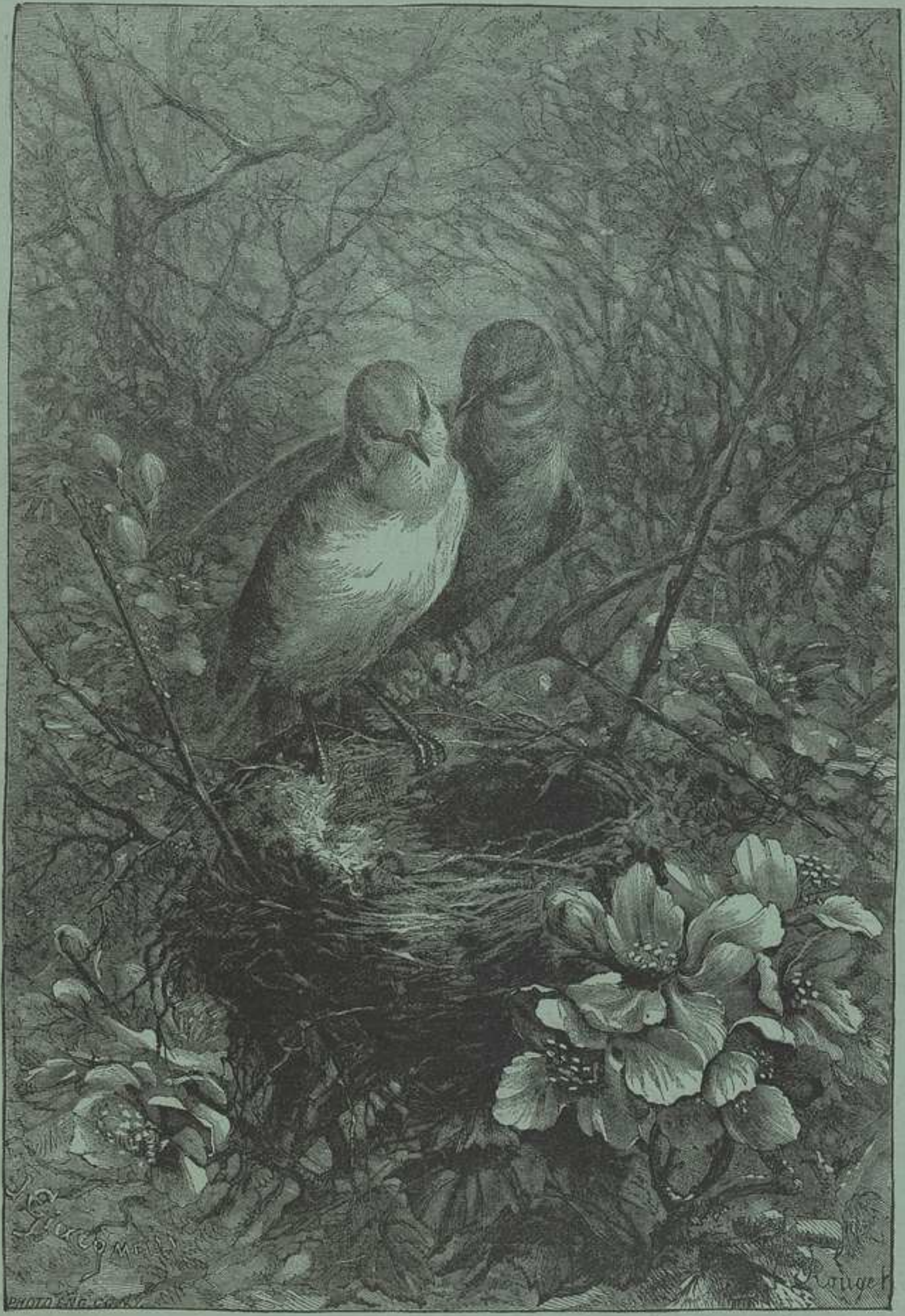


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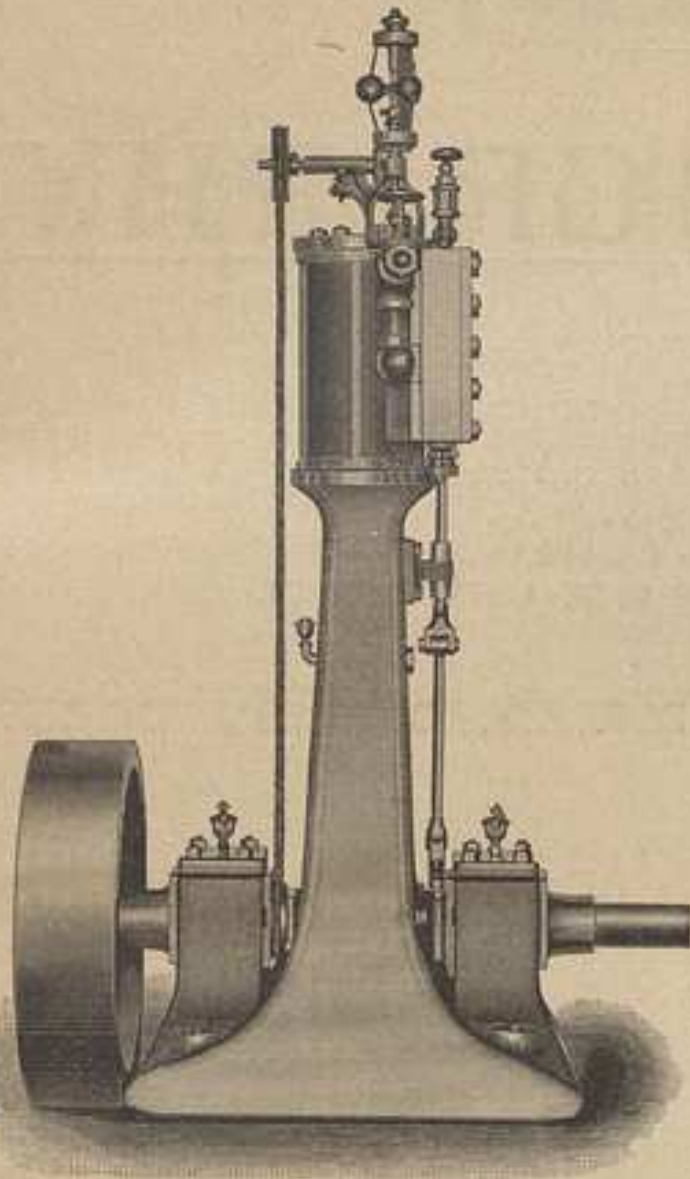
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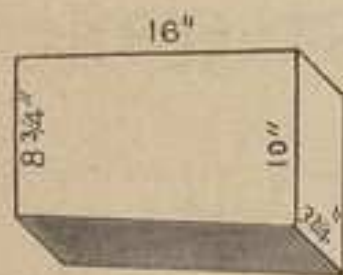
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HISTORY OF THE CITY OF ALLENTOWN.

SITUATED on a lofty promontory, leading down to the banks of the Lehigh River on the East, and extending to the West in a lovely landscape of undulating plains and rugged hills, we find the beautiful city of Allentown, the county seat of Lehigh. In the State of Pennsylvania there are very few cities that can compete with Allentown in the loveliness of its situation and the grandeur and magnificence of its natural scenery. In one of the most fertile agricultural districts of the State, with its suburbs rich in their extensive yield of iron ore, which supplies the material for the several furnaces within the city limits, Allentown stands prominent for its large and numerous manufacturing and mercantile industries—one of the most important and enterprising cities in the Keystone State.

In tracing back the history of this city through the numerous and wonderful changes which it has undergone since the time of its foundation, we find that prior to the middle of the eighteenth century the spot where Allentown now stands was a dense wilderness, where the primitive red man roamed and hunted in all the wildness and freedom of his savage state; without the least vestige of civilization, or the slightest work to show that human foot had ever trod within the shadows of those primeval forests. There was not a habitation of man within miles of this region, and the nearest settlement was Bethlehem. Scattered throughout the surrounding country were the houses of pioneer settlers, who had cleared small tracts for themselves, and

were endeavoring to bring the soil into a state of cultivation, but those dwellings were very scarce and separated from each other by a distance of many miles.

In the year 1739 Judge William Allen, an extensive land speculator, of Philadelphia, received a grant of thirteen hundred and forty-five acres of land in the present counties of Lehigh and Bucks. He afterwards continued to purchase property in this section, and in 1760 he was the owner of three thousand acres.

In the year 1762 James Allen, a son of Judge William Allen, came into possession of this tract, and in the same year he laid out the city of Allentown, which derived its name from him.

In reviewing the history of Pennsylvania, we find that the Allens were a most notable family in the Eastern portion of the State during the eighteenth century. William Allen was a prominent resident of Philadelphia and one of the most eminent leaders in political circles. In the year 1750 he was appointed chief justice of the Supreme Court, and for many years he held that distinguished office. His



NEW COURT-HOUSE, LEHIGH COUNTY, ALLENTOWN.

(From a Photograph by E. S. Wertz, Aug. 1, 1889.)

father's name was also William. Proun's *History of Pennsylvania* says: "William Allen was the son of William Allen, who died in Philadelphia in 1725. He had been an eminent merchant in the city, and a considerable promoter of the trade of the province, a man of good character and estate." The Allen and the Penn families were on terms of the most intimate friendship, and a daughter of William Allen, Jr., was united

in matrimony to Governor John Penn. The younger William Allen was noted for his great care and shrewdness in land speculations, and in reference to this Secretary James Logan, in a letter to Thomas Penn in England, says that "he had a method of procuring a knowledge of the quality or worth of the lands, which he effected by private agreements he made with the surveyors who traversed the wild lands of Northampton county, to whom he gave douceurs. In this manner he became the wealthiest of the land speculators, as persons desirous of purchasing good tracts would purchase from him in preference to all others." Judge Allen had three sons: Andrew, James and William. James, the second son, was the founder of Allentown, and one of the principal promoters of civilization in the region where the city now stands. He had three daughters: Mrs. Greeleaf, Mrs. Tilghman, and Mrs. Livingston. His death took place in Philadelphia in 1777, he bequeathing all his possessions at Allentown to his children, from whom it devolved upon their descendants, who resided in Allentown for many years. They were the most prominent persons in this section, as well as the wealthiest, and were the owners of several beautiful residences in the town. Judge Allen did not sympathize with the movements of the revolution, and accordingly returned to England in 1777, as did also his two sons, Andrew and William. The judge died in England in 1780.

The first building of any note which was erected on the site where Allentown now stands, was the residence of James Allen, familiarly known as "Trout Hall." This name seems to have had its origin from the fact that it was customary among the members of the Allen family to assemble at this their sylvan rendezvous at the proper season, for the purpose of hunting and fishing. They usually brought with them also numerous friends, and, forming into large parties, engaged in fishing and went in search of game, which at that time was to be found in great abundance. Judge Allen was quite frequently among those parties. "Trout Hall" was built about the year 1753, and stood for many years. The popularity of the owner made the place very famous throughout the thinly populated section, and visitors to the place were very numerous.

The population and the number of habitations increased very slowly, and in 1764 there were but thirteen houses. The inhabitants were mostly German immigrants, who had been in this country only a short time. They were very poor and in an almost helpless condition. They were exceedingly slow in erecting dwellings, and what they did build were only log structures of the most miserable kind, scarcely affording sufficient protection from the inclemency of the weather; each man being compelled to be

his own architect and builder, and tools were very scarce and of an inferior kind. The number of families in the year 1766 was thirty-three, and in 1774 the number had increased to forty-nine, and 1776 there were fifty-four houses, seven of which were taverns, or one to every eight houses, all of which were prosperous. In the same year, James Allen received the ground-rent for seventy-one lots. At that time he possessed six-hundred acres, valued at about \$250. In 1776 the inhabitants numbered about three hundred and thirty. In 1782 there were fifty-nine dwellings in the town, and the population did not exceed four hundred. Up to this time the progress of the town was very slow, and few settlers came to find a home within its limits. The year 1763 was characterized by the strenuous exertions to have the seat of justice of Northampton county removed from Easton to Allentown. Naturally, James Allen did all in his power to effect this removal, which would do honor to the town which bore his name and in which he was so deeply interested. He might have succeeded in his efforts but for the fact that Easton was the private property of the Penn family, and this circumstance prevented

what might have been of the most beneficial importance to Allentown, and have marked an interesting era in the history of this city.

In reviewing the early history of Allentown, we find that it had originally received the name of Northampton. This is stated in the assessment list from 1762 to 1800. This

assessment list of 1764 shows the taxable inhabitants to have numbered but twelve, and in 1765 six names were added to the slowly increasing list.

Among the most notable of those families who at that time resided in the town, we find that of David Deshler. Mr. Deshler's parents settled in Whitehall Township about the year 1730, and they soon had acquired for themselves a considerable tract of land which they cultivated, the father pursuing the occupations of a farmer. David came to Allentown, or rather Northampton, and made his home in this town; he soon amassed considerable wealth, and in 1782 we find that he owned four houses and several tracts of land in the vicinity where the city now stands.

Dr. Gottfried Bolzius is notable as being the first physician in the town. He came here about the year 1766. However, it appears that the practice of his profession did not prove very lucrative and was entirely insufficient for his support, and shortly after his arrival, he purchased the beer-shop of David Deshler and entered into the business of a tavern keeper. He also performed the duties of town physician when required, but, as the people were generally healthy, his services in that capacity were seldom needed.



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The Rinkers were another prominent family at the time of which we speak, and the members held an honorable position in the county. The most noteworthy of this family was Abraham Rinker, who is mentioned as lieutenant of the little army raised in 1763, to resist the invasions by the Indians. His name is also found as a captain in the Revolution, and he was famous for his great bravery and military skill. His son Abraham took part in the war of 1812.

The Nonnemacher and Rhoads, or Roth, families were also some of the earliest settlers, as were the Keifers and Newhards. The members of each of these families were holders of prominent positions in the county, and were numbered among the leading personages in this section. Their descendants are still residents of Allentown.

Another family of early settlers was that of Hagenbuch, who were residents of the town as early as 1773. In that year Henry Hagenbuch was the keeper of a tavern in Allentown. Benjamin J. Hagenbuch, one of the leading citizens of Allentown at present, is a descendant of Henry. The wife of Rev. Fritzinger, of Allentown, is also a member of this family. The remaining descendants have long since departed from this section and made their homes elsewhere.

Another family worthy of mention is that of Moll. From the records we learn that John Moll came to Northampton about the year 1770. He was a gunsmith by trade, and built a shop on Seventh street, between what are now known as Turner and Linden streets, near the Lafayette Hotel. Upon the death of Mr. Moll, his son John Moll, also a gunsmith, continued the same business, and lived to see Allentown gradually improve and enlarge itself, and finally develop into a beautiful and enterprising city. He died at the advanced age of eighty-seven years, at the old homestead, in the summer of 1883. His son William Moll, who followed the trade of his forefathers, then took charge of the business and conducted it in the same building in which his grandfather manufactured fire-arms before the Revolution. The father of John Moll, Sr., was William Moll, also a gunsmith, who worked at the craft as early as the year 1747. His great-grandson, William Moll, who at present resides in Allentown, has in his possession a device for making threads on screws, which is an heirloom descended from his great-grandfather, and which is now used for the same purpose for which it was employed nearly one hundred and forty years ago. The building in which the members of this notable family succeeded each other in the trade,

which we might almost call hereditary, was, upon the settlement of the estate of John Moll, Jr., sold to Mr. Constantine F. Losch, who caused the structure to be torn down in 1884, and he has erected several frame buildings upon the site. Several of the Moll descendants are at present residents of Allentown.

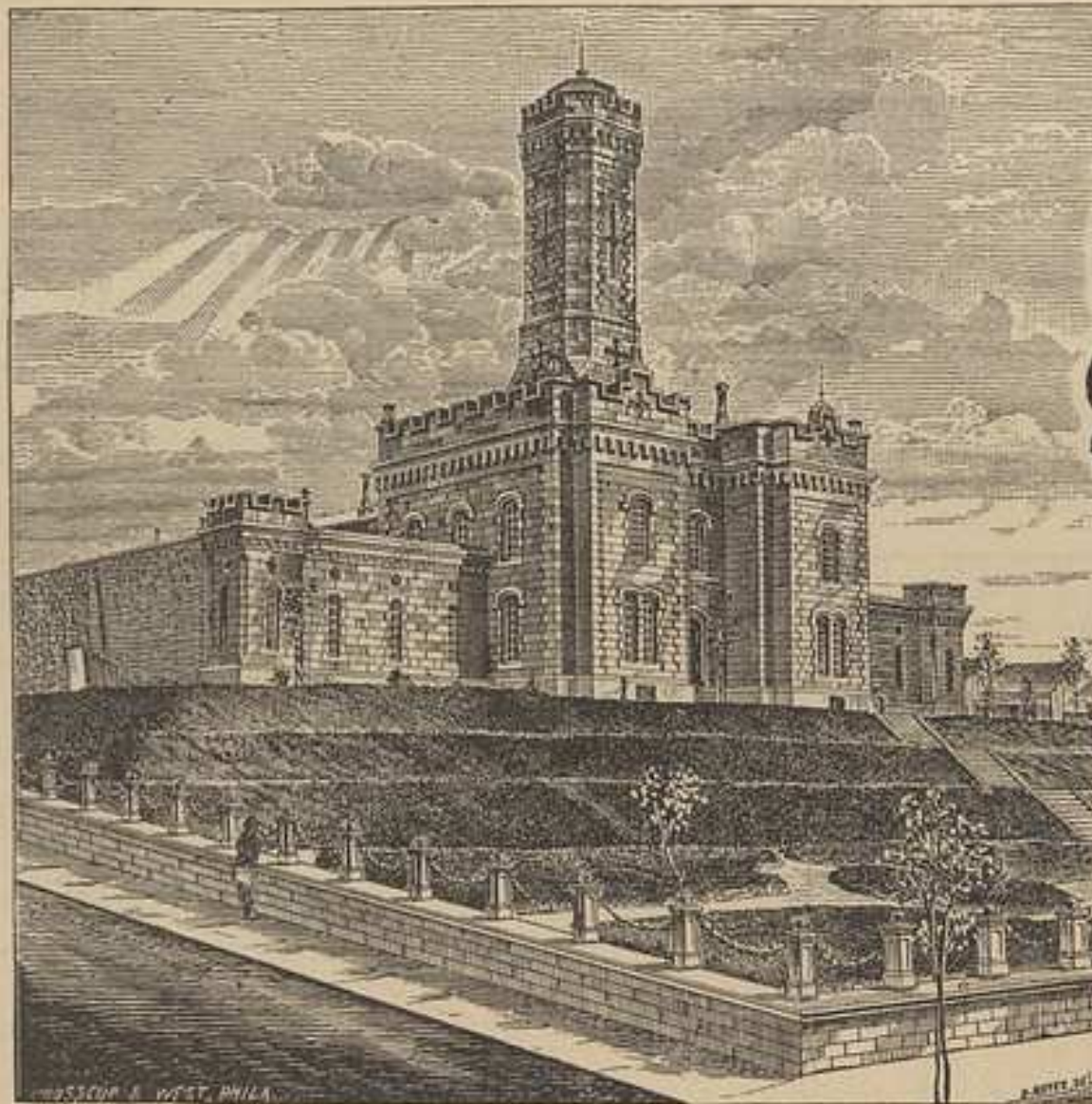
Although the population of Allentown was very small at the time of the Revolution, the inhabitants exhibited the most intense patriotism, and entertained strong sympathy with the cause of the war. We find from the records that about one hundred and twenty recruits from Allentown and vicinity entered the service and joined the army from Northampton county, known as the "Flying Camp," and which was ten thousand strong. Thus Allentown, although an insignificant little village at the time, can still boast of being comparatively well represented in the field of battle during the dark and bloody years of strife, in the struggle for liberty and independence.

So great was the devotion of those men to the freedom and prosperity of the country, that often threats were made by the militia of Allentown and vicinity against the town of Bethlehem and its inhabitants, owing to the tendency towards Tory principles, exhibited by the Bethlehemites.

Nothing of any particular importance took place in the town from the close of the Revolution until several years of the nineteenth century had passed by. However it may be of interest to make a few remarks concerning the state of affairs in Allentown during the intervening period.

Allentown contributed quite a large force to the company of "Northampton Blues," which served during the war of 1812. This company was

commanded by Capt. John F. Ruhe, whose descendants are numerous in this city at present, and many of whom are ranked among the most prominent and influential citizens. The most thickly settled portion of this town was in the vicinity of what is now Water street. This was owing to the close proximity to the water, which in the upper part of the town was only obtained by hauling it from the river or streams, or by drawing it from very deep wells. Where Centre Square now is there were only a few houses, and the scene presented in that vicinity was a very dreary and barren one. The "Rainbow" tavern occupied the site where the Allen House stood; the latter was lately torn down and will soon be replaced by an imposing new building. A large pool of water covered the spot where the Eagle Hotel is at present situated. The inhabitants still adhered somewhat to the old superstitions of their forefathers, and they stood in great awe of witches and persons supposed to be endowed with powers of a supernatural order; however this



LEHIGH COUNTY PRISON, ALLENTOWN.
(From a Photograph by E. S. Wertz, Aug. 1, 1880.)

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foolish belief was rapidly becoming weaker and most of the people did not place any faith in it; still some credited the stories and firmly believed that such wicked persons were really in existence. One of the most prominent persons said to be possessed with those spiritual powers was a Mrs. Hertz, who kept a bakery where A. M. Springer & Co.'s store is now located. She was a terror to the village, and was shunned by nearly all of her neighbors. A store owned by Daniel Snyder was built at the place where the Allentown National Bank now stands.

The first attempt at journalism in this city was made by a man named Bruckman, who, at irregular intervals, published a small paper containing news and topics of interest.

The "Hornets' Nest" tavern was at Seventh and Walnut streets, and was kept by John Miller, more commonly known by the distinguished sobriquet of "Hand-cheese" Miller. His popularity was widespread and his house was a favorite resort at which the male portion of the inhabitants assembled to discuss the leading topics of the day, while sipping their favorite "apple-jack." The first fire in Allentown of which any account is given, was that which destroyed the house of Peter Herz, which was located somewhere in the vicinity of what is now North Eighth street. The fire was not a very large one, as the house was rather small, but it was entirely consumed. Herz took the misfortune very unconcernedly, and during the progress of the fire, he jokingly remarked that he thought this was a certain destruction for the bugs, which seem to have infested the house. This fire occurred about the year 1795. In 1810 the number of inhabitants was seven-hundred and five, and, at that time, was ninety-five greater than the population of Bethlehem.

A most important event in the history of Allentown took place in 1811. In this year the town was incorporated by an act of Assembly, and the act was sanctioned by Governor Simon Snyder, who at that time occupied the gubernatorial chair of Pennsylvania. In 1812 the town was created the county seat of Lehigh county. The date of incorporation was March 18th, 1811, that being the day on which Governor Snyder affixed his signature to the act which made Allentown, or rather Northampton, a borough. The name Northampton was given to the town, but it seems that the inhabitants did not approve of this, as the name Allentown was more suitable to their taste, besides many mistakes were occasioned by this change. After repeated efforts and solicitations, the people were finally successful in having the name Allentown resumed by an act of Legislature on the 16th of April, 1838. The first election ever held in Allentown was on May 6th, 1811. The polls were situated at the tavern of George Savitz. This was a small two-story building which stood for several years and occupied the

site where the Allen House was formerly situated. The election spoken of resulted in the choice of Peter Rhoads as burgess. Those chosen as members of Town Council were as follows:—George Graff, chairman, Jacob Martin, John Miller, John Keifer, Leonard Nagle; town clerk, George Rhoads; high constable, John F. Ruhe; road and street commissioners, John Mohr, Conrad Huber.

One great drawback to the prosperity of Allentown was the great difficulty in procuring water. Water was peddled on the streets in wagons, but as this was very inconvenient, the people saw the great necessity in having a suitable means by which to supply themselves with water. Drinking water was obtained from

a few wells of great depth, which had been dug by some of the inhabitants. In 1816 the Legislature passed an act authorizing the organization of a water company in Allentown; the project made very slow headway and some difficulty was encountered in obtaining persons willing to purchase stocks, and it was not until 1828 that success crowned the labors of those who were the prime movers in the work. In this year the water works were constructed, and pipes laid in the principal streets of the town. During later years, great improvements have been made in the means of supplying Allentown with water. The whole cost of the works as they now are is estimated at almost two hundred thousand dollars. There are almost thirty miles of pipe laid in the city, and the number of hydrants in private dwellings is between three and four thousand. The spring from which the water is obtained is capable of supplying a city of many times Allentown's size, and about one million gallons of pure and sparkling water are daily supplied to the city.

A great calamity befell the town in the year 1843. The Northampton Bank, the only financial institution in Allentown, created the most intense excitement and indignation by its disastrous failure. The bank had been in existence for nearly thirty years, and was considered perfectly safe and

reliable. A large majority of the residents had money deposited in this institution. The public feeling ran high at the time, and the most violent threats were made against the officials of the ruined bank.

Scarcely had the people recovered from the shock occasioned by the failure of this bank, when the town was again cast into a deep gloom by a great conflagration which destroyed the principal business portion of Allentown. This catastrophe, for a time, threatened to overthrow all the good prospects of the town, and entirely obliterate all traces of the bright prosperity which during the last few years had gained such excellent headway. We can best illustrate the scene of this horrible event by an extract from the *Allentown Democrat* of June 10th, 1848, which reads as follows:—



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ESTABLISHED 1849.

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ANCHOR CLOTHING HALL.

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Yours respectfully,

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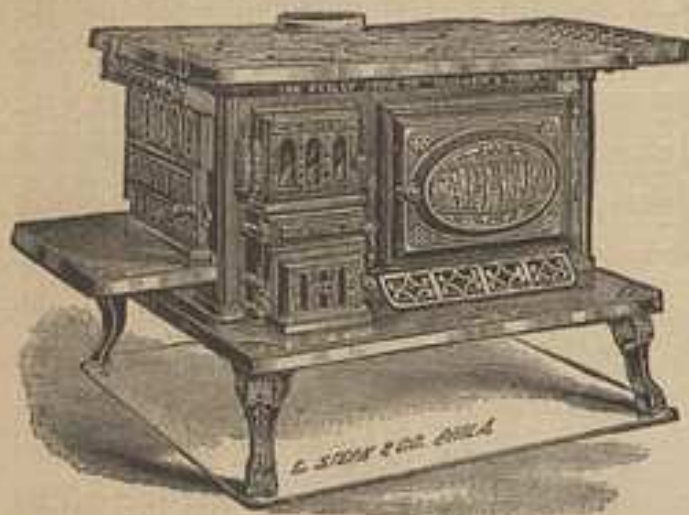
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Largest Stock in the City.

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"We hasten to announce to our readers the painful intelligence of the most disastrous fire that has ever occurred in our borough. That beautiful square commencing at the market house and extending up to Hagenbuch's tavern on Hamilton street, taking in both sides of the street, and ranging far enough down to include all the back buildings on either side, which yesterday morning presented so fine a business aspect, now lies in ruins, presenting to the eye an unsightly mass of smouldering ashes and blackened walls. How the fire originated is yet a mystery. One story is that some boys were playing in a barn with matches; another, that the fire is supposed to have been lighted by the hand of an incendiary; the latter, however, is highly improbable, and scarcely entitled to any credence whatever. * * * *

The whole number of buildings destroyed is about eighty; dwellings and stores, thirty-five. The aggregate amount of loss has been very little, if any, less than \$200,000, about \$40,000 only of which is covered by insurance. Truly such a calamity has rarely befallen any community; it has struck a blow at the prosperity and happiness of Allentown (and especially to the immediate sufferers), which calls loudly for the exercise of the spirit of

benevolence on the part of other towns and cities, which alone can alleviate distress, and wipe the trace of sorrow from the brow



ALLENTOWN NATIONAL BANK.

of the prostrate sufferers." The fire occurred on June 1st, 1848. It was afterwards ascertained that the origin of the flames was in the stable of John Eckert, and was caused either through the


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(TIGER HALL.)

PENN'A.

carelessness of children or by the hand of an incendiary. On the morning after the fire a meeting of the citizens was held and measures were taken to apply to the country for succor for those who were so sadly afflicted. It was also decided to begin work immediately in demolishing the walls of the ruined buildings.

Although it at first seemed that this great work of destruction would be an almost fatal blow to the progress of the town, it eventually proved to be more of a blessing than a curse. The buildings destroyed were mostly frame and of very small proportions, but the enterprising spirit of the citizens now exhibited itself and they went to work with a determination to rebuild the destroyed portion of the town and erect buildings which far exceeded the former ones in beauty and value. On the site of the old houses were erected large and stately edifices which greatly improved the appearance of the town, and considerably enhanced the value of property. Business began to prosper, the population steadily increased, and everything pointed forward to the most unbounded success. Just about this time the Lehigh Valley and the East Pennsylvania Railroads made an entrance into the town, and this important addition to the business facilities did much to augment the commercial interests.

The town continued to improve wonderfully. People from all parts of the country came here to settle and make for themselves a home; thus the number of inhabitants soon became very large, and in 1860 the population was estimated at 10,000. Buildings began to go up at a rapid rate and the town began to assume a most beautiful appearance. A most important event took place on March 12, 1867. On this day by an act of Assembly, Allentown was created a city. It was then divided into six wards. An election for mayor was held shortly afterwards, and the honor of being first mayor of the city fell upon Samuel McHose. He served for two years and was succeeded in the office by Col. Tilghman H. Good, who served from 1869 to 1873. Next came Theodore C. Yeager in 1873, but he only lived until February, 1874. Thus did Allentown bewail the death of

the only mayor who has ever died in office. Col. T. H. Good was elected to fill the vacancy caused by the demise of Mayor Yeager. The mayors following those already given were: 1876, Edward B. Young; 1878, Alfred J. Martin; 1880, E. G. Martin, and he was re-elected in 1882. The present holder of the office of mayor is E. S. Shimer, who was installed in 1884.



SCENE ALONG THE LEHIGH.

The most important of all industries upon which Allentown has always depended for its support, and to which the city is indebted for its growth and prosperity, is the manufacture of iron. The iron trade was at one time very flourishing in this city, and we now look back to that time as the most prosperous that Allentown has ever seen. Mr. Samuel Lewis may, indeed, be called the genesis of the iron manufacture in this section. He is a native of Chester

ESTABLISHED 1877.

AT THE

ESTABLISHED 1877.

Palace Ninety-nine Cent Store,

We have continually on hand a large variety of

JEWELRY, CLOCKS AND SILVER-PLATED WARE,

Chromos, Looking-Glasses, Shawls, Hats, Satchels,

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SMOKING SETS,

AND A THOUSAND OTHER USEFUL ARTICLES.

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GRIM BROS.,

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Importer and Jobber

OF

CHINA, GLASS AND QUEENSWARE,

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PLATED WARE, Etc.,

AT BOTTOM PRICES.

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ALLENTOWN, PA.

School and Miscellaneous Books,

**BLANK BOOKS AND
STATIONERY,**

Envelopes, Inks, Pens, Pencils,

RUBBER GOODS, CARDS, &c.

All these goods in large variety, sold wholesale or
retail, are found with

BROBST, DIEHL & CO.

Storekeepers and others buying in quantities,
will find prices down to lowest cash
city figures.

SUNDAY-SCHOOLS WILL FIND A LARGE STOCK OF LIBRARY AND
SINGING BOOKS, AS ALSO ALL OTHER REQUISITES.

BROBST, DIEHL & CO.,

732 Hamilton Street,

ALLENTOWN, PA.

county, born in 1805, and, as his father was engaged in the iron business, young Samuel also engaged in the same industry, and at a rather early age became quite an experienced ironmaster. He engaged in this interest in several parts of the State, and in 1845 he was employed by Bevan & Humphries, of Philadelphia. This firm was seeking a good region where they could make profitable investments. As Mr. Lewis had an extensive knowledge of the mineral regions of the State, as well as such an admirable acquaintance with the manufacture of iron, Messrs. Bevan & Humphries employed him to select a location for the erection of an iron works. He soon succeeded in accomplishing the task assigned to him, and in the latter part of 1845 he reported to his employers and named Allentown as a favorable place for the building of a furnace. In

April, 1846, Messrs. Bevan & Humphries purchased seventy-two acres of land from Adam Sterner, and at once began the erection of their works. So great was the vigor and rapidity with which the work was pushed forward, that in October, 1846, the company produced its first pig-iron. A good trade was soon established and the industry became very prosperous.

In 1851, the works were sold to the Allentown Iron Company, a chartered corporation, with a capital of two hundred thousand dollars. The company was composed of the leading capitalists of Allentown, as well as several parties from other parts of Eastern Pennsylvania. Mr. Samuel Lewis assumed the duties of superintendent of the works, and it is to his efforts that the company is indebted for the great success with which the furnace was conducted for a number of years. During the last few years the entire works has been out of blast and the furnaces now assume a deserted and gloomy appearance and the buildings are fast falling into ruin and decay. In 1884, the property was sold to a Philadelphia party. During the last few months a number of capitalists, mostly of Philadelphia, have organized a company and obtained a charter under the name of the Allentown Iron Company. They have remodeled and repaired furnace No. 5 and now continue the manufacture of iron. This movement may lead to the resumption of work in all the furnaces, and, if it proves as successful as the prospects at present make it appear to be, it will certainly be a

source of great benefit to the city. Mr. Samuel Lewis, the former superintendent of the works, resigned that position in 1878, and retired into private life, to spend his remaining years away from the cares and trials of business. He is now a venerable man of eighty years, honored and respected by the whole community.

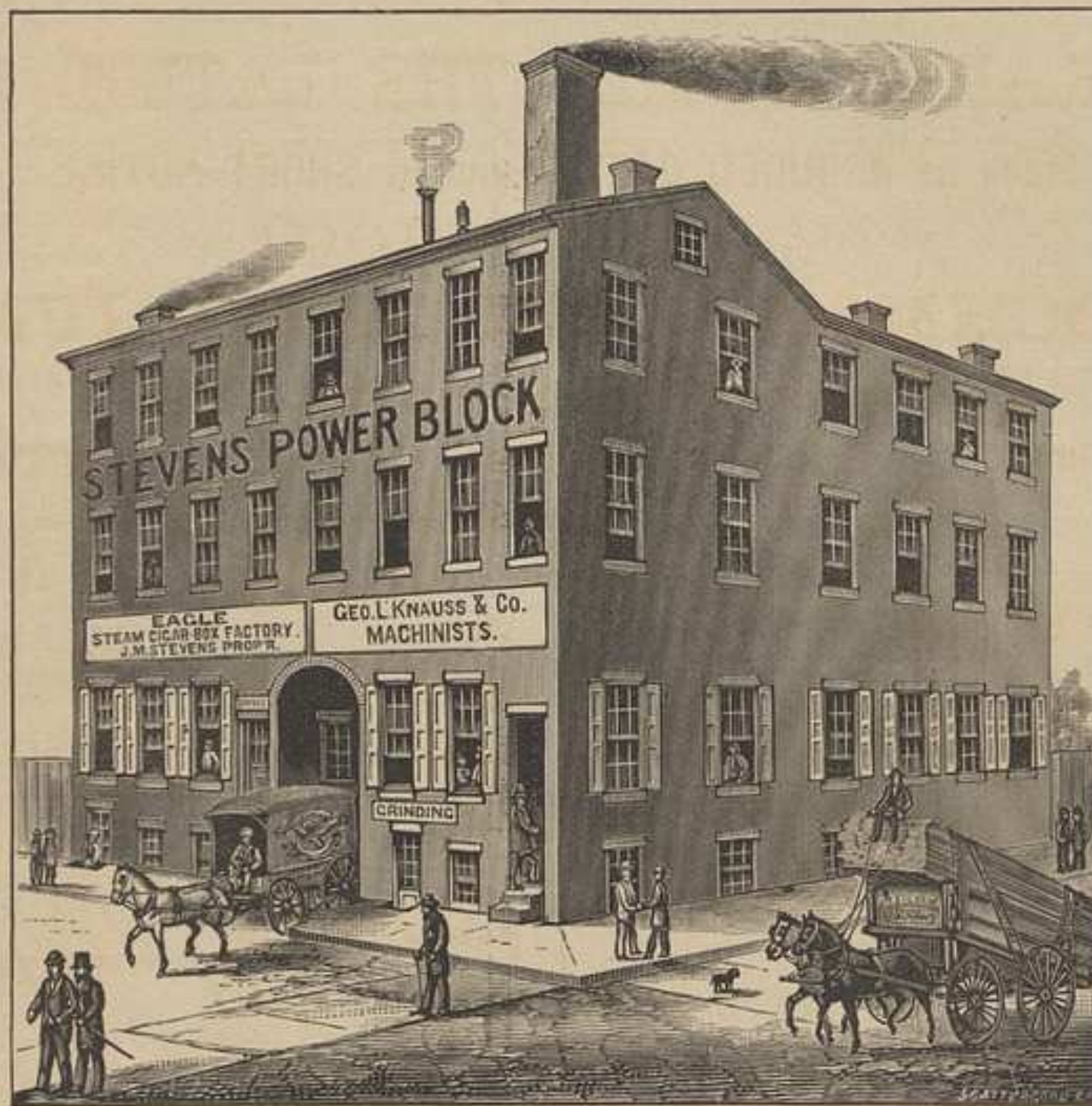
The Allentown Rolling Mill Company was organized in 1860. Work was carried on successfully for a number of years, and in 1878, it absorbed the interests of another industry established in 1855. The Lehigh Rolling Mill was built in 1861, by Samuel Lewis. It met with rather poor success, and, after passing into the hands of several different parties, it was finally purchased by the Allentown Rolling Mill Company in 1868. What is known as the Roberts Furnace was established in 1862. The works consist

of two blast furnaces. This was also merged into the Allentown Rolling Mill Company in 1871. Business was continued under the latter company until 1882, when the Allentown Rolling Mills obtained a charter, and the business has since then been conducted by the corporation then organized. For the past year or two the works have been idle the greater part of the time, and at present work is entirely suspended in the rolling mills.

The Lehigh Iron Company was established in 1867. The works are situated at Aineyville, a short distance outside of the city limits, and consist of two anthracite blast furnaces. This, like

the other iron industries of Allentown, enjoyed great prosperity until the late panic set in, when the business was considerably diminished. However, it did not share the fate of the other works, and at least one furnace has been in constant operation. Hon. Wm. H. Ainey is president of the company and Mr. Harrison Bortz is superintendent of the works.

In the spring of 1877, the citizens of Allentown were startled by the news that the First National Bank had failed. This institution was founded in 1864. Mr. Wm. H. Blumer was elected president and Tilghman H. Moyer was the first cashier. Mr. Jacob A. Blumer succeeded the latter in that position, and held the place until the failure of the bank. The news of the mismanagement of the bank spread rapidly and was at first supposed



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Books, Bibles, Albums, Presentation and Children's Books.

CARDS:

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and Sunday-school Cards in Satin, Plush, &c.

Gold Pens, Holders and Pencils.

SCRAP BOOKS AND SCRAP PICTURES.

PLUSH GOODS: Albums, Dressing Cases, Whisk, Cigar, Jewel,
Glove, Handkerchief, Plush Frames, Ladies' Hand Bags,
Pocket Books, Cigar and Cigarette Cases.

Blank Books, Stationery, School Bags & Straps, Games for Children.

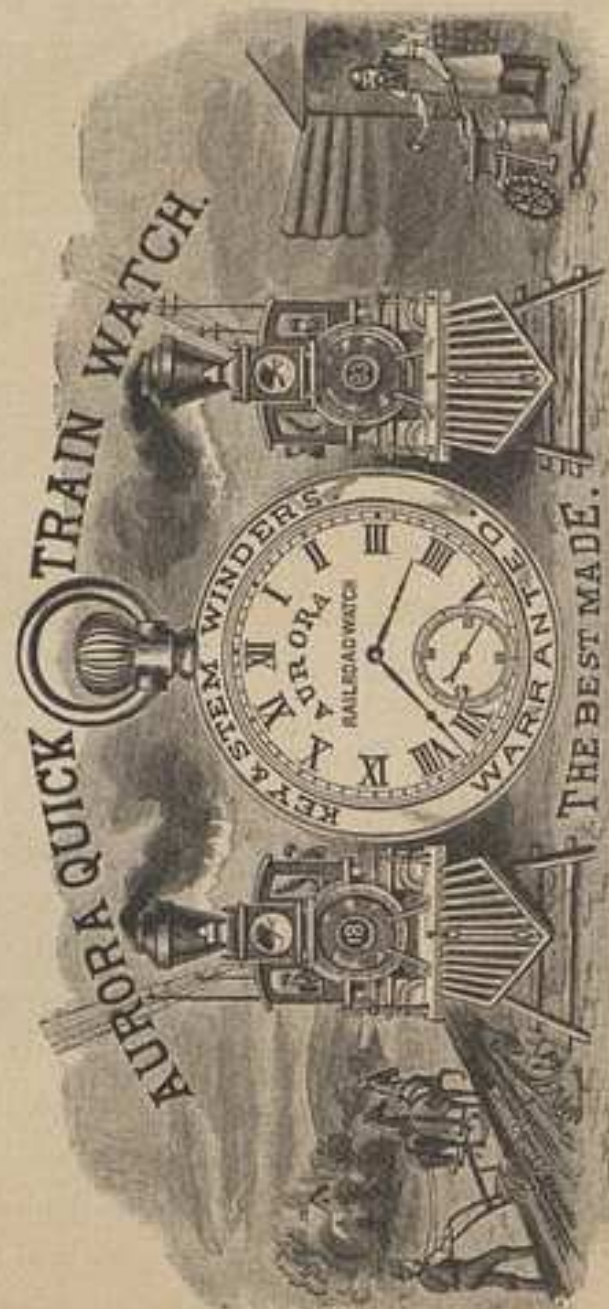
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SHAFER'S NEW BIBLE HOUSE,

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J. H. MASSY,

DIAMONDS, WATCHES,



JEWELRY, CLOCKS, ETC.

625 HAMILTON ST.,

ALLENTOWN, PA.

to be a false rumor. But it soon became evident that the state of affairs was as bad as represented. The depositors were mostly composed of the poorer class of people, and they at once made a determined effort to obtain their money, but all to no avail. Public feeling was aroused to the highest state of excitement, and threats of violence were made against the officials of the ruined institution. It is estimated that the whole amount lost by the depositors was upwards of half a million of dollars. Mr. Wm. H. Blumer shortly afterwards removed to Nebraska, where his death occurred in 1884. The failure of this bank took place during the great panic which had such an injurious effect upon the whole country. Allentown was a severe sufferer from this financial depression, and the heavy losses sustained by the depositors of the First National Bank served only to augment the trials and sufferings of the people, and many months elapsed before the citizens had fully recovered from the effects of the sad affliction.

As the year 1880 approached, the prospects for better times became brighter, and the various industries which had been lying idle during the long years of sorrow and want, gradually began to resume operations, and Allentown again presented a busy and prosperous appearance. The iron works were re-started and employment given to hundreds of men who had long been without work and whose families were, in consequence, in the most extreme want.

The 6th of January, 1881, is a day long to be remembered by the citizens of Allentown, and will mark a most mournful epoch in the history of this city. On this day a terrible calamity occurred in the Allentown Rolling Mill. About nine o'clock in the evening the boiler of furnace No. 15 of the big puddle mill was discovered to be leaking. Orders were immediately given to draw out the charge in the furnace, and the boiler-tenders at once proceeded to make an investigation. Suddenly the boiler exploded with a loud crash. It was broken in two parts, and those, taking opposite directions, passed through the roof of the building and were carried with great force for a distance of several hundred yards. The part hurled in the direction of the railroad came within a few feet of colliding with a passing passenger train. But inside of the mill was a scene of dread and horror. When the explosion occurred the furnace was blown to pieces, and bricks, iron, and a huge mass of debris was hurled among the crowd of employees who had gathered around to render assistance or to ascertain the state of affairs. The accident had done most deadly work. The cries and groans of the wounded and dying were enough to strike terror to the stoutest heart. Scattered throughout the mill could be found the wounded men, groaning and writhing in the most

terrible agony. One man was instantly killed and many others were seriously injured. Twelve of the latter died within a few days after the accident had taken place. This was indeed one of the most doleful catastrophes that has ever befallen the people of Allentown, and it cast the city in the deepest sorrow and mourning.

The coroner's jury endeavored to their utmost to search into the origin of the accident, but for the want of sufficient evidence, it was impossible to determine the cause of the explosion. Some time subsequent to this, the Keystone Council, No. 1, stationary engineers, of Philadelphia, after a thorough investigation of the circumstances connected with the explosion, finally came to the conclusion that the causes were owing to defective workmanship on the boiler.

It will not be out of place to mention here another great misfortune which enveloped the entire city in a cloud of gloom and sadness. This event was in the form of a most disastrous fire. About ten o'clock on the night of Thursday, February 6, 1884, the alarm of fire was sounded, and the department hastened to the scene of the conflagration which was confined to the large planing mill and furniture factory of Messrs. Grossman & Kleunter, situated on Union street, between Third and Fourth streets. The fire had been in progress for some time before it was discovered, and the interior of the building was pretty well burned out before the fire companies

arrived upon the scene. The firemen set to work with their usual energy and spirit but it was soon evident that the large edifice was doomed to destruction. But the brave firemen still entered the burning building and endeavored to save all the property that they could. While the fire was at its height, the cry suddenly ran through the large crowd assembled, that the building was falling. A rush was made in all directions and a panic ensued. The people

had scarcely time to get to a place of safety when the walls of the great building fell with a tremendous crash. The roof of the mill had been arched and was held together by heavy iron bracing. The heat was so great that those braces expanded to such an extent as to press the walls outward, causing them to fall. Several of the firemen were in the building at the time the walls fell, while many others were either on ladders placed against the factory or were working on the ground close by. When the building gave way several of those were

buried in the burning debris, while others were struck by the flying missiles. Work was at once commenced to reach the bodies of the unfortunate men who were entombed in the mass of fire. The work was continued throughout the whole night, and by noon of the next day four bodies were exhumed. Three of those were



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China, Glass and Queensware,

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SHOW CASES, MIRRORS, ETC., ETC.

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ALLENTOWN, PA.

SOLE AGENTS FOR THE ACME SUNLIGHT OIL.

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Allen House Restaurant

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MEALS AT ALL HOURS.

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JOSEPH S. LEVAN, - Proprietor.

ACCOMMODATIONS FIRST CLASS. LOCATION CENTRAL.
LARGE SAMPLE ROOMS FOR COMMERCIAL MEN.

TERMS, - - - - \$1.50 PER DAY.

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DYE WORKS.

Dyeing and cleaning of ladies' and gentlemen's clothing, worsteds, silks, satins, lace curtains, etc.

Ladies and gentlemen will find it to their advantage by getting their goods done up by me, as I will give one and all good satisfaction.

ORDERS BY MAIL PROMPTLY ATTENDED TO.

W. H. HECHT,

124 North Seventh Street,

ALLENTOWN, PA.

Specialty made of dyeing cotton, woollen and worsted yarns.

the remains of firemen, while the other was that of an employee of the firm. It was thought that others had also perished in the ruins, but after diligent search it was ascertained that this was not the case. The origin of the fire was involved in deep mystery, and many were the different theories advanced as to the cause which led to the destruction of the works, but the most plausible of those opinions was that the fire had started in the engine room of the factory. However, from circumstances which have since come to light, it is plainly evident that the fire was of incendiary origin. This calamity caused the greatest excitement among our people, and the citizens soon began to speak of having a proper system by which a fire alarm could be more promptly communicated to the department. This eventually resulted in the city receiving the Gamewell Telegraphic Fire Alarm system, which was put up in the summer of 1884. Ten alarm boxes are scattered throughout the city.

Allentown was scarcely supplied with its new fire alarm when it was put into practical use. On the first of September, 1884, a great conflagration occurred in the eastern part of the city, where a large furniture factory was destroyed. Several fires which followed this in quick succession soon convinced our people that the city was infested by that soulless fiend—the incendiary. No less than five large fires were witnessed during the month of September, besides several smaller ones, and numerous unsuccessful attempts to burn other buildings. Public excitement was roused to its highest point at the time, and this was still more increased by the receiving of several anonymous postal cards, threatening to lay the whole city in ashes. A meeting of the citizens was called by the mayor, and it was resolved that measures be taken immediately to protect our citizens from the work of the incendiaries, and, likewise, that earnest endeavors be made to apprehend the culprits and bring them to justice. A large number of firemen were selected to guard the city at night. They were scattered throughout every part of the city, and the greatest vigilance was observed. This had the desirable effect and the demoniacal practice of the miscreants was considerably abated. Two suspicious characters were arrested for complicity in the crimes. They were subsequently tried and sentenced to five years each in the Eastern Penitentiary; however, they were afterwards granted a new trial, and, for want of the necessary evidence against them, were acquitted. The incendiaries were evidently intimidated by the determined efforts of the citizens to ferret out the mystery and capture the guilty parties, and the fire-bugs soon discontinued their malicious work, leaving peace and quietness once more reign over the city.

Allentown at the present day is a beautiful and prosperous city. Although the iron works, upon which the city at one time placed

so much dependence, have nearly all ceased operations, other industries have been introduced and have achieved wonderful success. The prospects for the future are of the brightest character, and in a short time work will be commenced on the building of a new silk mill, which will employ several hundred hands, and greatly enhance the business standing of the city. Allentown has also been selected as the site for the location of various other factories and business enterprises, and in the course of a very short time many factories will be in operation here.

Extensive building operations are also being pushed forward in every part of the city, which, in consequence, is rapidly growing in size. The old Allen House was recently torn down, and on the site a new five-story brick hotel is now in the course of erection. It will have all the modern improvements and accommodations, and will be conducted on the plan of the first-class hotels of larger cities. The Fountain House has also been refitted and converted into a beautiful summer resort. A new opera house is also to be

built at Sixth and Linden streets. The buildings lately erected by Messrs. F. Hirsh & Sons and by Hon. John D. Stiles are also worthy of mention and are among the most beautiful within the city. The past few years have witnessed the addition of numerous other handsome buildings, which serve as attractive ornaments, as well as being of the greatest benefit to the city, which now comprises a multitude of magnificent and stately edifices of which the inhabitants can well feel proud. The present population of Allentown reaches nearly 25,000, and is continually increasing. The city has admirable railroad facilities, connecting it with all parts of the country. Every industry seems to meet with success, and the energetic and enterprising character of the people serve to make the city an important com-



CREEK EMPTYING IN LEHIGH RIVER.

mercial centre. This, in connection with the grand and picturesque natural scenery which characterizes the city, as well as the numerous handsome buildings within its limits, make it a place of the greatest attractiveness. Judging from all the numerous and excellent advantages which the city possesses, and the many inducements which are offered for the furtherance of industrial enterprises, we must say that the prospects are most brilliant, and there is little doubt that before many years have elapsed Allentown shall have developed into a flourishing metropolis.

ALLENTOWN CITY GOVERNMENT.

Allentown is at present under Republican rule, and the officers of the city are as follows:

Mayor—E. S. Shimer.

City Controller—Walter C. Smith.

City Treasurer—Lewis E. Butz.

AUGUST WEIDNER,

WHOLESALE AND RETAIL

MANUFACTURER OF AND DEALER IN

BRUSHES,

No. 515 GORDON STREET,
ALLENTOWN, PA.

A complete stock of all kinds of Brushes constantly on hand.

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—GENERAL—

FREIGHT DELIVERY,

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**LIVERY & BOARDING
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BAGGAGE DELIVERED TO ALL PARTS OF THE CITY.



FINK & BOGART,

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Straw Goods

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HOUSE-FURNISHING GOODS,

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ROOFING AND SPOUTING A SPECIALTY.

C. K. WENNER & BRO.,

DEALERS IN

FINE GROCERIES,

TEAS, COFFEES, SPICES, &c.,

Provisions, Fruits, Vegetables, Butter and Cheese,

No. 35 North Seventh St.,

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GENUINE IMPORTED SWISS AND LIMBURGER CHEESE.

Mrs. H. E. BOHLENS,

Ladies' Hair Emporium.

COMBINGS.

Cut or Imported Hair made up into any
style desired.

No. 31 N. SEVENTH ST.,

ALLENTOWN, PA.

Health Officer—Harvey Hartzell.
Superintendent Water Department—S. S. Thompson.
City Engineer—Samuel D. Lehr.
Chief of Police—Preston J. Baker.
Chief of Fire Department—John P. Dillinger.

SELECT COUNCIL.

President—Samuel McHose.
Clerk—J. S. Reninger.
Members—First Ward, J. S. Kern; Second Ward, Owen Blumer; Third Ward, James M. Culbertson; Fourth Ward, John H. Berchall; Fifth Ward, Samuel McHose; Sixth Ward, James T. Gallagher; Seventh Ward, Hiram Sterner; Eighth Ward, M. H. Walt.

COMMON COUNCIL.

President—Harry F. Trexler.
Clerk—C. T. O'Neil.

four-wheeled hose carriages. About one hundred and twenty members.

Good-will Steam Fire Company, No. 3. Organized in 1850. Silsby steamer and one-horse hose carriage. About one hundred members.

Columbia Steam Fire Company, No. 4. Organized in 1853. Silsby steamer and one-horse hose carriage. About sixty members.

Liberty Steam Fire Company, No. 5. Organized in 1869. Silsby steamer and four-wheeled hose carriage. About one hundred and twenty members.

Hibernia Hose Company, No. 6. Organized in 1871. Four-wheeled hose carriage. About seventy members.

Allen Steam Fire Company, No. 7. Organized in 1871. Amoskeag steamer and four-wheeled hose carriage. About sixty-five members.

Rescue Hook and Ladder Company, No. 8. Organized in 1881. One hook-and-ladder truck. About fifty members.



RITTER & SAYLOR, FIRE-BRICK WORKS.

Members—First Ward, J. R. Morton, W. O. Butz, E. J. Lumley, Jos. Barber; Second Ward, Ed. H. Fink, James D. Knouse, C. Weinerth, Geo. F. Heiney; Third Ward, William Gangewer, Chas. Craig, J. Winslow Wood, James Webb; Fourth Ward, George T. Hersh, L. P. Peters, John F. Weiler, L. H. Yeager; Fifth Ward, Samuel B. Burger, Tilghman Statler, Allen D. Wolf, S. O. Bachman; Sixth Ward, Stephen B. Neumoyer, Henry J. O'Neil, Michael Herrity, John Hanlon; Seventh Ward, Alvin P. Zellner, Frank H. Hersh, John Hamman; Eighth Ward, Edwin Kincaid, Frederick Lembach, Tilghman L. Wieand.

FIRE DEPARTMENT.

Allentown has an excellent volunteer fire department. The members are always ready to respond to the call of duty and to put forth their greatest efforts to save the properties of the citizens. The department consists of seven companies, as follows:

America Hose Company, No. 2. Organized in 1864. Two

The companies are all located in large and suitable buildings, with the exception of the Columbia and Rescue. The former occupied a large and handsome building on Hamilton street until a few months ago, when the house was disposed of by the city and the effects of the company removed to a shed on North Hall street. The Rescue has been an outcast from its nativity, and is now located in a vacant lot on North Law street. Although they are provided with poor accommodations, the boys are always to be found on hand when an alarm of fire is given, and they generally render valuable assistance. The city councils would do well to provide a suitable place for the location of those companies, as their services are indispensable, and they would certainly be of more benefit to the city if they were provided with proper quarters for the storage of their effects. Besides, it is a rather severe reflection upon a city if it cannot or will not provide its fire department with the necessary accommodations. It is understood that the old market house is to be remodeled and fitted up for the

ADOLPH OBERDOESTER,
DEALER IN
GROCERIES
PROVISIONS,
Wood & Willow Ware, Etc.

No. 448 RIDGE ROAD,
ALLENTOWN, PA.

Upon each purchase of Goods amounting to \$1.00,
a Ticket is given for the drawing of a
GRAND PARLOR ORGAN, which is on
exhibition at Store.

Organ given, to be drawn December 26th.

MARCUS PFEIFFER,
DEALER IN
Stoves, Ranges, Heaters,
TINWARE
—AND—
HOUSE-FURNISHING GOODS,
No. 640 FRONT STREET,
ALLENTOWN, LEHIGH CO., PA.
Roofing and Spouting neatly done.

ALLENTOWN LAUNDRY,

No. 605 HAMILTON ST.

MORRIS SCHMIDT, Prop'r.

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S. KEMP, Catasauqua. F. C. BECK, Catasauqua.
M. M. RICE, Slatington.

CENTRAL RESTAURANT,

S. E. Cor. Seventh & Hamilton Sts., ALLENTOWN, PA.

CAPT. W. H. KLECKNER, PROPRIETOR.



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ALL KINDS OF GAME IN SEASON.

EVERYTHING THE MARKET AFFORDS.

THE BEST BRANDS OF CIGARS AT THE BAR.

location of the Columbia and Rescue. The latter is also to be supplied with a new hook-and-ladder truck, of which it is sadly in need. The sooner these intentions assume a practical shape, the better it will be for the property holders and all the citizens of Allentown.

The various companies were united under one organization on February 9, 1870. Simon P. Snyder was elected the first chief. W. K. Ruhe assumed the office in 1872, and was succeeded by J. S. Reninger in 1875. John P. Dillinger, the present incumbent, was elected to the office in 1878. The assistant chiefs are as follows: George F. Messimer, H. J. Ritter, W. W. Washburn, George J. Kline, John McLaughlin, and Henry Yhuelon.

The Gamewell telegraphic fire alarm system is in use, and the city is supplied with ten alarm boxes. The bell is in the cupola of the Good-will building, on South Eighth street.

POLICE DEPARTMENT.

The police force consists of Chief Preston J. Baker and eight policemen. They report at the Mayor's office, at the south-east corner of Seventh and Hamilton streets.

POST OFFICE.

The post office is located in Stiles' Building, on the corner of Law and Hamilton streets. Hon. George T. Gross is the present postmaster. The



SECOND NATIONAL BANK.

free delivery system was established in 1882, and there are at present six letter-carriers.

KEYSTONE CORNICE WORKS,

ALLENTOWN, PA.,

MANUFACTURER OF

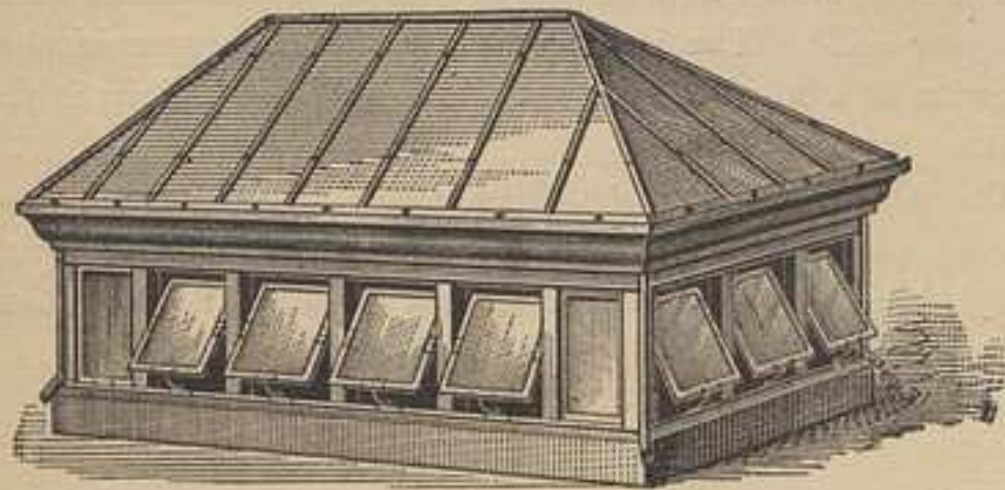
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THESE SKYLIGHTS ARE GUARANTEED TO BE
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In use on all prominent public and private buildings throughout the United States,
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THE BOSTON STOCKING HOUSE.

Sign of the Big Stocking.

HEAD-QUARTERS FOR HOSIERY,
UNDERWEAR, CORSETS,

AND A FULL LINE OF LADIES' AND GENTS'

FURNISHING GOODS,

SOLE AGENTS FOR THE

Wonder Shirts,

The best Shirt for \$1.00 in the market.

CLAUSER & KEPNER,

723 Hamilton St.,

ALLENTOWN, PA.

OSCAR E. KLINE,

MANUFACTURER OF

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AND

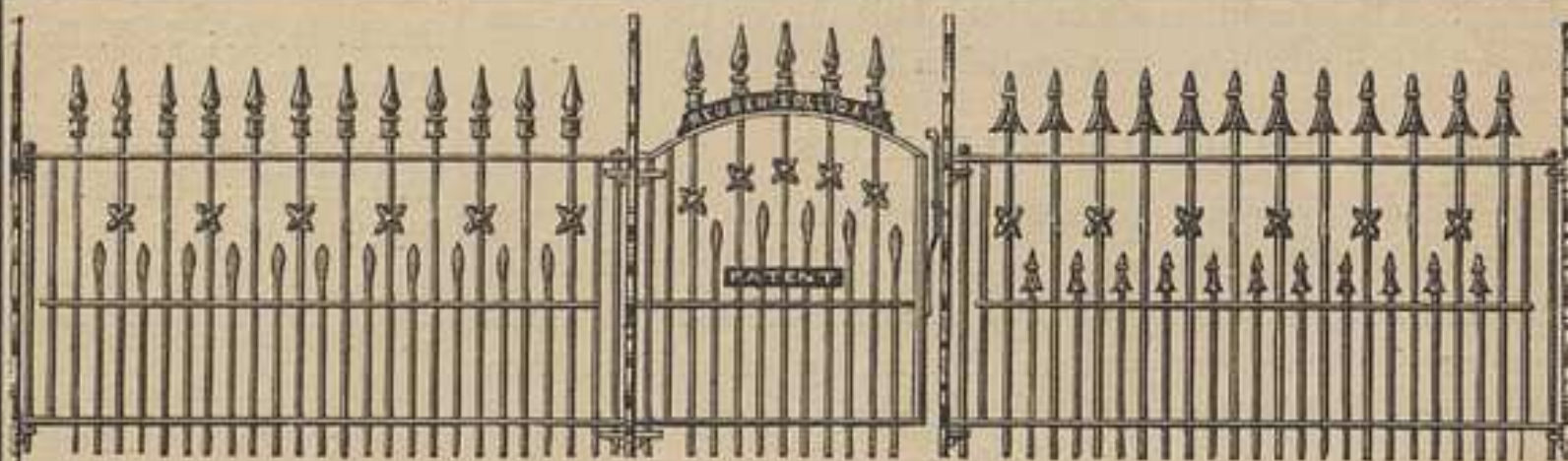
Veneered

Cigar Boxes,

No. 30

SOUTH HALL ST.,

ALLENTOWN, PA.



NEW PATENT ROD IRON FENCING.

I am happy to state that wherever these fences have been sold they give universal satisfaction, and I have thus far introduced them extensively in five different States. Your correspondence is solicited in regard to price, &c.

In writing please state the number of feet wanted, whether posts are to be put in the ground or in coping. Should you desire to know the price of any particular pattern, please designate it by the number on circular. I will then send you the price per foot, running measure, put up, painted, all complete. I also have heavier fences suitable for Churches, Public Buildings, &c., made to order as to height, size of iron, &c. These fences are made of the best wrought iron. I am prepared to compete with any one in the manufacture of fences, prices, &c.

Circulars sent free.

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VAPORS.

Lung, Throat, Heart and Spine Dis-
eases a specialty.

FINANCIAL INSTITUTIONS.

The Allentown National Bank was originally established as a State bank in 1855, and was called the Allentown Bank. The first president was Jacob Dillinger. He died in 1861, and was succeeded by William Saeger. This bank surrendered its State charter on August 1, 1865, and the same day organized as a national bank, with a capital of two hundred thousand dollars. William Saeger continued as president. In 1870, the capital of the bank was increased to five hundred thousand dollars. Mr. Saeger resigned in 1883, and was succeeded by Esaias Rehrig, who held the position until his death, which occurred in 1885. Charles W. Cooper, who had been cashier of the bank since its foundation, was then elected president, and he now holds the office. Charles M. W. Keck is cashier and Joseph E. Balliet is teller. The present banking house was erected in 1871 on the site of the old Northampton Bank building, at the north-east corner of Seventh street and Centre Square.

The Second National Bank of Allentown, was organized in 1863, with a capital of one hundred thousand dollars. The capital was increased to two hundred thousand dollars in 1864, and several years later to three hundred thousand dollars. This is the oldest national bank in Lehigh county. Mr. Wm. H. Ainey was elected president at the time the bank was established and has ever since continued in that position. The first cashier was Charles H. Bush, who resigned in 1865. The office was then assumed by Francis E. Samuels, who occupied the place until his death in 1875, when the present incumbent, Reuben Stahler, was elected. The present handsome bank building, on the south-east corner of Centre Square, was erected in 1881.

ADELAIDE SILK MILLS.

This industry, which has been so beneficial to the city, was organized in 1880. The works were established by the Phoenix Manufacturing Company, of Paterson, N. J., and the funds necessary for their erection were obtained by subscription from the citizens of Allentown. Work on the building was commenced in the latter part of September, 1880, and on November 17, 1881, the new edifice was formally dedicated and opened. A new addition for the manufacture of ribbon has lately been erected, and the enterprise is in a most prosperous condition. The name Adelaide is in honor of the wife of Albert Tilt, president of the Phoenix Manufacturing Company.

MILITARY ORGANIZATIONS.

Allentown has two military companies, both of the Fourth Regiment. Co. B, Allen Continentals, Captain S. D. Lehr. Armory in Yeager's Building, Nos. 32 and 34 North Seventh street.

Co. D, Allen Rifles, Captain Wm. D. Mickley. Armory in Kline's Hall, Centre Square.

EDUCATIONAL INSTITUTIONS.

Great attention has always been devoted to the cause of education in Allentown, and the city can boast of having one of the best and most successful public school systems in the State. There are nine beautiful and spacious school buildings in the city at present. The present city superintendent is L. B. Landis.

Muhlenberg College is widely known for the many learned and useful men who come forth from its doors. This institution was organized in 1867, and was originally designed as a Lutheran seminary. But the classes now comprise theology, jurisprudence, and medicine. This institution is the successor of the Allentown Seminary, which was established in 1848. Muhlenberg College derives its name from Henry Melchoir Muhlenberg, one of the early promoters of the Lutheran church in this country. Rev. Benjamin Sadtler, D.D., is president of the college.

The Allentown Female College dates its establishment back to the year 1867. The institution is under the supervision and direction of a board of trustees. Rev. William M. Reily is president.

The Allentown Business College is specially intended for teaching the commercial course, and to aid the student in acquiring a knowledge of business life. Professor William L. Blackman is principal.

SOCIETIES.

MASONIC BODIES.

Barger Lodge, No. 333, F. and A. M. George H. Wartman, W. M.; Amandus O. Greenwald, S. W.; John Allen, J. W.; Russell A. Thayer, Treasurer, B. F. Abbott, Secretary.

Greenleaf Lodge, No. 561, F. and A. M. Jas. R. Roney, W. M.; H. C. Wagner, S. W.; L. L. Roney, J. W.; P. H. Stettler, Treasurer; A. F. Shick, Secretary.

Allen Chapter, No. 203, R. A. M. Erwin J. Balliet, M. E. H. P.; J. B. Davis, King; P. H. Stettler, Scribe; R. A. Thayer, Treasurer; B. F. Abbott, Secretary.

Allen Council, No. 23, R. S. E. and S. M. L. F. Schmidt, T. I. G. M.; G. H. Wartman, D. I. G. M.; P. H. Stettler, P. C. of W.; R. A. Thayer, Mast. of Ex.; Erwin J. Bulliet, Recorder; H. K. Hartzell, Marshal; John H. Birchall, C. of G.; J. D. Beitel, Sentinel.

Allen Commandery, No. 20, K. T. Erwin J. Balliet, Em. Com.; Phaon H. Stettler, Generalissimo; John B. Davis, Captain-General; Russell A. Thayer, Treasurer; Augustus F. Shick, Recorder; E. G. Martin, C. W. Cooper, and James B. Roeder, Trustees.

All of the foregoing societies meet in Masonic Hall, corner of Hamilton and Law streets, Stiles' Building.

INDEPENDENT ORDER OF ODD FELLOWS.

The meeting hall of this order is in Kramer's Building, corner of Sixth and Hamilton streets. The following lodges represent the order in this city:

Allen Lodge, No. 71.
Lehigh Lodge, No. 83.
Vienna Lodge, No. 847.
Unity Encampment, No. 12.

KNIGHTS OF PYTHIAS.

The following are the Allentown lodges of the order:

Allentown Lodge, No. 90.
Greenleaf Lodge, No. 257.
Donan Lodge, No. 347.
Lehigh Division, No. 9.

KNIGHTS OF HONOR.

The lodges are the following:

Royal Arcanum, Beacon Council, No. 422.

American Legion of Honor, Livingstone Council, No. 656.

TEMPERANCE SOCIETIES.

Jordan Division, No. 380, Sons of Temperance.

Liberty Union, No. 85, Daughters of Temperance.

Lehigh Section, No. 10, Cadets of Temperance.

Good Templar Lodge, No. 1164, L. O. of G. T.

GRAND ARMY OF THE REPUBLIC.

Yeager Post, No. 13.

E. B. Young Post, No. 87.

SONS OF VETERANS.

James A. Garfield Camp, No. 6.

INDEPENDENT ORDER OF GOOD FELLOWS.

This order consists of but one lodge in Allentown, and meets in Kramer's Building.

PATRIOTIC SONS OF AMERICA.

Washington Camp, No. 63.

Camp No. 115.

Lehigh Commandery, No. 6.

DAUGHTERS OF LIBERTY.

Washington Council, No. 12.

Welcome Council, No. 13.

KNIGHTS OF THE GOLDEN EAGLE.

Allentown Castle, No. 55.

OTHER SOCIETIES.

Lehigh Agricultural Society.

Young Men's Christian Association.

Carroll Council, No. 170, O. U. A. M.

Cigarmakers' Beneficial Society.

Franklin Beneficial Society.

Gellert Lodge, No. 202, D. O. D. H.

James A. Mann Assembly, No. 1877.

Liberty Beneficial Association.

Emerald Beneficial Association.

St. Joseph's Beneficial Society.

CHURCHES.

LUTHERAN CHURCHES.

St. Paul's Evangelical Lutheran Church.—This church is situated on South Eighth street, and was erected in 1855. The first pastor of the congregation, before the building of the present church edifice, was Rev. John Joseph Roth. The present pastor is Rev. Charles E. Hay.

St. John's Evangelical Lutheran Church.—Situated on South Fifth street. Erected in 1855. First pastor was Rev. B. M. Schmucker. Present pastor, Rev. Reuben Hill, will soon be succeeded by Rev. S. A. Repass.

St. Peter's Evangelical Lutheran Church.—Situated at Ridge road and Chew street. Erected in 1867. First pastor, Rev. K. Schlenker; present pastor, Rev. G. F. Gardner.

St. Michael's Evangelical Lutheran Church.—Situated at Ninth and Turner streets. Erected in 1877. First pastor, Rev. B. W. Schmank; present pastor, Rev. G. F. Spieker.

REFORMED CHURCHES.

Zion's Reformed Church.—Situated at Hamilton and Church streets. Erected in 1847. On this site was erected the first church in Allentown. During the Revolutionary War the Liberty Bell was, for a time, hidden in Zion's Church, the people of Philadelphia fearing the bell might fall into the hands of the British. First pastor, Rev. J. Daniel Gross, D.D.; present pastor, Rev. E. A. Gernant.

St. John's Reformed Church.—Situated at Sixth and Walnut streets. Erected in 1867. First pastor, Rev. S. Philips; present pastor, Rev. Samuel G. Wagner. This church has a grand set of chimes, consisting of nine bells.

Salem Reformed Church.—Situated on Chew street, between Sixth and Seventh streets. Erected in 1876. First pastor, Rev. A. J. G. Dubbs, who still occupies that position.

Christ Reformed Church.—Situated on Second street, near Hamilton. Erected in 1876. First pastor, Rev. Jarious Fritzing; present pastor, Rev. M. H. Diefenderfer.

PRESBYTERIAN CHURCH.

The First Presbyterian Church is situated at Fifth and Court streets. Erected in 1831. First pastor, Rev. Mr. Heberton; present pastor, Rev. J. F. Pollock.

EVANGELICAL ASSOCIATION CHURCHES.

Salem's Church.—Situated in Linden street, above Ninth. Erected in 1857. First pastor, Rev. John Schell; present pastor, Rev. B. F. Bohner.

Immanuel Church.—Situated on Turner street, below Second. Erected in 1870. First pastor, Rev. W. K. Wiand; present pastor, Rev. J. C. Bliem.

Ebenezer Church.—Situated on Turner street, below Seventh. Erected in 1868. First pastor, Rev. S. S. Chubb; present pastor, Rev. J. W. Hoover.

Zion's Evangelical Church.—Situated on Liberty street, above Eighth. Erected in 1875. First pastor, Rev. John Schell; present pastor, Rev. Joseph Specht.

BAPTIST CHURCH.

The Baptist Church is at Sixth and Chew streets. Erected in 1859. First pastor, Rev. Joseph L. Sagebeer; present pastor, Rev. F. S. Dobbins.

UNITED BRETHREN.

The United Brethren Church is situated on Linden street, below Ninth. Erected in 1868. First pastor, Rev. D. S. Hoffman; present pastor, Rev. J. P. Smith.

METHODIST CHURCHES.

Free Methodist Church.—Situated at Eighth and Chew streets. Erected in 1867. First pastor, Rev. William Parry; present pastor, Rev. W. P. Howell.

Methodist Episcopal Church.—Situated on Linden street, below Sixth. Erected in 1844; rebuilt in 1869. First pastor, Rev. Newton Heston; present pastor, Rev. W. P. Howell.

EPISCOPAL CHURCHES.

Grace Episcopal Church.—Situating at Fifth and Linden streets. Erected in 1866. First pastor, Rev. E. N. Potter; present pastor, Rev. O. B. Kieth.

Episcopal Church of the Mediator.—Situating on North Front street. Erected in 1869. First pastor, Rev. Jeremiah Karcher; present pastor, Rev. O. B. Kieth.

ROMAN CATHOLIC CHURCHES.

Church of the Sacred Heart of Jesus.—Situating at Fourth and Pine streets. Erected in 1869. First pastor, Rev. E. O. Hiltermann; present pastor, Rev. John B. Maus.

Church of the Immaculate Conception.—Situating on Ridge road, near Liberty street. Erected in 1884. Rev. Father Fuboly was the first Catholic priest stationed in Allentown, and conducted services in a small brick church, which is yet standing. The present pastor of the Immaculate Conception Church is Rev. P. F. Donegan.

NEWSPAPERS.

The *Daily City Item* (Dem.) is published every day, except Sunday, by the Item Printing Association, at 607 Hamilton street. The proprietors are Messrs. Cyrus Kuntz and Charles A. J. Hartman. It is the only Democratic daily in Lehigh county.

The *Chronicle and News* (Rep.) is published every day at 638 Hamilton street. Robert Iredell, Jr., is the editor and publisher.

The *Allentown Democrat* is published every week at 632 Hamilton street. Messrs. Haines & Ruhe, proprietors and publishers.

The *Unabhaenger Republikaner* (Independent Republican) is a German weekly, published by Messrs. Rinn & Schlechter, at 607 Hamilton street.

The *Welt-Bote*, weekly; *Friedens Bote*, weekly; and *Lecha Bote*, tri-weekly, are three German papers published by Messrs. Trexler & Hartzell, at 613 Hamilton street.

Many unsuccessful attempts have been made to establish newspapers in Allentown, but the majority met with great disasters, and passed into obscurity after a short existence. There are several other papers, besides those mentioned, of more or less importance, published in Allentown.

A. N. LINDERMUTH,

No. 637 Hamilton Street.

While engaged in reviewing the trades, manufactures, and commercial interests of Allentown, it is but an act of justice to the arts to mention a very important branch, in which Mr. A. N. Lindermuth is the chief representative. As a photographer he has achieved a grand success, and his gallery, No. 637 Hamilton street, is patronized by the élite of not only Allentown, but of the entire valley. Mr. Lindermuth was originally an artist and portrait painter, having graduated at the "School of Art and Design," at Philadelphia, and afterwards studied under the great master of to-day, J. Heral Rasor, the great portrait painter. After this course of art training he entered the field of photography, taking lessons from the masters of that art in the United States, under Laray, Mora, and Gutekunst, and to-day ranks with these men in the photographic profession. Mr. Lindermuth makes a special

study of such subjects as claim they have never had a good picture of themselves. The new process work is growing in favor daily, and the time is not far distant when it will be the only kind of work called for, as it is absolutely permanent—a feature which the public will duly appreciate.

G. C. ASCHBACH & CO.

To such parties who think of purchasing a musical instrument for their home, we can recommend no better house than that of the leading music dealers of the Lehigh Valley, Messrs. G. C. Aschbach & Co., 532 Hamilton street, Allentown, Pa. Two large and elegantly furnished rooms are packed with instruments of the leading manufacturers, notably amongst which are the world-renowned Mason & Hamlin Organs for which Aschbach & Co. hold the sole agency for Lehigh and Carbon counties. The popular Taylor and Farley, Worcester, and A. B. Chase Organs, are also largely displayed. The Kramich & Back Pianos which have had such a large sale during the past years, besides pianos of other reputable manufacturers are well represented. Small instruments are displayed in endless variety, and people who have never been in their warerooms have no idea of such an extensive music house being in Allentown. We refer our readers to their advertisement which appears in our issue.

ALLENTOWN'S RISING PHOTOGRAPHIC ARTIST.

From the *New York Trade Review*.

The advances made by scientists in the wonderful art of photography during the last few years have more than kept pace with the general advanced spirit of the age, and with the wonderful appliances now in use there seems hardly anything impossible at the present day to this now marvelous art of reproduction. Probably this is due to a great extent to the fact that the study has been enthusiastically pursued by a number of the younger generation, whose results far outstrip the productions of their predecessors who grew gray in the business, content to follow in a beaten track without giving their adopted profession the benefit of personal investigation, and the future developments pertaining to this science may be safely left in younger hands. During his tour of inspection in the city of Allentown, Penn., our traveling correspondent dropped into the well-appointed gallery of Mr. George Steckel, situated at No. 629 Hamilton street, and was not only surprised at the excellence of the work produced, but also at the extreme low figures for all classes of pictures. How cabinet-photographs of a high order of merit can be produced for \$3.50 per dozen, and other styles at a correspondingly low figure, can only be explained or understood after an inspection of a gallery equipped with such modern appliances, coupled with a thorough knowledge of the business, to be found in such an establishment as that of Mr. Steckel, and the personal care and attention devoted by the proprietor to every detail connected with the art. The gallery under notice was founded some seventeen or eighteen years ago, and only came into its present owner's hands last May, since which time it seems to have been imbued with a new life and activity that must be gratifying to its possessor. Although a very young

man, Mr. Steckel has spent many years in the business here in Allentown, and the quality of his work fully proves he has made good use of his time. Commencing his business career under rather adverse circumstances, he has succeeded in less than one year in surrounding himself with a very flattering patronage, comprising as it does many of the first families of the city and surrounding country. Pictures are all taken on what is known as the dry plate or instantaneous process, and finished in a style that cannot be excelled throughout this entire region. The instruments and appliances used are all of the latest designs, and some of them very valuable, allowing the production of the smallest, even to the most elaborate panel photograph. The excellent arrangement of shades under a perfect northern light particularly attracted our correspondent's attention, and fully demonstrates the fact that Mr. Steckel has given this subject much thought and study. A specialty is made in full life-size pictures, either water colors, India

ink, or crayon, and some specimens of each of these different methods turned out of this gallery rank as excellent and perfect specimens. In the matter of scenery, the different varieties are calculated to suit the tastes of the most fastidious, and whether the position be the most commonplace or very romantic, the requisites are here to be seen on all sides. A cursory glance at the numerous specimens of work to be seen in the reception room tells the story of this young man's success, and needs no further indorsement. Although occupying a very attractive gallery at the present, it is Mr. Steckel's intention to greatly enlarge his facilities to meet the demands of his constantly increasing trade, and thus make his studio one of the largest outside the great cities. As this gentleman may be said to be only on the threshold of his career, present appearances would indicate that he is destined to prove a worthy and successful member of the photographic profession, whose field of operations will not be confined to his own home.

THIRTY-SECOND ANNUAL CONCLAVE

OF THE

GRAND COMMANDERY KNIGHTS TEMPLAR OF PENNSYLVANIA, HELD IN THE CITY OF ALLENTOWN, MAY 24th, 25th and 26th, 1885.

A GRANDER or more imposing sight than was presented by the Knights Templar in their parade on May 26th, 1885, has seldom been seen in Allentown. There were 1245 Knights in line, accompanied by 507 musicians. The handsome uniforms worn by the Knights and splendid banners carried by the various commanderies, together with the most excellent music furnished by the different bands, all of whom were the best musical organizations to be had in the locality from which the commanderies hailed, made the spectacle one long to be remembered by all who were so fortunate as to witness it. The following report of the conclave is from the local press:

The city of Allentown looked as though an army of occupation had invested it. Over 1200 Knights Templar, resplendent with glittering uniforms and brilliant insignia, are here, accompanied by bands of music and hundreds of followers from all parts of the State. New Jersey, too, has sent its representatives. Mounted Knights on richly caparisoned steeds, looking as gay and gorgeous as any cavalcade that went with the Crusades to wrest the cross from the crescent, were to be seen dashing through the streets carrying or taking dispatches to the Right Eminent Grand Commander, Sir Edwin G. Martin. Unmounted Knights in hundreds were parading the streets, headed by their bands, which lent life and animation to an already animated city and performing the beautiful and intricate evolutions peculiar to Templary. The city is in its gayest attire and all along Hamilton street, from Fourth to Tenth, there is the flutter of flags. A crowding of masses on

the sidewalks, on decorated awnings, in windows, on housetops—that was the scene to-day.

From the first blush of morn the carriages and wagons and all manner of conveyances came crowding along the country roads into the city. The trains, regular and special, added thousands to the number of sight-seers. Philadelphia, Reading, Norristown, Easton, Wilkes-Barre, Bethlehem, and innumerable other points had their representatives, and the perpetual encounters of friends and acquaintances on the sidewalks, with incidental introductions, created little eddies in the stream of humanity that flowed ceaselessly and with ever-increasing volume through our streets. The hotels are crowded and running over into adjacent houses with mattresses on the floor and cots in the hall. The hotel men are doing the best they can and doing it nobly.

The crowds were simply immense, and such good-natured crowds, too. All were bent on sight-seeing and prepared to be jostled and pushed and jammed and squeezed and to in turn jostle and push and jam and squeeze. And the music—there was oceans of it, of the very best kind. Bands vied with each other in the variety and style of their selections and the length of time they could play. All this amused and edified the listeners and contributed to the general animation of the day. Centre Square and Hamilton street, from Seventh to Fifth, seemed to be the favorite stamping grounds of the multitude, and before ten o'clock it was almost impossible to make one's way through the dense mass of people. The hundreds of flags, the gay streamers, the showy banners of

Commanderies, the Masonic decorations, made a beautiful show in the bright sunlight. From an elevated point of observation the sight was grand in the extreme and one the memory of which will not soon be effaced. The weather was as near perfection as possible—not too hot, not too cool, just right for marching and for sight-seeing.

To make the parade the grand feature of the conclave the people of Allentown appeared to be as assiduous as the Masons of the city, for nearly all the stores and many residences along the line of march were decked and ornamented as tastefully as skill and abundant material could make them. The line along the greater part of the route was packed with humanity on both sides, and every window was thronged. The appearance of the Knights was all that they or their officers could wish, and the manœuvres of the various Commanderies were skillfully executed and elicited frequent rounds of applause.

THE GRAND PARADE.

The Commanderies formed at half past ten o'clock on North Seventh street, right resting on Hamilton street, and marched over the following route: Down Hamilton to Fifth, down Fifth to Walnut, down Walnut to Fourth, out Fourth to Chew, up Chew to Sixth, in Sixth to Hamilton, up Hamilton to Thirteenth, countermarch to Seventh and dismiss. The line was reviewed by the Grand Commander at the corner of Seventh and Hamilton streets. The Commanderies in passing the Grand Commander marched in double sections, swords at carry, officers and colors saluting.

The parade was led by the following, all mounted: R. E. Grand Commander, Dr. Edwin G. Martin; V. E. Deputy Grand Commander, Joseph Alexander, Jr.; Em. Sir George S. Graham, Grand Generalissimo; Em. Sir Lee L. Smith, Dep. Grand Captain-General; Em. Sir Richard M. Muckle, Grand Treasurer; Em. Sir Chas. E. Meyer, Grand Recorder; Em. Sir Wm. W. Allen, Senior Grand Warden; Em. Sir Torrence C. Hipple, Grand Junior Warden; Em. Sir John C. Kelley, Grand Warder; Em. Sir Edward W. Mills, Grand Sword Bearer; Em. Sir Aug. F. Shick, Grand Standard Bearer; Em. Sir J. A. Vanderslice, Grand Captain of the Guard; Right Em. Sirs George W. Kendrick and J. P. S. Gobin, Past Grand Commanders.

Aid to Grand Commander, Sir Morris L. Kauffman.

Chief of Staff, Em. Sir John J. Wadsworth.

Aids to Grand Captain-General, Em. Sirs Chas. W. Cooper, Joseph S. Wright, N. P. Ramsey, and William Conway.

FIRST DIVISION.

Eminent Sir W. W. Allen, Grand Senior Warden, in command.

Weccacoe Band, 20 men.

Philadelphia Commandery, No. 2, 60 men.

Edward H. Crane, Eminent Commander; W. L. Weatherly, Generalissimo; Evan Klautschek, Captain-General.

Athletic Band, 25 men.

St. John's Commandery, No. 4, Philadelphia, 60 men.

John S. Sipler, Em. Com.; Daniel E. Hughes, Gen.; Edward P.

Knipe, Capt. Gen.

Singer Cornet Band, Mechanicsburg, 24 men.

St. John's Commandery, No. 8, Carlisle, 52 men.

Jas. D. Rea, Em. Com.; J. R. Carvell, Gen.; S. R. Claudy, Capt. Gen.

Liberty Cornet Band, Reading, 26 men.

De Molay Commandery, No. 9, Reading, 50 men.

Wm. Koch, Em. Com.; A. Seivard, Gen.; Harry Laucks, Capt. Gen.

Pilgrim Commandery, No. 10, Harrisburg, 25 men.

J. D. Lemer, Em. Com.; E. A. Tennis, Gen.; J. C. Jennings, Capt. Gen.

City Band, Lancaster, 20 men.

Lancaster Commandery, No. 13, 84 men.

C. A. Fondersmith, Em. Com.; Wm. O. Marshall, Gen.; J. L. Lyte, Capt. Gen.

Arion Band, Lehigh, 16 men.

Palestine Commandery, No. 14, Carbondale, 40 men.

C. McMullen, Em. Com.; J. W. Dimmick, Gen.; D. R. Nicol, Capt. Gen.

Phoenixville Military Band, 22 men.

Jerusalem Commandery, No. 15, Phoenixville, 40 men.

N. C. Vanderslice, Em. Com.; S. R. March, Gen.; F. B. Rhodes, C. G. Germania Band, Towanda, 19 men.

Northern Commandery, No. 16, Towanda, 36 men.

G. E. Davis, Em. Com.; C. L. Tracy, Gen.; J. McGowan, Capt. Gen.

Bethlehem Band, 22 men.

Cour de Lion Commandery, No. 17, Scranton, 40 men.

E. H. Ruppel, Em. Com.; J. Ferguson, Gen.; G. W. Childs, Capt. Gen.

Philipsburgh Band, 19 men.

Hugh de Payne, No. 19, of Easton, 55 men.

C. Hilliard, Em. Com.; R. H. Lerch, Gen.; W. H. King, Capt. Gen.

SECOND DIVISION.

Eminent Sir Torrence C. Hipple, Grand Junior Warden, in command.

Allentown Band, 25 men.

Allen Commandery, No. 20, 90 men.

E. J. Balliet, Em. Com.; P. H. Stettler, Gen.; J. Davis, Capt. Gen.

Repasz Band, of Williamsport, 24 men.

Baldwin II. Commandery, No. 22, Williamsport, 39 men.

J. Wood Wussina, Em. Com.; Joseph C. Long, Gen.; William H. Bloom, Capt. Gen.

Lebanon Band, 28 men.

Hermit Commandery, No. 24, Lebanon, 45 men.

M. W. Reinœhl, Em. Com.; J. D. Brown, Gen.; A. Hess, Capt. Gen.

Republican Band, of Philadelphia, 18 men.

Kadosh Commandery, No. 29, Philadelphia, 25 men.

Stockton Bates, Gen.; John Sterling, Capt. Gen.

Citizens' Band, of Mahanoy City, 12 men.

Ivanhoe Commandery, No. 31, Tamaqua, 21 men.

Phaon Hermany, Em. Com.; Samuel Palmer, Gen.; J. Holland, C. G. Norristown Band, 22 men.

Hutchinson Commandery, No. 32, Norristown, 33 men.

Sam'l J. Long, Em. Com.; Wallace Boyer, Gen.; Wm. Singluff, C. G.

Pioneer Band, of Catasauqua, 25 men.

Mary Commandery, No. 36, Philadelphia, 55 men.

John H. Dye, Em. Com.; Alex. McCune, Gen.; Ezra S. Bartlett, C. G.

Third Brigade Band, of Pottsville, 31 men.

Constantine Commandery, No. 41, of Pottsville, 50 men.

C. H. Reist, Em. Com.; Wm. H. Pollard, Gen.; E. Robinson, C. G.

Salls Brothers' Band, of Paterson, N. J., 16 men.

Melita Commandery, No. 13, of Paterson, N. J., 40 men.

D. Demorest, Em. Com.; L. L. Green, Gen.; E. C. Wells, Capt. Gen.

THIRD DIVISION.

Eminent Sir J. C. Kelley, Grand Warden, in command.

Minnehaha Band, of Womelsdorf, 20 men.

Reading Commandery, No. 42, of Reading, 60 men.

Dr. H. Landis, Em. Com.; Jno. Barbey, Gen.; Wm. H. Runkle, C. G.

Seltzer Band, of Lock Haven, 22 men.

Hospitallar Commandery, No. 46, of Lock Haven, 60 men.

Geo. A. Brown, Em. Com.; J. Schuyler, Jr., Gen.; Geo. McRea, C. G.

Metropolitan Band, of Philadelphia, 20 men.

Kensington Commandery, No. 54, of Philadelphia, 60 men.

J. G. Brueckmann, Em. Com.; Alfred Clegg, Gen.; C. C. Tull, C. G.

Thistle Band, of Pittston, 18 men.

Wyoming Valley Commandery, No. 57, of Pittston, 35 men.

Theo. Hart, Jr., Em. Com.; J. H. Mosser, Gen.; John D. Green, C. G.
Temple Commandery Band, 18 men.

Temple Commandery, No. 60, of Tunkhannock, 40 men.

Draper Billings, Em. Com.; F. H. Bayard, Gen.; Jas. W. Bayard, C. G.
Corinthian Chasseurs (mounted), No. 53, of Philadelphia, 35 men.
W. R. Peddle, Em. Com.; J. P. Wyman, Gen.; W. F. McCallum, C. G.

An election for officers for the ensuing term resulted in the choice of the following:

THE GRAND OFFICERS.

- R. E. Grand Commander—Sir Joseph Alexander, Jr., of Carbondale.
- V. E. Deputy Grand Commander—Sir George S. Graham, of Phila.
- E. Grand Generalissimo—Sir Lee S. Smith, of Allegheny.
- E. Grand Captain General—Sir William W. Allen, of Philadelphia.
- Grand Prelate—Sir Wm. Henry Platt, of Lewistown.
- Grand Senior Warden—Sir Torrence C. Hipple, of Lock Haven.
- Grand Junior Warden—Sir John J. Wadsworth, of Erie.
- Grand Treasurer—Sir Mark Richards Muckle, of Philadelphia.
- Grand Recorder—Sir Charles E. Meyer, of Philadelphia.

The following appointments were made by Grand Commander Alexander:

- E. Grand Standard Bearer—Sir Ezra H. Ripple, of Scranton.
 - E. Grand Sword Bearer—Sir Charles C. Baer, of Pittsburgh.
 - E. Grand Warder—Sir Joseph S. Wright, of Philadelphia.
 - E. Grand Captain of the Guard—Sir Wm. H. Ryan, of Allentown.
 - Grand Marshal—Sir Edward Masson, of Philadelphia.
- Scranton was selected as the next place of meeting.

THE INSTALLATION.

The public installation of the officers elect took place in the Academy of Music in the presence of a vast assemblage of invited ladies and gentlemen. The ceremony, which was very imposing, lasted one and a half hours. The Allentown band of this city was selected for the orchestral work, and its selections excited rapturous applause.

RECEPTION AND PROMENADE CONCERT.

The reception and promenade concert tendered by Allen Commandery in honor of the thirty-second annual conclave and visiting Sir Knights was held at the Olympian Rink. The length of the main floor is 175 feet and the width 80 feet, the standing room of which would accommodate 8000 people if pretty well packed. The rink was elaborately decorated with flags and festoons of hunting and Chinese and Japanese designs. On the right of the building a large music stand was constructed midway between the west and east ends. Adjoining on the north side of the main building a special structure, 40 by 150 feet, was erected for the refreshment room, and in this three long tables were set which accommodated two hundred and seventy-five people at a time.

At nine, the splendid Eureka Orchestra of twenty-five pieces, under the direction of E. Lehman Ruhe, opened the promenade concert and rendered the following programme.

- Overture.....Massaniello.
- Cornet Solo.....Silver Stream.
- Selection.....Chimes of Normandy.
- Concert March.....Patrol of the Guard.
- Harp Solo.....Balko in Maschera.
- Selection.....Falka.

ORDER OF DANCING.

- Grand March—Somerset.....Weigand.
- 1. Waltz—Spring Flowers.....Bousquet.
- 2. Lanciers—Mountain Belle.....Weingarten.
- 3. Schottische—Magnolia.....Moses.
- 4. Quadrille—Declaration.....Weigand.
- 5. Waltz—Fedora.....Bucalossi.

Promenade.

- Piccolo Solo.....Master Rossi.
- 6. Lanciers—Falka.....Chassaigne.
- 7. Galop—Dash.....Weigand.
- 8. Polka Quadrille—Amulet.....Bowman.
- 9. Waltz—The Skater.....Waldteufel.
- 10. Lanciers—No. 14.....Weingarten.

Promenade.

- Tannhauser.....R. Wagner.
- 11. Mazurka—Botsonia.....Ruhe.
- 12. Quadrille—Excelsior.....Schlegrell.
- 13. Waltz—Beautiful Women.....Fahrbach.
- 14. Lanciers—Hedge Rose.....Weingarten.
- 15. Polka—Laughing Dove.....Behr.
- 16. Galop—Fedora.....Dietrich.

The music was rendered exquisitely and the commendations of the orchestra were general.

At ten o'clock the grand march was formed under Marshal Sir William R. Klein, who, with his aids, took the right of column. The orchestra played the music to military marching time and the hundreds of Knights in full Templar uniform, accompanied by richly dressed and beautiful ladies, keeping time to the spirited music, presented a grand and inspiring spectacle, such as has never been excelled in this city. Then the dancing began with a beautiful waltz, and a well arranged programme was rendered most delightfully by the orchestra and danced most gracefully by the gallant and courteous Knights and their fair ladies. In point of decorum and gentlemanly conduct the affair was altogether most admirable and reflected high credit upon the order. Visitors from abroad, who were accustomed to attending large assemblages arranged in high style, were gratified with the success of this reception and were profuse in their expressions of admiration for the generous hospitality dispensed and the complete arrangements made for their comfort and entertainment. There was no occurrence during the whole evening which did not do honor to the gentlemen having the affair in charge.

The visitors, one and all, expressed themselves delighted with the city and their reception and entertainment. Excellent weather favored the conclave and applauding thousands looked on. The parade was one of the most imposing made by the Knights for years. The hotel accommodations, while tested to more than their capacity, handled the visitors well. Allen Commandery was universally praised by the visitors for its tireless efforts in seeing that the thousand and one details were looked to. The visitors conducted themselves admirably and the order has been strengthened in public estimation thereby. Altogether there appears to be cause for congratulations all around. It was a grand occasion and will be long remembered, and its complete success will be a lasting gratification to Allen Commandery.

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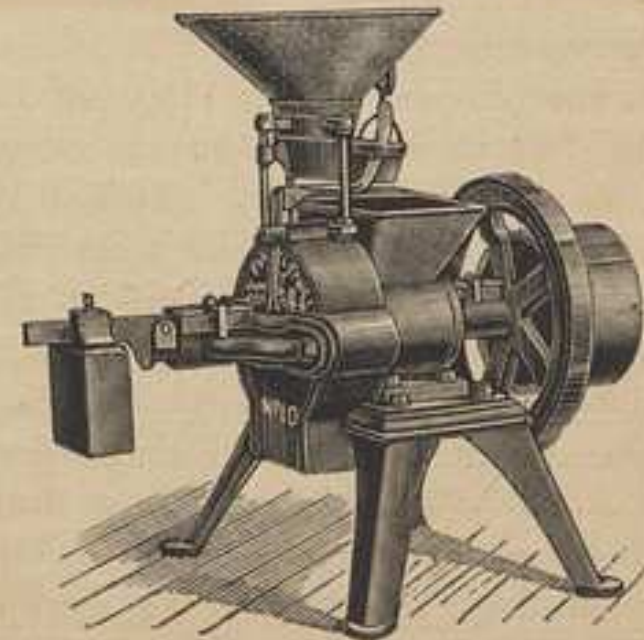
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HISTORY OF EASTON.

GEOGRAPHICAL OUTLINES, HISTORY, COMMERCIAL FACILITIES, INDUSTRIAL ESTABLISHMENTS, SCHOOLS, CHURCHES, PUBLIC BUILDINGS, ETC.

THE forks of the Delaware was early recognized as a fitting spot for the location of a town. We find Thomas Penn, one of the then proprietors of the colony of Pennsylvania, calling attention to the spot as a suitable place to lay out a town, as early as 1751. The site was located in Bucks county at that time, and a survey of the place had then already been made. On the north flows the picturesque Bushkill, in its course furnishing the motor power for numerous manufacturing enterprises with which its banks are lined. On the east roll the waters of the Delaware, which in the early history of the State was a highway for a valuable lumber trade. On the south flows the Lehigh, down through whose valley now comes an almost inexhaustible stream of coal, both by railroad and by canal. On the west is the open farming country, extending in an almost unbroken level surface to the foot of the Blue Mountains. The ground upon which the town is built is high, especially in the western part; the banks of both the Delaware and Lehigh Rivers being so high that the town has seldom suffered any material damage from the periodical freshets in these streams, while the natural slope of the surface is such as to afford the very easiest drainage, giving the town a sanitary reputation equaled by but few towns of its size anywhere. Owing to the peculiar topography of the place, Easton is somewhat irregularly laid out. The principal business streets are Third street, extending from the bridge across the Lehigh River south to and across the Bushkill, and Northampton street, extending from the bridge across the Delaware to and beyond the western limits of the town.

The first survey of the spot on which Easton is now built was made in 1750, and the first houses erected in 1751. In 1752, when Northampton county was formed, and Easton chosen as the county seat, it contained eleven families. In 1753 the county jail was finished, two years before the first church and school-house were erected. Owing to the hostility of the Indians, the growth of the town was at first slow. During the year 1756 business was at a stand entirely, defending themselves against the Indians taking up the entire time and energy of the inhabitants. During the continuance of these disturbances the forks of the Delaware, as the place was then called, held an important place in the negotiations between the whites and the

Indians; many of the prominent men of the times, as well as most of the principal Indian chiefs, having met here at various times to negotiate treaties.

In September, 1762, a bridge was built across the Bushkill creek at the northern end of Hamilton street. A court-house was also built at this time, and created considerable agitation throughout the county on account of its inconvenient location, being at the extreme end of the county, a point at that time not so easy of access as at present. Its principal rival for the court-house being Northampton, now Allentown, the county seat of Lehigh county, the rivalry between the two places begun thus early has continued

down to the present day. In 1773 the number of houses was only sixty-three, an increase of only fifty-two houses in twenty-one years; in 1782 the number had increased to eighty-five. During the Revolutionary War Easton furnished its full quota of men. The first company, numbering sixty-five men, left the place soon after the news of the battle of Bunker Hill had been received. The two largest buildings in the town—the court-house and the German Reformed Church—were often filled with sick and disabled Continental soldiers. In 1789 Easton was incorporated as a borough, and received its second charter of incorporation in 1823. The borough limits, according to the organized plan, extended from the Lehigh River on the north to the Bushkill Creek on the south, and from the Delaware River on the east to the "tip of the hill" on the west. The western limits then are now the centre of the town. In 1797 the borough was connected with the New Jersey side of the Delaware by the erection of a sub-



SCENE ON LEHIGH RIVER.

stantial wooden, covered bridge at the eastern end of Northampton street, which still remains. The town is connected with South Easton by a beautiful and substantial iron bridge. Over this bridge the Central Railroad of New Jersey has erected an iron railroad bridge, extending across the Lehigh River to a rocky point where the Lehigh empties into the Delaware, and continuing thence across the Delaware River into New Jersey. The borough is well lighted by gas furnished by a company organized in 1850, and which commenced the manufacture of gas in 1851.

The first water-works were erected in 1817. The water was brought from an elevated spring, about a mile from Easton, to a

reservoir on Sixth street, from which the water was distributed through the town. This source of supply filled the wants of the community until 1840, when new and larger works were erected on the Delaware, a short distance above the mouth of the Bushkill Creek. In 1854, owing to the increase of population and the rapid building up of the town westward, the capacity of the works was found to be too small, and a new company was started and erected works on the banks of the Lehigh River to supply the western end of the borough with water. The two companies have since consolidated.

Easton has a paid fire department, known as the "call system," whereby the employees are able to follow their usual calling, though at the same time subject to the *call* and under the immediate authority of the chief. The fire alarm telegraph, with six street signal-boxes, and over three miles of wire, is in use. The department consists of three engines, four hose carriages, and one hook-and-ladder truck.

Easton is the commercial centre of quite an extensive district; its enterprising merchants vigorously push their business and control the trade of a large territory which is opened up to them by the various railroads and canals centering here. The Lehigh Valley Railroad, opened in June, 1855, although not the first railroad completed to Easton, is the most important in its bearing on the prosperity of the town, as it opened up the vast anthracite coal mining districts to the merchants, who were not slow to take advantage of the field thus opened, and they have ever since had a fair proportion of the trade to be had in it. The first railroad opened to Easton was the Central Railroad of New Jersey, the first train over which road reached Phillipsburgh, opposite Easton, July 2d, 1852. The event was the occasion of much rejoicing in Easton. A street parade, and a public meeting in front of the court-house, participated in by a large number of prominent gentlemen from New York and intermediate points, were held in honor of the event. February 4th, 1854, was another day of rejoicing, railroad communication having that day been established with Philadelphia by the opening of the Belvidere and Delaware Railroad. Since that time the Lehigh and Susquehanna division of the Central Railroad of New Jersey, extending up through the valley of the Lehigh to White Haven, thence across the Nescopoc Mountains to the city of Wilkes-Barre, in the Wyoming valley, and up to and beyond Scranton, in the anthracite coal fields; the Morris and Essex division of the Delaware, Lackawanna and Western Railroad, and the Easton and Amboy division of the Lehigh Valley Railroad to New York have been built. In addition to these railroads, the Lehigh Coal and Navigation Company's canal, extending from Easton to Mauch Chunk, along the Lehigh River; the Delaware Division canal, to Bristol, Pa., and the Morris and Essex canal, through New Jersey to Amboy, furnish facilities for commercial intercourse which have added to the material prosperity of the town.

Easton has outgrown its original limits, and the result has been several smaller boroughs that for all business purposes are practically a part of it. South Easton, on the south bank of the Lehigh river, was incorporated in 1840, and now has a population of over 2000. In South Easton are located the extensive locomotive repair shops and passenger-car erecting shops of the Lehigh Valley Railroad Company. The shops are in charge of John J. Kinsey,

M.M., who has erected some of the finest passenger coaches to be found running on any railroad. Mr. Kinsey is an enterprising and energetic gentleman, a thorough mechanic. The shops, in his charge, have developed from a small repair shop to the extensive and handsome shops now in use, and the business, from repairing to building of locomotives and passenger coaches of the most beautiful and luxurious patterns.

Stewart & Company's wire mills were started in 1837, as a nail works, but in a few years the work was changed to the manufacture of wire. In 1860 a second mill was erected, and in 1870 a third had to be erected to meet the demands for the product which they manufactured. The present capacity of the works is over 125,000 bundles of wire per annum, giving employment to about one hundred and seventy-five men. The company run their works by water power furnished by the Lehigh Coal and Navigation Company, whose canal is alongside the works.

The Lehigh Mills, located east of Stewart & Company's wire mills, is the only industry of the kind in the Lehigh Valley. The mills were established in 1836 by Swift & Black, who were in 1848 succeeded by McKee & Quinn who continued as the proprietors and successfully carried on the business for seventeen years, when the co-partnership was dissolved and a new firm entered into possession. McKee and Co., the new firm, conducted the business until 1872, when the firm was changed to McKee & Raphael. In 1880, Mr. Raphael retired, and the business was continued by Henry McKee & Co. This company's plant is very eligibly located between the Lehigh Valley Railroad and the Lehigh Coal and Navigation Company's canal, about one-quarter of a mile above the Lehigh Valley Railroad passenger depot. The necessities of the firm's business require seven buildings, as follows: one stone mill, 46 by 66 feet, four stories in height; one brick mill, 78 by 72 feet, four stories in height and basement; one stone weaving mill, three stories and a half high, 95 by 42 feet; one three-story brick weaving mill, 83 by 36 feet; one dyeing house, one and a half stories high, 36 by 59 feet; and two other buildings used for storage of materials, etc., the one 20 by 50 feet and the other 20 by 40 feet. Both the railroad and canal are utilized for the purpose of receiving and shipping goods, while the canal furnishes the power to run the multitudes of machines in use by the company. The water-wheel is an immense affair, furnishing power equal to 300 horse power. These mills have three hundred looms and nine thousand spindles, employing over three hundred persons, and producing annually about two million yards of cotton goods.

On the north side of the Lehigh River, nearly opposite Stewart & Company's wire mills, is located the Easton Sheet Iron Works. These works were established in 1871 by Messrs. Samuel Oliver & Son, who operated the mill until 1875, when Mr. Samuel Oliver, the senior partner died, and his interest was purchased by Mr. Dennis Reilly, and the firm became Oliver & Company, the present proprietors. The main building is sixty by eighty feet in size; in this building the heating furnaces, rolls and annealing furnace are located, the trimming and bundling house adjoining being forty feet square. In addition to these buildings, the firm have a large storehouse. The power is furnished by one two hundred horse-power Corliss engine and one thirty-five horse-power auxiliary engine. The works employ between forty and fifty

hands and have a capacity of about one thousand tons of finished sheet iron per annum, which is disposed of in New York City by their agents. The works are under the personal supervision of Mr. Theodore Oliver, a native-born Eastonian, who thoroughly understands every detail in the manufacture of sheet iron. Previous to taking charge of the present works, he was for several years superintendent of the American Sheet Iron Works, located at Phillipsburgh, N. J. Mr. Reilly is a member of the firm of Reilly, McGrann & Co., contractors, and has been for many years prominently identified with the many transportation improvements which have added so much to the prosperity of the valley. The firm of which he is the senior partner having built the North Penn Railroad, and the Lehigh & Susquehanna Railroad from Mauch Chunk to Easton, including the magnificent iron bridge across the Lehigh and Delaware Rivers, connecting it with the Central Railroad of New Jersey. He is still actively engaged in promoting the material interests of the valley. The quality of sheet iron produced by the firm is such that they are obliged to run constantly, not having stopped any time since they started, except to make some few necessary repairs. The extensive demand for the sheet iron of their production is in itself one of the best of recommendations. During the dullest times of the panic of 1877-8-9, their works were kept running and the hands paid in cash, a fact which reflects considerable credit on the business management, and is a record few iron works can equal. A side track from the L. & S. division of the Central Railroad of New Jersey, runs into the works, giving the best facilities for loading and unloading iron and other materials used and produced in the works.

Along the river front are extensive saw mills and lumber yards, in which the greater portion of the logs rafted down the Delaware River are reduced to merchantable lumber, the product amounting to millions of feet of building lumber annually, a large percentage is manufactured into doors, sashes, blinds, mouldings, etc., for buildings. This interest, giving employment to several hundred men and using large amounts of money in its prosecution, adds considerable to the material prosperity of Easton. There are also several large furniture factories situated in the town. The banks of the Bushkill are lined with grist mills, planing mills, paint mills and other manufacturing industries, located here to utilize the excellent water power which the stream furnishes.

Educational.—Easton ranks high as an educational centre, the earliest settlers manifesting an interest in educational matters which their descendants have fully maintained, and Easton to-day has one of the very best school systems in the State. The first school-house of which we can find any record was erected in 1755. It was a one-story log structure, built on what is now the north-west corner of Church and Sitgreaves streets. Of the teachers who taught the young idea how to shoot in this old structure, we have no record. In 1794, another school building was erected on the hill, now in the second ward, the trustees giving it the pretentious name of Union Academy. The Union Academy was a private school until 1828, when it passed into the control of the borough authorities. This building is still standing, but no longer in use as an educational institution. The first board of school directors elected under the act of 1834, were chosen at an election held September 25th, 1834, and the public schools were opened January 1st, 1835. In February, 1843, the first superintendent of the

borough schools, Rev. John P. Heckt, was elected. Mr. W. W. Cottingham is the present superintendent.

La Fayette College.—The people of Easton early felt the want of an institution wherein the higher mathematics, sciences and languages were taught. In December, 1824, a meeting of the prominent citizens of the town was held at the Easton Hotel, Colonel Thomas McKeen presiding. At this meeting it was decided to establish an institution in which the dead languages, and the various branches of education and science usually taught in colleges, together with the French and German languages, civil and military engineering, and military tactics shall be taught, and it was resolved to name the new institution La Fayette College, as a testimony of respect to General La Fayette.

The first session of the college was formally opened May 9th, 1832, the Reverend George Junkin, D. D., being president. Forty-three students were in attendance, in a leased building still standing on the south bank of the Lehigh River. The trustees immediately took steps to secure a permanent location, and the present site was chosen, and steps were at once taken to erect suitable buildings. The corner-stone of the main building was laid July 4th, 1832, and May 1st, 1834, the first faculty was inaugurated in the hall of the completed building. The charter had been secured March 9th, 1826. In accordance with the provisions of the charter, Hon. James M. Porter was elected president, serving twenty-five years. Joel Jones was elected secretary, and Thos. McKeen treasurer. Rev. Dr. Junkin resigned in 1841 and the Rev. John W. Yeomans, D. D., was chosen as his successor and served until 1844, when he resigned, and the Rev. Dr. Junkin was re-elected president of the college and continued in office until 1848, when he resigned and the duties of his office were performed by the Rev. Chas. W. Nassau, D. D., vice-president of the faculty. The prospects of the college at this time were not very flattering, and its friends almost despaired of success. An overture was made to the Synod of Philadelphia, offering to place the college under the exclusive care of the Synod as a synodical school. The Synod accepted the proposition, and the college was formally turned over to the care of the Synod of Philadelphia, and the Rev. D. V. McLean was inaugurated president in 1851 and served until 1857, when he resigned and was succeeded by the Rev. George W. McPhall, D. D., who for a year performed the duties of president of the college and pastor of one of the Presbyterian churches of Easton conjointly. In 1858 he resigned his pastorate, and was inaugurated president of the college and served until 1863 when he resigned and was succeeded in 1864 by the Rev. William C. Cattell, D. D.

The early years of the existence of the college were encompassed with difficulties that taxed the energies of the trustees and the faculty to the utmost and needed considerable sacrifices of personal interest to keep it from failure. When the college was placed under the care of the Synod of Philadelphia it was hoped it would improve, but the change did not show any improvement, rather the contrary, and it was not until President Cattell's administration that the college was placed on a firm foundation. He secured the interest of many prominent and wealthy gentlemen in the prosperity of the college and raised large sums of money. Notably among the friends he raised up for the college, was Aris Pardee, who furnished the funds to build Pardee Hall, which was completed in 1873,

destroyed by fire a few years later, and been replaced by the present handsome structure. When the war of secession broke out, La Fayette was almost depopulated, and the soil on many a Southern battle-field was stained with the life-blood of young men who had gone forth from La Fayette's class-rooms to offer up their lives as a sacrifice upon the same altar as he in whose honor the institution was named had periled his over eighty years earlier. A magnificent granite monument has been erected on the grounds in memory of those who so nobly responded to their country's call.

Easton has many fine church buildings which bespeak for the people an advanced appreciation of the influences for good exercised by the churches. Our space is too limited to give a historical sketch of the different churches, we therefore append a list of them.

The Third Street Reformed Church, corner of Third and Church streets. Rev. J. C. Porter, D. D., pastor.

American Reformed Church, Spring Garden street, near Fourth. Rev. C. H. Edgar, D. D.

St. Mark's Reformed Church, corner Lehigh and Seventh streets. Rev. T. R. Stern.

Grace Reformed Chapel, College Hill. Rev. D. Y. Heisler.

St. John's Lutheran Church, Ferry street, below Fourth. Rev. J. R. Graff.

St. Paul's Lutheran Church, Fourth street, above Spring Garden street. Rev. R. W. Hufford.

Christ's Lutheran Church, corner Fourth and Ferry streets. Rev. J. M. Auspach.

Zion's German Lutheran Church, Fifth street, corner of Church street. Rev. Ph. Pfalteicher.

St. Peter's Lutheran Church, College Hill. Rev. H. B. Wile.

First Presbyterian Church, corner Bushkill and Second streets. Rev. F. E. Miller.

Brainard Presbyterian Church, corner Spring Garden and Sitgreaves streets. Rev. A. Russel Stevenson.

Trinity Episcopal Church, corner Spring Garden and Sitgreaves streets. Rev. Edwin E. Butler.

St. Bernard's Catholic Church, Fifth street, below Ferry street. Rev. Thomas Reardon, pastor; Rev. William G. Eagan, assistant.

Methodist Episcopal Church, corner Second and Pine streets. Rev. J. R. T. Grey.

Bethel Methodist Mission Chapel, Ferry street, near Ninth. Rev. Wm. H. Fries.

Trinity Evangelical Church, Northampton street near Seventh. Rev. Alfred Yeakel.

Baptist Church, corner Walnut and Ferrystreets. Rev. Edwin McMinion.

Universalist Church, corner Ferry and Sitgreaves streets. Rev. Asher Moore.

First Colored Church, Ferry street, above West. Rev. O. R. Cornman.

St. Luke's Lutheran Sunday-school, Twelfth street, near Ferry. Steptown Sunday-school, Delaware street.

The oldest newspaper in Easton is the *Northampton Corres-*

pondent, a German weekly, established in 1801. It is issued from the same office as the *Easton Argus*, established as a weekly in 1827 and daily in 1877. The *Sentinel*, a weekly newspaper, established in 1870. The *Express*, a daily, established in 1855. The *Free Press*, weekly, established in 1855, and daily in 1856. *American Mechanics' Advocate*, monthly, established 1869. *La Fayette College Journal*, monthly, established 1875. *Council Brand*, monthly, established 1879. The *Northampton Democrat*, weekly, established in 1882.

The oldest banking institution in Easton is the "Easton National Bank" chartered in 1814 as a State bank, with a capital of \$400,000. It was rechartered in 1852, and in 1864, just fifty years after its first organization, it was reorganized as a national bank, and in 1873 increased its capital to \$500,000. It is located in a substantial building on Northampton street, above Centre Square where it first commenced business. The next bank was chartered in 1857 as a State bank, with a capital of \$400,000. In 1865, it was reorganized as a national bank. It occupies a fine building on Centre Square. The Northampton County National Bank was started in 1869 as the Northampton County Savings Bank, and continued as such until 1878, when it was reorganized as a national bank, with a capital of \$134,000.

The Easton Cemetery was incorporated in 1850. The grounds owned by the association are beautifully located on a high and pleasant tract of land on the banks of the Bushkill creek, about half a mile from the centre of the town. The grounds are quite extensive, and are beautifully laid out in drives and walks. A number of handsome monuments are erected within the limits of the cemetery, one of which marks the last resting place of George Taylor, one of the signers of the Declaration of Independence.

The Easton post office was established March 20th, 1793, the first postmaster being Henry Sperring, 1793-97; Hon. John Ross, 1797-98; Thomas B. Dick, 1798-1802; Hon. George Wolf, 1802-03; John Knauss, 1803-13; Philip H. Mattes, 1813-29; Abraham Horn, 1829-39; Abraham Coryell, 1839-48 (during Mr. Coryell's term the office became a Presidential one); John J. Herster, 1848-49; Benjamin F. Arndt, 1849-53; John J. Herster, 1853-57; Col. Wm. H. Butler, 1857-61; Dr. Chas. J. Jennings, 1861-65; (during Dr. Jennings' term the money-order system was extended to Easton); Capt. John J. Horn, 1865-69 (death terminating Captain Horn's term); James L. Mingle, 1869-71; James K. Dawes, 1871; during Mr. Dawes' term, December 1st, 1873, Easton was designated as a letter-carrier or free-delivery office, and the limits of the office extended so as to include Easton, South Easton, and Glendon, the post office at South Easton being discontinued. Among the letter-boxes in Easton are four of which the citizens are justly proud, these four boxes having been used in the Main Building during the Centennial Exposition at Philadelphia. The Easton post office is the most important office in Eastern Pennsylvania, outside of Philadelphia, owing to the large number of "routes" for which the mail is here distributed.

Easton, possessing as it does, an active, intelligent, and energetic class of business men, with ample capital, and having unrivaled commercial facilities, has a glorious future in store.

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HISTORY OF BETHLEHEM.

LOCATION, HISTORY, COMMERCIAL FACILITIES, INDUSTRIAL ESTABLISHMENTS, SCHOOLS, CHURCHES, PUBLIC BUILDINGS, ETC.

BETHLEHEM is located on the north bank of the Lehigh River, on both sides of Monocacy creek. Its high ground and excellent water had considerable weight in deciding the founders of the town to choose this locality. The streets are laid out as regularly as the topographical formation will allow, and are well kept and graded, sidewalks of brick or flagging lining both sides of the streets. On the south flows the Lehigh River, on the west the Monocacy Creek defines a part of the borough limits, and on the north and east lies some of the finest farming land to be found in eastern Pennsylvania. The principal business streets are Main street, running north and south, and Broad street, extending east and west, the Bethlehem and Allentown turnpike being a continuation of Broad street westward.

Bethlehem is one of the oldest Moravian settlements in the United States. The land which forms the present site of the borough having been purchased by David Nitchman and a company of brethren in 1740. The first house was built by David Nitchman, and was completed early in the spring of 1741. This house stood until 1823, when it was torn down to make room for the Eagle Hotel stables. The corner-stone of the second house was laid by "Bishop David Nitchman," September 28th, 1742; seventeen of the brethren were present and had their names inscribed on a parchment scroll deposited in the corner stone. At the time these houses were built the country was one vast forest, broken only at rare intervals by small clearings, where the hardy pioneer had erected a home, or the Indian women cultivated their maize. No hum of busy factories, or shriek of locomotive whistles disturbed the slumbers of these hardy pioneers. Desiring to worship God in accordance with the dictates of their conscience, they had sacrificed the comforts of home and forsaken friends and kindred, crossing the wide ocean to find that freedom of conscience denied to them in their European home, and formed an asylum for the persecuted for conscience' sake, who thought as they did, and to avoid discord all others were excluded from the settlement for over a century. Count Zinzendorff, a talented Saxon nobleman of great wealth, and of the Moravian faith, arrived in New York in November, 1741, came on to Bethlehem in December of the

same year, and was present at the celebration of the nativity of Jesus Christ, which took place in the house occupied by Bishop David Nitchman, on the 24th of December. The congregation was organized June 25th, 1742; one hundred and twenty-seven Moravian brethren and sisters being present. The more prominent features of this congregational organization were: an entire coincidence with the doctrines of the Moravian Church in Germany. The same disposition of the sexes and various callings and conditions of life into "choirs" or classes—as was usual in the German

congregation—who resided in separate houses, and were each in charge of a special spiritual adviser. Keeping holy both Saturday and Sunday. In this matter the Bethlehem congregation deviated from the German custom, which held holy Sunday only. Count Zinzendorff believed that the command to keep holy the Sabbath day did not apply to Sunday, but to Saturday, while Christ having risen on the first day (Sunday) of the week, he considered all Christians as under obligations to keep it holy also out of reverence to or in commemoration of the resurrection of Christ, and to abstain from all unnecessary secular employment on both days. Another feature peculiar to the Bethlehem congregation was the institution of the "economy," which patterning after the example of the first Christian church at Jerusalem, all the proceeds of labor were put into a common stock and the ownership of the soil was vested in the congregation. The economy thus instituted continued twenty years. During its continuance the children were taken care of in large nurseries by disabled brethren and aged sisters. This was done to enable the both parents to labor all day in clearing, tilling, and improving the common property. At a very early age the children were also put to work. The Moravians exercised an especial care to keep the children from any and everything having the least semblance of evil. The doctrinal belief, or creed of the Moravians is not set forth in any distinctive creed or enunciation, the Augsburg confession coming nearest to their belief, is professedly received by them, but they are loth to argue on this point. Their mode of life is preëminently of a moral, practical, and social character which distinguishes them wherever found. They are as a



SCENE ON LEHIGH RIVER.

class peaceably disposed, with a settled aversion to anything like a quarrel, any disagreements between members being speedily settled by the good offices of the church authorities. Only one person of any one trade was allowed in a settlement, a feature which insured a diversity of employment, and made every settlement an independent and self-sustaining congregation. Only one store, and one tavern, as well as other branches of trade, were found in each place, and these, as a rule, were owned by the society until within a comparatively recent period. This feature in the Moravian policy led them to form various settlements at points some distance from Bethlehem.

The economy was abandoned in 1762, at which time the society owned 8960 acres of land, as follows: Bethlehem, Allen, and Saucon townships, 3700 acres; Nazareth tract, 5000 acres; Friedensthal tract, 260 acres. The cleared land on these tracts was 1223 acres on Nazareth tract, 532 acres on the Bethlehem tract, and 500 acres in Allen and Saucon township, making a total of 2257 acres cleared land as a result of twenty-one years' hard work. At this time the society owned and operated a fulling mill, tannery, and pottery, which were doing a large and lucrative business. In 1762 the first newspaper was started, but it existed but three years when it was removed to Philadelphia. The residents of the settlement had petitioned the Bucks county (Northampton county having not been formed at that time) for the formation of Bethlehem township. The petition was granted, but it was not surveyed until in 1762, when it was a part of Northampton county.

The earliest buildings erected in the settlement were nearly all of stone, generally but one story in height, the economy buildings being two-story structures containing the homes of the single brethren, single sisters, the asylum for widows and the house of the sun dial, structures patterned after the manor-houses and churches of the European homes of their fore-fathers. The venerable pile of stone dates back to 1742 to 1773, it having been erected at various periods between these dates. In 1748, the single brethren completed the erection of a new choir house, now a part of the Young Ladies Seminary. The erection of these then spacious structures in a new

country caused the older settlers to look with suspicion upon their neighbors, whose regulations they were unacquainted with, and looked upon these large, sombre and compactly built houses as representatives of the monasteries and nunneries of Europe. The Society had established settlements at Emaus, Christianbrun, Nazareth, Friedensthal, and Old and New Gnadenhütten, all of which at various times during the French and Indian disturbances found refuge at the mother colony.

The first tavern was the Crown Inn, on the south side of the Lehigh, in 1743. It was kept by the ferryman until 1794, when the bridge was built, and it was made a farm house, in which use it continued until 1855, when it made way for the Lehigh Valley and North Penn's old depot. The bridge remained standing until 1841, when it was carried away by the great freshet of that year; the present structure was then erected. The Sun Hotel, the first tavern within the present borough limits, was built in 1759-60. It remained in possession of the society until 1848, when it was sold. It is still the principal hotel in the town. Within its hospitable doors many of the most noted men of this country have been entertained; our beloved Washington having been a guest of the house. John Adams, Thomas Jefferson, and almost every other President down to James Buchanan having been, at various times, guests. Here also were entertained nearly every signer of the Declaration of Independence, the greater number of the generals on the American side during the Revolution; peers from England and dukes from France have been entertained within its portals. Most of the persons of note in the



PACKER HALL, SOUTH BETHLEHEM, PA.

earlier history of our country have, at one time or another, graced it with their presence. In all the land there is not a more noted inn, and though within the past few years it has been much improved and modernized, there is still much in and about the house to remind the traveler of the times when houses were built as much for protection from without as for comfort within.

During the Revolutionary War Bethlehem was designated for the general hospital of the American army, during 1777 and '78, by General Washington. While the hospital was located here the

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place was frequently visited by Washington, Lafayette, Count Pulaski, John Adams, John Hancock, and other noted men of the times. Those were busy times for the settlement, but better and more tender and skilful nurses than the brethren and sisters of the Moravian church were hard to find, and many a poor Continental soldier owed his recovery to the tender care and skilful nursing which he received at Bethlehem.

After the close of the Revolutionary War Bethlehem again settled down to its usual peaceful existence, and the inhabitants, returning to their usual labors with renewed activity, the place began to rapidly grow in population and importance. In 1844 the lease system, which had succeeded the "economy" in 1762, was abrogated, and town lots were sold to members of other denominations as well as Moravians. The town was incorporated in 1845, and since then has more than doubled its population.

The completion of the Lehigh Valley Railroad, opening communication with the anthracite coal fields of Pennsylvania and the commercial metropolis, New York, and the North Penn Railroad to Philadelphia commenced a new era of prosperity for Bethlehem. The location of the town in the midst of a large iron producing region, and situated at the connecting point of important railroad lines, capitalists were not slow in selecting the spot for locating one of the largest iron and steel industries in the country, the Bethlehem Iron Company. The works are situated on the south side of the Lehigh River, in what is now the borough of South Bethlehem, which is treated in this sketch as a

part of Bethlehem, the interest of the two being so nearly identical that it were difficult to treat them otherwise. The works were started in 1860 by the erection of a blast furnace, a puddle mill and an iron rail mill, to which large additions have at various times been made until the plant consists of eight blast furnaces, two large rolling and puddle mills, and an extensive Bessemer plant. The new buildings are all massive stone structures, the steel mill being over nine hundred feet in length. The company use immense quantities of foreign and domestic magnetic and hematite ores. The domestic ores and limestone are mined by the company in Pennsylvania, New York, and New Jersey, while nearly all the foreign ore is mined in Cuba, where the company owns extensive mines and a railroad to bring the ore from the mines to the sea coast. The fuel used is mostly anthracite and bituminous coal, coke, and gas; the gas, used in the steel mill, being made in the company's works on the premises. The works employ nearly three thousand men in and around the works, to whom nearly one and-a-half millions of dollars are paid annually

in wages, which makes quite an item in the prosperity of the town. The Lehigh Valley Railroad passes through between the Iron and Steel mills, and the North Penn Railroad, by which the works are in connection with the Philadelphia and Reading Railroad system, passes the works on the south, furnishing ample receiving and shipping facilities. The Lehigh Zinc Company's works situated in South Bethlehem, were started in 1853 and until a few years ago procured all the ore necessary to run the works from the company's mines at Friedensville, about four miles south of Bethlehem, in the Saucon Valley. These mines are very extensive and yield an ore of unequalled richness, but owing to the great expense of working them, on account of the immense influx of water, the company has been obliged to abandon them, and now get their ore from New Jersey.

The Shive Governor Works were erected in 1873, for the manufacture of the Shive Governor, a machine that for its special uses, cannot be excelled. The works consist of a machine shop,

built of stone, two stories in height, thirty-four by eighty feet, and a foundry, also of stone, two stories in height, forty by twenty feet. The machines in use in these works have all been constructed for the special uses to which they are put and are models of skilful workmanship. M. C. Smylie is the proprietor.

Another industry which adds to the material prosperity of the Bethlehemites is the Lehigh Manufacturing Company, manufacturers of shovels and spades, etc. The works were first erected in 1860 by Thomas Weiss, and several other gentlemen. After several

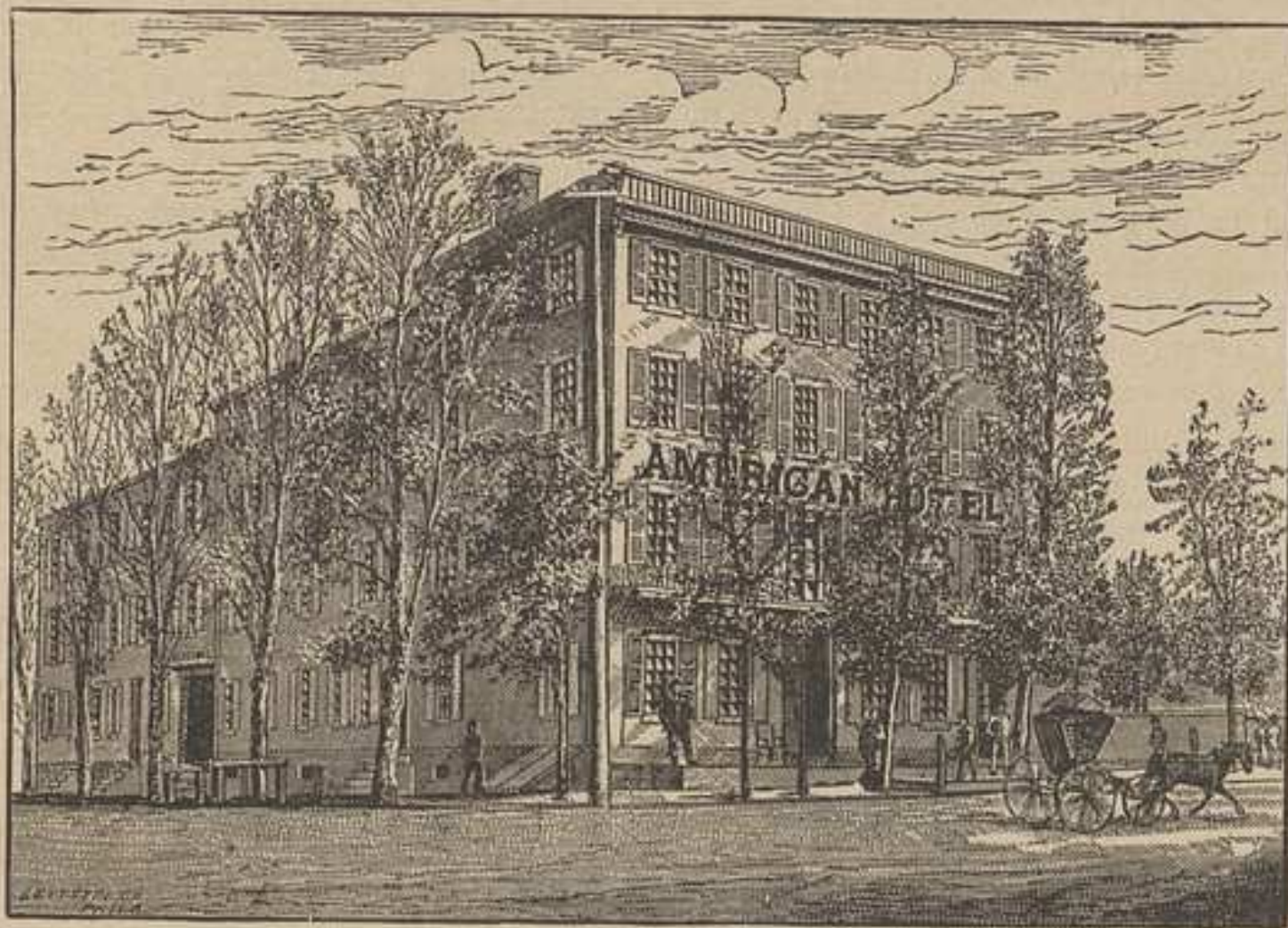
changes in the style of firm, the Lehigh Manufacturing Company was organized in 1879, and took possession of the works and have operated them ever since. The factory buildings cover about half an acre of ground. The works give employment to 20 men and turn out between 60 and 70 dozen scoops, shovels and spades per day.

Messrs. Knauss and Wintersteen, the practical machinists of No. 145 South Main street, below the Eagle Hotel, conduct a large general business in the manufacture of models and experimental machinery, which they make to order. Their branch of business is a special one, requiring great skill and a thorough knowledge of the laws of mechanics, and a mastery of machinery, and there is no one more fully capable of performing any and all kinds of this work than this firm. They are rated among the most skilful mechanics in this part of Pennsylvania, a fact daily demonstrated by the constant demands for their services. The repairing and rebuilding of bicycles and tricycles is made a specialty. The firm are thoroughly familiar with all makes of



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machines and keep constantly in stock a full line of parts and sundries, and guarantee prompt and careful attention to all orders. They are agents for the celebrated Columbia bicycles and tricycles, Victor, Rudge, and all leading makes, both English and American. The members of the firm are both reliable, enterprising, and ingenious mechanics and are very highly spoken of by the community.

The popular photographer of Bethlehem is Mr. H. B. Eggert, who occupies the galleries at No. 142 South Main street. As a photographic artist, Mr. Eggert has achieved a high reputation in this vicinity, his pictures always showing a graceful and easy *pose*, a fidelity to nature, and a completeness of finish only obtainable by those who are perfect masters of the photographic art. He executes all kinds of work, from the dignified imperial cabinet picture, to the *carte de visite*, and all his efforts show that same care and perfect finish for which he has become celebrated. In the reception parlor are displayed many fine specimens of his artistic skill, which are greatly admired, and have attracted to his gallery a large patronage from all sections of the surrounding country. Mr. Eggert has adopted what is known as the Instantaneous Process exclusively. The one great advantage of this process is the shortening of the time required to take the negative. Mr. Eggert has been engaged in the photographic business for a number of years and since he has been engaged on his own account in Bethlehem has been very successful. He is from Philadelphia, but has resided in Bethlehem over fifteen years.

The marble yards of Mr. M. B. Harwick, in South Bethlehem, just south of the Lehigh Valley Railroad offices, are well stocked with a full line of marble and granite slabs, blocks, and shafts, suitable for tombstones and monuments, to mark the last resting place of the dear departed, and do honor to their memory. Mr. Harwick is a thoroughly practical, reliable, and enterprising business man. He started in his present business in 1868, at the Blue Church, near Coopersburg, working a branch yard at Quakertown from 1873 to 1876; removing his entire business to Friedensville in 1877, and in 1879 he established his present marble

yards in South Bethlehem, his increasing business making it necessary for him to be located near a convenient shipping point.

G. D. Greenwood & Company's Sign Advertising Bureau, No. 7 Main street, make a specialty of bulletin-boards, rock work, decorations, and scenery. They have been in the sign painting business over fourteen years, and have established a reputation for the beautiful and artistic manner in which their various designs are worked out, and the general artistic excellence of workmanship combined with moderate charges, which has brought them an

immense line of trade throughout the State. The firm employ none but first-class workmen and guarantee their work to give satisfaction in all cases. Some of the finest sign work in the State was executed by this firm. They are at present engaged in the bulletin-board business on a large scale and control some of the most desirable spaces for advertising purposes in the valley. They have placed large signs (112 feet long by 6 feet high) with the cards of enterprising merchants at Easton, Allentown, and Bethlehem. These boards are not the old style black and white advertising boards, but are gotten up in attractive colors—no two cards alike and interspersed with landscape and ornamental work, making them a very neat and attractive advertising medium.

H. H. Dash, corner of Broad and Main streets, is the tobacconist of Bethlehem. With a large experience in the business, he is able to select the best the market affords, which he serves up to his customers in one of the finest appointed cigar stores in the valley. He always has on hand a full stock of the established, as well as the latest

brands of cigars and tobaccos. Clear Havanas a specialty.

The water supply of Bethlehem is procured from a large spring near the banks of the Monocacy creek, at the foot of the hill on whose sides the hardy missionary pioneers built the first log cabin, in 1741. Here, in the spring of 1754, Hans Christopher Christiansen commenced the erection of the first water-works. The pump was made of *lignum vitæ*, and the water was forced through wooden pipes up the hill into a wooden reservoir or distributing tank, in the little square. The pump was started June 20th, 1754, and worked very well, but the wooden pipes would keep on



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bursting with annoying regularity and amazing persistence, and had to be taken out, and were replaced by lead pipe laid in a brick gutter, imbedded in a cement of pitch and brick dust. In 1761-2 Christiansen constructed a stronger pump, which was started July 6th, 1762. The wooden distributing pipes were gradually taken up and replaced by lead, the last being taken up in 1796. In 1803 the Moravian Church was built upon the site occupied by the reservoir, and it was removed. In 1813 iron pipes replaced the leaden mains. In 1832 a reservoir, constructed on Broad street, replaced the wooden reservoir or standpipe. The Bethlehem Water Company was incorporated February 24th, 1845. This company distributed the borough water supply until 1871, when, in May of that year, the borough bought the company's property and charter rights for \$20,300. A new iron standpipe was erected on North street, east of High street, 149 feet perpendicular height above the water works, exerting then a hydraulic pressure of eighty pounds to the square inch. In 1874 the present powerful machinery was placed in the water works, and the wooden conduit, which had seen one hundred and twenty years' service conveying water to the pump-house, was replaced by 18-inch cast-iron pipes. The spring from which the supply is drawn is calculated to be able to furnish 777,700 gallons every twenty-four hours in the driest season. The South Bethlehem water-works are owned and operated by the Bethlehem Iron Company, who furnish an adequate supply of most excellent water. Bethlehem has a very efficient fire department, probably one of the oldest in the country, the first engine having been purchased in London in 1762, at a cost of 77£ 12s. 2½d. The old hand engine is still preserved as a curious relic of "ye olden times."

The substantial prosperity of Bethlehem dates from the completion of the railroads which now make Bethlehem one of the most important railroad centres in the valley. The Lehigh Valley Railroad occupies the south bank of the Lehigh river, and in connection with the North Penn Railroad, occupy the handsome Union depot, one of the finest in the Lehigh valley. The Lehigh and Susquehanna branch of the Philadelphia and Reading system of railroads is located on the north side of the Lehigh river, and passes through the borough. The Lehigh and Lackawanna Railroad, from Bethlehem to Wind Gap, on the Blue Mountains, is the outlet for the Northampton county slate fields; it is a part of the Philadelphia and Reading system. At Bethlehem the vast stream of anthracite coal, which continually flows down the valley over the Lehigh Valley and Lehigh and Susquehanna Railroads, is separated, a large proportion being diverted to the North Penn Railroad, which is connected with the Lehigh and Susquehanna and Lehigh and Lackawanna Railroads, by a bridge, a little west

of the covered bridge connecting Bethlehem and South Bethlehem, and gives these roads a southern outlet to Philadelphia and intermediate points. The offices of General Superintendent H. Stanley Goodwin, of the Lehigh Valley Railroad, and other officers of that road, are in a large brick building east of the Union depot. An excellent restaurant is in the Union depot. The Lehigh Coal and Navigation Company's canal also passes through the borough limits, and gives additional inducements for manufacturers to locate here.

The admirable system of railroads entering here, placing Bethlehem within easy and rapid communication with the commercial and manufacturing centres of the country, has done much to foster and assist the material prosperity of the community and has attracted a most desirable class of people to make their homes here and surround them with all that attractiveness, wealth and good taste can procure; some of the private residences on Fountain Hill are models of elegance and comfort, surrounded by grounds laid out with a beauty of design, showing the master hand of the landscape artist.

The Moravians are noted throughout the entire country for their success in educating their youth, and training to a high standard of excellence in the more useful branches. On the 5th of January, 1749, the school for girls was opened, with sixteen scholars, in the central building of the old row, east of the Moravian Church. Here were received the daughters of the missionaries, ministers of the Gospel, and the brethren of the settlement. The institute thus opened continued until 1785, when arrangements were made for the admission of outside pupils. The first applicant was received in 1786 and was soon followed by others from the West Indies, New York,

Maryland, Connecticut, and other States. The school increased in numbers so rapidly that in 1791 a new building was erected in the rear of the old row, in which the seminary held its session until 1815, when the pupils were transferred to the choir house erected for the single brethren in 1747. Large additions were made to the eastern end of this building in 1854, and to the west end in 1856, making the extensive buildings now in use. During the past three-quarters of a century over six thousand of the alumni of this seminary have spread its fame over the land, and it is upon the mature judgment of its alumnae that the school now depends mostly for its support. With the social progress and the advancement of science, the seminary has kept pace, making additions to its accommodations and courses of study to keep on an equality with the best educational institutions of the land.

Another widely-known educational institution for young ladies is the "Bishopthorpe," under Episcopal management, but not confined to that denomination exclusively.



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DEALER IN

Imported and Domestic Cigars,

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COR. MAIN AND BROAD STREETS,

BETHLEHEM, PA.

In 1836, there were three schools in Bethlehem employing six teachers, a number inadequate to meet the wants of the school population at that time, as we find the directors deciding in 1837, not to admit any children over 14 years of age, nor under 4 years of age. In 1852, the Wall street school house was built and in 1870 the Franklin school building was dedicated. The school children of Bethlehem are well accommodated in the Franklin and Wall street buildings, where, under competent instructors, they are laying the foundations for future usefulness.

The first school building in South Bethlehem was erected in 1858. It was 20 by 25 feet in size and was considered sufficiently large for the next twenty years by a member of the building committee—he guessed rather wide of the mark, as before the twenty years were up three large and well regulated buildings had to be erected, one in 1860, the Penrose building in 1867, and the Melrose school building in 1870. The schools of the town are graded and in charge of competent instructors.

On the gentle slope of the north side of the Lehigh mountain, about one-half a mile from the river, is located one of the foremost educational institutions of the State, a glorious monument commemorating the munificence of its founder, stands Lehigh University. Founded by the Honorable Asa Packer in 1866, appropriating a large tract of land and \$500,000 to erect the buildings, and procure the necessary apparatus. Since the first donation, the founder has increased his gifts

to the institution, and at his death, left it the best endowed educational institution in the country. The principal building, Packer Hall, is of stone, two hundred and thirteen feet long. At the eastern end is a large advanced wing, five stories high, containing the principal lecture and recitation rooms. The central portion, containing the chapel, the museum, and the drawing academy, is eighty by forty feet. To the west, descending the hill, are the residences of the president and the professors—fine, roomy houses in the same style of architecture as the hall. Eastward of Packer Hall is the new library building, a handsome stone edifice, methodically arranged, and capable of containing seventy thousand volumes. Near the eastern extremity of the grounds are two large brick buildings—Christmas Hall and Saucon Hall—containing the students' dormitories. West of Packer Hall is the Sayre astronomical observatory, the gift of Robert H. Sayre, Esq., one of the trustees and a member of the Executive committee.

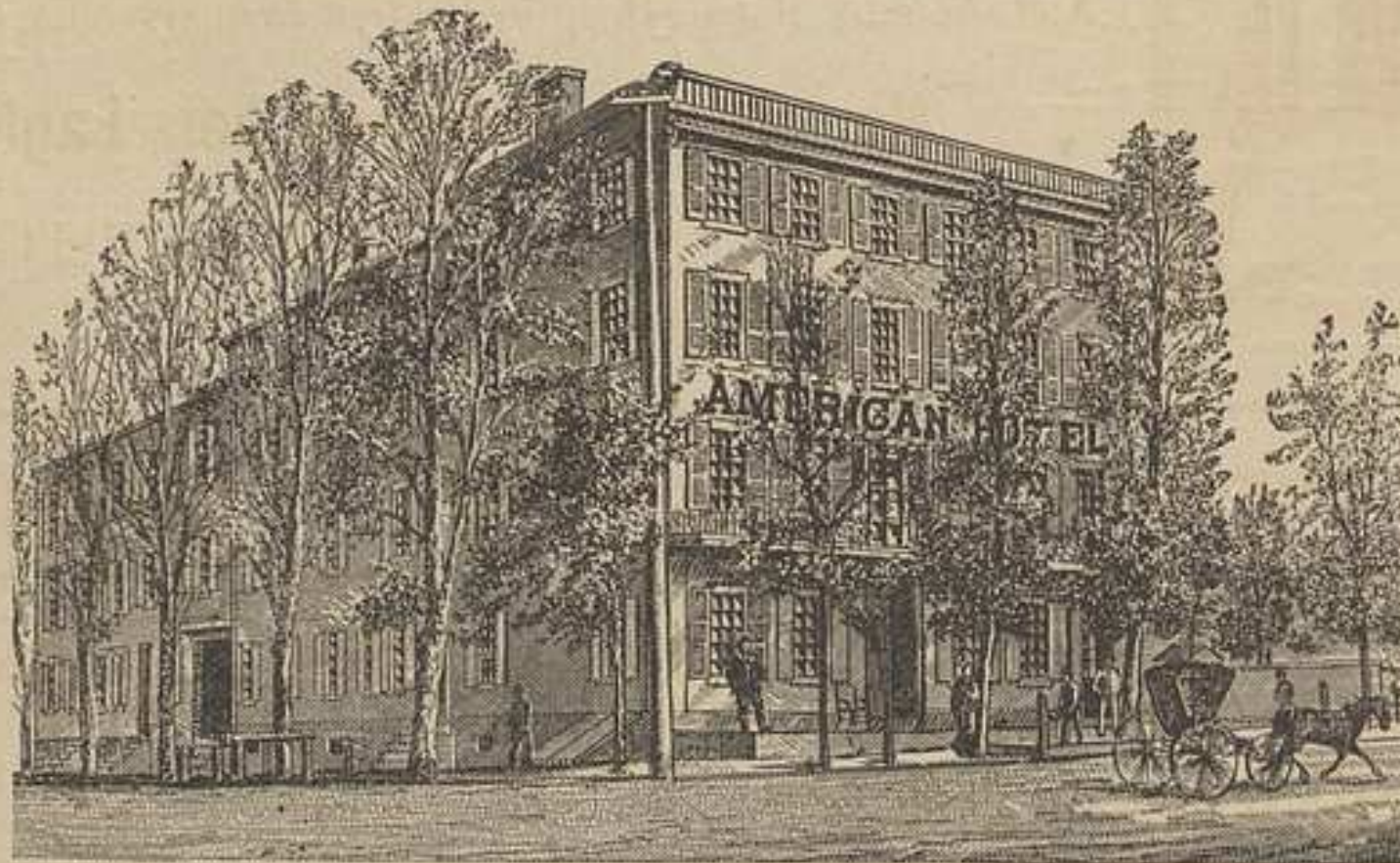
The Lehigh University is polytechnic in character. A common course, for all students, for a year and a half, after which the student can make his choice: 1, general literature; 2, civil engi-

neering; 3, mechanical engineering; 4, mining and metalurgy; 5, analytical chemistry. The full course is four years, except in mining, where four and a half years are required. The chemical laboratory is one of the finest and most complete in the country. The first president of the university was Henry Coppee, LL.D., who was appointed in 1866. He resigned in 1874 and was elected professor of English literature and history. In 1875 he was succeeded by the Rev. John M. Leavitt, D.D. The faculty is composed of able specialists, each in charge of a particular department. Applicants for admission must be sixteen years of age, of good moral character, and must pass an examination on the following subjects: arithmetic, complete; algebra, through equations of the second degree; geometry, six books; English grammar; geography, and spelling. Tuition is free in all branches, the student being only required to pay his board and provide his books, materials, and chemicals. The Founder's Day is annually kept in memory of the late Hon. Asa Packer, its founder. The exercises at this time draw together prominent men from all parts of the

country, many of them belonging to the alumni, who desire to do honor to the memory of the gentleman.

Located, as it is, in the centre of so much wealth and business, Bethlehem has two banking institutions—the First National Bank and the Lehigh Valley National Bank. Both institutions occupy fine buildings on Main street, and have competent and reliable officers.

The firm of E. P. Wilbur & Co. do an



AMERICAN HOTEL, H. T. MILCHSACK, PROPRIETOR.

extensive banking business in South Bethlehem.

The history of the Moravian Church is identical with the history of the borough. The regular church services were held in a large upper room of a wing of the compact group of stone buildings back of the present church edifice, which room was consecrated July 10th, 1751, and used as a meeting-room until 1803, when the present imposing building was erected; severely simple in architectural embellishment, both outside and inside, it stands in sombre majesty, upon an elevated terrace, at the corner of Church and Main streets, confronting the visitor upon entering the town. The Rev. J. M. Levering is the present pastor.

St. John's Church of the Evangelical Association, services in English and German languages. Rev. O. L. Saylor, pastor.

Grace Lutheran Church, on Broad street, Rev. J. B. Roth, pastor.

Salem Lutheran Church, on High street, Rev. Enoch Smith, pastor; services in the English and German languages.

Saint Peter's Lutheran Church, corner Vine street and Packer avenue, South Bethlehem. Rev. C. J. Cooper, pastor; services in the English and the German languages.

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Christ Reformed Church, Centre street. Rev. I. K. Loss, D.D., pastor; services in the English and the German languages.

First Reformed Church, Fourth street, South Bethlehem. Rev. N. Z. Snyder, pastor.

Church of the Holy Infancy, corner Fourth and Locust streets, South Bethlehem. Rev. Philip McEnroe, rector; Rev. P. A. Pogue, assistant.

Wesley M. E. Church, Centre street. Rev. J. B. Graff, pastor.

Presbyterian Church, Centre street. Rev. A. D. Moore, pastor.

First Presbyterian Church, South Bethlehem. Rev. A. D. Moore, missionary supply.

South Bethlehem Moravian Church. Rev. J. E. Wuensche, pastor.

Trinity Episcopal Church, Market street. Rev. George P. Allen, rector.

Church of the Nativity, P. E., Rev. C. K. Nelson, rector.

Saint Mary's Chapel, Lechamveki Springs, and Saint Joseph's Chapel, near No. 3 furnace, are Protestant Episcopal, conducted under the auspices of the two P. E. churches in the town.

The present borough officials of Bethlehem are G. H. Meyers, Burgess; C. M. Anstett, John Anthony, A. S. Bishop, L. F. Geiring, Joseph Johnson, J. H. Kline, J. B. Kemmerer, J. W. Luckenbach, G. M. Overfield, A. Opp, F. Wind, and C. A. Wolle, Councilmen; T. O. Fradenicks, Secretary; George A. Reed, Treasurer.

The present borough officers of South Bethlehem are H. Stanley Goodwin, Burgess; Patrick Gray, J. S. Allam, Andrew Rodgers, Owen Ritter, Adam Brinker, Thomas Doran, Edward Murphy, James R. O'Brien, and H. W. Scheetz, Councilmen; J. J. O'Brien, Town Clerk.

Bethlehem is noted far and wide for the excellence of its hotel accommodations. The time-honored and historic "Sun Inn," and the more modern and handsome Eagle Hotel, are both thoroughly first class throughout. The Lechamveki Springs Hotel, at Lechamveki Springs, two miles south-west of South Bethlehem, is a very popular resort for summer tourists. A short distance above the covered bridge in the Lehigh River is Calypso Island, a noted resort for picnics and excursions.

In addition to the covered bridge across the Lehigh at the depot, Bethlehem and South Bethlehem are connected by a substantial iron bridge crossing the Lehigh River and canal at the foot of New street, and the Broad street bridge across the Monocacy, connecting Bethlehem and West Bethlehem, also an iron bridge.

St. Luke's Hospital, on the south side of the Lehigh, has done much good in offering a place for the injured on the lines of the railroads centering here, as well as from the adjacent country districts. It is one of the monuments of Asa Packer's munificence.

It is supported by voluntary contributions, the principal contributors being the Lehigh Valley Railroad Company and its employees.

Bethlehem has some very fine business houses, especially on Broad and Main streets, the two principal business thoroughfares. The town has also many fine private residences, surrounded by well-kept grounds. Near the centre of the town is the Moravian burying ground. Here all are on an equal footing, whatever may have been the social distinctions in life; here, in death, no distinction is apparent. Rich or poor, white, copper-colored or black, bishop or layman, side by side, according to age, here reposes all that remains of the once living souls in a perfect equality—the horizontal marble slab that covers the grave containing only the impartial record of their lives. To the casual observer this cemetery has the appearance of a well-kept park or extensive private grounds, so neatly is everything kept, and on pleasant days or evenings many parties may be seen strolling along its neat walks or seated in the shade of its fine trees, the close proximity of the graves not seeming to mar their pleasure in the least.

The Lehigh River at Bethlehem is in many places quite romantic and attractive. A wing dam was built in the river just below the

town, by the aquatic associations of the town so as to give the river a depth of about five feet at low water at Calypso Island, and giving excellent boating facilities. The annual carnival of the boating clubs is held on this stretch of water, and presents an attraction that always draws thousands of visitors from up and down the valley to view the magnificent pageant. The greater part of South Bethlehem is composed of the homes of the employes of the Bethlehem Iron Company, but the southern portion of the town, built on a gentle slope from the



A SHADY NOOK.

Union depot, called "Fountain Hill," has many fine private residences surrounded by extensive grounds, elaborately laid out. The South Bethlehem Opera House is one of the finest in the valley.

W. M. Applegate has just completed a large new store building, Nos. 22, 24 and 26 Broad street. He now has one of the finest appointed cigar stores in the Lehigh Valley. Having added the wholesale business to his retail trade years ago, he has gradually worked up an important wholesale trade. Mr. W. M. is a jobber in clear Havana imported cigars and all kinds of smoking and chewing tobacco. All latest and established brands of cigars and tobaccos always to be obtained at this tobacco and cigar emporium, Nos. 22, 24 and 26 Broad street, Bethlehem, Pa.

With the growth of Bethlehem in manufacturing, population, and wealth, there has also been a rapid growth in every branch of industry which may be considered among those classes of trade, more particularly pertaining to the demonstration of taste, culture, and riches. Among these pursuits, that of the merchant tailor may be regarded as of the greatest importance to the community. The house in this line being foremost in promoting the standard of elegance is at No. 140 Main street, J. J. Lack, proprietor.

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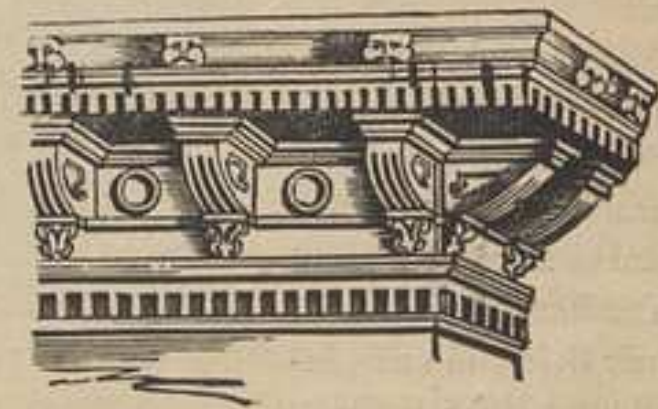
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HISTORY OF CATASAUQUA.

ITS LOCATION, HISTORY, COMMERCIAL FACILITIES, INDUSTRIAL ESTABLISHMENTS, SCHOOLS, CHURCHES, PUBLIC BUILDINGS, &C.

CATASAUQUA is situated on a triangular plot of ground formed by the junction of Catasauqua Creek with the Lehigh River, about 20 miles above where it empties into the Delaware River. With the surface of the ground sloping toward the Lehigh River on the west and toward the Catasauqua Creek on the east and south, affording the very best natural advantages for perfect drainage; a healthier and more pleasant spot upon which to locate a town could not well have been chosen. The borough limits are restricted on the west by the Lehigh River, on the east and south by the Catasauqua Creek, while on the north the dividing line between Lehigh and Northampton counties runs diagonally through a thickly-built-up portion of the town. In size, Catasauqua ranks first among the towns of Lehigh county, and is divided into two wards. The population of the borough proper is a little over 3000, to which should be added West Catasauqua, in Whitehall township, west of the Lehigh River, having about 800 inhabitants; East Catasauqua, in Hanover township, east of Catasauqua Creek, with a population of about 400, and that portion of Allen township, adjoining the borough on the north with over 800 inhabitants, making a total of more than 5000 inhabitants, who earn their living in and contribute to the business prosperity of the town.

The town is regularly laid out, the streets graded and curbed, with brick or flagstone pavements on both sides. The town is noted for the absence of the uncleanness and generally dilapidated appearance common to iron manufacturing towns, a condition to which the founders of the first iron works contributed very materially, by insisting on sobriety and supplying the means of self-culture to their workmen. With sobriety, economy went hand in hand, and quite a number of workmen own the houses they live in, while the sons of some of the earlier laboring men to-day hold positions of trust, not only in this place, but in other parts of the State. The superintendent of one of the largest steel works in the State, is the son of a pattern maker who was employed by the

Crane Iron Company when in its infancy, he having himself served as an apprentice in the foundry attached to the works.

Never failing springs of the purest water abound, the underlying strata being limestone, which have openings on the north and east connecting with unfailing reservoirs.

The town was incorporated February 1st, 1853, at which time there were but few buildings north of Bridge street, which is now below the centre of the town. The first borough officers were David Thomas, Burgess; Owen Rice, Secretary; Joshua Hunt, Treasurer; Charles Sigley, High Constable; and James S. Reese, Esq., Solicitor; of these but one, Joshua Hunt, survives. Prior

to its incorporation, the village was known as Craneville. The earliest settlers had given the place the name of Biery's Ferry, afterwards, in 1824, a chain bridge having been built across the river, it was called Biery's Bridge and Bierysport. The place owes its rapid growth to the establishment of the furnaces for smelting iron ore with anthracite coal. A party of Philadelphia capitalists interested in the Lehigh Canal, which had been constructed for carrying anthracite coal from the mines above Mauch Chunk to Philadelphia, hearing that iron had been successfully manufactured with anthracite coal in Wales, conceived the idea that the establish-



AMONG THE MOUNTAINS.

ment of furnaces for the manufacture of pig-iron with anthracite coal would be a paying business in the Lehigh Valley. With this object in view, they purchased a property, now within the borough limit, and erected thereon the first anthracite iron furnace in the Lehigh Valley. The first pig-iron was made in 1840. The practicability of making pig-iron with anthracite coal having been established, the company erected other furnaces, and in 1860, had six in blast. Since then improvements have been made and the number of furnaces reduced to five, with, however, an increased capacity for the production of pig iron.

The borough is divided into two wards since 1877. The borough government consists of a burgess, and town council of six

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members—three elected from each ward. The treasurer, clerk, and policemen are elected by the council. The following gentlemen have held the office of burgess: David Thomas, 1853; John Boyer, 1854; Uriah Brunner, 1855; David Thomas, 1856-57; William Getz, 1858-59; A. C. Lewis, 1860; John Williams, 1861-69; James C. Beitel, 1870-71; John Williams, 1872; Melchoir H. Horn, 1873-74; George Bower, 1875; William H. Glace, 1876; Henry Davis, 1877-81; Philip Storm, 1882-84; Robert E. Williams, 1885. Without detracting from the merits of any of the above gentlemen, we desire to say a few words in reference to ex-Burgess Philip Storm, who came to the town a little over twenty years ago and procured employment in the Catasauqua Manufacturing Company's rolling mill as a day laborer. Being a careful and industrious man, he was soon made foreman of a gang of outside laborers. By strict economy and self-denial he amassed a competence, and is now one of the town's most liberal and public-spirited citizens. He several years ago resigned his position in the rolling mill, and is now engaged in the scrap-iron business.

Mr. A. C. Lewis entered the army soon after the outbreak of the War of Secession, and laid down his life that his country might live.

A town hall was erected in 1868, in which the town council meets, and where most public meetings and entertainments are held.

The town is well lighted with gas, supplied by the Catasauqua Gas Company, incorporated in 1856. The gas was made of coal until within the last few years, when the Lowe water process of manufacturing gas was adopted.

The water supply of the town is one of the best in the State. The water works were erected in 1845 by the Crane Iron Company. The object at first was to get a water supply for the company's houses occupied by the men employed by the company, but the demand became so general that the pipes were laid along each of the principal streets, and the entire town supplied at a very low cost to the citizens. The capacity of the works, owing to the increase of population, proving inadequate to supply the increased demand for water, they were considerably enlarged, a new reservoir and stand-pipe were built, and larger pipes laid, replacing the small pipes at first put down, and covering the borough more fully. The capacity of the reservoir is 200,000 gallons, a quantity sufficient to meet the demands of a population three times as large as that of Catasauqua.

The fire department of the town is one of the most efficient in the State. There are two fire companies, both volunteer organizations, the membership being made up of the able-bodied young men of the town. Finer and more gentlemanly fire companies, as

an organization, are seldom met with; such a thing as a row at a fire being entirely unknown. The Phoenix Fire Company, the older of the two companies, was organized April 22, 1866; it now has a very large active membership. The apparatus consists of a steamer and two hose carriages, the property of the borough, and is housed on the first floor of the town hall, where the company has a finely furnished meeting-room. The Southwark Fire Company was organized February 4, 1873. They were named in honor of the old Southwark, No. 9, of the Philadelphia Volunteer Department, whose apparatus they have in charge, it having been purchased by the Crane Iron Company, who built a fine two-story brick building in which to house the apparatus and for the company to meet in. In addition to these regular organizations the Catasauqua Manufacturing Company has a fire brigade, composed of employees of the company, and own a hose truck and a large supply of hose.

Catasauqua is blessed with ample commercial facilities. The Lehigh Valley Railroad, the Lehigh and Susquehanna branch of the Philadelphia and Reading Railroad system giving rapid and reliable communication with the anthracite and bituminous coal fields of Pennsylvania and the great commercial centres—New York and Philadelphia. The Catasauqua and Fogelsville Railroad brings the products of the great hematite ore districts of Lehigh and Berks counties to the furnaces at Catasauqua and neighboring towns. The Lehigh Coal and Navigation Company's canal gives the slower, but none the less sure, communication with the anthracite coal fields of Carbon and Luzerne counties and the fire-clay deposits of New Jersey. Communication with the iron, coal, limestone, and fire-clay deposits being assured, the industrial establishments of the town have been very successful.

In 1838 the Lehigh Coal and Navigation Company offered to give to any party that would establish a furnace for the purpose of making pig-iron, using anthracite coal exclusively for fuel, laying out for the same the sum of \$30,000, and successfully run the furnace for three months with anthracite coal, the valuable water privileges extending from the dam in the Lehigh River at Hokendauqua to dam in the same river at Allentown, a distance of about four miles. A party of Philadelphia capitalists formed a company in the same year, and sent one of their number, Mr. Erskine Hazard, to Yniscedwin, in Wales, where pig-iron had been successfully made with anthracite coal, and engaged Mr. David Thomas to come to this country and build the furnace and take charge of the same when completed. Mr. Thomas broke ground in July, 1839, and one year thereafter, July 4th, 1840, the first furnace, number one, was blown in, and



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proved a success. A superior quality of pig-iron being manufactured, the demand increased rapidly, and number two furnace was built in 1841, number three, in 1846, numbers four and five in 1850, and number six in 1856. The company when first organized was known as the Lehigh Crane Iron Co. but some years later the name was changed to Crane Iron Co. which is the title it is now known by. This company was the pioneer in the anthracite pig-iron business in the United States. The blast was at first received from blowers driven by water, but as more furnaces were added the water power was found to be inadequate, and immense engines were erected for supplying the necessary blast. These engines, at the time of their erection, were the largest stationary engines in the country, and they are now exceeded by but few. The company has always endeavored to keep in the fore-front of the anthracite pig-iron business, and aimed to make none but the very best quality of metal. At their works this company erected the first Whitwell hot-blast stove in use for making anthracite iron. While the construction of these stoves requires a very much larger expenditure of money in their erection than the ordinary cast-iron hot-blast stoves, the superior quality of iron which can be produced by their use justifies the outlay. The company found the first one so successful that they have since constructed two more, removing one of the older furnaces to make room for one, and now, with five furnaces, produce more and better pig iron than formerly with six furnaces and the cast-iron hot-blast stoves.

The company operates and owns a large number of hematite ore mines in Lehigh, Berks, and Northampton counties, and magnetic ore beds in New Jersey. Limestone, for flux, is obtained from the quarries along the line of the Catasauqua and Fogelsville Railroad within a short distance of the town. Controlling their own mining operations, they have every facility for the proper cleansing and grading of the ores to produce the desired quality of pig metal. Four large and three narrow gauge locomotives are kept constantly employed in bringing the material to and removing the pig-iron and slag from the furnaces. The company has a very finely fitted up laboratory and employs a resident chemist to examine the various ores, limestone and coal used in the company's furnaces that they may be used in such proportions according to their ingredients, as will produce the very best result. The company employs about a thousand men at the works and in the mines and quarries, and the amount of money kept in circulation by them is a potent factor in the business prosperity of Catasauqua. The product of the company is of a superior character and they have no difficulty in finding a market for it; in New York, Philadelphia, the New England States, Canada, and California, their pig-iron is a standard.

The company's office is in Philadelphia, Mr. Samuel Dickson being the president, and George T. Barnes, secretary and treasurer.

The officers at the works are Joseph Hunt, superintendent, J. C. Hazard, assistant superintendent, and John Williams, cashier.

The Catasauqua Manufacturing Company's rolling mill was built in 1862. The principal projectors and stockholders were gentlemen interested in the Crane Iron Works. The company at first manufactured armor plate, bar and merchant iron. The close of the war of secession ended the demand for armor plate and the plate mill was changed into a sheet mill for the manufacture of sheet iron, which did not prove as successful as it was hoped it would, and the mill was again altered into a plate mill wherein the company now manufactures tank iron and boiler plates from the smallest sizes up to fifty-four inches in width by thirty feet in length, and in thickness from number eighteen wire gauge, to one inch. The bar mill is a twenty-inch train and in it the company manufactures square bars from one and one quarter to four inches square, round bars from one and one quarter to five inches in diameter, in lengths up to forty feet; flat bars from two to ten inches in width and from one-fourth to four inches in thickness, and

a large variety of special shape irons, such as angle bars, chain link blanks, &c. In the merchant mills small rounds, squares, flats, angle-bars, chain link blanks and horseshoe blanks in great variety are manufactured. In 1881, the company erected a new merchant mill, with a ten-inch train, in which large quantities of pipe iron and hoop iron of a superior quality are manufactured. The company has in its Catasauqua mills 13 puddling furnaces, 6 heating, and 2 busheling furnaces, and have a capacity of 25,009 gross tons of finished iron annually.

For several years after the building of the Catasauqua mills they were run with but indifferent success, until in 1866, when Mr. Wm.

P. Hopkins, the present superintendent, was given charge of the works. Mr. Hopkins being a practical iron worker and a natural mechanic, soon had the mill in good working order, and by strict attention to the smallest details, succeeded in producing an iron of a very superior quality, which the untiring efforts and able management of Mr. Oliver Williams, who entered the service of the company as general manager in 1867, brought into market and secured for it such a demand as has ever since, even in the dullest time, kept these works running.

The office of the company is in Catasauqua. The officers are: Oliver Williams, President and General Manager; John Williams, Secretary; Henry Davis, Treasurer; Wm. P. Hopkins, Superintendent; John W. Hopkins, Assistant Superintendent.

In all iron manufacturing establishments fire-brick are a necessity. To meet the wants of the various iron works in Catasauqua and vicinity, the Lehigh Fire Brick Company was organized in 1868. The works are situated on the banks of the Lehigh Coal and Navigation Company's canal, between Walnut and Chapel streets, west of Front street. In addition to the canal, the works



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PA.

are connected with the various railroads by the tracks of the Crane Iron Works, which are laid alongside of the east side of the works. The buildings are of stone, 280 feet in length by 160 feet in depth. The firm manufactures a very superior quality of fire-brick of various sizes and shapes, for furnaces, ovens, arches, stack-lining, cupola, jams, boshes, and various shaped brick for special uses. Coal oil is used for fuel in the kilns of the company, and is found to answer very well. The works are in charge of Mr. David Hunt, superintendent, a practical mechanic thoroughly understanding the details of the business.

The Bryden Forged Horseshoe works were established in 1882 for the manufacture of horse and mule-shoes under letters patent granted to George Bryden, which patent-rights were purchased by this company and are now owned by them. The Bryden horseshoes are a solid forged heel and toe iron or steel shoe, of which the company make a specialty. In addition to this shoe the company manufacture a very superior grade of plain and frog pressure shoes. The demand for this company's product is rapidly growing. The first year's sales were less than 5000 kegs of 100 lbs. each, while the second year's sales amounted to more than 10,000 kegs, and the prospects for the coming year are quite flattering. The works are in charge of Mr. T. F. Frederick, a gentleman well versed in the construction and operation of the intricate machinery employed in the factory.

Where there are so many factories using machinery, it is but natural that other establishments to meet the requirements in that line should arise. In 1865 the Spring Dale Foundry was established by Messrs. Davies, Thomas & Co. The works were continued by this firm until 1868, when Mr. Daniel Davies, the senior partner, and his son, purchased the interest of Mr. Thomas, and the business was continued by them under the firm name of Davies & Son until, in 1876, death removed the senior partner, when the present co-partnership was formed. Mr. James Thomas, the junior partner, being a man of large experience in the manufacture of iron and machinery.

The works are located on the east bank of Catasauqua Creek, just without the borough limits. The buildings consist of a two-story brick office 30 by 40 feet, the first floor being used for the offices and the second floor devoted to the draftsman and for storing drawings and models; a foundry 50 by 290 feet of brick, with the exception of a portion 50 by 50 feet which is of stone; the blacksmith shop, 40 by 40 feet, of brick; storage room for castings, 40 by 40 feet, of brick, two stories in height; the second story of this building extends across the drive-way to the second story of the machine shop, and is used for the pattern shop; and a two-story brick machine shop, 50 by 120 feet, the second story being used to store patterns. In addition to these main buildings are the necessary core ovens, boiler houses and other necessary buildings, altogether covering an area of over 35,000 square feet of available floor space. Five vertical engines, of the company's own make, aggregating 48 horse power, are in use to provide the motive power for the various departments. The foundry is divided

into three departments, each having a separate cupola, with a combined capacity of 30 tons finished castings per day. The machine shop is equipped throughout with modern machinery of the most approved patterns, including a Putnam lathe, 90 inch swing, 32 feet bed, a new rotary planer which does the work of six men, and the necessary lathes, slotters, planers, etc. Large cranes handle the heavy castings with ease and rapidity. Taken altogether, it is one of the best equipped machine shops for its particular kind of work in the State. The products of this establishment, in addition to general foundry and machine work, consist of a new and improved vertical engine, especially adapted for electric lighting purposes. These engines are made to stand constant running at the power and speed at which the firm rate them. They embody the improvements that the most modern practice has approved, such as great length of bearing for the main shaft, crosshead, crank-pin, and all the movable parts. Their chief characteristic is the extraordinary strength, combined with grace of design, and firmness of parts. The piston-rod, valve-rod, crank-pin, cross-head-pin, and valve-rod-pin are made of steel, which adds considerable to their durability. On all engines, whose cylinders are not

larger than 12 by 12 inches, the double D slide valve is used, while a balanced automatic cut-off valve is fitted to all engines of a large size. By a novel arrangement of the live steam and exhaust parts, the annoyance caused by water dripping from the piston-rod is effectually overcome. Every engine is carefully tested before leaving the works and the firm guarantee them to stand constant running at the power and speed they rate them. The firm also manufacture adjustable shafting hangers, couplings for shafting covered with a smooth shell which can be utilized as a pulley. The firm also make large quantities of car castings, supplying large quantities to McKee, Fuller &

Co., Jackson & Sharpe, of Wilmington, and W. H. Allison of Philadelphia. A specialty of the firm is the manufacture of castings for A. O. Granger & Co., of Philadelphia, builders of low water gas machines. The proprietors are both practical mechanics and have personal supervision of the entire works.

The works of the Union Foundry and Machine Company are located at the corner of Front and Pine streets, extending along Front street to Strawberry alley and along Pine street to Railroad alley, covering nearly an acre of ground. The specialties of this company are all kinds of heavy rolling mill machinery, rolls, shears, etc. They also furnished a large amount of castings for the elevated railroads in New York City, and immense quantities of cast-iron discs for the La Vergne Refrigerator Co. They also build machines for planing or shaving slates for school use. The company have recently introduced new machines of the latest improved patterns for doing fine work. Their shops are well equipped and can successfully compete with any machine shop in the Lehigh Valley in the specialties which they produce. Mr. John R. Tait, a gentleman well-fitted for the position, has charge of the machine shops of the establishment, and Mr. C. Boland, a practical moulder of long experience, has charge of the foundry department.



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LEHIGH COUNTY.

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HATS & CAPS.

CATASAUQUA, PA.

To feed the large number of mechanics employed by these various industries requires a large amount of bread, and to bake bread flour must be had. To meet this want is the pleasant and profitable employment of the Catasauqua Mills, William Younger, proprietor. Mr. Younger manufactures a superior quality of flour by the roller process. All the machinery in the mill is of the latest improved pattern, and no expense is spared to make the product the very best that can be produced. The Catasauqua Mills' flour has a wide reputation, the constant demand keeping the mill running to its full capacity of one hundred barrels of flour per day all the year round. Under the old process of manufacture the mill had seven run of stone, which have been replaced with roller machinery. The old mill, which was built in 1752 as a saw and grist mill, was 30 x 40 feet in size, built of stone; the present frame structure was erected in 1869, and is 40 by 100 feet, five stories high, the old stone structure remaining standing inside the new mill. The

motive power is water, taken in part from the Catasauqua Creek, but principally from the Lehigh Coal and Navigation Company's canal, which passes the mill on the west. The present owner, in partnership with Mr. Milton Berger, took possession of the establishment in 1856, the firm name being Berger & Younger. Mr. Berger died in 1871, and in 1875 Mr. Younger purchased the inter-

est of Mr. Berger's estate, and has since continued as sole proprietor. The brands Roller "A" and Roller "B" manufactured by Mr. Younger, find an extensive market, two double-team delivery wagons being constantly busy in attending to the local delivery. Mr. Younger is a practical miller and gives his personal attention to all the details incident to the manufacture of flour, thus insuring a uniform quality. The grain is carefully selected and cleansed of all impurities. Large quantities of flour and feed are daily shipped to customers at a distance, over the railroads which pass the place. Mr. Younger has by careful management amassed a competence, and occupies a prominent position among the leading citizens of the town.

The latest industrial establishment is the Lehigh Iron Stone Company, situated on Race street, between the canal and the Lehigh River. The product of this company is a paving block, for paving streets, and slabs, for sidewalks, in the manufacture of which furnace slag or cinder is used.

Catasauqua has two weekly newspapers, the *Catasauqua Dispatch* and the *Valley Record*. The first newspaper venture was the *Catasauqua Herald*, by Kelchner & Fry, succeeded by Lewis & Bro. a few years later. In 1861 A. C. Lewis, the editor, entered the army, and the paper soon after discontinued publication. After the war the *Journal* had a short existence. The *Record* was started in 1870 and the *Dispatch* in 1871. The *Record* is democratic and the *Dispatch* independent.

With the different elements which go to make up the population of Catasauqua, a variety of religious opinions is to be expected, and the town has a larger number of religious organizations than are usually found in a town of its size. The original settlers were Germans, and were about equally divided between the Reformed and Lutheran churches. With the advent of the canal and the public works a German Catholic element was introduced. The Welsh are divided between the Presbyterians, Congregationalists, and Methodists.

The Scotch are, as a rule, Presbyterians. The Irish are divided between the Catholics and Presbyterians. The few Swedes are nearly all Lutherans.

The first regularly organized congregation in the settlement was the First Presbyterian. The first church edifice was erected by this congregation on Church street, west of Hometown road. The corner-stone of this building was



TROUT POND.

laid by the Rev. Robt. W. Landis, on the last Sunday in 1839. The structure was of frame, weather-boarded perpendicularly and battened, twenty-five by thirty-five feet in size, afterwards enlarged by an addition of ten or twelve feet. On the twenty-second day of March, 1840, it was dedicated. This first church building was a very different structure from the fine edifice now occupied by the congregation at the corner of Second and Pine streets; it had no steeple, the bell which called the worshippers together being hung in the forked limbs of a large oak tree which shaded a part of the church building. This building was used as a house of worship until 1856, when the congregation removed to their new church edifice on Second street, of which the corner-stone had been laid with appropriate ceremonies September 23d, 1854. The new church was built of brick in semi-Gothic style, the main building being forty by sixty-three feet, with transept twenty by thirty feet on the south, and one on the north ten by twenty feet, in which is a fine organ, the gift of David Thomas.

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CIGARS,
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Try our LITTLE FRIEND, 5 Ct. Cigar.

CHARLES LARAMY,



Undertaker

-AND-

CABINET MAKER,

No. 216 Third Street,

CATASAUQUA, PA.

To commemorate the reunion of the old and new school Assemblies of the Presbyterian Church, a memorial chapel, thirty-five by eighty-two feet, was built in 1871. The corner-stone was laid May 13th, 1871, and the building dedicated December 10th, 1871.

The congregation have a beautiful and well arranged parsonage built of brick, forty feet north of the church building, fronting on Second street.

The Bridge Street Presbyterian Congregation was organized by the Rev. Leslie Irwin in 1850, and a handsome church edifice was erected on Bridge street, west of Howertown road. The Rev. L. Irwin served the congregation acceptably until 1865, when he was succeeded by Rev. James Lewers, who died August 23d, 1868. The Rev. William Fulton was chosen to succeed him, and was in turn succeeded by Rev. D. Harbison, the present pastor. The congregation own a parsonage built of brick.

Emanuel's German Evangelical Church was built in 1848 on Howertown road, between Union and Wood streets. It was a brick structure, thirty by thirty-eight feet in size. In this building the congregation worshipped until 1870, when the accessions to the congregation had become so numerous that the room was too small to meet the wants of the members. A lot was purchased at the corner of Second and Walnut streets, whereon the congregation erected the present handsome and capacious structure. The building is of brick, forty-five by eighty feet in size. Its erection was supervised by William Michel, David Tomblor, Owen Swartz, C. G. Schneller, and Aaron Glick, the then trustees of the congregation. An adjoining lot and conveniently arranged two-story frame building was purchased in 1874, and has been in use ever since as a parsonage. The following ministers have served the congregation since its organization: Revs. William Hessart, William Hoffman, John Kramer, Henry Bucks, Noah McLain, Michael Singlinger, Samuel Rhoads, Christian Hummel, Jacob Gross, Christian Myers, George Knerr, Moses Dessinger, George Haines, John Schell, John Kehl, James Lehr, C. B. Fleger, George Kuen, Jacob Adams, George Haines, C. Bryfogel, Rueben Lichtenwalner, and Rev. B. F. Bohner, the present incumbent.

The Methodist Episcopal Church, on Front street, above Walnut, was built in 1859, and dedicated on Christmas Day of that year. The basement only was finished at that time, and it was not until 1867 that the congregation was able to finish the auditorium, when it was again dedicated. It was not until 1864 that the congregation had a regular pastor, the Rev. C. H. Bickley being appointed, and served until 1865. His successors were

H. F. Iselt, 1865; S. B. Best, 1866; J. J. Jones, 1869; W. P. Howell, 1871; Jeremiah Pastorfield, 1874; G. Oram, 1876; D. M. Young, 1879; L. B. Hoffman, 1881; S. O. Garrison, 1881; John Stringer, 1884.

St. Paul's Lutheran Church, on Howertown road, south of Bridge street, was built in 1852, the corner-stone being laid July 4th, and the dedication services held on Christmas Day of that year. The building is of brick, forty-five by sixty-five feet in size. It was built for and used as a union church by the Lutherans and German Reformed congregations; Messrs. Samuel Koehler and George Breinig representing the Lutheran congregation, and Solomon Biery and Charles Wolf the Reformed congregation on the building committee. The Reverend Jeremiah Schindel served the Lutheran congregation as pastor until 1854, when he resigned

and was succeeded by Rev. William Roth, who resigned July 7th, 1861. Up to this time the services had always been held in the German language, but as the congregation grew in numbers and the younger members became a large factor in the congregation, a demand for English service grew up, and to satisfy this demand the Rev. F. J. F. Schantz was elected as pastor, and served the congregation acceptably until 1866. For a year the conference supplied the congregation. June 1st, 1867, the Rev. J. D. Schindel, a son of the first pastor, was installed and still serves the congregation. The church continued to be used as a union church until 1868, when the Lutheran congregation bought out the interest of the German Reformed congregation.

The Lutheran Church of the Holy Trinity, on Bridge street, at the corner of Third street, was built in 1873-74, the corner-stone being laid in the fall of 1873 and the church dedicated in the spring of 1874. The building is of pressed brick, fifty by seventy feet, built in modern style. The Rev. J. K. Plitt was elected the first pastor

of the church in 1873, and continued in that relation until the fall of 1877. For six years the Rev. M. H. Richards was the missionary supply. In 1883 the Rev. Geo. W. Sandt, of Easton, was elected, and served until 1885, when he was succeeded by Rev. J. Kohler, the present pastor.

The German Reformed Church, on Third street, corner of Walnut, was built in 1869. Internal dissension hindered the growth of the congregation, and they had several times been on the verge of dissolution. In 1880 the property was sold by the sheriff, and was bought in by the reorganized congregation under the title of Salem's Reformed Church. Under the able management of the pastor, the Rev. J. J. Crist, the congregation succeeded, in 1883, in freeing their property of debt, and are now in a flourishing condition.



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No. 421 FRONT STREET,

Will be occupied by A. S. FRY, present proprietor of Catasauqua House,

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where every accommodation will be extended to the traveling public.

FREE BUSS (to Guests) TO AND FROM DEPOT.

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Nos. 168 and 170 Front Street,

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CLOTHING MADE TO ORDER IN FIRST CLASS STYLE, AT MODERATE PRICES.

Corner Second and Church Streets,

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The Bethel Welsh Congregational Church was built in 1883, the corner-stone being laid June 17th, 1883, and the completed edifice dedicated December 2d, 1883. The church building is thirty by fifty feet, fronting on Pine street, with a wing fronting on Fourth street, sixteen by twenty feet, built of brick in Gothic style with a neat open spire. The church started with a membership of thirty communicants, which have increased under Rev. David R. Griffiths' ministrations to a membership of nearly one hundred communicants. A flourishing Sunday School is connected with the church.

The Saint Lawrence Roman Catholic Church, corner of Second and Chapel streets, built of brick, thirty-six by seventy feet in size, was commenced in 1856 and dedicated May 16th, 1858, the Right Reverend John N. Newman, Bishop of Philadelphia, officiating. The Rev. Lawrence Aloysius Brennan was its first pastor, and remained in charge until November, 1860, when, owing to ill health, he was obliged to sever his connection with his charge, and was succeeded by Rev. Francis O'Connor, who was in turn succeeded by Rev. L. J. Miller in 1861. Rev. Miller remained in charge until February, 1863, when he was succeeded by Rev. Edward McKee. Shortly after Rev. McKee took charge the church building proved too small for the wants of the congregation and was by him enlarged and renovated. In October, 1883, owing to failing eyesight, Rev. McKee was obliged, after a continuous pastorate of over twenty-two years, to relinquish his charge, and was succeeded by Rev. C. A. McFadden, who was in turn succeeded by Rev. B. J. Conway, the present pastor, in January, 1885.

The Saint Mary's Roman Catholic Church, corner of Second and Union streets, was built in 1857. It was a frame structure, which stood until 1878, when it was torn down, and a new brick church was erected and dedicated August 7th, 1878.

In 1872 a Welsh Baptist Church was organized, and a frame structure was erected corner of Third and Chestnut streets. Owing to depression in the iron industry consequent upon the panic caused by Jay Cooke & Co.'s failure, the congregation disbanded and the building was sold, and is now (1885) used as a Salvation Army Barracks.

Catasauqua School District.—This district, prior to the incorporation of the borough, was included in Hanover township. A mixed school was established on what is now Union street, corner of Railroad alley, in 1840. In 1848 the Presbyterian congregations bought a lot of ground, corner of Bridge street and Howertown road, and erected a two-story brick building which was used as a school-house. Upon the incorporation of the borough this property was purchased by the district. A select school was taught by Mr. John Hudden, and afterwards by his wife, in the basement of the Bridge Street Presbyterian Church building. Many of the prominent business men of the town remember this school, and look back to the time spent there with pleasure. In 1854 a lot was purchased and a two-story brick building erected at corner of Second street and School alley. A three-story frame building, which had been erected for a carriage factory, on corner of Front street and School alley, was leased and used as a school building until the completion of what is now the High School building—a three-story brick building having six school-rooms, corner of Walnut and Second streets—in 1859. In 1868 a lot

was purchased on Front street, below Wood street, and a two-story four-room brick building was erected. The schools of the district are in charge of a competent corps of teachers, and rank high among the public schools of the State.

The Pioneer Cornet Band was organized in 1873 and incorporated in 1881. It is a first-class musical organization, and its services are in request on festive occasions, they frequently furnishing music for Philadelphia societies.

Cornelius Roth, the photographer, has his studio located on Bridge street above Front street, where he attends to the artistic reproduction of the features of young and old, in all the styles and variety known to the artist fraternity.

Benjamin Walp, maker of fine boots and shoes, is located on Front street below Bridge street. As a builder of fine foot-gear, Mr. Walp is a success. He knows just how to build a boot or shoe so as to fit perfectly and not hurt your corns or bunions.

Catasauqua has a number of fine business houses, the principal ones being Fuller's Block, on Front street, corner of Church street, which has four large store-rooms, and rooms for the merchants' families to reside, and Schneller's Block, on Front street, above Bridge street, containing three store-rooms and residences. Both blocks are built of brick, three stories in height, and arranged for business on first floors and living rooms on first and second floors, while the third floor of each is arranged for societies to meet. The Esch Block, on Front street, below Wood street, is similarly arranged for three stores, residences, and meeting-room. The building of the Catasauqua National Bank is a fine three-story building, built of pressed brick, containing the bank-rooms and vault, together with the residence of the cashier. This bank was organized as a State bank in 1856, its business being conducted at first in the front room of the residence of Mr. Thomas Frederick, on Front street below Union, until 1857, when the bank bought the property on Front street between Union and Wood streets, where it is now located. It was changed to a national bank in 1865.

The town contains a number of very fine private residences, most of them being situated on the high ground bounded by Bridge and Walnut streets, from Second street to Howertown road. The streets are generally well shaded, being lined on both sides, with very rare intervals, with fine shade trees.

The business men of the town are progressive and enterprising, as the advertising columns of the two local journals amply attest. We append notices of the most enterprising business houses located in the town.

Among the enterprising business men of Catasauqua we note with pleasure Mr. William J. Young, contractor and builder of dwellings, churches, and other large buildings. Mr. Young has had a long and varied experience in the erection of rolling mills, bridges, and other heavy construction work, and is thoroughly familiar with all the details incident to that class of work, as well as in the erection of churches and fine dwelling houses. Mr. Young is a reliable business man, prompt and cheerful in all his transactions. With a force of first-class mechanics he is prepared to contract for the construction of rolling mills, bridges, dwellings, or church buildings, and guarantee good workmanship.

The Ferndale poultry yards, established in 1872, Thomas Hartman, proprietor, are situated just outside of town. Here are to

Catasauqua Brewery,

CHRISTIAN STOCKBURGER,

PROPRIETOR.

No. 112 Second Street,

CATASAUQUA,

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WM. STORM,

DEALER IN

GROCERIES, PROVISIONS,

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WILLIAM J. YOUNG,

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JOBGING A SPECIALTY.

Catasauqua, Lehigh Co., Pa.

be found a large stock of white and brown Leghorns, light Brahmas, Plymouth Rocks, black Hamburgs, and other fancy varieties of gallinaceans. Mr. Hartman is a careful breeder, and keeps only the most carefully selected strains of thoroughbreds, and guarantees every sale to be just what it is represented. All orders are promptly booked and filled in the order in which they are received. Mr. Hartman's address is Ferndale Post Office, Lehigh county, Pennsylvania.

Secret Societies.—There are quite a number of secret societies in Catasauqua. The oldest secret organization is Catasauqua Lodge, I. O. of O. F., which was instituted October 6th, 1847. The first officers were N. G., Reuben Seip; V. G., Aaron Bast; Sec., Samuel Colver; Asst. Sec., David A. Tomblor; Treas., Nathan Frederick. Since the institution of this lodge over four hundred and fifty persons have been initiated, and the present active membership is over one hundred. The lodge meets in a well furnished lodge-room in the Esch Block.

Fraternity Encampment, I. O. O. F., was instituted June 6th, 1867, with George Bower, C. P.; M. H. Horn, H. P.; D. A. Tomblor, C. W.; Daniel Gillespie, J. W.; F. M. Eagle, Treas.; A. F. Koons, Scribe; Philip Storm, O. S.; Aaron Snyder, I. S.; Henry Souder, G.; William Biery, 1st W.; John Hunter, 2d W.; F. F. Giering, 3d W.; H. J. Eckensperger, 4th W.; F. Bower, 1st G. of T.; Jas. Hutchinson, 2d G. of T. The encampment is in a flourishing condition.

Porter Lodge, No. 284, F. and A. M., was originally instituted as No. 152, on September 5th, 1853, and named after Hon. James M. Porter, and was fully organized June 30th, 1854, with the

following officers, viz.: W. M., Robert McIntyre; S. W., Levi Kraft; J. W., James McLeary; Secretary, A. H. Gilbert; Treasurer, Charles Wolf; S. D., F. B. Martin; J. D., Charles Allen; S. M. C., William Getz; J. M. C., James Clugstin; Tyler, William Biery. Porter Lodge was an offshoot of Easton Lodge, and is the parent lodge of the four following lodges, viz.: Lehigh, of Trexlertown; Barger, of Allentown; Monoquesg, of Bath; and Slatington, of Slatington. Porter Lodge has one of the finest lodge-rooms in the valley, comprising the entire upper floor of the Fuller Block, corner of Church and Front streets.

Fuller Post, G. A. R., No. 378, was organized August 19th, 1867, when it was known as No. 74. It was named in honor of Lieut. George W. Fuller, who shed his blood to cement our common Union. It was disbanded October 15th, 1869, reorganized in 1872, and again disbanded in 1876, to be reorganized on a more enduring basis September 10th, 1883. The post meets in a building which it occupies jointly with several other organizations, on the north-west corner of Front and Bridge streets.

Walker Lodge, I. O. of G. T., and a Division of Sons of Temperance and Cadets of Temperance, also meet in the same building with the G. A. R.

There are also a Senior and Junior Order of American Protestant Association, United American Mechanics, Iron Lodge, Knights of Honor, and several other societies meeting in the various lodge-rooms in town, affording ample opportunity for a man to visit a lodge every evening during the week; and the stranger within its gates who is a member of any of the more prominent secret societies can easily find congenial fellowship.

HISTORY OF SLATINGTON.

ON the west side of the Lehigh River, thirty-three miles above Easton, at a point where the famous "Warriors' Path" crossed the Lehigh, one Nicholas Kern, as early as 1737, took up land on which he subsequently made his home. Here he also built a saw and grist mill on Trout Creek. In the year 1761 a wagon road was laid out on the old "Warriors' Path," crossing Trout Creek and running through the present site of Slatington. The descendants of Nicholas Kern were the only settlers in what is now Slatington until the discovery of slate, in 1844, by William Roberts and Nelson Labar, while on their way afoot from Easton to Mauch Chunk. They leased the property from John Brenninger, and in the spring of 1845 opened a quarry a little below where Caskie & Emack's works now are, and in August of the same year John Renninger opened quarry No. 1 of the Heimbach vein. A short time afterwards Owen Jones discovered slate on the property of Jonas Kern, and leased the land for fifteen years. He associated William Roberts with himself, and opened what is now known as the "Tunnel Quarry," they agreeing to pay Kern twenty-eight cents per ton of "slate shingles" for each and every ton of "slate shingles" made, and stipulating that if he desired to go into quarrying slate himself, he could not associate any one but Jones and Roberts with himself.

In 1854 the Slatington Bridge Company was chartered, and in November of the same year their bridge was opened to the public. The Lehigh Slate Company was also chartered in 1854, and added many buildings and other improvements to the town. In 1856 the Lehigh Valley Railroad was opened, and marks the era of rapid growth in the slate trade. In the same year the hotel near the depot was opened, several dwellings erected, and the settlement called Liberty. In 1859 the slate-mantel factory of the Lehigh Slate Company was erected. In 1862 the Riverside Slate Quarry was opened. In 1863 David Williams & Co. opened a quarry near the Lehigh River, and two years later put up their first school-slate factory, which was burned down in 1874. The present substantial brick structure was erected in 1875.

The borough of Slatington was incorporated September 7th, 1864. The first borough officers elected were Robert McDowell, Burgess; Henry Kuntz, Charles Peter, Jonas Hoffman, Henry Handwerk, and Abraham Person, Council. A station-house and council chamber were built in the fall of 1867, and in the spring of 1868 the borough was presented with a fire engine and hose carriage by the Slatington Gift Enterprise Company.

In 1826 a stone bridge was built over Trout Creek, which remained in use until 1869, when it was replaced by the present iron structure.

ORGANS.

PIANOS.

ORGANS, \$75.00. PIANOS, \$250.00.

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Organs sent on test-trial. **NO MONEY WANTED** until tested at your own home.

WARRANTED FOR SIX YEARS.

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THE CASE IS OF SOLID BLACK WALNUT, OF BEAUTIFUL DESIGN, HANDSOMELY CARVED AND HIGHLY FINISHED AND POLISHED.

All Round Corners, Square Piano, Price \$350 for \$250. Upright, 3 String Piano, Price \$350 for \$250.

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SLATINGTON, LEHIGH Co., PA.

ALLENTOWN, PA.

When the slate quarries in this locality were first opened their product was confined to roofing slate; in 1852 slate mantels were made, and in 1865 the manufacture of school slates was commenced by D. & H. Williams, in a small way at first, until now their annual product is ten thousand cases of ten dozen school slates each. In the fall of 1883 the Hyat Slate Company commenced the manufacture of school slate. John D. Emack, of the New York Slate and Novelty Company, commenced the manufacture of school slate in April, 1883.

In addition to the slate factories and quarries, there are several carriage factories, a grist mill, a marble yard, and other manufacturing industries in the town. The post office was located here in 1851, before which time the mail had to be brought from Craig's Store, at the Lehigh Gap. It was the intention to call the place Waverly, but as there was a Waverly in Pennsylvania that name had to be abandoned.

In 1853 John and George Remaly laid wooden pipes from a spring owned by them down to the town, and supplied several customers with water. In 1859 they leased their pipe system to Moses Kuntz for five years, at eighty-five dollars per year. In 1861 D. D. Jones bought the farm on which these springs were located, and in 1863 secured Kuntz's lease, which, together with the privilege it conferred, he transferred to the Slatington Water Works Company, who put in iron pipes and extended the system. In 1883 the borough bought the water works and springs, from which eight-inch pipes were laid. The capacity of the works is about 30,000 gallons per day.

September 2d, 1868, the Slatington *News* made its first appearance, Godshalk & Bright proprietors, editors, etc. After five changes in proprietorship in ten years, it passed into the sole ownership and control of L. E. Schlauch, January 16th, 1878. The paper has been considerably enlarged, and makes a specialty of slate news, without overlooking other matters of interest.

In 1870 the Lehigh Valley Railroad Company built a branch road for several miles along Trout Creek to Franklin, about two miles above the junction. Since then the Berks County Railroad Company have built a railroad from Reading to Franklin, giving a direct western outlet for the slate. This road is now leased to and operated by the Philadelphia and Reading Railroad Company.

The National Bank of Slatington commenced business August 31st, 1875; Peter Gross, president; William H. Gish, cashier.

Evangelical Lutheran Congregation was organized September 19th, 1868. The corner-stone of a union (Lutheran and Reformed) church was laid June 27th, 1869, and the church dedicated December 25th and 26th of the same year. The union arrangement continued until 1880, when it was dissolved—the Reformed congregation purchasing the church property. July 2d, 1881, the corner-stone of the present building was laid; the basement was dedicated November 6th, 1881, and the main auditorium was dedicated December 2d, 1883. The congregation own a parsonage adjoining the church.

M. E. Church.—This congregation was organized in 1869. The corner-stone of the church was laid September 12th, 1869, and the completed building dedicated December 10th, 1869.

The Presbyterian Church.—This congregation was organized in 1850. The corner-stone of the church was laid in July, 1854, and the church dedicated in February, 1855. In 1874 a new church building was begun, and was completed and dedicated September 29th, 1876. The Sunday school in connection with this church was started in 1854 by Robert McDowell with six members.

Evangelical Association.—This society was organized in 1862, and erected their present church building in 1870.

The Welsh have two churches in Slatington—one a Congregational, corner of Fourth and Franklin streets, and one Presbyterian. Both congregations erected houses of worship in 1883.

The Catholic Church is the latest organized religious denomination. They erected their church in the fall of 1883.

The schools of the borough are in a flourishing condition. In 1868 the present handsome and commodious school building was erected, but was soon too small, and in 1878 a two-story wing was added to it. The schools are in charge of Prof. F. J. Stetler.

The town at present has a population of about two thousand, and is rapidly growing.

Present borough officers are:—

Burgess, Alx. Jacobs.

Town Council, { Thomas Kern,
William Morgan,
John Kennel,

Chas. Berkemeyer,
William Peters,
R. H. Dolbey.



SCENE NEAR SLATINGTON.

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HISTORY OF LEHIGHTON AND WEISSPORT.

OWING to the early history of the two towns being so closely interwoven, we have concluded to treat them as one. Lehigh is on the west bank of the Lehigh, on a high plateau, the streets are regularly laid out and well graded. Weissport, on the east bank of the Lehigh, is built on a low, flat plain, which the Lehigh River seems to take a particular liking to during its periodical freshets. The town is regularly laid out and the streets, though not graded, are very well kept.

On the Mahoning Creek, near Lehigh, in 1746, the first settlement in Carbon county was made by Moravian missionaries. The Mohican Indians having been driven out of Connecticut and New York, sought and found an asylum for a time at Friedenshütten, near Bethlehem, the principal Moravian settlement in the Lehigh Valley. The Moravians, not deeming it desirable to have so large a body of Indians so close to Bethlehem, purchased a tract of land of over two hundred acres on the Mahoning Creek, and dividing it up into lots, removed the Indians thither, giving to each Indian family a separate lot on which to commence house-keeping. To the settlement thus formed, the Moravians gave the name of Gnadenhütten. Houses were erected, and a church or meeting-house was built, the settlement becoming a very pleasant town. The road to Wyoming lay through this settlement. This was the famous road over Nescopee Mountain, still known as the warriors' path. The missionaries tilled their own ground, and each Indian family cultivated the lot assigned to them. Christian Rauch and Martin Mack were the first missionaries who resided here, and held the first "Love Feast" of the first fruits of the land, August 18th, 1746. The Moravian brethren believed that a frequent change of missionaries might be useful in preventing the Indians from forming too strong an attachment to the missionary, and placing their dependence on them, instead of upon God alone, hence the missionaries were frequently changed. Portions of the sacred scriptures had been translated into the Mohican language; from these the missionary appointed daily texts, in the morning and evening services of song and prayer, with a short discourse upon the text appointed for the day. The holy communion was administered the first Sunday of each month. This was the great day to the Indians, and in the peaceful lives led by these Indian converts, in their settlement at Gnadenhütten, all traces of their former savage condition were rapidly disappearing. The Indian congregation numbered five hundred members, making the erection of a larger house of worship a necessity. The new church was built in 1749. The congregation was steadily increasing in size, and the progress toward civilization was rapid. At Gnadenhütten all was peace and prosperity, the united efforts of missionary and converts had made this spot in the wilderness to blossom as the rose, and the earth yielded her increase abundantly. While all was peace and plenty, and harmony reigned supreme in this settlement, a cloud was gathering to the north and west, which was ere long to break over their devoted heads and leave desolation to reign supreme where all was now peace and happiness.

The Delaware and Shawnees, on the Susquehanna, unable to resist the blandishments of the French agents, were already wavering in their allegiance to the English, and preparing to dig up the hatchet on the side of France. It became a matter of importance to them to withdraw their brethren from the missionary settlement

at Gnadenhütten. The Christian Indians were loth to leave their newly-formed homes, to which they had become attached, but the ties of kindred were in many instances stronger than the associations formed in their new condition, and some of them left the settlement and removed to Wyoming. In 1754 the Indian houses were removed to the east side of the Lehigh River, and the Indians removed to New Gnadenhütten. After Braddock's defeat in 1755, the gathering storm burst over Gnadenhütten—the settlement was attacked and eleven settlers were massacred, the Indians at New Gnadenhütten, hearing the shots and seeing the fire, and soon learning the cause, abandoned their homes and fled to the woods. Troops were sent to the forsaken villages, under the command of Benjamin Franklin, who erected a stockade within the present limits of Weissport, on a lot where now stands the Fort Allen House. In the rear of this house is a well dug by Franklin and still in use.

Shortly after the Revolutionary War, Colonel Jacob Weiss, an officer of the Continental army, bought seven hundred acres of land from the Moravians. On this tract of land is situated the present town of Weissport. In 1785, Colonel Weiss removed his family to his new purchase, and continued to reside there unto the time of his death, which occurred in 1839. The Colonel was an active and enterprising man, his name being found associated with every effort to improve this new country. In 1817, he laid out a town plot and called it Weissport. The spot selected was a somewhat unfortunate one, owing to its extreme lowness and its proximity to the banks of the Lehigh, it frequently suffering quite severely from the Lehigh's periodical floods. The first heavy freshet occurred in 1786, when Col. Weiss and his family barely escaped, so sudden was the rise. In 1841 it was again visited, the bridge connecting it with Lehigh being partly swept away. The severest visitation was in 1862, when the business industry of the town was almost entirely destroyed, and many of its inhabitants located in Lehigh and elsewhere, refusing to brave the Lehigh floods.

In 1867 the town had regained its population, and upon application to the Carbon county courts, it was incorporated as a borough. The Weissport of to-day is a well laid out town, containing many fine residences, especially on the streets facing the square, which lies in the centre of the town. The most important manufacturing establishment is the Lehigh Valley Emery-wheel Company. The Lehigh Coal and Navigation Company's canal forms the boundary line of the borough and divides it from a collection of houses and enterprises in Franklin township. The Lehigh and Susquehanna Division of the Central Railroad of New Jersey passes through the town. In addition to the emery-wheel works Weissport has a foundry and machine shop, rolling mill, and planing mill. In it are a Methodist church, an Evangelical, a Lutheran and a Reformed church, and a public school building. The town is governed by a burgess and a council of six members.

Lehigh is an active, energetic business place, situated on the west side of the Lehigh River, opposite Weissport, with which it is connected by a covered bridge. The early history of Lehigh is given in the history of Gnadenhütten. On the high ground upon which most of Lehigh is built the Moravians had

established their missionary station, and here the eleven members were massacred. The settlement was the earliest made in Carbon county. In 1762 thirty-three taxable persons resided within the entire township. The first public road was made from the mouth of Mahoning Creek to the King's road near Bethlehem in 1748. About the year 1810 Jacob Weiss and William Henry laid out a town plot at Lehigh, but the project was not a success. When the Lehigh Valley Railroad was completed, in 1855, the population was only about three hundred. In 1866 it was incorporated as a borough, and in 1870 it had reached a population of 1485, which has since then more than doubled. The greater part of the town is built on one street, parallel with the river.

Among the prominent industries of the town are an extensive meat packing establishment, a stove works, three carriage factories, blacksmith shop, and a variety of smaller industries. The Lehigh Valley Railroad Company have extensive car shops a short distance above—at Packerton—which furnish employment to many of the inhabitants. The grounds of the Carbon County Agricultural Society are situated here; they are handsomely laid out and kept in good order. The society held its first fair in 1858.

On the 24th of December, 1859, eight persons were organized into a Presbyterian Society, to be known as the "Gnadenhütten Presbyterian Church of Lehigh," and were placed under the care of the Presbytery of Luzerne. On the 15th of February it was reorganized by Rev. Jacob Belville, of Mauch Chunk, and Rev. Cornelius Earle, of Catasauqua. A lot was procured and

the corner-stone of a suitable church building was laid, May 29th, 1873, and the completed edifice dedicated May 7th, 1874.

The Methodist Episcopal Church Society was organized in 1865, and purchased the building formerly used as the Carbon Academy, in which they worshipped until 1882, when the present brick structure was built.

St. Peter's and St. Paul's Catholic Church (German) was organized in 1869.

Zion's Reformed Church was organized April 29th, 1873, and a church building was erected in 1876.

Trinity Evangelical Lutheran Church was organized January 5th, 1873, and the present brick edifice was commenced in 1873 and completed and dedicated November 23d and 24th, 1874.

Ebenezer Church of the Evangelical Association was organized in 1872, and the present church building was dedicated May 21st, 1876.

The town has a very fine public school building, and the schools are well graded and in good condition.

The First National Bank of Lehigh was organized November 3d, 1875, with fifty thousand dollars capital, which was increased to seventy-five thousand dollars, May 16th, 1877. Thomas Kemmerer, president; W. W. Bowman, cashier.

The *Carbon Advocate* was established by H. V. Morthimer, in 1872. Lehigh is pleasantly located, and with the progressive spirit of its inhabitants, we have no doubt it has a glorious future before it.

HISTORY OF MAUCH CHUNK.

ON the right bank of the Lehigh River, forty-six miles above its junction with the Delaware, is located one of the most romantic towns in Pennsylvania—Mauch Chunk—the so-called "Switzerland of America." Completely hemmed in on all sides by mountains ranging from six hundred to over one thousand feet in height, the houses are mostly built along a single street, the greater part of which is built over a creek, along whose sides a narrow strip of available space was eligible for building sites. The borough takes its name from one of the mountains overlooking it from the east, called by the Indians "Mock Chunk," signifying "Bear Mountain." The other mountains are South Mountain on the south and west; Mount Pisgah, from whose summit the celebrated "Switchback" gravity railroad starts, on the north-west; and Broad Mountain on the north. The town lies in the deep, narrow, winding valley of the Lehigh, on the west side of the stream at one of its many bends. The place is unapproachable except over mountain roads. The banks of the Lehigh here tested the engineering skill of the projectors of the two railroads which are here built along its banks, it being necessary at many points to not only cut into the mountain side, but to build up heavy and costly walls to secure a road bed. From the tops of the mountains surrounding Mauch Chunk are to be had some of the finest views in the Eastern States. From the Flagstaff on South Mountain, the eye takes in a most magnificent panorama, hill and dale, and river,

and farm, villages and cottages nestling among the trees on the mountain sides. On the north, the Lehigh's turbulent waters are seen madly dashing onward in its rocky, tortuous bed, to the east and north-east are the Wind Gap and the Delaware Water Gap, with Schooley's Mountain over in New Jersey, sixty miles away, forming the background to the view in that direction; on the west the field of vision is bounded by the Blue Mountains, with a most charming variety of mountain, hill and dale between, while below us lies Mauch Chunk and its sister village across the Lehigh as though spread out upon a map.

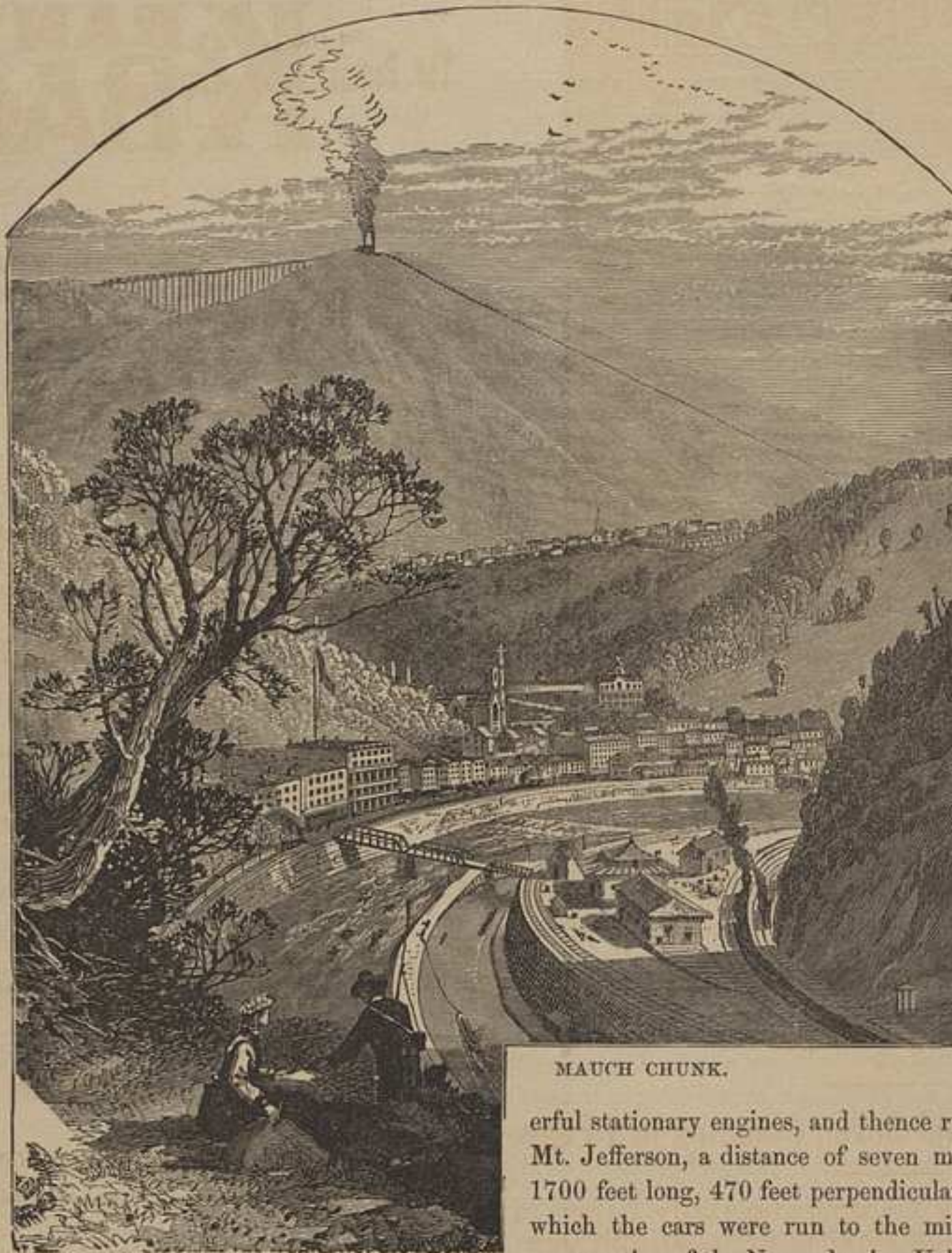
Mauch Chunk owes its importance to the vast coal mines near by. Coal was discovered at Summit Hill, about nine miles above the town, in 1791, by Philip Ginter, a hunter who had built a cabin there a few years before. Ginter sold his discovery for the patent for a small tract of land for a mill site, on which he afterwards built a mill only to find his title defective, and was thus deprived of what he had every reason to suppose was inalienably his own. The parties who had bought Ginter's discovery formed a company, called the Lehigh Coal Mine Company, and took up between eight and ten thousand acres of coal land until then unlocated (1792). It was not until 1806 that William Turnbull, Esq. had a boat constructed at Lausanne, and brought between two hundred and three hundred bushels of coal to Philadelphia, where it was tested and declared unmanageable. In 1813 five ark loads

of coal were shipped from the mines by Messrs. Miner, Cist & Robinson, who had leased the property, but only two arklods succeeded in safely descending the dangerous waters of the Lehigh and reached Philadelphia. The price of coal then was \$21 per ton, but even at that price the business was unremunerative, and after various attempts to introduce the coal into general use and secure means to deliver it, the firm abandoned the enterprise. Josiah White, Erskine Hazard, and G. F. A. Hanto formed a co-partnership in 1818, and secured a lease for twenty years of the property of the Lehigh Coal Mine Company, consisting of ten thousand acres of coal land, at an annual rental of *an ear of corn*. Stock subscriptions were taken and the company was styled the Lehigh Coal Company, but as some of the subscribers had little or no faith in coal, but believed the navigation of the Lehigh River could be improved so as to prove a profitable highway for the lumber traffic from the head-waters of the Lehigh, another company was formed called the Lehigh Navigation Company, of which Messrs. White and Hazard were the active managers.

The Lehigh Coal Company was to mine the coal and deliver it at the Lehigh, where the Lehigh Navigation Company was to take it and transport it to Philadelphia. As the diversity of interests made it a difficult matter to satisfactorily divide the profits of the two enterprises, the companies were, in the spring of 1820, consolidated, and incorporated February 13th, 1822, under the title of the Lehigh Coal and Navigation Company, with a capital of two hundred thousand dollars, divided into two hundred shares of one thousand dollars each. In 1827 the capital was increased to half a million dollars, and since then has been increased to one million six hundred thousand dollars. The first coal mine opened and operated was the old Summit Hill Mine, where the coal was mined, or rather quarried, in an open quarry until 1844, when the covering becoming too heavy to be profitably removed, the open work was abandoned and underground work resorted to. From 1820 to 1831, all the coal

brought down the Lehigh was transported in flat-bottomed boats, which were broken up and the planks sold in Philadelphia. During 1831 a new style of canal craft was constructed, and the Lehigh Coal and Navigation Company's canal being completed, the boats were sent back to Mauch Chunk to be reloaded. The coal transported in 1831 amounted to 40,960 tons; in 1820 but 365 tons had been brought to market. The business of the company increased rapidly, and in 1855 amounted to 1,275,050 tons. The opening of the Lehigh Valley Railroad in 1855 made a serious inroad into the company's transportation item. In 1819 the

Lehigh Coal Company had constructed a regularly graded roadway from the Summit Hill mine to Mauch Chunk, over which all the coal mined by the company was hauled until 1827, when the gravity railroad, now a part of the famous Switchback, was completed, and the coal brought from the mines to the boats by cars running on the gravity road by the force of gravity. In running from Summit Hill to Mauch Chunk a special car was provided for the mules who were to draw the empty cars back to the mines. This system was continued until 1845, when Josiah White built the "Back Track" from Mt. Pisgah to Summit Hill. The plane at Mt. Pisgah is 2308 feet long, with a perpendicular lift of 660 feet. Up this plane the cars were drawn by powerful



MAUCH CHUNK.

stationary engines, and thence run by gravity to the foot of Mt. Jefferson, a distance of seven miles, where a similar plane, 1700 feet long, 470 feet perpendicular lift, was constructed, from which the cars were run to the mines at Summit Hill. The construction of the Nesquehoning Valley Railroad and the tunnel into Panther Creek Valley rendered the gravity roads unnecessary for the transportation of coal, but owing to the novelty of their construction and the romantic character of the scenery through which they pass, the road has been continued as a pleasure resort, and has a very large patronage, during the summer seasons, of visitors to this mountain town, where the discovery of coal less than a century ago has revolutionized the manufacturing industries of the country.

The land upon which the oldest part of the town is built was surveyed on a warrant issued to William Bell, June 28th, 1774,



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C. M. W. KECK,
 Cashier.

and the return of the survey was made January 14th, 1798. The tract of fifty-four and three-quarter acres was patented to White, Hazard and Hanto, January 26th, 1820. It was not intended originally as the spot for the principal town in the territory of the Lehigh Coal Mine Company, but they were compelled by necessity to locate there. They had intended to locate at Lausanne, at the mouth of the Nesquehoning Creek, but the owner of the land was a kind of a "dog in the manger" bourbon who had an idea that the company must buy his land, and fixed the price so high that he was obliged to hang on to it himself. The improvements made in Mauch Chunk were at first merely those necessary to the business of the company, rigidly utilitarian in character, and the town gained but little in attractiveness until it was opened up to individual enterprise. In one year from the time the company had taken possession, they had erected about forty buildings, among which were two saw mills, one grist mill, one machine shop, all driven by water power, a smith shop with eight fires, had built wharves, etc., had cut about 15,000 saw logs and cleared four hundred acres of the land. The first white child born in Mauch Chunk was Josiah White Erskine Hazard George F. A. Hanto Brink, he was a hardy young son of a pioneer and survived his baptismal infliction fifty-seven years. The first house built in Mauch Chunk was built for Nicholas Brink, father of the aforesaid J. W. E. H. G. F. A. H. Brink, the company's steward. Prior to the construction of the house, the Brink family had resided in a boat on the river. The house was built on the lower bank of the creek, near the river, not far from where the Lehigh Valley Railroad Company's building now is. The Mansion House was begun in 1823 and finished in 1824. In 1827, the company erected their first bridge across the river, erected a fire-proof office where the First National Bank now is, and bought a hand fire engine—still to be seen in Upper Mauch Chunk. Until 1831 the property in the town all belonged to the Lehigh Coal and Navigation Company. September 19th, 1831, the company issued the following advertisement:

"Persons desirous of locating themselves at Mauch Chunk are informed that lots in that town, on both sides of the Lehigh, are now offered for sale on advantageous terms and free from all restrictions. This town is situated in Northampton county, at the present head of the Lehigh navigation (which is adapted to boats of 140 tons burthen), is 46 miles by the Lehigh Canal, from Easton (which is at the confluences of the Delaware Canal to Philadelphia, and the Morris Canal to New York), 80 miles by land and 124 miles by canal to Philadelphia, 96 miles by land and 156 miles by canal to New York, and 32 miles by turnpike from the Pennsylvania Canal at Berwick, to which place the navigation will, no doubt, in a few years be extended by the route of the Nescopoc Valley. Water powers can here be concentrated to any extent required for manufactures, and the families of the laborers engaged in the coal business (of which this port is the exclusive shipping point), will furnish the necessary number of suitable hands. For terms apply to Josiah White, acting manager, at Mauch Chunk." The sale of lots was not very rapid, but it served to strengthen the ties that bound the inhabitants to the then rather uninviting town.

In 1826 a blast furnace was erected by the Lehigh Coal and Navigation Company, for testing the feasibility of smelting iron

ore with anthracite coal exclusively, but the experiment proved only a partial success. In 1837, another attempt was made by Messrs. Joseph Baughman, Julius Guiteau, Henry High, of Reading and F. C. Lawthrop, using the old furnace erected by the Lehigh Coal and Navigation Company. They used eighty per cent. anthracite coal and the result was a very encouraging one. In order to more fully and thoroughly test the matter a new furnace was constructed, just below Mauch Chunk, at the weigh lock, in 1838. The dimensions were twenty-one and a half feet high, twenty-two feet square at the base, boshes five and a half feet across. The blowing apparatus consisted of two cylinders of six feet diameter with a receiver of the same size. The power was derived from a fourteen feet overshot water-wheel. Blast was applied August 27th, 1838, and kept up until September 10th, when, owing to imperfections in the apparatus for heating the blast, they were obliged to stop. A new apparatus for heating the blast was procured and the furnace was again started in November, 1838, and worked well, making about one and a half tons of pig iron per day. Owing to a lack of ore the furnace was blown out January 12th, 1839. The furnace was improved and started again July 26th, 1839 and worked until November 2d, 1839, when the project, proving financially unsuccessful, was abandoned. John Wilson, one of the first eighteen men brought by Josiah White and Erskine Hazard from the Falls of Schuylkill, in 1818, made the first stove for burning anthracite coal.

The first foundry in Mauch Chunk, was erected by the Lehigh Coal and Navigation Company, on the site of the present dismantled Salkeld foundry, in 1826. This foundry was rented in 1830, by John Fatzinger, who, a little later purchased the property, and in partnership with J. H. Salkeld, carried on the establishment until 1851, when the works were leased to William Butler and Samuel Bradley, who successfully operated them until 1856, when, Mr. Fatzinger dying, Mr. Salkeld in partnership with Mr. Roberts, carried on the works for about five years, when the firm became Salkeld & Son, and so continued until work was suspended.

The Mauch Chunk Iron Works were started by E. Lippincott and E. Miner in 1845, and are now owned and operated by W. H. Stroh. The product of the works consists of steam engines, mine and quarry machinery, car and bridge castings, coal gigs for anthracite and bituminous coal, iron fronts for buildings, and various kinds of architectural iron work, and general machine and foundry work.

The Lehigh Coal and Navigation Company using considerable wire rope, which was an item of considerable expense, determined to manufacture their own wire rope, and in 1849 established works for that purpose on Susquehanna street. The machines by which the rope was made were devised by Mr. Erskine Hazard. In 1852 the works were leased by Fisher Hazard, who carried on the wire-rope manufacture here successfully until 1872, when the industry was transferred to Wilkes-Barre by the Hazard Manufacturing Company, who also operate the wire mill on Broadway, established in 1858 by George W. Smith and Nathan Fegley.

Asa Packer secured the charter for the Mauch Chunk Water Company in 1849, March 6th, solicited subscriptions to the stock, and successfully organized the company; E. A. Douglas being elected its first president. The springs in the valley of Mauch

Chunk Creek furnished an abundant supply of the very best water. The building of the reservoir and laying of pipes was vigorously prosecuted, and in December, 1849, the water was let into the pipes from the reservoir. The elevation of the reservoir gives sufficient head to the water to throw a stream over the highest business houses in the town.

The charter for the Mauch Chunk Gas Company was secured through the efforts of J. I. Blakeslee, in 1852, but the works were not erected until 1856.

In 1849, the population having reached over 2500 persons, the Court of Quarter Sessions was petitioned for a charter of incorporation as a borough. The charter was granted January 26th, 1850. The first borough officers were Charles O. Skeer, E. W. Harlan, Josiah Bullock, Jacob H. Salkeld, Leonard Blakeslee, and J. R. Twining, elected Councilmen. They held their first meeting March 11th, 1840, and elected E. W. Harlan, Burgess; James I. Blakeslee, Treasurer; Thomas L. Foster, Surveyor; J. R. Struthers, Esq., Borough Counsel; C. L. Eberle, Clerk; F. C. Kline, High Constable; and George Kisner and Owen Williams, Street Commissioners. The borough is divided into two wards, the older and lower, or business portion of the town being the first ward, while the upper and newer town is the second ward.

East Mauch Chunk, on the opposite side of the Lehigh, was incorporated as a separate borough January 1st, 1854. John Ruddle was chosen the first Burgess.

The Lehigh Valley Railroad was the first railroad to connect the Lehigh coal region with the commercial centres—New York and Philadelphia. All railroads previously built (the railroad from Wilkes-Barre to White Haven, built 1837 to 1842; the Beaver Meadow Railroad, in 1836, from Parryville to the mines in Beaver Meadow; and the Gravity Railroad, 1827 to 1845) had been constructed for the purpose of carrying coal to the Lehigh Coal and Navigation Company's canal. A charter for the construction of the road had been procured after a hard struggle, April 21st, 1846. In the fall of 1850 the first survey was made. April 4th, 1851, one mile was graded near Allentown to prevent the default of the charter by its own limitation. The name of the corporation when chartered was the Delaware, Lehigh, Schuylkill and Susquehanna Railroad Company. In January, 1853, the name was changed to the Lehigh Valley Railroad. The road was opened to Allentown June 11th, 1855, and to Mauch Chunk September 12th, 1855.

The Nesquehoning Valley Railroad was built in 1862.

The Lehigh and Susquehanna Railroad was built in 1864-65 by the Lehigh Coal and Navigation Company, by whom it was operated until 1871, when it was leased to the Central Railroad of New Jersey, and has since, with that road, passed into the control of the Philadelphia and Reading Railroad Company, who now operate it.

From Mauch Chunk upward extends a net-work of iron and steel, which enters into every coal mine of the anthracite coal field, for the greater part of which Mauch Chunk is the distributing point. The various railroads, canal, and coal mining companies have offices here, and the business done here annually is exceeded by but few, if any, towns of its size in the United States. The coal shipped from this point exceeds fifteen million tons annually.

Saint Mark's Episcopal Church.—The first Episcopal services

were held in Mauch Chunk in an old school-house on Broadway, by Mr. William H. Sayre, who had come from Philadelphia, in 1829. The first services held by a regularly ordained clergyman were held by Rev. James K. May, rector of St. Stephen's, of Wilkes-Barre, November 23d, 1834. The parish was organized May 17th, 1835, the rector being the Rev. Richard F. Burnham. The original church building was first occupied December 25th, 1848, and was consecrated July 13th, 1852, by the Right Rev. Alonzo Potter, D.D. This was removed in 1867 to make way for the present magnificent structure of gray sandstone, one of the most beautiful and imposing church edifices in this country; beautiful in its outside architectural design, the inside has been embellished by the artist's best designs, and enriched by the munificence of the Packer family. The church has a fine organ, built by Jardine & Sons, of New York, and a chime of bells weighing 9642 pounds, keyed on E flat. The parish building, one of the finest and most complete of its kind in the country, was erected by Mrs. Sarah M. Packer as a memorial to her husband, Hon. Asa Packer. The chime of bells in the church steeple is connected by electricity with the clock in the Lehigh Valley Railroad Company's office, and strikes the hours. The present rector is Rev. Marcus Alden Tolman.

Methodist Episcopal Church.—The first Methodist sermon was preached in Mauch Chunk in 1827, by Rev. William Coder. The first church building, of frame, was erected in 1833, the second in 1843, and the present building in 1873. Rev. Samuel A. Heilner is the present pastor.

Presbyterian Church.—The first meetings of the congregation were held in the Methodist meeting-house. In 1837 the first church was dedicated. In September, 1855, the corner-stone of the present church edifice was laid; July 20th, 1856, the basement was completed, and June 26th, 1859, the church was dedicated. Rev. Edsal Ferrier is the present pastor.

Evangelical Church.—The present church was erected in 1869. Rev. H. R. Yost, present pastor.

St. John's Evangelical Lutheran Church.—This congregation was organized in 1857, by Rev. E. A. Bauer. The church was incorporated in 1858, and purchased the stone building formerly used by the Presbyterians. In 1873, the congregation built a parsonage in Upper Mauch Chunk, and in 1877 built the present frame church. In 1882 the stone building was sold. The Rev. L. Lindenstruth is the present pastor.

Catholic.—Church of the Immaculate Conception. The church building was erected in 1848-49. Rev. Michael Bunce is the present pastor.

There are thirteen schools in the borough where the youth are instructed by a corps of competent teachers presided over by J. T. White, principal.

The first newspaper printed in Mauch Chunk was the *Lehigh Pioneer* and *Mauch Chunk Courier*, whose first issue was dated May 30th, 1829.

The present newspapers are the *Mauch Chunk Coal Gazette*, established in 1864. The *Mauch Chunk Democrat*, started in 1847 as the *Carbon Democrat*.

There are three banking institutions in the town, two national banks and one firm of private bankers.

There are many beautiful private residences in Mauch Chunk,

among the finest of which are the residence of the late Asa Packer, the residence of John Leisenring, and the residence of M. S. Kemmerer.

Among the many men who have contributed to the wealth and prosperity of Mauch Chunk, none have achieved as lasting a fame as Asa Packer. Mr. Packer was born in the town of Mystic, Conn., December 29th, 1805. In his early years he received such an education as could be acquired in the schools at that early period. At the age of seventeen years he had packed all his earthly possessions in a small bundle and went "West," trudging on foot to the house of a relative, in Susquehanna county, Pa., who was a

started a boat-yard for building canal boats. Everything he undertook prospered, and in 1852, we find him almost single-handed undertaking the construction of the Lehigh Valley Railroad. In this enterprise he invested every dollar he owned, and it taxed his financial ability to the utmost to avoid failure. He carried the enterprise to a successful conclusion in 1855, and the results exceeded his expectations. While he amassed a colossal fortune he delighted in disbursing vast sums to benefit his fellow men. He died May 17th, 1879. The splendid monument in the family burial place in Mauch Chunk cemetery, which marks his last resting place, is a fine and costly work of art, but that is not Asa



MAUCH CHUNK.

carpenter. Young Packer at once went to work and learned the trade of carpenter with characteristic thoroughness, becoming in a short time a first-class mechanic. Having learned his trade, he went to New York City, but remained only a year, when he returned to Susquehanna county and settled in Springville township. Here, January 23d, 1828, he was married and settled on a farm, where he lived four years, when hearing men were wanted to run boats on the Lehigh Canal, he came to Mauch Chunk, in the winter of 1833, and in the spring of 1834 we find him captain of a canal boat. Boating in those days was a paying business and at the end of two years he was able to leave the canal, although retaining an interest in the boats. He purchased a store and

Packer's most enduring monument. Lehigh University and St. Luke's Hospital at Bethlehem, St. Mark's Protestant Episcopal Church, Mauch Chunk, and Muhlenberg College at Allentown, are all monuments of his judicious munificence. The name of Asa Packer is inscribed indelibly on the roll of Pennsylvania's best and greatest men, and but few indeed are there whose lives are marked with so many benevolent acts.

While the Mauch Chunk of to-day is noted as a principal anthracite coal distributing point, it is none the less noted as one of the most romantic spots in this country, and the tourist who has not seen Mauch Chunk, and the wonders to be seen in its vicinity, has but seen Hamlet played with Hamlet left out.

HISTORY OF HAZLETON.

HAZLETON, the "Mountain City" of Eastern Pennsylvania, is situated on Hazel Creek, a small stream emptying into Black Creek, thence to the Lehigh River at Penn Haven Junction, on a plateau seventeen hundred feet above the sea, and which forms the watershed between the Susquehanna and Delaware basins. The waters from the eastern part of the town draining into the Lehigh River, and that from the western side into the North Branch of the Susquehanna. Its elevated location and the excellent sanitary arrangements, and cleanliness of streets make Hazleton an extremely healthy town, and its situation in the centre of the best anthracite coal mining field of Pennsylvania, makes it a very desirable place to locate for health, or business purposes. A veritable oasis in the black wastes surrounding, it is a cheering sight to the traveler to behold its appearance as he approaches it from either east or west emerging from piles of coal refuse which crowd the railroad on either side of the town, and if it were not for the industry which produces these piles of unsightly black dust and rubbish, the site of Hazleton would to-day be a barren waste. The first coal mine opened in the Hazleton region was opened by the Hazleton Coal Co. in 1836. The first railroad to this place was completed to Weatherly in 1838, where it connected with the Beaver Meadow Railroad. After the completion of the Lehigh Valley Railroad, the development of the coal fields surrounding Hazleton progressed rapidly and to-day one-half the product of the Lehigh region is mined within a few miles of Hazleton. The coal of this region is noted as being the best in the market, its excellent qualities giving it precedence over all coal mined in the other anthracite fields. The mines are all worked on the slope principle, with the very latest improved machinery and appliances for bringing the coal to the surface, where it is raised eighty to one hundred feet to the top of the breaker and is dumped into a revolving shute which assort sizes, screens the dust out, and delivers in separate shutes at the bottom of the breaker, ready for loading into the cars, the different sizes of coal from buckwheat to lump. Some of the largest coal operators and miners have their homes here, among whom Mr. Aris Pardee, ranks preëminent. Mr. Pardee came to this region in 1836, as a surveyor, and soon became interested in large tracts of land, which have since proven very productive coal lands, and he is to-day undoubtedly the heaviest individual coal operator in Pennsylvania. Mr. Pardee has been very prominently identified with the development of this entire region, not only in reference to coal mining and shipping, but in many other industries, he being interested in many prominent lumber industries, both in the Lehigh and the Susquehanna lumber regions, in fact there is hardly any industry of prominence in Hazleton or vicinity

in which he is not interested. The most important enterprise he is connected with is A. Pardee & Co. who operate Hazleton, No. 3 and No. 6, Sugar Loaf, South Sugar Loaf, Cranberry, Crystal Ridge, and Laurel Hill mines, which produce annually over half a million tons of anthracite coal, of the very best quality, employing over seventeen hundred men, distributing monthly about fifty thousand dollars as wages. The breakers, hoisting machinery, engines and other appliances are all first-class, while the safety and comfort of the employees are well attended to. This firm lease, own and operate nearly five thousand acres of coal lands. They have a village at each of the mines they own, and stores from which the miners' obtain their supplies. One of the largest and finest stores in the town is owned by them, as is also the principal grist mill and large machine shop. Pardee Bros. & Co. operating the Lattimer collieries, No. 1 and No. 2, consisting of six hundred

and fifty acres of coal lands, employ about four hundred men, and mine about 250,000 tons of coal annually. Pardee Sons & Co. operate the Mount Pleasant collieries, consisting of eight hundred and fifty acres of coal land, employing about three hundred men, and producing about 150,000 tons of coal annually.

Calvin Pardee & Co. operate the Holly Wood collieries, working a vein thirty-five feet thick, in an open quarry, which required the removal of about 140,000 cubic yards of earth and rock to uncover, is a part of the mining operations here. A very large expense was incurred in the removal of such a vast amount of covering, but the size of the vein and the particularly good quality of the coal justified the outlay. The firm employ about three hundred men and boys and mine about 150,000 tons of coal annually. The output of all these mines is handled

by A. Pardee & Co. who have regular offices in New York and Philadelphia, and annually handle over a million tons of coal, a quantity larger than that handled by any individual concern in America.

The coal basin in which Hazleton is situated is the most productive in the Lehigh region, fully one-half of all the anthracite coal mined in the Lehigh region, coming from this basin. The area of the anthracite coal region makes a very insignificant showing on the map when compared with the bituminous area. The anthracite region being confined principally to the four Pennsylvania counties of Luzerne, Schuylkill, Carbon and Northumberland, while the bituminous area covers the entire western and south-western portion of Pennsylvania, and parts of West Virginia, Illinois, Colorado, and several other States. The anthracite deposits are however found in much thicker veins, which tend in part to make up for lack in size, the bituminous deposits being usually found in com-



GLEN ONOKO FALLS.

paratively thin layers, averaging less than one-sixth the average thickness of anthracite veins.

As the coal trade of this region developed, Hazleton grew in population and importance, and in 1856, having then a population of twelve hundred, applied for and obtained a charter of incorporation, August 7th. From the time of its incorporation it increased rapidly in population, until 1873, when the panic prostrating so many of the manufacturing industries of the country, the coal country suffered severely and for several years the population rather decreased. In 1880 it had a population of 6,695, which has increased to nearly 10,000. This does not however give Hazleton its proper place as a business centre, as it is entirely surrounded by mining villages at each one of the coal mines, making an aggregate population of at least 30,000, depending upon the place for a basis of supplies. The town at all times presents a busy appearance, the throngs continually wending their way along the main business thoroughfare, give it the appearance of some of the crowded thoroughfares of our large cities. The greater portion of the mercantile houses are superior in their construction and fitted up with a taste and elegance seldom met with in a town the size of Hazleton. The private residences compare very favorably with any to be found in towns of its size. The homes of many of the heaviest coal operators are in Hazleton and as a rule they are architectural ornaments and their surroundings bespeak the wealth and good taste of the owners. Although quite a large proportion of the inhabitants are of those who labor in and about the mines, the entire community is thoroughly alive to the best interests of the borough, as is evidenced by the cleanness of the streets throughout the town.

The borough is divided into two wards—East Ward and West Ward. The officers of the borough are: Burgess, Emanuel Dunn; Clerk, J. P. Salmon; Town Council, Henry Knies, J. G. Kirscher, Elias Bachman, Philip Stocker, J. F. Barber, and Justus Altmiller.

The town has an efficient fire department, with all the necessary steamers, hose carriages, and other necessary apparatus, and a water supply equal to any emergency.

Among the principal industries of the town are the Lehigh Valley Railroad shops, David Clark, M. M., in charge. At these shops the company cast the greater part of the iron car wheels in use on their roads, and also do a large amount of locomotive and machine work, giving employment to a large force of men. The machine shops of Allison, Johns & Co., and A. Pardee & Co., also do an extensive business, employing quite a large number of skilled workmen in the manufacture of coal breaker machinery, engines, steam pumps, mine cars, wheels and axles, columns, steam and water pipes, iron railing, etc. The Hazleton Planing Mill is the largest industry of its kind in this section of country, in connection with which the proprietor carries on the largest coffin and casket works in Eastern Pennsylvania. The New Lion Brewery has a producing capacity of from 12,000 to 15,000 barrels of beer per annum.

Few towns of its size can furnish better hotel accommodations. The principal hotel of the town is the "Central," on Broad street, whose exterior and interior is a model of elegance and refinement. It possesses all the modern conveniences of steam heaters, baths, gas, and electric call bells, while the culinary arrangements and

the general bill of fare are eminently satisfactory. Its location is convenient to the depot, and its rooms large and pleasant.

The Lehigh Valley furnishes the outlet for all the coal of this basin. In 1868 it became owner of the Hazleton Railroad, and extended it to Tomhicken, where it connects with the Pennsylvania system, furnishing a western outlet for Lehigh coal—an improvement which has added much to the growth and prosperity of Hazleton.

The first newspaper published in Hazleton was the *Sentinel*, established by John C. Stokes & Co. in January, 1866. It is now a daily and weekly paper, published in the bank building on West Broad street, by F. L. Snyder.

Daily Bulletin, published every weekday afternoon by the Bulletin Publishing Company.

Volksblatt, German, published weekly by Deershuch & Lewis.

The *Journal*, German, weekly, published by R. S. Stultzbach.

Mountain Banner, English, published weekly by M. Stokes.

The first school-house was built by the Hazleton Coal Company in 1837. It was a frame building, erected on what is now the north-west corner of Green and Church streets. It was destroyed by fire in 1848, when the directors rented the store building corner of Broad and Wyoming streets, which was used as a school-house until 1850, when the board of directors of Sugar Loaf township erected a frame building on the corner of Cedar street and Spruce alley. This was the first building for school purposes erected by the school board in the present limits of Hazleton. The two-story brick building on the north side of Green street was erected during the fall and winter of 1854-55, and was opened in February, 1855. It was the first graded school in Luzerne county. The first teachers' institute of the teachers of Black Creek, Sugar Loaf, Hazle, and Butler townships, was held in this building December 7th and 8th, 1855.

After the incorporation of the borough Hazleton became a separate school district and elected its own board of school directors, and the schools were immediately improved. In the winter of 1859-60 the first course of popular lectures was given, and a teachers' district institute was organized, the first meeting being held in December, 1859.

The frame school-house at the south-west corner of Chestnut and Poplar streets was built in the fall and winter of 1865-66, being opened in January, 1866. The large brick school-house at the corner of Chestnut and Walnut streets was built in 1869; the schools were open in this building in January, 1870. The large brick building south of Penn street, between Oak and Hemlock streets, was built in 1874-75, and was opened September, 1875. From 1868 to 1873 was an era of great prosperity to the town, and the population increased so rapidly that it was necessary to increase the schools from eight to sixteen, and the length of the school term to ten months. During the school year 1875-76 much additional apparatus was procured, the curriculum was enlarged and improved, the grading of the schools was much improved, the number of schools was increased to twenty-one, and a public school library was established.

In addition to the public schools, Hazleton has several private educational institutions. In 1874 the members of St. Gabriel's Catholic Church erected a building on Wyoming street in which

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the Sisters of Mercy give instructions. A select school was opened in a building on the private grounds surrounding Aris Pardee's residence, in 1866, and has been successfully conducted ever since. There are at present four public school buildings in use in Hazleton—two in each ward. Two of these are large, commodious, well lighted, and well ventilated buildings, supplied with modern furniture and all the latest improved apparatus and appliances for school-room, and an able corps of teachers, well qualified and enthusiastic in the good work.

In June, 1876, a borough superintendency of the public schools was established, but the census of 1880 showing a population of less than seven thousand, it was abandoned.

The spiritual concerns of the people are well looked after, there being eight churches in Hazleton: Christ Reformed Church, Saint Peter's Protestant Episcopal Church, Christ German Lutheran Church, Trinity English Lutheran Church, Saint John's Primitive Methodist Church, Saint Gabriel's Roman Catholic Church, Presbyterian Church, and Saint Paul's Methodist Episcopal Church.

Hazleton is a growing town, and surrounded as it is by mountains on all sides, and occupying an elevated position, insures it freedom from the extreme heat often experienced by the residents of towns further down the valley, making it a desirable place of residence; and, being the centre of a coal basin whose development has but fairly begun, its future looms up bright and attractive, and it will not be long before it will be the Mountain City in fact.



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