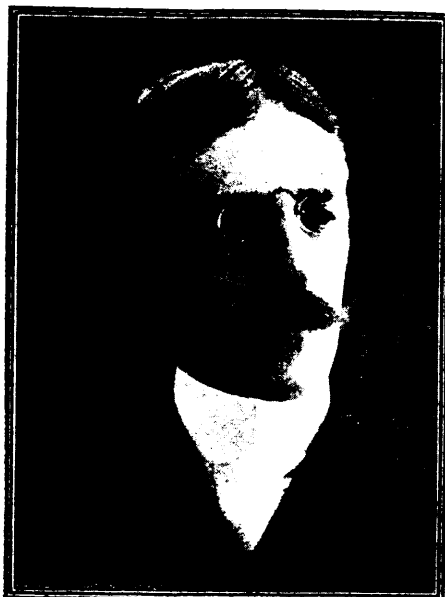




W. H. A. MACKAY,
First Vice-President C. T. A. Association.

enjoyment on this trip, and I do not believe that many of you realize how much actual labor this entails, or how many details have to be carefully considered, hence I hope you will agree with me in the statement that they have planned about all you could well expect to see in the short time at your disposal. If your time had not been limited we should have been very glad, from a personal as well as a railway standpoint, to have shown you more of the interesting places along the route you have just travelled from Suspension Bridge. The Lehigh Valley Rd., as you know, has its western terminus at Suspension Bridge, passing through Niagara Falls and Buffalo, to the city of New York. Leaving Buffalo, the line traverses the interesting agricultural portion of the state of New York. At Rochester Jct. a branch line connects with the city of Rochester, and with several thrifty towns south of this point. At Geneva the line enters the lake region of New York state, which region is almost gridironed by the tracks of the L.V.R. On the shores of these lakes special

attention is given to the raising of small fruits, grapes particularly being grown in large quantities. In that section are also to be found many interesting summer places, which, during the season, are crowded with tourists from the cities, who enjoy the boating, fishing, driving and other outdoor recreations. Further on we come to Ithaca, where is located Cornell university, which at present has over 3,000 students enrolled. The site of the university is unquestionably the finest in the country, being on a high hill, commanding a superb view of Cayuga lake and the surrounding country. At Sayre station we pass from the state of New York into the state of Pennsylvania. Here the L.V.R. has immense shops, where locomotives and cars are built and repaired. From this point the L.V.R. follows the Susquehanna river through a beautiful agricultural district, with ever-changing views, to the city of Wilkes-Barre, which is in the heart of the great anthracite coal-mining region of Pennsylvania. In this city, in the year 1808, the first attempt to burn anthracite coal in a grate was made. From Pittston, near Wilkes-Barre, the road has two lines over Noscopoc mountain, one line being used exclusively for freight traffic and the other for passenger traffic. The line used for passenger traffic has a gradient of over 90 ft. to the mile, and at the top of the mountain reaches an elevation of over 1,700 ft. above sea level. Near the top of the mountain is located the Glen Summit hotel, a large summer resort. After descending the mountain the line follows the course of the Lehigh river to Mauch Chunk, where anthracite coal was discovered in 1791 by a hunter named Philip Genter, and which, as you have probably noticed, is an extremely interesting place from a scenic point of view, known and advertised as "the Switzerland of America." At Mauch Chunk there is the unique switchback railway, claimed to be the oldest railway in America. It was built in 1827 for the purpose of conveying coal from the mountain mines to the canal level, but for years has been used as a scenic and pleasure railway. The line ascends Mt. Pisgah, descends by gravity to the foot of the plain, then climbs Mt. Jefferson, arriving at Summit hill, from which point the return trip is made by gravity. The highest altitude attained is 1,700 ft. above sea level. Thousands of tourists from New York, Philadelphia and other points all over the country visit this place every year. From Mauch Chunk all the way to the Delaware river, at which point is located Easton, we pass through many thriving towns and villages showing great activity, and the constant growth and establishment of iron, slate, cement and other industries. At Bethlehem, where connection is made with the Philadelphia and Reading Ry. for Philadelphia and points south, is located the Bethlehem steel works, which turn out much of the armour-plate for the building of war vessels and the forging of great guns for their armament. From Bethlehem the line of the L.V.R. proper proceeds to the city of New York, but passengers for Philadelphia, Baltimore and Washington remain in through cars which run to Philadelphia over the Philadelphia and Reading Ry. Philadelphia, which you will visit later, is a typical American city, and many interesting events which are closely interwoven with the history of the U.S., were enacted there. I understand that the local committees at Philadelphia have arranged a programme for your entertainment which will give you an opportunity of seeing the many points of interest in that historic place. This city of Washington also contains many historical and interesting places, and the programme as outlined will largely give you an idea of what is to be seen here. To properly look over the government buildings, and visit the other interesting places, days, and even weeks, might be well spent, but with the short



C. E. MORGAN,
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time at your disposal I think the best has been made of it. We consider our passenger traffic from Canada a very valuable asset, and have always endeavoured to take good care of it. Our agency, in charge of our mutual friend, R. S. Lewis, is highly profitable, and to representatives as well posted as you gentlemen, we need not say anything of the standard of our service to the seaboard, beyond that it will remain, with your assistance, the popular route. I desire, as General Passenger Agent of the L.V.R., and speaking as I hope to do for our connections, the Philadelphia and Reading, and Baltimore and Ohio, to again express to you my appreciation of the compliment your Association has paid us in holding its annual meeting in our capital and selecting our lines to transport you, and to hope that everything may be so satisfactory that your Association may pay us another visit at some future day, when we shall have more time to help you in gaining



W. H. HARPER,
Third Vice-President C. T. A. Association.



W. BUNTON,
Chairman Executive Committee, C. T. A. Association.