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PENNSYLVANIA RAILROAD SYSTEM

Historical and
Descriptive
with Anno-
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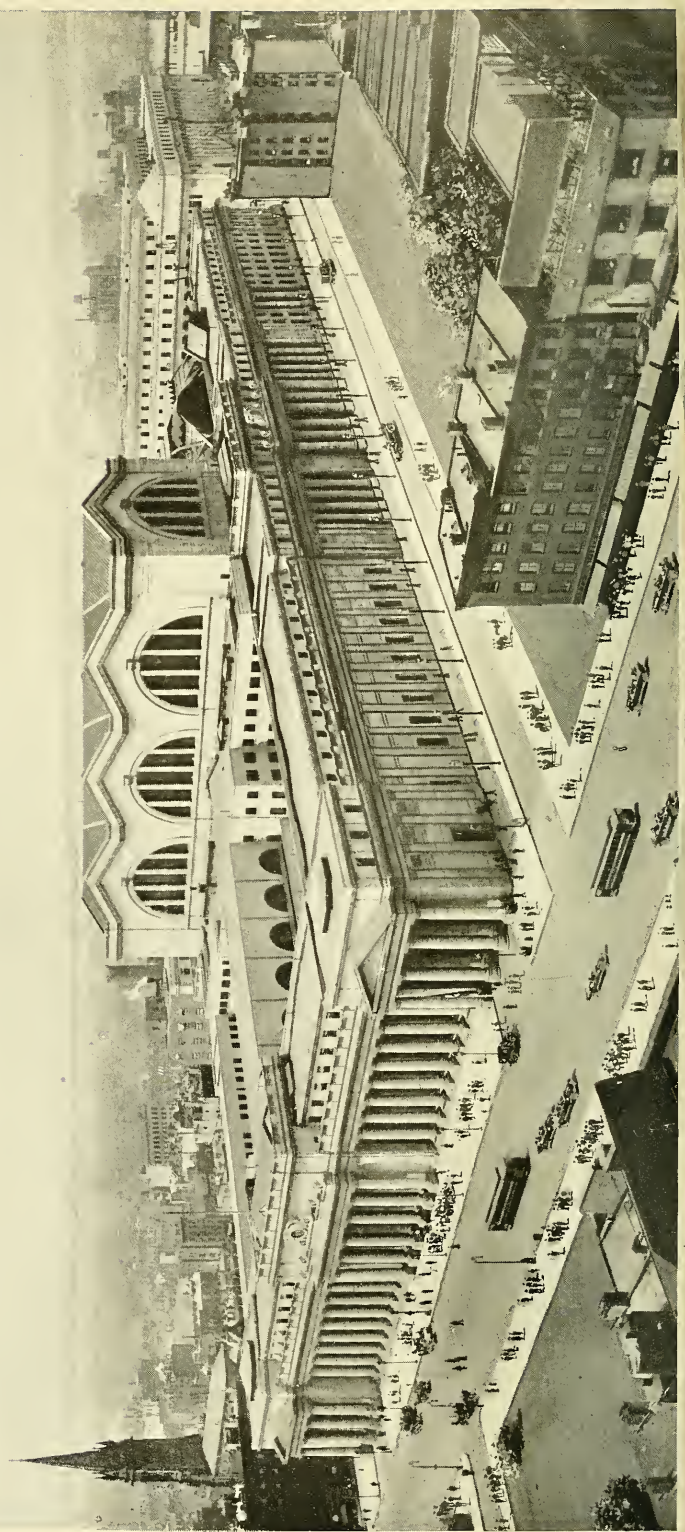


THE STANDARD
RAILROAD
OF THE WORLD



THE
PENNSYLVANIA
SYSTEM

Historical
and
Descriptive



PENNSYLVANIA RAILROAD SYSTEM



A DESCRIPTION OF
ITS MAIN LINES AND
BRANCHES WITH NOTES
OF THE HISTORICAL
EVENTS WHICH HAVE
TAKEN PLACE IN THE
TERRITORY CON-
TIGUOUS

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PENNSYLVANIA RAILROAD
1916

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New York to Philadelphia

NEW YORK, the eastern terminus of the Pennsylvania System, with a population of 5,006,484, is the second city of the world, the commercial metropolis of the United States, and the financial center of the American continent. It is, also, the greatest port on the globe.

While the Dutch are always associated with the early settlement of New York, it was Giovanni Verrazano, a Florentine in the employ of the French King, who first saw Manhattan Island, in 1524, and a year later the Spaniard, Estevan Gomez, sailed into the bay.

But after the few trading vessels from France had ceased visiting it, it remained for Hendrik Hudson to bring it to the interest of the Dutch in September, 1609. In 1623, the Dutch West India Company sent thirty families to the new land, a few of whom settled on Manhattan Island. Three years later, Peter Minuit, director-general of the new colony, bought the whole island from the Indian owners for twenty-four dollars' worth of beads and ribbons, and christened it New Amsterdam.

New Amsterdam, which had Bowling Green for its civic center and Wall Street as its northern boundary, remained Dutch until 1664, when the flag of the British was flung from its civic pole, and New Amsterdam became New York, in honor of the Duke of York and Albany.

During the Revolution the growing settlement, which had spread with outlying farms and "bouweries" to Madison Square and then to the Harlem River, was occupied by the British and its commerce and trade destroyed. But with the peace of 1783 it resumed its growth and eventually outstripped all other cities on the Atlantic seaboard.

It became the great immigration center of the New World and the melting pot in which were amalgamated the millions who have come to the United States from England, Ireland, France, Scandinavia, Italy, Germany, Austria, Russia, Spain, the Balkans and the Far East.

Despite the compact condition of its residential sections and the enormous sky-scraping business buildings erected to take care of the millions of workers, it overspread the narrow confines of Manhattan Island into the Bronx, Brooklyn, Queens and Richmond counties, and created the demand for Greater New York, formed by the amalgamation of these five boroughs with Manhattan into a Metropolitan District on January 1, 1898.

Greater New York has an area of 317 square miles. It has 3,132 miles of streets, 1,500 miles of which are paved. It is a city of great contrasts. The palatial mansions of upper Fifth Avenue, the handsome apartment

houses and the magnificent hotels represent the highest type of modern opulence; while the East Side contains varied phases of cosmopolitan life.

As a commercial center New York is supreme. Every big industrial institution in the country has an office in the city; vessels leave its hundreds of docks for practically every port in the world, and it is extensively engaged in manufacturing. The principal industries are sugar refineries, tobacco factories, and plants for the making of clothing, chemicals, medicines, clocks, watches, musical instruments, rope, cordage, iron and steel products, boats, ammunition, glassware, silverware, paper, oils, paints, soap, starch and matches. In engraving, printing and lithographing the city is very prominent.

All Pennsylvania System trains from and to New York use Pennsylvania Station, occupying two entire blocks on Seventh and Eighth avenues, from Thirty-first to Thirty-third streets.

This is one of the largest railroad terminals in the world, having a frontage of 430 feet on each avenue and 784 feet on each street. The station proper covers an area of eight acres and the tracks and yards beneath it, twenty-eight acres.

The main entrance is on Seventh Avenue, at the intersection of Thirty-second Street, and there are entrances and exits on each of the streets and to Thirty-fourth Street. There are three levels in the building. An arcade on the street level, backed by shops, leads by a wide flight of steps to the waiting room and concourse, both the largest rooms of their kind in the world. The train level, containing twenty-one tracks and eleven platforms, is reached by a gradual descent and by elevators.

Pennsylvania Station is also used by the Long Island Railroad, a subsidiary of the Pennsylvania System. Within a few blocks of the Flatbush Avenue Station, Brooklyn, of this railroad, was fought the Battle of Brooklyn Heights on August 27, 1776, when Washington and the Continental Army narrowly escaped being wiped out of existence.

The Long Island Railroad has three stems. The central line runs through the heart of Long Island, through a number of fine towns to



RIVERSIDE DRIVE, NEW YORK CITY

Greenport. The line to Montauk Point, noted for the camp established there after the Spanish-American War, extends along the Atlantic Ocean, while the line to Wading River passes along the shore of Long Island Sound.

Leaving Pennsylvania Station, the passenger to the West or South, passes under the new post-office, through an open cut between Ninth and Tenth avenues, and enters the land section of the Hudson River tubes. These twin tubes of steel and concrete, laid seventy feet below the surface of the river, after passing the river section, run under the city of Hoboken, pierce the solid rock of Bergen Hill and emerge in New Jersey. From the Bergen Hill portal there is a double-track standard railroad, elevated above the Hackensack Meadows, to Manhattan Transfer, where it joins the old line of the New York Division. The elevated line is five miles long and crosses the Hackensack River, three railroads, and numerous highways, all above grade.

At Manhattan Transfer the downtown line unites with the line from Pennsylvania Station. A large number of electric trains are operated between Hudson Terminal, at Cortlandt and Church streets, through the Hudson and Manhattan tubes, and over the Pennsylvania Railroad's surface line from Jersey City to Manhattan Transfer and Newark.

Jersey City, with 293,921 inhabitants, the second city of the State of New Jersey, both in size and manufacturing interests, grew from the little settlement of Paulus Hook, which lay in the present city about opposite the Battery in New York. It was a fortified post during the Revolution, and the scene of two spirited engagements between the Americans and the British. The first steam ferry service in the world was operated between Paulus Hook and New York by a steam ferry boat constructed by Robert Fulton in 1812.

To-day, Jersey City fronts for five miles on the Hudson River, directly opposite downtown New York; its northern limits reach Hoboken and its southern, Bayonne. The shipping interests are second only to New York, and the products of its mills and factories include tobacco, iron and steel boilers, lead pencils, brass, copper, pottery, glass, varnish and hundreds of other articles of trade and commerce. It is the meat market of New York and the cold storage capital of the country.

Jersey City was the eastern rail terminus of the Pennsylvania System until the Pennsylvania Station was opened on November 26, 1910. A number of steam trains are still operated in and out of the Jersey City Station, but the bulk of the travel is handled on the electric line which connects New York, Manhattan Transfer, and Newark by a most comprehensive service of fast trains.

Newark, just across the Passaic River from Manhattan Transfer, with a population of 389,106, is the largest city in the State. It is a hive of industry, and on account of the extent and diversity of its manufactured products it ranks eleventh in the manufacturing cities of the country.

There is hardly a household in the land that does not use some product of Newark. The housekeeper uses its cotton and thread, the farmer its implements, the manufacturer its machinery, the storekeeper its varied output of leather, metal, and brass. The first celluloid was made here and it is here extensively manufactured into many forms of useful things.

Newark, which has just passed its two hundred and fiftieth birthday, has always been enterprising and progressive, and the first bank organized in New Jersey was located here in 1804. Newark's suburban section, the "Oranges" and other smaller settlements, are famed for the beauty of their residences.



TRACK TANKS BETWEEN NEW YORK AND PHILADELPHIA

The tracks of the Pennsylvania System pass through Newark and the great freight transfer yards at Waverly at an elevation to

Elizabeth, a thriving town of 82,411 inhabitants. It has a number of factories, and it is the residence of many engaged in business in New York and neighboring cities. Elizabeth boasts of an old inn where General Washington stopped on his way to New York for his inauguration; and at what was then called Elizabethport the presidential party left their traveling coaches and took ship for New York.

Rahway, with a population of about 10,000, has a number of manufacturing plants. It is the junction point with the line that extends to the southeast to Perth Amboy, South Amboy, and all the resorts on the "upper" Jersey Coast. These include Long Branch, one of the oldest seashore resorts in the United States, Asbury Park, Ocean Grove the great camp meeting ground, Spring Lake and the many settlements around Barnegat Bay. From South Amboy, a line extends to Camden, which formed part of the original Philadelphia-New York line, and over which the old "John Bull" locomotive, now in the National Museum at Washington, ran in 1834 for the first time.

Continuing on past the beautiful golf course of the Colonia Country Club, and the suburban settlement at Iselin, one comes to

Menlo Park, a country town which is noted the world over from its connection with Thomas A. Edison, scientist and inventor. It was here, about 1876, that Edison established his laboratory, and his reputation as "The Wizard of Menlo Park" and one of the foremost inventors of the world. Here was made the first phonograph.

Between Menlo Park and Metuchen, one of the older towns of this section of New Jersey, the railroad passes through a most picturesque valley and on into the characteristic section of red gravel surrounding

New Brunswick, on the western bank of the Raritan River, with a population of 24,827. Its factories turn out cigars, rubber goods, medical supplies, knit goods and wall paper. It is the seat of Rutgers College, founded in 1766. The town was the scene of much military activity during the Revolution, and was occupied by the British in the winter of 1776-77.

A great double-track stone bridge carries the tracks over the river into

the city, and they are continued through the city limits on an elevated viaduct.

From New Brunswick, a branch line extends to East Millstone, a little town on the banks of the Millstone River, one of the tributaries of the Raritan.

Monmouth Junction is the connecting point with the seashore line to Sea Girt, Long Branch, Asbury Park, and Point Pleasant. About midway on this line, between Englishtown and Freehold, the railroad bisects

Monmouth Battlefield, where on June 28, 1778, the British forces, who had recently evacuated Philadelphia, were attacked by Washington's troops. Here it was that General Lee received the historic rebuke from Washington of "ill-timed prudence," when he ordered an inexplicable retreat before Cornwallis' men, and here Moll Pitcher, a water carrier, helped to man a cannon when her husband was killed before her eyes.

Princeton, three miles from the main line at Princeton Junction, is not only the seat of Princeton University, but is invested with much historical interest. It was the first capital of New Jersey, and the Federal Congress sat there in the summer of 1783. During the Revolution it was both a camp and battleground. After the battle of Trenton, General Washington, in his efforts to drive the British out of New Jersey, attacked their forces under Colonel Mawhood, encamped at Princeton, and defeated them after a hot fight on January 3, 1777. It has a population of 5,136.

Trenton, the capital of New Jersey, with a population of 106,831, thrives on its industries. Its potteries are widely celebrated, its rubber factories well known, and its wire and cable products are widely used. It is located on the eastern bank of the Delaware River at the head of navigation by small steamers.

Trenton's history extends far back through the ages, so it is claimed by scientists who have deduced from relics dug up in the alluvial sands that pre-historic man made his habitat here beside the river in the Ice Age. Here, too, was a headquarters of the famous Lenni Lenape or Delaware Indians.

Trenton was an active center of interest during the Revolution. The battle of Trenton, fought on the early morning of December 26, 1776, was preceded by the memorable passage of the Delaware by General Washington, and it resulted in the freeing of Western New Jersey from the Hessian mercenaries. To drive the Hessians out, General Washington assembled his army in various positions, stretching for miles along the western bank of the Delaware River, with orders for a concentrated attack on Trenton in the night. The general movement miscarried, but General Washington, with 2,400 men and eighteen pieces of artillery, forced a crossing of the icy river and attacked the Hessian garrison before it had entirely recovered from its Christmas revelries. The commander of the troops and a number of the foreign soldiers were killed, and the entire force of survivors were captured.

Trenton is the junction point with the Belvidere-Delaware Railroad extending northward along the Delaware River to the Delaware Water Gap and the Pocono Mountains.

Washington's Crossing, lying about ten miles north of Trenton on this line is the point where Washington with the main body of his troops crossed the river on Christmas night, 1776, for the attack on Trenton. It was then known as McConkey's Ferry.

Phillipsburg, with its sister city, Easton, Pa., a little over fifty miles north of Trenton, was the Lenni Lenape chief village, known as Chinkte-wunk. To-day the cities have a combined population of about 45,000. At Easton is Lafayette University, a noted educational institution.

North of Phillipsburg, this branch of the Pennsylvania System extends to the Delaware Water Gap, where the river breaks through the mountain wall in a deep gorge, and Stroudsburg, the gateway for the beautiful Pocono Mountain region.

A branch line also extends along the feeder of the Delaware and Raritan canal south from Trenton to

Bordentown, the original south terminus of the first rail line in New Jersey, and noted as the one-time residence of Jerome Bonaparte, brother of Napoleon Bonaparte. This branch connects with the old Camden and Amboy line from South Amboy to Camden, extending through the two-century old town of

Burlington, one of the earliest settlements in New Jersey.

At the middle of the railway bridge, just west of Trenton, the main line of the railroad crosses the boundary line between New Jersey and Pennsylvania.

Morrisville, at the western end of the Trenton Bridge, was named for Robert Morris, the financier of the Revolution. Here the low-grade freight line, which runs from the Susquehanna River below Harrisburg through Pennsylvania, unites with the main line for New York.

Beyond Morrisville the railroad extends through what was once known as Penn's Manor, a reservation made by the founder of the city of Philadelphia for a country estate, to Bristol, an old town with 10,172 people and large textile mills, and thence on along the Delaware River, past a number of charming suburban towns to

Torresdale, a pretty settlement along the picturesque banks of Poquessing Creek, which marks the northeastern boundary of the city of Philadelphia.

Holmesburg Junction, with the grim stone walls of the Philadelphia House of Correction dominating the scene, marks the divergence of the branch line to the quaint old town of Bustleton, back in the hills.

Tacony and Wissinoming, with their great saw mills and cordage plants, Bridesburg with its important Government arsenal, and Frankford, noted for its textile mills, mark the way to

Frankford Junction, where the Delaware River Bridge Line to Atlantic City and Cape May connects with the main line.

North Philadelphia, the Philadelphia station for many of the through trains between New York and the West, lies just west of Broad Street, Philadelphia's widest avenue. It is also the junction point with the Chest-



THE DELAWARE RIVER AT BURLINGTON



INDEPENDENCE HALL, PHILADELPHIA

nut Hill branch extending through the Germantown section, where was fought the Battle of Germantown around the old Chew House, October 4, 1777, in the occupation of Philadelphia by the British.

West Philadelphia is the station for West Philadelphia and also the Philadelphia station for many of the through trains to points south of Washington.

Crossing the Schuylkill River, Philadelphia trains continue to Broad Street Station, a distance of one mile.

Philadelphia, the home city of the Pennsylvania Railroad, third city of the United States, and eleventh of the world, has a population of 1,657,810. It is one of the most noted manufacturing centers in the country, and it has the greatest percentage of one-family homes of any of the large cities of the United States.

While it is probable that Cornelius Mey sailed up the Delaware as far as Philadelphia in 1614, the first actual settlement here was made about 1638, by the Swedes, whose central colony was at Wilmington. In 1655, Stuyvesant conquered the Swedes, but Dutch rule was doomed to a short life, for the English obtained possession of the Delaware country in 1664, and William Penn, the English Quaker, became Proprietary of the whole section now embraced in Pennsylvania and Delaware, in 1681.

Penn came to Philadelphia in 1682, and at once laid out the town, extending then from the Delaware back to about Eighth Street, and from Vine Street to South Street. It was during this visit that he made his famous treaty with the Delaware Indians, under the tree, which until a few years ago stood in Penn Treaty Park.

The little town grew with the years until it was, prior to the Revolution, the leading commercial city of the Colonies. It was also a center for learned societies and a prominent outpost for the religious societies of the old world.

While its Quaker population were bitterly opposed to war it became the storm center of the American Revolution—for here, in Carpenter's Hall, met the first American Congress in September, 1774, and in Independence Hall, erected as a city building in 1729, convened the Second Congress, in 1775, which adopted and signed the Declaration of Independence on July 4, 1776, proclaiming American liberty to the civilized world.

From Philadelphia, Washington went forth to take command of the Continental Army, and here, on October 4, 1777, in the streets of Germantown, he met the British, who had occupied the city after the battle of the Brandywine.

Philadelphia remained the capital of the United States until 1800, the convention being held here that drafted the Constitution during June, 1787. Here Washington was inaugurated First President. Here was established the first United States Bank.

In 1854, the original city was consolidated with thirteen outlying townships and boroughs and the city limits made coterminous with the county limits. During the Civil War Philadelphia took a large part in the raising of troops, and here, in 1876, was held the Centennial Exposition, the first of the great World Fairs in this country.

Philadelphia is distinguished for the great variety of its manufactured products. The leading industries are the manufacture of machinery, locomotives, iron ware, saws, hardware, ships, carpets, woolen and cotton goods, leather, sugar, drugs and chemicals. It is also the home of a large number of printing and publishing plants. The manufactories include 10,000 separate establishments, representing a capital investment of \$500,000,000, employing 250,000 wage earners, and the value of the total output is estimated at \$1,000,000,000.

Broad Street Station, fronting the City Hall at Broad and Market streets, and accommodating all of the suburban service of the Pennsylvania Railroad, except the New Jersey lines, and the greater part of the through service, occupies two blocks with the covered train shed over the sixteen passenger tracks which enter the station on an elevated viaduct. The ticket offices and baggage rooms are on the ground floor and the general waiting rooms on the train floor. The main office of the Pennsylvania Railroad occupies eight office floors above the station proper.

The Pennsylvania System also maintains a station at the foot of Market Street on the Delaware River for the service over its seashore and other lines extending from Camden, N. J.



BROAD STREET STATION, PHILADELPHIA



ATLANTIC CITY BOARD WALK

Philadelphia to the Seashore

IN order that it may afford the traveling public the most complete service possible to the Forty Beaches along the New Jersey Coast between Cape May and Long Branch, the Pennsylvania Railroad provides train service to these seashore points from two terminal stations in Philadelphia—Broad Street Station and Market Street Wharf.

The route to the North Jersey resorts from Broad Street Station via Monmouth Junction and Sea Girt has been noted in the previous section.

Delaware River Bridge trains from Broad Street Station to Atlantic City, Cape May, Wildwood, Ocean City and other resorts, after crossing the Delaware beyond Frankford Junction, pass the old town of Haddonfield, where the Continental Congress held many sessions, and on through the pine-belt of New Jersey to the wide beaches on the sandy strip beyond the great salt marshes that border the seaward side of southern New Jersey.

From Market Street Wharf a ferry service leads across the Delaware to Camden, whence lines reach across the State of New Jersey to Sea Side Park, Sea Girt and Beach Haven; to Atlantic City over the route of the half-century-old Camden & Atlantic Railroad, now an integral part of the West Jersey & Seashore Railroad, and through the heart of the old province of West Jersey, early settled by English Quakers and Swedes, to the southern part of the State.

It is interesting to note that about midway between Mt. Holly on the Sea Side Park line, and Hammonton, on the Atlantic City Division, was located the first Indian reservation. Here, at Indian Mills, the remnant of the Delaware Indian tribe were placed in 1758, and later removed to their present reservation in Oklahoma.

The electric line to Atlantic City follows the main route of the old West Jersey Railroad south from Camden to Newfield through a number of settlements and towns that date back before the Revolution. Thence it turns directly across the State, through the pine belt to Atlantic City.

About three miles west of Westville Station, on this line, is the old battlefield of Red Bank and Fort Mercer, the scene of a bloody engagement between the colonists and British October 22, 1777.

From Woodbury, branch lines extend to Penn's Grove and to Salem. On the Penn's Grove lines are great powder works, and the Salem line taps a wonderfully fertile trucking section.

From Glassboro, a branch line extends to Bridgeton, and from Newfield the electric line continues to Vineland and Millville. Beyond the latter station the old steam route to Cape May extends through the pines, with branches running to Ocean City, Stone Harbor and Wildwood Crest.

From Manumuskin Station just south of Millville, a branch extends to Maurice River, the home of the famed Maurice River oysters.

Philadelphia to Harrisburg

WESTBOUND trains from Broad Street Station, Philadelphia, follow the same route traversed by trains from New York to a point some distance beyond West Philadelphia Station and thence skirt the upper borders of West Philadelphia to

Fifty-second Street station, where the Schuylkill Division branches away to the north to follow the Schuylkill River through Reading to Pottsville, at the foot of the Broad Mountain range.

Valley Forge, the historic winter quarters of the Continental Army in 1777-1778, is situated in the eastern end of the Chester Valley and upon the hills on the western bank of the Schuylkill about eighteen miles north of Fifty-second Street, near Betzwood Station.

Pottstown, forty miles from Philadelphia on this line, is historically celebrated as Pott's Grove, the camping place of Washington's Army just before the battle of Germantown. It has a population of 16,408.

Reading, lying at the foot of two elevations of the South Mountain, known as Mt. Penn and Neversink Mountain, ranks third among the industrial cities of Pennsylvania. It was founded by Thomas and Richard Penn, sons of William Penn, and named after the city of Reading in England, their birthplace. It is a center of the Pennsylvania German settlements in Berks County, of which it is the county seat, and has a population of 103,361.

Pottsville, the northern terminus of the Schuylkill Valley Division, is noted as having been witness to the discovery of coal and its initial use in producing heat and energy. Samuel Potts, one of the earliest settlers in this section, dug the first piece of coal out of his land within the present boundaries of the city in 1798. It was not until 1806 that a blacksmith named Daniel Beath, also resident in Pottsville, used this black rock that burned in his smithy. To-day Pottsville, with 21,684 inhabitants, is the metropolis of the Schuylkill and Broad Mountain anthracite districts.

The through route between Philadelphia and Wilkes-Barre extends north from Pottsville to Hazleton and into the valley of the north branch of the Susquehanna.

Overbrook, within the western limits of Philadelphia, is the beginning of a stretch of suburban territory, which, in natural beauty, artistic environment, and wealth of architectural effect is not surpassed in the world. Station after station, including Merion, Narberth, Wynnewood, Ardmore, Haverford, Bryn Mawr, Rosemont, Villa Nova, Radnor, Strafford, Devon, Berwyn, Daylesford, and Paoli, contain the stately homes and country seats of wealthy citizens, who vie with each other in the adornment of the grounds and gardens.

Many of the houses and grounds may be seen from the train, but they extend for miles on both sides of the railroad in a country which is as celebrated for its landscape beauty as it is famous for its fertility. The old Lancaster Pike, which plays hide-and-seek with the line, is one of the famous old highways of the country and was the original trail, and afterwards turnpike, between Philadelphia and Pittsburgh.

Paoli, the terminus of suburban electric train service, is a very old settlement, and its famous inn, named for Pasquale di Paoli, the Corsican hero,



THE CHESTER VALLEY

dates back over two hundred years. About two miles from Paoli, near Malvern Station, is the scene of the "Paoli Massacre." Here, September 20, 1777, a detachment of Americans under General Wayne was surprised by a night attack of a British force under General Grey. Little resistance could be offered by the sleeping soldiers and 53 Americans were slain.

Frazer is the junction of the branches leading to West Chester and Phoenixville.

West Chester, originally settled as Turk's Head in the very early days of Pennsylvania, received its present name in 1786, when it became the county seat of Chester County. It has a population of 12,732.

Beyond Frazer, going west, a magnificent view of the famous Chester Valley may be had from the right hand side of the train. This valley is one of the richest and most productive sections of the State, as is fully evidenced by the fine farms that bound the road. It is also hard to match in the beauty of its landscape.

Downingtown is an old settlement, and still contains many of the original homes of its early settlers. It figured in the Revolution as a barracks for soldiers and prisoners. From Downingtown, a branch line extends to the northwest to New Holland and over the low Welsh Mountain to Lancaster through wonderful farm lands.

Coatesville is a manufacturing city of 13,369 people, with large iron mills and other factories that make it an industrial center. On the western border of the town the road crosses the Brandywine Creek on a high stone bridge, from which there is a view of the valley and the mills.

A few miles to the south, at Chadd's Ford, the battle of Brandywine was fought September 11, 1777. The engagement was between a British and allied force of 18,000 men commanded by General Howe, and a detachment of 13,000 Continental troops under General Washington.

Pomeroy marks the junction of the branch line leading south through the hills to Newark, Del.

Parkesburg, half-way between Philadelphia and Columbia, was the location of the railroad shops when the original railroad was owned by the State. The executive offices of the railroad were also located there.

Christiana, a quiet and peaceful town, was the scene of a serious riot in 1851, caused by the attempted enforcement of the fugitive slave laws. A native of Maryland, who had followed his runaway slaves into the State, was killed in the affray and several others were wounded.

Gap is the highest point between the Schuylkill and Susquehanna rivers. It is so named from the opening in the hills between the Chester and Pequea Valleys. Beyond is

Lancaster County, which has had a remarkable history. Part of the domain of the Five Nations who roamed in mastery over the Susquehanna Valley, the incursion of German and Irish settlers, in 1700, drove the Red Men west. Later came the Mennonites, religious immigrants, who survive as the Dunkards, thrifty farmers, under whose care the fertile soil of the county has made it one of the garden spots of the world. It is a tobacco center as well. The Dunkard farmers still retain their simple dress and habits.

The valley of the Conestoga Creek, which is crossed in the eastern suburb of Lancaster, was noted for the fine grade of work horses bred there. Teams of these horses, geared six to an enormous covered wagon, moved all the freight locally and between the East and West in the early days. It is uncertain whether the name of the wagon was derived from the horses or the location, but the "Conestoga Wagon," until the advent of steam railroads, was the highest type of vehicle for freight transportation.

The Indian village of Conestoga, near Lancaster, was the scene of a tragic incident in 1763, known as the "Conestoga Massacre." After Braddock's defeat, the hostile Indians began to plunder and burn the homes of the white settlers and murder their families. These outrages became so numerous and brutal that the settlers, under the guidance of the "Paxton Boys," a kind of self-appointed vigilance committee, determined on revenge. They attacked the village of a friendly tribe, burned it, and slew as many of the Indians as they could find. The survivors were taken to Lancaster and protected by the authorities in the workhouse, but taking advantage of the absence of the guards at church the avengers stormed the workhouse and murdered the remainder of the tribe.

Lancaster, with a population of 49,685, is the county seat of Lancaster County. The city is extensively engaged in manufacturing, its products being cigars, cotton goods, watches, shoes, and iron and steel goods. It is also the seat of Franklin and Marshall College.

Lancaster has never been the scene of real hostilities, but it was active in both Colonial and Revolutionary times in fitting out expeditions and as a military station. Benjamin Franklin, by his personal efforts, fitted out the supply department of Braddock's expedition against Fort Duquesne



MASONIC HOME AT ELIZABETHTOWN

in 1753, and Lancaster County contributed 250 wagons and as many pack horses to carry supplies and provide for the sick and wounded.

The original line of the railroad lay through the city of Lancaster, and ran thence to Columbia, where it met the canal and passengers were transferred to the packet boats. When the canal was abandoned, the line was extended along the north bank of the Susquehanna to Harrisburg. Later on a cut-off was built from a point just east of Lancaster, forming the hypotenuse of the triangle, which joined the old line again near Middletown. Some of the fastest through trains run over this cut-off.

Columbia, with a population of 11,454, twelve miles southwest of Lancaster, was settled by Quakers in 1726. It is very attractively located on the river and maintains a number of industries. When the selection of a site for the National Capital was agitated in 1789, Columbia's claims were strongly urged.

Beyond Lancaster, the main line of the railroad turns northwestward toward the valley of the Susquehanna River. To the west may be seen the ridge of high hills that enclose the river for many miles of its course, and to the north the low, flat summit of the Blue Mountain soon comes into view.

Mt. Joy, a busy town of about two thousand people, is the center of a fine agricultural district.

Elizabethtown, an old settlement in a beautiful location, is the site of the State Masonic Home for aged and infirm members of the Order. The buildings may be seen from the train on the south side of the tracks. The lands surrounding comprise a thousand acres.

Conewago, on Conewago Creek, over which the railroad crosses, is the junction with the line to the north through the scenic and fertile Lebanon Valley to Mt. Gretna and the city of Lebanon. A wide, stony swale, in marked contrast to the general features of the land, is crossed just east of Conewago. It runs north and south, and local tradition credits it with being the path of the so-called "underground railroad," by which fugitive slaves passed from the Southern border to the North and Canada.

Middletown, backed by agriculture, is also a manufacturing center and a shipping point for the stone quarries of the vicinity. It has a population of 5,374. On the left of the tracks a fine view of the Susquehanna River spreads out like a great panorama. Swatara Creek flows past its eastern boundary.

Steelton won its present name in 1880. Besides containing one of the great steel plants of the country, it has also lumber mills, flour mills, brick works and machine shops, and a population of 15,126.

Harrisburg, with a population of 69,493, is the State capital of Pennsylvania. The city was founded in 1785 by John Harris, and for a number of years was known as Harris' Ferry. It became the capital of the State in 1812, and was the center of great activity during the Civil War, particularly during the Gettysburg campaign. Grave fears of its capture were entertained and heroic measures were taken for its defense. Colonel Thos. A. Scott, Vice-President of the Pennsylvania Railroad, and also Assistant Secretary of War, in conjunction with Pennsylvania's war governor, Hon. Andrew G. Curtin, made their headquarters in the old station, and directed the movements for the transportation of troops through the military telegraph system which was organized there for the first time in war history.

The iron, steel and lumber interests of Harrisburg are large. The manufacture of machinery, boilers, castings, brooms, cars, leather, lumber, textiles, typewriters, boots and shoes and other products is extensive. The State capitol, a magnificent edifice on a high point overlooking the city and the valley, is the crowning feature of the city.

ROCKVILLE BRIDGE OVER THE SUSQUEHANNA RIVER



Harrisburg is the junction point with the Pennsylvania System's line between Baltimore, Williamsport, Canandaigua, Buffalo and Erie. The Cumberland Valley Railroad, an allied line of the Pennsylvania, running through the famous Cumberland Valley, tapping the cities of Chambersburg and Carlisle, Hagerstown, Md., and ending at Winchester, Va., connects with the parent road in the union station here. On this line the site of old Fort Loudon, in the Blue Ridge foothills, is reminiscent of Braddock's campaign against the French, and Chambersburg and Carlisle, of the Confederate drives into Pennsylvania in 1863 and 1864.

Harrisburg to Altoona

WESTBOUND trains leaving the station at Harrisburg afford a glimpse of Pennsylvania's imposing State Capitol on the hill to the left, and winding through one of the big freight yards of the System, skirt the base of Blue Mountain, as it rises in verdant majesty above the town of Rockville and enter upon the great Rockville Bridge across the Susquehanna River, the longest stone-arch bridge in the world. The bridge is four-fifths of a mile in length, fifty-two feet wide, and carries four tracks. It has forty-eight arches of seventy feet with a rise of twenty feet, and is built with 200,000 tons of stone. From the bridge are wide and fine views of the river, north and south, with its rocky shoals and green islands dotting the surface of the water. To the north are precipitous Second and Peter's mountains, with an average altitude of 1,000 feet.

Following the course of the river through the gaps, presenting with every turn a new panorama of beauty, the railroad passes

Duncannon, a town engaged in iron-working and other industries, marking the mouth of the Juniata River. A magnificent view to the east of the Susquehanna, Duncan's Island, washed by the waters of the two rivers and the scene of many conflicts between the settlers and the Indians, and the high hills may be enjoyed as the train curves westward into the Juniata Valley.

The "Blue Juniata," celebrated in song and story, is inseparably connected with the history and tradition of Pennsylvania. It was the Indian waterway between the East and West, as the trail along its banks was the highway. The Juniata also served in the early days of the Republic as part of the canal and portage railroad route between Columbia and Pittsburgh. One may see at many places between Harrisburg and Tyrone the remains of the Pennsylvania Canal, which went out of existence as a traffic carrier with the advent of the railroad.

Through the series of valleys which the river has cut for itself through the mountains, the railroad follows a hundred-mile course almost to the source of the stream high on the slopes of the Alleghenies. The tracks cross the river many times in this distance, owing to the curves of the stream.

The wide and famed Tuscarora Valley, lying at the foot of Tuscarora Mountain, exceedingly fertile and kept in a high state of cultivation mainly by the descendants of the Scotch-Irish immigrants who came thither about 1751, extends for about thirty miles through Newport, entry station to the prosperous Sherman's Valley deep in the Tuscarora, and Millerstown, seat of the Juniata Valley Normal School, to

Mifflin, settled in 1749. Hard by, in order to protect them from the ravages of the Indians, the settlers built Fort Bingham, which was destroyed by the savages, who killed or captured all the settlers. Numerous Indian massacres occurred in this section, and it was not until after the Revolution that white men could live in the valley in security. Leaving Mifflin, the line passes through the imposing gorge of



LEWISTOWN NARROWS

Lewistown Narrows, a narrow gap lying between Log Mountain, on the south, and Shade Mountain, on the north. The mountains rise abruptly from the river level in many places to a great height, their sides covered with a dense forest growth, creating the impression of a deep shadow in the gorge. Here and there the sides are broken, and indented ravines and bare boulders stand out in naked wildness.

Lewistown Junction, at the western gateway of the Narrows, is the main line station for Lewistown, at the head of the beautiful Kishicoquillas Valley, and junction point with the Sunbury Division extending through the valley at the foot of Jack's Mountain, northeast to Selinsgrove and Sunbury, on the Susquehanna, and of the branch to Milroy.

A mile above Lewistown the settlers built Fort Granville, which, after Braddock's defeat, was destroyed by the Indians and French and the garrison killed or captured. This valley was also the home of Logan, the Mingo chief, who was the consistent friend of the whites in all their troubles with the Indians or their allies, and no inducement or persuasion could move him to "lift the tomahawk against the sons of Onas" (William Penn).

As the county seat of Mifflin County, Lewistown is an important commercial center for the farmers and others in the surrounding valleys. A number of manufacturing plants are also located here.

Sweeping on past Shade Mountain, through McVeytown and Newton Hamilton, noted as the site of the Juniata Camp Meeting, the railroad enters

Mount Union, beautifully located at the foot of Jack's Mountain, and a busy town of mills, tanneries and other industries. In Aughwick Valley, through which the East Broad Top Railroad extends from Mt. Union, just south of the town was built Fort Shirley, in 1756, and here Armstrong fitted out his expedition against the Indians at Kittanning. The old fort witnessed many a bitter struggle between the white and the red man.

Jack's Narrows marks the gap of the Juniata through Jack's Mountain and perpetuates the name and fame of doughty Jack or John Anderson, who with two companions was murdered by the Indians in the narrow defile in early colonial days. This gorge is much like some of the canyons in the far west and extends from Mt. Union to Mapleton. Beyond Mapleton

ton, it seems as if the mountains had retreated somewhat from their close formation to give the farmer a chance to compete with the miner, lumberman, and quarryman, although some of the finest sand in the State is taken out of the surrounding hills.

Huntingdon is set in a most attractive environment. It is a manufacturing town of considerable importance, including boilers, machinery, piping, furniture and stationery in its output, and has a population of 6,861. It was settled in 1760, but shared with the entire valley the dangers, trials, and tragedies of the frontier until law and order was established after the Revolution. The stockade at Standing Stone (present site of Huntingdon) was the refuge of many settlers at the time of the Indian forays. On the plateau to the left of the railroad will be seen the State Reformatory.

Piercing Warrior's Ridge, a flat-topped range, with Tussey's Mountain to the south, the railroad comes to

Petersburg, where the Big Juniata flows in from the southwest, along which runs the double-tracked Portage freight line, extending to Hollidaysburg and thence across the Logan Valley and up the western side of Allegrippus gorge, joining the main line again at Gallitzin, on the summit of the Alleghenies.

From Petersburg, the main line turns up the narrow valley of the Little Juniata through a series of little ridges and some of the wildest and most picturesque scenery along the route. At Spruce Creek the tracks are abruptly intercepted by a spur of the mountain, which is pierced by a short tunnel. The train emerges into another wild valley, the sides of which produce some iron ore, zinc, and lead.

Tyrone, with 7,176 inhabitants, is a town surrounded by natural wealth nurtured into prosperity by the railroad. It has forges, planing mills, and tanneries, all handling the products of the vicinity. The town is most picturesquely located in the depths of a narrow valley, so narrow at one point that an immense flag has been hung from a cable strung from one side of the ridge to the other. Sinking Valley near by is famous for its sinking spring and other natural curiosities. The valley produces iron ore and other minerals.

The deep gorge, formed by Bald Eagle Mountain on the east and the



JACK'S NARROWS

steep ascent to the Alleghenies on the west, running north from Tyrone is occupied by the Bald Eagle Valley Railroad, extending to Lock Haven on the West Branch of the Susquehanna. The Tyrone Division, extending northwest into the extensive coal mining region of Clearfield County, surmounts the crest of the Allegheny Mountains thirteen miles from Tyrone and continues down into the upper waters of the Susquehanna's West Branch.

Bellefonte, lying in the valley between the Bald Eagle and Nittany Mountains, is noted as the "home of the Governors," three Governors of Pennsylvania having come from there. The original settlers in the Bald Eagle Valley lived near Milesburg.

Philipsburg, settled by Henry Phillips, of England, as an estate in 1796;

Clearfield, with a population of 6,851, occupying the site of an old Indian town, known as Chinklacamoose, on the west branch of the Susquehanna, was so named because the plateau here was comparatively free from the dense woods of the mountains, and

Curwensville, a leather town, are the chief places on the Tyrone Division.

Through Tyrone, the main line makes a broad curve and enters the Logan Valley (named for the Indian, Captain Logan, who was the original settler at Tyrone).

Bellwood is the junction point of the Bellwood Division, which runs in a northwesterly direction through valuable and extensive coal fields. The scenery on this division is celebrated for its wild and rugged beauty, and the line is noted for the boldness with which the difficulties of mountain climbing have been overcome.

Punxsutawney, in the valley of Mahoning Creek, a tributary of the Allegheny River, is the chief town in the rich coal fields nearby. It has a population approximating 10,000.

East Altoona is the front yard of the great railroad city of Altoona and a very busy place. Here is a typical classification freight yard of the Pennsylvania System. The view from the passing train gives but scant idea of its activities, for here are 205 miles of tracks and over a thousand switches, with a capacity for over ten thousand cars. Here one sees great "humps," from which cars are received and moved to their respective branch tracks by gravity.

Altoona, lying directly at the foot of the main ridge of the Alleghenies, and on its lowest slopes, was founded by the Pennsylvania Railroad in 1849 as the logical location for its construction and repair shops. And so it has grown up as a railroad town, pure and simple, and to-day has over 56,553 inhabitants, mostly employees of the Pennsylvania and their families.

The immense railroad shops are the largest in the world, and they have no counterpart except the London & Northwestern Railway shops at Crewe, England. This great combination of constructive energy, embracing the Altoona machine shops, the car shops, the Juniata shops, the East Altoona engine house, and the South Altoona foundries, cover a yard area of 242 acres. They receive the raw material and, beside making all kinds of repairs, turn out coaches, freight cars, and locomotives, both passenger and freight.

Altoona is the northern terminal for trains on the Bedford Division, extending southward through gaps and valleys between Tussey's and Willis mountains and the main slope of the Allegheny Mountains, to Cumberland, Md., on the Potomac River.

Holidaysburg, seven and a half miles south of Altoona was before the days of the railroad the western terminus of the canal through the

Juniata Valley and the eastern end of the old Portage line across the mountains. Thence, the canal boats, in sections, were lifted to the summit by inclined planes and lowered by another set of planes to the Conemaugh near Johnstown.

Bedford, a noted health resort on account of its famed mineral springs, is historically important as the site of Fort Bedford, built in 1757 by the advanced forces of General Forbes in the campaign against the French and Indians at Fort Duquesne.

Cumberland, the southern terminus of the Bedford Division, as Wills Creek was a noted stopping place for settlers advancing from the Virginias to the Far West. To-day it is an important city of 23,846 people.

Altoona to Pittsburgh

As the train leaves the western limits of Altoona it is manifest to the passenger that, even with the additional locomotive attached, its progress is affected by a heavy grade. The increasing elevation is clearly indicated by the depth of the valley on the left and the tops of large trees far below the roadbed. Further advance seems blocked by the mountains until the train rounds the nose of a projecting spur, and the picturesque station of Kittanning Point comes into view.

Horse Shoe Curve. At this point the valley parallel to the road becomes a deep, wide gorge, the western side of which rises to a great height. Further direct progress seems bluntly defied, but the engineers solved the problem by building a line around the head of the gorge and along the side of the mountain in the general shape of a horse shoe. Entering upon the curve the tracks ahead appear to be parallel with those carrying the train, but as the locomotive mounts the grade on the western side a glance backward discloses the remarkable resemblance to a giant horse shoe, and the wonderful setting in which it is placed. A far-reaching view to the east, over the artificial lakes within the circumference of the shoe, spreads out from the toe, and widens into a horizon-bound prospect of mountain heights and deep valleys, as the increasing elevation raises the train to a higher view point.

When trains encircling the Horse Shoe Curve round the point of Allegrippus Knob, and turn west, the bigness and wildness of the mountains loom up in stately majesty. The deep gorge, hundreds of feet below the level of the railroad, is undisturbed by any activity of man, save by the solitary road or trail that meanders along its bottom. On the far side may be seen the Portage freight line, but all else is loneliness supreme. Just before the apex of the Allegheny summit is reached, the scene changes and the flare and smoke of a battery of coke ovens heralds the subdued light and the rumble of

Gallitzin Tunnel, which marks the passage of the train through the summit of the mountains. The altitude of the tracks at the highest point in the tunnel is 2,192 feet above sea level, and the mountain above is 150 feet higher. There are three tunnels piercing the crest at this point, ranging from 3,500 feet to 1,610 feet in length.

The tunnel pierces the great divide between the Atlantic Slope and the great Mississippi Valley. Going west the little stream in Allegrippus gorge empties into the Juniata and by devious ways makes its way to the North Atlantic Ocean. The little brook that soon makes its appearance amongst the hills on the far side of the tunnel is one of the branches of the Conemaugh River, and its waters find a final outlet, through the Ohio and Mississippi rivers, in the Gulf of Mexico.

Gallitzin, at the western mouth of the tunnel, is a town principally inhabited by coal miners and coke burners, whose wooden houses cover



THE HORSE SHOE CURVE

the mountain side and the summit above the tunnel. It is named for Prince Gallitzin, a Russian noble, who renounced his rank, entered the priesthood and settled on the mountain slope to the west in 1789, where to-day stands the little town of Loretto, marking the scene of his labors.

Leaving Gallitzin, the descent of the western slope of the mountains begins on a gradually lowering grade to the valley of the Conemaugh. Evidences of the industrial activity of this section multiply as the mine shafts, coke ovens and miners' settlements indicate the sources of the raw materials that supply the energy to the mills and furnaces in the Pittsburgh District.

Cresson, the first station west of Gallitzin, is a prosperous town of about fifteen hundred people, and was for many years a noted summer resort. The old Cresson's Springs Hotel, still standing on the mountain just west of the station, was the summer home of men and women prominent in society and business, who came hither to drink the waters of Cresson Springs and enjoy the wonderful mountain air.

As the junction point with the Cresson Division, running northward into the soft coal fields of Cambria, Indiana and Clearfield counties, Cresson is an important station.

Ebensburg, the county seat of Cambria County, is a noted summer resort lying high on the west slope of the Alleghenies.

Cherry Tree, on this division, some distance to the north, is noted as Canoe Place, the highest point to which an Indian could paddle his canoe up the Susquehanna, and as one of the eastern boundaries established by the Treaty of Fort Stanwix, in 1768.

Beyond Cresson, the main line reaches almost at once the valley of Conemaugh Creek, and follows it, through Lilly, Portage, Wilmore, Summerhill and Ehrenfeld, mining towns, to

South Fork, marking the junction of Conemaugh Creek with the South Fork branch of the Conemaugh, up which extends the South Fork Branch into the mining district south. It was down this shallow stream, almost a brook in aspect, that on May 31, 1889, the breaking of the great dam two miles south sent a swirling, rushing volume of water that overwhelmed the entire upper Conemaugh valley and the city of Johnstown.

Johnstown, lying at the foot of Laurel Hill, has had a most interesting history. Originally a Shawnee Indian village, known as Kitchenpawling, its first settler was Joseph Yahn's or Johns, a Switzer, who came hither in 1791 and gave his name to the present city.

But few evidences of the great flood of 1889 remain, for Johnstown has grown like the fabled Phoenix from the ashes and ruins and is to-day one of the most important commercial points in Western Pennsylvania. With a population of 64,642, it is the home of one of the big steel companies, whose plant, extending for several miles along the river, gives employment to over 15,000 men. It also contains other iron and steel works, tin plate mills, street car rail works, planing mills, machine shops, potteries, wire, leather and wood works.

West of Johnstown, the Conemaugh makes a sharp turn around the base of Laurel Hill, skirting this mountain in the form of an exaggerated horse shoe curve. In these thirteen miles, known as

Sang Hollow, the high hills on either side of the river, heavily timbered to the water's edge, make a scene that is strikingly beautiful. There are extensive mines of coal and bog iron ore in this section. Just west of New Florence Station, the low grade freight line, running to Pittsburgh by way of the Conemaugh Division, crosses the river and parallels the main line for about ten miles. Bolivar station marks the eastern end of the



THE PACK SADDLE

Pack Saddle, a deep gorge in the ridge that is very similar to Lewis-town and Jack's Narrows. In the depths of this gorge, the low grade freight line clings closely to the river bank, while the main line gradually rises on the opposite side of the enclosing hill to

Blairsville Intersection, whence the Conemaugh Division winds down the hill again to Blairsville, three miles to the north and thence along the Conemaugh, Kiskiminetas and Allegheny rivers to Pittsburgh. This was the old route of the canal boats that connected with the Portage railroad at Johnstown. There is also a branch to Indiana.

The main line continues down the westward side of Chestnut Ridge through the valley of the Loyalhanna to

Latrobe, a busy coal center and industrial town. Ten miles to the southeast Ligonier perpetuates the name of Fort Ligonier, established here by Colonel Bouquet in 1758, in his campaign against the French and Indians, and which served as a base of supplies during the Braddock campaign. To-day it has a population of 10,549.

Greensburg, with a population of 20,000, was early selected as the county seat of Westmoreland County, the center of a vast and rich bituminous coal area. It received its name from Major-General Nathaniel Greene, of Revolutionary fame. It contains many fine buildings and residences and its inhabitants are largely engaged in manufacturing.

Just east of the station the tracks of the South-West Branch diverge from the main line and extend southward to the valley of the Youghiogheny River and up into the coal hills beyond. On this branch midway between

Connellsville, with a population of 12,845, the metropolis of the coke district, and producing annually nearly twenty millions tons of this product, and Redstone Junction, was located the historic Gist's Settlement, made by one Christopher Gist in 1750 for the Ohio Company.

Uniontown, county seat of Fayette County, has a population of 19,140. Near

Fairchance, the southern end of this branch, George Washington erected Fort Necessity in 1754, and July 3 and 4, 1754, was fought the Battle of Great Meadows, when the first blood was shed in the French and Indian War.

Jeannette, just west of the short tunnel at Radebaugh, marks the beginning of the great Pittsburgh district, one of the richest manufacturing districts in the world. Jeannette's specialties are glass products, golf and tennis balls and pneumatic automobile tires. It has a population of nearly 10,000.

Penn station memorializes the founder of Pennsylvania and also recalls the Battle of Bushy Run, which was fought near Harrison City, on the Manor Branch, two miles north of Penn, on August 6, 1763. Here the Indians under Pontiac were overwhelmed by a detachment of five hundred men under Bouquet.

The railroad now enters the valley of Brush Creek, a tributary of Turtle Creek, through the old town of Manor, and the progressive borough of Irwin. At Trafford, Turtle Creek joins the railroad from the north, and all the way to Braddock its sulphur-colored waters wander beside the tracks, first on one side and then on the other. Between Trafford and Pitcairn is the enormous "two-hump" classification freight yard.

Wilmerding, with its 6,133 people, is one of a trinity of manufacturing centers in which are located the great plants of one of the country's largest electrical interests. Here are the shops of the air-brake company, backed on the hills by a number of rows of well-planned "company" houses in which the operatives live.

Turtle Creek, one mile west, with practically no dividing line, is the home of a great electrical and manufacturing company, employing over twenty thousand men. In the early days, Turtle Creek was a relay point on the stage route between Pittsburgh and Philadelphia over the Philadelphia and Greensburg Pike. Then it was "The Rapid Transit Passenger Coach—Philadelphia to Pittsburgh in Twenty Days." Later this became seven days, and to-day it is about seven hours. So progress marks time.

East Pittsburgh is a manufacturing town of great importance. Big machine and metal works are located here. There are also meter and chemical manufactures located here.

The main line leaves Turtle Creek beyond East Pittsburgh and turns over the hills to the northwest, that slope down to the Monongahela Valley and into

Braddock, which with Bessemer, Copeland and North Braddock, and a combined population of over 20,000, form one great manufacturing community and a battle ground in trade and commerce that almost overshadows the halo of historic importance that surrounds it. For almost directly along the line of the Pennsylvania, as it passes through the city, General Edward Braddock's forces were defeated by the French and Indians on July 9, 1755. Here Braddock was mortally wounded and Washington, who was with him, barely escaped with his life.

Hawkins is the station for Rankin, where were made the big locks for the Panama Canal.

Swissvale is the site of an extensive railway switch and signal plant, whose works lie to the left of the railroad. It has a population of 7,381.

Wilkinsburg, next door neighbor to Pittsburgh, was annexed to the greater city in 1871, but in 1887, by appeal to the State Supreme Court, became an independent borough. It has 21,701 population.

Less than a mile west of the station of Wilkinsburg, and a few hundred yards east of Homewood Station, the boundary line of Greater Pittsburgh is reached. Thence the railroad bisects the fine residential sections of

the city. Homewood; East Liberty, with its beautiful surrounding grounds, marvels of landscape gardening and floral embellishment; Roup and Shadyside mark various sections.

It is a down-hill journey to the great yards of the Pennsylvania System, the "hill district," so called, of the city lying on the left, with Grant Boulevard skirting its outer edge, and the wonderful manufacturing section along the Allegheny beyond Liberty Street to the right.

As the city of Allegheny, on the opposite side of the river and over the hills beyond, comes into view, a multitude of tracks, filled with trains and engines, gives notice that Pennsylvania Station, Pittsburgh, the western terminus of the Pennsylvania Railroad and the eastern terminus of the Pennsylvania Lines West of Pittsburgh, has been reached.

Pittsburgh, with its population of 564,878, is the sixth city in size in the United States. The "Greater Pittsburgh" district, including the city of Allegheny, which is embraced within the corporate limits of Pittsburgh proper, and a number of separate communities surrounding the city, lies at the confluence of the Allegheny and Monongahela rivers and stretches for a distance northwestward along the Ohio River.

As early as 1748, the site of the present city was a center of trading operations between the Indians and pioneers of the Ohio Company from Virginia and of the French from Canada.

Washington, sent out by Governor Dinwiddie, of Virginia, in 1753, noted the importance of the present location of Pittsburgh as a point for military defenses, and the following year a party of Virginians journeyed thither to erect a fort. But they were driven away by the French, who built Fort Duquesne. Four years later General Forbes, of the British Army, captured Fort Duquesne, which he destroyed. In 1759, General Stanwix erected Fort Pitt, which was named in honor of William Pitt, the great Prime Minister of England. The English occupation of this fort was terminated by the success of the colonials in the Revolution. The old Block House, still standing at the junction of the rivers, is the



PENNSYLVANIA STATION, PITTSBURGH



OLD BLOCK HOUSE, PITTSBURGH

sole remaining vestige of the British occupation of western Pennsylvania. The little town which had grown around Fort Pitt was incorporated as a borough in 1794, and in 1816 reincorporated as a city.

The completion of the Pennsylvania Railroad's through all-rail line between Philadelphia and Pittsburgh, and the running of the first through cars between the cities, on December 10, 1852, marked the beginning of Pittsburgh's real greatness.

Located in the heart of the rich and vast Pennsylvania bituminous coal fields, the "Iron City," it is claimed, has the largest per capita wealth of any city of its size in the world, due not only to its natural resources, but to the number and value of its products. The District, which covers a radius of approximately ten miles, occupies the front rank in the world's production of iron, steel, tin plate, steel cars, iron and steel pipe, air brakes, coal and coke, electrical machinery, fire brick, glass, sheet steel, cork and white lead.

Within this area, according to figures compiled by the Department of Commerce and Labor, there are engaged 2,369 industrial establishments, with a capital of \$642,527,046, having 159,977 employees, and distributing, annually, in salaries and wages, \$115,049,924.

Although its business section is confined to a somewhat limited area, owing to the natural configuration of the land, its many business offices and financial institutions are housed in fine buildings, and its residential section in the East End is remarkably beautiful.

The Carnegie Technical Schools, and the Carnegie Institute, with its music hall, art gallery with the third largest permanent collection in the country, museum and great library—the entire plant occupying a greater area than the Capitol at Washington—which cost over \$6,000,000, are located here.

The Pennsylvania System stations in the central part of Pittsburgh are Pennsylvania Station, Fourth Avenue, and Federal Street, Allegheny. Pennsylvania Station directly divides the Pennsylvania Railroad and the Pennsylvania Lines west of Pittsburgh. The large office building covering the front of the station houses the general offices of the lines west of Pittsburgh.

Philadelphia to Washington

BETWEEN Philadelphia and Washington passengers en route to Baltimore, the National Capital, and points in the South reached by through car service from New York, traverse what for many years was known as the Philadelphia, Wilmington & Baltimore Railroad, first operated in 1838.

As the only direct railroad between the North and Washington, this section of the Pennsylvania System figured prominently as the principal highway for troops, supplies and munitions during the Civil War. It was over this line that President Lincoln made his hazardous night journey for his first inauguration, when he was told that he would not pass through Baltimore alive. Colonel Thos. A. Scott, of the Pennsylvania Railroad, cut all telegraph wires and changed the train to a night run, and the incoming President was carried through in safety. It was on this road, too, that the first sleeping cars, crude affairs, constructed of ordinary coaches with rough bunks in tiers, were run.

Leaving Broad Street Station, Philadelphia, Washington trains cross the Schuylkill River and pass down an incline to a lower level at West Philadelphia Station. Through trains from New York for the South run via this lower level.

From West Philadelphia the railroad cuts under a short block in West Philadelphia, and past the big athletic stadium of the University of Pennsylvania, the Commercial Museum of Philadelphia and Woodlands Cemetery, occupying the ground that was once the home of Sir William Hamilton in Revolutionary days.

Just beyond, the Media Branch, a sub-division of this line, winds away to the southwest through a charming suburban section to Media, West Chester and the lower part of Lancaster County, ending at Octoraro, on the Susquehanna, once the site of a stockaded town of the Indians mentioned in his diary by Captain John Smith, of Pocahontas fame. It was near this line, at Chadds Ford, that Washington met General Howe in the Battle of the Brandywine.

From the old town of Darby the Washington line passes through the suburban stations of Sharon Hill, Folcroft, Glenolden, Norwood, Moore and Ridley Park. Near Crum Lynne, it is claimed, the first railroad in the United States was operated in 1807. It was built and operated by Colonel Leiper for the purpose of transporting stone from his quarries to deep water.

Chester was settled in 1643 by Swedes, and is the oldest town in the State. The Friends came in 1675 and the name was changed from Upland to Chester in 1682. William Penn started his surveyors from Chester to locate "the great town," which subsequently became Philadelphia. Chester, with 40,474 inhabitants, is an important manufacturing center. Its factories turn out boilers, machinery, ships, steel castings, cotton, woolen and worsted goods. It is the site of the Crozer Theological Seminary, and the Pennsylvania Military Institute.

Marcus Hook was settled by Swedes in 1653. It did not expand very much, but it is now a seaboard terminal of one of the big oil pipe lines, and millions of gallons of oil are transferred from the tanks, which are visible on the left, to tank steamers for shipment abroad. The Delaware River comes in view on the left, and the road lies between it and a picturesque ridge topped with homes on the right. The boundary line between Pennsylvania and Delaware is crossed between Marcus Hook and Claymont.

Wilmington was originally settled by the Swedes in 1638, and the Old Swedish Church, seen on the right just before reaching the station,

is said to be the oldest building in the United States in continuous use as a place of worship. It was built in 1698. After the Swedes came the Dutch, and upon the arrival of William Penn, in 1682, he took under his protecting wing the Dutch settlement. In the war of the Revolution Wilmington had opportunity of seeing the British troops. After the battle of Brandywine the town was occupied by the victorious army, the governor of Delaware was made a prisoner, and a large amount of stores and provisions was confiscated.

Wilmington to-day has 92,057 people busily engaged in building ships, cars, making leather, morocco, and paper, and fashioning the products of machine shops and foundries. The valley of the Brandywine Creek, to the north of the city, is not only of historic interest, but abounds in attractive scenery. Its double-distilled alcoholic name is said to have grown out of a wreck of a Dutch liquor ship in its waters.

The Delaware Division connecting with the New York, Philadelphia & Norfolk Railroad, serving the eastern shore of Maryland and bisecting the Delaware, Maryland and Virginia peninsula, leaves the main line here and proceeds southward through the great peach and vegetable country to the tip of the peninsula at Cape Charles, and thence to Norfolk, Va.

New Castle, a little over six miles south of Wilmington, was the site of Fort Casimer, built by the Dutch in 1655.

Lewes, on this line, at the mouth of the Delaware River, marks the site of the old Dutch settlement, Zwaenendael, where Captain Peter Heyes located in 1638.

Old Point Comfort and Norfolk bring back to memory the early English attempts to colonize Virginia in the ill-fated Jamestown settlement, and the bitter struggle between the Merrimac and the Monitor, in Hampton Roads, during the war between the States.

Continuing on toward Baltimore from Wilmington, the southbound passenger traverses an attractive farming country, surrounding the communities of Newport, Stanton and Newark. Near Stanton Washington waited for Howe, just before the Battle of the Brandywine, and



OLD SWEDE'S CHURCH, WILMINGTON

Newark was once known as the "Athens of Delaware" on account of Delaware College and other educational institutions. Between Newark and Iron Hill the boundary line between Delaware and Maryland is crossed.

Elkton, at the head of the Elk River, which empties into the headwaters of Chesapeake Bay, was settled by Swedish fishermen in 1694. It is located in the midst of a fertile and fruit-producing section, and has twenty-five hundred inhabitants. By reason of its proximity to the head of navigation on Chesapeake Bay, its Revolutionary history is interesting. General Howe's army landed at Elk Head in 1777, and seized the government stores. General Washington's army embarked and disembarked there on his march to and countermarch from Yorktown in 1781. Even as late as the War of 1812 the British fleet appeared before Elkton.

Beyond are North East, on North East River; Charlestown, a very old settlement, that was burned by the British in 1813; Principio and

Perryville, on the north bank of the Susquehanna River, a short distance above its entrance into Chesapeake Bay. This river was the trunk line of the Indians in their migrations from the North to the South. It was discovered by Captain John Smith, who called it Smith River, but the Susquehannock Indians subsequently gave their name to it.

Perryville is the southern terminus of the Columbia & Port Deposit Branch, extending along the Susquehanna to Columbia. Twenty-five miles north of Perryville on this branch is the big

McCall's Ferry Dam, where the Susquehanna is harnessed and the power of the river turned into electricity, which is furnished Baltimore, York and other cities.

The railroad crosses the Susquehanna en route to Washington on a fine bridge of steel nearly a mile long. In early days trains were ferried over and in the winter of 1852 tracks were laid across the river on ice.

Havre de Grace, on the south bank of the river, is a thriving town engaged in light manufacturing, vegetable canning and fish packing. The shad and herring fisheries are quite extensive. The Susquehanna shad are highly esteemed for their delicious flavor. The national government maintains a fish hatchery on Watson's Island, just below the town. A settlement was made here as early as 1670, but the present town site was laid out in 1776.

South of Havre de Grace the line traverses a section noted for its fertility and productiveness. All the staple crops of the latitude grow in profusion, and much of the corn and vegetables are canned for shipment in the canneries of the vicinity.

Within a distance of twenty miles four rivers are crossed, named, in order of sequence, Bush, Gunpowder, Middle and Back rivers, by double-track viaducts of reinforced concrete.

These rivers and the bay adjacent are the celebrated ducking grounds of Maryland, the habitat of the famous canvas-back, the breast of which is considered the most toothsome morsel the palate can crave. During the ducking season this section is literally alive with sportsmen, who find lodging and supplies at the club houses near Chase, Bengies, Middle River and Stemmers Run.

Baltimore, on the Patapsco River (an arm of Chesapeake Bay), has a population of 558,485, which makes it the seventh city of the Union. With a widely distributed trade, particularly through the South, and one of the finest harbors on the Atlantic coast, it is one of the leading commercial cities of the country.

While Maryland was settled through the efforts of George Calvert, Lord Baltimore, and his son, Leonard Calvert, about 1634, it was not



MT. VERNON PLACE, BALTIMORE

until 1662 that the fourth Lord Baltimore made settlement on the present site of the city which bears the family name.

The city was laid in 1729, and religious and political refugees from abroad thronged to it as the years went on. Owing to its geographical location it escaped much of the rigor of the Revolution, although Congress sat there during a part of 1777.

During the War of 1812 the British attack on Fort McHenry, on the night of September 11, 1814, was the motive and inspiration of the country's national anthem, "The Star Spangled Banner." Francis Scott Key, who had been taken on board a British ship to treat for the exchange of some prisoners, was himself kept a temporary prisoner through the night bombardment, and it was his exultation that the stars and stripes of his country still floated in the early morning hours that gave birth to the immortal hymn.

The first blood of the Civil War was shed on the streets of Baltimore when Union troops were fired on in passing through the city on April 19, 1861. The city was under martial law during the whole war.

Since the war, Baltimore has expanded and, despite the terrible fire of February 7 and 8, 1904, which wiped out the greater part of the business section, destroyed 1,443 buildings and caused a loss of \$125,000,000, it has grown into one of the most progressive cities in the Union. Its chief products are clothing, tobacco, lumber, the canning of fruit, vegetables, and oysters and the packing of meat. One of the great steel plants of the country is located at Sparrows' Point, a suburb of the city. The "Eastern Shore," famous for its fruits, vegetables, melons, and sea food, is in close touch with the city by a multitude of big and little boats.

The Union Station of the Pennsylvania System, a handsome structure built of granite and reinforced concrete, is located on North Charles Street near Mount Royal Avenue, and is easily accessible to all parts of the city by street car lines passing the front entrance. Its broadside faces the tracks. The building is 276 feet long, 141 feet high, and 83 feet wide.

It has two levels. The lower is the track level, from which easy stairways lead to the street level.

Passing out of Baltimore the line continues to Washington through a flat section finely watered by many streams, and quite productive of vegetables and truck. A short distance from the city limits the road crosses the gorge of Gwynn's Falls on a high bridge, affording fine scenic vistas of the valley and surrounding ridges.

Odenton is the first station of note. It is the junction point for **Annapolis**, the historic capital of Maryland, fourteen miles away. Annapolis is closely connected with the history of the country, as the first Federal Constitutional Convention was held there in 1786, and General Washington surrendered his commission and delivered his famous farewell address in the capitol building. It is principally notable now as the location of the United States Naval Academy.

Bowie is the junction of a branch line that serves Southern Maryland. It runs to the Potomac River at Pope's Creek and passes through a productive section devoted principally to the raising of tobacco, corn, wheat and fruits.

Approaching Washington, it will be observed that a suburban territory is being built up by those who find employment in the capital city.

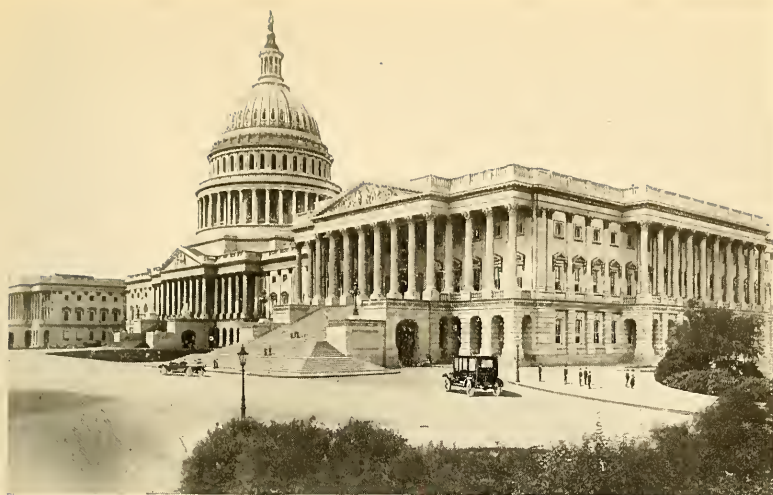
Just beyond Tuxedo Station, the original line of the Philadelphia, Baltimore & Washington Railroad, which used to curve around the city and into the historic Baltimore & Potomac Station, at Sixth and B streets, is left and the new line into Union Station curves to the southwest into the District of Columbia, crossing an arm of the Anacostia River just after passing the border line.

Washington, the National Capital, has a permanent population of 353,378, of which a large percentage is connected with or dependent on the different departments of the Government. There are no industries of any moment, and the business interests are confined to the class of trade from which a big city draws its supplies.

One of the first questions taken up by the Federal Congress at the close of the Revolution was the selection of a permanent site for the National Capital. During the war the seat of government had been shifted about between Philadelphia, Baltimore, Princeton, Annapolis, Trenton, York and New York. Each of these places was anxious to become the future home of the nation.



NAVAL ACADEMY, ANNAPOLIS



UNITED STATES CAPITOL, WASHINGTON

After a spirited struggle for the honor, Congress finally passed a bill on July 16, 1790, locating the future capital on the eastern bank of the Potomac River, the central point of the District of Columbia, a territory sixty miles square, ceded the same year to the Government by the States of Maryland and Virginia, in order that the new capital might be on ground entirely independent of State jurisdiction and under the control of the Congress. In 1846, the portion south of the Potomac was retroceded to Virginia.

It is not known when the first white settler came to the land where Washington now sits. Nearby a tribe of the Conoy Indians had a large settlement on Anacostia Creek, which they called Nacotchtank, from which the present name of Anacostia is a corruption.

President Washington, who it is said was largely responsible for the selection of the new site to which he had often ridden from his estate at Mt. Vernon, some miles down the Potomac River, delegated Pierre C. L'Enfant, a French engineer, to lay out the city. On April 15, 1791, the corner stone of the District was laid and the corner stone of the Capitol building was laid in September, 1793.

When the seat of government was removed thither from Philadelphia in the autumn of 1800, the future beautiful city was a wilderness. The President's House, now known as the White House, was in an open field, and a few scattered houses and one inn or hotel, located along unpaved streets, constituted the town.

Here, Jefferson was inaugurated, the third president, but the progress of growth was so slow that in 1808 the proposition to return the seat of government to Philadelphia was seriously considered.

On August 24, 1814, the British, under General Robert Ross, met United States forces at Bladensburg, only a few miles away from Washington, and forced them to flight. The British then marched to the Capital and proceeded to burn the public buildings, every building except the Patent Office suffering from the conflagration.

But the nation, under Madison, at once rebuilt the Capitol, White House and other public office buildings and the city grew with the nation.

The National Capital was twice threatened with seizure by Confederate forces during the Civil War. In May, 1862, Stonewall Jackson, after the defeat of Banks at Winchester, swung towards Washington but

was defeated by McDowell. On July 10 and 11, 1864, Jubal A. Early was but a few miles from the Capital and only the timely arrival of a force sent by Grant turned Early back to the Cumberland Valley.

To-day, the city proper covers an area of about fourteen miles in circumference. There are about 250 miles of paved streets, ranging from eighty to 120 feet in width, and sixty-five miles of avenues, ranging in width from 120 to 160 feet.

Aside from the Capitol, surmounting Capitol Hill in the center of the city—a noble structure 751 feet long and 350 feet wide, with its great dome, and containing the Senate Chamber, chamber of the House of Representatives and the Supreme Court, as well as National Statuary Hall—the White House and the wonderfully beautiful Congressional Library, visitors are always interested in the classically ornate buildings of the Treasury, State, War, and Navy Departments, Patent Office, Bureau of Engraving and Printing, National Museum and Smithsonian Institution, the Corcoran Art Gallery and Bureau of American Republics.

The White House, the official residence of the President, was the first public building erected in Washington, and occupied as a residence by President Adams in 1800.

The Washington Monument, greatest of all memorial shafts, 555 feet high, and the beautiful Lincoln Memorial, now under construction, are noted points of attraction to the visitor to Washington.

The beautiful residence section in the northwest and the fine parks and squares scattered all over the city are a delight the year around.

The Union Station, used by the Pennsylvania System and all other roads entering Washington, occupies a large plot at the intersection of Delaware and Massachusetts avenues, in close proximity to the Capitol. Constructed entirely of white granite the station proper is 620 feet long and from 65 to 120 feet in height. The general waiting room is modeled after the Baths of Diocletian in Rome, and the concourse, with gates to thirty-three tracks, is the largest in the country. In addition to the usual accommodations for the public, there is a special entrance and waiting rooms for the President and special guests of the Nation.

The ten-acre park in front of the station is adorned with a fine memorial of Columbus, and will be further enriched with fountains and statuary.



UNION STATION, WASHINGTON

Washington to Harrisburg

THROUGH trains of the Pennsylvania System to Buffalo, Erie and Canandaigua, and through sleeping cars to Pittsburgh and the West, from Washington, traverse the same route between Washington and Baltimore as described on previous pages.

Leaving Union Station, Baltimore, the Baltimore Division of the Pennsylvania extends northward through Maryland's hills and by the foothills of the Blue Ridge to the Susquehanna. This line was a bone of contention during the Civil War. Baltimore Confederate sympathizers tore up the southern end of it to prevent the movement of Northern troops as early as 1861, and in 1863, the invaders under Lee, destroyed a considerable portion of the northern end of it.

The first part of the journey is through the winding valley of Jones' Falls, with Baltimore's beautiful park, Druid Hill, on the left. Outside the limits of the city are a number of charming suburban towns, the homes of men and women whose business interests are in the larger city.

Hollins, a little over seven miles from Baltimore, where the line skirts the shores of Lake Roland, a picturesque inland lake, formed by the waters of Jones' Falls and other small streams, is the junction point with the branch line extending to the west through the Green Spring Valley to famous old Chattanooga with its mineral springs.

Beyond are the low hills of Maryland, intersected by valleys through which flow the little streams feeding the upper end of Chesapeake Bay. The railroad follows one of these little water courses almost to its source near the flourishing town of Cockeysville with its fifteen hundred citizens. A few miles beyond, shortly after passing the town of Ashland, the picturesque valley of the Little Gunpowder River or Falls, as it is called, provides a course through the hills to the border line of Pennsylvania.

It is a steady upgrade, the elevation at New Freedom Station being over eight hundred feet above sea level. The State line is crossed about midway between Freeland and New Freedom stations. For a few miles the tracks lie amongst the hill tops, and then descend into the course of Codorus Creek, which flows northward from near the border line through the city of York and empties into the Susquehanna River north of Wrightsville. This is a beautiful farm country, which has been largely populated by Germans, and particularly by the German Baptist Brethren or Dunkards, as they are sometimes called.



VALLEY OF CODORUS CREEK



NATIONAL CEMETERY, GETTYSBURG

York, the leading city of this section, and one of the most important manufacturing centers in Pennsylvania, is one of the older settlements in Pennsylvania, a number of German families having immigrated hither in 1735. The town was laid out in 1741 by Thomas, John and Richard Penn, the former a son and the latter grandsons of the great English Quaker. For nearly a year it was the Capital of the United States. Congress, fearing capture by the English army, left Philadelphia in the early summer of 1777. On the thirtieth of September of this year, they convened in York, and continued to hold sessions there until June 27, 1778.

To-day the city is almost at the 50,000 mark in population. Its industries are varied in character, many of the plants being of large size, and it is the trade center for this section and also for the Columbia and Frederick Branch, which passes through the city, extending from

Wrightsville, opposite Columbia on the Susquehanna, the farthest northern point reached by the Armies of the Confederacy in 1863, to

Frederick, with a population of 10,886, at the foot of the Catoctin Mountains of Maryland, and best known from its association with Whit-tier's poem, "Barbara Frietchie." Admiral W. S. Schley, of Santiago fame, was born near Frederick.

Gettysburg Battlefield, lying sixteen and a half miles northwest of Hanover, on this line, will forever live in memory as the point where Lee met his Waterloo at the hands of Meade on July 1, 2 and 3, 1863. Hanover was also the site of the cavalry fight between Jeb Stuart and Kilpatrick a few days before Gettysburg's conflict.

Northward from York, the tracks turn toward the Susquehanna, coming out on the west bank of the river just where the big dam of the York Haven Power Company's plant stems the current of the stream and its busy turbines create a mighty force that turns thousands of wheels.

The sixteen miles from this point to Harrisburg cover a most picturesque section. The great river is dotted with wooded islands, and its shallow waters ruffled by obstructing rocks; across the river lie the farmlands of Dauphin County, backed by the rolling slopes of the Blue Mountain; to the west are the Conewago Hills, and the steep ascent of Blue Mountain, around whose base the track follows the edge of the river, and ahead the great Gaps of the Susquehanna beyond Harrisburg.

Near New Cumberland Station, a bridge carries the railroad over Yellow Breeches Creek. At East Lemoyne the line turns across the Susquehanna to Harrisburg.

Harrisburg to Williamsport

LEAVING Harrisburg, the railroad extends along the eastern bank of the Susquehanna for many miles, and passing through the famous Gaps of the Susquehanna.

Blue Mountain Gap, just beyond Rockville; the Gap in Second Mountain, a mile or so beyond, in the midst of which is the little town of Dauphin; the Gap in Third Mountain, where the river forms what is, locally, known as "The Cove," and the precipitous gorge formed by Peters Mountain, the last of the gaps, are delights to the eye.

Clark's Ferry, with Duncan's and Haldeman's Islands in the river (the former once the capital of the Indians of the Susquehanna), is the center of a summer colony of fishermen, occupying the many cottages and bungalows along the shore.

Halifax, at the mouth of Armstrong Creek, marks the location of a Colonial fortification, known as Fort Halifax, built in 1755, from which the town takes its name. To the north of Halifax, Berry's Mountain shuts out the view to the northeast. On the west bank of the river the wide-spreading valley of the Juniata extends to where the green ridge of the Tuscarora Mountain shuts off the view to the west.

Millersburg, in a deep valley between Berry's Mountain and Mahantongo Mountain, at the mouth of Wiconisco Creek, is the junction point with the Lykens Valley Railroad, built away back in 1834 to bring the coal of the rich mineral mountains at the headwaters of the creek to the canal at Millersburg.

Liverpool, the station being on the east bank of the river and the town on the west bank, is also one of the old towns of mid-Pennsylvania, having been laid out in 1806. Three miles north of Liverpool the railroad curves around the foot of Mahantongo Mountain, one of the ridges of the Broad Mountain section. The river between Mahantongo and Berry's mountains is over a mile broad, having the appearance of a vast inland lake.



SUSQUEHANNA RIVER ABOVE HARRISBURG

Herndon is a town which has grown up through the development of the coal industry. Laid out in 1850, and named in honor of Lieutenant Herndon, of the United States Navy, who lost his life with his ship in the Gulf of Mexico, it is to-day one of the most prosperous of the smaller towns in the Susquehanna Valley.

Selinsgrove Junction is the junction with the branch extending through a broad valley from the Susquehanna to the Juniata at Lewistown. The town of Selinsgrove has always been an important trading center for the region round about. Here is located Susquehanna University.

Sunbury, at the junction of the north and west branches of the Susquehanna, first, as the Indian village of Shamokin, then as Fort Augusta, one of the most important posts of defense in the Susquehanna valley, is a most interesting city historically.

In the days of old Shikellimy, the Cayuga chieftain, famed as the father of Mingo or Logan, the great Juniata chieftain, Shamokin became an object of interest to the Moravian missionaries, who frequently visited it. But after the defeat of Braddock in 1755, the raids of the ravaging Indians became so fierce that the mission was broken up and the Moravians went back to Bethlehem. As a protection against the French and Indians, the Provincial Government erected Fort Augusta here in 1755, and many important conferences between the whites and the red men were held in the town. It was renamed Sunbury in 1772, and to-day has a population of 15,458, with an extensive trade in coal and manufactured products. Large railroad repair shops are located here, as well as silk and other mills, and dye works and wood-working factories.

Sunbury is the junction point with the Sunbury Division running along the North Branch of the Susquehanna through East Bloomsburg (one of the State Normal Schools is located at Bloomsburg, across the river), South Danville and Nanticoke to

Wilkes-Barre, a busy coal city of 73,660, with large manufacturing interests. Five miles north of it was fought the Battle of Forty Fort, better known as the "Wyoming Massacre," on July 3, 1778, when 300 colonials were practically annihilated by a force of 1,100 British and Indians.

Sunbury is also the junction with the Shamokin Division, extending to Mt. Carmel through Shamokin and the coal regions.

Leaving Sunbury the main line crosses the North Branch of the Susquehanna by a long bridge, spanning the two parts of the river and the large island dividing it, and enters the old city of

Northumberland, renowned as the residence for many years of Dr. Joseph Priestley, conceded to be the discoverer of oxygen gas, and one of the founders of the modern school of chemistry. Laid out in 1775 by Reuben Haines, a Philadelphia brewer, Northumberland is to-day a thriving city of 3,500 inhabitants.

Skirting the base of Montour Mountain, the route lies through

Montandon, junction point with the branch line leading through the Buffalo Valley to Bellefonte. Lewisburg, directly opposite Montandon, is the seat of Bucknell University, and near Lemont is Pennsylvania State College, a noted agricultural and live stock experiment station.

Milton, a busy town of 7,500 population, settled in 1768, and

Watson town, the nearest point to the site of Freeland's Fort, whence all the male defenders were carried by British and Indians, in 1778, to Canada, western terminus of the Susquehanna, Bloomsburg & Berwick Railroad, a Pennsylvania subsidiary, mark the way to the point where the railroad crosses the Susquehanna at

Montgomery, lying at the foot of big Bald Eagle Mountain. This mountain was named not for the bird of prey, but for a noted Indian who



RIVER AND CANAL AT MONTGOMERY

had a wigwam at the foot of this long ridge, near where Milesburg, Pa., is now situated. Beyond Montgomery, the railroad sweeps, with the river, around Bald Eagle's rounded side to

Muncy, a busy manufacturing city, and the site of Fort Muncy, one of the early defenses against the Indians, from which the town, originally settled by English Quakers as Pennsborough, was renamed in 1826. Again turning west around Bald Eagle Mountain, the route leads to

Williamsport, county seat of Lycoming County, and the leading city of this section of Pennsylvania, surrounded as it is by a great wealth of natural resources which have been developed by the thrift and industry of the 33,181 people occupying Williamsport, South Williamsport and Newberry, stretching along both banks of the river for a considerable distance.

The original settlement of this city was made by a band of Scotch-Irish, who came thither after the ceding of this section to the Whites by the Treaty of Fort Stanwix in 1768, and established a government independent of the Colonial government, headed by the tribunal of three men, whom they styled "fair play men."

While for many years the principal business of Williamsport was lumbering, there are to-day many varied industries carried on, including steel mills, furniture factories and other large plants.

Williamsport to Canandaigua

From Williamsport, the Elmira Division surmounts the divide between the Susquehanna Valley and the lake country of New York State, passing through

Elmira, an enterprising city of over 37,000 inhabitants, and an important railroad junction point, the site of a big battle between the British and Continentals at Fort Newton, in 1779;

Watkins Glen, long noted as a health resort and for its picturesque pre-glacial age gorge, and

Penn Yan, at the northern end of Lake Keuka, one of the "Finger Lakes," to

Canandaigua, a pretty city, near Canandaigua Lake; with 7,515 population, once the council place of the blood-thirsty Seneca Indians; and to

Sodus Bay, on an arm of Lake Ontario, and a well-known summer resort.

Williamsport to Emporium Junction

GOING westward from Williamsport, passengers to Buffalo or Erie enter one of the wildest and most picturesque sections of Pennsylvania. For over 104 miles the railroad clings closely to the West Branch of the Susquehanna, for the first twenty-five miles under the shadow of Bald Eagle Mountain. This was the section of the river that a quarter of a century ago was a center of the logging industry. To-day, denuded hill slopes tell of its passing.

Jersey Shore, noted a half century ago for the pre-historic fortification that stood in the vicinity, received its odd name from the fact that two Jerseymen first settled it in 1800. It is a prosperous center for the rural section around it, with a population of 5,381.

Lock Haven, a city of 7,772, at the confluence of Bald Eagle Creek and the Susquehanna, was settled at the time of the Fort Stanwix Treaty, and receives its name from the locks that once existed here on the old canal. One of the State Normal Schools is located here. It is the junction point with the branch line leading to Tyrone, on the main line to Pittsburgh.

Turning slightly northward from Lock Haven, the railroad continues on, through Farrandville, a fire brick town; North Bend, earliest known as Young Woman's Town, from an Indian legend, and later as North Point, to

Renovo, which owes its growth to the railroad shops placed here by the old Philadelphia & Erie Railroad, many years ago. It lies in a beautiful semi-circular valley, watered by Paddy Run and Drury Run and flanked by one-thousand-foot high mountains.

Westport, a little town at the mouth of Kettle Creek, is the nearest point to the old castle home of Ole Bull, world-famous as a violinist a generation ago.

Keating marks the junction of Sinnemahoning Creek with the west branch of the Susquehanna. From thence, the railroad turns northwestward up the narrow valley of the Sinnemahoning, rapidly ascending the slope of the watershed. One will notice on a high rock overhanging the Susquehanna, near the confluence of the two streams, a perfect cross carved deep into the strata. It is said to have been the work of a French



THE SUSQUEHANNA NEAR KEATING

missionary, who sought to convert the red men in this wild country 200 years ago.

Driftwood, lying near the foot of Bowes Hill, the highest mountain in this section—the summit is 2,095 feet above sea level—on Driftwood Creek, a tributary of the Sinnemahoning, is the junction point with the low-grade line extending through Du Bois to Red Bank, on the Allegheny River.

From Driftwood the route lies at a sharp grade up the course of Driftwood Creek to

Emporium Junction, a little less than a mile east of the town of Emporium, county seat of Cameron County, and a progressive business place which grew up with the railroad.

Emporium Junction to Erie

WEST of Emporium, the Pennsylvania System's line to Erie extends for many miles through one of the wilder sections of Pennsylvania, once the hunting grounds of the Six Nations. One surmounts the eastern side of the great Pennsylvania plateau that divides the Atlantic slope rivers from those which empty into the Gulf of Mexico. The grade is steep just beyond Emporium, the railroad following the course of a tumbling brook for twenty-two miles up the side of the ridge to

St. Mary's, a prosperous community of 6,346 people, started in 1840 as a semi-religious colony by the Benedictines, which lies six hundred feet above Emporium.

Ridgway, with a population of 5,408, on the headwaters of the Clarion River, is the county seat of Elk County, an important business center and the junction point with the branch line of the Pennsylvania System leading to Falls Creek and Du Bois, the latter with a population of 14,000.

Johnsonburg, in the Clarion River valley, is the junction point with the Johnsonburg Railroad, extending to Clermont.

Leaving Johnsonburg, the traveler toward Erie soon realizes that he is on the height of the Allegheny ridge, for curving around to the west, he ascends from about 1,400 feet above sea level to nearly 2,200 feet in the fifteen miles between the Clarion River Valley and the summit at

Kane, founded in 1864, by Major-General Thomas L. Kane, organizer of one of the "Bucktail" regiments during the war between the States. Until 1885, it was a lumber center. After oil was struck in McKean County, Kane became the headquarters of the petroleum industry in this section. To-day, with 6,626 residents, it is noted for its window glass manufactories.

West of Kane, the railroad descends to the valley of the Allegheny River through what was once a hotbed of the oil country. But to-day the spouters are extinct; little remains but rotten derricks and rusting machinery and a few pumping wells of small capacity.

Warren, the seat of justice of Warren County, and the largest city on the Renovo Division between Lock Haven and Erie, occupies a beautiful site at the junction of the Allegheny and Conewango rivers. From its earliest inception Warren was exclusively a lumber town. Millions of logs were cut in the forests and floated in rafts down the Allegheny to the Ohio and thence in some cases as far as New Orleans. To-day, it is a thriving city of over 14,000 people, largely engaged in manufactures. It is also the junction point with the Salamanca Branch from Oil City to Olean.

Leaving Warren, one follows the Allegheny River for about six miles to Irvineton, where the Salamanca branch turns away to the southwest, the main line continuing along the course of Brokenstraw Creek to

Corry, the junction point of the Central and Northern Grand Divisions, which owes its origin to the oil boom of the early '60's. Unbroken wilderness in 1861, the construction of the railroad to Erie and the Oil Creek Railroad from Oil City, and the wonderful production of petroleum in the Oil Creek Valley, made Corry one of the best known towns in the State. It has 5,991 people.

Shortly after leaving Corry the railroad strikes the valley of French Creek, known years before the country became settled, by the early French adventurers who, with Indian companions, penetrated the wilderness bordering on the St. Lawrence River and the Great Lakes.

Waterford, is noted as the one-time location of Fort Le Bœuf, one of the chain of fortifications erected by the early French settlers along the western border of the State to protect them from the marauding Indians. The old fort was built in 1750, Washington visited it in 1753, and it was captured by the English in 1760. Three years later the Indians, under the hostile Pontiac, reduced it to ashes and massacred all the inhabitants.

At Jackson Station, twelve miles from Erie, the divide between the valleys of the Great Lakes and the Mississippi is crossed and a rapid descent made to the level of Lake Erie.

Erie, built on the high bluff fronting Lake Erie, a city of 74,401, is one of the chief ports for the trade on the Great Lakes.

Historically, Erie holds a prominent place. Early recognized by the French explorers as an important strategic point, they built in 1753 Fort Presque Isle at the eastern end of the beautiful bay which fronts the city. During the French and Indian War, it was one of the chain of forts to protect French territory. But the fall of Fort Duquesne and Fort Niagara in 1759, caused the French to abandon it.

It was then garrisoned by the British but fell before the onslaught of Pontiac's men on June 25, 1763. During the Indian War in 1795, the government erected another fort, on the site now occupied by the Pennsylvania Soldiers' and Sailors' Home. Here Mad Anthony Wayne died in 1796, and his remains were buried under the blockhouse. In 1809, they were removed to St. David's Churchyard, near Radnor.

It was at Erie that Commodore Perry built, equipped and manned the fleet that, during the War of 1812, met and defeated the British at Put-



WAYNE BLOCKHOUSE, ERIE

in-Bay in September, 1813, and it was to Erie that Perry returned. His flagship, the Niagara, lay in the harbor beneath the waters of Misery Bay, close to the Life Saving Station, until 1913, when it was raised to participate in the Perry Centennial celebration.

Through the port of Erie there is an average annual tonnage of 3,000,000, including coal, iron and copper ore, flour, lumber and general merchandise. There are upwards of 170 manufacturing plants in the city, comprising a wide variety of goods. Finely equipped business establishments, comfortable residences, good hotels and an elaborate park system make Erie an interesting city to visit.

Emporium Junction to Buffalo

BUFFALO passengers turn northwestward from Emporium Junction, surmount the watershed between the Susquehanna and Allegheny rivers by one of the steepest grades on the Pennsylvania System, an average of about 100 feet to the mile. Keating Summit station marks the divide, and the railroad descends to the level plateau of western New York through the valley of Portage Creek, which it enters near

Port Allegany, a thriving town of about 2,000, from which the many communities on the upper waters of Sinnemahoning Creek and the Allegheny River are reached by a connecting railroad.

Larabee is the junction point with the branch extending to Smethport, Clermont and Johnsonburg.

Olean, lying at the junction of Olean Creek and the Allegheny River, was selected many years ago by the great oil producing interests as the distributing center for the Pennsylvania oil fields, and it is to-day one of the largest petroleum centers in the world. Original settlement was made here in 1804, and its growth has been steady, its population being 17,981.

A branch line extends from Olean to

Bradford, a city of 14,544 population, and the commercial center of McKean County, Pa. As the western outpost of the Connecticut Claims in Pennsylvania, it received its name from William Bradford, who helped to sever Pennsylvania from Connecticut in 1804.

The Salamanca branch extends to Warren, through the valley of the Allegheny, and traversing between Vandalia and the New York-Pennsylvania State line, the Allegheny Indian reservation, one of the largest in the East. Salamanca, with 8,357 population, is the largest town passed en route.

Hinsdale is the junction with the Rochester Branch running through the beautiful Genesee River Valley, past the Oil Spring Indian reservation, near Cuba; Portage Falls and Letchworth Park, site of the last Council House of the Iroquois, to

Rochester, the home of the film camera, a busy city of 254,035 people, and noted among other things for having been the one time home of Frederick Douglass and the starting place for the cult of Spiritualism.

Leaving Hinsdale the Buffalo Division continues alongside of Ischua Creek, through Franklinville and up the divide to Machias, Delevan and Arcade; passing Cattaraugus Creek, reminiscent of the Indians, and into the valley of Cazenovia Creek, which it follows to

East Aurora, a pretty country town, is noted the world over as the home of the Roycrofters, whose unique establishment is annually visited by thousands of persons. A few miles beyond East Aurora the railroad curves to the westward and enters



MCKINLEY MONUMENT, BUFFALO

Buffalo, with a population of 461,887, the eighth city of the Union, and as the easternmost port of the Great Lakes, is one of the greatest exporting and importing centers in the world.

Once the home of the peaceful Kaquah Indians, who some time after 1620 were absorbed by the warlike Eries, Buffalo came into notice of the white race, when, in 1679, Robert, Cavalier de la Salle, came to the banks of the Niagara with a force from French Canada, and on the site of the future city built him a ship, in which he sailed over the lakes as far west as Lake Superior.

Cornelius Winne, a Hollander from the Hudson, located a trading station here about the year 1789, after the Treaty of Fort Stanwix, and from this beginning, sprung Buffalo. Two British officers, Colonel Powell and Captain Johnson, the latter with an Indian wife, had already settled here in 1780.

In 1799 the first organized settlement was made by the Holland Land Company, under the name "New Amsterdam." But this name did not long continue, for in 1801, the little town was named Buffalo (supposedly from Buffalo Creek), this latter being the English translation of the Indian name for the little stream that poured its waters into the Niagara nearby.

The selection of Buffalo as the county seat in 1808 stimulated its growth and by the time war was declared in 1812 it had grown to a village of over one hundred houses.

Buffalo suffered terribly during the War of 1812. Many engagements were fought in the town and around it, and on December 30, 1813, and January 1, 1814, both it and the neighboring village of Black Rock were totally destroyed and burned to ashes.

During the spring of 1814 a new lease of life for Buffalo was inaugurated; new houses and business places were built, and in 1816 steps were taken to improve the harbor—for already Buffalo's importance as the Eastern Great Lake terminus had been foreseen.

A number of national events have taken place in Buffalo. In 1866, occurred the Fenian insurrection, in which many lives were lost and

much property destroyed. In 1901, the Pan-American Exposition, celebrating the trade union of all the American Republics, was held in Delaware Park. It was in the Exposition Grounds here that, on September 6th, President McKinley was shot and mortally wounded by Leon Czolgoscz, and Vice-President Roosevelt was inaugurated President in the home of one of its citizens a few days later.

In addition to its importance as a lake port, nearly all of the trade of the Great Lakes destined to Eastern seaports and from the East to the Great Lakes being handled on the 7,000 vessels arriving and departing from its docks every year, Buffalo is preëminent as a manufacturing city.

In its various plants and shops are manufactured every year products averaging nearly \$225,000,000 in value. Deriving a great part of its power from the wonderful power plants at Niagara Falls, where the water of the Niagara River is utilized to generate electricity of high power and in tremendous quantity, Buffalo manufacturers have an unusual advantage and opportunity for enlarging the scope of their plants.

It is one of the prettiest cities in the country many of its streets being bordered with heavy shade trees. Three hundred and thirty-five miles of its 700 miles of streets and avenues are asphalted, and the finest residence streets, Delaware Avenue and North Street, are lined with magnificent homes surrounded with superb gardens. Its park system includes six large public parks with a total area of 1,149 acres, connected by a system of wide boulevards, parkways and speedways.

Niagara Falls, although not on the lines of the Pennsylvania System, is so closely associated with the city of Buffalo, and so important a tourist point, that it is interesting to Pennsylvania Railroad patrons.

A description of Niagara Falls is unnecessary, but it is interesting to note that the "Thunder of Waters," as they were known to the Indians, were first visited by Joseph de la Roche Dallian, a Franciscan missionary, in October, 1626. In December, 1678, La Salle, the noted explorer, encamped just above the Falls, built the "Griffon," the first craft larger than a canoe to traverse the Great Lakes, and, in 1679, La Salle and Father Hennepin sailed into the far west from La Salle, a little town between Niagara Falls and Buffalo.

The French built a number of small stockades near the Falls, but the most important historical events connected with this region were the Indian massacre on September 14, 1763, at Devil's Hole; the battle of Queenstown, on October 12, 1812; the battle of Chippewa in 1813, and on July 25th, of the same year, the battle of Lundy's Lane.



NIAGARA FALLS

Pittsburgh to Buffalo

THE route followed by the Pennsylvania System on its line between Pittsburgh and Buffalo marks the old Indian trail from the Great Lakes to the Ohio valley, which in later years became the highway for the early French settlers and soldiers who caused Governor Dinwiddie so much trouble and against whom Braddock and Washington battled near the present city of Pittsburgh.

Then, about a hundred years later, it became the avenue of travel over which flowed millions of barrels of oil pumped from the thousands of wells in the Oil Creek and western Pennsylvania fields, when millionaires were made over night.

Traversing the main line of the Pennsylvania Railroad, through East Liberty, the Buffalo line branches from the main line over the Brilliant Cut-Off, just east of East Liberty, and, passing through the hills that surround Pittsburgh, runs into the valley of the Allegheny, the left bank of which it follows for about 132 miles. On the right bank of the river, for a distance of twenty-eight miles, the Conemaugh Division parallels the Buffalo route.

For this distance both banks of the river are lined with thrifty towns, largely the home sites of men and women engaged in the busy world of the Pittsburgh District. Verona, Oakmont, Hulton, Logan's Ferry, Parnassus, New Kensington, Arnold, Valley Camp and Braeburn on the eastern side, and Etna, Sharpsburg, Aspinwall, Harmarville, Cheswick, Springdale, Tarentum and Natrona on the west bank, form almost a continuous suburban community.

Kiskiminetas Junction marks the junction of the old Alleghany Valley Railroad and the old Western Pennsylvania Railroad, which crosses the Allegheny here and extends through the valley of the Kiskiminetas and Conemaugh rivers to Blairsville Intersection. A branch line also extends to Butler, a city of 25,545 people, through Butler Junction on the west bank of the Allegheny. The lines on both sides of the river south of Kiskiminetas Junction are included in the Conemaugh Division.

The line to Buffalo continues up the east bank of the Allegheny, as it cuts through the hills, northward to Oil City. A number of prosperous towns mark the way.

Kittanning, to-day a thriving town of 4,311, was the scene of Colonel Armstrong's destruction of the Delaware Indian's stronghold there on September 8, 1756, in reprisal for the Indians destruction of white property.

Red Bank marks the junction with the Low Grade Branch, extending through Red Bank Creek valley to Du Bois, and thence to Driftwood, on the Renovo Division.

Franklin, a flourishing center just south of the oil fields, with 10,811 population, was the one-time site of Fort Venango, built in 1753 by the French to protect their territory from encroaching Indians. It was captured from the French by Colonel Bouquet in 1759, during the campaign around Lake Erie.

Beyond Franklin the Allegheny turns east through a cleft in the hills to

Oil City, which owes both its name and prosperity to the development of the great Pennsylvania oil fields. It lies in the center of a plot of ground deeded by the Commonwealth of Pennsylvania to Cornplanter, a noted Seneca chief, in 1796, in consideration of his services during the Braddock campaign.

Conveyed to the whites in 1818, it remained only a village until oil was struck in Oil Creek, in 1859, when it suddenly jumped to fame and importance. To-day, its population of 18,645, are largely engaged in the petroleum business and its allied interests.



CHAUTAUQUA LAKE

The Salamanca Branch extends from Oil City through Warren to Olean.

From Oil City to Summit station the course of Oil Creek is followed to the top of the St. Lawrence watershed.

Titusville, named for Jonothan Titus, one of the pioneers of the region, also owes its rise to fame to the oil industry—for it was on a farm nearby that Colonel Edwin L. Drake, on August 28, 1859, struck oil, and within a few weeks the entire country was flooded with drillers and speculators. To-day it is a city of 8,655 people.

Corry is the junction between the Pittsburgh-Buffalo line and the Renovo Division.

North from Corry the route to Buffalo traverses a section of country that was once the stronghold of the bloodthirsty tribe of Eries; a country of hills and but little developed until one comes to the section lying along Lake Erie from Mayville, north.

Mayville, lying on the side of a rounded hill, 700 feet above Lake Erie though but five miles distant, is the station for

Chautauqua Lake, a lovely sheet of water, twenty miles long and varying in width from a half mile to a mile and a half, cupped between high hills and feeding the Chadokoin River, from whose title the name of the lake is a corruption. It was visited in 1615 by Etienne Brule, a companion of Champlain, and, in 1749, by Bienville de Celoron. The Chautauqua Institution at Chautauqua is world famous, and there are a number of pretty summer resorts scattered around the lake.

Beyond Mayville the railroad traverses the grape belt of western New York to the shore of Lake Erie, which it follows all the way to Buffalo. Brocton and Dunkirk, the latter a busy city of 17,599, are the centers of this industry. The output of this region is, approximately, 3,000 carloads of grapes annually. Fredonia, a suburb of Dunkirk, is noted as the home of Lieutenant Cushing of "Albemarle" fame. Irving Station, near Cattaraugus Creek, marks the passage of the railroad through the Cattaraugus Indian Reservation, where Senecas, Cayugas and Onondagas now till the soil their ancestors once roamed over in savagery.

From this point into Buffalo one passes through a picturesque farming section, dotted with small towns and villages, with Lake Erie in sight all the time.

Pittsburgh to Brownsville

THE Monongahela Division of the Pennsylvania Railroad follows the beautiful course of the Monongahela River for more than seventy miles through one of the most charming valleys in Pennsylvania. It penetrates one of the richest bituminous coal mining districts in the East, which, until the running of the Mason-Dixon boundary line, was claimed jointly by Pennsylvania and Virginia.

In the Indian tongue, the name "Monongahela" signified "The Falling in Banks," from the mouldering or falling shores of the river, and that this section was a well-known region to the aborigine is evidenced by the existence of traces of "mounds" in the surrounding country.

Homestead, with a population of 21,256, is the site of a great steel plant employing thousands.

Duquesne, with its suburb, South Duquesne, and a combined population of 18,576, contains over one hundred acres in its huge steel plant.

Dravosburg, across the river from McKeesport, one of the leading industrial centers in the valley, is said to have been a drilling ground for the troops under Washington in the Braddock campaign.

West Elizabeth is the station for Elizabeth, on the east bank of the river, for many years a noted boat building community, many of the boats still running on the Monongahela having been constructed here. The hills on both sides of the river at this point are very beautiful, rising to a height of about four hundred feet.

Beyond are extensive tipples, in many cases crossing over the tracks, down which the coal from the hills is shot into the waiting flotilla of barges.

Monongahela City dates back to 1796, when a grant for a tract of land, then known as Southwark, was made to Joseph Parkinson. Its population of 7,600 are largely engaged in the mining of coal, for the city has sixty-eight acres of coal lands within its limits.

The Ellsworth Branch extends from Monongahela City to Marianna, through a coal mining section.

South of Monongahela City the river valley widens and the hillsides and plateaus are dotted with prosperous farms and busy communities.

Donora, with a population of 8,174; West Monessen, the station for Monessen, a manufacturing city of 11,755; Charleroi, with 11,185 inhabitants, are the largest points en route to West Brownville and its sister city

Brownsville, on the east bank of the river and the junction point with the Monongahela Railroad, extending up the river to Fairmont, West Virginia.

Brownsville's history is most interesting. In February, 1754, Captain Trent located Redstone Old Fort on the present site of the city as a post for the Ohio Company. In 1759, James Burd, sent from Carlisle by Colonel Bouquet, rebuilt a complete fortification, with bastions, moat and draw-bridge, and called it Fort Burd.

In 1791, at a public meeting held in the little town around the fort, was fomented the famous Whiskey Riots, when the farmers objected to the excise tax on the production of whiskey from their rye.

But at a meeting at Southwark (Monongahela City), October 24, 1794, the insurrection died.

To-day, Brownsville and West Brownsville have a combined population of about 5,000.

The Redstone Branch, over which through trains are operated between Pittsburgh and Uniontown, extends from Brownsville Junction, and a branch line also extends up the river to Rice's Landing.

Pittsburgh to Crestline

UPON leaving Pennsylvania Station, Pittsburgh, Pennsylvania trains to Chicago via the Fort Wayne Route, which is the route of the "Broadway Limited," "Pennsylvania Limited," and "Manhattan Limited," turn directly across the Allegheny River into and through the city of Allegheny. The prospects from the bridge, particularly during the night hours, of the enormous steel plants lining both sides of the river for several miles, their chimneys and converters belching great fans of flame, is almost awe-inspiring.

The tracks are elevated through Allegheny, except across one of the city parks, where a subway is utilized. As one passes Federal Street station, the Soldiers' Monument, a fine specimen of memorial art, may be seen surmounting a hill on the left-hand side of the railroad going west. The railroad traverses the city for some distance until it curves around to the shelving banks of the Ohio River, just on the northern border of the city. Thence, for a distance of about twenty-five miles, the great four-track roadway follows the Ohio's east bank to the point where the Beaver River flows into it from the north.

Sewickley, twelve and a half miles north of Pittsburgh, built on the hills that sweep back from the river, is the residence town of many of Pittsburgh's leading business men.

Economy, just beyond Ambridge, is noted from the fact that it was founded in 1825 by members of the Society of Harmonists, or Economites, a religious socialistic community founded in 1787 by George Rapp in Wurtemberg, Germany, who came thither about 1810 to escape persecution.

Rochester, with a population of 6,120, marks the mouth of the Beaver River, which flows into the Ohio at this point from the north. The Ohio itself turns toward the west beyond Rochester, forming the top of a huge horse shoe. Rochester is a busy town, utilizing its fine water power in the production of flour, bricks, lumber, glassware, foundry materials, mining tools, manufactured iron, and oil-well supplies. Near it was the site of the early settlement of Logstown, established during the French and Indian War.



ALONG THE OHIO NEAR SEWICKLEY

Leaving the Ohio Valley at Rochester the railroad continues up the east bank of the Beaver River to

New Brighton, settled in 1799, and in the early days the eastern terminus of the Ohio packet-boat system on the rivers and canals. New Brighton to-day is a prosperous city of 9,000 population, engaged in the production of fine pottery, coffee mills, wire and nails, bricks and sewer pipes, twine, cordage, bath tubs and fire engines.

The Beaver River is crossed just beyond New Brighton Station, the railroad turning north along the west bank of the river, which rises in precipitous cliffs almost from the water's edge.

Beaver Falls, with a population of about 13,050, was one of the early settlements in Western Pennsylvania, a few pioneers locating there about 1800. To-day, Beaver Falls is a progressive town, with steel works, bridge works, and plants manufacturing gas engines, hardware and glassware.

Leaving Beaver Falls the railroad rapidly ascends the steep bank of the Beaver to Homewood, a little settlement four miles north, the junction point with the line to Cleveland via Youngstown, to Erie, and to Oil City via New Castle.

Beyond Homewood the line passes through the hills enclosing the valley of the Little Beaver River, traversing a picturesque farm-land section. Just beyond the little town of Enon, the State line between Pennsylvania and Ohio is crossed, and the railroad surmounts the watershed between the Ohio and the Great Lakes through a fine section of pottery clays.

Salem, a busy city of 12,000 inhabitants, with machine shops, engine works, church organ, wire nail, pump manufactories and other industries, and

Sebring, a noted example of a "company town" in which is located a large pottery, are centers in this section.

Alliance is the junction point with the Cleveland and Pittsburgh Division, which digresses from the main line at Rochester. There is also a branch line running to Youngstown.

Alliance was first settled in 1838, then being known as Freedom, which name it bore until 1850. It is a busy town of 18,500 inhabitants, who are engaged in the manufacture of agricultural implements, terra cotta ware, heavy machinery, structural iron, gun carriages, steam hammers and white lead products. Mt. Union College, a Methodist Episcopal institution, founded in 1846, is located here.

Canton, eighteen miles west of Alliance, is noted as the home and burial place of the martyred president, William McKinley. The monument erected to commemorate his life and achievements may be seen from the train just after leaving the station going west. Canton's 60,000 inhabitants are largely engaged in the manufacture of agricultural implements, brick and tiles, as well as in the manufacture of stoves and other iron and steel products.

Massillon, first settled in 1825, has of late years become important as the center of the extensive coal fields opened in the valley of the Tuscarawas River. Its workshops produce iron and steel, including the manufacture of bridges, pottery, glass and flour. The Ohio State Hospital for the Insane is located at Massillon.

Beyond Massillon the line curves to the northward across the Ohio Canal, which bisects the State from Cleveland to Portsmouth on the Ohio River, and then follows for a number of miles the charming valley of the Tuscarawas, crossing and recrossing the little stream many times. Between Lawrence and Burton City there is an extensive territory of the famous Ohio black mud. Here is located one of the greatest onion-growing belts in the country.



AKRON DIVISION NEAR GLENMONT

Orrville is the junction point with the Akron Division, running between Columbus and Cleveland.

Fort Fizzle, near Glenmont station on the Akron Division, is a relic of the "Knights of the Golden Circle," a body of northern men in sympathy with the Southern Confederacy, who in 1863, built this stronghold, intending to strike a blow at the Middle West when Lee had overcome Philadelphia. They were overthrown in June, 1863.

Akron, twenty-nine miles north of Orrville on the Akron Division, is a progressive city of approximately 100,000 population, and the seat of several of the largest rubber manufactories of the country. It is especially noted for its production of automobile tires. At Barberton, the southern suburb of Akron, is located the largest match works in the world.

Wooster, with a population of 8,500, is noted as the home of Wooster University, one of Ohio's leading educational institutions. On the hill just west of the town, the Ohio Experimental Station, devoted to scientific farming and agricultural development, stands in full view of trains. The city has a number of manufactories, including furniture, door, sash and blind shops; boilers, engines and gearing works; flour mills and brick works.

The country west of Wooster is very low, that around Big Prairie being the first of the great open stretches of land for which Indiana and Illinois are famed.

Mansfield, with a population of 22,417, is the center of a thriving agricultural section, and the energies of its people are devoted to the manufacture and sale of agricultural implements of all sorts—pumps, wagons, and steel soil pipe—as well as to the production of electrical goods and brass foundering. The Ohio State Reformatory is located at Mansfield.

Six and a half miles west of Mansfield, the Toledo Division leaves the main line and runs northwestward.

Crestline, which the Pennsylvania skirts through its southern end, is a quiet town lying on the western border of the Ohio hills, marking the western terminus of the Eastern Division.

Crestline to Fort Wayne

FROM Crestline practically all the way to Chicago the Pennsylvania System traverses the great prairies of the Middle West. These wonderful level areas, miles in extent, with but few trees, and those mainly planted by early settlers, are very productive for farming and provide fine grazing for stock of all kinds.

Bucyrus, the center of a fine stock-raising section and a manufacturing point for farm machinery and the various appliances utilized in the care of cattle, as well as of fine furniture, is the junction point with the Toledo Division branch extending through the center of Ohio from Columbus to Sandusky.

Just after passing Bucyrus station, going west, trains cross the bridge spanning the Sandusky River, one of the largest water courses of Western Ohio, around whose banks the Indian and the white man, in the later years of the eighteenth century, waged bitter warfare.

Upper Sandusky, where the railroad again crosses the Sandusky River, which turns northward to empty, some miles north, into Lake Erie, is a busy city. Its factories turn out machinery, furniture, and wagons of various sorts, as well as foundry products and flour.

A few miles to the northwest is the site of a terrific battle between the Delaware Indians and a force of white men, under the command of Colonel William Crawford. During the year 1782 these Indians had been ravaging the homes of the settlers in the Sandusky Valley, and Colonel Crawford was sent from Fort Steuben, at Steubenville, with 500 men to subdue them. He met the Indians, whose habitat at that time was the Tuscarawas Valley, at this point and was badly defeated, being captured and burned at the stake, in revenge for the slaughter of Indians then going on in Southern Ohio.

Near Forest station, twelve miles beyond Upper Sandusky, the tracks cross the Blanchard River, one of the main tributaries of the Maumee River.

Ada is the seat of the Ohio Northern University.

Lima is in the heart of the great petroleum and natural gas belt of Western Ohio, and is also the seat of Lima College, a Lutheran institution of learning. With a population of 34,500, Lima is interested in the refining and handling of petroleum and its by-products. There are also large railroad repair shops located here, as well as locomotive and car works.

The little station of Auglaize marks the crossing of the Auglaize River, another tributary of the Maumee. Four miles farther on is

Delphos, a busy town of 6,000 people, which contains a railroad repair shop of the Pennsylvania System, and several furniture and woodenware manufactories. Just west of the city the railroad crosses the Erie and Miami Canal, connecting Lake Erie with the Miami River.

From Delphos to Fort Wayne the line lies through an agricultural section, which is under fine cultivation, and dotted with a number of villages and towns.

Van Wert, in the center of this section, is an enterprising community of 8,200 people who are engaged in the manufacture of needed products for the surrounding country and in stock raising.

The line between the States of Ohio and Indiana runs directly through the center of the town of Dixon, the main street of the town, on which is located the Pennsylvania Station, being the dividing line.

Fort Wayne, the largest city passed en route between Pittsburgh and Chicago, is, next to Indianapolis, the most important railroad center in the State of Indiana, seven steam railroads and a number of electric lines converging at this point. It was named for General Anthony Wayne.

Historically, Fort Wayne goes back to about the middle of the seventeenth century, when it was visited by La Salle, who found there the central city of the once powerful Miami tribe of Indians. It was known then as Ke-ki-on-ga. At various times during the seventeenth and eighteenth centuries both the French and the English had military posts at Ke-ki-on-ga. In 1790 General Harmar, at the head of an expedition, was badly defeated within the limits of the present city, and a year later General St. Clair, of the American army, was also defeated just outside of Fort Wayne.

During the campaign waged by Tecumseh and his brother, The Prophet, in August, 1812, Fort Wayne was invested by the Indians and its meager garrison hard pressed for about two weeks, until relief came from other posts.

The city to-day has a population of 75,000 persons. Its public buildings are ornate and costly, and its business buildings and residences are modern in construction. There are many manufactories located in and around the city producing a wide variety of goods.

The St. Joseph and St. Mary rivers unite within the city limits to form the Maumee River, and the surrounding scenery is charming. Concordia College and a number of schools and academies are located within the city limits, and the State Home for Feeble Minded is just outside the city.

The lines of the Pennsylvania System are elevated through the city. The Grand Rapids & Indiana Railway, one of the Pennsylvania's subsidiary lines, extending from Richmond up through Michigan to the Great Lakes, crosses the main line a short distance east of the city limits.

North of Fort Wayne, this important division of the Pennsylvania System extends through one of the most delightful summer resorts regions in the Middle West, as well as one of the greatest furniture producing sections in the world.

Historically, the State of Michigan was one of the earliest visited regions west of the Alleghenies. Jean Nicolet had come thither as early as 1634, and Father Marquette made a settlement at Michilimackinac (now Mackinaw City, the terminus of the line) in 1670. At the latter point, the British garrison in the old fort were massacred by Pontiac in 1763.

Grand Rapids, the chief city on this important line of the Pennsylvania System, was first settled in 1828, when Joseph Campeau established an Indian trading post where the city now stands.



AN OUTING IN THE MICHIGAN WOODS

To-day, with a population of 123,227, it ranks as one of the most important furniture centers in the world as well as a busy manufacturing city in other lines. It is also the chief center in the great fruit belt of central Michigan. The Michigan Soldiers' Home is located three miles from the city.

Fort Wayne to Chicago

CONTINUING westward, the Pennsylvania System leaves the valley of the St. Joseph and bisects the prairies of northern Indiana through wonderful farm land. About nineteen miles west of Fort Wayne it crosses the Eel River, one of the tributaries of the Wabash, and enters **Columbia City**, a lumber town of 3,448 population, and the junction point with the Michigan Division from Terre Haute, through Logansport to Butler and Toledo.

Winona Lake, which takes its name from the small lake lying south of the railroad, is noted as the site of the Winona Assembly and Summer School, annually attracting thousands of students and teachers from the leading colleges, universities, and schools of the country. During the summer months the hotels and cottages around the lake are thronged with those who come to attend the schools and to take part in the many outdoor pleasures to be found here.

Warsaw, a little over a mile west of Winona Lake, and connected with it by both railroad and electric line, is one of the older settlements in this part of the State, its history dating back to 1836. To-day its population of 6,100 are engaged in various manufactures, principally those relating to agriculture, for this part of the State is distinctly a farming section.

A mile or so west of Warsaw the head-waters of the Tippecanoe River, famed in history from its association with President William Henry Harrison, are crossed.

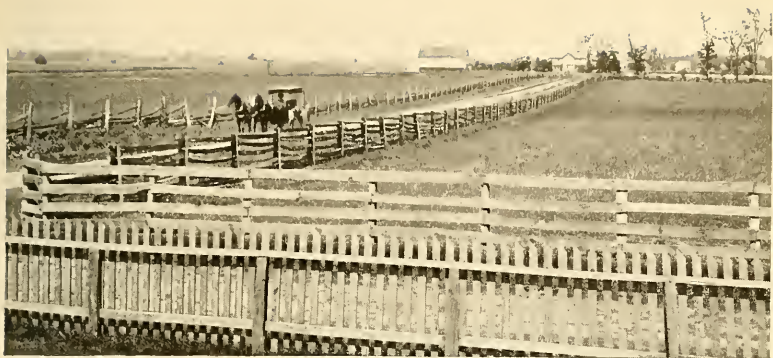
Plymouth, lying along the banks of the Yellow River, which, with the Kankakee and several other streams, unite to form the Illinois River, is the junction point with the branch extending from Logansport to South Bend. The latter point is a few miles south of Old Fort St. Joseph, a landmark in the campaign against the hostile Indians who opposed settlement in southern Michigan in 1754. Ten miles south of Plymouth is beautiful Lake Maxinkuckee.

Davis, just west of Plymouth, on the Kankakee River, is the northern entrance to the famed hunting and fishing grounds in English Lake. This lake is virtually a widening of the Kankakee, and the Yellow River empties into it from the East.

Valparaiso is noted as the seat of Valparaiso University, one of the largest institutions of learning in the State, and also of the Northern Indiana Normal School. First settled in 1836, following the driving farther west of the hostile Indians under Tecumseh, Valparaiso grew rapidly until to-day it has a population of 8,475, and its shops turn out many remarkable products, notably mica paint, dairy materials and machinery.

Shortly before reaching the city of Gary the waters of Lake Michigan may be seen stretching out to the north of the tracks, the railroad skirting this enormous inland sea for almost thirty-five miles.

Gary, twenty-eight miles east of Chicago, was founded and all the buildings utilized by its 18,300 inhabitants were built to house and care for the employes of the enormous steel plant located at this point. Gary has every convenience of the modern city, including electric street-car service, and practically all of its people derive their support from the steel works.



A TYPICAL ILLINOIS FARM

Indiana Harbor is always interesting to travelers from the East entering the city of Chicago on account of the enormous cement works stretched alongside the tracks for quite a distance. Here the slag from the steel plants is ground up to make Portland cement.

Three miles west of Indiana Harbor, on the south side of the tracks, are two large, shallow lakes, known as Lake George and Lake Wolf. The through route from the East via Columbus and Logansport skirts the western edge of Lake Wolf and joins the Fort Wayne Division at

Colehour, marking the State line between Indiana and Illinois. From this point to Union Station one is within the corporate boundaries of the city of Chicago. A little over three miles farther on the railroad crosses the Calumet River, the outlet into Lake Michigan of Lake Calumet, as well as of Lake Wolf and Lake George, which surround the southern end of the city.

For about thirteen miles from this point the tracks are elevated. South Chicago, larger than many cities, but only a recent annex of the greater city, and Englewood, in the heart of the fine residential section of the South side of Chicago, lead into the principal part of the mid-west metropolis. At Twenty-second Street the tracks cross the arm of the Chicago River, which, by the construction of the great drainage canals, has been made to flow in the reverse direction.

Chicago, the western terminus of both the Fort Wayne and Pan-Handle routes of the Pennsylvania System, with a population of 2,388,500, ranks as the second city in the United States, the business center for the great West and the busiest railroad city in the world.

It is probable that Joliet and Marquette were the first white men who saw the present site of Chicago, then on the Indian canoe route from the Great Lakes to the Mississippi Valley. This was in 1673, and Pere Marquette spent the following winter in a small cabin here. In the early part of the eighteenth century, the French built a fort at Chicago Portage, which was still standing in 1795.

Jean Baptiste Pointe de Saible, a San Domingan negro, appears to have been the first permanent settler in Chicago, where he located as an Indian trader in 1777. John Kinzie, an American, bought the location in 1803. Fort Dearborn, built on the river opposite Kinzie's cabin to house, in 1804, the small garrison of United States troops sent out after the George Rogers Clark conquest in 1798, was burned and its garrison massacred

by Indians under orders from Colonel Hull of the British forces, August 15, 1812.

In 1816, Fort Dearborn was rebuilt and a small village grew up around it, which, in 1837, was incorporated as a city with a population of 4,170. But it was not until the railroads touched Chicago in 1852, that it really began to grow. As the railroad lines crept into Chicago and thence westward over the plains, the city increased in importance.

A memorable year in the history of Chicago is 1871. On Sunday evening, October 8th, Mrs. O'Leary's cow kicked over a lamp in a small barn on the west side and started the great fire. For twenty-four hours the fire raged, over an area of 2,024 acres, with great loss of life—estimated at 300 persons—and a property loss of \$187,000,000. The consequent destitution and suffering called out instantaneous responses from all parts of this country and from Europe. Many insurance companies were forced to suspend, but some \$46,000,000 of fire claims were paid; bank vaults were, fortunately, found intact. Within two years the burned area was again covered with buildings, and in the rebuilding much more substantial types were used.

Less than eighty years ago Chicago had but little more than 4,000 inhabitants; to-day, one of its immense office buildings houses a larger number of workers, while one retail store has 7,500 employés. From the downtown business section, crowded with lofty sky-scrapers indicative of the hustling business activities so manifest, to the quieter hotel and residential sections, and including the great stock yards, everywhere throughout its area of 194 square miles is the western spirit of push and hustle displayed.

In value of product, Chicago's greatest industry is meat-packing and slaughtering, with annual product of \$270,000,000. Next comes clothing, with \$70,000,000, and printing machinery and its allied industries, with \$50,000,000. Chicago claims to have 150 distinct lines of manufactures, each of which exceeds \$100,000 in value of product per annum. The total annual value of manufacturers of all sorts is over one billion dollars; one company employs 13,000 men; one plant has an output valued at \$200,000,000 annually.

Twenty-six of the principal railroad trunk lines of the country run trains into Chicago terminals, in addition to numerous belt lines. The corporate limits of the city are gridironed with no less than 800 miles of



NEW UNION STATION, CHICAGO
(Under Construction)



THE LAKE FRONT, CHICAGO

main track and 1,400 miles of auxiliary tracks and sidings. Chicago is the terminus and starting point of all its railroad lines, no regular train passing through Chicago en route to another destination. There are six railroad stations in Chicago, and passengers holding through tickets are transferred where necessary. The Union Station, used by the Pennsylvania System, is being replaced by a modern and handsome structure on a site slightly removed from the present one at Adams and Canal streets.

The park system of Chicago is extensive. The public parks cover 4,388 acres, and the various parks are connected by boulevards splendidly paved and affording favorite highways for automobilists. The entire circuit requires a journey of sixty-eight miles. The best known of these public pleasure grounds is Jackson Park, the site of the World's Columbian Exposition in 1893.

Pittsburgh to Cleveland

BETWEEN Pittsburgh and Cleveland the Pennsylvania System maintains three routes, over two of which through cars to and from the East are run, and over the third through cars are run from and to Pittsburgh.

Passengers taking through cars via Youngstown traverse the same route as Chicago passengers as far as Homewood.

Thence the railroad extends along the west bank of the Beaver River to **Mahoningtown**, a little village lying at the confluence of the Beaver and Mahoning rivers. This is the junction point with the Erie Division extending through New Castle to Erie, through the valley of the Shenango River.

New Castle, at the junction of the Shenango and Neshannock rivers, is one of the leading industrial centers on the western border of Pennsylvania. Iron and steel and products manufactured from them; glass, cement, china, pottery and table ware of all kinds are the leading industries. First settled in 1800, to-day it has a population of 40,000.

The Cleveland line turns northward from Mahoningtown through the narrow valley of the Mahoning to Youngstown. The State line between Pennsylvania and Ohio is crossed about midway between Hillsville and Haselton.

Youngstown, with a little over 110,000 population, is the chief steel and iron center in Eastern Ohio. Its development has been almost phenomenal in the past quarter of a century, and in point of material wealth it rivals many cities much larger in population.

The land on which the old part of the city, along the river, stands was bought, in 1796, by one John Young from the Connecticut Land Company, and a thrifty little settlement soon sprang up in the deep gorge between the high hills on either side of the river.

To-day, the city extends over five miles up and down the river and on the hills on either side. Great blast furnaces roar from one end of the year to the next, and hundreds of plants, large and small, make the city a busy hive of industry.

Following the Mahoning, through a series of great steel mills, one comes to

Niles, also an important mill city and the junction point with the line running to Ashtabula on Lake Erie. Over this branch much of the iron ore from the great Michigan mines reaches the Youngstown and Pittsburgh districts. Niles is also noted as the birthplace of the martyr-President William McKinley.

Turning west from Niles, still alongside the Mahoning, the line traverses a rolling section of fine farm land. Crossing the river at Newton Falls, a beautiful cataract, the route extends to

Ravenna, a center for summer resorters, who throng to the numerous small lakes that lie in and around the town, and a manufacturing point for agricultural implements and furniture.

This is in the heart of the Western Reserve, that great tract of land once belonging to Connecticut which was sold in 1795-96, the proceeds being largely devoted to the establishment of Western Reserve University, started at Hudson, but now located in Cleveland.

Six miles further on the railroad enters the valley of the Cuyahoga River, which it follows all the way to Cleveland.

Hudson is the junction point with the Akron Division, the through route from Columbus to Cleveland. This quiet country town was one of the earliest settlements in the Western Reserve, and was noted, during the Civil War days, as the chief headquarters of the Abolitionists in Ohio.

Twelve miles north of Hudson is one of the prettiest places on the



THE "SQUARE," CLEVELAND

Cuyahoga River. Here this wandering stream has carved for itself a deep gorge, through which it flows for some distance. Near Bedford station the river leaps over a high ridge of rocks in two falls.

It is but a few miles farther to the outskirts of Cleveland. The railroad enters the city from the southeast and crosses two of the larger thoroughfares, Woodland Avenue and Euclid Avenue, with a station at each street. The latter station is the point at which persons destined to the residential section of the city leave the train.

Before reaching Euclid Avenue, the tracks become elevated and curve through the business section down to the shore of the lake, which is seen for some distance before the Union Station is reached.

Cleveland, with a population of 668,803, ranks sixth among the great cities of the country. As one of the big receiving ports for the giant lake steamers engaged in the iron ore trade it is one of the principal iron and steel industry centers of the country.

Moses Cleaveland, a surveyor sent out by the Connecticut Land Company, in 1796, to survey and establish New Connecticut in the Western Reserve, picked out the plateau lying alongside Lake Erie, near the mouth of the Cuyahoga River, for the capital of the new domain, and the new town became known by his name.

Its name was sometimes spelled "Cleaveland" and again "Cleveland." The latter spelling was established in 1831, when the newspaper was unable to get the letter "a" in the title in the width of its headline. The growth of the city was slow until the Ohio Canal was built in 1832, when the settlement quickly grew by immigration from the East.

As a headquarters for the oil industry, following the development of the great wells in western Pennsylvania in the early '60's, Cleveland became a center of note.

To-day, aside from the importance of the iron ore trade over the Great Lakes, steel ships, heavy machinery, wire and wire nails, bolts and nuts, malleable castings, are among the many metal products of Cleveland, while the automobile industry, with the necessary adjunct of gasoline refining, figures largely in its total manufactures. The city claims to have four per cent of the savings deposits of the country, while it has but one per cent of the total population.

Cleveland has an extensive parking system, with twenty-two parks containing 1,326 acres. On the Lake Shore is Gordon Park of 122 acres, and two miles back on an elevation overlooking the Lake is Wade Park, containing the marble monument to Commodore Perry, hero of the battle of Lake Erie, which at one time stood in Public Square.

The Pennsylvania System runs into the Union Station, lying on the lake front in the heart of the city. It also has its own station, Euclid Avenue, in the eastern end of the city, on Euclid Avenue, Cleveland's famed residential and business boulevard.

Through cars to Cleveland via Salem, traverse the main line of the Fort Wayne Route to Alliance; thence turning northward over a steep grade surmounting the watershed of the Cuyahoga River, the route extends through a number of small towns to Ravenna, joining there the line running via Youngstown.

Passengers via the route through Wellsville, leave the Fort Wayne main line at Rochester and cross the Beaver River to

Beaver, an important shipping point for oil and coal, and then follow the Ohio River through East Liverpool, where one of the largest potteries in the world is situated, to Wellsville, where the route turns northward through the hills to Alliance and thence through Ravenna to Cleveland.

Mansfield to Toledo

THE Toledo Division, which branches from the Fort Wayne main line at Toledo Junction, a few miles west of Mansfield, traverses a section of fine farm land, watered by the Sandusky, Portage and Maumee rivers.

Tiffin, the largest city on the division, lies on the Sandusky River, and is not only the center of the agricultural district surrounding it, but a noted glass manufacturing point.

Beyond the crossing of the Portage River, near Woodville Station, one enters the valley of the Maumee, which was noted as the northern end of the Indian trail from the Great Lakes to the Mississippi Valley. Canoes were paddled up the Maumee to near Fort Wayne; thence by a short carry to the Wabash, an all-water route for hundreds of miles was obtained.

It was along the Maumee, which is crossed just before Toledo Station is reached, that many noted fights with the Indians were waged in the campaign of 1794, when General Anthony Wayne utterly routed the Miamis at the battle of Fallen Timbers.

Toledo is one of the chief cities of Northern Ohio and one of the principal seaports on Lake Erie. As a producer of iron and steel, and the varied products of these two staples; of plate glass and fine art glass; of vehicles of all kinds, including wagons, carriages, automobiles, and bicycles, it is well known.

While it is probably true that the first actual settlement on the site now occupied by Toledo was made by the French, who invaded this section of the country in the early days of the eighteenth century, the first historic event was the erection of Fort Necessity, at the junction of the Maumee and Swan Creek, in which, in 1805, a treaty of peace was made between the Indians and the United States, by which the Red Men yielded final title to the "Fire Lands," claimed by the citizens of Groton and New London, Conn., as recompense for the burning of these two towns by the British during the Revolution.

The first actual settlement was made in 1817 at the mouth of Swan Creek, but it did not last. A second attempt was made in 1832 by Major Stickney, and after some rivalry between the two villages, which were a mile apart, a consolidation was effected, and the united town named Toledo at the suggestion of Willard J. Daniels, because no other town in the United States bore such a name, and it was euphonious.

The city's growth was slow until the opening of the Wabash and Erie Canal in 1843, when it began to increase in size and importance, and to-day it stands well to the forefront of the business world, with a population approximating 187,000 persons.

The city itself is well laid out with wide streets, many of them well shaded by old forest trees. It has a park system of nearly 900 acres. The wharves, with the enormous grain elevators, where is received the bumper crops of grains from the great Northwest, are always interesting to visitors to the city.

There are a number of important buildings in the city, notably the Lucas County Courthouse and the Toledo State Hospital for the Insane.

Detroit, the terminus of through cars from Pittsburgh and the East, with a population of 537,650, is noted as the greatest automobile center in the world. Through the Detroit River is carried almost the entire tonnage of the Great Lakes.

Detroit was first settled by Cadillac on July 24, 1701, when Fort Ponchartrain was built. Taken over then by the English in 1760, the post was bitterly besieged by Pontiac from May 9 to October 12, 1763. The town was entirely destroyed by fire in 1805; then rebuilt and became the capital of the territory. In 1847 the capital was removed to Lansing.



THE PAN HANDLE ROUTE ALONG THE OHIO

Pittsburgh to Columbus

PENNSYLVANIA SYSTEM trains to Chicago, via Columbus, and to Cincinnati, Indianapolis, Louisville, and St. Louis, traverse what is popularly known as "The Pan Handle Route," over which runs "The St. Louisan" and "The New Yorker," companion trains with the "Broadway Limited."

After leaving Pittsburgh, trains speed over a long bridge spanning the Monongahela River, and turn northward along the west bank of the Ohio for about two miles, thence through a tunnel under the high ridge which shuts in Pittsburgh's western borders, and up the valley of one of the swift-running little streams that feed the Ohio, to

Carnegie, a busy town in the center of the Chartiers valley, which is the heart of the famous Pittsburgh bituminous coal district. There are large manufacturing establishments in Carnegie, notably a number of steel plants.

It is also the junction point with the branch lines extending south to Washington and Waynesburg.

Washington is a manufacturing city of about 26,200 population and the seat of Washington and Jefferson College, founded in 1780.

Crossing the high divide around which the Ohio River makes a big horse shoe curve, and passing McDonald, an oil and bituminous coal town, the picturesque valley of Harmone Creek is followed to

New Cumberland Junction, the junction with the branch line to Chester, running north along the east bank of the Ohio River, and

Wheeling Junction, the point from which the branch line to Wheeling, W. Va., leaves the main line, and also the last station in the State of West Virginia, the railroad crossing the Ohio River on a long bridge just after leaving the station.

Wheeling, twenty-four miles south, one of the most important business cities in West Virginia, is noted as being one of the first towns founded on the Ohio River. Fort Henry, named for Patrick Henry, was erected in 1774, and withstood three sieges.

Steubenville, a busy manufacturing city of 26,000, is noted as the place where steam was first used in the United States in manufactures. It was settled in 1797, following the erection of Fort Steuben here in 1786, and the start of Crawford's disastrous campaign against the Wyandottes, in 1782, from this point. Steubenville is the junction point with the branch extending from Beaver along the west bank of the Ohio to Powhatan.

Westward from Steubenville, the railroad follows the Ohio River for over three miles, and then turns abruptly west through the rolling hills of eastern Ohio. Many pretty little settlements dot the line.

Dennison receives its name from William Dennison, governor of Ohio during the war between the States, and postmaster-general under President Buchanan, who was very liberal in his benefactions to Dennison College.

Just west of Tuscarawas, the Pan Handle Route enters the valley of the Tuscarawas River, a stream which rises to the north, through the hills, and alongside of which runs for many miles the canal connecting Lake Erie with the Ohio River at Portsmouth. Thence for nearly thirty miles, the railroad, the river, the canal, and one of the Ohio main roads parallel each other.

Gnadenhutten, a little country village on the Tuscarawas, is reminiscent of one of the most tragic events in early American history. Here, in 1772, the remnant of the Delaware Indians, who had been converted by the Moravians, created a little settlement for themselves on the banks of the Tuscarawas. Forced away by the English invaders in 1781, a small number who remained to harvest crops, in 1782 were massacred by Colonel Williamson and American troops, in revenge for the part the rest of the tribe took in the French and Indian War.

New Comerstown is the junction point with the branch lines to Bayard and Goshen and with the Marietta Division.

Zoarville, nine miles north of New Comerstown on this branch, was for eighty years the community Zoar of the Separatist Society, founded in 1817 by Joseph Bimler.



THE BEAUTIFUL TUSCARAWAS VALLEY

Marietta, the terminus of the Marietta Division, the seat of Marietta College and a thriving community of about 15,000 persons, was the first organized settlement in the Northwest Territory, and the first court was held here in September, 1788. Fort Harmar had been built here two years before, and Fort Gower, at the mouth of the Hocking River, in 1782, by the invading settlers from the East.

Marietta was built on one of the largest of the old mounds or earthworks made by the ancient inhabitants of this country, of which this section of Ohio has many relics in the way of these peculiar "works."

Coshocton, marks the junction of the Tuscarawas and Mohican rivers to form the Muskingum. In addition to being a prosperous town of 12,000 people, Coshocton is also the terminus of the branch northward to the Fort Wayne Division at Loudonville.

From Coshocton the railroad follows the valley of the Muskingum for about fourteen miles; thence along the canal for nearly twenty-two miles. A number of towns dot the way.

Trinway is the junction point of the Pan Handle Route with the Zanesville Division, which follows the Muskingum southward to

Zanesville, founded in 1799, and containing the largest tile works in the world. Thence, this division turns westward to the valley of the Little Miami, where it joins the Cincinnati Division at Morrow.

Lancaster, with a population of 14,480, the county seat of Fairfield County, is noted as the birthplace of General W. T. Sherman and of Senator John Sherman.

Circleville, on the Scioto River, was built on the site of a circular mound or earthworks left by the Mound Builders, hence its name. It has a population of 6,747.

A branch line also extends northward from Trinway to Killbuck, on the Akron Division, which follows the picturesque valley of the Killbuck River, a tributary of the Mohican.

Newark is the largest town passed between Pittsburgh and Columbus. It has a population of 28,000, and very extensive manufactures, embracing a locomotive works and electric car factory, glass works, chemical instrument and carriage factories. Near Newark is the encampment grounds of the Ohio State Militia. Newark is also noted for the large prehistoric mounds in the immediate vicinity, covering four square miles.

Between Newark and Columbus the Pennsylvania Lines cross the watershed between Muskingum and Scioto valleys, Summit station marking the divide.

Columbus, the terminus of the Pittsburgh Division of the Pan Handle Route, in addition to being the capital of the State of Ohio, is one of the most important railroad centers of the Middle West, seven lines centering here, six of them using the Union Station, one of the most ornate structures of its kind in the United States.

Columbus, which to-day has a population of 209,722, was settled in 1810. In 1816, it was made the State Capital. The first capitol buildings were of brick and cost \$85,000—in those days very fine buildings. The present capitol, a Doric structure of native grey limestone, covers nearly three acres, and, with the other government buildings, has cost about two and one-half millions of dollars.

The city is a most attractive one with wide streets and fine business buildings and residences. Its manufactories are extensive and produce a wide variety of products.

Columbus is the seat of the Ohio State University, the Capital City University, and St. Mary's Academy, three noted schools. The United States Government maintains an army post on the northeastern borders of the city, known as Fort Columbus.



STATE CAPITOL, COLUMBUS

Columbus to Chicago

PASSENGERS to Chicago and to St. Louis via Piqua traverse the same line between Columbus and Bradford. Leaving the Union Station trains follow the valley of the Scioto River for a mile or more outside the city limits; then cut across country to Big Darby Creek, which waters a charming farming section for over sixteen miles.

Urbana is the largest town in this agricultural section, with a population of 8,100, chiefly engaged in the large rolling stock works located here, and in the manufacture of wagons, stoves, agricultural implements, shoes and furniture. Urbana University, an educational institution under the direction of the Swedenborgians, is located here.

Piqua, with a population of over 14,000, is a thriving town whose development has been largely due to the extensive use of the water power of the Miami River, which flows directly through the city. Its factories are busy in the production of woolen goods, furniture, and iron and steel products. One crosses here the Miami and Erie Canal, one of the main stems of the Ohio Canal System.

In 1749, the first English-speaking settlement in Ohio was made a few miles north of Piqua and was called Pickawillany, which was undoubtedly corrupted to the present name of Piqua. In 1752, all the inhabitants of this settlement were massacred by Indians.

Covington. Near this town the railroad crosses the Stillwater River, one of the tributaries of the Miami.

Bradford is given up almost entirely to the business of the Pennsylvania System. To the south extends the line leading to Richmond and Indianapolis. The fine building erected by the Young Men's Christian Association for the benefit of railroad men is a complete home; for it contains dormitories and restaurants for the use of the railroad men, and was erected some years ago on the triangle formed by the various lines centering at Bradford.

Woodington station, just before the State line between Ohio and

Indiana is passed, is a few miles south of the site of old Fort Recovery, built in 1794, and of the terrible battle between St. Clair and the Wyandotte Indians on November 4, 1791, when St. Clair's force of 1,400 men were utterly routed.

Beyond the State line, which is crossed a short distance east of Union City, the railroad traverses the hills dividing the valleys of the Miami and the Wabash, which, like Darke County, Ohio, were once the habitat of hostile Indian tribes, who followed the French invasion of the northern end of the State. Through these hills flows the Mississinewa River, one of the tributaries of the Wabash, which the railroad first strikes at

Ridgeville, the junction point with the main line of the Grand Rapids & Indiana Railway, running north to Fort Wayne and into Michigan.

Marion, with a population approximately 25,000, is in the natural gas and petroleum belt, as well as the center of an extensive agricultural section. Here is located one of the National Soldiers' Homes, the buildings of which can be seen on the hills about three miles south of the city. This home is one of the most extensive in the country, the plant having cost the government a million and a half of dollars in its erection.

For twenty miles beyond Miers station the little valley of Pipe Creek is followed all the way to its mouth in the Wabash River, where the main line from Cincinnati to Chicago joins the line from Columbus.

Logansport, with a population of 22,000, is one of the chief railroad cities in central Indiana. Its name was originally Logan's Port, from the fact that Captain Logan, a Shawnee chieftain, was killed in 1812, near the Maumee River, to the north of the city.

The city is most picturesquely located. The Wabash River, which at this point is in a wide valley between high hills, passes through the center of the city. The Eel River, which rises to the north, empties into the Wabash just west of the Pennsylvania Station, over a high ridge of rock, down which the water tumbles in wild confusion. Logansport's manufactures are varied and extensive, although the great shops of the Pennsylvania System, located here, give employment to many hundreds of its residents. Automobiles, and iron, steel and aluminum castings, also furnish a large part of its trade.

From Logansport branch lines extend to Toledo, South Bend, Effner, the eastern terminus of the Toledo, Peoria & Western Railway (a subsidiary line of the Pennsylvania System), Terre Haute and Cincinnati.



THE TIPPECANOE RIVER

Leaving Logansport, Pennsylvania System trains wind up and over the hill to the north of the city, passing over the Eel River falls on a high bridge. A remarkably beautiful view of the Wabash Valley, extending in either direction, may be had as the train reaches the summit of the hill. For over eighty miles beyond the railroad traverses the great Indiana prairie, which covers almost the entire northern part of the State. This wonderful section, almost as level as a billiard table for miles, was, according to historians, practically uninhabited until the advent of the French explorers in 1669 and 1670. Dotted with hundreds of small lakes, it was entirely treeless. What timber is here to-day, is said to have been planted by the settlers who came hither about 1815.

Winamac is interesting as marking the crossing of the Tippecanoe River, famed from its connection with General William Henry Harrison's big fight with Tecumseh and The Prophet November 7, 1811, some miles south, where the Tippecanoe empties into the Wabash.

General Harrison, the ninth President of the United States, who was then Governor of the Northwest Territory, found it impossible to get Tecumseh to leave the war path. So, with 900 men, he set out to rout the forces under Tecumseh's brother, known as "The Prophet." During a parley the wily Shawnees suddenly attacked the white men, but, after a bitter fight, were overthrown.

Passing English Lake, with its many bungalows and club houses, where hunters and fishermen come every season in great numbers, the railroad, just beyond Schererville station, curves down from the high prairie land over the escarpment, which, perhaps, at one period of the world's history was the southern shore line of Lake Michigan. Beyond this cleft one may see the smoke from Chicago's thousands of chimneys.

Just before reaching Lansing station the State line between Indiana and Illinois is passed. The railroad skirts the western shore of Lake Wolf and joins the Fort Wayne Division in South Chicago.

Columbus to Indianapolis

Via Bradford

THROUGH trains of the Pennsylvania System from the East to Indianapolis and St. Louis, running via Bradford, traverse the same route between Columbus and Bradford as has been described in the preceding pages. Thence the route turns westward into Darke County, which was the scene of General Anthony Wayne's campaign against the Indians in 1793 and 1794.

Greenville, a thriving city of 7,000 population, lies near the point where Wayne established Fort Greenville as a base for the force of 3,000 men whom he had brought from Fort Washington at Cincinnati. After defeating the Wyandottes at the battle of Fallen Timbers, on the Maumee River, he returned to Fort Greenville, where, on August 3, 1795, he signed a treaty with the Indians, whereby they relinquished much territory in Ohio in exchange for \$20,000 and an annuity of \$9,000.

New Paris, near which Fort Hamilton was erected, in 1791, as one of the chain of defenses against marauding Indians, is the junction with the main line extending from Columbus to Indianapolis through Xenia and Dayton. About a mile west of New Paris the railroad crosses the line between Ohio and Indiana.

Richmond, which lies on the east fork of the White Water River, is an active city of 28,000 inhabitants, with large and varied manufactures. It was settled by a group of the Society of Friends, who emigrated thither from North Carolina in the year 1816. It is also the seat of the Eastern Indiana Insane Asylum. The route to Indianapolis here crosses the main

line between Cincinnati and Chicago, and the city is the southern terminus of the Grand Rapids & Indiana Railway.

Westward to Indianapolis, the Pennsylvania System follows almost a straight line across the rolling prairie land—magnificent farm land, well watered by the White and White Water rivers. The three main forks of the latter river, the most important in southern Indiana, are crossed between Centerville and

Cambridge City, whence a branch line extends through a grazing section and Shelbyville, an old town with 10,500 population, to Columbus, on the Louisville Division.

Knightstown marks the crossing of the Blue River, the chief tributary of the White River.

Greenfield, the largest town on the line between Richmond and Indianapolis, in addition to the industry of its 5,000 citizens, is noted as the birthplace of the Hoosier poet, James Whitcomb Riley.

Indianapolis, selected as the capital city of the State of Indiana in 1820, has developed into one of the larger cities of the country, noted for the number and the excellence of its manufactured products, the progressiveness of its 290,000 inhabitants, and the beauty of the city, both in its business and residential sections.

The Indiana Soldiers and Sailors' Monument, which may be seen from trains entering the Union Station, is the finest work of art of its kind in the world. It stands in the center of a circle right in the heart of the city and towers 288 feet in the air. It was designed by Bruno Schmitz and cost over \$500,000.

The Indiana State House, erected at a cost of about \$2,000,000, which occupies two entire city blocks, is a most notable structure. The new Federal Building, costing nearly two and one-half millions, and other State and municipal buildings beautify the city. There are nearly 1,200 acres of parks in and about the city, and the famous Speedway, on which are held the greatest automobile contests in the country, is known everywhere.

From Indianapolis the Louisville Division extends southward to Louisville and northward to Logansport, and the Vincennes Division, southwest to

Vincennes, one of the original outposts of civilization in the west, and the scene of George Rogers Clark's victory over the British garrison at Fort Sackville in 1779. Vincennes was first occupied by the French in 1702,



BATTLE MONUMENT, INDIANAPOLIS

but was captured by the British in 1763. To-day it is an important manufacturing city of 16,700 population.

Columbus to Indianapolis

Via Xenia and Dayton

LEAVING Columbus for Indianapolis via Xenia and Dayton, Pennsylvania System passengers traverse a section of country which is interesting in many ways, but more particularly from an historic point of view, for it is dotted with towns large and small in which history has been made from the earliest days up to the present time. Its story ranges from the building of the ancient mounds to the development of the modern aeroplane.

On the left, as one passes over the bridge crossing the Scioto, which, rising to the northwest of Columbus, flows almost directly south, passing through Chillicothe, the former capital of the State, and empties into the Ohio at Portsmouth, one of the very early settlements in this section, are seen the buildings of the Ohio State Hospital for the Insane, surrounded by some very attractive landscape gardening.

Beyond, the double-track roadway of the Pennsylvania stretches out across the thirty-five mile section of very rich farm land, most of it the black clay for which Ohio is famous. This tract was for many years known as the Virginia Military District, so named because Congress, following the Revolution, set it apart for the use and settlement of the officers of the Virginia regiments who had served during the war with Great Britain.

West Jefferson, on Darby Creek, is noted as the place where the family of Logan, the Indian, were massacred in 1774, which led to Logan's joining the bad Indians in the West.

Between London and South Charleston, the railroad crosses the watershed between the Scioto and Little Miami valleys and comes into

Xenia, a busy city of 10,000 population, lying between the two forks of the latter stream, the county seat of Greene County. Here, too, is Wilberforce University, one of the most noted negro institutions of learning in the country.

Xenia is the junction point with the Cincinnati Division and with the branch line running northwest to

Springfield, an important manufacturing city of 52,000 population and the county seat of Clarke County.

Four miles west of Xenia the railroad crosses the Little Miami and continues in a northwestwardly direction to

Dayton, noted throughout the civilized world as the home of the cash register and the flying machine, and, in addition to this distinction, as an exceedingly thrifty manufacturing city with a population of 123,677.

First laid out in November, 1795, by General Israel Ludlow, a veteran of the Revolution, who helped to found Cincinnati, and named by him after General Jonathan Dayton, a noted figure of early American politics, the first permanent settlers found their way to the new town in 1796. Here, on December 17, 1903, Wilbur Wright made the first successful flight of man in a heavier-than-air machine, and paved the way for the wonderful science of aviation.

Dayton was almost wiped off the map in March, 1913, by the disastrous flood of the Great Miami River, which, with the Ohio Canal, runs directly through the heart of the city. The devastated portions have all been rebuilt.

Dayton is the northern terminus of the Cincinnati, Lebanon & Northern Railway, a subsidiary line of the Pennsylvania System.

From Dayton to New Paris, the point of junction with the line running from Columbus to Indianapolis via Bradford, the railroad passes through a fine agricultural section.

Indianapolis to St. Louis

ON the western outskirts of Indianapolis the St. Louis line crosses the west fork of the White River, the shallow stream flowing to the south, along whose banks the Delaware Indians waged bitter warfare around the year 1800. This tribe originally came from the Atlantic coast, where they are best known as the Lenni Lenape.

Between Indianapolis and Terre Haute many small towns and villages dot the hillsides and the little valleys. There is much coal land in this vicinity, and good farms under cultivation.

Greencastle, with a population of about 5,000, was one of the early settlements in Indiana, its history going back to 1822. To-day, it is a progressive city with extensive trade in lumber and tin plate. De Pauw University, which was founded in 1837 by the Methodist Episcopal Church, is located here.

Brazil is a junction with a short branch line running to Saline City on the south, and the Central Indiana Railway, a subsidiary company, extending to Muncie. There are very rich mines of block coal in the vicinity, as well as very extensive deposits of pottery clay, which are utilized in the production of tiles. Brazil has a population of 12,000.

Beyond Brazil one comes down into the valley of the Wabash River, which, during the early years of the nineteenth century, witnessed many bitter struggles between the Indians and the settlers who took up land in what was then the Northwest Territory.

Terre Haute, laid out as a city in 1816, and chartered in 1833, is one of the most prominent railroad and manufacturing centers in the Middle West. It lies in the midst of a rich agricultural region, and in the center of coal lands, comprising over 2,000 square miles. The Michigan Division extends northeastwardly from Terre Haute to Logansport and Toledo and the Peoria Division northwestwardly to Peoria.

With a population of 63,529, and industries embracing rolling mills, foundries, distilleries, breweries and flour mills, its streets are well laid out and many handsome public and private buildings lend an attractive atmosphere. The Indiana State Normal School, one of the leading educational institutions of the State, is located here.

Two miles and a half north of Terre Haute was the site of Fort



AMONG THE HILLS NEAR XENIA



(From an old sketch)

OLD FORT HARRISON

Harrison, built by General William Henry Harrison, in October, 1811, as a part of the defenses in the campaign against Tecumseh. Here, Captain Zachary Taylor, afterwards President of the United States, with but fifteen men, withstood a fierce attack by Indians on September 3 and 4, 1812. The Wabash River is crossed just after leaving Terre Haute.

Six miles west of Terre Haute, just before reaching Liggett station, a large sign post set up in the midst of the farm lands on the left-hand side of the track, going west, marks the dividing line between Indiana and Illinois.

Farrington, just inside the borders of Illinois, is the junction point for the Peoria Division running northwest to Peoria. This line traverses the great corn belt of Illinois, one of the richest agricultural sections in the United States, passing through Decatur, where are located the largest corn mills in the country, and the James Milliken University.

Peoria, the center of the distilling district of Illinois and a thriving manufacturing city, with a population of 66,950, was the site of old Fort Crevecoeur, built by the early French invaders of the West under La Salle in 1680. George Rogers Clarke also built a fort here in 1783.

Nauvoo, lying on the Mississippi River midway between Keokuk and Burlington, the western termini of the Toledo, Peoria & Western Railway, a subsidiary of the Pennsylvania System, is noted as the first large settlement of the Mormon followers on their way to Utah.

En route to St. Louis, the line crosses the Embarras River, a mile or so east of the hill on which Greenup sits, and one comes a few miles further on to

Martinsville, interesting from the fact that it is the center of about twelve hundred acres of land on which the Ohio Oil Company maintains a "tank farm," which is always an object of interest to travelers by this line to St. Louis. For several miles on either side of the track are located 223 iron tanks, each numbered in large numerals. These tanks have a capacity of 35,000 barrels of oil each.

Teutopolis, is the seat of St. Joseph's Seraphic College, an educational institution for the training of young men for the Roman Catholic priesthood, founded in 1861, largely under the influence of a number of religious men who had been driven from Germany on account of persecution.

Effingham, prettily situated in a little group of hills, on either side of which run the two tributaries of the Little Wabash River, is the trading center for the extensive agricultural section extending for miles on both sides of the railroad. It is also the seat of Austin College.

As the trains speed west, the railroad crosses the Kaskaskia River, a winding stream rising almost in the middle of Illinois and flowing southward to empty into the Mississippi a little to the southeast of St. Louis.

This river shares with the Wabash reminiscent glory from the fact that its banks witnessed some of the most bitter struggles in the early settlement of the Middle West. About eighty miles to the southwest was the site of old Kaskaskia, captured from the British on the night of July 4, 1778, by General George Rogers Clark, which led to the establishment of the Northwest Territory in 1783. Kaskaskia for years after its settlement by the French, in 1720, was known as "The Paris of the West."

Vandalia, one-time capital of Illinois, boasts of handsome residences and substantial business houses, and the old capitol buildings that, set back amongst stately trees, shelter the county officials, and are landmarks for the whole State.

The selection of Vandalia as the capital of the new State of Illinois, after its removal from Kaskaskia, is the subject of a well authenticated tale. The Board of Commissioners, appointed in 1819 to select sites, so the story runs, followed the Kaskaskia River back from the Mississippi until they came to the spot where now Vandalia sits. Here one of the party killed a deer and, with his fellow commissioners, stopped to cook and eat it. So delighted were the party with the surroundings at this particular spot that they decided the State House should be erected on the very ground where the deer had been slain. The State capital was removed to Springfield in 1839.

Beyond Vandalia, low, rounded hills dot the prairie land as far as the eye can reach, and the country is under good cultivation. This was once the habitat of the Kaskaskia, a tribe of Indians who are now practically extinct. It is more than probable that members of a prehistoric race also inhabited this section, for near

Collinsville station there may be plainly seen from the passing train two mounds, one on either side of the track, which are in a good state of preservation.



OIL TANK FARM AT MARTINSVILLE

West from Collinsville, the railroad cuts through the bluffs that line the Mississippi River, and, finally, comes down alongside the "Father of Waters" just before the East St. Louis yards begin.

East St. Louis, on the Mississippi directly opposite St. Louis, with which it is connected by three bridges—the Eads, the Merchants, and the St. Louis bridge—is one of the busiest cities of its size in the United States. In addition to being the converging point for eighteen of the railroads entering St. Louis, which deliver their trains here to the Terminal Railroad running into the great Union Station across the river, it is one of the largest live-stock distribution centers in the United States, and the most important horse and mule market in the world. Its manufactories are extensive and produce a wide variety of goods.

St. Louis, the western terminus of the Southwest Division of the Pennsylvania System, with a population of 734,667, is the fourth city of the Union and the gateway to the Southwest, whose trade it controls in connection with Kansas City, its nearest rival for this supremacy. It ranks next to Chicago as a railroad center.

St. Louis was founded February 14, 1764, by a party of French under a 14-year-old boy named Auguste Chouteau, who had been sent from New Orleans by his step-father, Pierre Laclede Ligest, to establish a trading post. The little village was named in honor of Louis IX of France. Unknown to Louisiana province, France had already secretly ceded the entire territory west of the Mississippi to Spain, but the village continued French until formal possession was taken by Spain in 1770, when the population numbered some thirty-three whites and seventeen colored slaves. Spanish domination lasted until 1800, when by another secret treaty the vast Louisiana territory was secretly ceded by Spain back to France, and sold in 1803 to the United States by Napoleon I. The formal transfer of authority from France to the United States over Upper Louisiana took place at St. Louis, March 9, 1804, and it was the centennial of this event which was celebrated by the World's Fair of 1904.

The population of St. Louis at the time of the Louisiana Purchase was about 1,000 whites and 300 slaves and free negroes, but settlers swarmed



UNION STATION, ST. LOUIS



KINGSBURY PLACE, ST. LOUIS

in soon after the change from foreign denomination; particularly Germans. To such an extent did the Germans count that they entirely overshadowed, in a few years, the original French settlers. The names of many streets, however, still show the French influence and domination, and King's Highway, an avenue destined to be one of the most beautiful streets of the city, is a relic of the broad highway originally laid out for the King of Spain from St. Louis to the village of New Madrid, hundreds of miles south.

St. Louis was a hot bed of contention during the Civil War, although no battles were fought in the city or near it. It was a base of supplies for the western troops and at Carondelet, now a part of the city, Captain James B. Eads built the first United States iron-clad gun boats which played so large a part in the Mississippi River campaign.

Although St. Louis was always a factor in trade between the East and West in connection with steamer and canoe trade on the Mississippi and Missouri Rivers, John Jacob Astor having located here as a fur trader as early as 1819, the extension of railroad lines west through Missouri to the Missouri River and thence over the plains, and the building of the Eads Bridge in 1874, bringing the eastern trunk lines across the river, gave the city its great commercial impetus. The Merchants Bridge, over which some of the Pennsylvania System trains cross the river, was built in 1890.

The value of St. Louis manufactures approximates \$400,000,000. Prominent lines are dry goods, boots and shoes, street cars, beer, tobacco and cigars. In two lines—hardware and woodenware—it boasts the largest concerns in the world.

The city has a series of eighteen public parks, of which the four large parks—Forest, O'Fallon, Tower Grove, and Carondelet—are connected by a system of boulevards carried across Mill Creek Valley by a magnificent viaduct. The best known of the parks is Forest Park, where the Louisiana Purchase Exposition was held in 1904. In this park stand the granite buildings of Washington University, which were occupied as the executive offices of the Exposition staff during the World's Fair. There is also Shaw's Garden, where flowers and plants gathered from all parts of the world are grown and carefully tended.

Twenty-two lines of railway meet in Union Station, one of which is electric, and four of which extend both east and west of St. Louis. This station, standing on Market Street, between Eighteenth and Twentieth streets, covers thirteen and a half acres. Its spacious train shed covers thirty-two tracks each long enough to accommodate eleven car trains. There is also a hotel housed in the same building with the station proper.

Columbus to Cincinnati

THE Pennsylvania System's through route to Cincinnati is the same as that traversed by through St. Louis trains as far as Xenia; thence, it turns almost directly southwest through the deep gorge of the Little Miami River, nearly to the mouth of this stream in the Ohio.

As one leaves Xenia station the tracks make a steep descent through a picturesque glen in which tumbles Glady Stream, familiar to students of the exploits of Daniel Boone. For it was down this glen that Boone made his dash for freedom, after his escape from the Indians, on June 16, 1778.

Six miles south of Xenia, at Spring Valley, a most beautiful section of meadow land, the railroad curves into the canyon-like valley of the Little Miami, a rapid tumbling stream which descends 700 feet in eighty miles, or nine feet to the mile.

This valley was one of the first to be occupied by a railroad line west of the Allegheny Mountains, trains having been run through it early in the last century between Cincinnati, Xenia and Springfield.

Fort Ancient, located just beyond the twenty-third mile post west of Xenia, is supposed to be a relic of the prehistoric occupants of the land now known as the United States. If one looks up the hill, on the left-hand side of the train going west, the irregular eight-foot-high walls of this ancient fortification or communal dwelling, for it is uncertain just what it was built for, may be seen stretching for some distance along the ridge, 230 feet above the river.

Morrow is the junction point with the Zanesville Division. Beyond Morrow, the railroad and the river turn toward the west, each still disputing the way of the other through the narrow gorge. At Middletown Junction a branch line runs northwest for some miles through the hills to Middletown, a prosperous city in a rich agricultural district, which was settled about 1794.

Camp Dennison is noted as the spot where the Ohio troops rendezvoused during the war between the States. It received its name from Governor Dennison, who was the chief executive of the State of Ohio at that time. The frame buildings used as headquarters at that time are still standing and may be seen from passing trains.

Between Clare and Rendcomb Junction the railroad leaves the valley of the Little Miami and curves westward into the valley of the Ohio.

About five miles before the station in Cincinnati is reached what was once the second oldest settlement in the Northwest Territory is traversed. This was the town of Columbia, where, on November 18, 1788, twenty-six hardy Pennsylvanians erected a blockhouse and laid out the town.

Beyond Columbia the route lies along the steep banks of the Ohio at the foot of the high hills on which the greater part of the city of Cincinnati is built.

Cincinnati, with a population of 400,000, is the thirteenth city of the United States in point of population, and next to Pittsburgh, the largest city in the Ohio Valley.

Historically, Cincinnati is one of the early cities of the Middle West. Major Benjamin Stites, of Pennsylvania who was engaged in the Indian campaign in Ohio, in 1786, was so pleased with the scenery around the mouth of the Little Miami River that he decided to found a city there.

The following year, Major Stites, with Judge John Cleves Symmes, a member of Congress from New Jersey, obtained a grant of the land on which the city now stands from Congress and by 1788, the little settle-

ment had begun to grow. Settlers came from Kentucky, under the leadership of Colonel Patterson and John Filson, who named the new settlement Losantiville.

With the coming of St. Clair as Territorial Governor, in 1790, the name was changed to Cincinnati in honor of the then newly formed order of the Cincinnati, and as the location of Fort Washington the new town was for some years the center of activity in Ohio.

With the starting of steamboat service on the Ohio in 1811 Cincinnati became one of the most noted stopping places for river steamers, and was also early noted for the number of Germans who settled there. During the Civil War and the years preceding it, the city was one of the stations on the "underground railroad."

It is a hustling, busy city, with many and varied industrial interests. Its prominent lines of industry are clothing, shoes, and leather goods, woodworking machinery, lithography and printing, printing inks, whiskey and beer, pork and beef products, electrical supplies, decorative pottery and soap. In raw materials, Cincinnati is a great market for cotton, hides, wool and lumber.

The land adjacent to the river is low. The main business section of the city is built on this narrow strip, extending for several miles along the river front. But rising abruptly behind this is a high bluff, the summit of which is crowned with fine residential sections, which extend for several miles over the hills north of the city.

Eden Park, the largest of the city's pleasure grounds, occupies 214 acres on this elevated section of the city. The views of the river and the rolling farm lands of Kentucky to be obtained from this park are extensive and remarkably beautiful. The Art Museum, with its wonderful collection of paintings, sculpture, ceramics, and metal work, is located in Eden Park.



FOUNTAIN SQUARE, CINCINNATI

Cincinnati to Chicago

THE Pennsylvania System's through route between Cincinnati and Chicago follows the same line for a little over six miles east of Cincinnati as that traversed by trains between Columbus and Cincinnati. At Rendcomb Junction, it turns north through the high hills surrounding Cincinnati, passing a number of pretty suburban towns.

Hamilton, with a population of 40,000, a manufacturing center in rich agricultural district, lies on the banks of the Great Miami River, little over thirty miles north of Cincinnati. General St. Clair established a fort here in 1791, naming it Fort Hamilton in honor of Alexander Hamilton.

Crossing from Ohio into Indiana between Eaton and New Hope stations, the railroad extends into

Richmond, junction point with the through route between Columbus and Indianapolis, and turning slightly westward traverses a fine farming section lying in the upper valleys of the White Water and Blue rivers.

Muncie, terminus of the Central Indiana Railway, and the Muncie Branch, is an iron, steel and glass manufacturing community of about 20,000 people.

New Castle is the county seat of Henry County, and a progressive city of 12,000 people, who are largely engaged in the manufacture of agricultural implements, flour, paper boxes, iron and steel products, bridges, piano and furniture.

Anderson, junction point with the Central Indiana Railway, and county seat of Madison County, was one of the early settlements in Indiana and received its name from a Delaware Indian chieftain who ruled over a village here known as Anderson's town. To-day, it has a population of 30,000, and its leading manufactures are silos, machinery, secret society costumes and insignia, electric attachments for automobiles, vulcanite roofing and automobiles.

Elwood, with a population of 12,000, in addition to being an automobile center, manufactures lumber, flour, tin plate and glass products.

Kokomo, on the Wildcat River, in the center of the rich Indiana farmlands, is a busy city of 19,694 population, noted for its manufacture of automobiles, glass, pottery and other products. It is the junction point with the through line between Louisville, Indianapolis and Logansport.

A little over twenty miles northwest of Kokomo, this line forms a junction with the through line from Columbus by way of Bradford Junction. Beyond, through passengers from Cincinnati traverse the same route to Chicago as already described in the Columbus-Chicago section.

Indianapolis to Louisville

THE Louisville Division of the Pennsylvania System runs almost directly south from Indianapolis through a flat pastoral region, watered by the White River and its tributaries and shut off from the Ohio River by "The Knobs," a low-lying range of hills that stretch west from the valley of the White. The little stream, which the railroad crosses and recrosses many times between Franklin and Columbus, is Driftwood Creek, a tributary of the White River.

Columbus, the largest town in this part of Indiana, is the headquarters for the farmers round about. It has a population of 12,000, and its manufactures are largely those used by tillers of the soil. From Columbus, a branch line extends to

Madison, a city of about 9,000, and an important steamer landing on the Ohio, as well as a manufacturing point. Madison, which was one

of the early settlements, lies at the foot of the steep hill, which encloses the Ohio, and the railroad makes a very steep grade to get in and out of it.

Following the East Fork of the White River from Columbus south the railroad parts company with it near Rockford Station. Beyond Seymour one comes in sight of "The Knobs," and near Henryville is the Forest Reserve of the State of Indiana.

Jeffersonville, across the river from Louisville, with a population of 10,412, is a charming old town, with large manufacturing interests, chiefly in car shops.

Beyond Jeffersonville the railroad curves around to the southwest and crosses the Ohio on a long bridge, which was constructed after much tribulation by the sale of script issued by the State of Indiana.

Louisville, the terminus of the division and gateway to Kentucky for the Pennsylvania System, has a population of 235,114. It is the most



ONE OF LOUISVILLE'S MAIN STREETS

important commercial city in the Blue Grass State, renowned for its fine horses and beautiful women.

Louisville goes back before the American Revolution. Captain Thomas Hutchins, of the British Engineers, first visited the Falls of the Ohio in 1766, when all this country was part of the territory of Virginia. His charming description of the beauty of the country induced Dr. John Connolly to locate 2,000 acres of land—to which he was entitled for military service in the French and Indian war—on the south side of the Ohio, at its falls. In 1774, he and Colonel John Campbell had the town laid out and advertised lots for sale, but no one bought on account of the Indian wars in the vicinity. Thus the town site sunk into oblivion.

George Rogers Clark brought some twenty immigrant families down the river with him when on his way to capture old Kaskaskia, and left them on an island in the river opposite Louisville in the early summer of 1778.

Here they stayed until Clark had captured the French forts farther west and put a stop to Indian marauding. Then they moved to the shore and Louisville became a town in fact as well as name.

Louisville, to-day, is the largest tobacco market in the world; and in the production of fine, old Bourbon whiskey its sixty-six distilleries produce many million gallons of the corn-product every year. One of the three largest agricultural implement manufactories in the world—factories for the production of sole leather, corduroy, jeans, organs, wagons, boxes, flour, canned goods, soap, terra cotta and tile, wooden ware, woolen goods, white lead and paints, and other commodities, make it one of the leading markets in the Middle West.



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