed it. We draw a long breath here, hoping that no additions by lease or purchase will be made before we go to press.

The towns that have grown up, many of them turning into cities, the vast, manufacturing and other enterprises which this road has developed, we shall speak of in the proper place; our object here is to give a bird's eye view of one of those gigantic corporations, which, however suspiciously looked upon, or however politically or otherwise powerful, have done for this country more than all legislation, or all the other industries of the nation put together. The vast extent and influence of a single road or rather combination of roads like this, can better be set forth by a few facts than in any other way.

The capital invested in the road and in its coal and other lands is about \$100,000,000.

The company has a proprietorship in 30,000 acres of coal lands.

There were 3,120,000 tons of coal transported in 1873, of which 2,100,000 were brought to tide water. Iron ore was carried in 1873 to the extent of 454,682 tons.

About 20,000 employees are on the pay roll, of whom 12,000 are miners.

The entire length of the road and branches is about 700 miles; the rolling stock owned or used may be put down as follows: 310 Locomotives, 225 Passenger cars, 3550 Freight cars, 15,000 Coal cars.

In our account of the Morris and Essex Division we shall touch upon other matters of interest to the residents thereon. We close this chapter by giving a list of the officers of the road, elected February 24th of this year; remarking, *en passant*, that Mr. Sloan was first elected in 1867 and has since administered the affairs of the road with rare executive skill as the present market price of the stock abundantly testifies.

President, Samuel Sloan; *Treasurer*, Andrew J. Odell; *Secretary*, Fred. F. Chambers; *Managers*, William E. Dodge, Moses Taylor, George Bulkley, John I. Blair, Rufus R. Graves, Simeon B. Chittenden, John Brisbin, George Bliss, Percy R. Pyne, William Walter Phelps, James Blair, A. L. Dennis, Wilson G. Hunt, Henry A. Kent.

THE MORRIS AND ESSEX DIVISION.

The arrangement by which the Morris and Essex road was transferred to the Delaware, Lackawanna and Western, was doubtless wise, and beneficial to both corporations, but there are many, who identified with its earlier fortunes, still cling with retrospective memories to the days of its struggles and independence. It was one of the earliest projected roads in the country. It was to pass through a district, beautiful but sparsely settled and with fearful grades to encounter. The days of watered stocks and bonded indebtedness were in the future, and while losses were very possible, profits were exceedingly problematical.

Still, there were people then as now, inclined to face the music, and there was probably a larger share then, in proportion to population, of men uniting sterling honesty with indomitable energy; pluck with perseverance, and the commencement of the Camden and Amboy Railroad naturally awoke a desire on the part of the interior to travel in the same expeditious way. Morristown at that time with the towns beyond, were dependent on the old fashioned stages which made Elizabeth Point their terminus. In fact these stage lines kept up an opposition to the railroad after it had commenced running. Jerseymen die hard.

The charter for the Morris and Essex passed the legislature Jan. 29, 1835; the original corporators were James Cook, Wm. N. Wood, William Britton, Jephtha B. Neuman, Israel D. Condict, John J. Briant and Isaac Baldwin. The name of James Vanderpool does not appear, but he was the head and front, the life and soul of the movement. Mr. Vanderpool was a leading citizen of Newark and his name is identified with the growth and progress of the city. He was one of the Chosen Freeholders and his name may be found in the city records of the early part of the century. He lived in a frame house on the ground now occupied by the Continental Hotel. The only design of the Company when first organized was to make a connection with the Pennsylvania road at Center street, Newark, and for years the cars were drawn by horses from Center street to the present depot of the road on Morris and Essex Avenue. The road was first laid with the flat rail and enjoyed the occasional luxury of a "snake head" through the bottom of a car. It commenced running with horse power Nov. 19, 1836, when it had reached Orange, and thus continued to run until 1837 when steam was substituted. It surmounted Summit in 1837 reaching Madison Oct. 2d. of that year and Morristown in Jan. 1838.

The track of this road as it moved up old Watchung

mountain, and plunged down into the valley of the Passaic, was exceedingly crooked. We have rejoiced over this fact and shall stick to it, although there is hardly a commuter who has not demonstrated a hundred times over that he would have run the road straight in spite of the mountains, and how ten minutes of precious time might thereby have been saved. But, we regret to say that the financial condition of the company became as crooked as the road. They had built, as many companies have done since, in advance of business, and there were many problems which pioneers in railroading had to solve, the financial being the most important. Incredible as it may seem the road to Morristown was built for *three hundred thousand dollars*, yet the first year's income was only about \$30,000 and this was not sufficient to cover running expenses and the contingents of a new road. It struggled on until 1841 when there was a foreclosure, and it was now that Mr. Vanderpool's business energy and faith in the future of the road were conspicuously shown. He had made such large advances, and had pledged his name to such an extent, as to seemingly endanger his own credit; yet he never faltered, and not only maintained his own courage but that of many of his associates. The road was sold, the sale was legalized by the legislature, and Mr. Vanderpool and his friends purchased it. And not only this, but the capital was increased, and the road relaid with heavy rails. This work was finished in January 1843, but in December 1842, it lost its most steadfast friend in Mr. Vanderpool, who died at the age of sixty-seven. In him the railroad interest of the state lost a warm advocate. His portrait in possession of his son, represents him as a thin, intellectual, nervous man, looking in his white cravat like the pastor of an orthodox body of Christians; or a venerable gentleman of the old regime.

The road at this time was the proud owner of running stock, consisting of two locomotives and two

passenger cars, the latter in a state of decided dilapidation. Baggage was carried underneath, and passengers, who on a rainy day were *very* particular, turned the cushions before sitting down. Two trips per day were made ; at 7 A. M. and 3½ P. M. from Morristown, and at 8 A. M. and 4¾ P. M. from New York, each train consisting of a single car. The time to Newark was one hour ; to Morristown two hours and a half. This road has always been famous for its energy in overcoming winter difficulties, and the example was set at the beginning. In case of a deep snow both engines were attached to the single car and the "train" pushed triumphantly through.

We cannot refer at length to the gradual extension of the road, first to Dover, then to Hackettstown, and at last to Phillipsburg. Nearly every year the legislature was called upon for a supplement to the charter, providing for capital or for extensions. As to the various branches we shall refer to them when we come to speak of the towns upon them. In 1854 the horses were dispensed with in Newark, and the connection made with the Philadelphia road by steam. The contract with that road lasted until 1863 when the road built by Edwin A. Stevens, from Newark to Hoboken was completed, and purchased by the Morris and Essex, thus giving the Company for the first time a direct and independent line to New York.

We have referred in just terms of commendation to James Vanderpool, and we cannot close without a reference to others who are nobly identified with the history of this road. Its first president was Dr. Lewis Condict of Morristown, a man of high character and more than average abilities. Under his presidency we find such names in the direction as Judge Stephen Vail of Morristown to whom we shall again refer when we get that far on our journey ; William Wright of Newark, too well known to need eulogy ; John Blackburne

Jonathan Parkhurst, Joel W. Condict, Daniel Babbit, Stephen D. Day and Beach Vanderpool. Hon. Wm. Wright was the second president, and held the office about ten years. He was an active, influential citizen, but his engagements were many and a part of the time he was in Congress, and was therefore unable to devote much time to the duties of the road. The third president was Mr. Beach Vanderpool who inherited the mantle of his father and served the company as Director, Treasurer and President for twenty-five years. There are few parallels to such a long service of father and son, and we have abundant testimony that if they did not receive their reward in their own consciences, and in the final success and prosperity of the road, they certainly did not in the very limited salaries the company were able to pay. Mr. Beach Vanderpool found the increasing cares and labors too great at last for his health, and he was obliged to retire. He was succeeded by Theodore F. Randolph of Morristown, afterward Governor of the State, in 1866, and those who know the Governor know that nothing will be lost in his hands for lack of enterprise or energy. It was during his administration that the road was opened to the Delaware and its business thereby largely increased. It was at this time, also, that the road was double tracked to Morristown and that the Chester road was built.

The opening of the road to the Delaware made it one of the outlets for coal, but the grades of the Morris and Essex were unfavorable for that traffic, and this led to the plan for a branch *via* Boonton. This was started and finished by the

DELAWARE, LACKAWANNA, AND WESTERN,
after the lease of the Morris and Essex had been consummated. Indeed by this arrangement and by the capita. thereby secured, an immense work has been accomplished which otherwise might have been long delayed. By the completion of the Boonton Branch the

coal trains, except those for local traffic, have been taken off, and the road left free for the multiplication of passenger trains and their safe running. The road has been newly equipped, the commutation and passenger rates reduced, the grades changed, and, with the completion of the new tunnel, the erection of a new depot in place of the one destroyed by fire, and the increased ferry facilities which will follow, this road will take its place with the best roads in the country. The improvements already made by the D. L. & W. have cost some millions of dollars.

The lease of the Morris and Essex to the Delaware, Lackawanna, and Western ended the career of the former as an independent road.

THE NEW TUNNEL.

The Delaware, Lackawanna, and Western Company are energetically prosecuting the building of a new tunnel, an achievement long desired and most earnestly prayed for by every body on the line of the road. We give a short description of it.

The entrance to the tunnel facing the Hudson river is about one fourth of a mile from the Erie tunnel, at Grove St. It will be reached on an elevated track formed of the rock blasted in tunneling, on a grade, running west, of fifteen feet to the mile. It will run in a north westerly direction, in a perfectly straight line, connecting with the present line of the Morris and Essex road about three fourths of a mile west of the Hackensack river, crossing the Erie road on a bridge. The streets on the Hoboken side will also be bridged, and there will be a new bridge over the Hackensack river. The highest point will be on the west side of the hill, 37 feet above tide water ; from thence the road will descend on a grade of 26 feet per mile to the old road.

When this great improvement is completed, which will be next year, the Morris and Essex will offer the shortest time to Newark and the saving of time will be

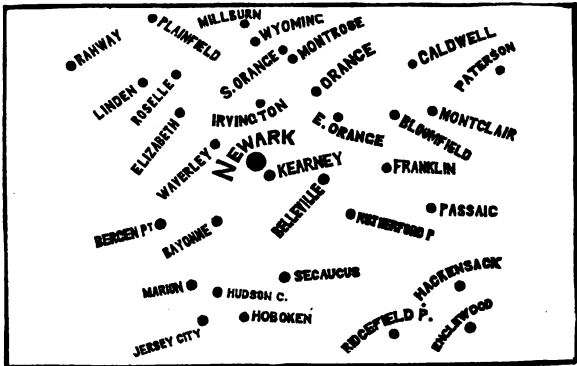
at least ten minutes. The length of the tunnel will be about 4,200 feet, and the trains will run through in about two minutes, *Laus Deo*.

THE COMING CITY.

We have heard a great many speeches in our time in which the present greatness of New York was contrasted with its past insignificance, and many speakers, and writers too, so delight in contracting the ancient city that we have often found ourselves wondering whether it did not originally stand upon spiles in possession of no landed estate whatever. Everybody has heard that Canal St., was a canal on the banks of which lovers wandered in summer, and on which boys and girls skated in winter; but, bless you that is nothing, for Trinity Church was out of town, and the Park a common. There is an ex-mayor of the metropolis now living (yet a young man—we have his own word for it), who is very fond of telling—after dinner—that his father kept a vegetable garden, near what is now Union Square, and that, when he started for market, very early in the morning, it was with many misgivings whether he would be able to get back the same day. We are positively young yet, but even we are old enough to remember that we could have bought land on Manhattan Island “splendidly located,” for five hundred dollars per acre. We don't like to say that the same land is selling now for five thousand dollars per city lot, for fear of being under the mark.

These facts, known and acquired in regard to the past,

give us some right to prophesy in regard to the future, and to tell the truth, we begun to prophesy a coming city so many years ago that even members of the legislature after a while saw it clearly and several editors gave forth the same utterances as original ideas. We merely mention this as a sufficient excuse for giving no credit to any one for what we may here set forth. Here is an outline map showing the seed from which will spring



THE GREAT CITY.

We have here as we shall explain in short metre, all the elements of growth and prosperity. First, we have New York, fast becoming a city of shops, warehouses, tenement houses and French flats. It must remain the metropolis of the Western world, and it must increase in population with a multiplying ratio beyond that of any city in the world; for, in addition to the natural increase we must add that tremendous emigration the like of which has never been known since the Jews went out of Egypt *en masse*. We say it must increase. We should rather say that its suburbs must increase, for New York proper cannot even now begin to contain the people who legitimately belong to it by the force

of business gravitation. Tumble all the people of Brooklyn, Jersey City, and Hoboken into it, and French flats would have to be built as high as the tower of Babel to accommodate them. It is even now the city of the very rich and the very poor, and when we are solemnly told that even a "flat," in a fashionable location, brings \$6,000 a year, it needs no prophet to tell us of the future on that little island of Manhattan.

The overflow from New York took an early start towards Brooklyn; first, because all the business at that time was on the east side of the city; and, second, because New Jersey was a *terra incognita*, and was tabooed by everybody that was anybody. But all that is changed. The business is on the west side, the main railroads are on the west, and New Jersey holds the winning hand. In precisely the way that all great cities have grown is that district growing located by our map. At least ten incorporated cities are there each one rapidly sending out feelers towards *its* suburbs, thus tending to a union of the whole. But the smaller towns lying between and around these cities are almost too numerous to be counted. Should we say that, all told there are a hundred, we should certainly be within and not beyond the mark. On the Morris and Essex road, within this area, there are fifteen stations; on the Philadelphia road about ten, and fifteen on the Central. Then there are the Erie, the Midland, the Boonton Branch of the Delaware and Lackawanna, besides the numerous lines of horse cars plying to towns not reached so readily by steam. The population of this region cannot be much short of half a million of souls, or bodies, as the reader may prefer, or one half of the entire population of the State of New Jersey.

Railroad corporations, we are informed never take advice, but we intend to discharge a solemn duty in giving them a bit, and they may take it or leave it as they please. Gentlemen, look out for your railways in

season. See that you have "ample room and verge enough," through the coming city, at least. The day may not be far distant when you may be called upon to run steam trains every ten minnets for local accomodation. Look at the sufferings of the Hudson River, the Harlem and the New Haven roads; all for the want of a little prescience, and be warned in season.

The plan of this work will not permit us to take up in detail any of the towns within the limits of this coming city, except those paying tribute to the Delaware, Lackawanna, and Western road, and we therefore begin at the beginning, and set forth on our journey.

PART I. FROM HOBOKEN TO MORRISTOWN.

HOBOKEN.

Two Miles from New York. Population, 24,000.

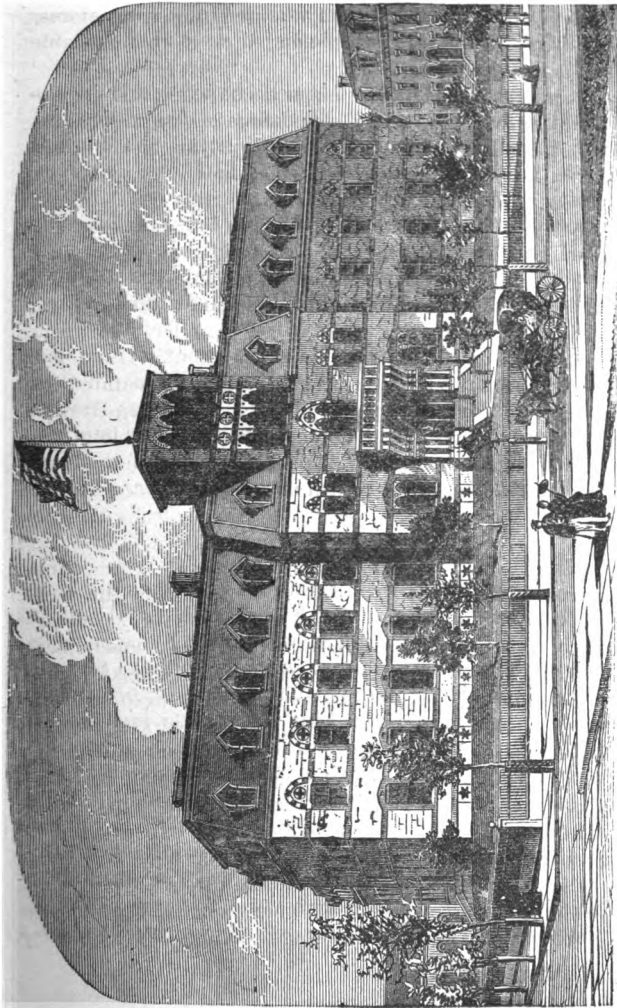
Hoboken is a rapidly improving city. It is considerably elevated above the river, the principal streets, about a mile in length running parallel with it. It is too near New York to develop any original features, and it still retains much of the primitive architecture of its early days. Its "City Hall" is a three story dwelling house, and it has no public buildings. Its dockage facilities are extensive and immensely valuable. Four successful Ocean Steamship lines start from here, the Stettin, Hamburg, Vienna, and Eagle. It is the most important coaling station in the country. Two ferries, running six boats connect it with New York and it has a large and powerful floating dock.

The city is governed by a Mayor and Council. The debt is but a few hundred thousand and it offers a pleasant and convenient residence for New Yorkers. A large portion of the population is German, and there are numerous beer gardens, frequented by that industrious and honest people. Water is supplied from the Passaic River, the city paying tribute to Jersey city therefor, but new works are proposed and will probably be built soon. The city is sewered and is gas lighted. Churches abound of Catholic and other denominations, including two German Lutheran and a Scotch Presbyterian. There is also a Synagogue. From its proximity to New York the field for newspaper enterprise is limited. There is no daily paper except the Journal of Jersey city, which has a branch office here. Two Weekly's, the Standard and Democrat, make things lively

for the political parties, and fill what would otherwise be an aching local void. There are numerous stores, some of which are large and show a commendable spirit of enterprise.

In education Hoboken holds a fair rank. There are three public schools, with about three thousand scholars, and a number of well conducted private schools, but there is one institution of which any city, state or nation might be justly proud, and, in its special line of instruction there is nothing superior to it in the world. This is "Stevens Institute of Technology," founded through the munificence of Edwin A. Stevens, who, giving to his State one of the grandest floating war batteries ever built, gave this still grander offering in the interests of Peace.

The bequest of Mr. Stevens, which amounted to \$650,000 besides the land, covered simply, an "Institution of Learning," and we are indebted to the wisdom of the executors for turning it into its present channel. They decided that it should be, out of deference to the known taste of its founder, a "school of Mechanical engineering," but even this gives but a limited idea of its real ends and its means for attaining them. The course covers the study of French and German, and the pursuit of science in those languages; chemistry; mineralogy; metallurgy; philosophy; physics; mechanical drawing and engineering, covering all the various geometrical problems, and all the practical working operations needful to prepare the student for the working world. The scientific instruments, and all the means and appliances for the furtherance of study are complete, and the State should be proud of such an addition to its seminaries of learning. Attached to this institution is a preparatory school which is worthy of note and commendation. The charge in the Institute is \$75 per year; in the preparatory school \$150 per year, from which we judge the latter to be self supporting. Prof. Henry



Morton, Ph. D., is President of the Institute, supported by an excellent Faculty, and we speak from knowledge in saying that visitors will be courteously received.

There are several street railroads; the North Hudson running from the ferry to Union Hill, the West Hoboken, and the Jersey City. There being a strong head of water, sufficient to extinguish fires, there is but one steam fire engine, with two trucks and four hose companies.

Busch's Park Hotel is the principle house of entertainment but there are others of various classes.

The Odd Fellows and Masons have a number of lodges, the former owning a hall which is open for various floating amusements.

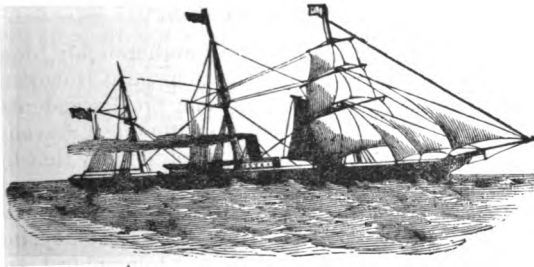
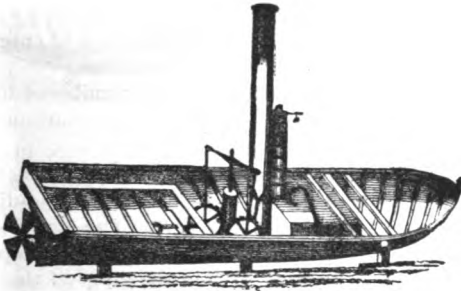
It would not do to pass Hoboken without saying something about the Elysian fields once the paradise of lovers and the scene of many a picnic and gay festival, but alas! between the Central park, local "improvements," and anticipated railroads, the glory of the place has departed, and will return no more forever.

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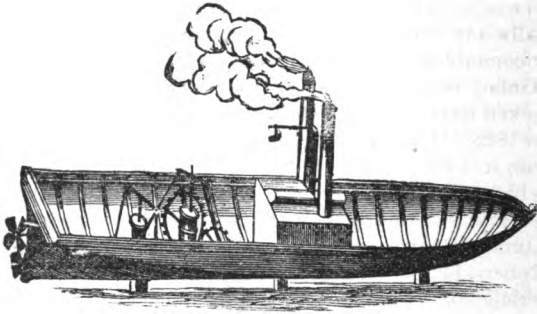
HISTORY AND ROMANCE.

There are few cities in the world so thoroughly identified with an individual or a family name as Hoboken. Its history is that of John Stevens and his descendents, and while we cannot go back without finding a Stevens, it is a great satisfaction to the historian to know that he cannot go forward without finding all the members of that family worthy of the historic pen, Col. John Stevens, the third in descent of that name in this country, delighted in metaphysics and abstruse philosophical inquiries, but he will be better known to posterity as one of the first mechanics, and the most inventive genius of his time. He foresaw the coming era of steam, and began to work upon his theories about the year 1780. In 1804 he constructed a marine propeller engine, and it is a

fact to be noted that this method of propulsion employed in probably the smallest steamer ever floated, after being laid aside for more than half a century, was revived, and has now almost entirely superseded the side wheels in ocean navigation. It will do our readers good to "look on this picture then on that."



The diminutive double propeller engine—the propeller almost the exact size of the dasher in a primeval churn—may be seen in the Stevens' Institute, Hoboken, where it is carefully "preserved" in a glass case.



Col. Stevens and Robert Fulton ran a race in steamboating, and some of the incidents of this puny if not puny war are amusing. Fulton beat Col John a *quarter of an hour* in starting his boat (the Clermont) on the Hudson and thus secured the State right to the exclusive navigation of that river. Fulton started a one boat ferry from Jersey City to New York. Stevens followed with a boat from Hoboken (1811) but was forced to withdraw as it interfered with Fulton's special privilege. Sixty-three years ago, therefore, one boat was thought sufficient to connect Jersey and New York. Chancellor Livingston the brother-in-law of Col Stevens, was interested with him in all his projects, and as early as 1798 obtained a grant from the legislature, one stipulation being that the boats propelled by steam should not run at a less speed than four miles an hour; but, as we have said, Fulton was a little ahead in his operations. The Col., being driven from the river, ran his boat to New Brunswick, and afterward to Philadelphia. He died in 1838 at the age of 89.

Robert L. Stevens, second son of Col. John Stevens, inherited the mechanical tastes of his father and was a still more noted inventor. We have before us a list of his more important discoveries which is too long to give.

We select a few. He invented the T rail now in use in railroads the world over. He invented coal-burning locomotives. The first locomotive on the Camden and Amboy road was built by him. The first regular Hoboken ferry boat (the Hoboken) was of his construction, in 1822. It was still in use in 1852 and we are not certain it is not in use yet. He devised the elastic spiles by which ferry boats are guided into their slips. But, as we are not writing a history of the Stevens family, we cannot go further into an account of the four Johns, of Robert L. and of Edwin, and trust that the rich materials for such a history, now in good keeping, will some day be put in proper shape. It will be instructive and entertaining.

The Stevens', fathers and sons, accumulated vast possessions in lands, and we shall find their foot-prints in more than one place as we pursue our journey. Hoboken originally belonged to Nicholas Varlet, he receiving it by patent from Gov. Carteret in 1668. Varlet died and the estate passed through various hands until it fell into those of Samuel Bayard merchant, of New York. Bayard lost his title by adherence to the cause of King George during the Revolution, and the property was bought at vendue, March 16, 1784, by John Stevens, the consideration being \$18,360. In 1838 the Hoboken Land and Improvement Company was formed, the Stevens' family taking their interest in stock to the extent of \$1,500,000. Truly, when we look back to less than \$100,000 originally paid, and to the present princely estate, we have a new illustration of the old adage that "great oaks from little acorns grow."

The Stevens' mansion, on Castle Point, is the most prominent object to the right as we cross the river from New York.

**JERSEY CITY, WEST HOBOKEN, WIEHAWKEN, UNION,
ETC.**

The above cities and towns, and others bordering on the Hudson, with the exception of West Hoboken, hardly come within the plan of this work, yet they are so bound together that it is difficult to get beyond Bergen Hill without a reference thereto.

Jersey City, the second city in the State in population, was enlarged a few years ago by the addition of Hudson City, Bergen, Marion and Communipaw, and we do not see why Jersey City should not as well swallow all the towns from Bergen Point to Union. The present Jersey City had a population in 1870 of 82,798. It is noted as the terminus of the Pennsylvania railroad and for its large citizenship of laborers connected with the shipping and various large industries. It has some pleasant and well-shaded streets, but being but an out-lying suburb of New York, it has no commerce and no distinctive character. It is simply a vast hive of working bees. Bergen and Hudson City crown the hill under which the tunnel passes. There are some attractive residences here, especially where there is a good outlook upon the river and bay, but large numbers of the laboring classes live here drawn by cheap rents and small but comfortable houses. The view from the hill is magnificent, the eye taking in Jersey City, Hoboken, New York, the Hudson to the Palisades and the Bay to the Narrows, with a part of Brooklyn, Staten Island, etc. Street cars from Hoboken and Jersey City run here and ascend grades which require four horses. Marion is a thriving part of the city lying west of the hill. Its prosperity is allied to that of the United States Watch Factory, an immense structure of glass and iron. A very beautiful hotel is located in the vicinity. We are writing with an American pencil made in Jersey City, and, as it is a very good one, it would be ungrateful in us not to mention

the fact that the Dixon Crucible and Pencil Works are one of the most notable enterprises in the Union. Hon. Orestes Cleveland is at the head of the company and he affirms that he can make pencils by machinery cheaper and better than any in the world. We hope he will do it.

West Hoboken adjoins Hudson City on the hill, and possesses the same general features. At the foot of the hill, north, lies Wiehawken noted as a famous place for duels about the time of the Revolution, and it was here that Hamilton fell by the hands of Aaron Burr. The town of Union lies north of Wiehawken. It is a pleasant and thriving suburb containing about five thousand souls.

Here, from the Palisades to Kill Von Kull, embracing a shore line of thirteen miles is the gateway of the West and South. Seven ferries connect it with the city. Five great trunk railways with all their multifarious branches find here their most convenient starting-point, and the docks are black with shipping, including the noblest steam merchant service in the world. It is a wonderful concentration of labor and wealth, and having said this much we gladly turn our faces to the west and bid adieu for awhile to salt water.

OFF FOR THE MOUNTAINS.

If Hannibal and Julius Cæsar and Napoleon Buona-parté had only thought of it they would have found it a great deal pleasanter going through a tunnel in the Alps than crossing it on mules. Then think of the artillery!

There is just time for a bit of historical inquiry similar to the above as we shoot through the Erie tunnel. It is a bugbear to many—that tunnel—but not to us. A railroad without a mountain to go through is hardly worth talking about and this but a small affair compared with some which our roads traverse. We are through in three minutes, and it is admirably managed. All the trains

are sent through by telegraph, and as two trains cannot enter at the same time there is not the slightest danger. We believe no accident to the life or limb of a passenger has happened since the tunnel was opened. Shooting into daylight again the vast meadow land lies before us; land which, six feet higher out of the water would have been worth ten thousand dollars an acre long ago. As it is it will be fast utilized. To the south we see the immense works, still unfinished, of the Pennsylvania Railroad Company, and to the north Snake Hill, a chip from Bergen Hill, thrown, by some freak of Nature, about a mile away. It is a slightly land-mark and the men of Hudson have erected thereon an almshouse. It is not much of a feat to cross the Hackensack and in a very short time we find the ground slightly rising until it once more offers a firm foundation for brick and mortar. Here is the fast-growing suburb of East Newark, or Harrison, or Kearney, the people themselves are uncertain which. It is not a very delightful suburb we must confess, being redolent of lager with a flavor of something stronger. Perhaps we can find something better to say about it after we finish Newark. We cross the Hackensack on a bridge some thirty feet above the river, and with a gentle curve are landed at Broad street in the metropolis of the State of New Jersey.

NEWARK

Nine Miles from New York. Population 125,000.

GOVERNMENT.

This is the largest and most important city of New Jersey, and its government comprises all the departments to be found in any metropolis. It has a Mayor and a Council consisting of thirty members, half of whom are elected annually. There is a City Treasurer, a Clerk, a Board of Health, a Police and a Fire Department, and the general efficiency of each branch has long been noted. The police force consists of about one hundred and fifty members.

MANUFACTURES.

The city of Newark as yet in general appearance an overgrown village, is one of the wonders of the new world. As will be seen by reference to a little map on page 20, Newark is the central point of the coming great city; the sun around which a hundred stars revolve, but which are destined to eventually fall into it. As it stands now, this city has a name and reputation the world over, hardly second to any manufacturing city in Europe or America. In population it is the thirteenth city in the Union, in manufactures the fourth, in the *variety* of its manufactures undoubtedly the first. It exhausts the alphabet from A to Z—A, acids, Z, zinc—and the number of establishments in 1871 counted up a thousand and fifteen. The capital invested is over \$35,000,000, and the product about \$75,000,000. The number of hands employed at the present time exceeds 36,000.

From this statement alone, the basis of Newark's prosperity will be seen, as well as a guarantee for its growth in the future. This prosperity is in a great measure in-

terwoven with that of New York, but Newark has its independent existence, and its products are in demand, and are shipped direct to every part of the world where commerce has a foothold. In some manufactures it has taken the lead, and some of its inventors do not stand very far behind Goodyear and Morse. Patent leather, for instance, is one of Newark's specialties, thirteen factories being engaged in its manufacture, the product amounting to over \$3,500,000 annually. Trunks are annually made to the extent of \$3,000,000, and boots and shoes over \$2,000,000, while jewelry, thanks to feminine vanity, puts \$5,000,000 into yearly circulation. This exceeds by \$1,000,000, the product of lager beer, ale and porter, generally thought to be the leading industry of the city. Indeed no more wonderful exhibit of a busy people can be afforded than a catalogue of Newark's manufacturing resources. It is especially prolific in hardware, and excels in certain special lines, such as trunk and saddlery goods. Many of the workshops are small, and supply, perhaps, only a local trade, while others rival any establishments to be found elsewhere. There are several very large machine shops. The manufacture of tobacco reaches a million and a half yearly. There is even a manufactory of stick liquorice from the root.

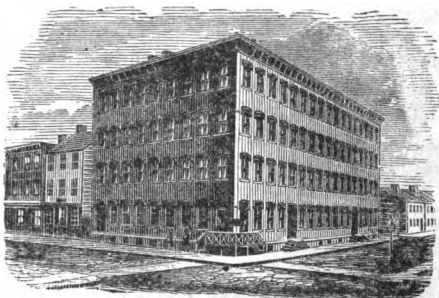
SITUATION.

Newark is nine miles from New York, seventy eight from Philadelphia, and fifty-nine from Trenton. On the Passaic, it occupies the hills which in gentle slopes rise to the westward, affording many beautiful sites for dwellings, and pleasant views of the surrounding country. Newark has dreamed of commercial greatness, and is actually a port of entry, but she has not, through her imports, been able as yet to point with pride to the realization of her hopes. The Passaic has been but a weak support in that line of ambition; first, for the

want of water, and, second, because there is almost an endless succession of railroad and other bridges, the terror of anything beyond a river steamboat and a perryauger. It is closed also, some months in the year by ice. The city proper extends about five and a half miles in length, by about five miles in breadth. The streets are mainly at right angles and are pleasantly laid out and shaded, the elm being a favorite and much admired tree. Many elms are popularly supposed to have been set out by the first comers in 1666 but we are assured that the oldest is only an infant of about seventy-five.

Broad Street is a splendid avenue, one hundred and thirty-two feet wide, running north and south. It is the recognized shopping street of the city, and here on a fine day the crowd is almost equal to that on Broadway, New York. The architecture is conglomerate—decidedly mixed—giving the impression that a sweeping fire or two would lead to an improvement; but without that assistant there are many improvements going on which promise to make Broad street, in time one of the finest streets in the world. The extent of one trade strikes a stranger with surprise—ready made clothing. The stores near Market street are almost continuous, and some are large, with goods enough one would think, to supply the entire State. This neighborhood is being transformed however, into the financial center of the city: banks, insurance and trust companies abound, some of which occupy elegant buildings. We shall speak of them hereafter. Market St. is wide, crossing Broad at about the center of the city. It is not noted for any special features, without it may be the location of the principal newspapers, and the chief depot of the Pennsylvania railroad. There are many fine streets devoted to private residences which we have not space to enumerate. Some of the old aristocracy still cling to Broad St., especially in the neighborhood of the parks.

Wherever we may wander through the city it is difficult to escape the evidences of Newark's industry. The factory is everywhere: the shriek of the whistle, and the

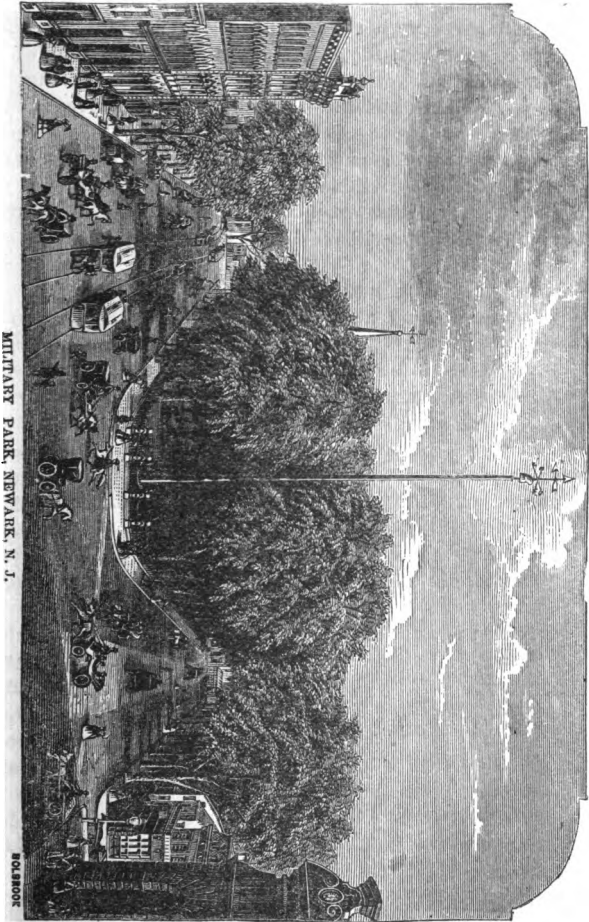


L. LELONG & CO. ASSAYERS.

hum of the wheel are omnipresent. And the severely practical nature of these industrial institutions is almost painfully apparent. There is no nonsense about them, no poetry. The building which yearly, with its products of gold and jewels, keeps ten thousand hearts in a flutter, is as stupidly dull, and as drearily grimy, as the hub and spoke factory of Phineas Jones. There is a long brick building four stories high, pierced with a hundred windows and surmounted with a dozen chimneys; there is a stairway leading to a dingy office, there is a court for drays and a hoistway for goods, there are men, women and children about the color of the building, or perhaps of its smoke, and that is about all, and a thousand such have made Newark what it is. A man who comes to this city to work will probably find a chance. It is a poor place for loungers, loafers and dandies.

PARKS.

Here is Military Park, is it not pretty? But you



MILITARY PARK, NEWARK, N. J.

BOLSHOOR

should see it in the spring of the year, or in early summer, after a shower. You will see then two of Nature's choicest productions in their highest beauty—a fine lawn and the glorious elm. The grass is perfection, and is kept shaven as close as the nap of a Turkey carpet. The parks of Newark are all triangles. They are small but they are pleasant to the eye, and agreeable resting places on a sultry day. The people are ambitious of a park after the style of the Central, and a great effort was made last year to secure a plot of land at Waverly, between Newark and Elizabeth. Something in this line will no doubt be accomplished at no distant day.

PUBLIC BUILDINGS.

Not many and not notable. The City Hall, corner Broad St., and William is a dark, dingy, unwholesome edifice, and should be turned into a tailoring establishment forthwith. James Vanderpool, of whose eminent services as a railroad man we have spoken elsewhere, was one of a Committee, in the year 1810, we think it was, to purchase land for a town hall, and five hundred dollars was afterward appropriated for the building. We wonder if this is it? We certainly do not think it worth an illustration. The Court House at the junction of Market and High streets stands in a fine position, and is a passable building, although the architecture is Egyptian instead of Christian.

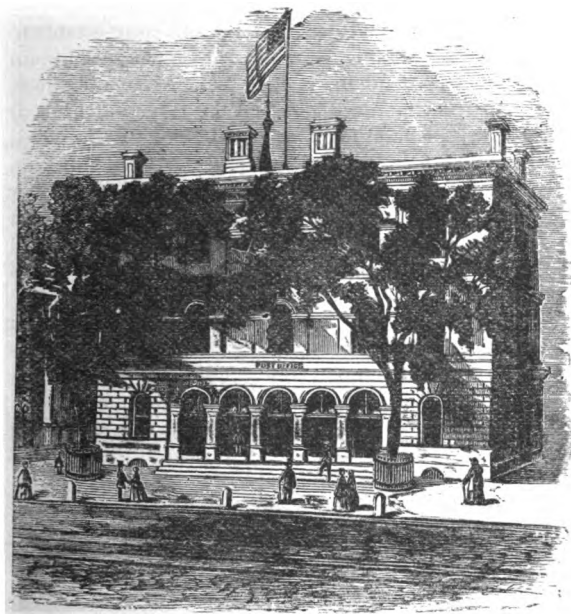
We think Newark has made a mistake in not, through her public buildings taking a position as a first class city, but they will come in time. The Post office, facing the market is pleasant, light, cheerful and convenient, and we especially commend the room where stamps and post office orders are sold by gentlemanly clerks, and where a letter may be directed in peace and comfort.

Opposite the Post office is the well-known store of M. R. Dennis, and the only one of the kind in Newark. Mr. Dennis is a dealer in books and stationery, a banker,

an agent for steamship companies, and what else we hardly know, only this, that he is one of Newark's best known and most active citizens.

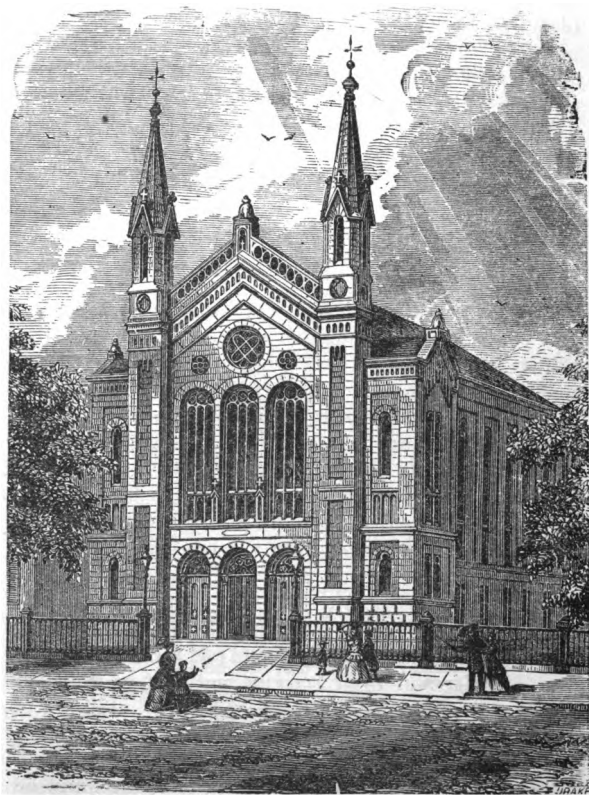
SCHOOLS.

There is no lack of educational facilities; more than a score of public schools throw open their doors to the rising generation. There is also a fine Academy where the classic and scientific branches are taught and the foundation laid for a college course. Attached to the Academy is a Normal School for the education of teachers. Many private schools are also flourishing here and take rank with the best to be found elsewhere.



CHURCHES.

No one need stay away from Newark for the want of a church to go to, and if, locating here, a man does not finally reach heaven, the fault will certainly be his. Newark calls herself the "city of churches," in opposition to Brooklyn, and with very good reason. There are about a hundred, all told, the Presbyterian leading,

**BAPTIST CHURCH, ACADEMY STREET.**

then the Methodist, then the Baptist, then the Episcopal, then the Catholic, then the scattering. Even the Second Adventists make a show and we hope are happy. The church edifices, are, many of them, large and handsome and some are curious from their antiquity. The BENEVOLENT INSTITUTIONS are numerous and admirably managed, and the hospitals of St. Barnabas, (Protestant) and St. Michael's, (Catholic) deserve special mention. The children also are well provided for in the NEWARK ORPHAN ASYLUM a most deserving charity, and in various Asylums and Industrial Schools.

The YOUNG MEN'S CHRISTIAN ASSOCIATION, have a fine hall, and display the usual amount of activity in providing for the comfort of their friends, in accumulating a library, in providing an annual course of lectures, and in various Christian uses.

AMUSEMENTS.

Newark is too near New York to sustain a consecutive course of amusements. She has an Opera House which is a theatre, or anything but an Opera House, and the exhibitions are mainly of a very cheap class. Occasionally a few "stars" will try their luck, but it is rarely they are tempted to shine a second time. LIBRARY HALL, the adjunct to a well assorted and growing library on the floor above the hall, is a fair sized lecture room, and is much fancied by wandering luminaries who have popularity enough to fill it.

NEWSPAPERS.

There are four daily papers in the English language, and one German: The *Daily Advertiser*, *Courier*, *Journal*, *Register* and *Frete Zeitung*, and each of these publishes a weekly. The *Advertiser* is Republican, rather ultra in its faith, is the oldest daily paper in the city and has been published over forty years. The paper is admirably edited by one of the finest scholars and best

writers on the daily press, and the brothers Kenney, the proprietors, are well-known and esteemed, socially and politically. It is one of very few papers in the State which are fairly remunerative. The *Courier* is also Republican and is under the editorial control of John Y. Foster, the author of a book on the deeds of New Jersey in the war, and a graceful speaker as well as fluent writer. The *Journal* is the Democratic organ, and is quite up to the average ability of New Jersey papers. It is owned by ex-Judge Wm. B. Guild. The *Register* is the only morning paper in Newark and as such failed twice for the want of capital and brains, but is now in good hands, has lately been enlarged, and is conducted with spirited ability. In politics it may be called Independent Democratic. There are other papers, we believe, but papers come and go so frequently in Newark it would hardly be safe to speak of them too positively.

INSURANCE AND FINANCE.

The Banking and Insurance Companies of Newark have a deservedly high reputation. It is said there has never been a failure of a banking institution here, and some of them have had a remarkable career of prosperity. The First National Bank occupies a very beautiful and stately iron edifice corner Broad and Market streets. There are altogether nine banks and two Trust Companies, with five Savings Banks. There are about fifteen Insurance Companies, besides the agencies of those in other States.

Newark can boast of the wealthiest Life Insurance Company in the universe, outside of New York, and the management of the Mutual Benefit Life Insurance Company must have been exceedingly good to have drawn together investments to the extent of twenty-nine millions of dollars. We take pride in this Company for it illustrates the shrewdness of Jersey intellects and the habits of thrift, economy and temperance of the Jersey

people. The Company occupy a beautiful brown stone building on Broad street, of which we present an engraving.



The President is Lewis C. Grover, the Vice-President H. C. Conger, formerly Secretary of State of the State of New Jersey. The New Jersey Mutual Life Insurance Company, chartered in 1865, is a safe institution and is doing well.

NEW JERSEY HISTORICAL SOCIETY.

Had Adam started an historical society with his first garden outside of Eden, and had his descendants kept it going, the world would have been saved an immense labor, and a great many heart-burnings among learned men would have been avoided. But, "it is never too late to learn," says the adage, and, knowing what has been lost in the past for want of correct historical information, we do not wonder that every State of any

note has at least one repository for its valued records; one association whose pleasant duty it is to gather all the information in regard to the past, and to preserve all of the future worth preserving as it reaches us and becomes the present.

And this work the New Jersey Historical Society has set itself to do with commendable energy. It lacks the wealth of membership of New York, but it has to do with a record equally noble and interesting, and the collection now in its possession is full of interest for the patriot and the scholar. Over six thousand volumes of bound books are in its library, including much that relates to the early history of every town in the state, with many pamphlets and manuscripts which yearly possess an additional value. Files of the oldest Jersey paper, the *Sentinel of Freedom*, can also be found there. Here also may be seen all the Newark city directories published, and the growth of the city is nowhere more plainly set forth than in these curious and in many respects interesting volumes. They contain not only a correct register of the names and business of the people, but much relating to the history of the place and statistical information which is valuable. Mr. A. M. Holbrook of 758 Broad street is the present publisher and has added much to its value as a book of reference. We desire to make a suggestion here in the interests of commerce. There is a great need in every city of a *library of directories*—one from every city in the United States where a directory is published, and even including those of London, Liverpool, Paris, etc.

HOTELS.

Newark does not shine very brilliantly in the way of hotels, for the simple reason that there is no demand for them. New York is too near, and its attractions too great. Those who do stay long enough to need one will find ample and very comfortable accommodations at the Park House opposite Military Park, or at the Continent-

al, Broad street, near the Morris and Essex depot. We



speak from knowledge in saying that the landlords of both hotels are very courteous gentlemen and that no visitor will go away hungry. Col. Courtois, whose name indicates the land of his nativity, or his descent, has a small hotel and capital dining-room on Market street. He is the Delmonico of Newark.

It is hardly necessary for us to say that the city is abundantly supplied with street railroads, running in every possible direction.

HISTORY AND ROMANCE.

We believe it to be a generally accepted fact that there is a beginning to all worldly things, cities included. Should any one from the evident antiquity of many buildings in Newark imagine it to be an exception to the rule, they can approximate very closely to a beginning, even for that city, by examining a map on the wall of the Historical Society, which will inform them that in 1666 the town contained just forty-one families, the names being given in full. Two hundred and eight years ago! And those names, and the descendants of

some of those families, are still to be found in the city founded by the stern old Connecticut puritans. The town was named after Newark, in England, from which the pastor had migrated, so it is said, but we do not thank a prying and meddlesome archæologist for upsetting our faith in the derivation of the word: Newark, new-ark, that is the way we understood it, but *he* tells us that it is *novum opus* and not *nova arca*. The reader may be satisfied, we are not.

The first settlers came from Connecticut, as we have stated, and were good, pious men, doubtless, but they brought with them a little of that puritan leaven which hung a few quakers and drove Roger Williams out of Massachusetts. The first thing they did here was to form a combination against heresy and schism, and each new comer thereafter was required to bring a certificate of good character, unless—so says the record—“the Town be upon their knowledge satisfied in and about the good carriage and behavior of them otherwise.” And the newly arrived were also to enter into a written compact to pay their share towards the “Maintenance and observance agreed upon for the upholding of the settled Ministry and preaching of the word in our Town.” If any one introduced a heterodox faith, subversive of the “true Religion,” notice was to be given him to “depart the place seasonably.”

The good men of the olden time knew how to drive sharp bargains, too, especially with the Indians. In 1676 the entire territory of Newark, and that immediately adjoining, was purchased for a very small quantity of goods, but which doubtless were a treasure to the copper-colored innocents. Powder and lead, guns and pistols, kettles and swords, blankets and beer, and the temperance men will shudder still more on learning that the contract covered, besides beer, “two Ankors of Licquors, or something equivalent.” The signatures of the Indians to this bargain were similar to some of

the short hand characters now in use. Everybody knows, so it is not necessary for us to state, that while the Indians were paid something for an extensive "water front," that the entire province belonged to his Majesty King Charles II, who very kindly presented it to the Duke of York, who as kindly handed it over to Lords Berkeley and Carteret, who, on their part established the Lords Proprietors. Philip Carteret was the first governor. By some mistake he first landed at Elizabethport, and he could hardly have done less honor to his wife than by naming that strip of boggy meadow after her. It is a fact, however, that Elizabeth was settled about two years before Newark.

The general history of the city after these primitive days, however interesting, was but a succession of events common to all the older towns of the commonwealth and nation. With its growth came cares and trials. The first settlers only thought of personal comfort, and of serving God after the manner of their forefathers. The roads were crooked to suit the cattle as they went to and returned from pasture. There was no money and trading took the form of barter. It was not an easy matter even to erect a church, and we read that as late as 1708 when the walls of a sacred edifice were a foot from the ground all the people in the place might have sat upon them. It is worthy of being stated that the manufacturing industry of the present time had a legitimate beginning. It came in with the original Newark Adam. In 1682 Governor Carteret wrote a letter, laudatory of Newark cider, and it stands even better to-day than it did then, some people even mistaking it for champagne. Carriages and shoes were started early in Newark's history, and are now among its chief sources of wealth. In 1806 it was estimated that one-third of the inhabitants were employed in the last-named business.

With the death of Charles II., and the various changes

in the English government after that time, the province had its corresponding ups and downs. Sometimes the proprietors governed and sometimes the king. The growth of the city was not rapid, and its great advancement dates from the commencement of the present century. The cast-iron constitution of the first settlers did not last forever; other churches did come in; schools were established, streets were laid out, and Newark finally emerged from a condition of village dullness to one in which the seeds of future greatness were plainly developed.

During the Revolution Newark took an active and a patriotic part, and was the theater of many a stirring episode, if not of actual conflict. It only contained a thousand inhabitants at that time. Washington's memorable passage of the Delaware and the subsequent events, so glorious a part of Revolutionary history, resulted from his being driven out of Newark by Cornwallis. It was a temporary hardship on the Newarkers to provide for foes as well as friends, but they stood it like heroes and heroines.

We have positively been unable to find anything in the shape of a story, a legend or a romance connected with Newark history. It is a hard place for novelists and it is not much to be wondered at, that poor Frank Forrester, who lived here so long, finally committed suicide. We do not say it is a suicidal place, for it is not by any means, but it is too intensely practical and business-like to feed the imagination or the poetic flame. Its position in the future is an enviable one. It will be the great throbbing heart of a great city. It will be the Leeds, the Manchester, the Birmingham and the Sheffield, rolled into one, of the western hemisphere, with poetry, history and romance nestling among the beautiful hills which will form its outskirts, and with that prediction we leave it.

THE SUBURBS OF NEWARK.

WAVERLY, IRVINGTON, ROSEVILLE, WOODSIDE, EAST
NEWARK.

London, the greatest of all civilized cities, grew to its present size through the absorption of its surrounding suburbs. The traders of the city were constantly endeavoring to escape where they might have a breath of fresh air and a bit of garden, and London as constantly followed them, and made them again and again a part of the metropolis. Now, take a compass and a map; place a leg of the former in Military Park and describe a circle just outside of the present city limits and the free point will touch or come very near the places we have named at the head of this article. Describe another circle and other towns will be scored just beyond these, and so onward until the city absolutely becomes country and paved streets are no more.

The towns adjoining any large city partake of its general characteristics, except that the lots may be larger and the houses further apart, but they will aim for its improvements, be ambitious of sidewalks and gas, and there will be a fair allotment of churches and school-houses. And thus is it with the towns we have named. They are essentially a part of Newark, with rural features of their own, but still holding to its skirts and owning it at least as a foster mother. Waverly is more decidedly "country" than either of the others. It lies two and a half miles to the south of Newark and is noted principally for the grounds of the State Agricultural Society, a fair being held there annually. A movement has been made to turn these grounds into a public park to be shared by Newark and Elizabeth, and we hope the design will eventually be carried out. Irvington is a very pleasant village southwest of Newark, connected with the city by a street railroad, which runs from Market street station past the Court House

and Woodland Cemetery. Roseville is at the junction of the Morris and Essex and the Bloomfield branch of the same road, and is notable for its fine wide roads, for the rapidity of its improvements, and for its fresh and cheerful appearance. It has direct steam communication with Newark and New York, and by the Orange line of horse-cars with the Market street station. Roseville is now within the city limits, as is also Woodside on the north, a charming location on the Passaic river. It is within a short distance of the Morris and Essex station, by horse-cars and is on the line of the Midland road. It will be marked at once by the visitor for the elegance of its buildings, the abundance of trees and toilage. the width of its main avenue and the air of refinement which pervades the entire place. It can boast of elegant churches belonging to all the leading denominations and of superior schools. It is said no liquor shop is to be found in this district. Mount Pleasant Cemetery is in the neighborhood, and is one of the most elegant of the Cities of the Dead, which this elegant age has produced. The Passaic river is nowhere more beautiful than here, and there are many buildings and country seats which we have not the room to notice. East Newark, in which we also include Kearney and Harrison, is a mere extension of Newark on the east side of the river and has no features of note. Property here is low and the population is mainly composed of laboring people.

EN VOYAGE.

Leaving Newark we leave the regions of brick and mortar, and plunge into those of boards and shingles. On each side we have evidences of a growing love for a rural or semi-rural life, and there is no parallel to our suburban towns to be found in any other country. For the sake of our forest we hope that brick, or some other building material, will take the place of wood; but take our rural towns as they are, with houses glowing in all

the glory of diversified colors, with conservatories and gardens, with fruit trees and evergreens, with trim hedges and smooth lawns, and they look like a fairy dream or a poetic idyl brought into a state of substantial reality. As we sweep up the mountain, darting, meteor-like from one scene to another, with now and then glimpses of the far-off world, we, who travel on the road every day, still find some new beauties to admire, while strangers are astonished at what they see, and exclaim that the half has not been told them. We are up the hill with our backs to Newark, and our first stopping-place, still within the city limits, is at



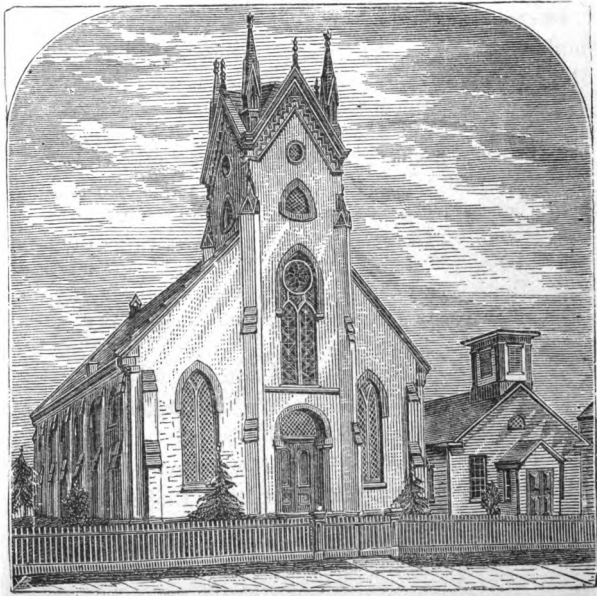
ROSEVILLE.

11 miles from New York. Population 6,000.

Roseville is at the junction of the Bloomfield and Montclair branch. We have already referred to it as a part of Newark, but the people hereabouts believe that

they are distinct enough, rural enough for a separate mention, and they certainly occupy a very important position with reference to future growth. On the first high ground above Newark, the site is healthy and beautiful, and the Rosevilleites have advantages on which they may justly pride themselves. They are in the country, with a city only five minutes off, in time. They have frequent trains to and from New York and horse car connection with Newark. Their streets are wide and the new buildings so rapidly going up show that the people are by no means asleep.

There are four churches in Roseville: Presbyterian, Baptist, Episcopalian and Methodist, all well attended. The Presbyterian church is very handsome, but the others are not far off. There is an excellent public



school, and a seminary for young ladies under the charge of Mrs. —. Roseville, from its advantages, should attract a great many people of moderate means both from the crowded part of Newark and from New York.

EAST ORANGE.

Twenty miles from New York. Population 6,000.

Orange by itself is a very pretty name, but the multiplicity of Oranges which we now encounter is the source of not a few witticisms, and is somewhat confusing even to our professional pencil. We certainly wish there were more and better inventive talent in the nomenclature of our suburbs and country towns generally.

East Orange is a township by itself, with three stations on the road, viz :

EAST ORANGE, ORANGE JUNCTION, BRICK CHURCH, but we treat them all as essentially a unit. The township is divided into about equal parts by the railroad. It has South Orange as a boundary on the south, North Orange on the west, Bloomfield on the north, and Newark on the east, and a very pretty, quiet, cosy town is it take it altogether.

The government of East Orange is through a township committee of seven, two for each school district and one at large. There is no fire department or police, and so far there seems to have been little or no necessity for either, fires being almost unknown, and the town is too orderly to need guardians.

CHURCHES AND SCHOOLS.

The cause of religion is taken care of here by seven churches—the Congregational, Presbyterian, Baptist, Episcopal and Methodist. Some of the sacred edifices are quite elegant and all have substantial congregations. There are three school districts each with a well-ordered public school. There are also private schools of a meritorious character.

STREETS AND IMPROVEMENTS.

East Orange has as fine streets and as elegant private residences as any town of its size in New Jersey. It has twelve miles of Telford pavement, the best pavement, we think, in the world, and of which we shall have more to say hereafter. Among the more favorite streets for residences we particularly note, Prospect, Glenwood, Washington, East Park, Arlington, Munn, Maple, and Grove. There are two county roads lately opened, one hundred feet wide, one of which runs from the Park to Newark. Both these roads open fine building sites and will be rapidly built up. Land in desirable quarters is held at from \$15 to \$100 per front foot, the latter being on the business street, and the depths of the lots varying from 100 to 300 feet. On the outskirts it may be had at from \$2,000 to \$3,000 per acre. East Orange covers the demands of all classes of people from the clerk to the millionaire, and good residences may be had at prices from \$2,500 for a neat cottage, to—well—how much can you afford to pay? The tax rate is about two per cent on a valuation not much exceeding one third.

The truly refined character of East Orange may be seen in the fact that it supports two weekly papers, the *Gazette* and the *Expositor*, the latter a journal of such artistic beauty and so well conducted as to astonish us; of the proprietors make it pay we congratulate them; they are men of double genius.

ORANGE.

Thirteen miles from New York. Population 12,000.

We are now at the trunk of the Orange tree, the progenitor of the suburban fruit, happy in being permitted to bear the parental name.

GOVERNMENT.

Orange is a municipality. It is divided into three wards, each sending three members to form a Council with the usual city officers and Boards, and a Mayor.

One member of the Council is elected annually. It has a uniformed Police Department, and a Fire Department comprising two steamers, two hose carriages and one truck. There is a city debt of about \$200,000 but the city owns property enough to cover it.

STREETS AND IMPROVEMENTS.

The city is well laid out, the streets running at right angles. Main street is the principal thoroughfare, and is 150 feet wide. All the business, banks, and hotels are here located. It is paved with "Telford," and being shaded with elms and other fine trees is a noble thoroughfare. Going toward the mountain we find some streets occupying a higher plateau than the rest of the city, with pleasant views. All the streets are wide with good sidewalks, and the majority are paved the same as Main street, with the Telford. This is an improvement on the Macadam and we cordially recommend it to all towns who can afford a durable pavement, and who have the stone to make it with. In Orange the cost is from \$1.50 to \$2.25 per square yard. It is formed of broken stone, the large size at the bottom, the small at the top, heavily rolled with a steam roller. The work is done by a company, and in Orange the expense is borne by the property holders.

There are no public buildings of importance. A large upper room in the Library Building is used for public meetings, lectures and other entertainments. The stores are principally brick; many of them are large and show evidences of a flourishing trade. The private residences embrace every description, from the humblest cottage to the palace. The dwelling of O. S. Carter, Esq., on Main street, may be classed with the latter, and attracts much attention from all visitors.

Orange has a very beautiful cemetery—Rosedale—situated south of the railroad. It is on elevated ground, is artistically laid out with serpentine walks and shady trees, and covers an area of nearly fifty acres. There are

a number of fine monuments and other evidences that the dead are not forgotten.

In respect to water there is some deficiency, the supply being from wells and cisterns. The time is not distant when this entire region, Newark included, must draw its supply from mountain lakes. The gas is brought from Newark, and the supply is ample and the quality fair.

A branch of the Midland road is under construction and will shortly be finished, with a station near the entrance to Llewellyn Park.

CHURCHES AND SCHOOLS.

The churches embrace the leading denominations. Some of them are very elegant, one of the most conspicuous for its exterior and chaste yet beautiful interior being the new Baptist church on Main street. It would do honor to any city. The Episcopalians also own a very fine edifice, and the Presbyterians another, all on Main street. There are several congregations each, of the Baptist, Congregational, Episcopal, Presbyterian and Methodist persuasions. The Catholics have a magnificent church of brown sandstone—we had almost called it a cathedral—but they did not properly count the cost and are in trouble. They are struggling manfully to extricate themselves and believe they will succeed, as they generally do when they set about it. We must not omit a society of the New Jerusalem, sometimes called Swedenborgians. They have no church edifice, but worship in a very pretty and tastefully fitted up room in Library building. This Society numbers some of the best citizens of Orange among the worshippers, ex-Mayor Ropes, one of the largest property owners in the city being of the number. Rev. C. H. Mann is the pastor. The colored people have two societies, a Baptist and a Methodist.

In the business of educating the young, Orange takes a fair rank. There is a high school department with an

average attendance of thirty scholars, and the public schools are graded, under efficient discipline, and perform their work satisfactorily. The attendance is rising one thousand. The Catholics have a school of their own which is largely attended. There are a number of private schools which stand high and are well patronized.

Y. M. C. A.

We are inclined to place these prominent Christian Associations among the educational institutions, as they certainly reach many and teach many who need instruction. The Association here occupies pleasant rooms on Main street with a nice reading-room and a small but well-chosen library. There are 175 members. The reading-room is supplied with about forty papers and magazines. During the last season a course of lectures were given which netted about \$300.

NEWSPAPERS.

Three weekly papers, two in English and one in German furnish the local and political pabulum to the community. The *Journal*, edited by Mr. J. M. Reuck, is a large, handsome and well-conducted paper, and shows gratifying signs of prosperity. The *Orange Chronicle* is also a handsome, well-organized and spirited paper, edited by Frank W. Baldwin.

MANUFACTURES AND FINANCE.

The manufacture of hats and shoes is carried on extensively, but we have no figures showing the exact production. One bank attends to the mercantile community and two savings banks look after the small change of those who are disposed to provide for a rainy day.

HOTELS.

The Park House and the Central Hotel, both on Main street, are well kept houses. There are numerous boarding houses where summer visitors can find good accommodations.

HISTORY AND ROMANCE.

Orange, as may be supposed, is the offspring of Newark. It cannot be said that the latter place was by any means crowded two hundred years ago, but there were restless spirits then as now, and quite as adventurous. Then, again, Providence has implanted in all hearts a love for and a drawing toward the mountains. We do not wonder, therefore, on finding that less than twenty years after the settlement of Newark a number of hardy pioneers had formed a Mountain Society, and on the fair rolling plain and on the side of the beautiful hills, sowed and reaped, giving God thanks for the increase. It was somewhere about the year 1680 that the Mountain Society is first heard of—the records being somewhat indefinite. The colonists shared in the troubles of the Newark and Elizabeth adventurers, incident to the changes in the home government, and the uncertain tenure of the Proprietors, and it was not until the year 1703 that peace fairly came and the Society assumed an organized form.

In those old times history and the church went hand in hand, and we are indebted to church records for much that is valuable and interesting. The old Presbyterian church at Orange is the legitimate descendant of the Mountain Society and the possessor of its history and traditions, and we learn from them that the whole broad slope of the mountain, much of which is now worth from \$3,000 to \$5,000 per acre was bought of the Indians for two guns, three coats, and thirteen canteens of rum. This, we are naively informed, was in extinguishment of the *moral* debt due the wild man, for the legal and political right to the land was vested in the king. Then the right acquired by discovery preceded all others. We have preserved to us the names of some of these early settlers, and among them we find Robert Lyman, Samuel Swaine and Richard Harrison. There is a tombstone still standing, bearing the name of a

“pious and godly” Job Brown, born in 1710, a great grandson of one of the original Mountain Society. The name of Dodd was also prominent, and we are credibly informed that a number of his descendants are still living in Orange. Slavery was early introduced into the colony, and there are traditions of threatened risings, of plots, arrests, hangings and burnings. Weak and scattered as were the whites, they worshiped and worked with arms in their hands, but the time came when the churches ceased to be forts, and when men of all colors, white, red and black, dwelt together in amity. The puritans of New Jersey were sternly honest and sincere, according to the light they had, and there is many a page showing that they were hard workers in the field, in the church, and in the cause of civilization.

The present magnificent churches are in strong contrast to those erected by our ancestors, all of which were the creation of the members themselves, working with their own hands.

An idea of the rapid growth of the towns of New Jersey may be had by comparing Orange during two consecutive periods of twenty years. In 1830 it held a population of 3,887. During the next twenty years the increase was but 498, the census then being 4,385. In 1870 Orange had more than doubled, the increase being 4,958, the census showing 9,343, so that our estimate of 12,000 at the present time is certainly within limits.

The taxes of Orange are about two per cent on a low valuation.

WEST ORANGE.

Fourteen miles from New York. Population 2,500.

The railway makes a sharp turn on leaving Orange and does not touch the extensive township of West Orange which charges itself with the care of First and Second mountains and the valley that lies between. It is, so far at least as the easterly slope of First Mountain is concerned, a part of Orange and that will be its destiny

in the good time to come. At present it is under a township government of the usual character. It looks to Orange for its main supplies, educational and physical, and is but a congregation of men of wealth, who, from their mountain eyries, look compassionately down upon the world below. Its chief attraction is Llewellyn Park which we shall describe shortly, but there are many beautiful sites outside of the park, many of which have been improved. On the summit of the mountain, running south, are some fine residences including those of Gen. McClellan, Gen. Marcy and Dr. E. S. Marcy. Eagle Rock is a short distance outside the park on the north. Few more beautiful and striking views can be found than that from the crest of First Mountain as we reach it from the west in driving on a pleasant summer day. Indeed one of the charms of this entire region is in the multitude of drives with new prospects ever opening and new revelations constantly meeting the eye of architectural and floral achievements. An old seer and philosopher maintains that in heaven the houses and scenery are created in harmony with a man's own state of mind and that it is infinitely varied according to the will and thought of the residents in that abode of bliss. At a distance we can almost fancy that the same rule applies here. Each man has created his own world, and, while there is an almost endless variety, there is, at the same time, enough of unity to form a perfect picture.

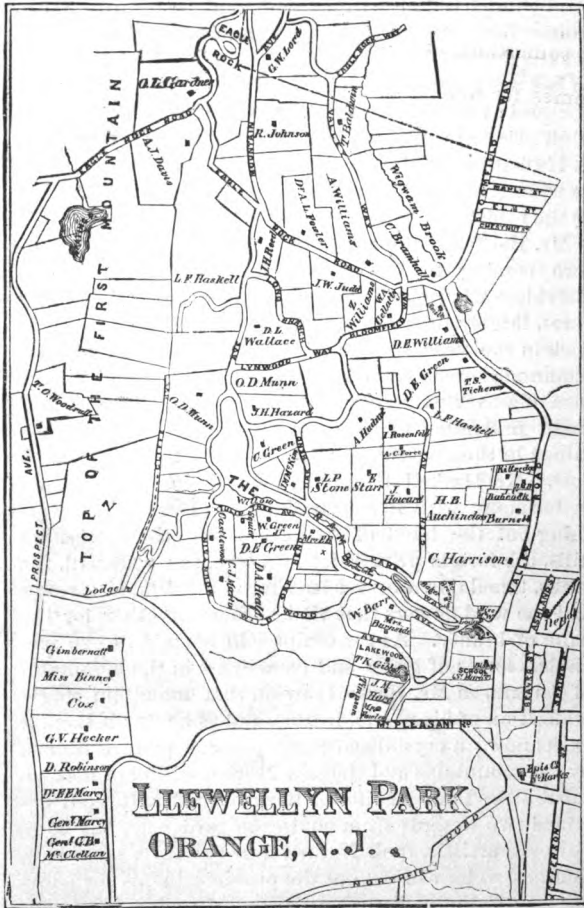
West Orange has one excellent public school, but we believe no churches within its township limits.

LLEWELLYN PARK.

Orange, from its proximity to both New York and Newark; from its natural elevation, and its mountain, which, while offering a barrier to northerly winds affords an infinite variety of scenery and charming views, was the first place on the road to receive an impulse from that overflow of population which has since regenerated so many old towns and created so many new ones.

And Orange did something more and better than afford homes for homeless New Yorkers; it gave them a taste for the beautiful, it made them acquainted with Nature in her most attractive guises, and gave a resting place for the soul as well as the body. One of the noblest of the high priests in this temple of Nature, was Mr. Llewellyn S. Haskell, who, himself a merchant, was never so happy as when making the "wilderness to rejoice and blossom as the rose."

Mr. Haskell had made more than one experiment before coming to Orange, the most notable being at Belvidere where he had a farm of two hundred and fifty acres, largely in fruit. It was while perched on Eagle rock in the year 1856, and inspired by the magnificent panorama spread out before him, that he conceived the idea of a park which should give to every resident at a small individual expense, all the advantages to be obtained in the most sumptuous abodes at the most lavish cost. Mr. Haskell believed in improving Nature only in harmony with her own designs. Here was everything but the hand of art. Here were the everlasting hills, the forests primeval, the gorge, the waterfall, the rocks, toned down by verdant meadows, limpid streams and the wild flowers that vied with each other for the palm of beauty. As the sculptor in his mind's eye sees endless forms of grace and comeliness in the mountains of Carrara, so Mr. Haskell saw on that mountain side a realization of his poetic dreams, and as he saw it then, it exists now; a crystalized rural poem, a picture framed by the mountains and the sea. More doubtful of his own capabilities than he should have been, Mr. Haskell obtained two designs from landscape gardeners, but both, however artistic, took Nature into too little consideration, and so he worked out the problem in his own loving way, little by little, until it grew under his hands and assumed the shape most in harmony with his own cultivated, yet thoroughly natural plans. He lived, it



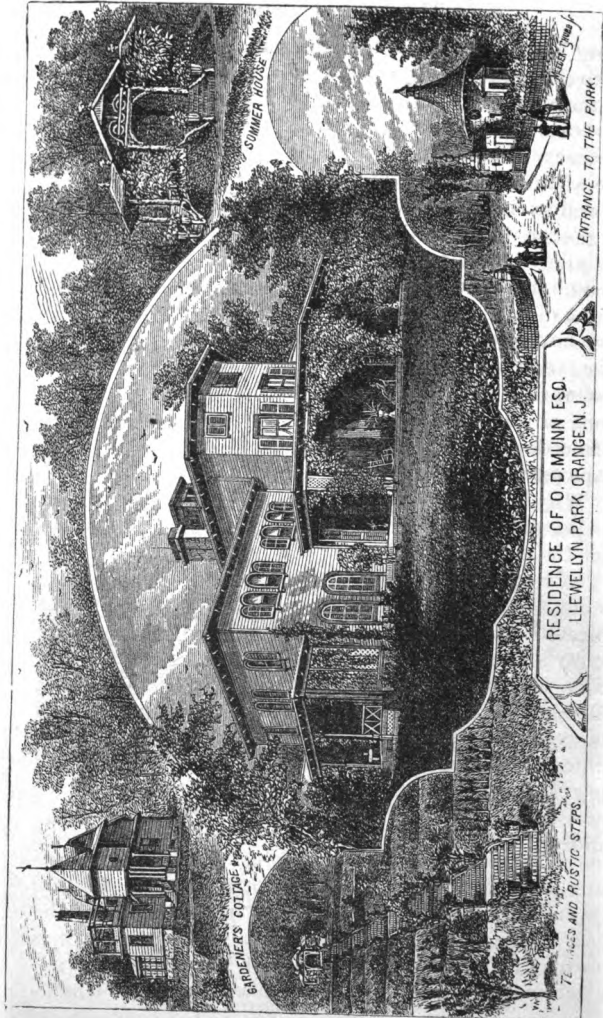
may be said, in and for the park, and he lived to see it a delight to thousands, as well as himself, and the chosen home of many who will cherish his name and hand it down with reverence to their children.

The area of the park embraces about 750 acres, and of this, 50 acres in the center are reserved for the use of the dwellers in its limits, so that the owner of a cottage, however unpretentious, has just as many rights and privileges in this exquisite "ramble," as the millionaire whose mansion may rival that created by the magic lamp of Aladdin. The economy of this co-operative plan has never been made more plainly manifest. The lodge, the ten miles of elegant driving roads, the ramble with its varied attractions, are to be had by a contribution of not over ten dollars per acre in each man's possession, a sum which would be but a trifle toward the cost of a private garden.



THE ENTRANCE TO THE PARK.

is as may be seen very rustic and very pretty. The lodge-keeper is a guardian, keeping out improper persons, but receiving all others courteously. Passing through a miniature wilderness of trees, including the oak, magnolia, tulip, willow and cypress, the park is open and we can go where we will, but we can go nowhere without delight, without new scenes of enchant-



SUMMER HOUSE

ENTRANCE TO THE PARK.

RESIDENCE OF O. D. MUNN ESQ.
LLEWELYN PARK, ORANGE, N. J.

GARDENERS' COTTAGE

TELLS OF RUSTIC STEPS.

ment, new vistas of grandeur or of beauty. There are between forty and fifty families residing in the park at the present time, and many of the houses are elegant and expensive. One of the most unpretentious is that formerly occupied by Mr. Haskell, and the visitor will see others that in their neatness and simplicity add a charm to the landscape equally as harmonious as those of greater cost. The names of the roads and walks are all prettily chosen, and Tulip Avenue, Wildwood, Oak Bend, Cliff Avenue, and others, will remain in the memory long after they have been visited. Point Look-out is 650 feet above the sea, and the view from Eagle Rock is almost of as world wide renown as the Falls of Niagara. It was there that two artists, Inness and Oertel stood and in silence gazed.

Said Oertel to Innes, "I am glad I am not a landscape painter."

"Why?" asked he of the magic brush.

"Because, I should want to paint this, and I know that I could not."

The view from here cannot be expressed by adjectives. Grand, beautiful, majestic, noble; all fail. He who is reflective will feel a weight upon his mind, for it is not simply a vast extent of mountain and plain, of land and water that the eye takes in, but such a vast congregation of living, breathing humanity, as but rarely falls within the scope of human vision. The homes of nearly two millions of people are before us; the entire compass of the great city; the sites of ten thousand industries, the graves of many times ten thousand men, women and children.

"Ever charming, ever new,
When will the landscape tire the view!
The fountains fall, the rivers flow;
The woody valleys warm and low,
The wind of summit wild and high,
Roughly rushing on the sky;
The pleasant seat, the rimmed tower,
The naked rock, the shady bower,
The town and village, dome and farm
Each gives each a double charm,
As pearls upon an Ethiop's arm."

ORANGE VALLEY.

Fifteen miles from New York.

This station is within the city limits of Orange, but, like many other places on the road where the cities and towns are "like lengthened sweetness long drawn out," it claims to have an almost distinct local existence. It has its own post office, its own churches and schools. There is an incline here from the railroad before the foot of the mountain is reached, and this gives it the name of "Valley," a name which, in reality belongs to the entire district.

Hat factories abound here to the number of ten, and a factory of stained glass, a branch of art we hope to see widely extended. There is a public school and two private schools; two churches, one boasting a chime of bells, and a Catholic chapel. There are no hotels but a number of summer boarding houses. The location is a very pretty one, the mountain side perfectly charming. Many of the dwellings show great taste, and we believe land can be had at moderate prices.

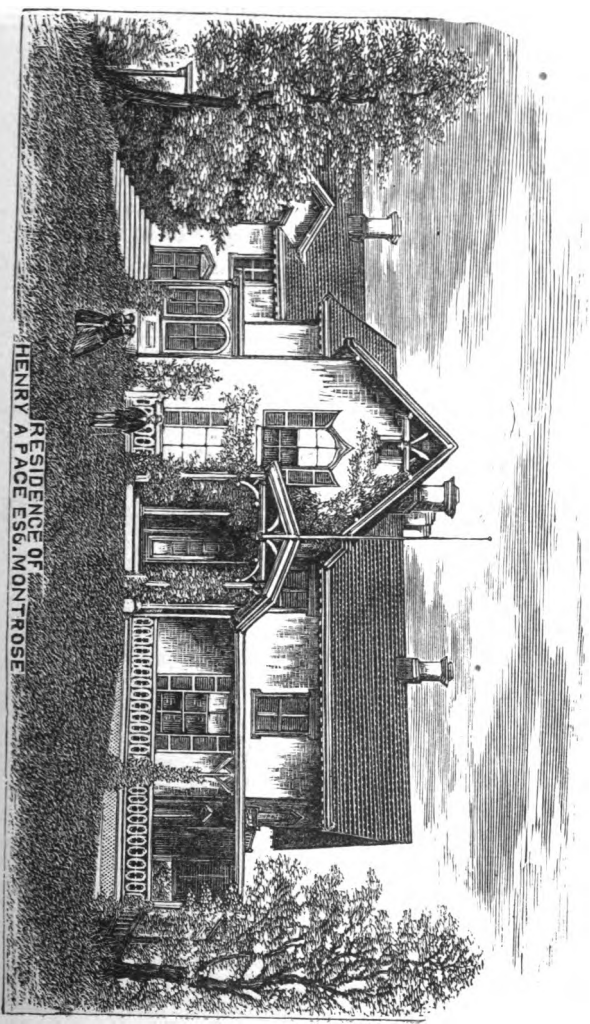
A small stream of water runs through here to the Rahway river.

MONTROSE.

Sixteen miles from New York. Population 350.

It is a relief to find a station without an Orange in it, even though the name be imported, and this station is as pretty a one as any on the road. It is so exceedingly neat and in harmony with its surroundings, as to incline us to believe that it was erected by the residents themselves, whose mansions are in close proximity.

Montrose is a part of the town of South Orange, but a large tract of land having been purchased and appropriated by a few New York men of wealth, the most prominent being Mr. John G. Vose, a community has been formed who are in some degree a law unto themselves. The land has been sold with restrictions against nuisances, in which is included certain kinds of business



RESIDENCE OF
HENRY A PAGE ESQ. MONTROSE

and manufacturing, the object being to secure only first class dwellings and first class men. There are not many places that show so well from the road; every house is both ornamental and substantial, and many positively elegant. The land is rolling and particularly adapted to the display of the architectural beauties in which this section of the country is so lavish. There are no manufactories of any kind and no hotels. There is one church, the Congregational. We shall treat further of Montrose under the head of South Orange.

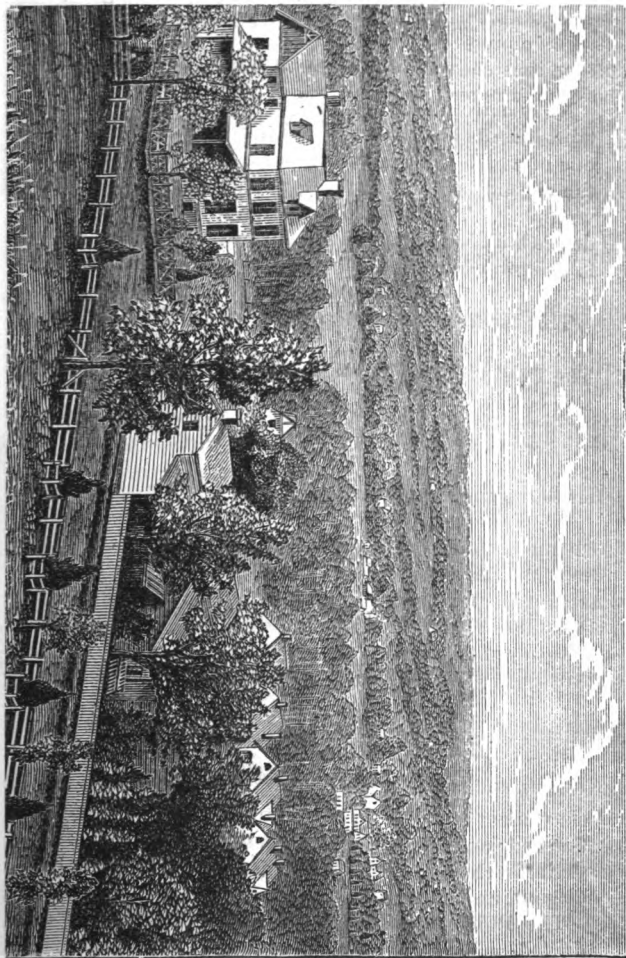
SOUTH ORANGE,

16 miles from New York. Population 2000.

The township of South Orange embraces the town of that name, Montrose, Jefferson Village, Maplewood and Middleville, with a total population of 3,500. The town of South Orange like Montrose is principally on the slope and summit of a hill, over which runs the road to Newark, passing through Irvington. The location is unexceptionally fine, and a more perfect valley was probably never formed than that between Chestnut Hill on which South Orange is mainly situated, and First Mountain on the opposite side. South Orange Avenue is being extended, graded and Macadamized across First and Second mountains to Columbia in Morris County, making the finest driving road in the State.

GENERAL CHARACTER.

South Orange, like all the towns in this vicinity, is a rural retreat for the business men of New York and Newark, and is the product mainly of the past twenty years. It has all the elegance that results from handsome private structures and their surroundings. Evidences of wealth and good taste are numerous, but the stores are few, and there is none of the stir and bustle of manufacturing and commercial towns. Embracing as it does hill, valley and mountain, the opportunity for artistic embellishment is endless and has been taken ad-



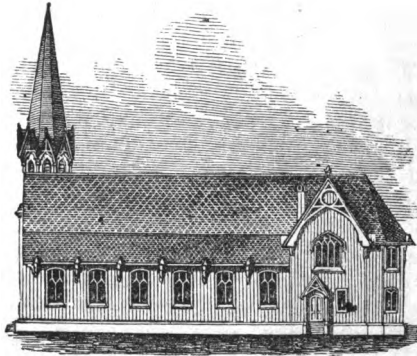
vantage of. Nature has been prodigal of her gifts, and money has done much to improve Nature.

MANUFACTURES.

No one would expect to find any manufacturing establishments in such a town as this, yet there are three, one of which the reader will of course say is hats, and the second a twin brother, paper, in this case heavy wrapping. The third is a novelty in this region—children's building blocks and games, of which Mr. Barrell is the proprietor.

CHURCHES AND SCHOOLS.

This town is rich in churches, and facilities for learning. The Episcopalians have a fine edifice of stone. The Presbyterian church is a frame building but large and comfortable. The Methodists are erecting a large



convenient and handsome church, which will soon be finished and of which we present a side view. The Catholic chapel attached to Seton Hall College is quite elegant, inside and out.

The Public school is a graded institution, well conducted, and has an attendance of about 200 scholars.

Mr. John T. Clarke conducts the South Orange Academy, a very popular institution for day scholars, of whom there are about 100 under tuition. The course comprises all the studies preparatory to college, and the teachers are selected from the best to be had.

Seton Hall College is one of the largest Catholic institutions of learning in the country. It originated in Madison in 1856 and was founded by Rt. Rev. Dr. Bayley, Bishop of Newark, but was transferred to South Orange in 1860, and is now in the 18th year of its existence. The college buildings are of brown sand stone, large and ornate, comprising all the apartments needed in buildings of this class, with an ample gymnasium and grounds for out door recreation. Attached to the college is an Ecclesiastical Seminary which last year numbered twenty-six students. In the college proper there are over one hundred students, among whom are young men from Cuba, Panama, Yucatan, New Grenada, Spain, and almost every section of our own country. The Very Rev. M. A. Corrigan, D. D. is President; Rev. J. H. Corrigan A. M. Vice President; Rev. Wm. P. Salt, Professor of logic; Theodore Blume A. M. Professor of Latin, Greek and German, &c. The college appears to be a favorite with the Catholic community and is in a thriving condition.

HOTELS.

The Mountain House plainly visible on the right as we go up the road, has long been a favorite summer resort. It is under the charge of Mr. Hitzelberger, and has elegant accommodations for about 150 guests. The South Orange Hotel, and Rahe's Hotel, near the station are both comfortable inns for transient travelers. There are no boarding houses here, which is one of the wonders. There will of course be a remedy for this as soon as the fact becomes known.

NEWSPAPERS.

South Orange has one paper, a small but lively and

interesting sheet, published by Wildey & Co., who, knowing every thing that a visitor needs to know in regard to a place like this, are the most valuable business men in the community.

POPULAR COMFORTS.

Little things that every one wishes to know about. South Orange has a police. The water is from wells of excellent quality. Gas has been introduced from Newark. A line of street cars runs to that city, part of the way by dummy engine, fare 12 cents. The principal streets have plank side walks and the Telford pavement. The most fashionable thoroughfares are Ridgewood road, South Orange Avenue, Irvington Avenue, Montrose Avenue, and Milligan Place. Luther T. Milligan is one of the most active citizens and has erected a large number of buildings of which this is one.



Near the station is a circulating library of about 1500 volumes, with a reading room comprising a good assortment of periodicals. The library is particularly rich in useful works and contains a French Universal History in 126 volumes. A very intelligent young lady is the librarian. The charge is \$2,00 per annum, family tickets \$5,00.

MAPLEWOOD.

Seventeen miles from New York. Population 1,000.

This is another of the connecting links which unites Newark with the mountains; the suburb of a suburb; a continuation of South Orange; the elder sister of Wyoming. It has Clinton valley on one side where the post-office is located, and a hamlet called Jefferson Village on the other. The place is extremely scattered, but the station is a convenience to those whose houses are hidden among the trees on the plain or the mountain. Maplewood has some features of interest which we will set forth. Middleville is another hamlet lying between Maplewood and Irvington.

MANUFACTURES.

Dunnell's paper mill is one of the oldest in the country and employs a large number of hands. H. L. Pierson has here a large flour mill which we are happy to learn is grinding out flour for its patrons and dollars for the proprietor. There are also a number of dairy farms in the neighborhood which supply Newark with milk, butter and cheese.

CHURCHES AND SCHOOLS.

Two churches, an Episcopal and a Methodist, supply the religious needs of Maplewood. There is an excellent academy erected solely by private subscription, and which has not only a local reputation but is attended by scholars from a distance. The teachers are of the best, and the course of tuition thorough.

HOTELS.

One of the oldest and most substantial landmarks on the road, Gardner mansion, has been turned into a first class hotel. It is but a short distance from the depot and its grounds extend up the mountain side. There are accommodations to be had during the summer in private houses.

HISTORY AND ROMANCE.

Maplewood shares, of course, in some of the reminis-

cences of the Revolution which we set forth elsewhere, but its separate and individual claim to historic fame is based upon the fact (so a local historian informs us), that President Jefferson once passed "within fifteen miles of this place," and the people have made a voluntary sacrifice of this claim in the change of title. To show the jaded citizens of the metropolis the effect of mountain air upon the mind as well as body, and its stimulation of the poetic fancy, we quote from a letter in our possession descriptive of the place, written by a working man, making no pretensions to fellowship with the Muses of Mount Parnassus :

"The scenery in and about the valley is of surprising beauty. Towering above the station, its sides, ever fringed with a perennial growth of pine and cedar, the Orange Mountain raises its giant head. From its summit the surging billows of the Atlantic ocean are distinctly visible at the distance of twenty miles. A score of lakes and ponds, a multitude of towns and villages, the cities of Newark and New York are plainly discernable, and a waterfall of small dimensions but exceeding beauty adds to the attractiveness of the view. On the highest attainable point of the mountain a signal tower nearly one hundred feet in height has been erected through the liberality of a citizen of wealth and public spirit, Israel Condict, Esq. To the eye of the tourist who has once gained its top, a view of vast extent and unsurpassable beauty is unfolded. Other points of interest there are not alone to the tourist, but to the more knowing of the disciples of Isaac Walton, who here meet with encouraging success in the pursuit of their favorite pastime in Pierson's, Dunnell's, and other ponds, so named, but rather lakes in size and beauty."

Such unpurchased testimony is valuable. We confirm it, but had we said it we might have been accused of puffing the place for the benefit of the local land agents.

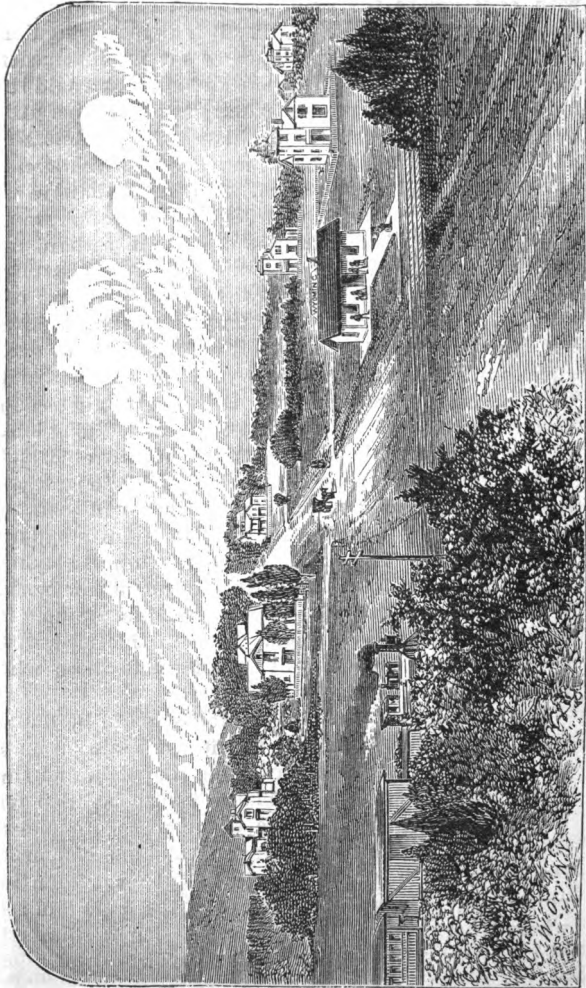
WYOMING.

19 miles from New York. Population 50.

The railroad makes a sweeping curve around the terminal base of First Mountain, or Watchung, and here

with easy grades the land, clear and rich, rolls off toward Springfield and Newark. It is a spot of singular beauty and remarkable advantages for improvement, and why it has not been improved sooner it would be hard to tell. Many years ago, one man of means and an adventurous merchant, came here and built himself a house that was one of the seven wonders of the world to the simple minded yeomen. And it stands now as it will stand for centuries, probably, if that vandal, man, will only let it alone. Its ribs of oak are as hard as steel, nearly, and with its baroneal hall and stately rooms, it gives a silent history of the past, like some of the old English castles. The land in the immediate vicinity was otherwise tenantless until somebody's eye, alive to the beautiful, or sharp for a bargain, saw it, and then a company was formed, the land bought—one hundred acres we believe—and cut up into building lots. A number of dwellings were immediately erected, and Wyoming became a present town and a city in perspective. There is now a row of stores which will soon be occupied, a very neat depot with five trains stopping daily each way. The credit for the selection and laying out of the land is due to Mr. O. H. Pierson of New York. We do not know the price of lots here, but presume it varies according to location. We are informed that unusual encouragement will be offered to those who buy and wish to build.

Wyoming is as nice an incipient city as can be found even in New Jersey, famous for its wholesale business in new towns. It possesses both the plain and the mountain, or as much of the latter as can be used for building purposes, and as the entire place occupies a slope it follows that the higher roads and lots command the lower, and from almost every point even from the portico and gate, we can look over the plain and see where other cities are located, even as far as Elizabeth and Rahway. If we desire a still broader field of vision



and seek other worlds to conquer—with eye or glass—we can climb the mountain to Mr. Hand's tower which stands like a sentinel over the towns below, and there we have before us a prospect which once seen will never be forgotten. It put us in mind of the view from Sterling Castle in Scotland.

The streets of Wyoming are from 60 to 75 feet wide, laid out at right angles and as the drainage is perfect and the place is well sheltered there can be no doubt of its salubrity. What it needs are trees, which it will have soon—and has already on the mountain side—a church and a school house, climbing vines and gardens, and then Wyoming will be one of the most picturesque towns to be found anywhere. The station is very convenient, and, for the present, services are held there on Sabbath, and school through the week. Millburn however, is within a few minutes walk and what is lacking can be had there. Five trains stop daily each way. Mr. L. W. Badger, who is a gentleman and scholar, will show the place to those who are in search of the beautiful. The West Line road crosses the D. L. &, W. a few rods from the depot and will probably have a station there at no distant day, making Wyoming a railroad center. We present an engraving of a portion of Wyoming, but our space is not large enough to bring in the mountain and tower, which must be imagined, rising at the left. The "history and romance" of this place will be found further on.

MILLBURN.

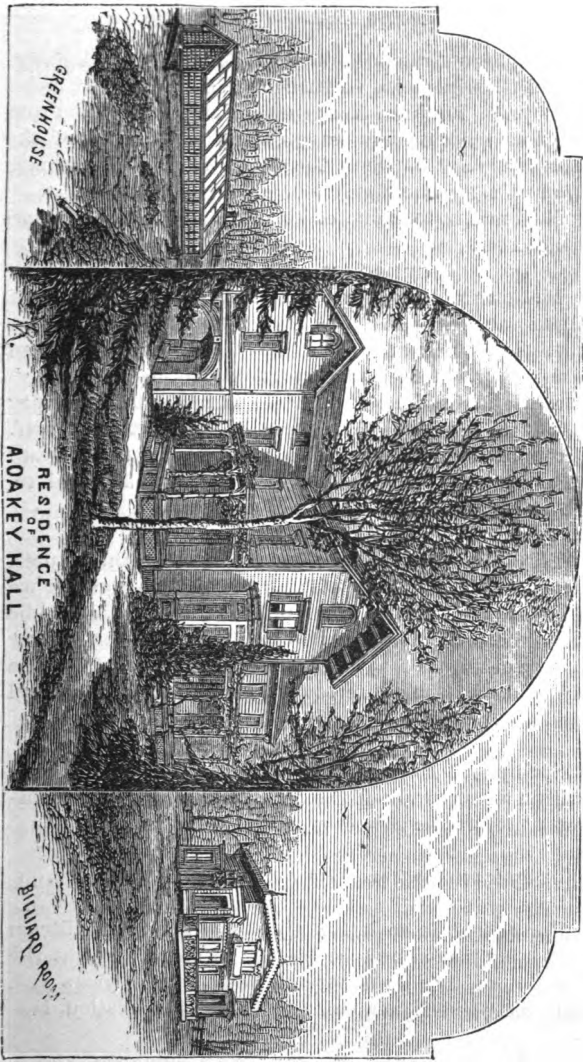
Twenty miles from New York. Population 1,750.

The locomotive apparently stops at this station to take a long breath before ascending the mountain, a grade of eighty feet to the mile, and here is a charming village which has taken advantage of a stream of water—a branch of the Rahway river—to establish sundry manufactories of hats and paper. The busy workmen can be seen in one or more as we pass along, and on a

pleasant day a number will be found at the side of the mill race washing hat bodies in the limpid water.

SITUATION.

Millburn, before the formation of Union County, was a part of Springfield township. As it is, Springfield forms its southern boundary. And here the mountains, First and Second, having finished their course, the land is broken up into a succession of eminences called the Short Hills, affording many pleasant sites for residences. The ground is something more than "rolling," but the roads are good and the scenery exceedingly diversified and charming. The river, which is dammed up directly at the depot to obtain a "head" for factory purposes, runs from the valley between First and Second Mountains, here called Scotch Glen, and were we treating of as wild, secluded, and romantic a glen in any of the old countries, we should have fairy and traditional stories enough to tell to fill our volume; as it is we have nothing of the kind to offer, but are reduced to the lamentable necessity of stating nothing but plain incontrovertible facts. Young men, however, or young ladies, who are poetically inclined, will find two very pretty cascades here with very unpoetical names—Hemlock Falls and Maple Falls. One of the attractions of this place, as well as of Wyoming, is the Observatory, and on a summer day it is quite common to find parties wandering skyward through the shady trees and over the winding path that leads to the summit. In the immediate vicinity of the depot are several small lakes which add much to the attractiveness of the place, while the thorough drainage has made it proverbially healthy. The road over the Short Hills runs directly north, and on this road, each occupying an elevation which commands an extended prospect, we find the residences of some men of note, and prosperous New York merchants. Among others here are the Hon. A. Oakey Hall, familiarly known to both hemispheres as Mayor



GREENHOUSE

RESIDENCE
OF
A. OAKLEY HALL

BILLIARD ROOM

Hall, Judge Amzi Condit, E. S. Renwick, F. C. Farly, Sam'l G. Nicholson, Chas. Keller, E. S. Hedden, Sam'l Bailey, L. Boujure, Kenyon Cox, and L. Noel. From most of these residences glimpses can be had of the country lying between the lower bay and Watchung mountain, a scene we have before described.

Millburn is to be noted also for its beautiful elm and tulip trees.

CHURCHES AND SCHOOLS. -

Millburn proper boasts of but two churches, both of them excellent—an Episcopal (St. Stephen's) and a Baptist. Those who are not inclined to walk toward heaven either way, can find in Springfield, Methodist, Presbyterian and Catholic churches, and Springfield is very happy to see those who were once a part of herself. There is an excellent grammar school and two private schools in the place, and the parish school attached to St. Stephen's church.

MANUFACTURES.

This is a favorite locality for two manufactures, paper and hats, though why they should go together we do not know. Seven paper mills, we are told, are to be found here, five hat and two hat body factories. Many of the cottages of the workmen can be seen from the railroad, and the entire town has an air of industry and neatness.

HOTELS.

Springfield Hotel and Washington House are both within a short walk of the depot, and offer good accommodations to the traveling public.

SPRINGFIELD.

Sixteen miles from New York. Population 1,000.

SITUATION.

Springfield is so intimately conjoined with Milburn that they may almost be treated as one place, but the erection of the new county of Union, a few years ago, drew between them a political line of demarcation, Mil-

burn being in Essex and Springfield in Union. The latter is only twelve miles from New York in a direct line, six miles from Elizabeth, and eight miles from Plainfield. It is the name of the township as well as of the town, and although there are two important railroads crossing Union County, Springfield depends wholly on the Morris and Essex for its railroad facilities. It is in a fine agricultural region being with the exception of the Springfield hills in the west, nearly level or gently rolling. The township is well watered by streams which flow into the Rahway river, and the country is healthy, some of the inhabitants being famed for their longevity. It has good schools and churches, to which we have referred elsewhere. A stage line runs to Millburn and connects with the different trains.

HISTORY AND ROMANCE.

Wyoming, Milburn, Springfield, Summit, towns which seem to be but the creation of yesterday stand upon historic soil, upon ground nourished by the blood of Revolutionary patriots. It was here that Washington made a most determined stand in defense of his military headquarters at Morristown, and where the British sustained, if not an absolute defeat, such a check as to lead to a hasty retreat and an abandonment of the attempt to restore New Jersey to the crown.

It was on the 5th of June, 1780, that Gen. Knyphausen landed at Elizabethport with five thousand men. Sterling, a Brigadier General of established reputation, led the advance, and was the first to fall, receiving a ball from the musket of a patriot sentinel, who, in the darkness of night, heard the tramp of the soldiers, gave the challenge, and hearing no reply, fired. Sterling fell and was carried back, Gen. Knyphausen taking the command. The Americans, aroused by signal fires and guns, rapidly assembled at their posts. They were too weak, however, at this time to contest the passage of the British, who advanced to the village of Connecticut Farms,

which they destroyed, killing a Mrs. Caldwell whose husband was a chaplain in the American army. This act of savage vindictiveness aroused the patriots and intensified their exertions.

The British made a point of retreating, and Washington, fearful of the safety of West Point, sent a detachment north, but still kept a wary and watchful eye on the movements of Sir Henry Clinton and Gen. Knyp-hausen. Well was it he did so, for the enemy, supposing their stratagen had been successful and that Washington's army was *en route* for West Point, again advanced.

The Americans were strongly posted. Major Lee defended the Vauxhall road, Col. Dayton the Springfield, while Col. Angel defended a bridge over the Rahway river. Caldwell, the preacher, with his murdered wife before his eyes, proved himself a member of the church militant, and it is said by Irving, that the soldiers being short of wadding, he galloped to the Presbyterian church and brought back the hymn books to be used for that purpose, exclaiming: "Put Watts into them, boys!"

The success was varying, but for a time the Americans were pushed back. Gen. Greene now concentrated his forces on the first range of hills where the roads came closer together, and where he was better able to defend the pass. Throwing out a detachment he checked the advance of the enemy on the Vauxhall road, and by this time the hardy yeomanry came pouring in, and the British General saw that his attempt to reach Morristown was a vain one. On their retreat the troops plundered and burned the village of Springfield, leaving but four houses standing.

EN VOYAGE.

At Milburn we commence at once the ascent of Second Mountain, with a grade of eighty feet to the mile, and it is accomplished with greater ease than would be expected, except, at times in the summer when the trains are unusually long and heavy. Then the locomotive puffs and blows as though it really felt the labor and

had a case of cruelty to lay before Mr. Bergh. The ascent is made easier by numerous curves which lengthen the journey but give the traveler an exhilarating sensation of mountain climbing and a series of views of the plains beneath which will more than repay him for the time lost. The first station is

HUNTLY.

21½ *miles from New York. Population over 100.*

This is one of the latest creations in the shape of a town, on the road. How they are made, where they come from, no one knows. First appears a station, then a house; then some fine day the sleepy traveler opens his eyes and is astonished to find a village. A store follows, then a church; first the body then a soul; if there are children of course there is a school, but often, for a while at least the new comers will poach upon their neighbors and thus is it at Huntly. There is neither a post office nor a church, but both Summit and Milburn are near and the residents will not suffer.

The wonder is that this location was not sooner improved; the view from this point being one of the attractions of the road. The place was at first called Bay View, a name it should have retained, as Newark bay is in plain sight, with Staten Island and many of the cities and towns we have elsewhere referred to. The land is fertile and from its exposure to the south we should think would be particularly favorable to the grape culture. Mountain springs give pure water and the location cannot be otherwise than healthy. There is a manufactory of paper in the neighborhood and another of spokes and hubs.

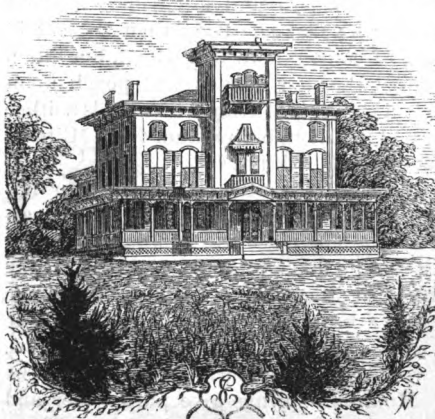
Huntly has no history separate from the neighborhood, but it claims the ownership of a hill called Gallops hill, where a British spy was disposed of *secundem artem*.

It is not at all necessary to tell travelers to look out the car window as they approach Huntly—they cannot help doing so.

SUMMIT.

23 miles from New York. Population 700.

This place has a very distinguished reputation for its picturesque views, its salubrious climate and its enterprising population. It was the residence many years ago of the distinguished Chancellor Kent, and on the site of the house he occupied is a large and elegant mansion with a park of seven acres, so perfect in every respect as to deserve a visit. Such trees are rarely seen out of the specimen books of the nurserymen. There is a lake with swans and a fountain, winding paths and verdant lawns; graperies and greeneries.



Mr. Moller whose landed estate is very large, is the owner. Directly opposite the station is the residence of Mr. Jonathan Edgar, of which we present an engraving. It stands upon ground much higher than

the depot with a noble expanse of lawn such as the English delight in. Mr. Colt is building a large and costly mansion on very elevated ground. Mr. Larned, who has been appointed receiver of the West Line Railroad, resides here, and Rev. Stephen H. Tyng, Jr. Mr. Deforest occupies a very fine house, and has built a number of dwellings. To Mr. Gus. J. Thebaud one of the Chosen Freeholders of Union County, is due the fine new bridge which crosses the rail-

road as we approach the station. Mr. Jonathan Bonnel is an active citizen and a large property holder. He is the son of J. Crane Bonnel who obtained the right of way for the Morris and Essex road, and who was of great value in settling all disputed cases arising from the purchase of lands. Mr. J. Daggett Hunt, the champion of the Free Railroad law, lives in a pretty house near the depot.

CHURCHES AND SCHOOLS.

It is somewhat singular but it is true that all the churches in Summit are new. We present an engraving



of the Episcopal church of which Rev. Mr. Benton Jr, is pastor, as it will look when the tower is built, and it is

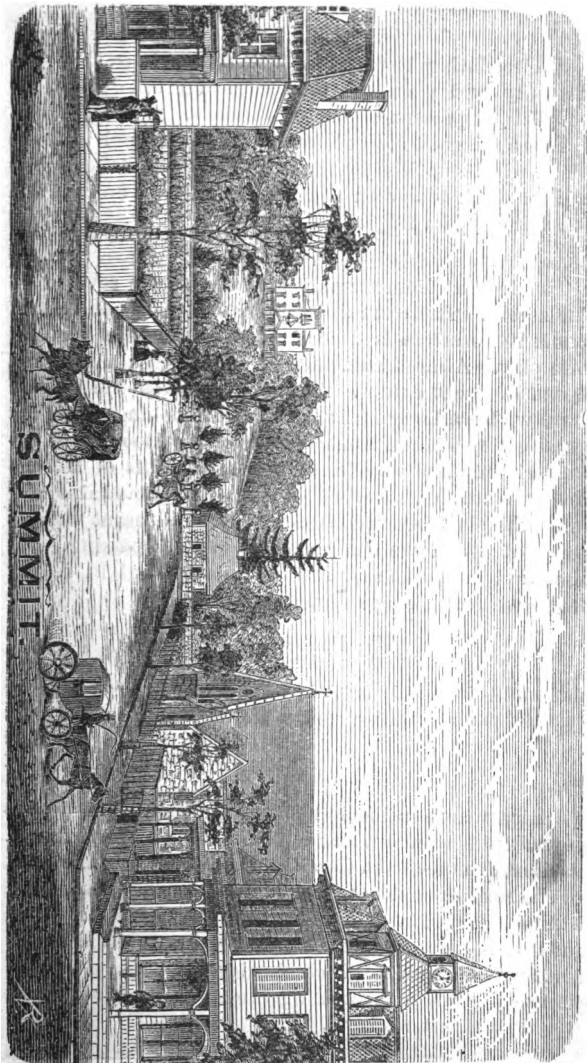
a model for any country town to follow. There is a new Methodist, a new Presbyterian and a new Catholic church, all quite elegant for a town of this size, and the latter, built of stone, occupies a commanding position, and is very picturesque. The public school is not at present a model, but the funds have been partly raised for a new building which will be fully up to the other improvements. Rev. Mr. Gory has a boarding and day school for boys which is well spoken of.

HOTELS.

The popularity of Summit among summer boarders is evident from the fact that it has four hotels adapted to that class of customers. The Park Hotel, owned and conducted by Mr. Riera, is in a most beautiful situation with a lookout over the Passaic Valley, the Blue Mountains and Boonton in the distance, and all the surroundings are very fine. Mr. Larned has recently finished a first class house very pleasantly situated, but we are not informed who it will be kept by. The others are all good houses and all are noted for their liberal tables and general attention to their guests. The Mansion House is open summer and winter.

GENERAL REMARKS.

We can imagine that two hundred years ago Summit was for awhile the *ultima thule* of the white man. It was going a good way from civilization to go down the other side and plunge into the virgin wilderness. Now Summit is just one of the handiest places out of New York. It is reached in a trifle over an hour, and it will be more than a trifle under that in the course of two years. It is on a very respectable mountain with good roads, one a new, wide, magnificent Boulevard named after Chancellor Kent, and which, at no distant day, will be a part of the high road to Morristown. It has good water, and an atmosphere, to breathe which is to respire health. Land can be bought for very reasonable prices.



A circulating library has been started here very successfully and promises to become an institution. It contains, at present, about 500 volumes.

There are good stores here and the principal business block will be noticed by the traveler north of the depot with a clock tower on the corner. It was erected and is owned by Mr. Edgar.

EN VOYAGE.

The descent from Summit is of course the reverse of the ascent. There are the same or like twists and turns, but here no steam is used and the brakes are brought into play. Almost immediately on starting, a prospect opens of great extent. At the left, across the Passaic river we have Long Hill; at the right, looking north the great valley of the Passaic terminated by Boonton clinging to its mountain eyrie. West are the hills of Morristown, Watnung, Trowbridge and other mountains afar off, The plain beneath is dotted with pleasant villages some of which we shall soon be rapidly passing. We have arrived at the first station on the road, in reality while we are talking about it;

NEW PROVIDENCE,

but as this is merely a station, the town being a mile or two away and coming under another chapter we pass on to

STANLEY,

a station where trains do not stop at present but probably will this summer, and which will be of importance. A short distance from here the Passaic crosses the road, or the road crosses the river as the traveler pleases, and a very pretty but rather diminutive river it is. It is utilized however as we shall show hereafter, after describing Chatham of which Stanley is a part, It is well to note here than in crossing the river we leave Union County and enter Morris.

CHATHAM.

25 miles from New York. Population 800.

This is one of the oldest towns on the road, a year or two older than any this side of the mountain if we assume a probability as a certainty, that those who first made the passage of the Jersey Alps, stopped as soon as they got to the foot of the hill. That they did so is confirmed by another circumstance, that Chatham has one distressingly long street commencing at the river, where there is a mill, just the point hungry men would naturally stop to fish for a dinner, and the street stretches out from thence, as the settlers would naturally do—dropping in one after another—until it and they almost reach Madison. And this street is a part of the road to Summit and Springfield, running in that direction, and to Morristown in the other; and here are the shops—they are not many—and the Churches—there are but two—a Presbyterian and a Methodist, and the dwellings, most of them plain, substantial old fashioned structures, with here and there a Mansard or other modern innovation.

On a side street is a fine new school house. Chatham, giving its name to the township, has been rather a sleepy place in the past, but lately there has been an infusion of new blood and many improvements are under way or in contemplation which will give it shortly a very different appearance. Its destiny is to be a manufacturing village with outlying suburbs on the hills. A road has been opened leading from the depot to the summit of Long Hill (a spur of Second mountain) one of the most magnificent sites for residences to be found in the world. Nearly every part of the hill is available as we ascend. From the top a view can be had of the Passaic Valley and Summit on one side and of a continuation of the valley, of New Providence and to Basking Ridge on the other. Looking towards Summit down from which the cars are often seen winding their serpentine course, and at the river spanned by a fine iron bridge,

and away over the valley of the Passaic, we have a panorama charming as can be found on the road. Property on the hill is owned by Prof. Goyot, formerly of Princeton; Mr. Henry S. Pierson Jr., of New York, W. H. Martin Esq., Geo. Shepherd Page Esq., and others. Contracts for a number of new buildings have been made and the aspect of the hill is rapidly changing. In the village we also note the same tendency to improvement. Wm. W. Ogden is infusing a good deal of energy in his neighbors, He has turned a beautiful property into building lots, some of which have been sold and buildings are to be immediately erected. Mr. W. F. Day is also moving in the same general direction. Mr. Vanderpool, a successful leather merchant of New York, has a fine residence here, and there are a number which will do credit to any rural district.

The Passaic river affords power for driving a number of grist, saw and other mills. Geo. Shepherd Page, the President of the State Temperance Alliance, and the well known promoter of "local option laws," has a factory of roofing felt here, producing about one thousand tons annually. It uses both water and steam for power and employs twenty hands. The felting is made from coarse woolen rags. After manufacture the article is sent to Bull's Ferry, North River, where it is treated with a preparation of tar.

There are grist, flour and saw mills in Chatham of an excellent character, the power obtained by damming the Passaic, and there is to be found here one of the largest brick yards on the line of the road. Other manufactures are in contemplation. The D. L. & W. have an engine house and water station here.

There are several small settlements adjoining Chatham, mainly adjuncts to farming regions. As we pass on from the station we reach Union Hill, the residence of Hon. Nathaniel Niles, a year or two since Speaker of the Assembly in the N. J. Legislature. He occupies a sub-

stantial stone mansion, near which is a small but neat school house. Mr. Niles is personally one of the most popular men in the State. The people of Union Hill flatter themselves with the idea that they will have a station of their own at no distant day.

"Beautiful for situation is Mount Zion," exclaimed the Psalmist, and the same salutation of the beautiful will rise to the lips of the stranger visiting the valley of the Passaic during any favorable season of the year. We are now entering a region where men who work early and late, or, prejudiced at more than an hour upon the rail, begin to be dubious about venturing; and there are certain classes of persons who cannot live here or beyond, and do business in New York. But there are others who can come, and to such we would say, that nowhere within a less distance from the city can precisely the same condition of soil, climate and scenery be found that we have here. We have passed the Orange mountains and are in a valley, yet we are some six hundred feet above tide water, and have an air so pure and salubrious that physicians have recommended it to their asthmatic and consumptive patients.

Chatham is the gateway to as fine a country as the sun shines upon, and its beautiful surroundings may be partially seen through the frontispiece to this volume. Residents here, at Stanley and on Long Hill, have not only special trains of their own, but Summit is within easy driving distance should the trains from that station at any time be needed.

MADISON.

27 miles from New York. Population 2,000.

Madison is famous for its good roads. The gravelly soil is the delight of the owners of fine horses, while the gentle grades, and the constant variety of scenery, offer strong inducements for out door exercise. On Waverly Square, adjoining the station, we find the business locality; two drug stores one

containing the post office, with over two hundred private letter boxes; an extensive stove and tinware establishment two grocery stores, one confectioner and oyster dealer, one tailor and ready made clothing, one milliner and dressmaker, one meat market. The Masonic lodge is also located here, and has probably one of the finest rooms to be found in any interior town, while its membership embraces many of the prominent citizens. In the neighborhood of the Square is one of the largest miscellaneous country stores in the county of Morris, two saddlers, a fancy store, another meat market, and enough business generally to show that Madison is the head quarters for the trade of a very thriving district. All the main thoroughfares are lighted—when the moon don't shine, with patent kerosene lamps.

The ability of every man under all circumstances to say "truly rural," has been doubted, but it is the only phrase which will apply to Madison. Outside the business we have named, a lumber mill and a cider mill or two, there is nothing but the cultivation of the soil and the making of brooms during the winter by farmers who raise the material. Even farming of late years has been largely encroached upon by the inflow of New Yorkers, and the consequent rise of land. Fine and costly residences are numerous, and the surroundings of many are equal to anything to be found abroad, except among the nobility. At the left as we enter the town is Prospect hill on the top and side of which commanding magnificent views are the residences of Mr. Haughwout, Mr. Chapman, Mr. Holdane and other New York merchants. Mr. Pomeroy, formerly of St. Louis, has a costly residence, and also Mr. Seaman one of the best known residents of the town. Mr. Webb an active and enterprising citizen lives in a fine mansion near the depot. Beyond on the same side we see the chaste yet elegant house belonging to Rev. Mr. Aikman pastor of the Presbyterian church. Running direct from the depot

is the high road to Morristown, lined, nearly the entire distance of four miles, with substantial mansions and elegant villas. Here resides F. S. Lathrop Esq., well known in mercantile and political circles, and whose name is associated with every public spirited enterprise. Here we find, too, the Drew Theological Seminary of which we shall speak presently. In this neighborhood, opposite the seminary, are two of the finest residences in the State, one the property of Mr. Danforth the bank note engraver of New York, the other belonging to Mr. Peters, a manufacturer of Newark. Mr. Danforth's house is of conglomerate stone brought from the vicinity of Morristown.

To the right stretching towards Hanover and Whippany are more hills dotted with the homes of wealth and taste, and with many in which economy and taste are combined. Not far from the station on this side are the beautiful summer residences of the brothers, William and James Bryce, merchants of New York. Their grounds are noticeable for elegant conservatories and graperies.

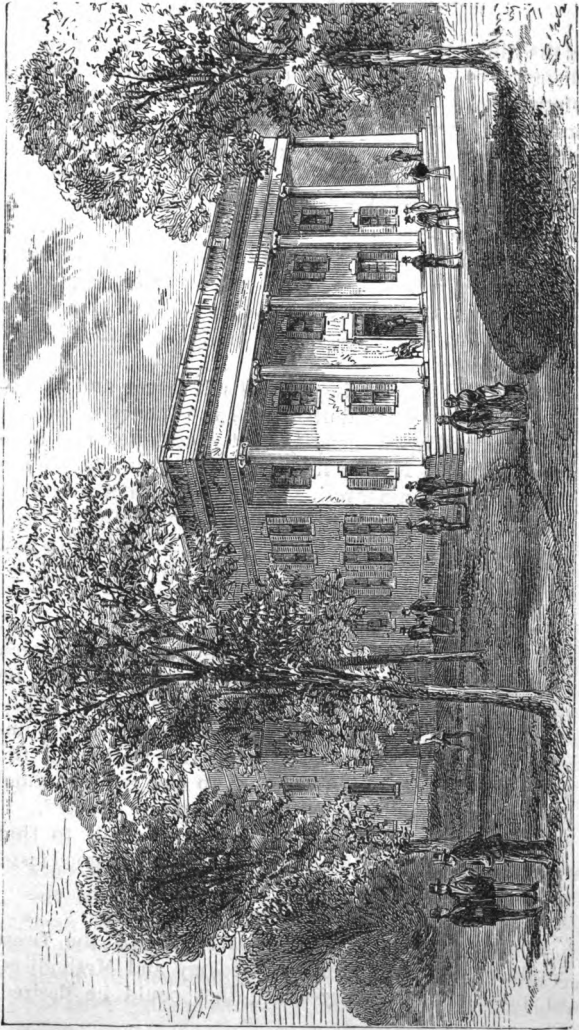
EDUCATION.

In schools and education Madison is taking a proud position. We honestly except the public schools which belong to an era so far past that we wish we had no reminiscences of it in the present. The teachers are faithful and do the best they can under discouraging circumstances, but the buildings disgrace the town, and the two that exist should give place to one graded school after a modern pattern and more pleasantly situated.

There is a Catholic school which is a credit to that community. The building is of brick and is in good taste, large and well arranged.

DREW SEMINARY.

The most noted institution is of course the Drew Seminary, for instruction in Theology and Methodism. In position it is every thing that could be desired.



The main seminary building is the ancient mansion of Wm. Gibbons of North River steamboat fame, and he "buildd better than he knew," in thus erecting a house, which, captured by the Methodists at the beginning of their second century, will, we hope, last through to the end of it. The grounds are extensive and well shaded, and the general surroundings are very attractive and beautiful. It is near enough to the city to share its advantages, and far enough removed to be clear of its temptations.

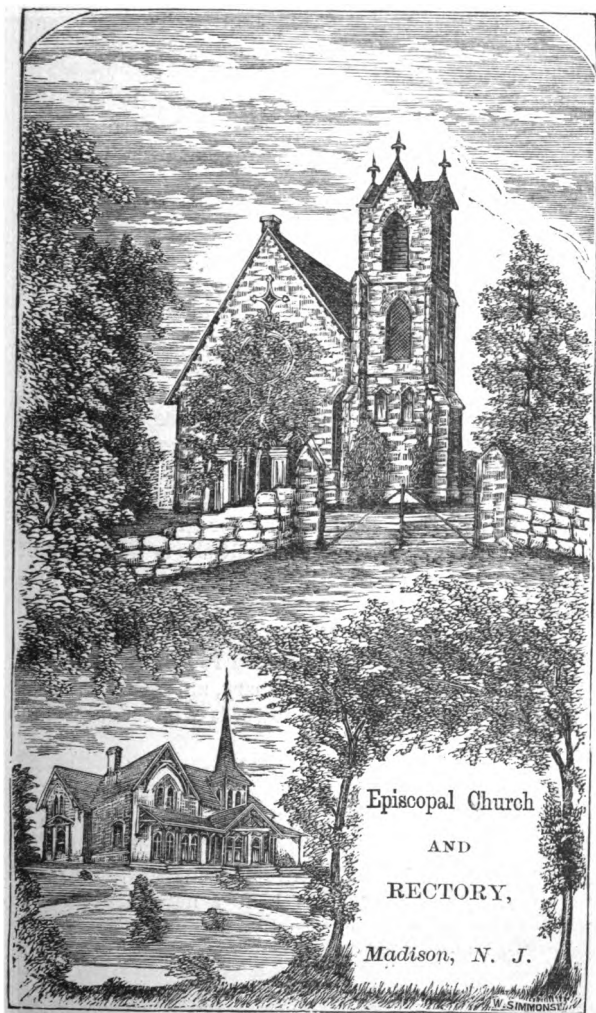


The seminary owes its existence to the munificence of Daniel Drew, who is too well known to need any biographical notice. Some seven hundred thousand dollars have been expended in the purchase of land, erection of buildings and in the endowment fund, and the success of the institution was thus ensured from the

start. The seminary proper occupies the Gibbons mansion, now called Mead Hall, a building one hundred by one hundred and fifty feet. Here are the recitation and lecture rooms and library, the latter containing about 20,000 volumes, with many ancient and rare works. Outside are several new buildings, including a dormitory and boarding house for the students, dwellings for



the professors etc. The institution was unfortunate in losing by death its first president, Rev. Dr. McClintock, and Rev. Dr. Nadal, Professor of Historical Theology. The second president Rev. Dr. Foster was elected a bishop. The present Faculty consists of Rev. Dr. Hurst, President; Dr. James Strong, Exegetical Theology;



Rev. Prof. Buttz, Biblical Greek and New Testament literature; Rev. Dr. Miley, Systematic Theology, and Rev. Prof. Whitney, Ancient Languages. The Seminary, which has a university charter, will extend its course of instruction gradually and proposes to shortly add the study of Arabic and Syriac and the modern languages. The number of students at the present time is about one hundred.

We are indebted to HARPER'S WEEKLY for the engravings illustrative of the entrance to the grounds, Mead Hall, and the house of President Hurst.

CLASSICAL ACADEMY.

Rev. Dr. James Shear, M. A. lately of Newark has established a boarding and day school here which promises in time to be an important educational institute. Dr. Shear has an extended reputation as a classical and mathematical scholar and he has a practical method of teaching which is productive of the most satisfactory results. His school numbers at present about thirty-five a part of whom are boarders.

Miss Davy has a school, mainly for girls and being a fine and appreciative scholar herself she is popular and successful. Some of the students at Vassar were prepared by Miss Davy,

Y. M. C. A.

The Association have very nice rooms close to the Depot, the nucleus of a good library, an excellent read-room and have done much towards winter entertainments.

CHURCHES.

Madison has one church each, Episcopal, Methodist Presbyterian and Catholic. The Presbyterian church is large and comfortable, but not as conveniently located as it might be and there is a movement toward a new building. The Methodists have a new structure of brick quite imposing externally, and interiorly of an ornate and almost elegant finish. It is nicely located



adjoining the Drew seminary. The Episcopal church is small, built of stone, and is one of the prettiest edifices in the country as the engraving will show. The Catholic church is a plain unpretentious edifice, well finished interiorly but is too small for even the present congregation.

There is no public hall in Madison, but for lectures and entertainments of a proper character the churches are open.

HOTELS.

Nothing. The old Waverly House was "floored" by Local Option, and has been sold for other purposes. The "Ridgedale" is a popular house, for summer boarders. Good board can also be had with most of the farmers.

It will exceedingly gratify New Yorkers to learn that the tax levy, averages one per cent on a valuation of property of about one half.

HISTORY AND ROMANCE.

Who it was that first scaled the hills, penetrated the forests, and looked down upon the beautiful valley of the Passaic we know not, but we presume many of them can still be found in the persons of their descendents who cling with such pertinacity to the ancient landmarks. And as the first settlers came about the year 1685, and as they and their children had and have an old fashioned prejudice against dying much short of a hundred years, it is comparatively easy, doubtless, for many to go back, through the traditions of the elders to the beginning. People ninety years of age and thereabouts are quite common.

The first comers were mainly from New England, and were attracted by the iron ore, by the favorable sites for water power, and the love of adventure. Later the French made an inroad, and the family names of Thebaud and Beauplant are still known and respected. There was a good deal of scattering among the pioneers. They seemed to wander in search of good locations, and, not dreaming of railroads, Whippany was settled before Madison, and the first church in Morris County was erected there. This was in 1718. It was not till 1749 that a church was commenced in Madison, and so sparse and poor were the people, it was not finished until 1765. Those who could afford it were allowed to put in pews for their own comfort.

In many maps still in existence, Madison is called "Bottle Hill." The origin of this cognomen is lost in tradition. Some think it a corruption of Battle Hill, and others, with whom we side, say that on the hill and opposite the Academy was an ancient hostlerie, and, sign painters being scarce a bottle was suspended by a string, as a convenient hint that entertainment was there to be had for man and beast. If the bottle has disappeared the whiskey has not, and there is more than one cider mill which has a still as an accessory. Madison is

however the hub of the wheel around which "local option laws" revolve; Chatham township being famous for its enactment under special legislative sanction of a no license law. The old fashioned country inn, is here a thing of the past.

On Lafayette's visit to this part of the country the entire town turned out to do him honor, and he was received with the usual amount of oratory and bad poetry. Here is a specimen verse :

**"The loss of our Washington, still we regret,
But almost behold him in thee, Lafayette,
And could his good spirit now look from the dead,
The Heavens would scarcely retain the blest shade,**

which isn't very complimentary to the "Heavens." Col. S. D. Hunting, one of the committee on the occasion, is still a resident of Madison and in business near the depot.

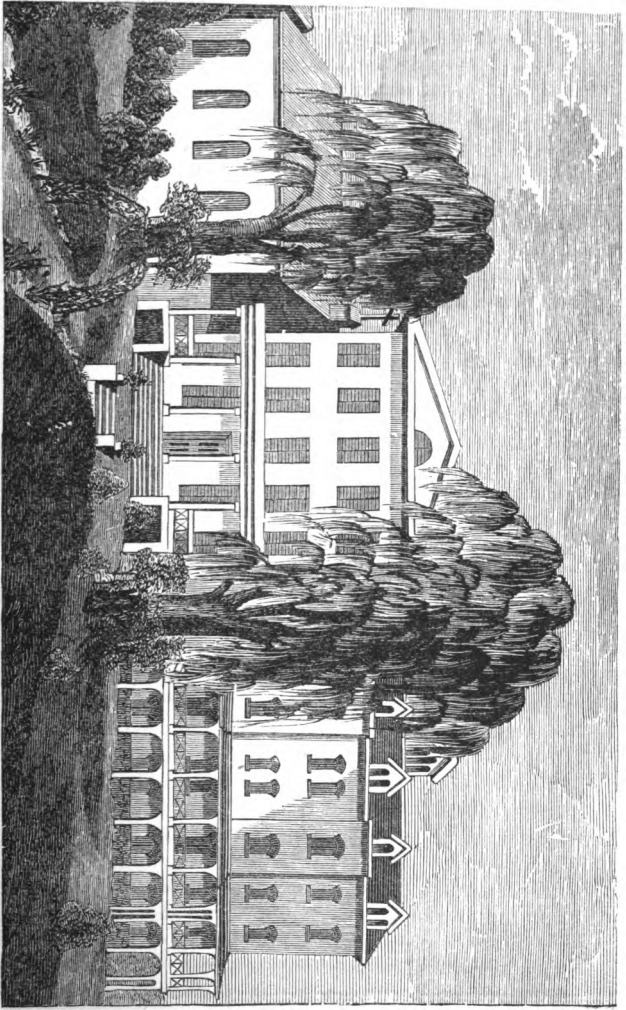


ST. ELIZABETH CONVENT STATION.*28½ miles from New York.*

One and a half miles from Madison we come to a station, small and pretty, but without other visible signs of human life. The rural surroundings are beautiful: the hills swell into mountains and the mountains fade away on the horizon. The forest is dense before us and we see but one winding road and that passes through it. That road however leads to one of the busiest places and the most populous for its size to be found, for there one of the societies of that industrious community, the Catholic Sisters of Charity, have a convent, and the said convent is an immense educational institute, where a hundred girls and about seventy boys are fitted to play their part upon the world's stage, and to make we would fain hope, a better part of the world's history hereafter.

There are two great buildings here, entirely distinct, each with its own dining rooms, dormitories and play grounds, besides a chapel, and the house of the Mother Superior where visitors are received.

The boy's academy is called St. Joseph's Preparatory Boarding School, and that for girls, St. Elizabeth's Academy. Both are under the general superintendence of the Mother Superior. Sister Xavier and the Sisters have the entire educational charge with the exception of instruction in dancing and partially in music. The school for boys being merely preparatory, they are not taken beyond the age of nine. They are taught all the elementary branches of an English education, with Latin, music, French, drawing &c, when required. With few exceptions the boys are all boarders; the yearly charge being \$205, with extra charges for the extra branches. In the case of young ladies we believe there are no restrictions as to age, and the course of instruction embraces all the branches usually considered as belonging to a polite education, and what that means we have not the space to set forth, and recommend



those who are of an enquiring mind to send for a circular. The terms are \$200 per annum. The complete course will cost about \$150 more, and that looks to us like a very small *quid pro quo*.

This institution is well worth a visit, (Thursday is visiting day). The Sisters in their quaint dress and sober black hoods, but with fresh blooming faces and bright eyes beneath, are often seen around Madison and on the cars. They number about forty-five, and we can vouch for the fact that the institution in its neatness and order is a marvel and a credit to the fraternity.

PART II.

FROM MORRISTOWN TO EASTON.

MORRISTOWN.

31 miles from New York. Population 7000.

A very limited view has the traveler of the capital of Morris County, passing it on the railroad as the train sweeps around the base of the hill on which the city is located. There are a number of good residences, with Washington's Head Quarters on one side and a neat Episcopal Church on the other, with several lumber yards in close proximity.

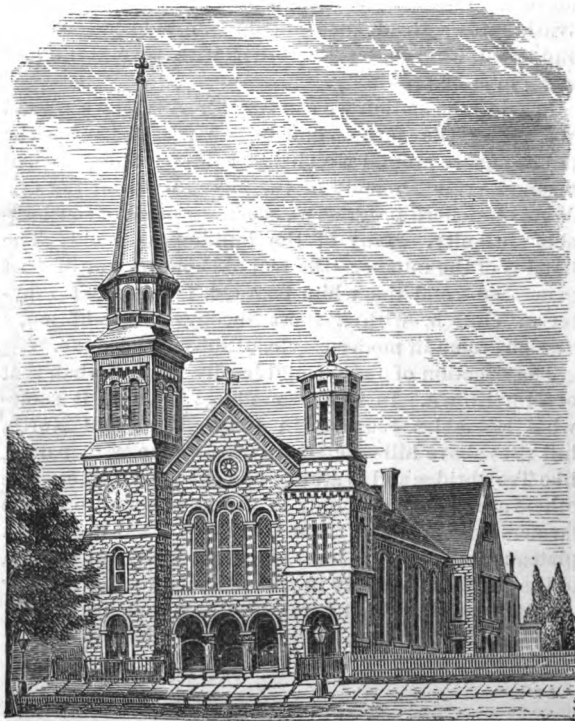
Leaving the station we can walk or ride as we please. We prefer the former, and in five minutes reach the public square around which are gathered the principal business establishments of the city. With all the evidence of modern progress we see it is a place of considerable antiquity. Many of the buildings are old. The hotel is of the number—the real old country inn of past generations, and the white boarded, tall spired, Presbyterian church, with a most incongruous addition, a Sessions room in modern style, of substantial stone.

The situation of a city could hardly be finer than that of Morristown. In its surroundings of hills it somewhat resembles Florence in Italy. West and North, hill rises above hill—Pelion on Ossa—some with names, like Trowbridge and Watnung and the Blue range, while others are to be found only in the nomenclature of the farmers who cultivate them. The city itself occupies a plateau, not entirely a level plain, but with just enough of the "rolling" quality to give variety to the scenery and afford architects of rural dwellings a chance to display their best points.

Many of these residences erected by New York business men are very elegant and with fine surroundings. Mr. Eddy, to whom we are indebted for the next engraving owns a house combining all the best features of a rural home. The entire business locality is around the square and comprises some large stores. The Court house is located here which will account for what appears to be an excessive number of lawyers. Mr. Vannetta is probably the best known from his long connection with the politics of the state.

CHURCHES AND SCHOOLS.

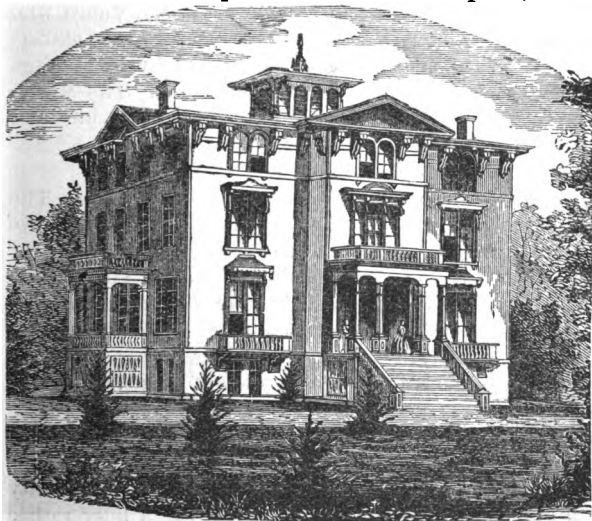
There are two Presbyterian, two Episcopal, one Metho-



dist and one Baptist Church here, and one congregation of colored people. The Methodist church is the finest in the State belonging to that denomination, if not the finest in the entire country. It owes its creation to the munificence of Hon. Geo, T. Cobb, late State Senator, whose death by a railroad accident will be remembered. His contribution amounted to upwards of eighty thousand dollars. We present an engraving. The church is built of the conglomerate or "pudding stone," found in the vicinity and the effect is very pleasing.

The same gentleman was a large contributor to the building of the new public school edifice which stands on Maple street, and which is in external symmetry and internal arrangements, a complete model of what a public school should be. It is built in the shape of a Greek cross.

There are several private schools in the place, and a



Young Ladies Seminary which takes rank with any in the State. The principal is Mr. C. G. Hazeltine. The course of instruction embraces all that the average young lady requires, the professors are the best that can be obtained and the building inside and out is elegant, convenient and comfortable.

FINANCIAL.

There are two National Banks located here, the First National and the Iron Bank. The latter occupies a new and quite elegant building near the public square, and its interior arrangements are convenient and in the most modern style. The Savings Bank enjoys a high degree of confidence as one of the best managed institutions of its class.

NEWSPAPERS.

Morristown has three weekly papers all well edited and handsomely supported. The oldest is the *Jerseyman*; Republican in politics, edited by Mr. Vance who is also postmaster. Next in age, but not second in ability, is the *True Democratic Banner*, edited by L. C. Vogt, whose sons are all chips of the old block. The *Morris County Republican* is but a child in years, but Mr. Lundy the editor knows how to hold his own.

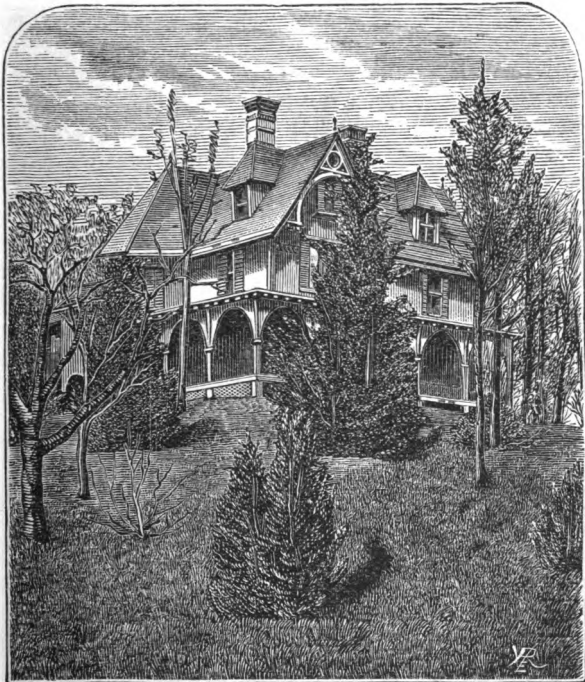
HOTELS.

Morristown has no strictly first class hotel. The *United States*, opposite the Park is the largest and the best patronized. The *Mansion House*, and the *Farmer's Hotel*, will be found good and comfortable. The *Duncan House* for private boarders is near the depot, and is quite fashionable. In the summer many of the largest private houses, including the *Young Ladies Seminary building*, are open for the reception of guests.

STREETS AND IMPROVEMENTS.

The finest street in Morristown and the only one of which we can afford special mention is *South Street*—one end of which is called *Washington*. In the vicinity of the park it is filled with stores and has a busy rather

than an elegant appearance, but further South there are many modern residences and two churches. Edgar F. Randolph has a fine residence here, also Mr. A. Mainard. South St. leads into Madison Avenue which promises in a short time to be the Fifth Avenue of Morristown. Here resides ex-Governor Randolph who is making many changes and improvements, and Gen.



Fitz John Porter who is at present superintending the erection of the new Asylum for the Insane. The residences on this Avenue are elegant and costly, and

present a variety of architectural designs which would be a long study for a student in that worthy profession.

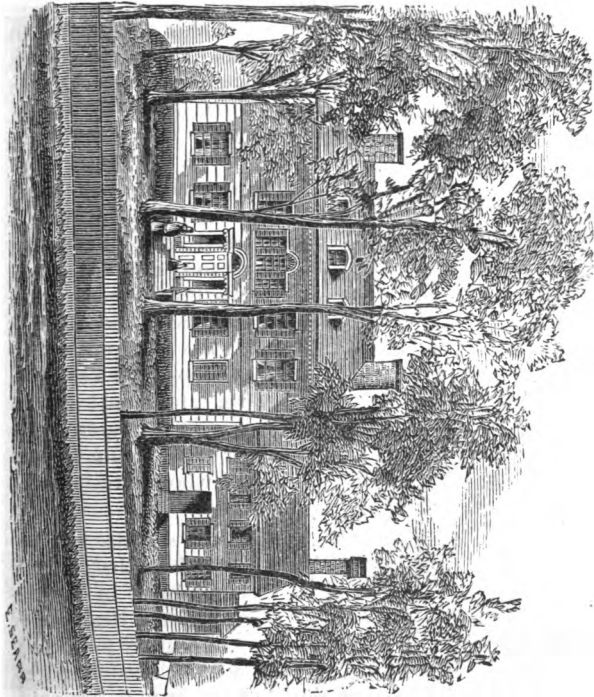
Aside from the Court House there are no Public buildings with any pretensions to architectural beauty, and in Morristown as in many other places, the main attraction is the fine residences of men of means, with all their surroundings of trees and gardens. Some of these are studies for an artist, for they frequently unite not only good taste in the buildings but many adjuncts such as a hillside an old forest, a lake, or groups of evergreens, which taken together make a harmonious picture. On p. 109, is a cottage, very beautifully situated on a hill commanding a full view of Morristown. F. G. Burnham Esq., is the owner and occupant. We regret we have not the room for others of which there are so many.

HISTORY AND ROMANCE.

The hills of Morristown were first invaded by the white men about the year 1700, but as no church was established until 1740, it might have been a few years later, or the first comers were mere isolated stragglers. In 1775, at the opening of the Revolutionary war the population was about 250. The first court house, a shingle edifice, was erected in 1755, a little south of the present United States Hotel.

The great hold of Morristown upon history is through the occupation of the place by Washington and the American army in 1777 and again in 1779-80. Those were perilous times, and Washington was fortunate in choosing for his winter headquarters a spot the mountains around which made an impregnable fortress. On his first visit he was quartered at the Freemasons tavern on the north side of the green, and here, it is said, he was initiated a Mason. In 1779-80 he located himself and his staff at the Ford mansion, yet standing near the railroad depot. This is one of the most remarkable of buildings for size and strength. Its solid oak timbers have grown more solid by time, and the rooms and hall

are noticeable for their size. The Headquarters were sold at auction a year ago and were purchased by several gentlemen, including ex-Governor Theo. F. Randolph,

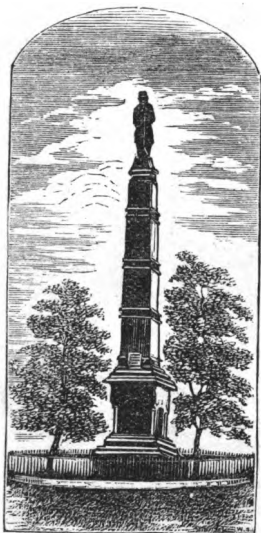


with the intention of, in some way, preserving the building as a patriotic memento of the Father of his country and the times that tried men's souls.

When this building was occupied by Washington it was owned by the widow of Col. Jacob Ford who was taken ill and died while in the service of his country. The grounds around were occupied by the General's

body guard who were protected in huts. At the west end of the house was a log cabin used as a kitchen, and at the east end, was another where were the offices of Washington, Hamilton and others.

Dr. Timothy Johnes was pastor of the Presbyterian church at that day, and it is related that Washington, at one time, partook of the communion there. Dr. Johnes died in 1794 at the age of seventy-eight, having been in the ministry fifty-four years.



Morristown was the head quarters for the enlistment of troops during the late war, and the sons of Morris County bore themselves so well that a monument has been erected to those who found a soldiers grave. It stands in the square, is of granite, and does great credit to the artist who is a resident of the city.

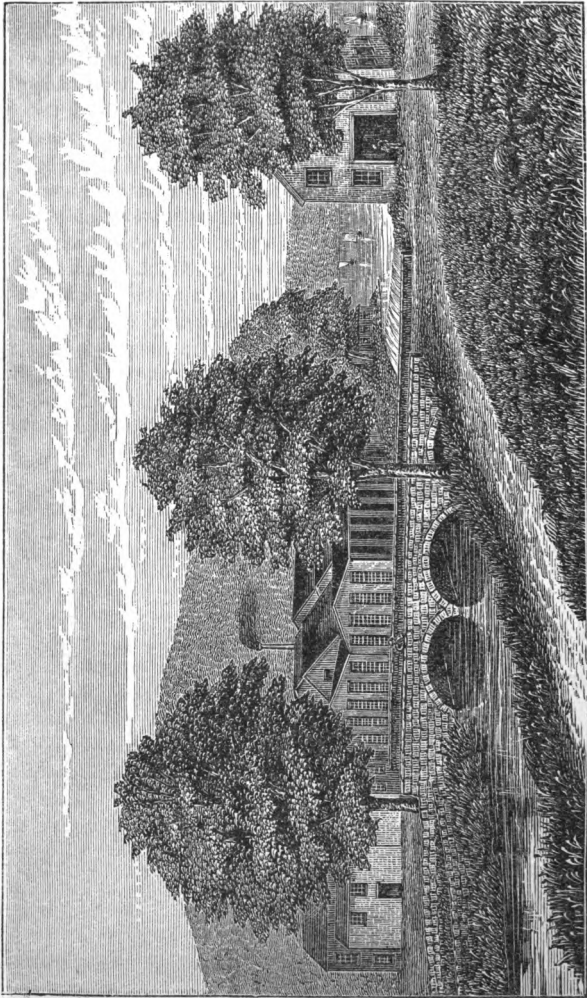
It will surprise our readers to hear that a book was published in Morristown towards the close of the last century for a copy of which one hundred dollars would be paid.

The story can be told in a few words and the mystery explained. People at that time were still largely affected by a belief in witchcraft and in "blue spirits and white, black spirits and gray." A story being credited that a large amount of money was buried at Schooley's mountain a rogue by the name of Rogers so played upon the popular credulity as to obtain con-

trol of about forty individuals who were not only robbed of their money, but for more than a year were put through a series of incantations and mystic juggleries of the most astonishing character, all being necessary according to Rogers to release the treasure from the grasp of the spirits who had it in charge. He assumed the character of a ghost himself successfully, but his deceptions were at last discovered by a woman, and Rogers fled from the indignation of those he had deceived. The book in which this narrative was given at length is out of print and the few copies in existence cannot be found. It contained the names of his victims, most of whom were members of the church. A later edition, without the names, may be found, although that is nearly out of the market.

SPEEDWELL IRON WORKS.

Our engraving shows the locality, and a part of the surrounding scenery of the Speedwell Iron Works, on one of the most beautiful sheets of water to be found anywhere in the world. These works were originally started by Judge Stephen Vail, whose son Judge George Vail now resides on one side of the lake near the works. Judge Vail the elder was largely interested in the Morse Telegraph, and some of the first machinery was made here. The business of the place, now mainly in the hands of Mr. I. Canfield, is the manufacture of the Bacon hoisting machinery, to be run by water, for mines and commercial uses, and of mill and other heavy work. The trade of the Company covers the United States, and a good portion of the civilized world.



MORRIS PLAINS.

33 miles from New York. Population 1,500.

Morris Plains is a convenient station for a number of scattered towns. Its post office town is Littleton one mile from the station. Parsippany, Troy and Whippany are centers of agricultural districts with some manufactures which have been noticed or will be, in the proper place. This section of the state has some peculiar features which are worthy of note, but which we cannot treat at length in a work of this kind. The plain was formerly called "Watnung," an Indian title given to a mountain a short distance directly north, and the plain is composed of sand and small stones, in some places one hundred feet deep. There is hardly a doubt that this sand is a drift from the mountains, deposited through many ages, and the rounded pebbles and stones show the action of water. Boulders are found on the north and north eastern edges of this formation. Trowbridge is another mountain to the south and here is a gorge through which runs a beautiful stream fed by springs from the Trowbridge and Watnung mountains. Several mills are located here. The view from Watnung mountain is too extensive for the unaided eye, but with the glass the ocean may be seen, with all that lies between. Game abounds. Several fine lakes offer excellent fish, while the crystal streams reward the skillful angler with trout. In the forests are found an occasional deer, with the fox, coon, and rabbit, and duck, partridge and woodcock. This entire region is celebrated for the purity of its water, and wells can be sunk and water obtained at a depth of twenty-five to thirty feet. Its reputation for healthfulness is without the slightest flaw, and an ardent lover of Nature, and of Nature as found just here writes:

"Situated just on the line between two great geological divisions of the State, with a comparatively level though pleasantly rolling country to the east and south,

and the highlands on the north and west, Morris Plains is one of the favored spots of the world."

STATE ASYLUM FOR THE INSANE.

The great advance in the population of New Jersey has led to an increase of the unfortunate, as well as of material prosperity, and as in all active communities there is a certain proportion of those afflicted with insanity, so it has come to pass that the old Asylum at Trenton has long been overcrowded. so much so indeed as to interfere very seriously with both the comfort and the restoration to health of the invalids. It was therefore determined a few years ago to build a new Asylum, and after much casting about for a site, four hundred acres of land were purchased at Morris Plains near Morristown, thus providing especially for the northern, as the Trenton Asylum will provide for the southern portion of the state. Immediate appropriations were made, and the work was commenced in 1872. The plans of the building as will be seen by the engraving are extensive and elaborate, and it is doubtful whether in any part of the world an Asylum can be found so completely covering all possible demands. The building is about six hundred feet long, and is so arranged that every room has its equal share of God's greatest earthly blessings, light and air. Each section has its own parlor, dining room and dormitories, and the patients are thus divided into families, making it easier for the physician and attendants to control them, and avoiding the ill effects of bringing too many distempered minds together. There are also separate yards and gardens.

The site for this building was felicitously chosen. The stone used is quarried on the land, and there is an abundance of clay from which brick are made. Pure spring water will supply the entire structure when completed. A branch railroad connects with the Morris and Essex, and all materials are brought direct to the ground. The Asylum as an architectural ornament

will speak for itself, and we express our acknowledgements for the electrotype plate from which the engraving is printed to the Honorable commissioners, Messrs. Francis S. Lathrop, Beach Vanderpool, Anthony Reckless, Samuel Leiby and F. F. Westcott.

General Fitz John Porter is the general superintendent.

DENVILLE.

39 miles from New York. Population 600.

We are now on the borders of that iron region which is rapidly adding wealth to the State and filling this section with hardy miners and citizens. Rockaway township in which Denville is situated is full of mountains and lakes, with names of geological or foreign derivation. Copperas Mountain, Iron Hill, Split Rock, Hibernia and Denmark are samples. If the curve is the line of beauty the little branch roads, following the bends of the streams, or the zig zags of the mountains, are the most beautiful in the world, for they are nothing but curves. The branch road for Boonton starts here, and those interested in that town will find it set forth in another chapter.

THE CAMP GROUND.

One mile east of Denville is the camp ground of the Methodist Conference, christened Camp Tabor. The lamented Geo. T. Cobb was the principal promoter of this enterprise, but lived only long enough to see it fairly started. It is situated on the side of a hill in a thick grove but the trees are not large. Quite a number of cottages have been erected, and other improvements inaugurated.

CHURCHES AND SCHOOLS.

Denville is decidedly a quiet place. It has one church—Methodist, and one district school. It boasts of no newspapers.

HOTELS.

The visitors to this region generally board with the

farmers, nearly all being willing to thus add to their incomes. There is one small hotel of the usual class.

ATTRACTIONS.

There is good fishing in the Sisco, Cranberry and Middle Ponds, and trout to be found in the brooks by those who have the patience to look for them, and the skill to catch them when found. Then there are mountains to climb and mines to disappear in, and those who fancy a free and easy life and no nonsense, will be perfectly satisfied with Denville and its vicinity.

ROCKAWAY.

41 miles from New York. Population 1,000.

This is one of the most important of the towns in the mining region of Rockaway township. It is on the river of same name and near the Morris canal. The railroads from the mines at Hibernia, and Hickory Hill and other places run from here, and of course the town is a noisy and busy one.

MANUFACTURES.

Aside from the saw mill and grist mill, the industry of the place is connected with iron, and there are foundries, rolling mills, puddling furnaces and forges. We do not know how many men are employed, but it would be safe to say that two thirds of the inhabitants are dependent upon the manufacturing industry of the place for a support.

CHURCHES AND SCHOOLS.

One Presbyterian and one Methodist church are the spiritual guides of the people, and a good public school serves the educational demand.

There is one hotel and good boarding houses.

The history of this region we shall write elsewhere

DOVER.

43 miles from New York. Population 3,500.

The Rockaway river, insignificant as it may appear to the passing traveler, plays a most important role in the machinery of commerce, and in building up the towns in this particular section of the State, Especially at Boonton and Dover is its value manifest. The sylvan stream that glitters among the trees, and sings songs to the mountain, is transformed into a very giant, and turns mill wheels and sets hammers to thundering and spins out iron into bars and sheets, as though such work was mere play, and then it goes on its way again rejoicingly, as such a useful, busy little river has a right to do. The situation of Dover, as may be seen at a glance is very picturesque. It is a basin surrounded by hills, and when we see so many machine shops and foundries we may be sure that iron is not far off. The Morris canal crosses the river here and adds to the busy appearance of the town. The main part of Dover is compactly built, and Blackwell St. has a thriving business appearance which a large city might be proud of.

MANUFACTURES.

Dover is the seat of various flourishing industries connected with the iron mines. Machinery and pig and bar iron are largely manufactured. The works of the Morris County Machine and Iron Company are very extensive, the principal buildings being of stone and iron. A. Elliot has a large foundry and machine shop and Overton Brothers, and Gage and Clark are in the same line of business. There is a steam saw mill and various other industries which we have not the space to record.

CHURCHES AND SCHOOLS.

The people of Dover must be flourishing, if we may judge by the way they are putting up new churches, or they have a commendable love for religion and are willing to make sacrifices. The Episcopal church and parsonage are in excellent taste, very pleasantly situated

and the church is large and neatly finished. The Catholics have just finished a sacred edifice at a cost of \$30,000, and the grounds are nicely laid out and attractive. Rev. P. C. McCarthy the pastor, is a man of noted energy and devotion. The Methodists too are not behind, and are about completing a beautiful edifice of blue stone with brick trimmings. It will be one of the most attractive buildings belonging to that denomination in the State. The Presbyterians have a good church and fine congregation. The public school is a frame building capable of holding twelve hundred children. It has excellent teachers under the capable management of Mr. Thurston.

HOTELS.

Dover being in a country famous for natural attractions as well as good hunting and fishing, has furnished the tourist with good hotels. The Jolly House, under the care of J. B. Jolly has a wide reputation for its table and other comforts. The Stickle House, kept by W. Jones is also well managed. The charges in both are moderate. Board can be had in private houses in town or country.

GENERAL IMPROVEMENTS.

The National Union Bank of Dover occupies a splendid building of brick and iron. It is heated throughout by steam and cost nearly \$50,000. The Post office is also located here. For this improvement the town is indebted to one of its enterprising citizens A. G. P. Segur. Many fine private residences will be noticed.

Mr. B. H. Vogt wields the editorial pen in the columns of the Iron Era, and makes a dashing, lively paper, and he has no competitor.

Dover is the terminus of some of the more important local trains and is the connecting point of the CHESTER BRANCH road.

DRAKESVILLE,

48 miles from New York. Population 350.

This is a station within about two miles of lake Hopatcong. It is the center of an agricultural community, has a grist and saw mill, but aside from the lakes and hills has no special attractions. Those who fancy a rough country, and want the exhilarating influences of mountain air will not be disappointed here.

STANHOPE.

53 miles from New York. Population 1,200.

More hills and rocks and a river to boot—the Musconetcong, and the ever present Morris canal. Stanhope is one of the iron centers and possesses one of the largest blast furnaces in the United States. A trip among the mines in the neighborhood will be found interesting.

Stanhope has a Methodist and a Presbyterian Church, and a good public school, but no newspaper.

The hotel kept by J. M. Knight we hear highly recommended both for excellent accommodations and reasonable charges. Budd's Lake is distant about three miles. We shall speak of it elsewhere.

WATERLOO.

56 miles from New York. Population 100.

Waterloo is just over the border in Sussex County, with the Musconetcong river and Morris canal and general surroundings similar to Stanhope. It has its own history and its hold upon the Revolution, and can show the curious traveler an old stone building in which arms were stored for the American troops in 1777. There is also a grave yard and evidence of former Indian occupation.

We are out of the iron country temporarily and find only the ordinary country mills. There was once a twine factory here but we believe it is closed.

One church—Methodist—and a fair public school are about the religious and educational advantages offered.

Waterloo is the point of junction of the Sussex railroad, and has stages for Allamuchy, Blairstown, Johnsonburg, Markbow and Paulina.

The Waterloo Hotel, offers good accommodation and a polite landlord.

HACKETTSTOWN.

60 miles from New York. Population 2,700.

At Hackettstown the railroad crosses the Musconetcong river, and enters Warren County, famous for its agricultural products. The town is in a picturesque position and its surroundings are almost grand. Schooley's Mountain which has an established reputation as a watering place rises before us at the left, Malvern Hill, aforesaid called Bucks. at the right, and in immediate proximity is a hill reserved expressly by mother Nature as the hill of knowledge, now crowned by the Methodists with a magnificent edifice of which we shall speak presently. Hackettstown itself is the city of the plain, and we hope it will sometime give birth to a poet to celebrate its rise, as Goldsmith immortalized another in its fall.

There are a number of small villages within a short distance, all more or less dependent on this road. There are a number of mines also, one or two of hematite ore, considered to be of extra value, and it is a place of considerable general trade. The

MANUFACTURES

are not extensive, but there are enough to employ a goodly number of hands. There are sash and blind factories, tanneries, foundries, saw mills and flour and feed mills. There are a large number of dairy farms, which turning out butter and cheese, may be fairly included under the above head.

CHURCHES AND SCHOOLS.

The following denominations have one church each; Presbyterian, Methodist, Episcopal, Catholic. There is a large public school and several private schools. The

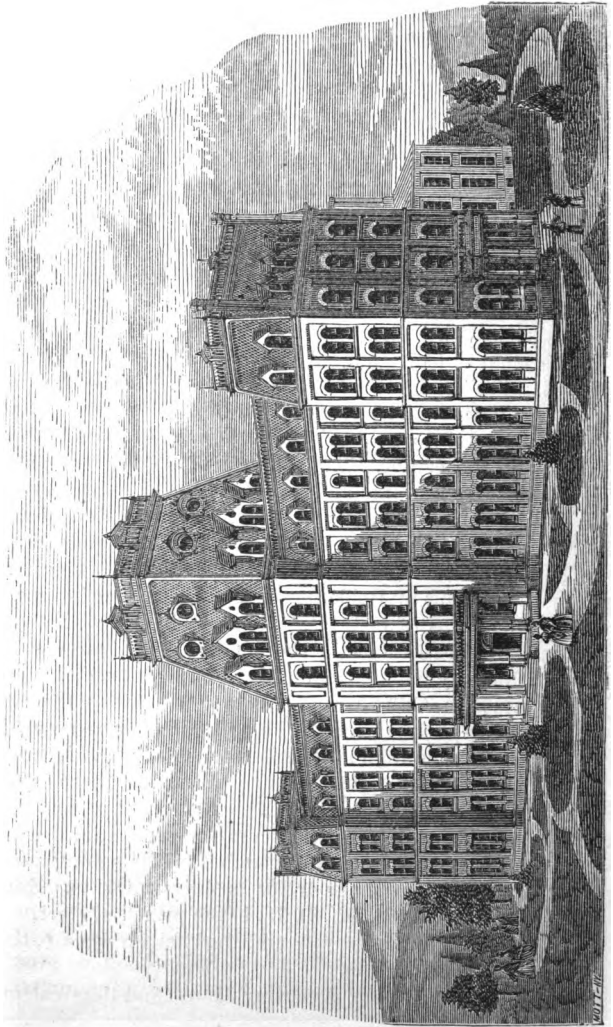
great feature of the place, when finished, will be the Methodist Seminary, of which Rev. J. M. Tuttle the financial agent of the institution kindly furnishes us the annexed engraving and also the following account.

CENTENARY COLLEGIATE INSTITUTE, OF THE NEWARK
CONFERENCE.

This princely building, an accurate view of which is given, was commenced after much deliberation by the Newark Annual Conference, and the corner stone was laid September 9th 1869. It is a massive structure, built of brick with stone trimmings, five stories high above basement and surmounted by a Mansard roof. In length it is 218 feet, depth of center 150 feet. The estimated cost \$150,000. The central Mansard forty feet square is divided into two society rooms, each 40 by 16 with a hall in the center. The number of rooms large and small is one hundred and seventy six. The chapel will seat four hundred or more. The location is splendid and the prospect in every direction grand and inspiring. The ground, ten acres in extent, and \$20,000, were given by the citizens of Hackettstown. It is designed to have a strong corps of instructors, to make it one of the best academic institutions in the land, and to increase its usefulness by having the terms as low as possible. The trustees are making arrangements to commence the fall term in September next. The place being so easy of access, the mountain air so salubrious, the water so pure and the literary advantages so promising, there is no doubt but the Seminary will be extensively patronized. Young ladies will receive a complete education in all the solid and ornamental branches, while young men will be fitted for college or for business pursuits. Rev. Geo. H. Whitney A. M., D. D., is the principal elect.

There is one newspaper published here, a weekly, the Hackettstown Gazette.

Two fair hotels, the American House and the Warren



House attend to the wants of the traveling public. The charges are moderate.

Hackettstown is more than a century old and the first church was built in 1763. It increased very slowly, however, and at the close of the Revolutionary war there were but ten dwellings in the place. It was named after one of the leading men in its early life, Mr. Samuel Hackett.

PORT MURRAY.

68 miles from New York, Population 150.

We are now in Warren county and with iron again in the hills around us. Point Hill is a ledge of rocks which can be seen for a long distance and the country generally is very uneven as may be seen by the deep cuts through which the railroad passes. The climate is rough in the winter but in summer the air is pure and bracing and the location is certainly very desirable for invalids.

The Musconetcong river furnishes power for a number of mills, but the manufactures are limited. Port Murray has a reputation among sportsmen. Trout and white fish are to be found in the streams and rabbits are abundant in the hills. It is even told us that a fox is occasionally unearthed, Point Hill being the rendezvous of the hunters.

There are Methodist, Baptist, and Presbyterian churches in the neighborhood, and a good public school.

The Port Murray Hotel is recommended as a good house.

WASHINGTON.

72 miles from New York. Population 2,700.

We find here a very pleasant and thriving town, at the foot of Pohatcong mountain and in an excellent agricultural region. The land is well watered and there are mines enough in the neighborhood to give employment to a foundry and to stimulate other indus-

tries. There are furniture and carriage manufactories; several grist mills and a tannery.

There is one Presbyterian and one Methodist Church, and public and private schools bearing a good reputation.

In hotels, the Washingtonians are fortunate. The Washington House is quite new, was built at a cost of \$40,000 and is one of the best houses in the State. The Union house is also a good hotel and is well patronized.

The Washington Star is a well conducted weekly paper.

About one mile distant on the Morris canal we find the flourishing village of PORT COLDEN, and the many points of interest in the neighborhood are an inducement for a sojourn of some days.

The broad guage road of the DELAWARE LACKAWANNA and WESTERN deflects here, and our further course towards Easton is solely on the narrow guage of the Morris and Essex division.

BROADWAY.

76 miles from New York. Population 100.

This is a small station on Pohatcong creek and at foot of the Pohatcong ridge. It has a church, post office, school house and a store or two; and being in a good farming district it sends grain, hay and other produce to market in considerable quantities. About two miles north Scott's mountain can be seen in the vicinity of which are several mica mines. NEW VILLAGE is a post office town lying between Broadway and Stewartsville, around which the Morris canal circulates.

STEWARTSVILLE.

80 miles from New York. Population 550.

A pleasant, busy, thriving village with a brook called Merritt's to furnish power, and an extensive tannery to use it. This establishment is worth a visit, both on account of its size and the perfection of its machinery. There is also a carriage manufactory here, with the

usual proportion of stores, blacksmiths, carpenters and masons. The Morris Canal runs through the upper part of the village. About one mile north is Scott's Mountain from the summit of which are very extensive views. The general aspect of the country is rough and hilly. Shortly after passing Stewartsville the road runs through a cut over seventy feet deep.

There are two churches in the place, a Presbyterian and a Lutheran, and there is a good district school.

The railroad crosses the canal one hundred yards from the depot.

PHILLIPSBURG.

84 miles from New York. Population 8,000.

We have reached the Delaware river and if we go across the bridge shall be in the good old Keystone State. In the consideration of this locality it is not easy to separate Phillipsburgh from Easton, so bound together are they by bridges and railroad tracks, so identified in business interests, and so geographically and topographically are they twin cities. So considering, we will incorporate them in one general local description.

Easton is at the confluence of the Lehigh with the Delaware, and Phillipsburgh occupies the hill on the opposite and Jersey side, rising from the river in a series of terraces, which, viewed from Easton, are exceedingly picturesque and remind us of some of the old country villages clinging to the mountain side as though it were that or nothing. The first terrace, and that some thirty feet above the river is a mere ledge, with a few buildings and the track of the Belvidere and Delaware railroad. Above, on a level with the railroad bridges and sixty feet above the river, are the principal depots and railroad shops and the business street. Above, perched upon the top of the hill, some at its very verge, are many private dwellings. The original Easton was located on the lowest point of land in the entire neigh-

borhood, just above high water mark indeed, and here is the most thickly settled part of the present city. This area of land however is so small that as soon as the town fairly made up its mind to grow, there was no resource but to grow and go over the hill immediately in the rear, giving a rather steep ascent to the streets, but giving, too, many glorious situations for public and private buildings. Looking over Easton from Phillipsburgh, the scene is extremely beautiful. We don't like to say sublime, but it comes very near it. There are mountains everywhere; mountains with fanciful names—Mount Parnassus, where the Iron Muse doubtless sings a song of coal and iron; Mount Ida; Washington; Lafayette; the latter crowned with one of the noblest colleges in the world. We wondered on looking at it, whether Cole in painting the Temple of Fame among the clouds, did not see this in his mind's eye. There are Taylor, Chestnut, Lehigh and a host of others. Standing here too, by the magnificent railroad bridges which cross the Delaware, we take a peep between mount Parnassus and Easton, of the lovely Lehigh Valley, through which winds the beautiful river and along whose banks runs the bellowing locomotives in search of coal, and insatiate mortals in search of money. Truly this scene with its mingled glories of mountain and sky, rock and river; with its compact little city, full of life and stirring bustle, is worthy of a better picture than we can draw, and a better pen than we can wield.

Phillipsburgh is in its own right an incorporated city, and is probably one of the greatest railroad centers in the world. The mineral wealth of the region, and the dense population that has grown up, has led to an eager competition for the carrying trade. There are five roads centering here: the DELAWARE LACKAWANNA and WESTERN, the New Jersey Central, the Pennsylvania, connecting with the Delaware and Belvidere, the Lehigh and Susquehanna and a branch of the Lehigh Valley

running to Amboy. This alone makes business for a town, as a large number of men are necessarily employed. The DELAWARE LACKAWANNA and WESTERN have repair shops here, and have on their roll about two hundred hands. All the coal transported by that company at this point, is from the Lehigh Valley and is carried as freight.

MANUFACTURES.

The multiplication of railroads has led to the increase of manufactures and Phillipsburgh in that line of business is particularly rich. A partial list will astonish some people who run through here, and think it is nothing but a railroad stopping place. There are located here, the Warren Foundry, making water and sewerage pipes, employing about 450 hands; the Andover Furnace, pig iron, 300 men; the Phillipsburgh Manufacturing Co., makers of iron bridges, 300 men; the Stove Foundry; 75 men. Then there are others, the number of hands employed not known, including the Delaware rolling mill making bar iron; the Agricultural Works making reapers, mowers &c., the Vulcan Iron Works, malleable iron castings; McCluse & Co., sheet iron imitation Russia; Tippet & Wood, makers of steam boilers &c. A large steam bakery is now being erected for making aerated bread.

CHURCHES.

The Catholics are erecting a magnificent stone church which will contain some large and very beautiful paintings done in fresco. Of Protestant churches there are, two Methodist, one each Presbyterian and Episcopal. The Public school is a just object of local pride, costing over 50,000. It covers all the grades of primary, grammar and high school. The principal is Mr. Brensinger, a graduate of Lafayette College.

MISCELLANEOUS.

Phillipsburg has a mayor and six aldermen and its tax is but one and a half. There is a steam fire engine

with a remarkably fine house. It has a good Bank of discount and a savings bank. Main street is well paved, and the stores are very respectable in size and in quality. The city has gas and water.

HOTELS.

The Columbia is a first class house, and can accommodate three hundred guests. The Lee House is also a good house which we cordially recommend to the traveling public.

HISTORY AND ROMANCE.

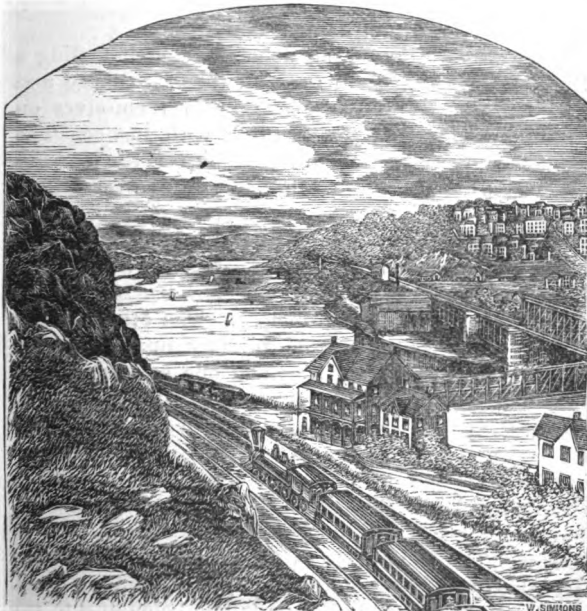
It is a subject of historic inquiry which was first occupied by white men, Phillipsburg or Easton, and also whether the first was named after a white Phillip or a red one, but we are inclined to accept the testimony in favor of the latter. The Indians themselves called it Chinktewunk. Flint arrow heads and various domestic implements used by Red men have been turned up by the plough. The first adventurers came somewhere about 1750 and were sent by that energetic and enterprising land speculator Wm. Penn, who honestly paid all he agreed to pay but who was never accused of paying too much. It is among the romances of Easton (as we look upon it,) that Easton went ahead of Phillipsburg on the account of being the happy possessor of a jail. Neither place increased rapidly for many years, and even the completion of the canal in 1832 did not give them much impetus. It was left to the railroads to infuse new blood into sluggish veins. The first road was completed in 1832 and to that and others finished since, is due the rapid increase and great prosperity of the two cities. The patriotism of this locality has never been questioned. The county of Northampton furnished its quota of men in the Revolutionary war, some of whom were in the battle of Long Island, and on other fields both of defeat and victory. A company was also raised here to assist in quelling the celebrated whiskey rebellion. During the late civil war it is too

well known how both New Jersey and Pennsylvania responded, to need any special mention from us.

EASTON, Pa.

85 miles from New York. Population 15,000.

We have described the situation of this busy little city in the account of Phillipsburg. It was laid out in 1750 under the direction of Wm. Penn, and was named Easton after the house of his father-in-law, Lord Pomfret. The lower part of the city was undoubtedly



under water at some period in the worlds history, as trees have been found at the depth of thirty feet.

MANUFACTURES.

The advantages of Easton with relation to the coal and iron regions are such that a large manufacturing industry has necessarily been created, while agriculture brings in a large trade and keeps a number of flour mills in operation. The industries are varied and are by no means confined to the products of iron. Rope, carriages, brick, soap, agricultural implements, are all found here, and many more. Alcohol is largely distilled. Bushkill creek on the north is valuable for its water power.

CHURCHES AND SCHOOLS.

There are churches of all denominations including a Hebrew Synagogue, and some of them are large and well finished. The Eastonians pride themselves on their schools, and we should think with justice. The money for their support is raised by tax, the amount received from the State being but little over \$2,000, while the city raised last year for that purpose 42,000. There are seven buildings, including a high school for both sexes. Latin, Greek, Mathematics and the Natural Sciences are taught here under five teachers. Mr. Weaver and Mr. Stultz are the principals. The other schools include all the grades from primary up. There are four schools of mixed grades and one colored school. It is very easy therefore for an ambitious scholar to mount the ladder of learning until he reaches Lafayette College, on the hill before him. Twenty two hundred scholars are enrolled, the average attendance being sixteen hundred. Between the schools and the college, however there seems to be a considerable vacancy in Easton. The Young Men's Christian Association are organized but have neither library nor reading room, and the only library in Easton is one belonging to the Public Schools, comprising about 5,000 volumes. It is free to the schools, the public paying an annual fee of \$2.00.

The Catholics support the public schools in Easton, in which the use of the Bible is discretionary with the teachers.

LAFAYETTE COLLEGE.

It is to the credit of the American people that such large amounts are being devoted yearly to educational purposes and that wealthy men give so freely to add to their attractions and efficiency. A. Pardee of Hazelton, Pennsylvania, is one of the benefactors of this institution, nearly half a million of dollars being devoted to the erection of a building and the organization of a scientific department. The edifice is one of the noblest ever devoted to that purpose, and it looms up on that classic hill, telling its story to all the world. The college in other respects is very complete, and it is not necessary for us to go into details. Rev. Wm. C. Cattell D. D., is the President. More than usual attention seems to be paid to the Bible in the original tongues. It is used regularly as a text book.

On the brow of College hill is a fine granite monument, erected by the Alumni association in memory of those students who "died for the Union." It is surmounted by the figure of a volunteer "at rest" and has the names of sixteen soldiers and the classes to which they belonged.

OPERA HOUSE AND BUSINESS COLLEGE.

Going up Northampton Street from the bridge, we come to a public square in which we find an artistic fountain. Passing around this and continuing up the same street we find ourselves surrounded with stores, and other evidences of prosperity, yet there is but one building that will attract marked attention, and this is an opera house erected by a wide awake genius, who, having made his fortune in trade is bound to make another by furnishing a home for the nine muses. With wise forethought however, and with the love of trade still clinging to his skirts, he has so arranged as to accommo-

date a small colony of business men. Two stores, a barber, a restaurant, and we know not what else beside, are domiciled there, and to crown all a business college of which we shall speak presently. The opera house itself is one of the prettiest and best managed places of amusement to be found anywhere. It holds sixteen hundred and the seats are all as comfortable and luxurious as those in the Academy of Music in New York. The nine muses are frescoed on the ceiling and the stage is well supplied with all concomitants of the art. Mr. Able, the proprietor runs no risk, the house being hired by traveling companies at so much per night.



THE BUSINESS COLLEGE.

On the top floor of the opera house, light, cheerful.

and with fine views from the windows is a genius of another character, a Mr. Thomas H. Stevens, who has probably fitted more young men, and we don't know but young women for business than any six teachers in the United States, and we who remember how hard it was to get a correct idea of debit and credit in the book-keeping of private schools, can appreciate the service Mr. Stevens is doing. Mr. Stevens teaches practically what other people teach only theoretically. His "Institution of Business and Finance," as he calls it, is the exemplification of how things should be done by doing them. If a young man has a fancy for the grocery business, he purchases a keg of butter or a hogshead of sugar, and goes through all the processes of buying and selling, entering, and paying for the same. There is a bank in a corner where money is taken and paid out, notes discounted, Bills of Exchange purchased, and thus the habit is acquired which in time renders any mental reference to technical knowledge unnecessary. Still, books are used as in other schools, for the education of many may be quite deficient, and Arithmetic, Grammar, and other studies come into play as a part of the course. The telegraph too is a favorite study and the click of the instrument has a very professional sound. We call attention to this Institute as being worthy of examination by all travelers, both for the ingenuity displayed and the benefits to be derived from it.

MISCELLANEOUS.

The Masons and other orders are all represented. The Banks have always maintained a high reputation, so much so, that on the re-charter of one in 1852, there was a public celebration. There is a very beautiful cemetery on Bushkill creek, where is a monument to Geo. Taylor, one of the signers of the Declaration of Independence.

Two daily papers supply the intellectual demands in that line. The Free Press, is a lively, intellectual sheet and is independent. The Express does duty for the

Republican party. There are a number of weekly papers and one in German.

The history of Easton is the history of individual effort. All the first comers were poor and they laid the foundation of a working community, which it is at the present day. The land as we have before stated was purchased of the Indians and a chief of one of the tribes, Teedyuscong by name, tells in history a very pitiful story of his wrongs. He did not understand surveying and the white men did, that is the difference.

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PART III.

BRANCH ROADS OF THE MORRIS AND ESSEX DIVISION.

BLOOMFIELD AND MONTCLAIR.

Those who study the map of this portion of New Jersey of which we are treating, will see that the mountain range dividing the Valley of the Passaic from Orange and Newark runs towards Paterson, and that the entire side facing south and east being favorable for settlement it would be impossible for the people to be accommodated by one road. The Morris and Essex in seeking a passage to the west, takes a turn south, thus affording accomodation to a very large number, taking in the whole extent of the mountain in that direction. To afford the same accomodation to the residents on the slope of the mountain, north, this Bloomfield and Montclair road was built. It has its own trains running ten trips daily each way, the time averaging about fifty-five minutes. The first stations on this road after leaving Roseville, which we have noticed elsewhere, are

WATSESSING, BLOOMFIELD, RIDGEWOOD.

14 miles from New York. Population 6,000.

Bloomfield is a town with three, depots in the order in which we have placed them. WATSESSING station being further from the mountain than the other, the ground is nearly a plain. BLOOMFIELD embraces both level and hilly ground. At RIDGEWOOD there is a ridge—as the name implies—on one side and the ground is still more irregular. The railroad here passes through a deep cut, the station being above on the ridge and the road is reached by stairs. The entire region is remarkably adapted to private residences, containing that diversity

which pleases the eye, without any difficulties which require much money and labor to overcome. The hills and the plains show many improvements, and there is room for many more. Land can yet be bought at reasonable prices, but as Bloomfield is destined to fall into the lap of Newark and form a part of the coming city, a constant advance may be looked for. Bloomfield is a township by itself. It includes no portion of First Mountain, Montclair being between. Belleville and Newark adjoin it on the east and East Orange on the south. The Morris canal passes through it, and streams from the mountain afford water power to several mills and factories. Bloomfield is not incorporated but as yet rejoices in a township government.

The roads are well laid out, but Bloomfield Avenue is the only one that is paved. Many of them have plank sidewalks. There is gas, furnished by the Bloomfield Gas Company, and good water can be had from wells although some prefer filtered cistern water.

MANUFACTURES.

This is quite a manufacturing town. On the Morris canal are an extensive flour mill, and a manufactory of wrapping paper. Peloubet Pelton & Co., the well known makers of parlor organs are established here. There are two rolling mills, of brass, and silver for plating purposes, a large mill for making cassimeres, several hat factories and various others.

CHURCHES AND SCHOOLS.

Bloomfield can boast of one of the most substantial churches in New Jersey and one of the most presentable, built more than three quarters of a century ago. It is of light sandstone and stands in the park. We shall refer to it again in the historic sketch. There are in all six churches; two Presbyterian, one Methodist, one Baptist, one Episcopalian and one German Lutheran. They are all comfortable but not artistically notable.

The new Public school is one of the features of the

place. It was erected at a cost of \$30,000; is brick, two stories, and has all the modern improvements. In tuition it covers all the grades from the primary department to a preparation for college. The principal is Mr. Root, and his school is to be commended for its architectural beauty and for the interior arrangements. Two other schools—primary—are under the charge of the Board, the total attendance of scholars averaging eight hundred. The teachers number sixteen, fourteen being ladies. The average pay to the latter is somewhat under \$500 per annum when it should be somewhat over.

A German Theological Seminary is located here and has an attendance of forty to fifty students. There is a young ladies seminary for day scholars kept by Mrs. Sibley.

There is no Young Men's Christian Association, but there is a prospect for a Library Association, and a new organization called the Mable, holds out a prospect of something good in the way of scientific studies and lectures.

LODGES.

There are lodges in Bloomfield of Masons, Odd Fellows, Sons of Temperance, American Mechanics and Hibernians. The Masons have a very handsome room.

HOTELS.

Archdeacon's hotel is one of the best country hotels in the state and is open summer and winter. The Park House is large and pleasantly situated but is only open in the summer.

NEWSPAPERS.

The Saturday Gazette is a capital weekly, W. P. Lyon proprietor and editor. It is well printed and covers a wide range of local and literary topics. The Bloomfield Record, owned and managed by Stephen M. Hulin is an independent live paper, and looks and reads as though it might live some time,

SUNDRIES.

Bloomfield owns no bank of discount, but a good Savings Institution, which proves here as elsewhere that people can earn more money than they spend.

Many of the private residences are notable; we have only room to name those of G.Oakes, J. O. Bartholomew, W. C. Ravenhill. Vice Chancellor Dodd resides here.

There is a very beautiful cemetery with some fine monuments, among others one to Wm. B. Bradbury the well remembered composer and piano manufacturer.

HISTORY AND ROMANCE.

We note an odd fact, that while the tendency of cities is to absorb their neighbors, Bloomfield, not long ago a part of Newark was set up for itself by legislative enactment. Its first settlers came from there, and were part of the stragglers or pioneers who went to Orange and formed the Mountain Society. Those who came here were no doubt attracted by the pleasantness of the situation and by the streams of water which put their mills in motion. We hear at an early date of a tannery, a feed mill, and grist mills. The original name of the place was Watsessing or Watsesson, The change to Bloomfield was made when the Presbyterian church was erected in 1776, both in honor of Gov. Bloomfield, and, it is shrewdly suspected, as an appeal to his liberality. The Governor contributed \$150,—and his lady a Bible. What was intended for the name of the church became the name of the place. The men of Watsessing during the Revolutionary war bore their share of the burthens, and the story is told that having suffered from the depredations of the British troops, a body under Captain John Kidney set out at night, surprised and captured : log house full of the red coats at Bergen heights, and carried them safely to Morristown. A settlement of Dutch was made not far from Bloomfield called Stone House Plains and some of their descendants may be found there still. The healthfulness of the place may

be seen in the longevity of many of the residents. Mr. Dodd a hale old gentleman who was a school boy in the eighteenth century, relates many interesting anecdotes of the building of the stone church and other matters. He informs us that the farmers wives raised their own flax, hatched it, cleaned it, spun it, and made their own family linen. The woolen clothes were also their own handiwork, the material being sent to the fulling mill to finish. The Dodds, Baldwins, Wards and Cranes of Bloomfield trace their pedigree back to the honorable men whose wives were not ashamed to spin and weave and cut and sew the garments for their households.

A branch of the Midland road is building running through Bloomfield to Orange. There is a station of the Midland road now but not very convenient.

MONTCCLAIR.

15 miles from New York. - Population 3,500.

Here we run into the mountain again and the road comes to an end. Those who wish to go further can do so by stage or private conveyance.

Montclair has perhaps as great a variety of surface as any town the State. The mountain is built upon to its summit, the tide of travel running fairly over to the other side, gathering in Vernon Valley, and Verona, and thence over Second mountain, where we find the pretty town of Caldwell of which we shall speak presently. Then there are a number of ridges which have afforded beautiful sites for building, while a plain, almost as level as a floor, has been largely built upon by many who do not fancy hill climbing. The improvements made and in contemplation prove that men of means and of true enterprise have planted themselves here, and the future of Montclair is settled beyond the possibility of a doubt. It has two Post-offices, the second being at Upper Montclair.

The government is that of the township. Formerly Montclair was known as West Bloomfield, but about six

142 *Branch Roads of the Morris and Essex Division.*

years ago it was set off as a township by itself under its present name. Its northern line is on Passaic County; its western boundary the summit of First mountain and its southern Llewellyn Park. The Midland road has a station at Montclair, running thence north to Pompton Plains. The healthfulness of the town is beyond all question. A case of chills and fever has never been known.

PUBLIC IMPROVEMENTS.

The roads and streets of Montclair are worthy of all commendation. Bloomfield Avenue crossing the mountains to Caldwell is 80 feet wide with 12 feet side walks. It is paved with Telford from the Newark line, and will be continued to Pine Brook making a driving Boulevard of great extent and affording every variety of scenery. On the lower part of this Avenue are the principal business stores. Mountain Avenue is a road where the



private residences command superb views and where the improvements are notable. Mr. W. H. Paine has a magnificent stone mansion, and his grounds of fifteen acres are laid out to match. J. C. Brantigan, J. R. Thompson, Robert M. Henry and others have beautiful residences. On another fashionable location are more architectural and florticultural gems, one of which we set forth, the residence of Mr. Samuel Wild. On Orange and Park avenue Mr. S. W. Casey has a residence which is worth visiting as a modle of correct art. Valley Road and Park Street and other streets have their separate attractions, and among many residences showing varied but artistic combinations we would particularly note those of W. H. Power, D. T. Warren, P. H. VanRiper W. A. Lorrey and Theo. M. Morgan. Mr. Samuel Torrey has a fine house on top of First mountain which is visible for a long distance. Gas has been introduced from the Bloomfield Gas Works and pipes will eventually be laid in all the principal streets. The water is from cisterns, wells and running springs, and is abundant.

CHURCHES AND SCHOOLS.

There are six churches in Montclair. The Congregational perhaps takes the lead in numbers and in the size and elegance of its building. It is of Ohio stone with stained glass windows and elegant interior finish. It stands on a ridge and can be seen for several miles. The Protestant Episcopal church is also of stone quarried in the neighborhood and is Gothic and very neat and architecturally perfect. The Presbyterian church is a substantial building of brown stone, with a new and elegant parsonage occupied by Dr. Berry. The Methodists have a large frame building roomy and comfortable. The Unitarian society have no edifice but meet in Watchung Hall. Dr. Harrison their pastor is we are told very popular. The Catholics have a good but not large church, and their priest is Dr. Joslyn a convert from Protestantism.

144 *Branch Roads of the Morris and Essex Division.*

The Montclairites are very proud of their public school, and insist that it is the best in the state. The building has been enlarged twice, is of two stories with all the modern improvements, including an indoor gymnasium for rainy days. There are eight teachers, the Principal being John R. Gross, and we are told that the lady teachers receive fair pay, which we are heartily glad to hear. The Rev. Mr. Rodman has a day and boarding school which is popular and successful. Miss Jane Taylor has kept a primary school for a number of years and is highly appreciated. The

Y. M. C. A.

have rooms in Jacobus building where there is a library and reading room. There is also a circulating library.

HOTELS.

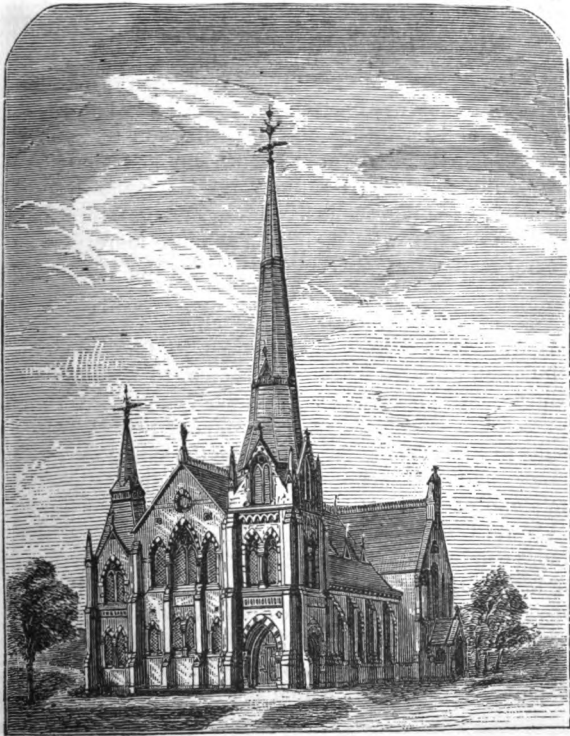
The Mountain House on summit of first mountain is a popular resort in the summer on account of its fine views and bracing air, and is well kept. The Mountain hotel in the town is a good old fashioned country inn. Several boarding houses may almost rank as hotels, including the Hill Side House and Alta Vista, formerly the residence of Mr. Hening.

The only paper published here is the Montclair Herald, a monthly issued by Messrs. Clark & Sturges.

Taking it altogether, then, this branch road is quite a pearl among railroads, opening as it does a charming country in close connection with Newark and New York. Property of a very desirable character is high, compared with what it was some years ago, but it will be no lower, on the contrary it must constantly increase in value. The taxes are about 2 per cent on low valuation.

CALDWELL is a town and a township on the westerly side of Second Mountain, the Essex county turnpike running through it, and has communication with Montclair by stage. It is a singular out of the way place yet very pleasant when once there. The view towards the

west and the north is exceedingly fine and the west and the north winds in winter are exceedingly cold. Caldwell was settled sometime during the last century and the first church was, as usual in Jersey towns, the First Presbyterian. On its site there is now erecting and nearly finished one of the most beautiful and commodious churches in the State, the style being in the English Gothic of the 15th century. In addition to this church there are an Episcopal, a Methodist, a Presbyterian and a Baptist, the latter worshiping in the parsonage.



There is a public school and several private schools; two hotels, summer boarding houses and a tobacco factory. There are a number of New Yorkers living there and occupying very elegant houses. Thomas E Small is one of the number, and his house and the summit is very conspicuous Caldwell is the site of the Essex County Penitentiary and Reform School.

WEST LINE ROAD.

This road is not properly a branch of the Delaware, Lackawanna and Western, nor even a feeder, but is intended to be an independent line. It has been in trouble however from its very beginning, and has depended on the D. L. & W. for motive power to SUMMIT, whence the train is drawn by its own locomotive. At the present writing the road is in the hands of a receiver, and its future destiny will soon be decided. The principal towns at present supplied by it, are NEW PROVIDENCE, STIRLING, and BASKING RIDGEE the first in Union county, the second in Morris, the third in Somerset. We give a glimpse merely at the general features of this road, through the village of STIRLING.

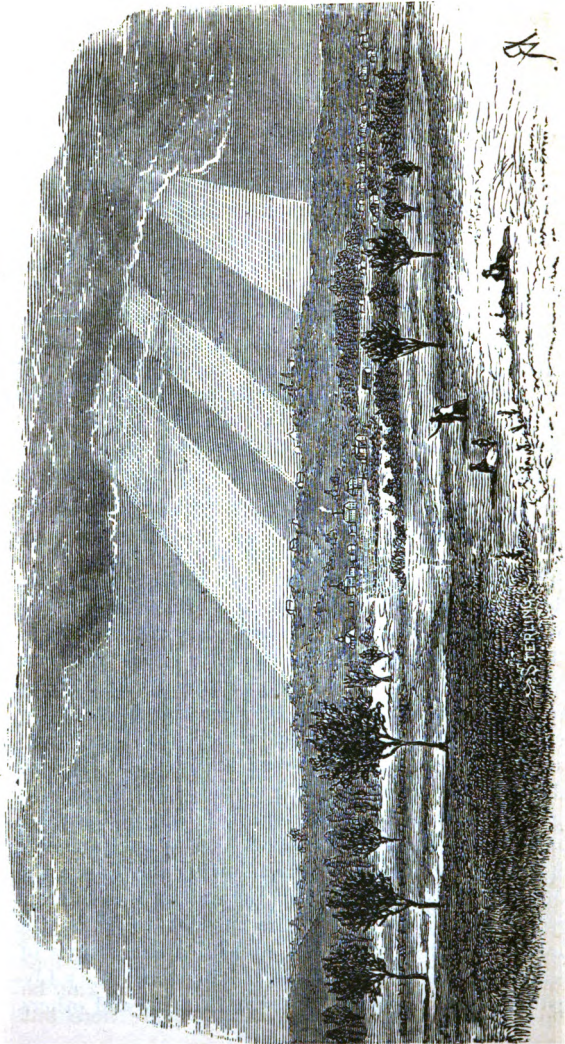
29 miles from New York.

This is a new creation and owes its fast increasing population and growing importance to a number of wealthy citizens of New York, who, enchanted themselves with the country, have offered liberal inducements to the world at large to come there and settle. It is indeed a very charming place. It occupies a part of the slope of Long Hill and the plain which stretches out toward the Passaic river. The hill itself by easy grades conducts us to a number of plateaus, each offering beautiful sites for dwellings, and each with its own special view. Here are already erected a number of residences and others are to follow, with a summer boarding house, a church, a school, stores, etc. From the summit of the hill which is of very easy ascent is

one of the finest prospects imaginable. The ridge on which we stand separates two valleys; on one side we look over the valley of the Passaic to the hills, beyond which are the populous towns on the Central road. On the other side we see the hills of Morristown and all the little towns that lie in that direction. South we have the hills of Somerset and Hunterdon, and North we have the Short hills and Second mountain. Stirling is finely located in many respects. There are springs of water gushing translucent from the earth, and more can be found with almost as little labor as Moses employed in producing water from the rock. It is pleasantly sheltered from the North winds, and enjoys the full radiance of the sun. The soil is fertile, and the roads good with many a romantic spot to visit. The inducements to actual settlers are such that as soon as the road question is settled we look for a very rapid development. We present a beautiful picture of Stirling on the opposite page.

A BIT OF HISTORY.

Stirling takes its name from Lord Stirling who once resided in this neighborhood and whose services in the Revolution are well known. Several encounters of British and American troops during that war have made this quite a classic neighborhood. In 1762 an agreement was entered into between the West Jersey Society and Lord Stirling by which the latter purchased 589 acres of land between Stirling and Basking Ridge, the document reading as follows: "Lord Stirling may have his proportion of the Baskinridgo Lands in such situation as he best likes to accommodate himself for a House and farm, allowing the Estate the Value that may be put on it by any two indifferent persons appointed by all the parties to value the whole." To this paper are appended the names of Susanna Alexandre; P. V. B. Livingston, Mary Livingston, John Stevens, Elizabeth Stevens and others.



The amount paid was £1314 17 4. in New Jersey money.
Cheap.

CHESTER BRANCH RAILROAD.

At Dover a branch road diverges, built, doubtless, more for the accommodation of miners and the profit on the transportation of ore than for the sake of the local travel. The road passes through a country where there are many good farms, as at

M'CAINSVILLE AND SUCCASUNNY PLAINS,

where the land is fertile and well watered, and where there are pleasant settlements of old fashioned people, with a Presbyterian and Methodist Church and a good district school; but from PORT ORAM to CHESTER wherever there is a hill, there is a mine, and the tinge of iron is on the names of places. *Ferromonte* we presume means Iron mountain, while *Ironta* speaks for itself. To several of these mines short roads run for the ore products, and in the neighborhood of most of them a school house is to be found. The road passes partly through three townships, Roxbury, Randolph and Chester, and terminates at

CHESTER STATION,

40 miles from New York. Population 1000.

The village of Chester is one mile from the station. Two Churches, Presbyterian and Congregational and a district school are found here, and a Young Ladies' Institute one of the best in the state, says one who knows.

The manufactures are limited to a foundry and plow works, and those minor industries to be found in all country villages.

The Chester Hotel is a very respectable house and the terms are moderate.

The scenery around Chester is worth a visit. Black River, a branch of the Lamington which empties into the Raritan, runs past the station and the excursions among the iron mines are numerous. Trout can be found in the many sylvan brooks. We are here but

five miles from Schooley's mountain, but there are others quite near and of very respectable attributes. Among them is Seward's hill, said by some to be the highest point in the state. From its summit there is an extensive view, embracing Summerville, Peacock Park and many other places.

Chester has one of the oldest forges in the state, not at present in operation.

SUSSEX RAILROAD.

The Sussex railroad is under separate control from the Delaware, Lackawanna and Western, but as it depends wholly on the latter for its business and traveling facilities outside of Sussex County, it is proper to include it in our list of branch roads. We shall, however, speak mainly of the county and of Newton the county seat, without taking up the other stations in regular series.

Sussex is one of the most remarkable counties in New Jersey, and the time will come, and that soon, when it will be a favorite resort for tourists, geologists and mineralogists. The most northern and western county of the State, it partakes of the characteristic features of New York and Pennsylvania, while it has distinctive traits of its own which strongly recommend it to attention. The Blue or Kitatinny Mountains run in almost a straight line in the west, while it has many isolated hills and picturesque groups which diversify the landscape but have no claim to the paternity of any particular range. Some of these bear singular titles showing a striking originality which it would be well if some of the christeners of Jersey towns would imitate. Among them we find "Pimple Hills;" "Pockhuck Mountain;" "Pompey Ridge;" "Wolfpit Hill;" "Briarridge;" and the "Wall Kill mountains."

So is Sussex particularly rich in lakes, although the owners with singular modesty call them "ponds." We would inform them if they wish to get fashionable people out there, it will never do to call a sheet of water

three miles long and a mile wide a "pond." It would be difficult to properly set forth the beauty of these crystal gems, or the attractions they offer to the lovers of fishing. The largest of these lakes are Swartswood's, four miles from Newton; Culver's and Long Pond, three miles from Branchville, and Morris Pond in the Wall Kill mountains. Lake Hopatcong forms part of the boundary of Sussex in the south-east, but that we have treated of elsewhere.

The map of Sussex is threaded with streams of living water, some running into the lakes and some out of them, but the country must have been settled by the Dutch, for many of the rivers are called "Kills," while one has the euphonious cognomen of "Lubbers' Run."

Sussex unites two important industries, agriculture and mining, the latter being principally of iron and zinc, while slate and building stone are quarried largely, but the cultivation of the soil has been its greatest source of profit, and it has in its thriving towns and accumulated wealth the best answer to the question, can farming be made to pay? It has paid here, assuredly, and Sussex can pride itself on being not only one of the most flourishing counties of the State, but one of the most intelligent and orderly. With this general introduction we now specially introduce the reader to

NEWTON.

66 miles from New York. Population 3,000.

The capital of Sussex County is the center of a beautiful rolling and fertile country, on a branch of Paulin's Kill, and is by actual survey 645 feet above tide water. The formation is both slate and limestone, and the water is therefore soft and hard, but the former being abundant none need drink the latter unless they choose. The elevation of the country is evident from one of its natural features. At Sparta, six miles from Newton, four streams take their rise, one finding its way to the

Hudson, another to Newark Bay, and two to the Delaware.

The manufactures are limited, the iron and zinc ores being transplanted elsewhere for smelting and Newton depends very largely on the farming interest for its support. The largest factory in the town is that of H. W. Merriam where one hundred and fifty men are employed in making shoes.

CHURCHES AND SCHOOLS.

The Episcopal church stands first as a beautiful model of ecclesiastical architecture. It is Gothic, with walls of blue limestone, hammer dressed, and stained glass windows. More pretentious towns than Newton might copy this church to advantage. The Presbyterian church is of same material, but after a more angular and severe style of simplicity. It is a picture of the plain and substantial people of Sussex County and its spire towering up one hundred and eighty feet from the ground is noble and imposing. The Methodists have a substantial brick building with a square tower which holds the town clock. The Baptist church is of wood and a neat, pleasant place of worship. If it cannot lay claim to architectural glories it can to antiquity, being the oldest church in the place. The Catholics have a neat and quiet pretty Gothic edifice of brick, and we understand that it was in part built by contributions of Protestants. If that is so Sussex is approaching the Millennium, when the lion and the lamb, &c.—our readers know the rest.

In schools Newton takes rank with any town in the State, and the good effects of the schools are seen in various things, especially in the splendid support given to the local papers. The public school is a fine structure of brick with limestone trimmings and corners, and cost \$45,000. It has all the various grades and is in charge of industrious and accomplished teachers. The upper story is a public hall and has seats for one thou-

sand people. There is a Collegiate Institute with accommodations for fifty boarding scholars, and its reputation is so good that the accommodations are to be increased. It occupies a commanding position above the town. There is also a private school of which Miss McCarter is principal, and which is very popular with the citizens.



Mr. A. L. Dennis, a wealthy gentleman of Newark but largely interested in Sussex, presented to the town of Newton one of its finest structures. It is built of brick with limestone trimmings, and would be an ornament anywhere. The library contains about 3,000 well selected books, and has a fine reading-room. The cost of the building was \$30,000.

The Y. M. C. Association have a reading-room and library, and do a great deal toward making the place popular especially with lectures during the winter.

A. L. Dennis Esq., through whose liberality this Library building was erected is about as well known in New Jersey as any man in it. He has been an active railroad man, and Sussex being his native county it is but natural he should feel a large interest in the extension of roads through that and other counties bordering on the Delaware. For many years he has been the President of the New Jersey Railroad and Transportation Company, and is now a director in the Delaware, Lackawanna and Western, and he is the controlling spirit in the Poughkeepsie Bridge enterprise, which, making as it will a route for New England, is watched with both eager and anxious eyes. Mr. Dennis laid the basis of his fortune in trade, and, was largely engaged in the importation of bookbinders leather, but his fortune has been increased since by judicious investments. He is noted for many acts of liberality, and has never forgotten his native town. His brother, Martin R. Dennis the bookseller of Newark, owns a beautiful country-seat a few miles from Newton, at Stillwater, called "Bonny Brook." There are springs of water here, giving the place its name, we presume, which are worth a long visit to see.

PLACES OF NOTE.

We could write a volume on the glories and attractions of Sussex County, but we cannot do it within a page. We must be satisfied with a mere reference to a few. We have not mentioned the fact before, that some of the ponds are called white from their clearness and the small shells which line them. SPARTA of which we have made casual mention is a very interesting place. Its classic name is well deserved by its romantic location, and tourists who turn from the beaten line of travel thitherward will not be disappointed. Its summit gives

home views of Newton and Augusta, with the pass over the Blue Mountains, and distant but distinct views of Delaware Water Gap, Wind Gap, and the mountains of Pennsylvania and New York. There are incipient watering places among the hills and lakes of Sussex which must in time become famous places of resort; places where land can now be bought for a mere song, compared with what it will then be worth. Among these is SWARTSWOOD, five miles from Newton where is a beautiful sheet of water, with hunting, fishing and a good appetite to be had for nothing. Here is an excellent hotel which we cordially recommend. Sly people, who know what is good, but don't tell every body else, have found it out and to such an extent that this season it will be enlarged and improved. HAMBURGH is another choice location, but much in need of a large boarding house or summer hotel; indeed, the need in Sussex is of a greater supply of generously kept tables for the benefit of travelers.

VOX POPULI.

The people are heard and instructed through three journals published in Newton; the Sussex Register, R. F. Goodman, editor, Republican; the New Jersey Herald, Thomas G. Bunnell, editor, Democratic; and the Newton Advertiser, W. T. Mattison, editor, Independent. It is a fact well worth mentioning that the papers of Sussex are splendidly made up in original and selected matter, and that they have the best circulation of any weeklies in the State, with possibly one or two exceptions.

PRIVATE IMPROVEMENTS AND DISTINGUISHED MEN.

The value of Newton as a sanitarium, and its attractions, generally, may be seen in the number of fine residences in and around it, and Sussex has given birth to a number of eminent men, while others have sought it as a sort of Beulah. Among the finest houses are those of Hon. Robert Hamilton, Hon. E. C. Moore, Dr. F. Smith, Joseph Coult, O. P. Woodford, Jacob L. Swayze.

Mr. John A. Horton occupies a conspicuous position on the heights north of the town, and on the south is the noble residence built by Col. Wm. Babbitt. We find also among the sons of Sussex, real or adopted, Judges Anderson and Stiff of the court of Common Pleas; Ex-Judge Martin Ryerson, and the Secretary of State Henry A. Kelsey.

DRIVES AND VIEWS.

There are some people, who, when they go among the mountains anywhere, are very fond of calling it a "Switzerland," and Sussex has not escaped. The difference between the two is just the difference between beauty and grandeur. Those who seek the hill-tops around Newton and look upon the fair land before them will instinctively say, beautiful! The Blue ridge looms finely up in the west, and Sparta in the east. The drives over the hard slate roads are exceedingly agreeable and picturesque. There are iron and zinc mines within sight and reach, and many hours can be profitably spent in investigating their mysteries.

HOTELS AND BOARDING HOUSES.

As we are not writing in any one's individual interest, we neither know which are the best hotels or how to direct travelers. There are five hotels in Newton, all, we understand, well kept and comfortable. They take both transient and permanent boarders. The farmers in the vicinity are also accommodating, and those who wish to spend the summer can no doubt be suited among them. If any further information is desired we do not know what better to do than to recommend inquirers to call on Mr. W. R. Mattison, the postmaster, who being a popular and agreeable gentleman will politely answer all questions that may be propounded.

BUSINESS AND FINANCE.

The government of Newton is that of a township, but with more than usual powers and authority, and Newton is just far enough from any large city to be a

regular metropolis. That it is so, is evident from the large and fine stores, numerous hotels and the daily evidences of a large and flourishing business. The stocks are good and varied, and the proprietors courteous. Newton has two banks and two insurance companies, all well managed, safe and profitable institutions. Spring street is the principal thoroughfare.

MISCELLANEOUS.

Newton is proud of her gas-works, and the streets and dwellings are thus lighted. The town has assessable property to the amount of \$2,027,400. The new brick depot will attract the attention of travelers. The only drawback to the place of which we have positive knowledge is, that it holds eleven lawyers. Luckily it has an antidote in nine clergymen.

ANDOVER, FRANKLIN FURNACE, BRANCHVILLE.

There are a number of stations on the Sussex road, but none of them of great importance aside from Newton. Most of them are in the neighborhood of valuable mines. ANDOVER, a post office town midway between Newton and Waterloo is situated in a fertile valley. Iron mines and limestone quarries are close at hand. The population is about 300. A branch of the Pequest river runs by the place. FRANKLIN FURNACE at the junction of the Sussex and New Jersey Midland roads is noted for its mines of iron and zinc, and is a very interesting locality to mineralogists. The Franklin Iron Co., have large works here in successful operation. The New Jersey Zinc Co., and the Passaic Zinc Co., obtain their ores here. The population is about 500. In passing up this road we find the post-office towns of LAFAYETTE, MONROE, and AUGUSTA, with churches and school-houses and abundant evidences of prosperous communities. BRANCHVILLE, at the terminus of this branch of the Sussex road is eleven miles from Newton and a place of considerable business importance connected with the mining interest.

HISTORY AND ROMANCE.

We have no doubt that it has seemed wonderful to many people, as it has to us, that these sections of the State should have been long settled. Where did people come from? How did they get here? are uniform questions. They did not come for the want of room elsewhere, and what were the inducements to stray so far away from the central heart which could hardly send forth any warm pulsations to its members in the wilderness? These are questions rather for the philosopher than the historian. We only know the fact that people did find their way to Sussex county as early as 1,700. Some were from Connecticut, and some were Germans, and the first comers settled in what is now Frankfort township. Then it could have been hardly anything else than a wilderness, and traces of Indian occupation are occasionally found, although they had at that time mainly withdrawn and gave the settlers no trouble. Sussex was taken from Morris, and formed into a county in 1753. In 1824 Warren was taken from Sussex, since which time it has not been disturbed in its possessions. The act authorizing a Court House in Newton was passed in 1761 and it was ordered to be built "within half a mile of Henry Hanlocker's house," then the only dwelling in the place. We believe court had previously been held in Hardwike. "Necessity," the "mother of invention," sent out the men of Sussex in search of iron, and it is on record that a forge was erected here about the same period, the ore being brought from Andover mine. The part taken by Sussex in the war of the Revolution we have not the space to note, nor the many painful stories of Indian massacre and outrage in 1780-81, in which Brant the celebrated Indian chief plays a conspicuous figure. •

PART IV. FROM HOBOKEN TO SCRANTON.

We have occupied considerable space in the previous parts of this work with the Morris and Essex Division and its branches, because they occupy a position with regard to the city of New York and its future growth which warrants it. No such overflow of population from city to country has ever been witnessed before, and the past is but the index finger, showing what is to come; without, by some unseen catastrophe, the commercial supremacy of this city should be destroyed. All cities which retain that power, go on with an ever multiplying ratio of population. It must be so here, and as each year lots in the city become more scarce and valuable, it follows that there is no resource for the multitudes who will be drawn to it hereafter but to find rest for their bodies beyond its limits. New York may follow her fleeing citizens and absorb them by absorbing the places to which they may flee, but she cannot retain them on her present soil.

But there is a great world beyond New York and New Jersey, and our railroad traverses no inconsiderable part of it. To get fairly upon the broad gauge, however, we must go back to the beginning, and start afresh. Before the building of the Boonton branch the connection of the Delaware, Lackawanna and Western with the Morris and Essex, was made at Washington, and coal was thus forwarded to Hoboken. Now the Boonton Branch runs to Denville, from thence thirty miles on the Morris and Essex track to Washington, and leaving it there, runs north to Scranton and the State of New York. The cars are good, the road splendidly built, and the country through which it passes has a

scenery, a history, and a romantic interest second to none other. If the reader will please imagine himself or herself on the way again, and through the tunnel with the author as guide and Mentor, we will diverge to the right and in a moment find ourselves at

KINGSLAND,

and in saying that we strike elevated ground we say about all, for Kingsland is yet to be made. The DELAWARE, LACKAWANNA and WESTERN RAILROAD COMPANY propose erecting extensive works here, and in fact have commenced, but the plans are not yet sufficiently matured to be put on paper; Kingsland may be called the southern terminus of

RUTHERFORD PARK.

10 miles from New York. Population 3,000.

This is destined to be one of the favorite suburbs of New York, and the reasons are obvious,—forty minutes from New York, a beautiful and healthy country, fine roads, and a good society already established. A part of the town—which is very much scattered—is on a high ridge, giving views of the surrounding country, and fine sites for dwellings. The soil is sandy, water pure, and the drainage—lying as the place does between two rivers—is perfect.

STREETS AND IMPROVEMENTS.

The streets are not by any means at right angles, but offer a very agreeable diversity. The two principal avenues, Park Avenue and Orient Way form the two sides of a triangle, the point of junction being near the Erie Depot. Alpine Span another fine road runs on the crest of the ridge and forms part of the highway to Newark. The roads are from sixty to one hundred feet wide, are well graded and graveled, and sidewalks of plank are being rapidly laid down. Water soft and pure can be had by moderate digging. Take it altogether there are not many places which have grown so rapidly, and grown so well, and which promise so fairly in the

future. We understand that assistance in the way of building and other inducements to people of moderate means will be offered. There is no manufacturing.

CHURCHES AND SCHOOLS.

The Presbyterians have a large and imposing edifice of stone on Park Avenue; the Methodists a new and pretty church, with a spire near the Erie Depot; the Episcopalians a very handsome stone church of Gothic architecture, known as Grace Church, and the Baptists a small church, but with a good position. In schools the Rutherfordites keep pace with the rest of mankind. They have two public school buildings and the promise of a third. We have no information of the private schools.

The only hotel in Rutherford Park was burnt a year or two ago and has not been rebuilt. Board can be had in private families. There are good stores and attentive dealers.

PRIVATE IMPROVEMENTS.

Rutherford Park has a large number of men of means and liberality who take a lively interest in its welfare. Rev. F. W. Tomkins of the New York Observer has a large stone house and extensive grounds in a very commanding position. Mr. Ivison of the firm of Ivison & Phinney is located here and his house is worthy an examination. Mr. Schermerhorn has a beautiful house on Orient Way. Mr. Dean, Mr. Cooper, Mr. Parker and others have set good examples in that line.

The cost of lots at Rutherford Park varies according to position, from \$200, per city lot up.

DELEWANNA.

11 miles from New York. Population—

This is a new station in a pleasant rolling country, and the fresh new buildings that are up and constantly going up show that it is popular and will flourish.

PASSAIC.

12 miles from New York. Population 7000.

The manufacturing industries that are springing up in the vicinity of New York are wonderful in extent and variety, and New Jersey not only furnishes houses for New Yorkers but sites and water-power for their mills and factories. From Newark, following the Passaic river to Little Falls, we have a series of cities and towns whose prosperity is wholly based on hard handed labor. Passaic city is a specimen. Ten years ago it was a mere post-office village; six years ago it had but twelve hundred people, to day it can boast of seven thousand, and its growth in the future will be still more rapid, for it is not only a good place for manufactures, but a most healthy and delightful place to live in as the many elegant residences of New Yorkers bear witness.

MANUFACTURES.

The Dundee Water-Works Company have dammed the river about two miles above Passaic, and an immense power is thus furnished. The products embrace woolen fabrics of various kinds, prints, fire engines, etc. Most of the companies have built pleasant and comfortable cottages for their work people.

CHURCHES AND SCHOOLS.

Passaic boasts of one of the finest public school buildings in the State, a three story brick edifice which covers the primary grammar and high school departments, and is in charge of a corps of experienced teachers. The Passaic Collegiate Institute is a popular educational establishment and there are private schools of an excellent character. There are eight churches, all new and some of them elegant. The prominent sects are all represented and appear to be in a flourishing condition.

GENERAL IMPROVEMENTS.

The streets of Passaic are wide with plank and flagged side walks and set out with plenty of shade trees.

There are fine drives in the neighborhood, the roads being excellent; those leading to Dundee lake, Paterson, over the hills to Lodi and Hackensack, and to Newark are especially so. From Paulison heights there are extended views embracing the Ramapo valley, the Orange mountain, Paterson, and towns and cities almost beyond computation. Passaic has good water furnished by wells, and from a reservoir. It has also a fire department and an excellent administration of civil law. Three weekly papers and one monthly fill up what would otherwise be a literary vacancy

CLIFTON.

14 miles from New York. Population 650.

This is another of the children of New Jersey—just in the first blush of its existence—but so pretty withal that the attention of the most hurried traveler is drawn to it. A number of cottages have been erected here, and they are neat and homelike and the surroundings show that a loving hand and cultivated taste have been at work. The location is very picturesque, and we can guarantee a long and happy life to Clifton. Two years ago there was but one dwelling here, belonging to Mr. G. H. Hughes, a merchant of New York. He sold out for a large sum, but thought better of it, repurchased and came back. Sensible man.

PATERSON

17 miles from New York. Population 35,000.

This, the third city in the State in population, is the second in its manufactures, and is one of the most remarkable cities in the world for the diversity of its products and their value, as well as for the magnitude of some of its special lines of trade. It is a city of varied attractions and mixed architecture; of wide and narrow streets; of great wealth and extreme poverty. It is blessed with its full quota of railroads; it has splendid surroundings, beautiful hills, a fine river and one of the most romantic waterfalls anywhere to be found. Pater-

son is too well known to need an extended description, and we shall summarise its more special civic and business attractions.

There is probably no city in the world better situated than Paterson to be the seat of great manufactures. It has a river skirting it on three sides with minor streams circulating through it, giving ample drainage. There is room for growth and a diversified surface, so that a large laboring population can have plenty of light and air in their dwellings, while the rich can crown the hills with their mansions, thus properly uniting the useful and the beautiful in a harmonious picture. The great mart of the western hemisphere is but seventeen miles distant, with which Paterson is connected by three railways, two of which, and the DELAWARE, LACKAWANNA and WESTERN particularly, bring it in direct relations with the coal and iron of Pennsylvania and New Jersey. We do not think we can over estimate the future importance of this railroad to Paterson. Originally dependent upon water for power, that was long ago exhausted; not a single right can now be obtained, and it is estimated that two thirds of the horse power now employed is the product of steam. Without anthracite coal, therefore, the city would be as badly off as without iron, and the BOONTON BRANCH of the D., L. and W. brings the city both a new highway to the West for its products, and the means by which those products can be wrought out.

GOVERNMENT.

A mayor and sixteen aldermen attend to the civic affairs of Paterson. It has a police and fire Department with a number of steam fire-engines. There are two water companies, one supplying water for power, the other the city at large. The taxes are not heavy and Paterson in addition to its advantages as a manufacturing city offers many for private residences.

MANUFACTURES.

The industries of Paterson like those of Newark, are of a varied character, but, singularly, her chief manufactures, those on which her reputation and vitality mainly depend, are what we may call industrial extremes—locomotives and silk—Vulcan, surrounded by fire and smoke, swinging his hammer; Titania, bathed in light and color, weaving gossamer threads into fabrics for her attendant fairies. A day or two spent in the Paterson factories would give a visitor a better idea of both the might and the genius of man than all the books he can read, in a "month of Sundays."

Yes, this astonishing revelation will be opened to those who have paid but little attention to American manufactures, that silk enters so largely into our industrial products. Perhaps ninety-nine in every hundred believe that the various silk fabrics in our stores are imported, when the truth is that a lady who falls in love with a dress pattern, under the impression that it came from France or Italy, is likely to take to her French *modiste* an article from a loom only seventeen miles away. There are more than twenty factories in Paterson alone engaged in making silk and velvet goods, and the manufacture covers an immense variety; piece goods, fringes, ribbons, neck-ties, scarfs, braids, carriage trimmings, etc. The capital invested is over \$5,000,000. One of the largest factories is that of the Dale Manufacturing Co., near the Erie Depot. We are indebted to the courtesy of Mr. Dale for more valuable information than we can embody in this sketch. The largest of the locomotive works is that of the Rogers Manufacturing Company and their engines will be found on most of the railroads in the United States. There are two others almost as important. These companies use water power mainly. The manufactures that lie between these extremes are of too miscellaneous a character to warrant a detailed description. Those who

are interested will find an ample field for explanation and—if in favor of home industry—for congratulation; but Paterson like all manufacturing cities is subject to great fluctuations, and a commercial panic is apt to throw thousands out of employment.

CHURCHES AND SCHOOLS.

There are somewhere about forty churches in Paterson, some of which are, or will be, magnificent; like the Roman Catholic which, when finished, will be one of the finest ecclesiastical structures in the country. Others are primitive in architecture and evidently belong to a more simple minded Christian era than the present. All the recognized creeds are represented and every individual need supplied. The Reformed Dutch have a fine brick structure and the Congregationalists another, built at a cost of sixty thousand dollars. There is a Jewish Synagogue, a Dutch or Holland Lutheran, etc. In such a city we may look for charitable institutions and there are four here, two under the control of Protestants and two Catholic. The Protestant Orphan Asylum is a notable structure and is one of the pet institutions as it should be. The schools are too extensive and varied to call for particular attention. There are about thirteen public schools in all, embracing primaries, grammar, high and normal. Some of the school buildings are creditable in external architecture and internal arrangements. A number of private schools enjoy good reputations.

SOCIETIES.

The number of secret and benevolent societies here will astonish an outsider. Masons predominate. There are Lodges; Commanderies; Lodges of Perfection; Councils of the Princes of Jerusalem; Councils of Stoics; Templars, and we know not how many others. Odd Fellows, Red Men, Knights of Pythias and Sons of Temperance abound, with Benevolent Associations disconnected from the secret orders.

BANKS AND SAVINGS BANKS.

Two banks of discount and two savings banks are well managed institutions. The First National bank occupies a beautiful iron building, in the basement of which is the post-office. Over the corner window are two colossal figures very artistically modeled, representing Justice and Industry.

NEWSPAPERS.

There is a large German population in Paterson, and the papers are equally divided, two in each language. The Patterson Daily Press, is the leading commercial and local paper, and is ably edited. The editor of the other English paper is afflicted with a chronic grievance against the D. L. and W. and that is about all we know about him. The German papers, the Volksfreund and the States Zeitung are both good and are well supported.

HOTELS AND HALLS.

Paterson like Newark is too near New York to support first class hotels. The Franklin, Passaic and Hamilton are comfortable houses and are equal to the demands made upon them. There is quite an elegant Opera House here, seating about fifteen hundred which is kept open a good part of the time by traveling performers.

HISTORY AND ROMANCE.

The city of Paterson owes its beginning to a celebrated man, and his water-power. Probably the latter would have operated in time to produce the same effect without the former, but it is due to that great financier and statesman Alexander Hamilton, to say that he started the great manufacturing industry of the country and Paterson at the same time in 1791. That it was a failure might reasonably have been expected. A company with \$100,000 in those early days, when the nation itself was but in its infancy, was venturing upon a very indefinite future, with no wisdom gained from the experience of

others. Still, such a company was formed in New Brunswick with Wm. Duer as President. The design was to make cotton cloths and prints. An exploring committee went in search of a site and seeing the immense advantage of such a fall of water as the Passaic offers decided in favor of locating here. Paterson then had no existence. There might have been a few scattered houses, but it was christened after the site had been purchased, in honor of Governor Paterson who signed the charter. The construction business was put into the hands of a foreign gentleman with a very childish name—L'Enfant—who was the forerunner, and should have been the forewarner, of some of the most eminent men in our present history, who do not know, and can never be taught, how to spend other people's money properly. His ideas were all large. He started out to cut an immense canal to unite the waters of the upper and lower Passaic, and he ended by virtually bankrupting the company before it had fairly started. The Company, seeing which way they were drifting, suspended his operations, and made Peter Colt of Hartford their general superintendent, a name honorably identified with the manufacturing interests of Paterson from that day to this. The first structure erected would have been a mere toy house now, measuring only ninety feet long by forty feet wide and forty-eight high. It stood until 1807 when it was burned. It was soon discovered that the country was not in a condition to sustain domestic manufactures of this character and an attempt was made to introduce the manufacture of silk, but, after many mutations of fortune, the business was finally suspended, though without loss to any one but the organized stockholders. The water-power gradually became valuable and was leased to various parties after the plan still in operation. The first church, which was the First Presbyterian, was erected in 1814. So it may be seen that Paterson is altogether a modern

city with scarcely any claim whatever to a position in an ancient history. Its record however has been creditable to itself and to the State. It tells a story of failure and triumph; of persistent effort and of the development of new manufactures in various branches of industrial art. It is a matter of curious record that before the erection of the First church, the only church in the neighborhood was at Totawa, now called Manchester, and that the services were in Dutch.

The rise of the silk manufacture in Paterson and other cities—Paterson leading—is romantic and poetic enough to warrant a chapter by itself if we could afford the room. The cultivation of silk in this country has been a favorite idea of both government and people, from the first colonization of the country. Attempts were made to propagate the silk-worm and produce the raw material in Georgia, the Carolinas, Virginia and States further north more than two hundred years ago, and the coronation robes of Charles the Second were made from silk, raised in Virginia. Climate and soil are all sufficiently favorable, but the difficulty has been in the want of that cheap and skilled labor which is to be found seemingly only in Asiatic countries. With the *morus multicaulis* fever of 1835-6, the silk growing industry of the country died, and has not since been resuscitated. The raw material is now brought from China and Japan. With the increase of Chinese labor in this country it is possible to make a new and prosperous beginning. All the southern States are extremely favorable to the production of silk, and California is even now engaged in experimenting. John Ryle, from Macclesfield, England, inaugurated the silk manufacture of Paterson near forty years ago under many and great discouragements. The greatest difficulty has been with the dyes, but we are informed that both in color and brilliancy the American goods now equal the best foreign.

Visitors will, of course, not forget the Falls of the Passaic, where the river plunges down the cleft of the rock over seventy feet. It is only when the river is full or the water is not drawn off that the effect is fine, but the rocks and the chasm itself are a study for the lover of nature's vagaries or sublimities.

LITTLE FALLS.

19 miles from New York. Population 1,000.

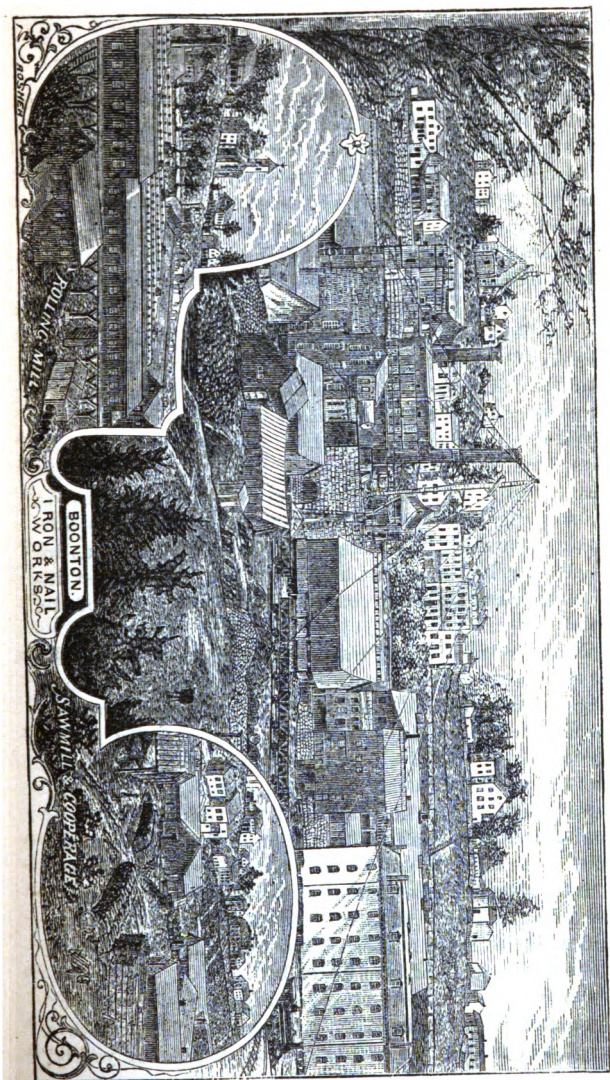
This is a very pleasant village deriving its name from the fall of the Passaic over a precipitous rock after a preliminary plunge in the shape of "rapids." The water power has been taken advantage of by several manufacturing establishments and the place may, in fact, be considered an extension of Paterson. It has two churches and excellent schools. The surroundings are pleasant and its attractions have drawn a number of New Yorkers who have erected some fine residences.

The stations between Little Falls and Boonton are MOUNTAIN VIEW, LINCOLN PARK, WHITE HALL, MONTVILLE, all presenting evidence of coming prosperity, but possessing at present no special features that will warrant elaboration. The country is a very desirable one for settlement, the soil being fertile, the climate healthy and with an abundance of running streams of pure water. The country about Montville has been famed for hunting and fishing.

BOONTON.

30 miles from New York. Population 3,500.

From almost every part of the Passaic valley can Boonton be seen. The traveler on the cars sees it as soon as he passes Summit, and he has it in sight until he reaches Morristown and again beyond. It is unnecessary to inform the people of that region that Boonton is a city set upon a hill, whose light cannot be hid, for it is a palpable fact. There is not a straight or a level street in the place, and it is only those who live at the very bottom of the hill who cannot look down on



somebody else. The Rockaway river rushes through a gorge, the hills rising on either side to the height of 150 feet, and it is the water-power thus afforded which has made Boonton what it is—one of the busiest and most thriving cities in the State of New Jersey.

The government of Boonton is that of a Borough. It has a Mayor and seven councilmen and its affairs are well managed.

MANUFACTURES.

The Boonton Iron and Nail Works, of which Fuller, Lord & Co., are the proprietors, is the great attraction, and the source of all the prosperity of the town. It may be called the workingman's town, for one thousand men, the number employed, in a population of thirty-five hundred, so far represent the entire town as to leave but a fraction dependent upon other resources. A majority of the workingmen having families, own their own dwellings, take their place in society as independent householders, and form one of the most industrious and thriving communities on the face of the earth.

Nails, rods, bolts and washers, are made here, the first to the enormous aggregate of three hundred thousand kegs per annum, and as each keg contains one hundred pounds we have thirty millions of pounds or fifteen thousand tons of iron. This, the product of a single factory, shows of what importance one branch of industry may be in the nation. Fifty thousand tons of coal are consumed annually, although the motive power of the works is water. Indeed, the way the poor little roaring river is made to do duty over and over again, is a wonder in itself. It is utilized to the utmost extent, and with the most modern improvements. One wheel alone we understand cost \$30,000.

The company mine their own ores, and every step of the manufacture is in their own hands. They have a surplus of 20,000 tons of pig iron to dispose of yearly.

We do not know how many buildings are in use, and doubt whether the proprietors know themselves. They cover seven acres of ground. There are puddling and rolling mills; blast furnaces; nail cutting shops; foundries; machine, coopers and pattern shops, and others. The operations, while interesting from their magnitude and variety, are very simple, and the ore is marched through its various processes until it is dropped into the nail kegs with methodical precision and celerity. The wages paid frequently amount to \$50,000 per month.

The Morris canal passes directly by the works, an inclined plane being used to pass boats up and down from the different levels. When open, the major part of the products of the nail works are sent to market in that way.

CHURCHES AND SCHOOLS.

Five churches attend to the spiritual needs of Boonton; the Methodist, Presbyterian, Episcopalian, Reformed and Catholic. The first and the last are very conspicuous from their position. The Methodists have the largest congregation and have a very neat stone edifice; in fact all the churches are very creditable to the people who sustain them.

The public school of Boonton, or Free Academy as they call it, is one of the finest in the State. It is divided into eight departments, presided over by a principal and three lady assistants. Latin and the higher mathematics are taught. There are two private schools under good teachers, for the benefit of those who prefer that mode of instruction.

There is an organized Young Men's Christian Association, having rooms in Hodkins building. Hon. John Hill is the President and S. L. Garrison, the editor of the Bulletin, V. P. It ought to prosper.

ORDERS.

This town is particularly rich in the various secret orders. There are two Blue lodges of Masonry, one

Chapter and one Commandery. There is a lodge of Odd Fellows, another of the Knights of Pythias, another of the Improved Order of Red Men, and finally one of United American Mechanics.

HOTELS.

The United States Hotel is a good hostlery near the nail works, E. C. Jones, proprietor. The Park Hotel is nicely situated for summer boarders and is popular.

Gas has not been introduced, and the water is abundant and excellent.

Boonton prides itself on two cemeteries both handsomely situated. We should have thought one would have sufficed for so healthy a place.

NEWSPAPERS.

Boonton is not "blue" in literature if it is blue in Lodges. The Weekly Bulletin, S. L. Garrison editor is its only local medium of news. It is a live paper, however, and discusses home affairs with vigor and appreciation.

HISTORY AND ROMANCE.

Old Boonton seems to have had no beginning, at least the protracted researches of Boonton's historian and antiquarian, Mr. Lyon, the ex-cartman, have not discovered it, and Old Boonton, about a mile down the river is in ruins, so it is said; a sort of decayed Thebes or Palmyra. Perhaps like ancient Troy it may be unearthed some day, and like that city have its story told by some yet unborn Homer. The most that can be said, in fact all that is really necessary to be said in this unpoetic age is, that some nomadic Arabs, we may as well call them so, not knowing who they were, found ore in the hills about here and established a forge and worked in iron after the manner of Tubal Cain.

But New Boonton is another affair; that has a history almost as fresh as a rose or a new nail keg, for although we have the authority of the same historian for believing that the site of Boonton was held in fee simple

by the Ogdens, first the father then the son, somewhere about 1767, it was not until 1830 that this wild, rocky place was assaulted, captured, and the mountain torrent, rejoicing in its freedom, put in chains and made the servant of man. The establishment of the Morris Canal and the water-power combined, led to the formation of the N. J. Iron Company. This concern however did not succeed in making money and the works were purchased by Fuller, Lord & Co., who put in to the business not only capital but business energy and sagacity, and the result shows what the union of those qualities added to capital will produce. The elder Mr. Fuller died in 1868, and Mr. Lord in 1869. The business is now conducted by members of the same families, and Mr. Lathrop.

The name of Boonton was undoubtedly taken from Governor Boone, (Boone-town) who flourished in 1760.

Hon. John Hill, surnamed Honest, who was a member of Congress for three successive terms, and the author of the anti-tranking bill, is part owner of a very modest country store here, next door to the office of Fuller, Lord & Co.

From Boonton and Denville to Washington the broad gauge road of the D. L. and W. passes over the track of the Morris and Essex Division, a third rail being laid for that purpose and we have nothing therefore to record until we pass Washington and turn to the North when we shortly reach after passing through the Van Nest Gap tunnel, 3000 feet long,

OXFORD FURNACE.

76 miles from New York. Population 500.

We are in Warren County and among the iron mines again, as may be seen from this miniature Sheffield. It is all iron. There are two blast furnaces, a rolling mill, a nail factory, a foundry, a machine shop and divers other industries. The iron is obtained from

mines in the neighborhood and is of excellent quality.

There are four churches and a school house but no hotel, or newspaper.

Between this station and Bridgeville, the road crosses the Pequest river over a stone viaduct of three arches, one of ninety and two of forty feet.

Oxford Furnace will be noted historically in connection with the developments of coal and iron in New Jersey and Pennsylvania. It was the residence of the Scrantons who worked so heroically for the city now bearing their name in Luzerne county, Pennsylvania, and one of the brothers still resides here. The magnitude of the furnace near the station will attract general attention.

A few miles from Oxford Furnace is Blairstown, the residence of Hon. J. I. Blair, who is largely identified with the iron interests of New Jersey and whose town is well worthy a long visit. Nowhere will the union of capital and labor be found to produce more solid and interesting results.

BRIDGEVILLE.

81 miles from New York. Population 500.

Bridgeville and Butzville are a good deal mixed and we are informed that what can't be found at one may be found at the other—they are only a mile apart. This is an agricultural vicinity and supports four grist mills and a flour mill. The natural attractions are considerable, Jenny Jump mountain being close at hand and a pond or two, with Pequest river and Beaver Brook. Fish and game are to be had for the seeking. There are two hotels—one at Butzville, and Butzville monopolizes the only church, the same being Methodist. There is a district school. A number of large farms are in the neighborhood, and an air of industrious thrift pervades the place.

MANUNKA CHUNK.*82 miles from New York.*

Approaching the mountain here, it was necessary for the road to go over it or through it. Choosing the latter, two tunnels have been cut through the solid rock—one for each track—nine hundred and fifty feet long. Emerging from thick darkness we appreciate all the more the pretty farming country before us and the few neat dwellings which are in sight. This is simply a point of connection with the Belvidere and Delaware railroad, by which connections are made for the benefit of that road with all points north, and for the benefit of this road with Belvidere, Phillipsburg, Trenton, Philadelphia and the south. The Post-office for Manunka Chunk is Belvidere, three miles distant, a flourishing town with a number of mills, and churches, schools and hotels in fair proportion.

DELAWARE.*84 miles from New York. Population 150.*

We are still on the Jersey side of the Delaware river, in Warren county, and the country is almost entirely agricultural. Delaware is a very neat pretty village, its two little churches, near the road, making with the homelike dwellings around them a very agreeable picture. There are flouring and saw mills, and a steam factory for making wagon felloes, shafts etc., on an extensive scale. There are a good many Germans in this neighborhood but principally on the Pennsylvania side of the river.

Half a mile from this station the road crosses into Pennsylvania over an iron bridge 1200 feet long and we arrive at

PORTLAND, PA.*87 miles from New York. Population 500.*

This is a village of growing importance on account of extensive quarries of limestone and slate within a few miles radius. Large quantities of school and roofing

slate are shipped from here and there are numerous lime kilns. The village has also a tannery, a foundry, saw and grist mills. These mills are on Jacobus creek which here runs into the Delaware.

Portland has a Presbyterian and a Methodist Church, with a good district school. It has not arrived at the dignity of a newspaper, but the people are active, intelligent and industrious.

The hotels are the What Cheer and Eagle, the accommodations good and prices reasonable.

DELAWARE WATER GAP.

This is the next station on the road but for an account of it we respectfully refer the reader to the chapter on "Summer Resorts."

STROUDSBURG.

150 miles from New York. Population. 2,500.

Stroudsburg, or as it has been written Stroudsborough, is the capital of Monroe county and is the first town of importance that we meet in Pennsylvania. It is not only a town of local importance as the center of a fine agricultural district, but if the oft quoted sentence is true that "a thing of beauty is a joy forever," then must the people of Stroudsburg be very happy, for they have one of the most beautiful towns in that or any other state. It is a place of living waters. It is located at the junction of three small creeks—Broadhead's, McMichael's and Pocono—while in the vicinity are lakes, ponds and waterfalls, almost without limit. Lakes Pokonoming, Porter and Perch; and Buttermilk, Marshall's, Bushkill, Sawkill, and Saw creek falls are the most prominent and attractive. We see the Blue range of mountains at the south and Pocono mountain on the north, while the general hilly nature of the country gives an agreeable diversity of scenery and an endless succession of pleasant drives and fine views. Stroudsburg itself is beautifully laid out. Its main street is one hundred feet wide and the houses are set

back thirty feet, giving a garden like appearance which in the summer time is exceedingly agreeable to the eye.

MANUFACTURES.

Stroudsburg though not extensively engaged in manufacturing has enough to add considerably to its resources. The oak trees being plentiful in the district, leather is one of its products, from extensive tanneries giving employment to a large number of hands. One of these has been recently started and belongs to a Philadelphia firm. There is also a woolen mill, a sash and blind factory, two foundries, saw and grist mills and a manufactory of emery wheels and other machinery of a kindred character. This latter company we are informed has agencies throughout the United States and Europe, and their work is very popular. Sandford's engine works are an important feature.

CHURCHES AND SCHOOLS.

The people called Friends, or Quakers, have a strong hold on Stroudsburg and possess two "meeting houses." The Presbyterians have a large and commodious church as have the Methodists and the Lutherans. There is no branch of the Y. M. C. A. but one is promised. A large public school with good teachers is located on the hill north of the town. Thirty thousand dollars have been subscribed by the citizens towards establishing a State normal school to which the district is entitled. The newspaper educational department is shared by the Monroe Democrat, the politics being indicated in the name and the Jeffersonian which supports the administration. We feel warranted in saying from the character and business energy of the town that its papers must of necessity be A. No 1.

HOTELS.

The further away we get from New York the greater the value of good hotels, and Stroudsburg presents us with five; accommodating from fifty to one hundred and

twenty five guests each. They are all admirably kept. Boarding houses are also plentiful.

GENERAL SUMMARY.

The government of Stroudsburg, is in the hands of a Burgess and six councilmen, and it has many of the features of a city; the streets having paved side walks and being illuminated. It has a fire department and police, a court house, jail and public county offices. There are two neat squares—Franklin and Academy. This town is growing yearly in attractiveness to visitors who cannot but be pleased with its pure air, its splendid scenery and its hospitable people. The best man we know of in the place is Mr. John N. Stokes of the D. L. and W. Express Company. If there are many better than he, the town is to be congratulated. Two banks, an Express and a Telegraph office are located here and the stores are large and well supplied. Main street is the main business thoroughfare. Many of the private residences show both wealth and cultivation.

HISTORY AND ROMANCE.

Stroudsburg has a hold upon history in being one of the places of refuge of those who fled from the Wyoming massacre, and as the place of residence of Tidyuscong the Indian chief, who played so conspicuous a part on the first settlement of the whites in this part of the country. But the real progress of the town as well as its name dates from the latter part of the last century. Col. Jacob Stroud had command here of Fort Penn, and owned four thousand acres of land. Previous to his death which occurred in 1806 he had erected three houses, one of which still stands and is known as the Stroud mansion. His son Daniel Stroud laid out the town, widened the streets and did many other things to improve and beautify it, and its advance since then in population and wealth has been rapid. During the French war a fort was erected here called Fort Hamilton.

From Stroudsburg to Scranton we pass the towns and stations of SPRAGUEVILLE; HENRYVILLE; OAKLAND; FORKS; TOBYHANNA; GOULDSBORO; MOSCOW and DUNNINGS; but they are not of sufficient importance to warrant an extended description. Tobyhanna is the most important and is the headquarters of quite an extensive lumber trade. For a long distance the road winds up the celebrated POCONO mountain and the view even from the car windows may be called sublime without any injustice to that excellent adjective. A circle of mountains sweeps round a broad plain, forming an amphitheatre, on one side of which some twenty miles or more away we see the noted Water Gap through which the cars have passed. No lover of nature who comes as far as the Gap should fail to take the cars to Tobyhanna if he goes no further.

SCRANTON.

149 miles from New York. Population 50,000.

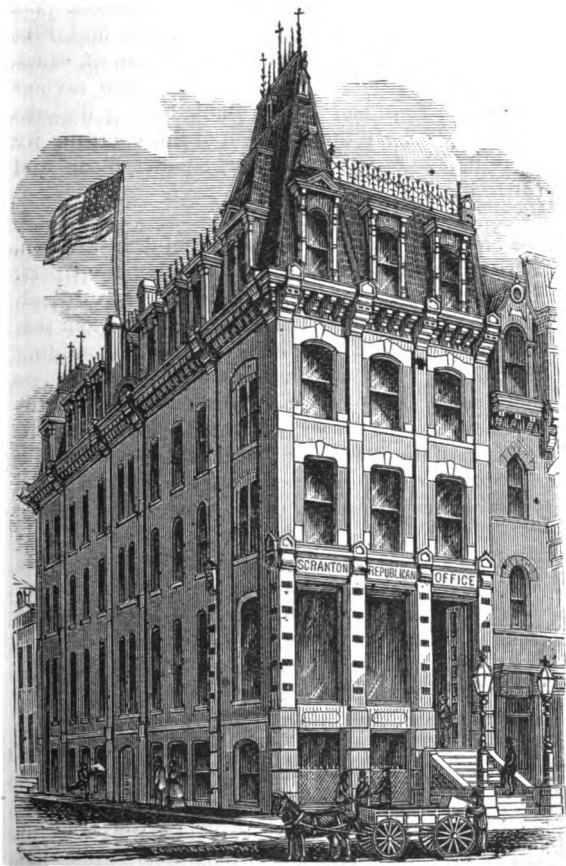
This city, the capital of Luzerne county, Pennsylvania, is one of the most remarkable towns in the country, and is the result of that vast development of a single branch of industry which is rapidly making the United States the foremost manufacturing country of the world. The basis of Scranton's wealth is coal. "The stone which the builders rejected has become the head of the corner," says the good book, and it has a homely illustration in that humble mineral which was at first given away that people might know its value. Now it brings food and gives homes to fifty thousand people in this place alone. It has redeemed a wilderness; it has built a score of churches and as many school houses; it feeds the fires of great factories, almost unequalled in magnitude in the world, and it has threaded the mountains and valleys with iron rails, on which that poor rejected stone coal, as it was called, is transported to a million homes, where it makes the music of the fire-side, or to hundreds of ships upon the sea and factories

upon the land. Let the tourist come to Scranton and then tell us who is king if not King Coal! So paramount is the mining and manufacturing interest here that we know we shall be forgiven if we condense the general summary of the city in order to enlarge upon its chief industries.

The city of Scranton is very pleasantly situated on the Lackawanna river. It occupies a succession of hills and eminences, the most important of which is Hyde Park hill from which a magnificent view of the place and surrounding scenery may be obtained. Roaring Brook, a rapid little stream, has worn quite a gorge through the town and again subdivides it, but as it supplies the city with water of a very pure character it may be forgiven. We shall speak more of the topography of the city elsewhere. The government is of the usual city character. There are twelve wards and there is a mayor and a common council.

CHURCHES AND SCHOOLS.

The variety of churches here show the variety of people that make up the population. There are German Lutheran, Methodist and Catholic churches. There is a Jewish synagogue and no less than seven Welsh churches of various denominations. With these we of course find the usual division of Christian sects. The Episcopalians have a large stone edifice which will be very fine and imposing when they build the spire. The Presbyterians and Methodists have a large number of churches, some of which are quite ornamental and others the reverse. The Catholics have a large church or cathedral called St. Vincent de Paul. Rev. Wm. O'Hara is the Bishop of the diocese, and there are four resident clergymen. The public schools of Scranton are numerous and are graded, primary, grammar and high. We hear them well spoken of. There are two or three private academies one of which is exclusively for young ladies.



COMMERCIAL AND FINANCIAL.

Scranton enjoys a lively retail trade, especially when times are good, but it has little wholesale business. Yet Scranton has a respectable Board of Trade and Five Banks, all of which are flourishing, and some of which occupy very fine buildings. There are two savings banks, one, the Trust and Savings Bank, having deposits of over \$1,000,000. In the direction of this company we note the names of Moses Taylor, Samuel Sloan and John Brisbin.

LITERARY.

The Y. M. C. A. is a growing and useful institution, and there are a number of daily and weekly newspapers. The Scranton Republican is owned and edited by Joseph A. Scranton, son of one of the Scrantons to whom this place is so much indebted for its first start. The building and office of this paper we consider one of the curiosities of the place and present an engraving. There is nothing more complete in the way of a newspaper office in the world, from the presses and steam machinery in the basement to the composing rooms on the fourth floor. Every device that ingenuity could suggest or money purchase is found here. The paper is well conducted and is a financial success. The Democratic rival is the Scranton Daily Times, owned by Mr. A. A. Chase, office on Lackawanna Avenue. The local reports of this paper are much advanced and its management good. A Sunday paper is issued from the same office.

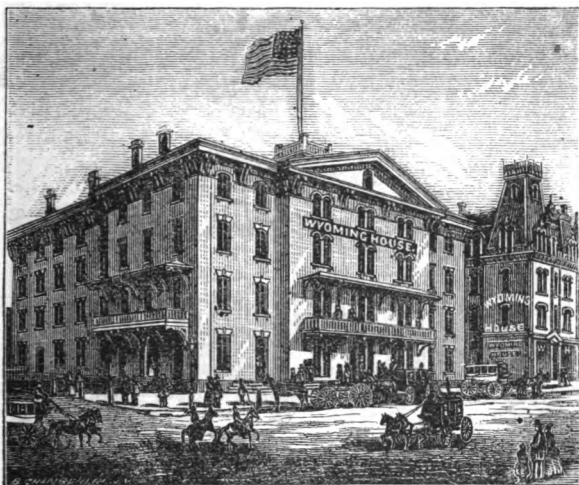
RAILROADS AND HORSE CARS.

The Lackawanna and Bloomsburg road, formerly an independent line is now a branch of the D. L. & W. and will be treated of elsewhere. The Delaware and Hudson Canal Company is a thriving institution, owning a canal running from the coal fields to the Hudson River and operating a Rail Road which connects with the Lehigh and Susquehanna and the Lehigh Valley Railroads. It will be seen therefore that the facilities

for getting out of the valley are considerably better than they were some years ago when it took a man with a good pair of horses a day and a half to reach Morristown. Four street railroads are in operation, connecting Scranton with the suburbs.

HOTELS.

Scranton has a number of hotels of different grades. The **WYOMING HOUSE** is the oldest and was originally



WYOMING HOUSE
SCRANTON, PA

built by the Scrantons and other parties interested in the iron works and railroad. At that time—twenty odd years ago, the place where the hotel stands was part of a forest and the trees had to be cut to allow the building to go up. It has since received many additions and improvements and is now a first class hotel in every respect. It contains a large number of rooms, has fine

halls, large parlors, sample rooms for commercial travelers, a billiard room with eight tables, and a large hall where the winter hops and assemblies are held. The present proprietors are Gardner and Koon. The LACKAWANNA VALLEY HOUSE is opposite the depot



and has a frontage on two streets. The rooms are light airy and cheerful and Mr. S. M. Nash the courteous proprietor makes the comfort of his guests a study. Rooms are also here for the commercial traveler and a fine billiard room. The FOREST HOUSE and ST. CHARLES, are both large and comfortable houses, a little further away but well situated and stand high in the favor of the traveling public. There are a number of smaller houses which receive a fair share of patronage.

A CHAPTER ON COAL.

It would be a good idea for every man—and woman too—to try to find both a Providence and poetry in the common things of life. We may not always see alike, but that is nothing. What is a truth to one is not necessarily a truth to another, but if each one for himself rises above the mere common place of every day life somewhat into a region of faith and beauty, he at least will be benefitted thereby.

It would be almost as hard to poetize coal as to extract the diamond from it, to which gem it is so closely allied, but the Providence is much more obvious. When the whales began to disappear from the ocean came that most wonderful of modern discoveries, petroleum; and, long prior, when the forests gradually melted under the woodman's axe—and in this region they melted away altogether too fast—came coal. As we have stated before, it was shunned and despised. Men looked down upon it with suspicion. They knew not its uses and they had no stoves in which to burn it. The wide and deep old fashioned chimney places, with their crackling wood and cheering blaze had a hold on the domestic hearth, and the domestic heart, and it was not easy to get accustomed to the slowly burning and passionless anthracite. Even in iron smelting in this very Lackawanna Valley, charcoal was used. The trees of a century growth were cut down and burnt, while under the feet of the hardy pioneers was stored up a wealth of fuel which put to shame all the fables in the Arabian Nights, and the still more fabulous river Pactolus whose floods ran over a golden bed. But we see the Providence, not in the mere discovery of coal for the benefit of a local population, or even in its effects upon national prosperity, but in the sum total of its value in the industry and happiness of the entire world. Here is one great fact to be noted and studied, that these great mineral discoveries take people from places where they are too

crowded to live in comfort, and scatter them over countries where they can find ample room to live, and opportunities to improve both their physical and moral conditions. Gold, the most precious of metals, peopled California and Australia, and coal, the cheapest of all minerals and yet of far greater value than gold, has brought men and their families from Wales, Germany Ireland, and other nations and scattered them through places where but for coal, there would yet be a wilderness.

It is not within our scope to speculate on geology and the formation of coal—and, we would add, no speculations have as yet led to a certainty. As with petroleum oil, so with coal, we but know that it exists. And it is found in great variety of qualities and positions. A region producing bituminous coal does not produce anthracite, but in each region different qualities of both soft and hard coal are found. The formation or position of the coal beds also varies. Sometimes a vein can be followed into a hill as stone is quarried, avoiding expensive machinery, and giving surface drainage for the water, and sometimes deep shafts must be sunk and the mineral hoisted by steam power, and the water pumped out after the same fashion. The latter is the case at most of the mines in these valleys of Lackawanna and Wyoming. The coal lies between strata of rock, in shape like a bent bow, The hills, probably raised by some convulsion of nature, have brought up the ends of the bow and exposed them to the air. This is the outcrop, and by this the experienced miner knows how and where to sink his shaft in the valley or on the hill side. An experiment is first made with a drill, as in boring for oil. The rock is pierced; then comes the first layer of coal; then a bed of rock; then coal again, until a thickness of vein is attained which will demonstrate the propriety of going on with the work. A coal mine may be worked as we have said

in various ways. After sinking a shaft the lower and upper veins may be worked simultaneously or not. The rock forms a roof over the heads of the miners in each gallery until the coal is exhausted and it is deemed expedient to take away the supporting columns and let it down. Work may be commenced on a vein three hundred feet deep, with other veins still below it to be opened subsequently, the rock to be pierced forming a secure barrier against the weight of debris above it. To reach any desired level a shaft is sunk of proper dimensions and over this shaft are the buildings and machinery. A depth is frequently obtained of eight hundred feet before commencing, but from two hundred to four hundred is the average. From the bottom of the shaft galleries are run according to the nature of the vein and the level employed. In mining hard coal blasting is more in use than a pick. The miner with a bar of iron similar to a crowbar, with a hollowed edge, makes an orifice, at an angle of about forty-five degrees, to a depth of about five feet. Into this orifice a charge of powder is inserted with a slow burning fuse and the coal is thus thrown out upon the floor. A discharge of powder in the deep dark gallery of a mine gives a dull heavy sound, like a discharge of artillery afar off. Rail tracks are laid through all the galleries, on which cars are placed, drawn by mules. These cars are loaded by helpers, and transported to the shaft where they are drawn up to the top of the breaker. It is well to say that the coal in each vein is in separate layers, called "benches." A bench being taken down leaves a smooth bright surface above it. Pillars of coal are left standing as the miners proceed, to support the roof above, and when the mine is very large it is necessary to bring in timbers as an additional provision for safety. Each mine in Pennsylvania is now obliged by law to have two openings. Sometimes this is accomplished by running a gangway through a neighboring mine, and some-

times by a slope or inclosed plane to the upper atmosphere. The poor mule is deserving of sympathy, although he may not personally think so. About seven hundred belong to the D. L. & W. Company. They are kept often for weeks at a time in the mines, and seem to be quite as hardy and healthy there as on earth. Upon the whole we must pronounce a coal mine rather an ex-

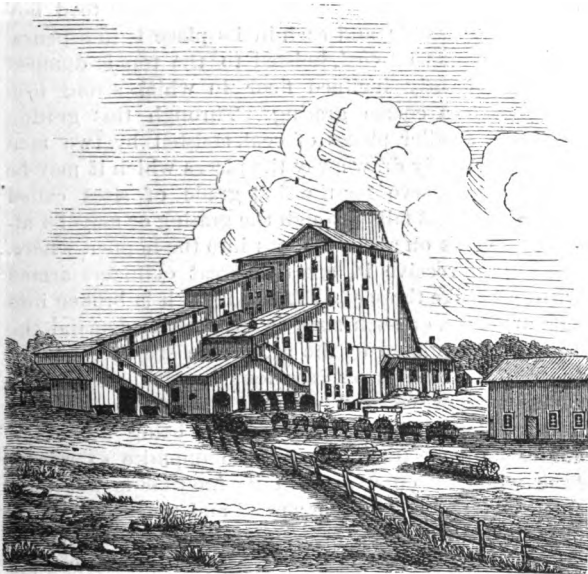


citing curiosity than an agreeable acquaintance. The fitful glimmer of the little lamps only makes darkness visible, and it is not pleasant to have perpetual wet weather. The mind of a visitor is also apt to be vividly alive to all the stories of disasters in mines which are shocking enough when read about, and would be still more shocking to us if by any accident we should make a part of one. With the reader's permission therefore we will go up in our private elevator and visit the

COAL BREAKER.

Here is something quite as wonderful in the way of art as coal is in the way of nature; so wonderful indeed that we should feel inclined to pity a man who dies without seeing one. We wish we had something to compare it to, but we haven't. To call it a gigantic

coffee mill, would not give the slightest idea of it, although there is a similarity in the operations of the two machines. Here is the great Pyne breaker. It looks as will be seen like an immense grain elevator. Its entire height is about one hundred feet. It is built of great timbers, placed upon a stone foundation, twelve feet



deep which alone may cost thirty thousand dollars. Interiorly we find on the first floor a splendid pair of engines, of at least one hundred and fifty horse power, employed solely in hoisting the coals. Wire ropes an inch and a quarter in diameter wind and unwind on and from conical drums, one car descending while another goes up. The beauty and smoothness of operation of these engines must be seen to be appreciated. There

are other steam engines for pumping water and breaking and preparing coal, and often for ventilation by means of a revolving fan. This is accomplished sometimes by a ventilating shaft with a furnace at the bottom to rarify the air. Ascending the building by steps, we find operations going on which rest upon the extremes of power—the 150 horse engine and a copper toed boy of eight years old; and each in its place is indispensable. The load of coal, hoisted to the top is dumped upon a slightly inclined floor in which strong iron bars make a coarse grating. Through this grating drop the smaller pieces of coal, assisted by two men who dexterously draw away the pieces which it may be proper to reserve for the first grade of sizes called “lump.” What falls through the grating or may be allowed to pass on above it, goes into the hopper, where, waiting to receive it, are two great cylinders armed with teeth like those of a shark. Here it is broken into egg, or stove, or such sizes as may be in demand, the size being regulated by the set of the crushers. From the mill the coal passes into long revolving cylinders, called screens, covered with jackets of wire cloth or open meshes of iron. These screens being set at an angle, the coal tends toward the opposite extremity from which it enters, and in its progress is not only sifted of its dust but the “pea” and the “nut” coals drop through and fall into shutes whence they travel onward to their destination. These shutes or wooden gutters are crossed intermediately by board seats, and on these seats when the mill is working, will be found the copper toed boys to whom we have referred, and here we propose to astonish the unlearned reader and all who grumble at the price of coal at five dollars a ton. We only wonder it is not twenty. Every piece of coal we burn is inspected by one pair of eyes and touched by one pair of hands. The business of the boys is to pick out the slate and stone, and thus

while the carboniferous tide passes onward the copper toes stop it from going too fast, while the hands rapidly pick up the grimy swindlers and drop them quietly outside. The honest coal passes on, and is dropped into pockets or bins, from which the cars are loaded, and sent to market. The dust and wastage amounts to about twenty-five per cent. The cost of one of these breakers is upwards of two hundred thousand dollars, and the entire investment in buildings and machinery must amount to many millions.

The increase in the coal traffic is almost beyond belief. In 1851 the company shipped six thousand tons in three months. The present capacity—often worked up to—is twelve thousand tons per day. They build houses for their workmen near the mines, and from the churches and schools that abound among them we should judge that a good many men are worse off than the coal miners of Pennsylvania.

SHOPS OF THE D. L. AND W.

The repair shop, engine houses and other local works of the company are too extensive for us to do justice to. They cover more than thirty acres of ground, and with the works of the Lackawanna Iron and Coal Company which adjoin them, form the most conspicuous objects in the city viewed from either of the neighboring hills. There are two great "round" or engine houses which make a part of the picture, each large enough to hold a good sized world's fair. In the car shops under charge of Mr. McKenna, we find cars of every capacity from the humble coal car, eighteen of which have been turned out in a single day, to a Director's car, fifty-six feet long, one of the triumphs of modern skill and of the decorative arts. Passenger cars needing repairs are switched off from the main tracks and run in the "hospital" provided for them, where they are treated after the prescriptions of Dr. Mc Kenna, who, if his patient is worth saving will send him out as good as new, and if not, will

summarily put an end to him. Damaged coal cars are treated in separate shops. Connected with these are various apartments for the painting and upholstering of passenger cars and for the minor operations of the establishment. An immense quantity of lumber is used, oak and pine predominating, and we notice throughout a rigid supervision and a perfect system which leaves nothing whatever to chance. Each tool as well as each man has its place, and a thousand men are just as orderly and as easily controlled as a hundred. The

MACHINE SHOPS

under the charge of Mr. Dawson the Master Mechanic, when in full operation present a wonderful scene of varied yet harmonious industry So perfectly systema-



tised is the entire work that everything that is wanted from the tiniest screw to the finished locomotive is in its place and will fit where wanted. The shops for repairing locomotives is nearly three hundred feet in length and has eleven tracks on which they are run in. The operations here are exceedingly interesting. No matter how broken or battered an engine may be, if worth repairing at all the disabled giant is taken in hand and in due time is turned out deftly made over, and to all outward appearance as fresh and new, as when it first sprang into locomotive life from the hands of its earthly maker. It is both curious and wonderful to see how easily these immense machines, weighing somewhere about thirty-seven tons, are handled. A man is by their side but a pigmy, yet by the potent aid of steam he is greater than they. Steam hammers which will strike a finger without hurting it, will put a bar of iron into shape as neatly and quickly as a woman will finish a seam on a sewing machine. One powerful machine will attract attention, that for putting car wheels on and taking them from the axles. This is done by hydraulic pressure, which up to the strength of the iron which holds it together is irresistible. Over this engine room are the copper smiths and tinner's shops, and the storehouse for patterns. The latter will remind one of the Patent Office at Washington, and patterns are stored here many thousands in number and to the value of seventy thousand dollars. The same orderly arrangement prevails here as elsewhere, and there is nothing wanted but can be instantly found by the person in charge. Two wings run from this building each two hundred by seventy five feet. In one is the smith shop, containing over twenty forges, in the other are lathes, drills, planers and other machines such as the disciples of Vulcan employed here delight in. The engine which drives all this complicated machinery is a magnificent specimen, made by the Dickson Manufacturing Company and is over

two hundred horse power. The foundry shops are very large and of course cover all the work which may be needed in the operations of a company like this. The axles of all cars are of the best quality of forged iron; the wheels are cast and then annealed to render them less brittle. The large driving wheels of the locomotives are heavily plated with steel and the process by which this is done is curious and interesting. All wheels are lathe-turned to make them perfectly true and uniform, and this is done with mathematical precision. The most difficult article to produce is the steam cylinder, two of which will be found on every locomotive. The first and greatest difficulty is to get a perfectly sound casting, as the slightest imperfection in its interior condemns it back to the furnace. The finish after that is a work of great skill and nicety. In fact there is nothing in the world in the way of machinery which is the embodiment of more thought and care than a finished locomotive, and with all this the most competent of machinists cannot tell exactly how a machine will work until it is tried. There is sometimes a perversity about a locomotive which almost allies it to humanity. The engines in use on this road are very strong and heavy. All the tools and machinery for the coal mines are made in this establishment.

SUPPLY SHOPS.

Under the general direction of Mr. Cushing a supply shop is established here in which any article that may be needed on any part of the road can be had. A broken wheel, axle, casting, bolt or bar can be at once duplicated, and here are kept too all the tools and minor machinery that may be needed in mining. Most of the articles have their numbers and an officer in any of the mines can telegraph by number for what he needs and obtain it by the first train. The telegraph indeed has become indispensable. All the wires are connected

with the office in Scranton and a call for help will receive instant attention.

LACKAWANNA IRON AND COAL COMPANY.

We have referred to this company incidentally in other parts of this volume. It is the great oak growing from the acorn planted by the first settlers in this region. The little mill and the little forge have disappeared, but the industry of to-day followed as a natural sequence and is not essentially changed, and what is still more wonderful in this country of changes, this business has only changed hands through death, or in the addition of new stockholders and officers called for by its rapid expansion. The present Vice President Mr. Platt, as yet hardly across that rubicon, the "prime of life," was one of the original associates, and a son of Jos. H. Scranton, Mr. W. W. Scranton, is Superintendent of the rolling mills and has inherited all his father's energy and decision of character. The works of the company at the present time cover a number of acres—it would be hard to tell how many as they are somewhat scattered—and in general terms consist of five blast furnaces; two puddling mills, and two rolling mills. The first effort here was to produce pig iron, the second bar iron and nails, the third, which is the present business, railroad iron. The nail cutting was suspended about 1849, the prospect for a profit in rails being considered better, and the manufacture of these was commenced in 1847. The first steam engine for making iron bars or rails in this section of the country was put up by this company in 1847; their first furnace was built in 1840, and the first iron was puddled in 1845. The production of railroad iron the first year was less than six thousand tons; the present production is fifty thousand tons. Few companies have concentrated more within themselves than this. The iron ore is in part from their own mines in Sussex County, N. J; the coal is from mines of their own adjacent to their works; they grind their own flour,

and they keep an extensive and comprehensive store from which to supply their workmen or the general public. In brisk times they employ two thousand men, and they use annually one hundred thousand tons of ore. The manufacture of railroad iron brings into play numerous fires and massive machinery, and if any student of mythology has not formed an idea of the workshop of Vulcan, he will be materially assisted here.

THE DICKSON MANUFACTURING COMPANY.

This is another of the notable growths of manufactures in Scranton, and shows the manifest advantage of a location where, when the main staples used are iron and coal, they can be had at the minimum of expense. The company have large works here which they propose to materially extend and a branch at Wilkesbarre. The capital is \$500,000, and the average number of workmen is over five hundred. The business of the company is the manufacture of locomotive and stationary engines and mining machinery, and the quality of their work has not only brought renown to the company but has materially advanced the general prosperity of the city and the mining regions. Their locomotives are found on many roads and give great satisfaction. Thomas Dickson is the President of the company, Geo. L. Dickson, General Superintendent.

In addition to those we have named there are a number of shops here, some of them of considerable importance. There are several foundries, engine and boiler shops, a stove and hollow ware manufacturing company, and what seems very incongruous, but is notwithstanding successful, a manufactory of sewing silk.

HISTORY AND ROMANCE.

Scranton bears the name of one of the first pioneers of the Lackawanna Valley and one of the most industrious and persevering men who ever lived—Hon. Geo. W. Scranton. The valley of the Lackawanna was first settled by the Moravians who are identified historically

with persecution in the old world and the settlement of the new. Bethlehem was their head-quarters in Pennsylvania, but they extended themselves in various directions, and their religious fervor never interfered with their love of adventure and fondness for novelty. Before the irruption of the whites, this region was occupied by the Capouse tribe of Indians, and their location here was called the Capouse meadows.

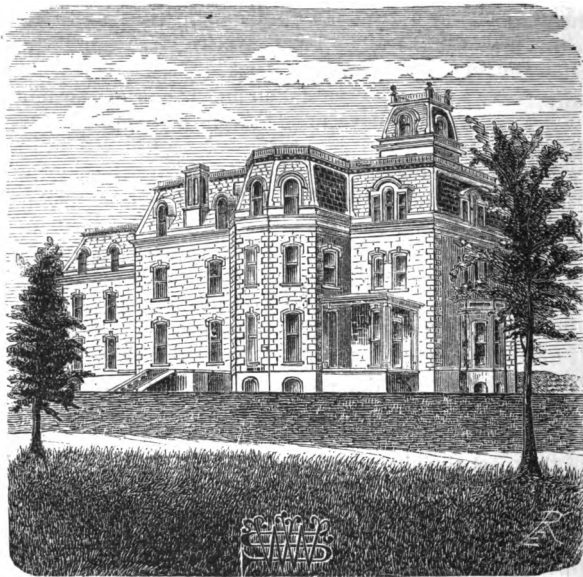
Various purchases of land were made, and we read of scattered families settling in various parts of the valley, but we can learn of no whites permanently located here until the year 1788 when Philip Abbott built a log house on Roaring Brook. He subsequently built a grist mill and became an independent proprietor. This mill was of a very primitive character, the stones for grinding being obtained in the neighboring hill. It is as well to state here that the name of the river—Lackawanna—is a modification of the Indian title Lee-haw-hanna and signifies the stream of laughing waters—poetical enough, surely, for Longfellow to write another romance upon.

A few families followed the adventurous Abbott, including a brother James Abbott, Mr. Taylor and Mr. Slocum, who became interested in the mill, and it was thereafter known as Slocum's Mill. We are of the opinion that the Slocums were an enterprising family for we hear of various purchases of land, and Scranton was known as Slocum Hollow, or, as an irate Dutchman would have it, Slocum's Holler, for many years. The progress of settlement was slow, however, and the advantages offered were limited. Neither Indians nor wolves were pleasant companions and the forest was heavy, necessitating laborious work in clearing lands, while succor and supplies were a long way off. In 1796 there were but fifty-three persons in the valley subject to tax among whom the author of this little work is happy to find relatives of his own—Stephen and Rainsford Hoyt. All the names have a good Saxon sound ex-

cept Lutts, Lutchues, Simrol and Dolph, who were probably German. A son of one of the Slocums is still living here, and the original Slocum house stands on Roaring Brook—if the reader will take as original a house which has been so often repaired as to lose its identity. To the Slocums the town is indebted for many vigorous enterprises, but a Dr. Smith started the first forge, using as we have said charcoal for heating, and here we find the inception—the nest egg—of the vast industries which now send the active blood of commerce through a thousand arteries. The Slocums we are told became interested in this enterprise also. After this forge followed other mills and a couple of distilleries, showing that our ancestors were fond of the ardent, and it is said that although the forge was a failure, the stills kept at work. It can hardly be asserted that before the year 1850 there was anything here which could be dignified as even a village, but at this date there began to arise certain prophetic souls who foresaw what the great future would bring forth. They first struggled for a connection with a proposed canal at Pittston, but now opened upon the sight a vision of railroads, and the effort to obtain one, long delayed, was at length crowned with success. We have referred to this in our sketch of the history of the D. L. & W road and can only say here that the master spirits in this enterprise appear to have been Henry Drinker and Wm. Henry. It was their heroism which led to the inception of the grand enterprises of to-day, and it was their difficulties which led to the introduction of the brothers Scranton into the history of the place. At this time the "Hollow," boasted of but a few dwellings, scattered from Roaring Brook to Hyde Park and Providence. With the Scranton's a new Iron Company was formed and plans laid for a fresh effort at business. The first experiments with anthracite coal in a blast furnace were made in 1837 but were a failure, and in fact the manufacture of iron struggled through suc-

cessive failures and it was not until the year 1843 that the tide changed from ebb to flood and thus on to fortune. A rolling mill and nail works were established and the foundations laid of that great factory which now employs two thousand men and is one of the most notable and impressive of Scranton's curiosities. We have referred to the struggle for railroad facilities elsewhere, and the magnificent road we are now illustrating is the fruit of those struggles. It is only necessary for us further to say, that with the railroad and coal and iron triumphs came population, and with population other enterprises, until the scattered hamlet became a village and the village a city. With the union of Scranton, Hyde Park and Providenc under one corporation it now has a population of about fifty thousand souls. Much has yet to be done to make the city what it should be, but with time and patience we doubt not that Scranton will be one of the most beautiful, as it is one of the most thriving cities of the State.

It would hardly be right to close our sketch of Scranton without a passing reference to some of the more notable men now living who are identified with its earlier or its later fortunes. Geo. W. Scranton is dead, but his brother Selden T. Scranton is living at Oxford Furnace N. J. Jos. H. Scranton also has passed away, but two sons occupy prominent and honorable positions. J. A. Scranton is Postmaster, and W. W. Scranton is Superintendent of the rolling mills of the Lackawanna Iron Co. Mr. J. C. Platt one of the pioneers and a most popular as well as enterprising citizen is Vice President of the same company. The Dickson family is noted for wealth and liberality; Thomas Dickson being President of the Delaware and Hudson Canal company, and Geo. L. Dickson, President of the Dickson Manufacturing company. J. J. Albright, known as one of the Moravians was long connected with the D. L. & W. company. James Blair, brother of Hon. John I. Blair is the resident



director of the D. L. & W., and is known as a man of large wealth and connected with many local enterprises, he is President of one the Savings Bank. H. S. Pierce, President of the Trust Co., is a prominent and influential citizen, as is Geo. Sanderson, President of the Lackawanna Valley Bank, the latter being one of the early settlers. Judge Wm. Merrifield of Hyde Park, John B. Smith, Superintendent of the Pennsylvania Coal Company, H. B. Rockwell and Sandford Grant one of the pioneers in the iron business, are all men of note and held in high esteem.

Before closing this story of Scranton we cannot do less—and we wish we could do more—than acknowledge our indebtedness to Wm. R. Storrs Esq., the General Coal Agent of the D. L. & W. Co., for many kind at-

tentions and much valuable information, as well as for the picture of the coal breaker with which the story of coal is illustrated. We also acknowledge the polite attentions of Mr. Ruthren and others of the same company.

THE VALLEY OF THE WYOMING.

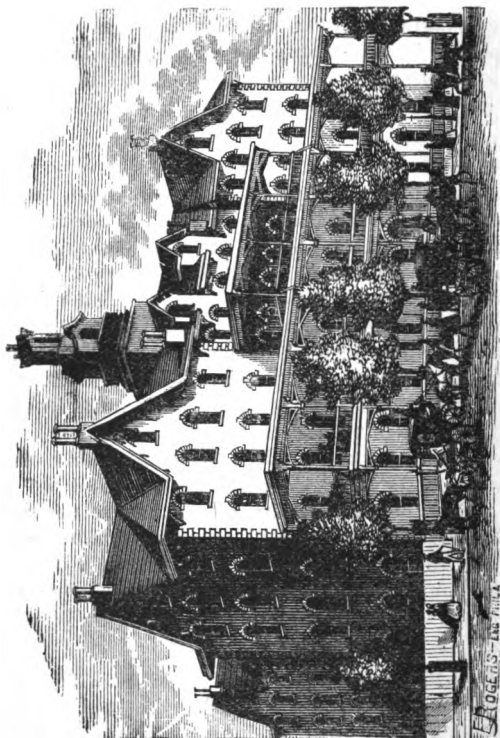
The Lackawanna and Bloomsburg Railroad, formerly an independent company, has been incorporated with, and now forms a division of the DELAWARE, LACKAWANNA and WESTERN. A number of working mines belonging to the company lie upon it, and others of which they receive coal under contract. The towns supplied by this road are LACKAWANNA; PITTSTON; WYOMING; KINGSTON; WILKESBARRE; PLYMOUTH; SHICKSHINNY; BERWICK; BLOOMSBURG; RUPERT; DANVILLE; NORTHUMBERLAND.

To describe all these towns in detail would expand our work far beyond its proposed limits, and we shall refer to one of the most important, and to the valley itself as an object of interest. Other roads run through here and the tourist can have a chance of lines from various points, and a variety of scenery hardly equalled within the borders of Pennsylvania.

WILKESBARRE.

166 miles from New York. Population 30,000.

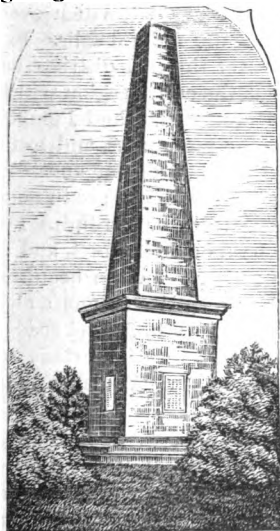
Seventeen miles from Scranton the train stops at Kingston, a pretty town of itself, about one mile from Wilksbarre which is reached by horse cars. The visitor will be surprised and delighted in finding so fine a city, in what has been considered a secluded and romantic valley. It lies on the banks of the Susquehanna, here a wide and swift running stream, and with rare good taste the citizens have laid out a splendid avenue and improved it with trees, flowers and fountains, making a promenade of a mile in length, lined with magnificent residences, and a hotel so architecturally ornamental



that we must give an engraving of it. The bank on the opposite side of the stream is bordered with willows and other trees, and the cultivated fields beyond, melting away gradually into the mountains, makes a landscape of such exquisite beauty that would justify a tribe of poets in writing stanzas for a month. We are almost tempted to quote Campbell's *Gertrude of Wyoming*, but we refrain. Every writer on the valley quotes it, and

every reader knows it by heart, so we will wait for something new.

The streets of Wilkesbarre are generally wide, well laid out and clean. It is a coal town but has an appearance of commercial activity which shows a good agricultural as well as mineral country. Some of the bank and other buildings are as fine as anything of like character in our largest cities. There is an Opera House on the street fronting the river which is worthy of attention. The schools and churches are numerous and commodious. A new Catholic church, erected in honor of the dogma of the Immaculate Conception, is to be noted for its size and architecture, and for its elegant interior. The galleries extend around three sides, with rounded ends, giving the entire width of the church to the chancel.



The walls are beautifully frescoed and the altar has elaborate paintings and statuary which will be admired by all visitors, at least as works of art. The Wyoming Valley house is as we have said splendidly situated, and was built we believe by private subscription. It will accommodate three hundred and is well furnished and well kept. There are other hotels in the public square of the ordinary commercial character. The Lackawanna Coal and Iron Company of Scranton have a branch machine shop here, and there are other manufactures.

WYOMING, four miles from Wilksbarre is a pretty town and is a favorite resort of visitors during the sum-

mer. It is the site of the monument erected to commemorate the massacre of the whites by the Indians, over which historians have grown eloquent.

There is not a town in the Valley of Wyoming which is not worth visiting; not a spot which has not sacred or interesting associations. The visitor to Scranton cannot spend a day or two, or even a week or two, more agreeably, than in a trip on the LACKAWANNA and BLOOMSBURG road. If, after viewing this gem of the valleys he does not return a better and happier man, his soul must be dead indeed to the voices of nature.

EN VOYAGE.

We leave Scranton behind us and turn our faces northward. For awhile Scranton, Hyde Park, Providence, and the outlying suburbs are in sight, with many a tall coal breaker, and great heaps of coal dust, which every man mentally tries to find some use for and fails. It is truly and literally the *bete noir* of the coal districts, and in time, if these mines hold out, the entire region will be buried after the fashion of Herculaneum and Pompeii. Gradually we wind around the mountains, and losing sight of coal, come again to the wood of our ancestors, or what there is left of it, for the mountains are in many places, cold, rocky and bare of trees or verdure. Fire and the axe have done their best, or their worst, and we have around us the majestic rather than the beautiful. Streams and cascades meet the eye, and in summer a clear refreshing atmosphere without the dust of level roads is ours. The towns are not large or very important and only short descriptions are necessary. The first place we stop at is

CLARK'S SUMMIT.

157 miles from New York. Population 1000.

This is said to be the highest point between Scranton and Great Bend. The grades are heavy and the cuts deep, and we are impressed with the courage of those who first projected a railroad through these mountain

gorges. The place rejoices in a tannery and steam saw-mill, and there are a number of dairies in the surrounding country. Two Baptist churches and one Methodist are to be found here, and a district school. The natural attractions are quite extensive. There are lakes and streams with good fishing. A good country hotel offers accommodations at reasonable rates.

ABINGTON.

159 miles from New York.

A station, merely, the post office town being Waverly, one mile distant. It is the station also for Schultzville, $3\frac{1}{2}$ miles. In the district are tanneries, saw and grist mills and a small foundry. Milk and butter are shipped daily to Scranton. At Waverly is a small hotel and there are three churches—Baptist Presbyterian and Methodist.

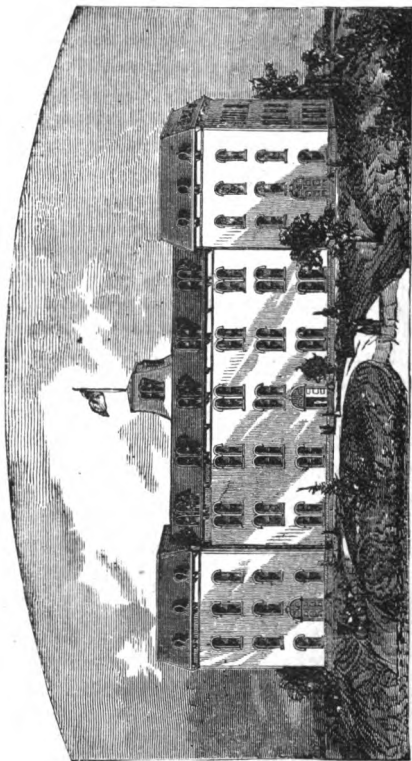
DALTON

is the next stopping place, but is of minor importance.

FACTORYVILLE.

164 miles from New York.

has a population of about four hundred. It is in Wyoming county, and like most of the towns through here is noted for its dairies and good milk and butter. Farming is also a source of profit. A small stream passes through the village, but aside from the mountains the attractions are not numerous. Two miles north of the station the road passes through a tunnel nearly 2400 feet long. Factoryville we are bound to believe is both enterprising and moral. It has three churches, a district school and one of the finest academies in the State—called the Keystone. It is beautifully situated, and we are happy to hear is doing well. There are two hotels, both good, and those who may wish to drop off here for a day will not regret it.

**NICHOLSON.**

170 miles from New York.

We see where the trees go when we look at the tanneries. They have one here with a capacity for tanning 25,000 hides yearly, but how many trees it takes they do not say. There are also various manufactures; a planing mill, flour and grist mills, a rake and a bedstead

factory, etc. There is good water-power, the Tunkhannock and Martin creeks forming a junction below the village. Nicholson is a thriving place with good stores, three churches and a school. A local historian tells us in practical rather than definite language that "Joe Smith the Mormon, first launched his bark here when he started for the West." It would have been better for the country if Joe's "bark" had been used to tan hides with. In approaching this station from the tunnel the road descends a grade of fifty feet to the mile, giving us some splendid views of the village and surroundings. There are two hotels with good accommodations. The next station bears the singular name of

HOPBOTTOM.

176 miles from New York.

The name of this village, which is a comparatively new settlement, is from a small creek which formerly abounded in wild hops. It is the shipping station of a fine agricultural region and large quantities of stock, butter, poultry, hay, apples, cider, etc., are forwarded to Scranton and even as far as New York. Its manufacturing is not extensive, and is confined to the usual shops and mills of country towns. Game can be found in the season, even wild cats we are told, but we prefer to say with more certainty, foxes and squirrels. Loomis lake, one mile from station is a fine sheet of water and there is fishing there and in the streams; pickrel, trout, perch and other varieties. The churches are one Universalist and one Methodist, both very neat pretty edifices. The tourist will notice that the architecture of the churches generally on this road has a singular uniform appearance. They are mostly painted white with a steeple formed of a square tower and a spire of the sugar loaf pattern, terminating in a ball. Sometimes ambition runs a congregation into a double steepled church, in which case one is invariably half the height of the other, as though stunted in its growth. A pretty white school

house adjoining the church is an agreeable accessory. The traveler will also probably notice that Barnum has been through here, and that he is politely invited to buy somebody's pills and another somebody's sewing machine. Wilmarth's hotel is good and prices very reasonable,

MONTROSE.

183 miles from New York.

This is a mere station, Montrose village being eight miles distant. The Burrough of same name has a population of 2,000 and covers a variety of active industries. There is a manufactory of hay forks, a foundry and various mills, and it is famous for its lakes, waterfalls and splendid fishing; trout being caught here weighing one to four pounds. A gentleman who ought to know says the place is noted for "early piety and good morals." We should think so; there are eight churches—schools not named. A democratic and a republican paper teach the people correct politics, and post them up regarding the outside world. Two very good hotels take care of the outer and the inner man.

NEW MILFORD.

190 miles from New York.

We are still in Susquehanna county, and still among the tanneries and saw mills. The population is about 1000. The location of the place is very pleasant with plenty of lakes and streams in which the finny tribe disport themselves and wait for the angler. The railroad passes through the village which extends over a mile on each side. The Methodists, Episcopalians and Presbyterians have each a church and there are good schools. It is further educated by a very fair weekly paper the Northern Pennsylvanian,

GREAT BEND.

196 miles from New York. Population 1000.

This is a point of considerable railroad interest. It was here that the Erie Railroad was reluctantly forced

to diverge and lose its exclusive character as a New York road, and it was here that the iron was delivered from Scranton that enabled the Erie Company to complete their engagement with the State of New York and save the \$3,000,000 which depended upon the fulfillment of this contract. The village itself is beautifully situated on a level plain surrounded by a framework of mountains, and the two railroads give it life and activity. The D. L. & W., have shops and a round house here. Besides flour and lumber mills there are three tanneries. The Susquehanna river flows through the town and there is a mineral spring, the virtues of which are said to equal the Gettysburg water. There are Methodist, Presbyterian, Episcopal and Catholic churches and good schools. The scenery of the place and its own attractions are worthy of a visit. Barnum's House and the Susquehanna Valley House will take good care of visitors. The next station on the road is

CONKLIN.

202 miles from New York.

We have crossed the line, and are in Broome County, State of New York. The township has a population of about 1500, but we do not see many here. Near the station is a manufactory of acids using up fifteen cords of hard wood and ten barrels of lime daily. Tanneries and saw mills abound. The Susquehanna flows through here, but the general attractions are not numerous. There is a hotel one mile from the station, the Corbettsville House.

PART V.

FROM BINGHAMTON TO UTICA.
BINGHAMTON.

210 miles from New York. Population 15,000.

We start here to go over a Division of the D. L. & W. with the agreeable fact before us that the terminations of the line are in large, thriving, animated cities. And truly the visitor who stops long enough in Binghamton to take in facts with his own senses, will be astonished that where he expected to find merely a village and a railroad junction, is one of the most beautiful and active business cities in the State of New York; indeed we doubt whether in proportion to its size there is not more solid prosperity here than in any city of the State outside the metropolis. The situation is very fine. The Susquehanna and Chenango rivers give facilities for a large manufacturing interest, while the various railroads centering here give outlets for the manufactures, as well as for its general commerce to every part of the country. It is a central point for the great states of New York and Pennsylvania, themselves counting a population of seven millions, while the great west is but a day's journey, and the great ocean can be reached in a few hours. We vary our usual order somewhat to speak first of the

CHURCHES AND SCHOOLS,

for the potent reason that the churches will be specially noticed by any one who has only time to look out of the car window. Viewed more closely they impress one with the idea of great wealth and equally great liberality, two things which do not always go together. In fact although it is our business to know and explain all things, we are dubious as to the possibility in a place like Binghamton of finding money enough to pay for

them, or people enough to fill them. The three most prominent churches as we go up Chenango street are the Baptist, Presbyterian and Centenary Methodist, the latter on Court street. They are all elegant and imposing buildings and are as creditable to the taste and skill of the architect as to the liberality of the people. The Presbyterians, and we must infer the same of the other denominations, take good care of their pastors, judging from a parsonage now being finished which is in full harmony with the church ministered unto. There are in all eight churches, Episcopal, Catholic, Presbyterian, Methodist, Congregational and Baptist. The Episcopal church is stone and is also a very fine edifice. In schools the Binghamtonians have been equally liberal, and the school buildings are numerous and elegant and cover all the grades. There is a high school also, which is a noble bit of architecture, in which the course of instruction is sufficiently comprehensive to prepare either sex for college or for any of the active pursuits of life. We regret that we cannot do full justice to this subject for the city well deserves all that can be said.

MANUFACTURES.

Commerce and manufactures united are the true basis of prosperity in any city, and in both branches Binghamton shines pre-eminent. There are here five shoe manufactories, two tanneries, three planing mills, in connection with which are extensive sash and blind factories; one hoe factory, and several segar makers. We find here also, the extensive works of the Jone's Scale Manufacturing Co., who make an article which in quality and appearance rival the celebrated Fairbanks. Scales are made from the most delicate balance to railroad scales of a capacity of 150 tons. There are in addition a number of flour and feed mills, a foundry and machine shop, and others of more or less importance.

COMMERCE AND FINANCE.

There is, as we have said a very harmonious balance

between the manufactures and the commerce of Binghamton. The wholesale business is extensive, and if the stores are not as outwardly imposing as the churches, they are large, and interiorly show the same commendable spirit of enterprise. The amount of business done by some of them, if we were at liberty to state it would hardly be credited. Hon. Sherman D. Phelps is one of the liberal promoters of business here, and in addition to being the President of a bank is the main proprietor of a large hardware establishment, and could probably be found at the foundation of a good many other enterprises. One of the most imposing commercial buildings in this or any other city was erected by him. It is at the junction of Chenango and Court streets, is built of the light colored Syracuse limestone, and is, next to the churches, the chief ornament of the city. We believe it accommodates three banks, a number of insurance and real estate offices, and others too numerous to mention. There are in all four banks, two savings banks, and several insurance companies.

CHARITIES.

Binghamton is the seat of the noted State Inebriate Asylum, which occupies the summit of a hill to the east of the city. It is of imposing architecture, and its usefulness as an institution is too well known to need elaboration. The Susquehanna Valley House, occupies a pleasant position on the river. It is under the charge of a Board of one hundred ladies and its object is to provide for the destitute orphan children of this and neighboring counties, an object which is faithfully carried out. There are other and more general institutions which we have not room to enumerate.

NEWSPAPERS.

There are three dailies, the Republican and Democrat, both well managed and flourishing papers, each issuing a weekly, and the Times, an independent daily with a leaning towards the administration. A weekly is also

issued here. The Standard is a semi-weekly, and the Leader a weekly journal.

HOTELS.

The Exchange, American and Way's hotels; the Spaulding and Lewis House all stand well; the last two being near the station. Mr. Dwight is about opening a new and beautiful house for both family and transient boarders, and it is one of the architectural ornaments of the city. Indeed the curious visitor cannot do better than to spend a few moments here to see what one man of means may accomplish. Mr. Dwight has built an entire village around him with the hotel as a center.

GENERAL SUMMARY.

Binghamton has not only all the substantial elements of a great city but it has commenced aright. The streets are wide and generally well paved, The buildings are brick; it has gas and water, the latter supplied from deep wells and forced through the pipes by steam pressure. It has an excellent fire department, and a good civic administration. The rivers are crossed by substantial bridges, one, a wire suspension, recently completed, being ornamental as well as useful. All the prominent societies, Masons, Odd Fellows etc., are well represented. The Binghamton Water Cure has a wide reputation. Binghamton has a number of men of wealth and note besides those we have named. Mr. House of telegraphic fame resides on a hill top near here. As the towns through central New York were created by the canal so Binghamton is the child of the railroad, and its future is as sure as that of any city can be on this sublunary sphere.

There is a manufacture of portable steam engines at Binghamton which deserves special mention on account of their apparent usefulness, the substantial way in which they are built, their economy of fuel and their price which struck us as exceedingly low. For all pur-

poses requiring from one to ten or twelve horse power, we should think them admirably adapted.

Turning from Binghamton northward, on the **UTICA DIVISION** of this road, we find ourselves in a country prolific in its resources and well balanced between the products of the farm, the forest and manufactures. The first station is

CHENANGO BRIDGE.

5 miles from Binghamton. Population 400.

A fine iron bridge, gives this station its name, outside of which and the surrounding scenery it is not of much importance. The Chenango Canal passes through here and the Albany and Susquehanna railroad is within sight of the station. There are no manufactories but a number of dairies.

CHENANGO FORKS.

11 miles from Binghamton. Population 1050.

There is a junction here of the Syracuse and Oswego and the Utica Divisions, the latter deflecting to the right, the former continuing directly north. There is water here furnished by the Chenango river and another stream on which are various mills and a cheese factory. The general surroundings are pleasant and it has more hotels than churches. We are in Broome county but pass into Chenango county at

GREENE.

22 miles from Binghamton. Population—

The Chenango Valley as we have said is pretty equally divided in its business interests. We find here, a busy thriving neighborhood. There is a foundry doing a flourishing business, and a cheese factory. The Chenango river is near the station and the valley is charming. A knife factory is in the neighborhood. Four churches, Baptist, Methodist, Congregational and Episcopal, a good school and a weekly paper, the Chenango American, make up the religious and educational advantages. There are two good hotels, the

Chenango House and the American. The railroad runs here on an embankment with many curves and windings at the base of the hills.

COVENTRY.

29 miles from Binghamton

is a small town in a good agricultural country, with the usual characteristics of a pleasant village, without large manufactures. Our information respecting it is limited.

OXFORD.

32 miles from Binghamton. Population 1,400.

It would be hard to find a town where there is a better balance between agriculture and manufactures than here. We find a hoe and edge tool factory doing a large business, a carriage factory, also flourishing, a woolen mill, an iron foundry, and two cheese factories with sufficient capacity to dispose of the lacteal product of seven hundred cows. All the farms here run into dairies. The good character and orderly condition of the place may be inferred from the fact of its having six churches: Methodist, Presbyterian, Episcopalian, Universalist and Catholic. And, as "cleanliness is next to Godliness," the people of Oxford have wisely provided themselves with an abundance of water, nearly every house being supplied with pure spring water from the adjacent hills brought through log conduits. The scenery here is remarkably fine, the Chenango river assing through a valley with hills of considerable magnitude on either side. There is an incorporated academy in addition to the usual district school, and as the village has also a newspaper of its own, we have, we may say, quite a model town. Oxford is not a youthful place either, but bears the dignity of age, having been first settled near a century ago.

NORWICH,

40 miles from Binghamton. Population 5,000.

This is one of the most flourishing towns in Southern New York, having the advantages of water power on

the Chenango river, and of ready markets north and south.

Norwich is noted the country through for its hammers in which it has a large trade, and in fair times employs over one hundred men. Its industry like that of most towns in this state, and very unlike New England, is decidedly mixed. There is a piano manufactory, a foundry and blast furnace, a cabinet ware and wagon factory, three tanneries, three saw mills, two sash and blind factories, and of course a cheese factory, very large and complete. We are told there is one dairy in the neighborhood, of three hundred cows, which we are quite ready to believe. Norwich is quite a favorite resort for tourists. Chenango lake a very pretty sheet of water a mile in length is six miles from the town, a good road leading thereto, and there is good fishing there and in the river. Norwich has seven churches, about equally divided, with a Free Will Baptist to help out, and a colored church, free and independent. The schools are excellent as are the two newspapers, the Union and the Telegraph. In hotels the traveler has the choice of a good half dozen of which the following are all to be recommended: American, Spanlding, Chenango, Central. To those who wish to visit Chenango lake we would say that they will find accommodations there also. Passing the station of NORTH NORWICH we arrive at

SHERBURNE.

51 miles from Binghamton. Population 1,500.

It is an old joke to show a brick as a specimen of a house, but it is perfectly legitimate to show up one of these go ahead towns as a sample of the great state of New York, and as illustrative of that kind of work which has made it the richest state in the Union. Here is a town of but small size, yet with faith in an intelligent resident we make the following statement.

MANUFACTURES.

One cotton factory, one carding and woolen mill, three grist mills, two plaster mills, nine saw mills, one foundry, one tannery, one pottery, one cabinet factory, three wagon factories. To these must be added lime kilns, stone quarries and the various minor industries which go to make up a complete unity. For all this, Sherburne, like Norwich, is indebted not only to its industrious people, but to its natural advantages of position. It has magnificent water power in the Chenango river and in a number of brooks which fall into it. It has also the railroad and the Chenango canal as arteries.

A BIRDS EYE VIEW.

In natural attractions Sherburne has enough to keep a tourist going for a week. Madison pond a beautiful transparent lake is eight miles away. Pratt's and Hunt's mountains in the immediate neighborhood offer some glorious scenery, while the falls on Mad Brook only a mile from the village are famed for romantic beauty. The water tumbles sixty feet in a chasm of the rocks which rise one hundred feet on either side. A sulphur spring flows at the foot of the falls but we are not advised of its virtues.

The village has many things which we might naturally expect to find in an industrious place. In addition to seven churches, excellent schools and a newspaper, the Sherburne News, it has a Town hall, a Masonic hall, various lodges of Masons etc. The stores show a thriving trade with the surrounding country. As a specimen of a fertile country it may be well to state that the cheese factories and dairies here use up the product of five thousand cows and have turned out two million pounds of cheese and one million pounds of butter per annum.

The hotels are Medburg's and the Union, both represented as good.

Sherburne was first settled in 1792 by emigrants from Litchfield county, Connecticut.

EARLVILLE.

56 miles from Binghamton. Population 500.

This is a town on the east branch of the Chenango river. It has a large tannery, capable of tanning thirty thousand hides per annum, the usual cheese factories, dairies and grist and saw mills. It is an exceedingly pleasant village and offers many advantages to those who seek the peace and rest offered by a rural neighborhood. There is a Methodist and a Baptist church and a fair school or two.

Earlville lies on the line of Chenango and Madison counties and is six miles from the town of Hamilton noted for its university. The depot of the D. L. & W. is nearly a mile from the village. Although terribly crowded for room we must give a village enthusiast the benefit of a description, to which we are personally unequal. He says

“From a hill near by it would be hard to find a more beautiful scene than is here presented. The fringed hills come close together, the two branches of the Chenango wind their way in silvery brightness on either side of the village as if doing duty as its guardian. The village itself not too compact, but spread out just enough to look rural, the white farm houses scattered in every direction, and the cemetery where rest the remains of many of our forefathers who caused the wilderness to blossom as the rose, with its hundreds of silent watchers o’er the dead, all go to make a picture that has been admired by critics and praised by all who have seen it.”

HUBBARDSVILLE.

64 miles from Binghamton Population 400.

There are two small villages supplied by this station; Hubbardsville half a mile distant and East Hamilton about one mile south. The first comers were from Colchester, Conn. in 1795 and the place was for many years called Colchester settlement. It lies at the head

of Chenango valley and is somewhat famous for the cultivation of hops of which it sends nearly 3000 bales to market per annum. It is surrounded by a good farming region and has consequently a surplus of butter and cheese for the outside world. Besides these products flour and lumber are turned out somewhat extensively. Hubbardsville has good stores doing a thriving business. The east branch of the Chenango river runs through the village and the surrounding scenery though not grand is enjoyabie. A Methodist and a Universalist church and a district school with the country inn make up the *summum bonum* of its earthly advantages.

NORTH BROOKFIELD.

68 miles from Binghamton. Population 400.

A pleasant little town on the same stream, and located one mile from station. It has a very diversified industry, and we beg the reader to observe that after perusing this little volume the old adage that "one half the world don't know how the other half live" will have lost its significance.

This village of four hundred produces milk, butter, cheese, hops, hay, corn, wheat and other farm products; five hundred wagons and sleighs from four manufactories; flour from a mill with three run of French burr stone, lumber from three saw mills; planing machines, with magnetic ointment and a magic liniment. We actually see no room for a poor man in North Brookfield. It is none of our business what religious faith a people follow, but we doubt not the reader will be surprised at the prevalence of "Universalism," throughout this region. There is here one Baptist and one Universalist church and a school. There is a country inn of the usual class, kept by Mr. Parks. The road is almost an air line for over seven miles.

WATERVILLE.

73 miles from Binghamton. Population 1,500.

This is quite a large and busy manufacturing town on a branch of Oreskany creek, and in the county of Oneida. It produces the usual farm products heretofore enumerated and has the following manufacturing establishments, two tanneries, one large boot and shoe factory, two foundries and one cheese factory. The town is quite picturesque, with a good country around it and an orderly society within it. It has six churches equally divided between the Presbyterian, Baptist, Methodist Episcopal, Catholic and Welsh, and the schools are fully up to the average. There is one weekly paper, the *Waterville Times*.

The American and Park Hotels offer good accommodations to travelers.

The next station is RICHFIELD JUNCTION, and we set forth that branch road and the famous springs under the head of SUMMER RESORTS, to which the reader is referred.

SAUQUOIT.

86 miles from Binghamton. Population 1500.

It is asserted, and we are perfectly willing to believe the assertion, that Sauquoit creek, on which this town is situated, turns more mill wheels than any other stream of its length in the world. It is churned often enough to change its nature were that possible. It is a rapid running little river with a constant flow of fresh, pure water, valuable in brewing or dyeing as well as for mill turning. Here at Sauquoit is a fair sample of its usefulness. There are two very large manufactories of cotton goods, two paper mills, two cheese factories, one saw and one flouring mill.

Two Presbyterian and one Methodist church are to be found here with a large public school, but the Sauquoitians have not as yet achieved a newspaper.

The Sauquoit Hotel is represented as comfortable. Sulphur Springs have been discovered in the neighborhood.

NEW HARTFORD, the next station, although not incorporated with Utica is enough a part of that city to be treated as such here. The great mills making the celebrated "York mills" sheetings and shirtings are within its limits.

UTICA.

95 miles from Binghamton. Population 30,000.

This pleasant, solid, substantial looking city, made once by the canal, has been made again by the railroads which seemingly run everywhere. It is a place of great wealth as may be seen in its well paved and well built streets and in the elegance of its private buildings, and churches. The flourishing character of its trade may be seen in its stores, and its prosperity further traced in its large manufacturing industries. It is the site of noble institutions and is munificent in its private charities.

MANUFACTURES.

Some of the largest cotton factories in the world are in Utica. The buildings of the Utica Mills have a frontage of nine hundred feet, and turn out sixteen thousand square yards of cotton cloth per day. The well known "nonpareil" brand is made here. The New York mills at New Hartford are much larger. The woolen mills are still more extensive and turn out a variety of cassimeres and other fabrics. Locomotive lamps and steam boilers are made extensively, and there are manufactures of boots and shoes, and, appropriately, stockings to go with them. Tanneries, agricultural implements of a most excellent quality, burr stones and a great variety of other goods fill up the list. There are many manufactures outside the city limits which really belong to it, as they look to Utica for a market, and for facilities to reach the markets of the world.

ATTRACTIONS.

Utica, aside from its being a capital city to live in and its manufactures, possesses no special attractions, but it is the departing point for **TRENTON FALLS**, eighteen miles distant one of the most romantic spots in the universe. The river for a long distance is a succession of falls and cascades with a bed of rock and sides of rock broken into a thousand shapes and with almost a thousand points of interest and novelty. It is a great resort for pic-nic parties, but has excellent hotels for most who wish to stay.

The D. L. & W. road has half a mile of tressle work with a sixty foot grade. It was built to clear the canal without the necessity of a swing bridge.

CHURCHES AND SCHOOLS.

Nothing will force itself more prominently upon the attention of travelers through central New York than the numerous churches, their excellent architecture and the substantial character of the public and private schools. Colleges also abound, founded by private munificence others the growth of denominational pride or necessity, but all doing a noble work. We shall specially note them as we reach them. There are in all twenty-two churches here, some of which like Westminster, Grace, the First Presbyterian, M. E. Calvary, and the Reformed, will attract special attention. The Episcopalians have four churches, the Presbyterians four, the Methodists three, the Catholics three and the others are divided between Lutherans, Universalists, Welsh, Colored etc. There are a number of Missions, which, counted as churches would considerably increase the number. The schools, public and private, are very numerous and cover every requirement of education. The High school building is elegant and commodious. There is a Female Seminary which has an extended celebrity.

CHARITABLE INSTITUTIONS AND SOCIETIES.

At the head stands the State Lunatic Asylum, a large imposing building in the western section of the city and reached by a line of street cars. This institution is well known and needs no description. The orphan asylum between Utica and New Hartford is an exemplary charity and is generously provided for. Nearly all the religious sects have their private objects of charity while the miscellaneous societies and associations are so numerous as almost to defy classification. All the different secret orders may be found here and Utica is much given to music, as may be seen by the number of musical societies and the annual gatherings.

AMUSEMENTS.

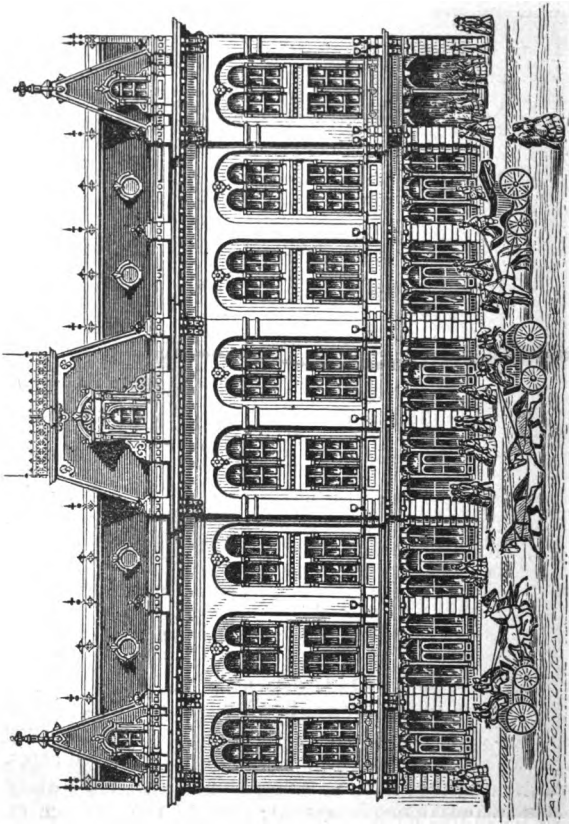
There are a number of public halls, and during the season lectures and other entertainments abound. The largest and finest Opera House in Western New York is here. It will seat sixteen hundred and is quite as elegantly finished as any house of its class.

HOTELS.

Bagg's Hotel and Rutherford House, both near the station are first class houses with extensive accommodations. There are others, further off, but on that account preferred by some. The best are the Dudley House and Globe and Central Hotels.

HISTORY AND ROMANCE.

We first hear of the site of Utica as part of a Royal grant from George II in 1734, to certain persons, of 22,000 acres of land in what was then known as the Mohawk country. The rent to be paid into the royal treasury was two shillings and sixpence for each hundred acres. We should judge from what we can learn from history that Utica was born of a *ford*; that, in the absence of bridges being a necessity and a fort being equally wanted to guard the ford, it naturally follows that there would be a gathering around the fort, and thus, little by little would a town grow up. This indeed is the fact. Fort



Schuyler was built to keep both French and Indians in check, and was one of a chain extending from Albany to the lake. The Mohawk river forms the northern boundary of the city and here many of the savage tribes gathered. The original Indian name of this region was Yannen-da-da-sis, *anglice*, around the hill. Fort Schuyler was built in 1758 and named in honor of Col. Peter Schuyler renowned in the French war. It stood near Main and Second streets and the whole neighborhood was then a forest, the land bordering the river low and marshy, and the locality was by no means a tempting site for a city. A man of the name of Port, with his wife and three children were the first settlers, and when we consider the character of the country and the constant danger from the Indians, we may conceive the moral heroism by which these emigrants were actuated. Many marvellous stories of hair breadth escapes are narrated. In 1794 a number of families were located here. In 1804 Jason Parker and Levi Stephens obtained the right to run stages to Canandaigua, the charge to be five cents a mile. At this time the annual tax was not over forty dollars on the whole community. John Post being the rich man of the place paid two dollars. Ground was first broken for the Erie Canal at Rome in 1817 and Oct. 1819 saw it extended to Utica. It was finished in 1825 and from this time Utica with other towns sharing its benefits rapidly progressed. The first city charter was granted in 1832 when the population was somewhat under 10,000 and the tax was limited by law to eight thousand dollars. It will thus be seen that Utica has nothing in common with antiquity but its name, and is altogether an infant of the present century, It has achieved much however in its time, and has shown that it is by no means a "pent up Utica," but has made good its claim to at least its fair share of the universe. It has produced many distinguished men. Horatio Seymour still has his name over a dingy law office. Hon. Roscoe Conkling is a native of the place and Hon. Francis Kernan is equally well known.

PART V.

BINGHAMTON TO OSWEGO.

Passing CHENANGO BRIDGE and CHENANGO FORKS, which we have elsewhere described, and the small stations of WHITNEY'S POINT, and LISLE we arrive at MARATHON.

29 miles from Binghamton. Population 1,000.

This is a thriving incorporated town of Cortland County with many of the advantages of much larger places. It is in an agricultural section, rejoicing in the fruits of the earth and with that propensity to dairies and tanneries which we find so prevalent in southern New York. There is a steam tannery, making a specialty of sole leather; two saw mills, a grist mill and firkin factory. Cheese is made extensively. The town is a pleasant one, with Presbyterian, Baptist and Methodist churches, schools and the various lodges. The good character of the place is secured in the possession of a newspaper, the *Marathon Independent*. The Hotels are the Cowley and the *Marathon House*.

STATE BRIDGE.

34 miles from Binghamton. Population 250.

A station merely, accomodating the towns of Mer-ringerville and East Virgil. There are flour, grist, saw and cider mills in the neighborhood. There is some fine scenery, the East Virgil rocks being the most noted. The road also passes here through some heavy rock cuttings. There are no churches, hotels or newspapers here.

CORTLAND.

43 miles from Binghamton. Population 4,000.

There is a junction here with the Cortland and Ithaca

road, by which travelers either from the north or south can reach that city of cataracts and colleges. Cortland is only two miles from Homer and in conjunction with that town forms a populous and busy district. A river with a name which would bother a philologist—the Tioughnioga—runs through the place and furnishes the power for a number of mills. Cheese and butter are the staple products, but in addition there are several carriage factories and foundries, a tannery, and the usual saw and flour mills. Cortland, educationally and religiously takes a high position. There are six churches, Episcopal, Presbyterian, Methodist, Baptist, Catholic and Liberal, with public and private schools of a high character and a State normal school with a large attendance. Three weekly papers, the *Journal*, *Democrat* and *Standard* furnish the news and keep up the local interest. There are three hotels here, all good, the *Messenger House*, the *Sperry* and the *Cortland*.

There seems to have been a breaking out of a classical epidemic at some remote period in the region north of Cortland, and the Greeks and Latins have been extensively drawn upon. The mountains around us are old enough, doubtless, to have been the playground of heroes some thousands of years ago, but the towns and scattered farm houses bear few evidences of antiquity. The first of these towns is appropriately named after the blind poet and historian

HOMER.

45 miles from Binghamton. Population.

PREBLE.

52 miles from New York. Population 1,000.

Patriotism was uppermost when this town was named. It was taken from the town of Tully and called after commodore Preble of naval renown. It is famous, more for the number of its dairies and the excellence of its butter and cheese than anything else. Visitors are invited to practice upon the name of the river that passes

through it—the Tioughnioga. The neighborhood is celebrated for its noble mountains, some of which stand 1700 feet above tide water, and for the numerous lakes, and fine fishing. Hoag, Crooked, Green, Goodell and Little York lakes are beautiful sheets of water and abound in fish. Preble has one fair country inn, the Union House, and two churches, Methodist and Presbyterian. It was settled in 1798. The valley here is two miles wide.

TULLY, APULIA, ONATIVIA, and JAMESVILLE, are towns of limited size, having the general characteristics of those we have previously described. They are centers of agricultural districts, with a fertile soil, a healthy climate, scenery of more than ordinary attraction, and with an industrious and thriving population. This entire district is worthy of attention and a trip through here will well repay the tourist in search of health or pleasure.

SYRACUSE

79 miles from Binghamton. Population 50,000.

It is a somewhat novel idea that with all their diversified industries, there are many cities in the United States whose special calling may be indicated by a single word. New York and commerce; Boonton and nails, Scranton and coal, Syracuse and salt, Oswego and starch, are familiar instances on this road and it is somewhat singular too, that here in Syracuse where salt is the predominant subject we see about as little of it as anywhere else, without we make a special journey to look for it when we shall find enough of it and to spare. Syracuse was a most unpromising site for a town at the beginning, but it is now one of the most prosperous cities in the United States. It is the capital of Onondaga County, on the lake of the same name, around which are the celebrated salt springs. It has the DELAWARE LACKAWANNA and WESTERN, the Central and other railroads as arteries and is one of the chief cities on the

Erie canal. With all these adjuncts to commerce and a splendid and populous agricultural country around it, it is not to be wondered at that Syracuse is a substantial city; substantial in its broad and well built streets, in its public buildings and warehouses; in its wealth and in its general enterprise.

THE STORY OF SALT.

As every curiosity seeker desires to be first informed in regard to that which gives a city its name or its reputation we will first say what we know about Syracuse salt. It is a question whether salt obtained by boiling is as good as that found at Turks island, but it is a settled fact that the salt here is of so good a quality that it has found its way over a good part of the globe. It is the product of a large number of saline reservoirs, far down in the secret laboratory of the earth, whence it is obtained by pumping. The wells lie in low marshy ground around lake Onondaga and are mainly owned by the State. The brine is pumped into large reservoirs and is thence distributed to the different companies who pay the state a tax of one cent per bushel on the amount manufactured. The wells are sunk to the depth of 400 feet in some cases and the greater the depth, the stronger the brine. The wells extend about nine miles, from Liverpool to Nine mile creek. There are two processes of manufacture, boiling and solar evaporation; by the latter we get the coarse packing salt.

The kettles are placed in double rows over brick furnaces. A wooden tube passes over them, conducting the water from the reservoirs. Three rows are termed a "block." The water in boiling changes color and there is an immediate deposit of impurities. These are caught in "bittern ladles" and removed before the salt begins to crystalize. The latter rapidly occurs and the salt is then scooped out into baskets which are put over the kettles to drain. When dry it is put into bins and is then ready for market or for the mill where it is ground

up into the fine table salt with which we are all familiar. By the solar process the brine is simply run into shallow boxes and exposed to the rays of the sun, when it shines. These are protected during unfavorable weather by movable roofs. The time occupied is much greater. We shall speak historically of salt in another place, only saying here that it takes thirty gallons of brine to produce a bushel of salt.

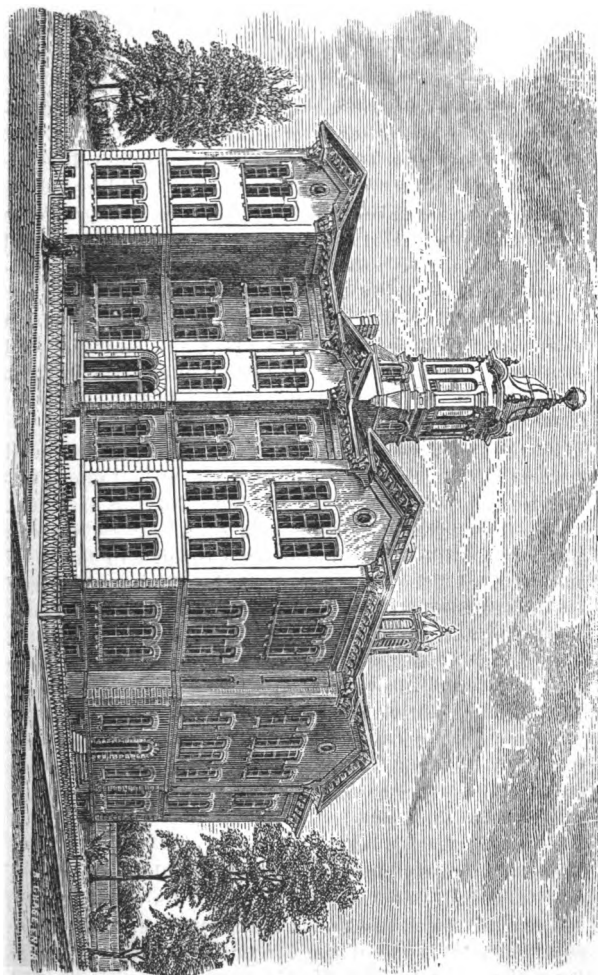
GENERAL MANUFACTURES.

Although salt is the dominant interest the other manufactures of Syracuse are important. It has some features almost as special as salt. The Delano Iron Works are large and imposing, and it has one of the largest beer establishments in this country. Windmills, Fire Brick, Pottery, Glass, Cutlery, Flour mills, and a number of other callings combine to make a diversified and profitable business.

CHURCHES AND SCHOOLS.

Syracuse like a noted poet, is apparently not for a day but for all time, and its churches, schools and other public buildings are built with proper regard to architectural symmetry and durability. Nearly every denomination is represented. There are eight Methodist churches, six Catholic, five Lutheran, four Presbyterian, four Episcopal, three Synagogues, two Baptist, two Congregational, and one each Reformed, Unitarian, Universalist, Independent and Independent Christian, whatever that may be. The number of really elegant buildings prevent any special mention.

There are seventeen public school buildings including one High school, and the course of instruction is so thorough as to leave nothing to be desired. Nearly six thousand pupils are in attendance under one hundred and seventy three teachers, one hundred and sixty one being females. The highest salary paid is \$2,500 to the principal of the High school, the lowest is \$250, to a female "pupil teacher." When we take into considera-



tion that the average paid to lady teachers is not over \$500, and that it covers all the branches taught outside of colleges we may see how cheap instruction is in comparison with the other necessities or luxuries of life. One of the pleasantest adjuncts to the public schools is the Central Library in the High school building. It is both a reference and circulating library containing twelve thousand volumes of well selected and well arranged books. A lady fills the post of librarian and fills it admirably. A cut of this building is annexed.

Syracuse is a University town and the college of which Alexander Winchell L. L. D., is Chancellor is well known the country through as being one of the highest of our educational institutions.

SOCIETIES AND SUNDRIES.

If the men and women of Syracuse are not well trained in their religious, political, social and moral obligations, it will not be for the want of the facilities. There is everything in the shape of a society we can possibly think of with one or two thrown in for good measure. All the orders and all the grades of all the orders are here. There are secret societies and religious, sectarian and independent, Protestant and Catholic. The Saints have been reverently remembered; there are societies of Saints Anthony, Francis, George, Joseph, Michael, Patrick, Stephen, and Vincent de Paul, while the Germans present Schurtzen Verein, Schweitzer Gruetli Verein and Turn Verein. There are also various clubs which offer a refuge to disconsolate batchelors and perhaps to others.

COMMERCIAL.

There are many large wholesale houses here and Syracuse trade is by no means confined to its own vicinity, but extends north to Canada and West over the entire continent. It is one of the larger distributing centers for coal of the D. L. & W. Company. A visit to the coal yard at Geddes will repay a visitor. Here 350,000

tons are annually received and transhipped, a part to the canal and a part to the other railroads. There are nine Banks in the city, three Savings Banks and one



Trust and Insurance Co. We present an engraving of one of the most substantial as well as elegant Banking edifices in the world. It belongs to the Onondaga County Savings Bank whose assets amount to over four millions.

NEWSPAPERS.

Syracuse has three large and well conducted daily

newspapers, the Journal, Standard and Courier, with a number of weekly and two Sunday Journals.

RAILROADS.

The Delaware, Lackawanna and Western road is important to the commerce of Syracuse as connecting it with the north and south, while the Central is equally important for the east and west. There is also the Syracuse Northern and Chenango Valley road. Five city railway lines connect it with the suburbs, the most important of which is Geddes, where there are salt works. A State Asylum for Idiots is located here. Geddes is claimed as a part of Syracuse but has its own local government. Salina and Liverpool are also salt districts reached in the same way.

HISTORY AND ROMANCE.

In 1793 Syracuse was a small edition of a dismal swamp. The surrounding hills were covered with an impenetrable forest. Indians occupied scattered cabins, chills and fevers prevailed, and the only inducement held out to a settler of any color was—salt. Salt made Syracuse as much as gold did California. The sun was the original manufacturer. Oozing from the black marsh soil, the brine crystalized under the rays of our luminary and the Indians supplied their limited wants by gathering it off the ground. The locality was known as early as 1645 to the French, and a Jesuit priest, Father Lallemont, wrote about it. We give a curious specimen of his antique tongue.

“La fontaine dont on fait des tresbon sel, coupe une belle prairie, environnie de bois de haute fustage. A quatre vingt ou centaine pas de cette source sallee il s'en voit un autre d'eau, douce, et ces deux contraires prennent naissance du seine d'une mesme colline.”*

* The fountain from which very good salt is made divides a beautiful field, surrounded with trees of full growth. At eighty or one hundred steps from that saline source may be seen another stream of sweet water, and these two opposites are born of the same hill.

From what other authorities say of the same region we think the good Father must have visited the place in a very favorable summer season.

In 1788 the first kettle was put there by a Col. Tyler. It held fifteen gallons. Asa Danforth in company with Col. Tyler began making salt the same year. He came from Onondaga Hollow and carried the five pail iron kettle on his head, using a portion of his clothing for protection. James Geddes commenced making salt in 1793 at the place now called by his name and Danforth followed suit at Liverpool. The region was, however, declared to be state property and various legislative enactments were made with reference thereto. Leases were regulated by law, and, finally, the water was pumped and distributed from reservoirs to the different lessees, a tax being paid on each bushel made. The revenue from this source in 1815 was \$8,796. In 1816, 322,000 bushels were made. In 1830, iron tubes, 12 inches in diameter were sunk to the depth of sixty feet, but in 1841 wooden tubes were used as being of less cost and weight and less liable to be affected by the water.

Judge Freeman is considered the founder of Syracuse. He foresaw its future greatness and persevered under great discouragements in making improvements and in inducing people to remove here. After the enterprise was fairly successful he went South, and on a visit home was received with an ovation. There was the usual difficulty in finding a name for the incipient city. It was called South Salina, then Milan, then Corinth, then Cosset's Corners. Who christened it Syracuse, we do not know but are inclined to believe it was an ambitious inn keeper who thus named his wayside hotel. The canal of course gave the place a great impetus upward. The first packet was run April 20th 1820 and a post office was not established until that year. Lafayette visited here in 1825 and was addressed

by Judge Freeman, the hero's reply being received with immense enthusiasm. A city charter was granted in 1846 and in 1849 the population numbered 16,000. The city has eight wards with the usual city officers. It is famous in politics for its conventions and has several fine halls where such assemblages can be held.

BALDWINSVILLE.

12 miles from Syracuse Population 3,100.

This is one of the pleasantest towns in Onondaga county and is located on the Seneca river which furnishes power to a number of mills and manufactories. It has five flouring mills, one of barley, one of plaster, and there are in addition a tannery, a paper, saw and woolen mill, and manufactories of sashes and blinds, axes and tools, and hay forks. Cheese is made here of excellent quality and the neighborhood is noted for its good dairies and agriculture. Moss lake offers some attractions in the way of fishing.

Five churches, Methodist, Baptist, Presbyterian, Episcopal and Catholic, minister to the spiritual wants of the people and there are excellent schools. The Onondaga Gazette supplies the news, while the Seneca and American Hotels take good care of strangers at very moderate prices.

Baldwinsville was first "settled" by Dr. James C. Baldwin who came here in 1797. It was first known as Columbia, then Baldwin's Bridge, but the post office department finally settled the matter in favor of the present cognomen.

LAMSONS.

17 miles from Syracuse. Population 150.

This is a limited town, devoted to tanning and the usual mills, but with few of the advantages of other places. PHENIX is a very fine village three and a half miles from Lamsons on the east bank of Oswego river, and on the Oswego and Syracuse canal. It has a popu-

lation of over 2000 and is a flourishing and attractive town, with plenty of churches, schools and hotels.

FULTON.

24 miles from Syracuse. Population 9,000.

An important town in Oswego county, and on the Oswego river, twelve miles from its mouth. It owes its growth and prosperity to its splendid water power of which there is plenty left for future comers. It is a noted place for flour. There are six mills with a capacity of fifteen hundred barrels per day. The cheese factories and dairies stand next. There are twelve of the former and two of the latter, producing it is said five hundred tons of cheese and butter annually. In addition to these sources of wealth there is a woolen factory with about 350 hands, two foundries, two tanneries and two saw mills.

Fulton in her prosperity has not forgotten the church and education. The Methodists, Baptists, Catholics, Presbyterians, Episcopalians and Universalists all have edifices, some of which are quite elegant as well as commodious. The schools, both public and private are numerous and well supported. None better, we are assured can be found in any place of the size.

Two well managed weekly papers flourish in Fulton, the Patriot and Times.

The Lewis House and Johnson House are first class hotels with courteous landlords.

A short distance from the station is a lake retaining its Indian appellation—Ne-ah-ta-wanta and here are the Oswego county Fair grounds, a favorite resort for excursionists and picnic parties.

Major Lawrence Van Valkenburg was the first to start a permanent settlement here although Father Le-Moine, of Canada was the first white man who visited the region, in the year 1653, on his way to the salt springs of Salina. The town was incorporated in 1835. The region around Fulton is of a highly productive character

as may be seen in our enumeration of the factories in the town.

OSWEGO.

35 miles from Syracuse.

325 miles from New York. Population 24,000

We have arrived at *our ultima thule*; for us there is nothing beyond. The river sweeps with impetuous force to the lake, and the lake presents an unbroken surface of blue waters to the eye. The railroad stops when it can go no further, and so do we—after we have told our patient readers where we are.

Oswego is a fair city to look upon, and a flourishing city to examine. When we see where it is, and what it is, we wonder that it is not twice as large and prosperous, for it has more of the elements of success than most cities can boast of. It has the lake with all Canada beyond. It has the superb water power of the Oswego river and it has railroads and the canal. It has, too, a rich and populous "back country." In position Oswego is almost exceptionally fine. The Oswego river divides it equally, with sloping banks on either side, giving high and dry land for commerce, and lake and river sites for dwellings. The city has the flavor of antiquity, as it was an important port nearly a century and a half ago, and it has all the freshness and activity of youth in its present operations. It may become a fashionable resort too, for it has mineral springs of great virtue and of course value.

Oswego is better known for its starch than anything else, and a clever writer owns that he had always regarded this as a land of starch, and had almost worked himself into the belief that starch was an agricultural product or a geological phenomenon. It is undoubtedly a leading article, but there is something else in Oswego as we shall proceed to show.

THE CITY.

In the first place Oswego is a well built and attractive

city. It is a port of entry and has a fine stone building for a Custom House and Post Office, and a splendid City



Hall, as will be seen by the engraving. The business blocks are handsomely built up, the stores large and well stocked, the streets are wide, solidly paved and lighted with gas; the water supply is abundant and there are many charming private residences built where they command views of the lake. Added to all these attractions we can personally testify that the people are more than usually attentive and courteous, and we do not believe a week spent in Oswego would ever be regretted.

CHURCHES AND SCHOOLS.

There are the usual attractions and conveniences in these elements of moral power. The Baptists, Methodists, Presbyterians, and Episcopalians have each two churches, the Catholics three, and the Lutherans one. Several mission chapels add to the number. Some of the edifices are ornaments to the city. The public schools are twenty-two in number, of all grades, and are well arranged. This includes a state Normal school and we believe there is little if anything in this line to be desired.

The most important newspaper instructors are the *Oswego Times* and the *Palladium*, both daily, the first representing the Republican wing in politics, the latter the Democratic, each issuing weekly editions. We believe both papers are well supported, as they are lively and interesting sheets. We are indebted to Major Farling of the *Times* for much interesting information.

COMMERCE.

Those who come to Oswego in search of business, or with any ambition beyond that of mere curiosity seekers, will naturally be desirous to know something of its commerce. There are elaborate statistics to be had of which we present a general summary. Oswego is a lumber and grain importing, and a coal exporting city, with other commerce of a miscellaneous character. The receipts of coal in 1873 were 295,288 tons by rail, and 77,270 by canal, The exports were 151,140 tons. The receipts of lumber, including boards, shingles, staves and hoops, are enormous, and what Canada supplies Oswego distributes to the four quarters of the Union, if not of the Universe. Wheat is a great item in trade, as the ten grain elevators and the fourteen flouring mills testify. The former have a storing capacity of 2,050,000 bushels, the latter a grinding capacity of nearly 6000 barrels daily. We give the shipments by rail in 1873 of a few articles, Wheat 269,000 bushels, Corn

430,000 bushels. Starch 13,433,891 lbs. Flour 493,000 bushels. Malt 2,201,160 lbs.

What went by canal we cannot enumerate. Lumber is almost entirely transported thus. The entire receipts of wheat per annum is over 7,000,000 bushels, and barley only a trifle less. The importance of Oswego as a commercial center may be further seen in the number and strength of its financial institutions. The following banks are as sound as any in the Union: First National, Thomas S. Mott, President, J. D. W. Case Cashier, capital \$200,000. Second National; Leonard Ames President, H. R. Carner Cashier, \$120,000. Lake Ontario National; Luther Wright President, D. G. Fort, Cashier, Capital \$275,000. National Marine Bank, Elias Root, President, J. R. Noyes, Cashier, Capital \$120,000. City Bank, Debois De Wolf President, David Mannering Cashier, Capital \$300,000. Bank of Oswego, P. Remington, President,

S. H. Lathrop, Cashier. Capital \$100,000. Some of these banks have a large surplus. There are besides, two Savings Banks with large depositors. Oswego, too, boasts of a Board of Trade or Chamber of Commerce, numbering nearly 200 members. It has ele-



gant rooms in the new hotel, the Doolittle House.

PUBLIC INSTITUTIONS.

There are several institutions which show that in prosperity or adversity the Oswegoians are not un-

mindful of the poor. There is an Orphan Asylum two miles from the city with fine buildings and a farm of two hundred and fifty acres. The inmates do much for their own support and the institution is admirably managed by the city Commission of Charity, of which S. L. Kingon is President. There is also a House for the Homeless performing a valuable service to humanity, Mr. Theodore Irwin is President and Mr. Major Underwood Treasurer.

SOCIETIES.

The societies of Masons, Odd Fellows, Templars, Sons of Temperance and other Secret and Independent organizations, count up largely. There are we believe twenty-five in all; too many to be specially mentioned. Among the literary societies we find the Y. M. C. A. with a neat reading room, and three moderate size and modest libraries, one of which is in a handsome and substantial building, the gift of Hon. Gerrit Smith.

MISCELLANEOUS.

Oswego is supplied with water, gas, a police and a fire department, the latter comprising thirteen companies with three steam fire engines. It is the head quarters of the 24th Brigade and 48th Regiment of the National Guard of the State of New York. There is a fine armory with quarters for ten companies, both Line, Staff and Field offices. The drill room is large enough for a regiment. There are three pleasantly located cemeteries one being Catholic.

MANUFACTURES.

Was not Beau Brummel the inventor of starch? We think the story is told of the jealousy that was aroused in the bosom of the Prince of Wales—we are quite sure his name was George—who, at a soiree, with limp collar and his cravat in a string, saw the Prince of Fashion in shining linen and immaculate bow, admired, flattered, praised, while he—well, we won't pursue the melancholy story further, and we only mentioned it to say

that whoever may have been the inventor he should have a starch statue erected to his memory in the vestibule of every starch factory, for he has done much for commerce and for individual wealth, to say nothing of his being a benefactor to the civilized race. What should we be without starch to-day? The thought makes us shudder.

The process of starch making has been often described, and we shall shorten the story materially. It is a weary yet interesting tramp of two hours to go through these great works; the largest in the world it is said, and we believe it, for we can conceive of nothing larger, and we do not propose to tire the reader with a *pro rata* description. There is no particular beauty in the process of starch making. We labor all the time as we wander, under a sense of oppression—the oppression of magnitude. We wonder what mind can grasp all this; how it can be so systemized that the end shall justify the beginning. We wonder where all the corn comes from, and where all the starch goes to. We feel of our Oswego starched collar; we know it has absorbed only the infinitesimal part of an ounce, and our mind is unequal to the fact that twenty million pounds can be used up yearly.

But the process of starch making is not intricate. The corn is soaked until it is soft, pulpy and sour. It is then ground and strained through sieves, and made as disagreeable a mess as possible to eyes and nose, when it receives a mysterious chemical treatment, the only secret part of the whole business, and then it goes on its tireless way again, through great vats full of water, kept in motion by revolving agitators, where it is washed and purified until there is nothing left but the pure white starch of commerce, yet, however, in a state of liquid solvency. When this washing is completed, perforated boxes lined with muslin are filled with the liquid and the water drains off leaving the starch behind. This

slowly solidifies and the bar of starch when sufficiently hard, is taken out and cut into squares, the most convenient form for further drying. It is now baked in ovens heated by steam, is taken out, scraped, wrapped in papers and baked again; and, when thoroughly dry it breaks up into those crystalized forms familiar to the housewife and laundry maid. The processes of papering and preparing for market are interesting. Girls as dusty as millers, with fingers that rival the telegraph in rapidity, turn out boxes by tens of thousands daily. An automatic machine weighs the starch and fills the boxes. Other nimble fingers put on the labels, and then the starch is ready for boxing. The boxes are the product in the main of machinery. The boards are split and planed, cut and grooved and tenoned. There are no misfits, each part joins another with mathematical accuracy. The cover slides in grooves, and the only nails are in the bottom. A trimming machine takes off the rough edges, and almost before we can say Jack Robinson, the box we are looking at is filled with "Silver Gloss" and in its place in the warehouse.

The magnitude of the operations here can only be arrived at by a gradual process of absorption. The starch is purified in six hundred vats, each holding forty five hundred gallons. Twenty pair of burr stones and six pairs of iron rollers do the crushing; three miles of gutters do the distributing; twenty-five miles of steam pipe do the drying, and 521,000 square feet of flooring hold the apparatus. The buildings form a city by themselves. The corn amounts to 950,000 bushels annually, producing 10,300 tons of starch, or about 33 tons per day.

One of the most pleasant features connected with this establishment is the association of workmen for mutual improvement and social pleasure. They have an elegant hall of their own, where they have concerts and lectures, and the men are members of a fire company, the apparatus and paraphernalia being a part of the works.

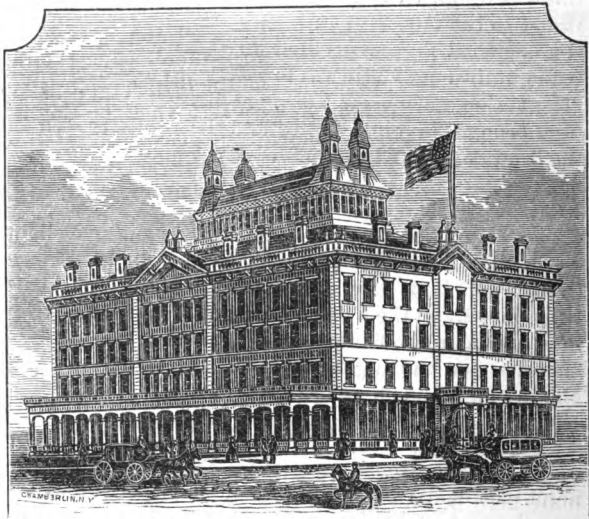
Mr. Kingsford the father, now deceased, was the inventor of the process of extracting starch from corn, and the chemical process peculiar to these works is still a secret in the family. He was formerly an employee of the Messrs. Colgate of New York, but his talent and enterprise brought him into notice and the result is seen in the brief sketch we have herewith presented.

OTHER MANUFACTURES.

The Kingsford Machine shop turns out excellent work. The large and powerful engines in the starch factory were built here. There are in addition, the Ames Iron Works, and the Vulcan; King and Radcliff proprietors; one Morocco factory, three tanneries, two carriage factories, two knitting factories, with several boat yards, planing mills and shops of various kinds.

HOTELS.

The Revenue House opposite the station is a favorite hotel, excellently managed. The Fenchurch, Hamilton, Ontario, and Oswego, are all good houses of various capacities. The Doolittle House, just completed, is probably one of the largest and finest out of New York, and is quite equal to anything there. It combines the features of a city hotel and a watering place, as it covers the deep rock spring, one of the most remarkable fountains of chalybeate waters ever discovered. The source of the spring is unknown, but its outlet is from the bed rock of the river and is eighty feet deep. The water is odorless and the taste very mild and agreeable. We understand a spring of sulphur water has also been discovered within the area of the house. The Doolittle is sumptuously furnished, the rooms are large and airy and the views from the roof and observatory are very beautiful. We hope it will reap the reward of liberable outlay and comprehensive management.



HISTORY AND ROMANCE.

The French name of Oswego was Chouaguen. Father LeMoine of Canada was the first white man to visit the place, date 1653. Colonial Governor Burnet, properly estimating the value of furs, and of the Indians as gatherers thereof, erected a trading house in 1721. The French as in duty bound, displayed considerable jealousy and demanded its removal. Instead of acceding to this reasonable request Gov. Burnett built Fort Oswego at the mouth of the river in 1722. We have no information that the peace was broken prior to 1756, and before this Fort Ontario was erected on the east side of the river, at its mouth, with a redoubt near Fort Oswego on the west side. The year 1756 was one of active hostilities. The British garrison, composed of 1700 troops, was besieged by the French under Montcalm with a mixed

force of over 4000 men. Col. Mercer deemed it prudent to evacuate Fort Ontario and crossed the river. The French however carried the forts there, August 14th., when Col. Mercer was killed and the British capitulated. The French held possession until 1759 when the English again came into power and held the place until it fell to the United States by treaty in 1790. Previous to and during the Revolution Oswego was garrisoned by the British, and was the rendezvous of the Six Nations of Indians. It was not a battle ground, but was a point of great importance from which to act against other places. Col. Willets made a long journey in the depth of winter and attempted to take the fort by surprise, but, being discovered, was forced to beat a retreat. West Oswego was surveyed and laid out in 1797. The fort was taken by the British in 1814 with a loss of 230 men, but it was a beggarly prize containing only a few barrels of pork, whiskey and salt. They evacuated the next day. The first steamer west of the Hudson river was the Ontario, built here in 1818, and created great excitement. The Oswego canal was opened in 1828 and from this date commenced the prosperity of the town. This has been largely increased by the railroads. In addition to the D. L. & W., there are the Oswego and Rome R. R., the New York and Oswego Midland, and the Lake Ontario Shore R. R.

PART VI.
FROM OWEGO TO ITHACA.
OWEGO.

237 miles from New York. Population 9000.

There is no connection of trains between this point and the main line or branches of the D. L. & W. and passengers change here to the Erie cars going east, or at Binghamton, in order to reach Owego. The latter town is therefore properly a part of the Erie road, and we give but a short description of it. The coal trains of the D. L. & W. pass directly either way and this is one of its markets for the black diamonds.

Owego is a thriving town of Tioga County and the outlet for the agricultural produce of a rich farming region. It is situated on the Susquehanna river, and a number of creeks emptying into the river show that the country around is well watered. The manufactures are important to the place without being extensive. The largest is the Bristol Iron works, manufacturing steam engines, agricultural implements etc. In addition to this there are five tanneries, flour and saw mills, dairies and cheese factories.

The churches comprise all the leading denominations, and the schools are numerous and excellent. Three newspapers throw light on doubtful subjects, and three railroads carry passengers whithersoever they desire to go—the D. L. & W., the Erie and the Southern Central.

Owego was once the home of N. P. Willis the poet, and the probability is that in the surrounding mountains and valleys he was first touched by that electric fire which, for a quarter of a century made him the delight of two hemispheres. The scenery here is indeed very

beautiful and attractive. Those who wish to stay for a long or short time will find good accommodations at either of the following hotels: Ahwaga, Park, Central and Hale's.

CATATONK.

241 miles from New York. Population 200.

A small settlement on Catatonk creek. Business, agriculture and tanning. Religion, Hard Shell Baptist. No hotels, no newspapers and as an oft quoted schoolboy once said—no nothing.

CANDOR.

247 miles from New York. Population 1400.

A very busy little town with a very matter-of-fact name. It rejoices in two tanneries, one of which turns out 45,000 sides of leather per annum, in an extensive foundry and machine shop, in woolen, saw, flour and plaster mills, in a cheese factory and in numerous stores which do a flourishing business with the surrounding country. The place is located on a creek with an Indian name—Catatonk, but has no particular surroundings of note. Congregational, Baptist, Methodist and Episcopal churches supply the spiritual wants of Candor, and it has the finest school building in the county, a brick edifice, excellently arranged, accommodating four hundred scholars in graded classes. The Candor Review, Cameron and Wales editors, fill up what would otherwise be an intellectual vacancy.

The spirit of improvement seems to have taken a strong hold on the people of Candor. Many improvements are in progress or contemplated, including two blocks of brick stores which will also include sundry offices and a Masonic hall. Most of the orders and benevolent associations flourish here. There is one bank, the First National, Capital \$50,000. J. Thompson is the cashier. Three hotels open their hospitable doors

to wayfarers, but we really do not know which stands first.

Candor is the station for Spencer Springs, eight miles distant, of which we shall have something to say in the proper place.

WILSEYVILLE.

251 miles from New York. Population—
A station—only this and nothing more.

ITHACA.

271 miles from New York. Population 10,000.

New York is called the Empire State from its leading in population all the states in the Union, and it may be justly so entitled from its comprehensiveness of scenery. We doubt whether there is any single kingdom in the world with so great a diversity, with so many positive attractions. People journey yearly thousands of miles to experience sensations which a few hours would give them here, or to experiment with mineral waters in the old world which are exactly duplicated in the new. It is said there are persons living within sound of Niagara who have never seen that wonder of the universe, and there are thousands of Americans who are just beginning to hear or to know something of the beauties and glories of Watkins and of Ithaca. Grander scenery or more majestic waterfalls may doubtless be found, but we venture to say that nowhere else can be seen so great a number of charming surprises within so limited a space. In this respect Ithaca is one of the wonders of the world. There is nothing like it. It stands inimitable and unapproachable. Were it in Europe more of our countrymen and countrywomen would visit it yearly than come to it now, and its wonders would be sung by poets and illustrated by painters. As there are plenty of local guide books to the gorges and falls of Ithaca which we recommend all visitors to buy, we do not propose to cover the same

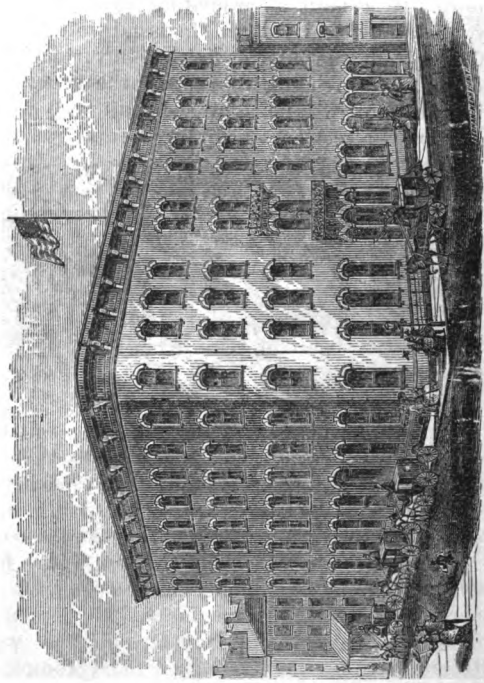
ground so thoroughly, but we give something which we believe has not been printed before, a complete list of all the Falls and their surroundings, with measurements, and this will give a comprehensive idea of what Nature has to offer, and astonish us with the number and variety of attractions which surround this little city.

LIBRARIES AND LITERATURE,

The Cornell library is a gem in its line, and yet is as democratic as the most ardent worshiper of knowledge can desire. It is both a circulating and a reference library, possessing nearly eight thousand volumes, and the building itself, the interior finished in various kinds of hard woods, the reading rooms and the general accessories of comfort will be admired by all who visit it. There are many rare works not always found in much.



larger institutions, among which we note Audubon's Birds of America; seven complete encyclopædias; a full set of the British poets from Chaucer to Tennyson; and, what a true lover of books would perhaps value more than either, that right royal compendium of English history and English literature the Gentlemen's Magazine for one hundred and fifty years. This was presented to the library by Dr. Strong. Mr. Cornell is a public benefactor if only in giving so pleasant a resort as this library must be to the visitors to Ithaca. He lives in a plain mansion opposite the Library.



HOTELS.

We most heartily recommend the Ithaca Hotel and



the Clinton House whose outer form and comeliness we present herewith. The Ithaca is new, and stands at the foot of the hill leading to Cascadilla Place and the University. Its wide cool halls are very inviting on a warm day, and in its furniture, attendance and *cuisine* there is nothing to be desired. The Clinton House has an established reputation among fashionable visitors, and is in every respect a first class hotel. The situation is admirable, the landlord a gentlemen, and those who stay with him have nothing to regret. The Tompkins House we hear well spoken of and we believe the charges there are somewhat less,

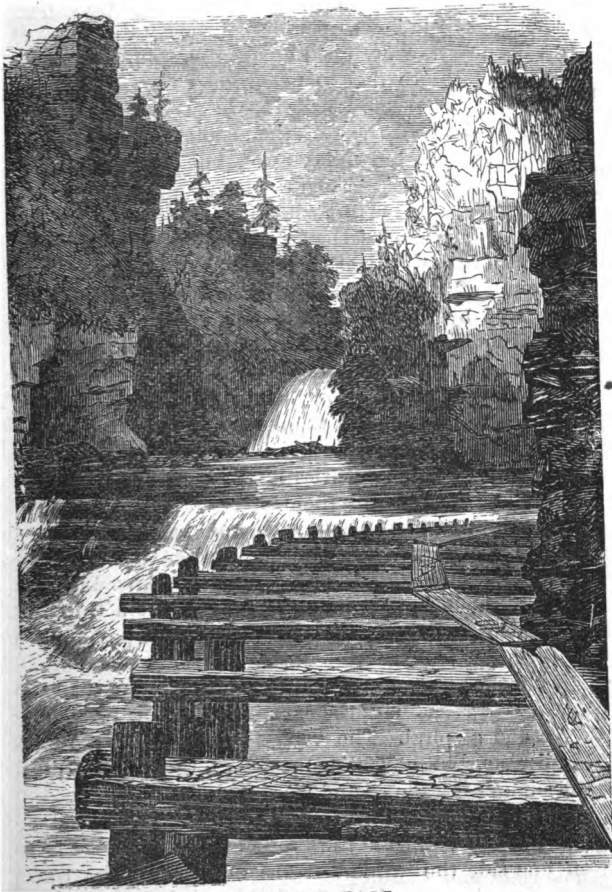
GENERAL ITEMS.

Three Banks, and a Savings Bank, guard the deposits of the Ithacan public. Water and Gas are common comforts, and there is the usual assortment of lodges, embracing all the well known societies. Mr. Wm. R. Humphreys, the genial and obliging superintendant of the D. L. & W. is one of two of the original surviving members of the Ithaca Lodge I. O. O. F. and he is by no means a patriarch in age. Ithaca has a city government and excellent fire and police departments.

THE GREAT ATTRACTIONS.

We are tempted in respect to the natural attractions of Ithaca to turn the reader entirely over to the local guide books and to the list of falls and gorges which we present. The subject is too voluminous to be treated fairly in a work of this kind. We should prefer to exercise a sovereign power over our readers and say, come! Once here they would need none of our soft persuasions to remain or to thoroughly "do" the sights and scenes around them. It is a veritable land of enchantment. It is such a place as fairies might delight in. It purifies the heart, elevates the mind, refines the feelings, crushes out the bad and stimulates the good in man's nature. It shows us of the wonders of creation, of the might and majesty of the Creator; it sings to us in dulcet harmonies, and soothes us to rest—mere tired children we feel ourselves to be—on the bosom of our common mother. The voices of two hundred cascades find echoes elsewhere than in the rocks, and the sighing breezes that sweep through the gorges move the souls of men as easily as the leaves upon the trees. Come to Ithaca. Come for a day and you will stay a week, come for a week and you will stay a month.

The rides and rambles about Ithaca are numberless. Of course, the gorges and falls immediately around will first be explored. Beautiful Cascadilla flows to our feet,

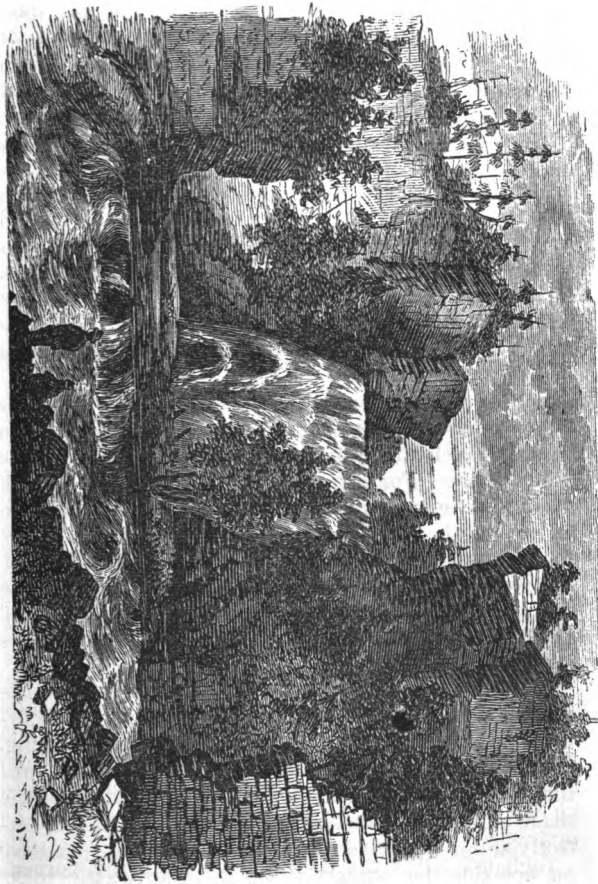


FOREST FALL.

and Fall Creek the most enchanting of glens, will draw the visitor more than once, and do not forget dear reader, that little flower paradise, formerly the home of Ezra Cornell, now occupied by Mr. Johnson. It is such a place as Moore fled to when he wrote that most gorgeous hued poem, *Lalla Rookh*. When these have been seen and all the rest, then comes for us inspiring Taghanic. It is ten miles away, but is a part of the attractions of Ithaca. Then the lake itself, a lake which is to us what Como is to Switzerland, both a dream and a verity. Then comes Dryden, a few miles away with scenery of its own; another poetic idyl in a frame work of mountains; with medicinal waters, which, when administered by the hands of such a lady physician as Miss Nivison *ought* to cure all diseases or Nature should be held to a strict accountability.

The king of all the gorges in and around Ithaca is Fall Creek, and infinite thanks are due to those who through much tribulation and danger made it accessible to the public. For centuries have its cascades plunged, danced and sung within their lofty walls, hardly known except to the most venturesome of explorers, but now the daintiest lady in the land may catch the water of the cataract in her hand, or have her face kissed by the spray without danger, though not without a thrill of excitement in looking upon the dangerous possibilities of the past.

From the pretty lodge at the entrance to the glen the ascent is gradual, with the exception of a few rock stairways and a spiral. The walk is somewhat fatiguing, but the constant novelties make us forget all else until the summit is attained and we rest gratefully under the shade of the forest trees. It is rarely that we find so perfectly at our command the charm of contrast. We have on one side the wildest freaks of Nature; the rocks towering above us, the water dashing below us, and on the other, delicious glimpses of the valley and city, of



ITHACA FALL.

cultivated farms and the busy streets of civilization. Our guide will tell us what falls we are looking at, how deep the plunge, how high the ribbed and seamed fortress of rock on either side, but no guide book will ever mirror forth our own sensations, or measure the fathomless thoughts and emotions which agitate the brain and heart. As we are formed by nature so will we look upon nature: as we have been trained by study and reflection so will we

“Drink inspiration from the rocks,
Attune our soul to nature’s harmonies,
And, listening to the water as it falls,
Will hear that music of the spheres
Of which it is the echo.”

There is but one thing we regret about this gorge—regret while we admire—a tunnel near the summit of the cliff, cut through the



solid rock for the purpose of utilizing Fall Creek and conducting the water to sundry manufacturing establishments below. As an engineering work it does credit to its projectors, but we do not like to connect such a romantic place as this with agricultural implements, or our daily bread and butter. Mr. Cornell was the main projector and

workman, but it was in the days of his poverty, and long before the time when Ithaca and its wonders were known to the world, or poets came here to sing its praises.

Taghamic fall is the highest in the state, the perpendicular descent being 215 feet, the rocks rising above it 145 feet. The fall and surrounding scenery are almost unapproachable for magnificence. We could fill a book

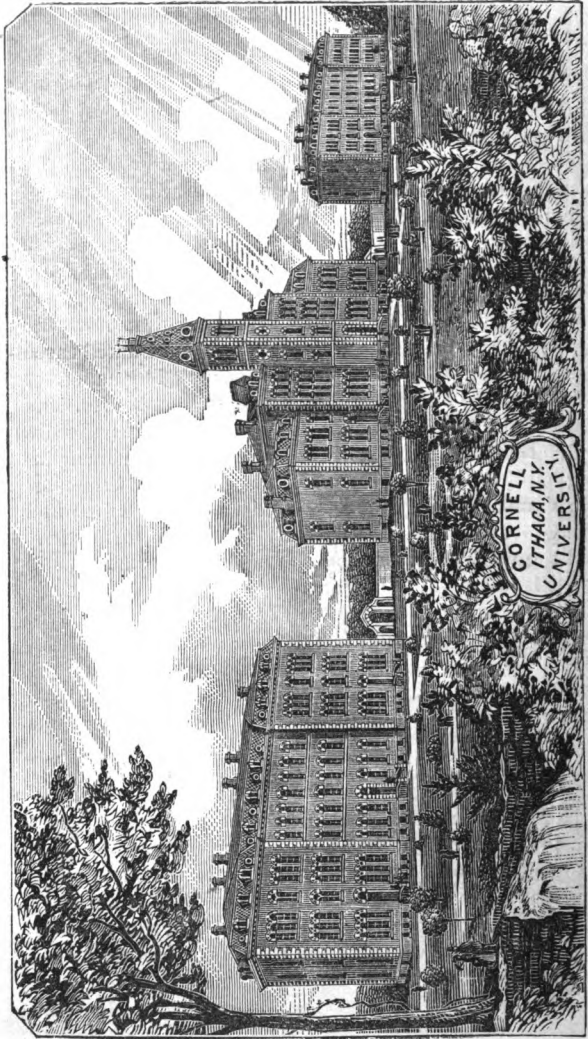
easily about it, and being unable to do that here, we can say nothing, but leave all to others, or to the visitors themselves. Tell them what we please and they will still say that "the half has not been told them."

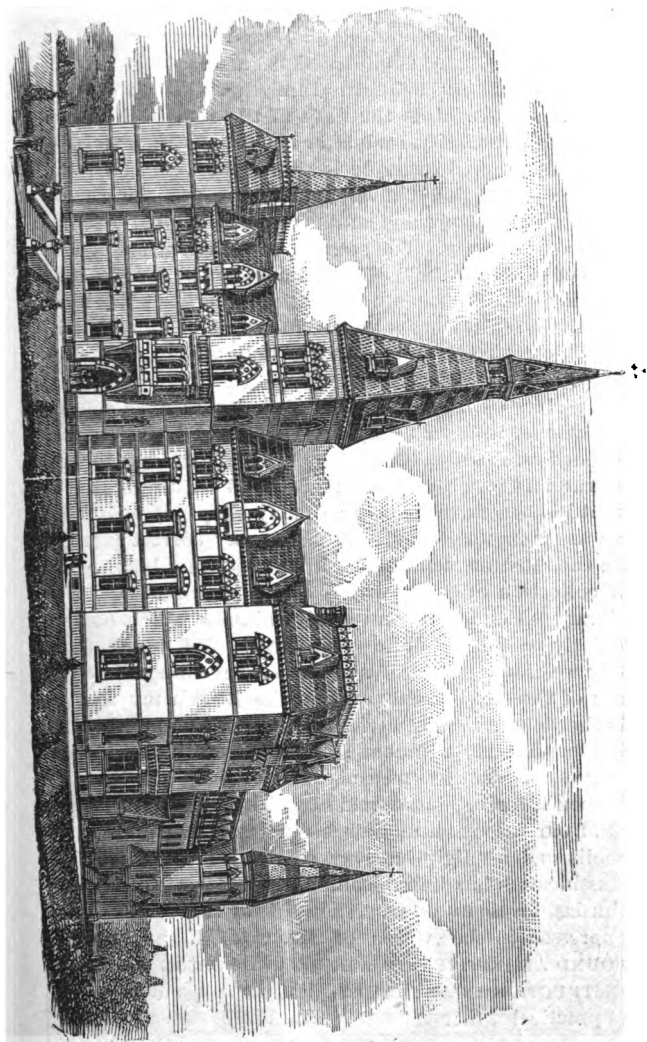
Cascadilla creek flowing through the center of the city is a fine stream with a number of cascades, Some of them can be seen from University road, which, we are told, was mainly built by the students. It crosses the stream on a bridge seventy feet above the water and passes Cascadilla Place, an immense structure of blue stone originally intended for a sanitarium but now devoted to college uses. The building is situated three hundred feet above the city and is occupied by a number of the college Faculty and for students dormitories. The President of the University has his office here; there is a fine reception room with statues and engravings, dining halls, lecture rooms and offices of the different departments. The grounds around Cascadilla Place and the University will be very beautiful in course of time, but the work of grading and laying out is immense, and there is much yet to be done.

The hills around Ithaca are from four hundred to seven hundred feet high. They are composed of shale, slate, limestone and sandstone, and the falls are the result of the water wearing away the softer formations. The recession of some of the falls is due to the same reason. Tagnamic is said to have receded one mile.

CORNELL UNIVERSITY.

Here is an institution which is almost as much beyond our province to describe as the wonders of nature. It is known the world over, and it annually draws to itself representative specimens of all the world, as it annually sends both representative specimens of that seat of learning. Personally we value the University less for its use in education than we do for the example it gives us of human possibilities, and the lesson it teaches the





wealthy. We are less inclined to admire the philanthropy of Mr. Cornell than his manly ability to do that which is right. It is the duty of the rich to do something for humanity, each after his own fashion, and the force of a good example is seen right here in Ithaca, where one noble University building was the gift of Mr. John McGraw, and another equally noble, the donation of Mr. Sage. We present new engravings of this trio of edifices, furnished our readers by the spontaneous kindness of Mr. Cornell. Donations of other kinds have been made showing a wonderful spirit of emulation in well doing. The chime of nine bells was the gift of a lady.

The history of the Cornell University must be sought elsewhere. We can only say that the Institution was opened on the seventh of October 1868. Its cost to Mr. Cornell is roughly stated at \$700,000 but the truth is that his benefactions take so many shapes it would be an utter impossibility to arrive at any correct figures. In the museum department in the McGraw building is a collection of shells which cost him \$15,000, and the library is rich in rare and costly volumes which he has quietly paid for. While so near the subject of conchology we would again refer to the above collection. We are of the opinion, that outside the British museum it is the richest in the world, and it overwhelms the beholder with astonishment to find what a multitude of shapes, and things of beauty once animated with life, lie beneath rivers, lakes and sea. This collection covers all, from those almost invisible without a magnifier, to shells such as might have served Venus for a boat. The classification is admirable, and was the work of an enthusiast for many years. The spirit of the University is expressed in the words of Mr. Cornell. "I WOULD FOUND AN INSTITUTION WHERE ANY PERSON CAN FIND INSTRUCTION IN ANY STUDY," but the scope of it is one of practical rather than theoretic usefulness. It covers

agriculture and the mechanic arts. No one is debarred from classical studies, but the choice given to students enables each to develop his own faculties, talents or genius, in the best way. Studies in Zoology and Entomology have their professors. but if a young man prefers architecture or engineering he has encouragement and no opposition. The question is not how much can be put inside a man's head, but how much can be got out of it. Of course, there must be a foundation for all studies, and some things are to be learned as essential to other things for which they serve as a foundation, but we think that what we have said will give the reader a general idea of this famous school. It is entirely unsectarian and it recognizes woman as the equal of man. What further we might say, would be a work of supererogation.

We have incidentally referred to the fact that Cornell University is purely unsectarian and makes no distinction between the sexes in its academic offerings, but the subject cannot be dismissed without a further reference to the beautiful building for the especial use and benefit of women, the gift of Mr. Henry W. Sage of Brooklyn, N. Y. It is a most liberal as well as grateful acknowledgement of the right of woman to all the educational privileges of the other sex, and it is being carried out in a style and on a scale which while allowing the largest freedom in the pursuit of knowledge gives that privacy and those home-like accommodations so grateful to the female heart. Our engraving will show the elegance of the structure externally, and the interior fully corresponds. It is of brick with stone dressings and has a front of one hundred and sixty-eight feet and a depth of forty-one feet, with two wings, respectively eighty-five and one hundred and twelve feet. There is a gymnasium in the rear connecting the two wings. Each student has a study and bed-room and there are lecture and recitation rooms, laboratories,

green houses and other facilities for botanical and florticultural studies ; a museum, and in fact so many accessories that it strikes us not only as a wise provision for the education of women but as a fair introduction to a life of busy usefulness afterward.

Mr. Sage is also erecting a Chapel in the English Gothic style of architecture for the use of students. It will hold upward of five hundred and will be one of the ornaments of University Hill. Another friend of progress and of a broad platform in religion as well as education has donated \$30,000 towards supplying the pulpit of this chapel without regard to creed. The benefactions of Mr. Sage amount to nearly \$400,000.

LITERARY.

There is one daily paper published in Ithaca—the Journal—which we believe to be well managed and conducted, and we can say the same of the Weeklys, the Ithacan and the Democrat, and we consider it the duty of all visitors while they remain to patronize the local papers. We say a good word too for Mrs. Ackley who keeps the news stand and fancy store. She is the agent of the Pen and Pencil Pictures, and has for sale all the guide books, and views of scenery without limit.

HISTORY AND ROMANCE.

We do not know who was the first white man who gazed upon the wonders of Ithaca but we read of three who “prospected” about the year 1788. Their names were not very musical, Yapple, Dumen and Hinepaw! They planted corn and went after their families, returning in the Fall. A road to Chenango was made in 1791-2 and this facilitating travel—giving them “rapid transit” in reality—the country began to settle more decidedly. When the Erie canal was opened in 1825, the people of Ithaca made the lake a means of communication, and the Cayuga and Seneca canal in 1828 still further increased the traveling facilities. No people

ever pursued a railroad under greater difficulties. The Ithaca and Oswego road was chartered in 1828, but the hill up which it had to go was only an ant hill compared with the financial mountain. It was opened in 1834 as a "horse" road, number of horses not stated. The state generously loaned the company \$250,000 but, the Erie road was not finished, the revulsion of '37 came, there was a foreclosure and the road was sold by the state for \$4,500. It fell into the hands of Erie who leased it to the D. L. & W. in 1855. *Sic transit.*

Ithaca wasn't always Ithaca. It went originally under the cognomen "Flats," and still worse, "Sodom." But some classical Bohemian, seeing some resemblance in situation to *Theaki* of the ancient Greeks called it Ithaca, and the nail was clinched by the founder of the hotel whose praises we have sounded. The "Ithaca" hotel settled the matter, as hotels have often done before.

We would state in conclusion that Ithaca is an important coal station of the D. L. & W. road and that the way of circumventing the mountain by means of a switch-back track is curious. A trip should be taken on it, if only to show how a railroad train can be made to go ahead by going back.

MEASUREMENTS OF WATERFALLS AND RAVINES ABOUT ITHACA,
TAKEN BY PROF. F. W. CLARKE.

	FEET.
FALL CREEK.	
First, or Ithaca Fall.....	156.
Second, Or Forest Fall.....	60.
Third, or Foaming Fall.....	30.
Fourth, or Rocky Fall.....	55.
Fifth, or Triphammer Fall.....	35.
First Cascade above Triphammer Fall.....	8.
Second Cascade above Triphammer Fall.....	18.
Beebe's Dam above Triphammer Fall.....	17.
Fall at Free Hollow.....	22.
Perpendicular part of Amphitheatre below.....	
First Fall, North Bank.....	50.
Depth of lateral cut at mouth of Tunnel.....	40.
Cliff directly over First Fall, South Bank.....	75.
Width of stream at top of First Fall.....	85.
Cliffs on North Bank, between Dam and Second Fall.....	120.
Perpendicular portion of Cliff-below Fourth Fall, South Bank.....	80.
Cliffs below Triphammer Fall, South Bank.....	100.
Depth of gorge just below Free Hollow.....	50.

CASCADILLA CREEK.		FEET.
First Fall, estimated from partial measurement.....		20.
Great Amphitheatre below Second Fall. Lower Extremity		50.
Great Amphitheatre below Second Fall. Upper Extremity		70.
Williams' Dam.....		30.
Cliff on North Bank just below First Cascade above Dam		60.
Quarry Falls, two leaps each.....		25.
Giant's Staircase.....		45.
Depths from Cascadilla Place Bridge to foot of Fall River		85.

SIX MILE CREEK.

Cliffs below Well Falls.....	100.
Well Falls. Lower leap.....	20.
Well Falls. Upper leap.....	19.
Highest cliff at Narrows.....	85.
Green Tree Fall.....	25.
Cliff below Green Tree Fall.....	65.

BARNES' BROOK

Surprise Falls. Upper leap.....	30.
Surprise Falls. Middle leap.....	20.
Surprise Falls. Lower leap.....	100.

BUTTERMILK FALLS.

First Fall.....	105.
First Fall. Measurement of Slope.....	340.
Second Fall.....	95.
Second Fall. Measurement of slope.....	285.
North Cliff below Pulpit Falls.....	90.
Pulpit Falls.....	34.
Depth of gorge below Fourth Fall.....	50.
Fourth Fall.....	20.
First Cascade above Fourth Fall.....	10.
Second Cascade above Fourth Fall.....	13.
Third Cascade above Fourth Fall.....	7.
Fourth Cascade above Fourth Fall.....	19.
Fifth Cascade above Fourth Fall.....	6.
Sixth, Seventh and Eighth Cascades above Fourth Fall, each.....	8.
Falls below Steeple Rock, (Cornell Cascades Lower Leap..	10.
Falls below Steeple Rock, (Cornell Cascades) Upper Leap	20.
Cliffs below Steeple Rock North Bank.....	70.
Steeple Rock Cascade.....	7.
Fall above Steeple Rock.....	20.
Shower Bath Fall.....	5.
Steeple Rock.....	50.

THE ARTISTS RAVINE. (Coy's).

Angle Fall.....	20.
Castle Cliff.....	50.
Cliff below Arch Falls.....	40.
Arch Fall.....	30.

LICK BROOK

First Fall.....	60.
Second Fall.....	40.
High Fall.....	140.
Perpendicular Cliff in Lower Amphitheatre.....	80.
Depth of Lower Amphitheatre.....	160.
Depth of Upper Amphitheatre.....	160.
Funnel Rock.....	35.

ENFIELD, OR FIVE MILE CREEK.	FEET.
LOWER RAVINE.	
First Fall, nearest Inlet Road.....	38.
First Cascade above First Fall.....	12.
Second Cascade above First Fall.....	7.
Third Cascade above First Fall.....	11.
Second, or Sulphur Spring Fall.....	18.
First Cascade above Second Fall.....	12.
Second Cascade above Second Fall.....	7.
UPPER RAVINE.	
Lucifer Falls.....	140.
Cliff above Lucifer Fall North Bank.....	130.
Depth of gorge at Lucifer Falls.....	270.
Fall at Devil's Kitchen.....	20.
Height of Bridge over Devil's Bath-tub Flume.....	20.
TAUGHANNOCK.*	
The Great Fall.....	215.
South Cliff at Great Fall.....	350.
Cliff opposite the Natural Castile Upper Ravine.....	110.
Upper Fall.....	55.
MC KINNEY'S	
South Creek. First Fall.....	25.
South Creek. Second Fall.....	25.
South Creek. High Fall measured on slope.....	85.
South Creek. High Fall, perpendicular height.....	75.
North Creek. High Fall, measured on slope.....	75.
North Creek. High Fall, perpendicular height.....	66.
BURDICK'S GLEN.	
High Fall.....	150.
Greatest Depth of Amphitheatre.....	190.
SHURGER'S RAVINE.	
Second Fall.....	40.
High Fall.....	100.
LUDLOWVILLE.	
Ludlowville Falls, on Salmon Creek.....	50.
Indian Falls, Townly Creek, Lower Fall.....	70.
Indian Falls, Townly Creek, Middle Fall.....	35.
Indian Falls, Townly Creek, Upper Fall.....	60.

* Philological wisdom has been extensively applied to the orthography of this word. We have given it short-Taghanic, but it is due to Prof. Clarke to permit him to spell it after his own fashion, a fashion in which he by no means stands alone.

SUMMER RESORTS
on the

DELAWARE, LACKAWANNA AND WESTERN RAILROAD.

Night was again descending when my mule,
That all day long had climbed among the clouds,
Higher and higher still, as by a stair
Let down from heaven itself, transporting me,
Stopped to the joy of both, at the low door
So near the summit of the great St. Bernard
That door which ever on its hinges moved
To them that knocked, and nightly sends abroad
Ministering spirits. *Sam'l Rogers.*

We have no Alps in this country, this side of the rocky mountains, at least; no St. Bernard, no storm caught travelers, no cowed monks, or sagacious dogs going in search of the lost with flasks of spirits in baskets on their necks, but we have scenery which is not to be despised and which in variety, beauty and general attractiveness surpasses Switzerland. To thoroughly see and enjoy the latter a vigorous constitution, stout limbs and patience are requisite, but we have on the line of this road alone, enough to satisfy the most ambitious pedestrian, while there is nothing of which the most delicate need be debarred. We are astonished at the ignorance that exists on this subject and that the glorious scenery of our home mountains and lakes have not aroused a wide spread enthusiasm. We can but briefly refer in this volume to the various inland attractions which this road leads to, but hope another season to spread the subject out into a volume by itself.

LAKE HOPATCONG.

54 miles from New York.

It has an extreme length of about seven miles with islands and deep inlets affording those fond of boating many opportunities for exploration. It is reached from Hopatcong station 51 miles from New York, whence the traveler embarks on a small canal steamer and in half an hour is landed at the hotel. The transfer from the busy metropolis to this wild, rugged yet magnificent mountain fortress, at least 1000 feet above tide water seems almost magical, and the sudden accession of appetite promises badly for the landlord's profits.

Lake View House is beautifully situated with a lawn and grove of thirty acres and we can recommend it to the traveling public. There are boats always ready, horses and vehicles for those who wish to ride, and the

entire country is replete with interest to botanist, geologist or the mere pleasure seeker who comes and goes with the rising and setting sun.

BUDD'S LAKE.

56 miles from New York.

Budd's lake—about five miles in circumference—is one of those charming sheets of water lying mirror like among the hills, which give a charm to any country, and which add so materially to the attractions of north New Jersey. They are the natural reservoirs of the surrounding mountains, in the very heart of the mineral region, and while easily accessible are far enough away to give the greatest possible change of air and as much of the rugged wildness of nature as we could find within a thousand miles. All the lakes of importance in the state are in Morris and Sussex counties. Budd's lake is in Morris, Mount Olive township, in a direct line between Schooley's mountain and lake Hopatcong. It has an elevation of over 1000 feet above the sea and in its surroundings it resembles the Scotch lakes rather than the English. Hackettstown is about five mile distant. Stanhope two and a half miles is the R. R. station with which there is constant communication by stage. The water of the lake is of crystal purity and contains an abundance of fish. It has been frequented since 1715. It was called by the Indians Habacawanning. Col. John Budd became the proprietor after the Revolution and built the first hotel, making other improvements which naturally transferred his name to the locality. An equally enterprising descendant of the Colonel gives us the following story :

“ During his time (Col. Budd), Joseph Buonaparte ex-King of Spain made him a visit and was so impressed with the local beauty of the place that he proposed buying property and building a residence, but unfortunately he saw a caricature of the great Napoleon, representing him on horseback, a Russian bear holding the bridle in his mouth. This aroused his ire, an altercation ensued, the ex-King threw the picture at the Colonel's head and called him a traitor. The Col. retorted calling him, Buonaparte, a coward for deserting his brother in time of need. Neither party being armed no blood was shed and the affair ended by the Frenchman being turned out of doors.”

Some years later Jesse M. Sharpe erected a larger

hotel which has remained to the present day and has always been well patronized. Recent alterations have increased its attractions and under its present proprietors it will no doubt have increased popularity. There is a beautiful grove near the hotel, with the lake directly in front, while the neighboring hill tops afford almost boundless views. The air is of nearly uniform temperature through the summer and invalids rapidly recuperate. A number of fine buildings have been erected here and within a mile two churches are open to visitors.

In addition to "Forest House," the hotel we have referred to, a number of private families take boarders through the summer at reasonable rates.

SCHOOLEY'S MOUNTAIN.

62 miles from New York.

This has been a noted resort for many years and is as well known as any watering place. It has been largely patronized by Philadelphians, who are generally supposed to know what is good as well as by New Yorkers and the rest of the civilized world.

THE ATTRACTIONS

of Schooley's mountains are manifold and nature has been prodigal of her gifts. The mountain range, 1200 feet above the sea is very picturesque and romantic. From one of the summits—Malvern hill—a glorious prospect may be obtained while other points offer many inducements to those who know how to walk and climb. There are rambles by the dozen and drives by the score. A splendid ride over the mountain of eight miles takes us to Budd's lake. As a further temptation to visitors, especially invalids, there are mineral springs here whose virtues have been tested in severe cases of "calculus" and kindred complaints. The glory of this place is in the bracing air and in the inducements to enjoy it. The weak and dyspeptic are surprised at their sudden invigoration, and how exceedingly pleasant it is to be out doors. Prospect Mountain is but a mile; Abraham's Fall where the silver water tumbles ninety feet is but a mile, while Indian Cascade, Lover's Retreat and other famous places are all within easy reach. The woods offer game in the season and the brooks and lakes offer trout and other fish at all seasons.

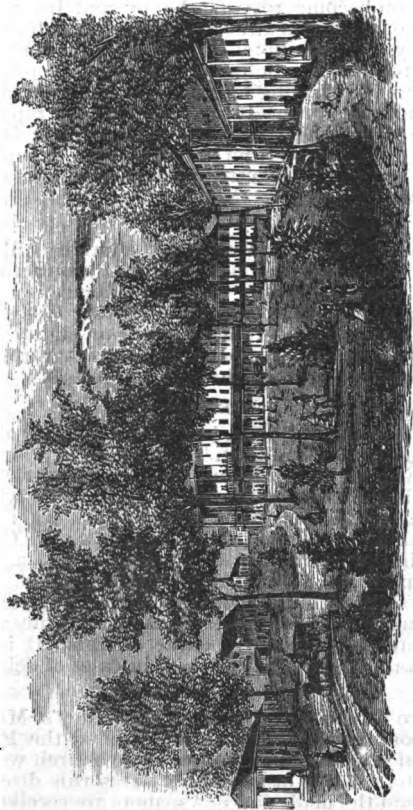
SPIRITUAL AND EDUCATIONAL.

An elegant church, the "Union Evangelical" was

erected here in 1870 and adds much to the attractiveness of the place in summer. A large seminary for both sexes is prospering. During the season the social element among the visitors is very pleasant.

HOTELS.

Heath House and Belmont Hall are large and comfortable well managed hotels with a popularity that needs



no endorsement from us. The two accommodate about 600 guests. Heath House occupies a splendid plateau on the summit, and the buildings partially surround a grove and lawn of over twenty acres, offering ample shade from the sun's rays and an unequalled play ground for children. We do not wonder that the little ones, sickly and puny though they may be when they arrive here, soon become rosy, fat, happy and hearty. If the virtues of mountain air, as illustrated at Schooley's were properly known, a hotel entirely surrounding the lawn would be needed. Belmont Hall is a very pretty house inside and out, having like the Heath, fine broad piazzas, and ample grounds. It has recently been repainted and furnished. A short walk from the hotels is "Valley View," an elevation from which is seen a superb landscape view with Hackettstown and the mountains in the distance.

AMUSEMENTS.

As people cannot always be climbing hills, or admiring views however beautiful, the proprietors of the Hotels provide music each afternoon and evening. There are billiard rooms and bowling alleys, and the Heath House has a promenade parlor eighty by thirty feet in which concerts, balls, and a great variety of entertainments are given through the season.

THE SPRING.

is a mile from the hotels, just far enough for an appetizing walk before breakfast. The water is kept on hand for those who prefer it without the walk. Its virtues were recognized by the faculty as early as 1810 when Prof. Mitchell of the University of New York said: "If there is anything that deserves the name of a pure Chalybeate water in the world, this would seem to be such a composition." In 1815 Prof. William James McNeven analyzed it and found it to contain the Muriates of soda, lime and magnesia, the carbonates of lime and magnesia, and the carbonated oxide of iron. It is pleasant to the taste and a great restorer in cases of debility.

MULTUM IN PARVO.

There is quite a village on Schooley's Mountain, a good country store, in which is located the Post office, and a nice little school house. The church we have referred to. A line of telegraph wires run direct to the hotels and the mails and newspapers are received twice a

day. There are cottages connected with Heath House, very cozy and comfortable for families.

Schooley's mountain is reached by stage from Hackettstown.

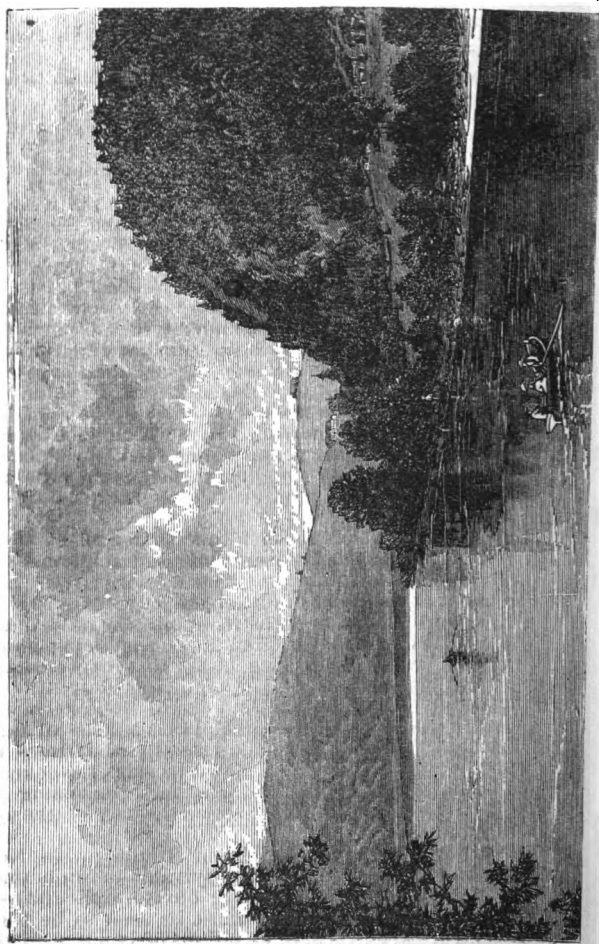
DELAWARE WATER GAP.

19 miles from New York.

The Delaware takes its rise two hundred miles to the north, in two lateral branches, flowing from the western slope of the Catskill mountains two thousand feet above the level of the ocean. The western branch passes through a lake near its source, retaining for a wonder its beautiful aboriginal name, "Utsayantha." It is described as a circular sheet of transparent water, covering an area of seventy acres, and having an elevation of 1,888 feet; a mirror of beauty in a wilderness of woods, so secluded that few save the red men have ever gazed upon it in its solitary serenity. In its course it hugs the base of the grand old mountains older in date of upheaval than the snow-clad Alps which once formed the barrier to its passage, and rolled back the flood of waters submerging for long ages the lesser hills and swelling plains that now, clad in verdure, adorn its borders.

The character of the rocks in this portion of the Blue Ridge is that of gray and red sandstone and conglomerates, containing white quartz pebbles of large size. The escarpment at the point of dislodgement is more bold on the New Jersey portion of the mountain, the mean of the angle for the entire elevation of 1,600 feet, being about 70 degrees, while projecting cliffs, as seen from the gorge, exhibit sections of perpendicular descent. On the Pennsylvania mountain the general slope from the summit to the river is less precipitous, a mass of talus having been detached from the crest by the frosts of winter, and pouring like lava down its sides, has covered the surface to the depth of many feet, concealing the rugged projections that characterize the face of the opposite mountain.

From both the summits—Mount Tammany in New Jersey, and Mount Minsi in Pennsylvania—are obtained views of great extent and beauty; but it is difficult to do justice in a description, they must be seen to be fully appreciated. We overlook an extent of country to the south as far as the eye can reach; a scene composed of mountains and hills, villages and farmhouses, cultivated



fields, groves of woodland and primitive forests; the river on its sinuous journey filling up the picture. It was upon Minsi summit that a romantic young lady a few years ago lost her way, and was exposed for the most of the night on the verge of a cliff, to which she had fallen, and from which she was rescued with difficulty.

On the way from Mount Minsi to the hotel is obtained, a view from

PROSPECT ROCK.

This bare platform, though much below the summit, enables the visitor to enjoy one of the finest views on the Delaware. The prospect up the river extends beyond the islands to the distant hills and mountain, through which the river winds its devious way, and glides smoothly along the base of the precipice from which you are gazing.

Near this point is

THE HUNTER'S SPRING,

a wild, secluded spot where many a 'Lenape' huntsman, as well as those of modern times, have been refreshed, and have lain in wait for the deer as they came panting for the cooling waters. It is at the head of a wild ravine and the source of Eureka Creek, which tumbles over a rocky bed in its rapid descent to the river, and in which are found Moss Cataract and Rebecca's Bath.

THE LOVER'S LEAP

is not far distant. It is the artist's favorite view and is made memorable as the scene where the Indian Princess "Winona" and her lover took the fatal leap. Diverging from the direct route to the hotel we strike

CALDENO CREEK

on the left. It has its rise high up the side of Mount Minsi. Dashing and foaming in its flight, it at length finds its way into the valley, and after gladdening the inmates of two or three farmhouses, runs close to the ruins of an old saw mill; still offering to render willing service as of yore, when it turned its limpid somersaults around the wheel, and reminding its old companion of the lively times they once enjoyed together. But the old mill being too dilapidated to respond, the stream with a sigh over departed greatness, passes on, meandering through a meadow, dallying in little eddies to give the trout a chance to bask in the sunshine, and again

hides itself in the thick woods. Cool and purified it emerges again at Moss Cataract, when, hesitating a moment on the brink it dashes away over its mossy bed, fills Diana's Bath afresh, gives a leap over the falls of its own name and hastens on to lose its identity in the waters of the Delaware.

TABLE ROCK AND COOPER'S CLIFF

are both situated on an extended rocky platform of about 300 feet in elevation, overlooking the river and the cultivated hills in the distance. The confused mixture of forest and hills, and cultivated land below the cliff, on which we stand forms a beautiful foreground to the finely developed proportions of the gorge in the distance.

SUNSET HILL

rises only a few rods to the north-east of the apparently undisturbed stratification of Table Rock, and is a confused, disjointed, irregular mass of rock from base to apex.

HOTELS.

The "KITTATINNY HOUSE" is situated on a perpendicular terrace of 180 feet in elevation, overlooking the river. It commands a fine view of the windings of the stream and the surrounding mountains.

Since the first small buildings were erected, it has been a favorite resort for some of the sterling old families of Philadelphia; and now, after the lapse of many years, with the changes incident to greatly enlarged accommodations, and an increased annual registry amounting to 3,000 names, there are still among the annual visitors some of the early sojourners, and of these, there are those who pluck the earliest wild flowers of spring, and witness the last sombre change of autumn.

THE WATER GAP HOUSE,

erected in 1872 is situated on an eminence nearly 400 feet above the Delaware River, in the centre of a grove of fourteen acres, commanding one of the finest views of the "Gap," and overlooking, for miles in extent, the most delightful and varied scenery in the country.

The building is very large, and complete in every particular, and is furnished in the best manner. The rooms are large, and supplied with gas and water throughout. The house is kept in the best style, and every possible

attention rendered by the courteous proprietors L. W. Brodhead and Bro., whose fame is world-wide. A large and well-lighted Billiard-room is connected with this Hotel.

WALKS AND DRIVES.

We have given a tolerably fair idea of the general character of the scenery and views at Water Gap, but the attractions if they begin, certainly do not end there. There are numerous walks besides those we have mentioned and drives which we have not mentioned at all; long drives to the beautiful falls of Winona and Bushkill, and short drives to romantic places with common place names; Fox hill, the Knob, Lake of the Mountain, and a dozen others. Stroudsburg whose fame we have elsewhere secured is only four miles away and there are slate quarries and factories within a less distance. Let not the stranger, then, gazing upon these rock-ribbed battlements, imagine that he is to be confined to a limited space like an eagle clinging to a cliff. There is almost unlimited freedom of movement and there is the mountain air to fill the lungs and mountain rocks to climb and bring out the unused and forgotten muscles and tendons of the body:

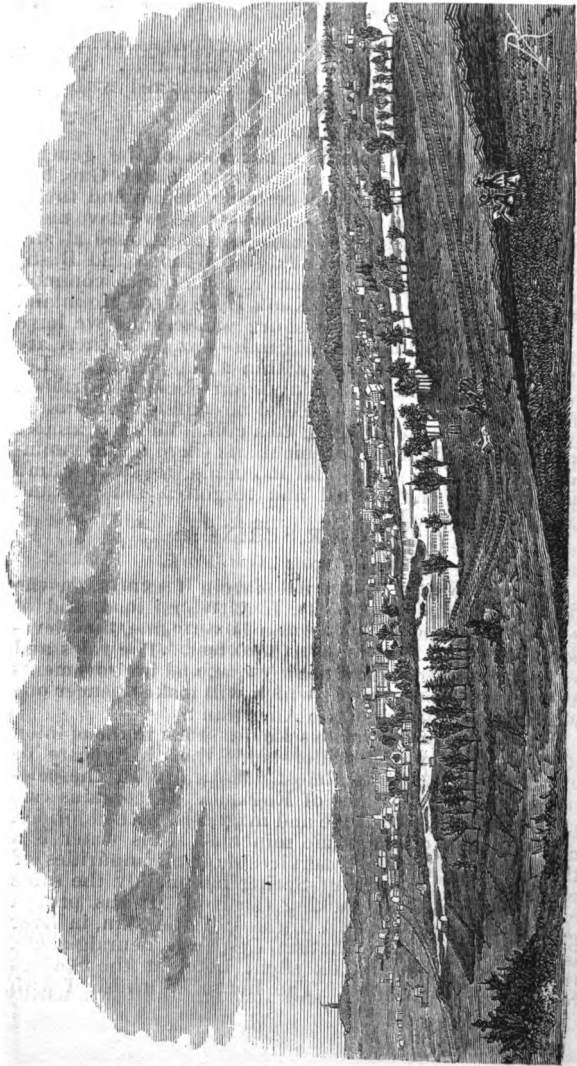
SPENCER SPRINGS.

253 miles from New York.

Spencer Springs is six miles from CANDOR, on the Cayuga Division of the D. L. & W. railroad, and is reached by stage. The location is very fine, the elevation above tide being nearly 1500 feet. The rides and walks are numerous and picturesque, and improvements are constantly progressing which will make Spencer one of the most desirable of the American Spas.

The springs are of various kinds. First in the opinion of Prof. Hadley of Buffalo, stands the Challybeate or Iron Spring which is almost identical with the celebrated Tunbridge Wells of England. It contains carbonates of iron, soda, lime and magnesia, with chlorides, and sulphates of the same minerals. This water is a tonic and is particularly serviceable in all impurities of the blood. The Sulphur Spring has mainly the same constituent elements lacking the iron. It has proven exceedingly useful in all diseases of the skin, in liver complaints and in rheumatism, dyspepsia, neuralgia, etc.

There is a large and excellent hotel at the Springs with attractive grounds. The house is furnished with



baths and we are assured that every attention will be paid to the comfort of invalids and other guests.

There is a post-office and telegraph at the hotel, and stages run to all the trains. The proximity of Spencer Springs to Ithaca and other famous localities should enhance its desirability as a place of resort.

RICHFIELD SPRINGS.

313 miles from New York.

Nature has been so lavish with her medicinal waters; they are found so well distributed over the earth's surface and are so varied in their constituents and in their effects upon the human constitution, as to almost lead to the conviction that in them should be found a panacea for all the ills that flesh is heir to. A prominent fact is also worthy of note that these springs are almost without an exception in sections of the country noted for their romantic and inspiring surroundings. Is there not a far-seeing Providence in this, that the weary and sickly denizens of great cities should be drawn where the fountains of health are ever running and where at the same time the mountain breezes fill the lungs with pure oxygen, and the fertile fields and limpid streams satisfy the energies of the soul hungering for the beautiful?

And Richfield is just such a place. It seems as though the Architect of the universe determined it should always remain one of the jewels of nature, so carefully is it hidden away, far enough from the busy and feverish stream of humanity, yet near enough to be reached by all who will turn aside and seek it, a part of the world yet not of it:

"A rest for those who seek God's face to know
A school for those who seek to do his will;
The aching head aches not where roses blow
The heavy heart is light where sings the rill."

The surroundings of Richfield Springs are all that can be desired; there is no taste however exacting but what may here be more than satisfied. We have endeavored through the pencil to give a glimpse of this famous watering place as it is to-day, but neither pen nor pencil can set forth that which requires a summer of investigation to understand and appreciate. The village itself is in a valley, but the sentinel hills rise on every side as though they would guard it from profane footsteps. A busy, noisy little river rushes through the town, hardly

waiting to stop to turn the mill wheel which asks for its assistance, and a mile away is lake Schuyler a crystal sheet of water where the angler may throw a line and the poet may write one.

The walks, the drives, the views and points of interest are almost beyond calculation, and here we have the secret of the great success of Richfield Springs. There need not be a monotonous hour. The drives especially, open a region of great interest and attractiveness. Cooperstown the home of the best writer of fiction this country has ever known is fourteen miles away and the route, *via* Schuyler and Otsego lakes is exceedingly beautiful. Nine miles from here is Five Mile Point on Otsego lake, a favorite resort for fish dinners, but the lover of piscatorial or game refreshments may find the same at Schuyler, within an easy walk or a trip by omnibus. Crager Place seven miles distant gives us magnificent views of the valley of the Mohawk. Rum Hill, very badly christened, and Round top hill are famous to the extent of prospect to be had from them and for the lights and shades of summer sunsets.

It is singular how in setting forth the attractions of a summer resort we are forced to mix up the spiritual and the natural, to speak in the same breath of food for mind and body. Our note book is full of mountain views and fish dinners, of lakes and rivers and game suppers. Our only consolation is in the fact that the place is provocative of good appetites. Everywhere we find good hotels and everywhere a full supply for the inner man.

THE TOWN AND THE HOTELS.

Richfield Springs is well laid out and tolerably well built up. The streets are wide, with plank sidewalks and a sewer has been built at a heavy expense which thoroughly drains the village and renders it doubly safe as a resort for invalids. The hotels have grown from time to time and present no prominent architectural features, but they are roomy and comfortable. Spring House is the largest, having a frontage of 317 feet on Main street and 200 on Church. Under a pavilion on the grounds of this hotel is the famous sulphur spring of which we shall speak presently. Spring House has large parlors and a dining room 117 by 45 feet. It will accommodate five hundred guests. The American House is opposite and will hold four hundred and fifty. The halls are wide, ceilings high and the general accom-

modations are excellent. The Davenport House is also on Main street and accommodates two hundred. The



Canadarago House, F. Standon proprietor, is very nicely located, nearly opposite the spring, and holds an established reputation among these who value home comforts. The Dorthic House, the Fulton House and the Casy House are all good, substantial, well kept hotels, and commodious as they all are it has frequently happened that they have been forced to colonise their guests among the neighbors. There are good boarding houses for those who prefer them to hotels and there is no danger that the latch string of Ritchfield Springs will ever be drawn in. Nature has bountifully provided for man's wants and pleasure, and those who cater for us are not likely to be found wanting.

THE SPRINGS.

It is fair to suppose that where mineral waters are in

such extensive demand as those of Richfield Springs they must have decided and positive virtues. Two thousand people have been accommodated at one time in the hotels and boarding houses, and they have come on the reputation the waters have maintained for near a century. True, fashion had something to do with it, and the birds of passage who fit from one point of attraction to another have not all the excuse of disease as a reason for their coming. Still there are many who do come solely on that account and we hear of none who have gone away without deriving some benefit from their visit. The analysis of the principal spring, made by Prof. Reid of New York is as follows:

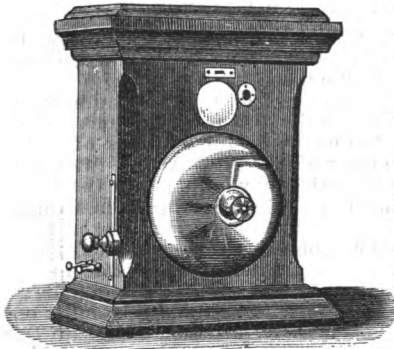
Bi-Carbonate Magnesia,	Per Gallon,	20	Grains
Bi-Carbonate Lime,	"	10	"
Chloride Sodium and Magnesia,	"	15	"
Sulphate Magnesia,	"	30	"
Hydro-Sulphate Magnesia and lime,	"	2	"
Sulphat of Lime,	"	20	"
Solid Matter,	"	152.5	"
Sulphuretted Hydrogen Gas,	"	20.6	Inches

They are taken internally and in the form of baths, and their efficacy in rheumatic, serofulous and urinary complaints is very pronounced. There is a reservoir holding 16,000 barrels of water which supplies two bathing houses in which sixty-four baths can be given at the same time. In addition to the sulphur waters there is a magnesia, a white sulphur and a chalybeate spring—enough it would seem to cure every real or imaginary disease.

INDUSTRIAL AND COMMERCIAL.

It must not be thought that the people of Richfield Springs have nothing to live on but the summer boarders. It is not, properly, a manufacturing town but it has its own industries and they are quite as important as in most country towns. It is in a good agricultural country and it has a large number of dairies and several cheese factories. The hop business is important and within a short distance is a tannery. Grist and saw mills do much abound. The stores are large and well stocked and appear to do a thriving business. Mr. J. A. Storer is the agent for this book and we commend him to those in want of stationery or any of its adjuncts. The Express office is here and also the telegraph. And, speaking of telegraphs, we are inclined to say a favorable

w. rd for an inventive and industrious young man here who, not yet of age by law, has contrived a very ingenious Electric Burglar Alarm, a watchful and perpetual



sentinel at every door and window, and which we should think, once aroused, would frighten a burglar out of his seven senses without the addition of a seven shooter. A company has been formed of which the Hon

A. R. Elwood is Secretary and Treasurer.

RELIGIOUS AND MORAL.

Five denominations are represented here—the Episcopal, Methodist, Presbyterian, Universalist and Catholic. A good public school is maintained and we believe a seminary. The Richfield Springs Mercury wings its way to the public weekly and is a well filled newspaper and local guide.

COMMON COMFORTS.

All the hotels being on Main street near the great spring or in the immediate neighborhood, there is a great deal of sociability and visiting during the season. Bands of music make things lively during the day and there are promenades and dancing in the evening. A walk to the station on the arrival of the trains is among the excitements of the day and a public hall holding six hundred is occupied for concerts and other festive entertainments. The daily papers from Utica are received each morning and the New York papers at 7 P. M. The only railroad communication is over the Utica Division of the D. L. & W. but at Utica there is a connection with various lines. Passengers can leave Philadelphia at 7½ A. M. and arrive here at 9 30 P. M. From New York the most comfortable and direct route, with the

greatest freedom from dust and the most beautiful scenery is *via* the DELAWARE LACKAWANNA and WESTERN.

HISTORY AND ROMANCE.

The Indians built their wigwams here and enjoyed the waters long before fashion sent her votaries, or the world its bilious and dyspeptic members of society.

All cities and towns have had their beginnings, and we do not have to brush the dust from volumes, yellow with antiquity to find who were the founders of this or any other place in the State of New York. Men grow old and die while the cities they build are in the vernal freshness of youth, and Richfield Springs is less than a century old. Mr. Tunnicliff from Derby, England, was the first venturesome explorer, and purchased from the Indians—price not stated nor whether payable in cash or whiskey—2000 acres of land. Wm. Tunnicliff his son came here in 1790 and erected a saw and grist mill; one, and we not sure but both still stand. Nathan Daw, came here and settled about the same time. The Presbyterian church was erected in 1823.

To Dr. Manley, who at this writing is still living at the age of eighty-four, is due the first development of Richfield Springs as a sanitarium. The Richfield hotel which is still standing was erected in 1820. The American Hotel came next, but was destroyed by fire in 1850. The difficulty in reaching the springs retarded its growth and popularity, a difficulty now entirely removed. The Utica, Chenango and Susquehanna railroad was organized in 1866, but, laboring under many difficulties it was not completed to Richfield Springs until 1870; the DELAWARE LACKAWANNA AND WESTERN leasing it a few months previously. E. W. Badger Esq., a resident at the Springs took great interest in the road and its completion is largely due to him.

Dr. Bailey a local historian has made the topography, geology and mineralogy, as well as the history of this locality, a study for many years, the result of his researches being recently published in a handsome volume which we recommend every curious and intelligent reader to purchase and peruse.

For the beautiful engraving accompanying this sketch we are indebted to a number of valued friends whose names have not reached us. True merit is always modest.

North of RICHFIELED SPRINGS, between that station and the junction with the Utica road we find two pleasant towns :

CEDARVILLE.

This town is in Herkimer county and is about two miles from the station, on the road to which we pass Chepachet, a pleasant hamlet of about 150 inhabitants. Herkimer is famed for its dairy products, and this neighborhood takes its fair share of credit and cash. There are seven cheese factories within two and a half miles. Unadilla river rises two miles east and passes through Chepachet, affording good water power and sport for the angler. Cedarville which is located at the head of a creek flowing into the Mohawk has four hundred inhabitants and a miscellaneous industry of cheese factories, tanneries, saw and grist mills and the usual shops. There is a Methodist and a Universalist church, a district school and a good hotel. The country has no remarkable attractions but about two miles west of the town is Litchfield hill where are numerous natural caves and springs.

WEST WINFIELD.

Also in Herkimer county, is a village of about four hundred inhabitants, very much inclined to the same business we found in Chepachet and Cedarville. Cheese factories, tanneries, and a sash, blind, and door factory are supplied with power by a branch of the Unadilla river. The location is in a pleasant valley at a considerable elevation above the Mohawk river. The people are enterprising, industrious, and consequently well off in this world's goods; in fact, taking the word of one who knows, they are "healthy, wealthy and wise." "Everything," says our informant, "can be found here that is necessary to make home happy." Fortunate West Winfield! The business is large enough to sustain a bank; the morality and piety maintains schools including an excellent academy and boarding school, three churches, Methodist, Baptist and Presbyterian, and a newspaper, the Standard Bearer. West Winfield is 16 miles south of Utica on the plank road, and 21 miles by rail.

REAL ESTATE AGENTS

ON THE MORRIS AND ESSEX DIVISION.

NOTE.—We give the following names, not as an advertisement, but to aid readers who may wish to make further and special inquiries in regard to favorite localities near New York.

NEW YORK.

S. Eddy & Co., 1 Park Place,
corner Broadway, Bankers
and Brokers in Real Estate.

O. H. Pierson, 5 Pine Street.
N. J. Real Estate a Specialty.

HOBOKEN.

A. Huyler De Motte. Real
Estate and Insurance.

ORANGE, BRICK CHURCH STATION.

S. D. Condit. Real Estate.
Loans negotiated.

ORANGE.

I. W. Gerry. Real Estate
and Insurance. Office also in
N. Y., 39 Nassau Street.

W. ORANGE, LEWELLYN PARK.

L. S. Haskell, and in N. Y.,
39 Nassau Street.

SOUTH ORANGE.

Willey & Co. Real Estate,
and Houses to rent.

WYOMING.

L. W. Badger. Wyoming
Property a Specialty.

MILLBURN.

B. C. Potts. Office also in
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SUMMIT.

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MADISON.

Jas. H. Bunting. Real Estate
Agent, Florist, and agent for
Pen and Pencil Pictures.

S. D. Hunting, near Station.

MORRISTOWN.

Theodore Ayres, General
Agent for Real Estate, In-
surance, Renting Houses, &c.

Henry Taylor, Real Estate
and Insurance, also at No. 4
Pine Street, N. Y.

MONTCLAIR.

Sam'l W. Tubbs, Specialty
of Montclair and Caldwell.
Office in N. Y., 71 Broadway—
Room 60.

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