

Lackawanna Railroad

THE ROAD OF
ANTHRACITE

BEST WAY
BETWEEN
BUFFALO
AND
NEW YORK

SUPERIOR THROUGH SERVICE
BETWEEN

ST. LOUIS
CHICAGO
NEW YORK

IN EFFECT

Sept. 24, 1911.

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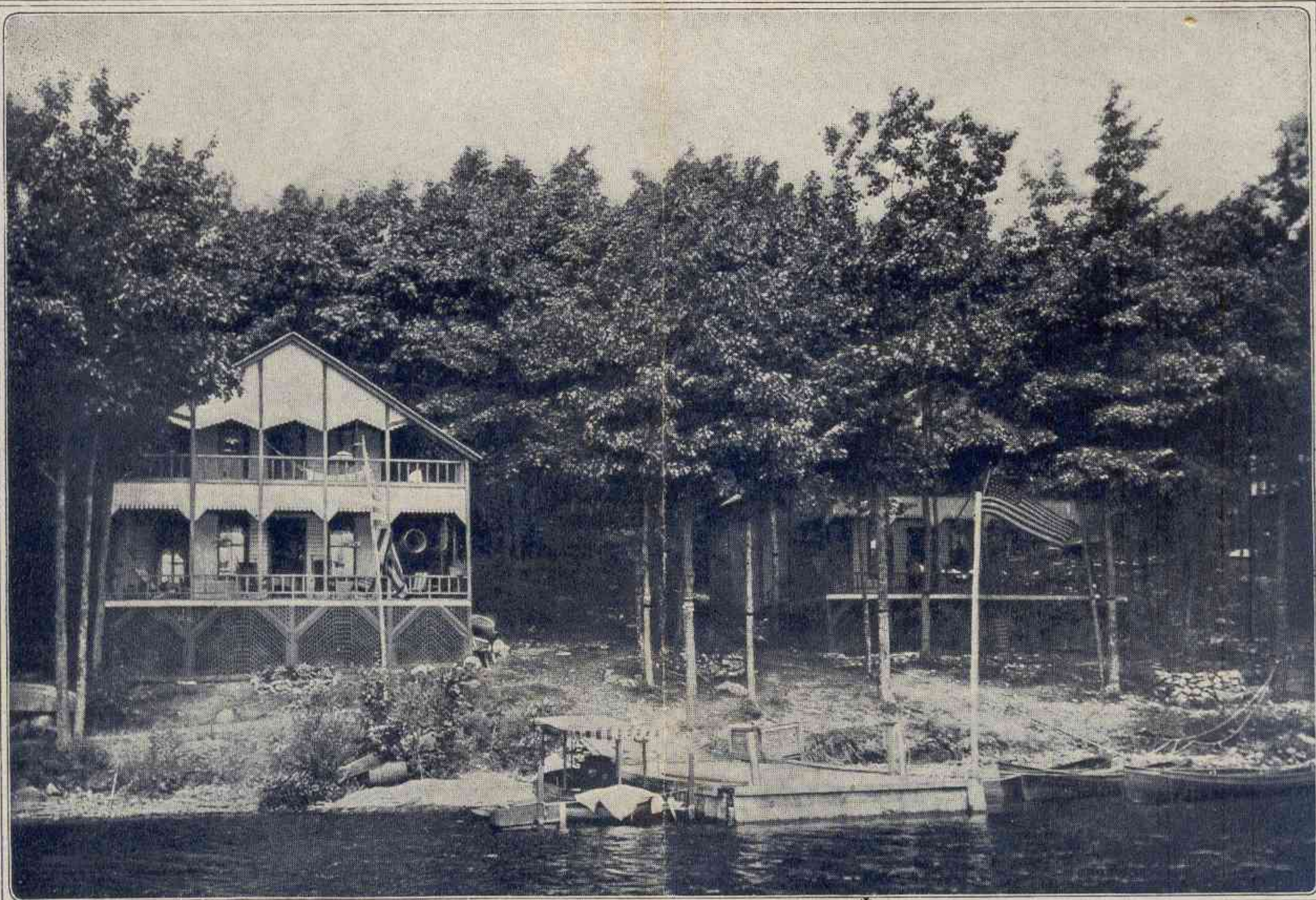
Delaware Water Gap

At this season of the year the two and one-half hours ride to the "Gap" through miles of brilliant foliage is a pleasant preliminary to a delightful outing.

The mountains are now at their best; the air is crisp, cool and invigorating; the roads and paths are firm and free from dust; the chestnut trees promise an abundant harvest; the hills are gorgeous with crimson sumach, purple aster and yellow golden-rod, and the roadsides redolent with the spicy odor of the wild fox grape.

The Water Gap itself is the most accessible, picturesque mountain resort near New York. It has been famous for generations. There is an air of old-fashioned hospitality about its hotels and a spirit of comradeship among their guests which make it different from the ordinary resort.

Everybody is there for a good time and the pleasant friendships which you will form are sure to make you like it.



Lake Hopatcong

THE mellow, hazy days of Indian Summer and this big cool lake with its winding coves, still echoing with the legends and traditions of the Red Man, seem to belong to one another.

There is no more beautiful season in which to visit its

rocky, wooded shores with their changing Autumn foliage. There is always something to do—a motor boat tour of exploration; a nutting party in quest of the chestnuts, hickory-nuts and butter-nuts which grow so abundantly along its shores; a fishing expedition to one of its secluded coves, for Oswego bass, Black bass, Pickerel or Perch, or a canoe trip across the same waters where a hundred years or more ago the red man dipped his silent blade.

The name “Hopatchung” or “Hopatcong” is of Indian origin. The terminal “cong” seems to have been frequently used in their nomenclature and may be noted in a number of similar names such as Musconetcong, Pohatcong, Narticong, etc. The territory about Lake Hopatcong, as well as the entire Delaware Valley, was originally inhabited by a tribal division of the Delaware Indians known as the Narticongs or Lenni Lenapes. Hunting and fishing occupied most of their time and although occasionally drawn into the warlike excursions of the mighty Iroquois, their neighbors and allies on the north, they were for the most part a noble race with no hatred toward the whites and free from the savagery which characterized many of the other tribes.

According to information furnished by the Bureau of Ethnology, this tribe began its enforced migration westward toward the Susquehanna and Ohio rivers and afterwards to Missouri and Arkansas, as early as 1842.

The only Lenni Lenapes known as such are now few in number and are located in Oklahoma. In company with the Wichitas they occupy a reservation on the Washita, a short distance from Fort Sill. There are only about 100 of them left.

Lake Hopatcong was once a great centre of Indian life. There was a large village near and on Hasley Island. With its rocky, indented shore line of over eighty miles and its abundance of fish, it is no wonder that the Lenapes slowly and reluctantly gave away before the irresistible invasion of the white man.

To-day miles of its western shores are just as the Lord made them and the Indians left them. No farms, no barns, no cow pastures, no corn fields, but mountains and forest as wild and picturesque as can be found on the continent.

Although the Indians have gone, this big cool lake with its excellent fishing and abundance of hotel accommodations is just as popular with the tired pale-face as it was with our dusky brethren of a century ago.

Lackawanna Railroad—The Road of Anthracite.

CONDENSED THROUGH TIME AND EQUIPMENT OF TRAINS—PULLMAN PARLOR AND SLEEPING CAR LINES. DINING CAR SERVICE.

ALL THROUGH TRAINS ARE SOLID VESTIBULED.

WESTWARD

No. 1—ELMIRA DAY EXPRESS. Runs via Paterson.

Daily except Sunday.

Lv. New York.....	†8.00 a.m.	Ar. Scranton.....	†1.05 p.m.
" Philadelphia, P.R.R.	†6.40 "	" Wilkes-Barre (Laurel	
" Paterson.....	†8.44 "	Line).....	†1.49 "
Ar. Stroudsburg and East		" Binghamton.....	†3.10 "
Stroudsburg.....	†11.22 "	" Oswego.....	†7.05 "
		" Elmira.....	†6.40 "

Day Coaches New York to Elmira and New York to Oswego.

No. 3—LACKAWANNA LIMITED. Daily. Runs via Newark.

Lv. New York.....	*10.00 a.m.	Ar. Elmira.....	*4.44 p.m.
" Newark.....	*10.27 "	" Buffalo.....	*7.58 "
" Philadelphia, P.R.R.	a8.43 "	" Detroit.....	*2.00 a.m.
" Wilkes-Barre (Laurel		" Chicago.....	*9.50 "
Line).....	*1.10 p.m.	" St. Louis.....	*2.20 p.m.
" Scranton.....	*2.05 "	" Kansas City.....	*9.40 "
Ar. Binghamton.....	*3.32 "		

Drawing Room Sleeping Car New York to St. Louis. Drawing Room Observation Parlor Car New York to Buffalo. Drawing Room Parlor Car New York to Oswego. Dining Car for all meals. Coaches New York to Buffalo. Connecting en route with Drawing Room Sleeping Car for Kansas City.

No. 5—BUFFALO and CHICAGO EXPRESS. Daily. Runs via Newark.

Lv. New York.....	*1.45 p.m.	Lv. Binghamton.....	*8.47 p.m.
" Newark.....	*2.14 "	Ar. Oswego.....	*9.19 "
" Philadelphia, P.R.R.	†1.03 "	" Elmira.....	*10.08 "
" Wilkes-Barre (Laurel		" Buffalo.....	*1.45 a.m.
Line).....	*5.50 "	" Cleveland.....	*6.18 "
" Scranton.....	*6.45 "	" Chicago.....	*5.31 p.m.

Drawing Room Sleeping Car New York to Chicago. Drawing Room Observation Parlor Car New York to Elmira. Through Coach New York to Chicago. Dining Car New York to Binghamton. Dining Car Cleveland to Chicago.

No. 7—BUFFALO AND CHICAGO EXPRESS. Daily. Runs via Newark.

Lv. New York.....	*6.30 p.m.	Ar. Elmira.....	*2.37 a.m.
" Newark.....	*7.09 "	" Buffalo.....	*7.00 "
" Wilkes-Barre (Laurel		" Cleveland.....	*11.19 "
Line).....	*10.30 "	" Chicago.....	*9.20 p.m.
" Scranton.....	*11.28 "	" St. Louis.....	*7.35 a.m.
" Binghamton.....	*1.15 a.m.		

Drawing Room Sleeping Car New York to Chicago. Drawing Room Sleeping Car New York to Buffalo. Passengers may remain in this Sleeping Car until 8.00 a. m. Dining Car New York to Stroudsburg and Buffalo to Chicago. Coaches New York to Buffalo.

No. 9—BUFFALO LIMITED. Daily. Runs via Newark.

Lv. New York.....	*8.45 p.m.	Ar. Syracuse.....	*7.42 a.m.
" Newark.....	*9.12 "	" Oswego.....	*9.00 "
" Philadelphia, P.R.R.	*7.20 "	" Utica.....	*8.00 "
" Wilkes-Barre (Laurel		" Owego.....	*3.35 "
Line).....	*11.50 "	" Ithaca.....	*7.00 "
" Scranton.....	*1.20 a.m.	" Elmira.....	*4.20 "
" Binghamton.....	*3.05 "	" Buffalo.....	*7.45 "

Three Drawing Room Sleeping Cars New York to Buffalo. Drawing Room Sleeping Car New York to Oswego. Drawing Room Sleeping Car New York to Utica. Drawing Room Sleeping Car New York to Ithaca. Passengers may occupy Ithaca Sleeping Car until 8.00 a. m. Buffet, Library and Smoking Car and Coaches New York to Buffalo.

No. 15—CHICAGO MAIL. Daily. Runs via Paterson.

Lv. New York.....	*2.00 a.m.	Ar. Utica.....	*12.10 p.m.
" Wilkes-Barre (Laurel		" Oswego.....	*8.38 a.m.
Line).....	*5.00 "	" Elmira.....	*9.25 "
" Scranton.....	*6.27 "	" Buffalo.....	*1.05 p.m.
" Binghamton.....	*8.07 "	" Cleveland.....	*7.23 "
Ar. Syracuse.....	*11.30 "	" Chicago.....	*7.44 a.m.
" Oswego.....	*1.45 p.m.		

Drawing Room Sleeping Car New York to Chicago. Sleeping Car New York to Scranton. Drawing Room Sleeping Car New York to Binghamton. Passengers may occupy Scranton Sleeping Car until 8.00 a. m. Dining Car Scranton to Buffalo and Buffalo to Bellevue, daily. Coaches New York to Buffalo. Sleeping Cars open for occupancy at 9.30 p. m.

No. 25—SCRANTON EXPRESS. Daily except Sunday. Runs via Paterson.

Lv. New York.....	†4.00 p.m.	Ar. Stroudsburg and East	
" Philadelphia, P.R.R.	†3.33 "	Stroudsburg.....	†7.12 p.m.
" Paterson.....	†4.40 "	" Scranton.....	†9.00 "
		" Wilkes-Barre.....	†9.50 "

Drawing Room Parlor Car and Coaches New York to Kingston (Wilkes-Barre). Dining Car Dover to Scranton. Buffet Parlor Car Philadelphia to Scranton.

These time tables are published for the convenience of the public and every care is taken to keep them correct, but this company does not guarantee their correctness nor does it hold itself responsible for any errors or omissions herein. These time tables are subject to change without notice and passengers should apply to Station Agents for definite information.

* Daily. † Daily except Sunday. § Sundays only. a On Sundays this train leaves at 7.48 a.m. b On Sunday arrives at 9.56 a. m. h Sunday this train leaves at 7.10 a.m. Arriving and leaving time New York is at Barclay St.

Lackawanna Railroad—The Road of Anthracite.

CONDENSED THROUGH TIME AND EQUIPMENT OF TRAINS—PULLMAN PARLOR AND SLEEPING CAR LINES. DINING CAR SERVICE.

ALL THROUGH TRAINS ARE SOLID VESTIBULED.

EASTWARD

No. 2—BUFFALO AND NEW YORK EXPRESS. Daily. Runs via Newark.

Lv. Chicago.....	*10.35 a.m.	Ar. Wilkes-Barre (Laurel	
" Cleveland.....	*8.30 p.m.	Line).....	*11.21 a.m.
" Buffalo.....	*3.15 a.m.	" Stroudsburg and East	
" Elmira.....	*6.55 "	Stroudsburg.....	*12.10 p.m.
" Binghamton.....	*8.30 "	" Newark.....	*2.57 "
Ar. Scranton.....	*10.15 "	" Philadelphia, P.R.R.	†3.53 "
		" New York.....	*3.30 "

Drawing Room Sleeping Car Chicago to New York. Through Coach Chicago to New York. Observation Parlor Car Elmira to New York Sunday only. Dining Car Binghamton to New York and Chicago to Buffalo.

No. 4—CHAMBER OF COMMERCE SPECIAL. Runs via Paterson.

Daily except Sunday.

Lv. Elmira.....	†9.35 a.m.	Ar. Wilkes-Barre (Laurel	
" Oswego.....	†6.35 "	Line).....	†1.41 p.m.
" Syracuse.....	†8.00 "	" Stroudsburg and East	
" Utica.....	†7.15 "	Stroudsburg.....	†2.12 "
" Binghamton.....	†10.55 "	" Philadelphia, P.R.R.	†6.05 "
" Scranton.....	†12.40 p.m.	" New York.....	†5.05 "

Drawing Room Observation Parlor Car and Coaches Elmira to New York. Dining Car Elmira to Dover. Coach Oswego to New York.

No. 6—LACKAWANNA LIMITED. Daily. Runs via Paterson.

Lv. Chicago.....	*2.32 p.m.	Ar. Scranton.....	*3.35 p.m.
" Cleveland.....	*2.18 a.m.	" Wilkes-Barre (Laurel	
" Buffalo.....	*9.30 "	Line).....	*4.41 "
" Elmira.....	*12.48 p.m.	" Philadelphia, P.R.R.	*9.05 "
" Binghamton.....	*2.08 "	" New York.....	*7.30 "

Drawing Room Sleeping Car Chicago to New York. Drawing Room Observation Parlor Car Buffalo to New York. Drawing Room Parlor Car Oswego to New York. Coaches Buffalo to New York. Dining Car for all meals.

No. 8—NEW YORK SPECIAL. Daily. Runs via Paterson.

Lv. Chicago.....	*9.40 p.m.	Ar. Binghamton.....	*11.25 p.m.
" Cleveland.....	*8.36 a.m.	" Scranton.....	*1.55 a.m.
" Buffalo.....	*5.30 p.m.	" Wilkes-Barre (Laurel	
" Elmira.....	*9.47 "	Line).....	*3.43 "
" Ithaca.....	*9.15 "	" New York.....	*6.45 "

Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Ithaca to New York. Sleeping Car Scranton to New York. Drawing Room Sleeping Car Binghamton to New York. Dining Car Bellevue to Buffalo and Buffalo to Elmira daily. Coaches Buffalo to New York. Binghamton and Scranton Sleeping Cars opened for occupancy at 9.00 p. m. Passengers may occupy Sleeping Cars until 8.00 a. m.

No. 12—NEW YORK LIMITED. Daily. Runs via Paterson.

Lv. Buffalo.....	*8.45 p.m.	Lv. Scranton.....	*3.20 a.m.
" Elmira.....	*12.12 a.m.	Ar. Wilkes-Barre (Laurel	
" Utica.....	*9.50 p.m.	Line).....	*4.43 "
" Oswego.....	*9.15 "	" Philadelphia, P.R.R.	*9.56 "
" Syracuse.....	*10.30 "	" New York.....	*7.45 "
" Binghamton.....	*1.35 a.m.		

Two Drawing Room Sleeping Cars Buffalo to New York. Drawing Room Sleeping Car Elmira to New York. Drawing Room Sleeping Car Utica to New York. Drawing Room Sleeping Car Oswego to New York. Buffet, Library and Smoking Car and Coaches Buffalo to New York. Passengers may occupy Sleeping Cars until 8.00 a. m.

No. 14—THE OWL. Daily. Runs via Paterson.

Lv. Kansas City.....	*6.28 p.m.	Ar. Scranton.....	*5.58 a.m.
" St. Louis.....	*11.32 "	" Wilkes-Barre (Laurel	
" Detroit.....	*1.40 "	Line).....	*7.41 "
" Buffalo.....	*11.30 "	" Stroudsburg and East	
" Elmira.....	*3.00 a.m.	Stroudsburg.....	*7.36 "
" Oswego.....	*3.50 "	" Philadelphia, P.R.R.	†1.19 p.m.
Ar. Binghamton.....	*4.20 "	" New York.....	*10.50 a.m.

Drawing Room Sleeping Car St. Louis to New York. Connecting en route with Drawing Room Sleeping Car from Kansas City. Drawing Room Sleeping Car Buffalo to New York, open for occupancy at 9.30 p. m. Dining Car Stroudsburg to New York. Coaches Buffalo to New York.

No. 23—NEW YORK DAY EXPRESS. Runs via Paterson.

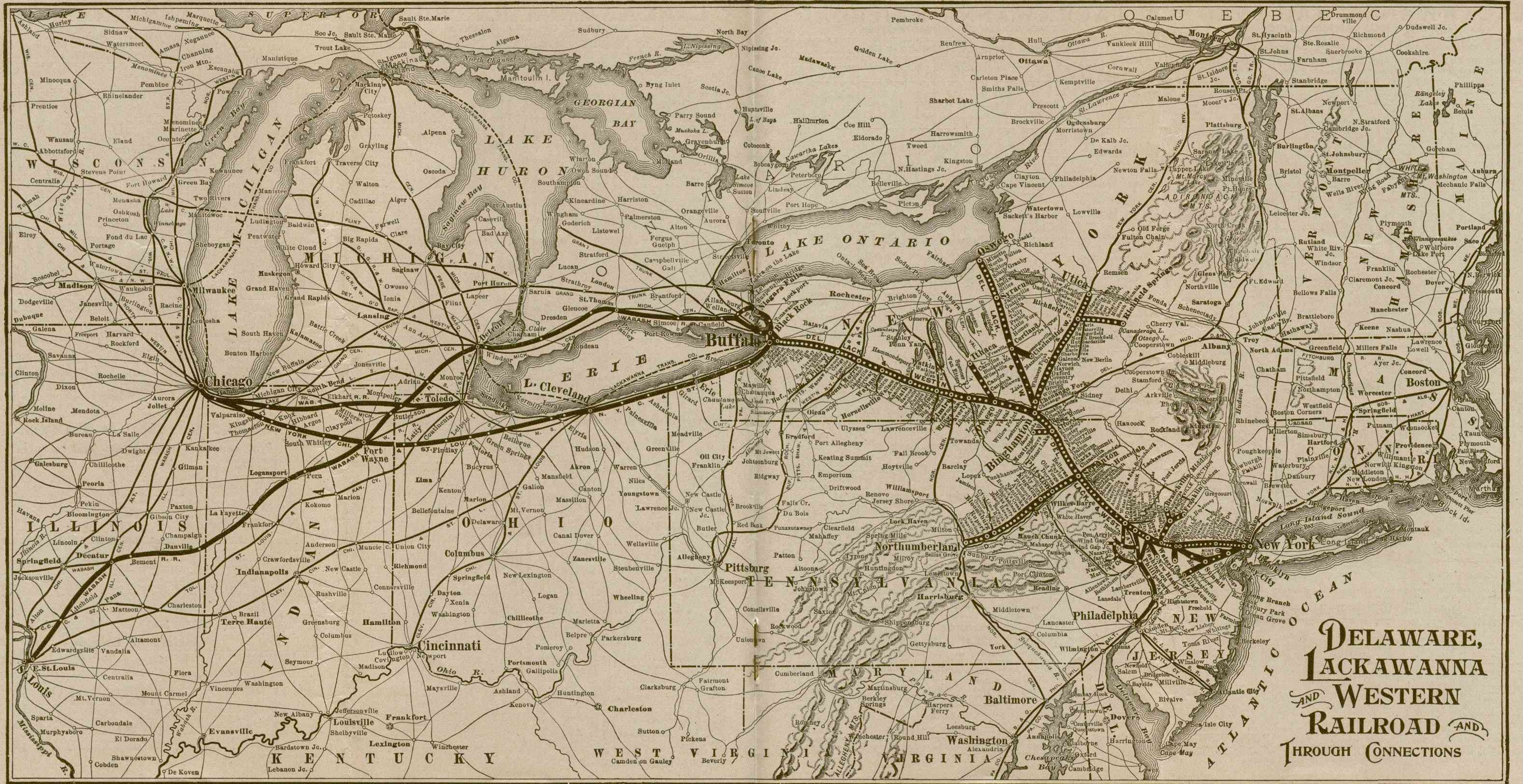
Daily except Sunday.

Lv. Wilkes-Barre.....	†7.00 a.m.	Ar. Paterson.....	†11.53 a.m.
" Scranton.....	†8.00 "	" Philadelphia, P.R.R.	†1.19 p.m.
" Stroudsburg and East		" New York.....	†12.30 "
Stroudsburg.....	†9.33 "		

Drawing Room Parlor Car and Coaches Kingston (Wilkes-Barre) to New York. Buffet Parlor Car Scranton to Philadelphia.

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**DELAWARE,
LACKAWANNA
AND WESTERN
RAILROAD (AND)
THROUGH CONNECTIONS**

Lackawanna

Package Freight Service

Meets Every Requirement

With its uniformly fast time and quick delivery, both the SHIPPER and RECEIVER have the assurance that deliveries will be made at the expected time, as all shipments from Greater New York, Hoboken, and Jersey City delivered during the day go forward that same night in SOLID THROUGH cars to all important cities in the West.

This service being uniform from all LACKAWANNA piers in the Metropolitan district, there is no necessity of mentioning any one in particular; in other words, just deliver the shipment to the most convenient LACKAWANNA Pier and leave the rest to us.

SCHEDULE OF PRINCIPAL CARS IS AS FOLLOWS:

Scranton.....	1st morning	Fort Wayne.....	3rd morning
Wilkes-Barre.....	1st morning	Chicago.....	3rd morning
Binghamton.....	1st morning	Indianapolis.....	3rd morning
Elmira.....	1st morning	Saint Louis.....	3rd morning
Utica.....	1st morning	Kansas City.....	4th morning
Syracuse.....	1st morning	Saint Joseph.....	4th morning
Buffalo.....	2nd morning	Memphis.....	4th morning
Rochester.....	2nd morning	Milwaukee.....	4th morning
Detroit.....	2nd morning	Saint Paul.....	5th morning
Cleveland.....	2nd morning	Minneapolis.....	5th morning
Toronto.....	3rd morning	Portland.....	13 days
Toledo.....	3rd morning	Los Angeles.....	13 days
Cincinnati.....	3rd morning	Seattle.....	13 days
Columbus.....	3rd morning	San Francisco.....	13 days

CORRESPONDING SERVICE FROM PHILADELPHIA AND NEW ENGLAND POINTS

For further information apply to Lackawanna Agents, or to

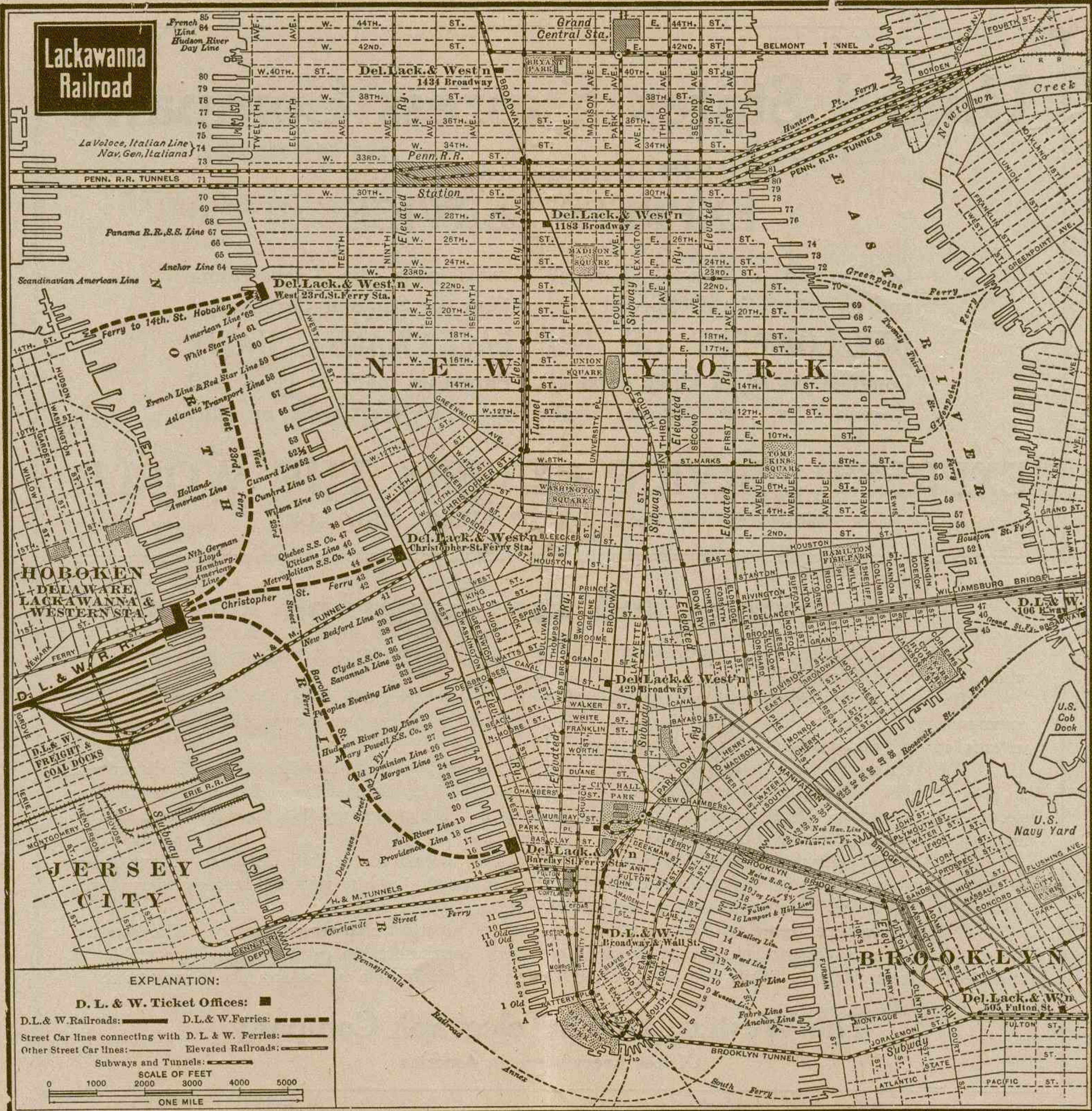
J. J. BYRNE,

General Eastern Freight Agent,

PHONE No. 8980 CORTLANDT.

429 BROADWAY, NEW YORK.

Lackawanna Railroad



EXPLANATION:

D. L. & W. Ticket Offices: ■

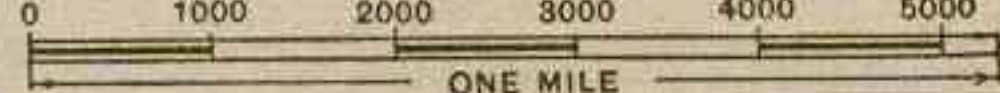
D.L. & W. Railroads: ——— D.L. & W. Ferries: - - - - -

Street Car Lines connecting with D. L. & W. Ferries: ———

Other Street Car Lines: ——— Elevated Railroads: ·····

Subways and Tunnels: - - - - -

SCALE OF FEET



ONE MILE

United States Express Company

FURNISHES FIRST-CLASS EXPRESS SERVICE

Locally and in Special Through Trains over the Lackawanna and its connections. Special preparations for Summer Service and
DEVELOPMENT OF THE LACKAWANNA HABIT
Commissions of all kinds executed. Purchases made at Home and Abroad. * * Money Orders and Travelers Checks on Sale.

EXPRESS SERVICE COVERS THE WORLD

MAIN OFFICE: No. 2 RECTOR STREET, NEW YORK

Travel and the Telegraph

The railway, transporting passengers, and the telegraph, transmitting their messages, have brought the whole world into closer relation.

They go side by side everywhere, the railway line and the telegraph line, the arteries of modern communication. Phœbe Snow on the Road of Anthracite sees skimming past her car window the telegraph wires following by day and by night the flying train.

The Western Union Telegraph Company is always at the service of travelers on the Lackawanna. In every station, no matter how small or remote, there is a Western Union Office. In parlor cars and in sleeping cars, there are Western Union forms always at hand. The porter will file your telegrams at the first station, and replies may overtake you within a short time.

Miss Phœbe Snow may write a Night Letter or a Day Letter to the folks at home, telling of her delightful journey. The man of affairs is enabled to keep in touch by wire with his business every hour, clearing up details left behind and making new arrangements ahead.

The Lackawanna gives to travelers an assurance of personal comfort and safety. The Western Union affords them opportunity for quick and continuous communication *en route* that is profitable in business life, comforting in family life to those left behind and pleasurable in making the engagements of social life.

The Western Union Telegraph Company

Offices Everywhere in America

To the Farmers in the Vicinity of Binghamton, N. Y.

The Lackawanna Railroad and the Binghamton Chamber of Commerce, in co-operation with the United States Department of Agriculture and the New York State College of Agriculture, have established a Farm Bureau in Binghamton.

An expert agriculturist has been employed, whose services you may have free of charge.

Where you have questions of farm management, soil fertility, dairy production, plant diseases and insect infestation and other questions pertaining to farming, you are invited to consult him.

His services are also available for addressing farm gatherings and granges, helping to interest school children in agriculture, initiating farm clubs and carrying on experimental and demonstrational work.

For further information, address

JOHN H. BARRON, Agent,
Farm Bureau,
Binghamton, N. Y.

Special Delivery of Baggage

Baggage may be forwarded under

SPECIAL DELIVERY CHECKS

Between

All Principal Stations on the
LACKAWANNA RAILROAD

and delivered direct

to any address at destination by terminal transfer or express companies, insuring prompt delivery at residence, hotel, steamship dock or railroad station without further attention on the part of the traveler.

ALL BAGGAGE

checked to "New York" will be delivered at
West 23rd Street Station.

PASSENGERS

DESIRING BAGGAGE CHECKED

to

Christopher or Barclay Streets, New York,
or Hoboken, N. J.

Must notify Station Baggage Agent at time
of checking.

LACKAWANNA RAILROAD OFFICIAL DIRECTORY.

General Offices, 90 West Street, New York.

GENERAL OFFICERS.

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WILLIAM S. JENNEY	Vice-President and General Counsel	W. G. VANDEWATER	Auditor Coal Department, Scranton, Pa.
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ROBERT B. SCOFIELD	Assistant Secretary and Assistant Treasurer	W. K. POTTER	Auditor Miscellaneous Accounts
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T. S. LLOYD	Supt. Motive Power and Equipment, Scranton, Pa.	GEORGE A. CULLEN	General Passenger Agent

OPERATING DEPARTMENT.

T. E. CLARKE, General Superintendent, Scranton, Pa.

E. M. RINE, Assistant General Superintendent, Scranton, Pa.

T. S. LLOYD	Superintendent of Motive Power and Equipment, Scranton, Pa.	F. M. NOWELL	Superintendent Scranton Division, Scranton, Pa.
J. C. FRITTS	Master Car Builder, Scranton, Pa.	C. J. PHILLIPS	Supt. Morris & Essex Division, Hoboken, N. J.
L. B. FOLEY	Superintendent of Telegraph, New York	GEO. A. POORE	Superintendent Buffalo Division, Buffalo, N. Y.
W. G. WILSON	Claims Attorney, New York	FRANK CIZEK	Supt. Syracuse & Utica Divisions, Binghamton, N. Y.
M. B. CASEY	Superintendent Car Service, Scranton, Pa.	R. M. WHITE	Superintendent Bangor & Portland Division, Easton, Pa.
H. M. WARREN	Electrical Engineer, Scranton, Pa.		

JAS. E. ELLIOTT, Agent of Lighterage Department, Produce Exchange, New York City

Captain JOHN M. EMERY, Manager of the Marine Department.

TRAFFIC DEPARTMENT.

B. D. CALDWELL, Vice-President.

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G. P. BARRETT	General Western Passenger Agent, 58 W. Adams St., Chicago, Ill.	EDW. S. GILES	Assistant General Freight Agent, New York City
CHAS. K. RATH	Division Passenger Agent, Broad and Market Sts., Newark, N. J.	JOSEPH J. BYRNE	General Eastern Freight Agent, 429 Broadway, New York
M. L. SMITH	Division Passenger Agent, Scranton, Pa.	W. N. BABCOCK	General Western Freight Agent, 58 W. Adams St., Chicago, Ill.
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H. C. DICKSON	Traveling Passenger Agent, 58 W. Adams St., Chicago, Ill.	R. F. LOCKE	Westbound Freight Agent, 58 W. Adams St., Chicago, Ill.
J. L. HOMER	City Passenger Agent, 1183 Broadway, New York	WM. HEYMAN	Foreign Freight Agent, Produce Exchange, New York
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JAS. McCLOSKEY, JR.	City Ticket Agent, Broadway & Wall St., New York City	FRANK H. PYKE	Division Freight Agent, Syracuse, N. Y.
R. PATRICK	City Ticket Agent, 1465 Broadway, New York City	P. E. AHERN	City Freight Agent, 429 Broadway, New York
SMAN	City Passenger Agent, 505 Fulton St., Brooklyn, N. Y.	FRED G. PLATT	Eastbound Freight Agent, Produce Exchange, New York
ME	City Ticket Agent, Newark, N. J.	J. F. RYDENE	City Freight Agent Brooklyn, N. Y.
.....	City Passenger and Ticket Agent, 289 Main St., Buffalo, N. Y.	L. E. SNIVELY	Commercial Agent, 629 and 631 Chestnut St., Philadelphia, Pa.
A. C. MEINCK	Ticket Agent, Scranton, Pa.	HERVEY LOVE	Commercial Agent, Easton, Pa.
J. R. PRESTON	Ticket Agent, Binghamton, N. Y.	J. A. LEARY	Commercial Agent, Boston, Mass.
HENRY HILL	Ticket Agent, Oswego, N. Y.	HUGH MILLER	Traveling Freight Agent, Boston, Mass.
F. S. CLARK	Ticket Agent, Elmira, N. Y.	R. H. MARTIN	Commercial Agent, New Haven, Conn.
J. C. DRAKE	City Ticket Agent, Corning, N. Y.	A. LEADLAY	Freight and Passenger Agent, Room 10, Janes Building, 75 Yonge St., Toronto, Ont.
H. F. FRACE	Ticket Agent, Wilkes-Barre, Pa.	E. C. CAMPBELL	Commercial Agent, Park Building, Cleveland, Ohio
F. W. PHILLIPS	City Ticket Agent, Ithaca, N. Y.	S. A. JONES	Commercial Agent, 222 Hammond Building, Detroit, Mich.
F. M. BARR	Ticket Agent, Paterson, N. J.	J. R. McDOWELL	Commercial Agent, Majestic Building, Milwaukee, Wis.
J. L. COBB	City Ticket Agent, 124 University Building, Syracuse, N. Y.	CHAS. H. HUNT	Commercial Agent, Pierce Bldg., St. Louis, Mo.
F. A. BRADLEY	Ticket Agent, Utica, N. Y.	E. H. EDEN	Commercial Agent, Minneapolis, Minn.
E. WORTMANN	Steamship Dock Agent, 429 Broadway, New York City	C. V. McKOWNE	Traveling Freight Agent, Buffalo, N. Y.
JAY W. ADAMS	Pacific Coast Passenger Agent, Flood Bldg., San Francisco, Cal.	HARRY E. JARMAN	Pacific Coast Agent, Balboa Bldg., San Francisco, Cal.
JAMES FISTER	Advertising Agent, New York City	BRASCH & ROTHENSTEIN	Import Agents, 32 Broadway, New York City
P. J. FLYNN	Freight Traffic Manager, New York City		

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BROOKLYN, N. Y.—*505 FULTON STREET, 726 FULTON STREET, 954 BROADWAY, E. D.

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