

# *Industries of New Jersey: Trenton, Princeton, ...*

Richard Edwards,  
Historical Publishing Company

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PART I.

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# INDUSTRIES OF NEW JERSEY.

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TRENTON,

PRINCETON, HIGHTSTOWN, PENNINGTON AND HOPEWELL.



THIS PAMPHLET IS COMPLETE, AND IS A PORTION OF A LARGE VOLUME OF GREAT VALUE TO MERCHANTS, MANUFACTURERS, TRAVELERS, EMIGRANTS, FARMERS, AND ALL RESIDING IN OR INTERESTED IN THE GROWTH AND PROSPERITY OF NEW JERSEY AND ITS VARIOUS INDUSTRIAL PURSUITS.

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NEW YORK, NEWARK AND PHILADELPHIA:  
HISTORICAL PUBLISHING COMPANY, PUBLISHERS,

1882.

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## GENERAL INTRODUCTORY.

The growth of the American Republic is so marked in all departments of industry and commerce, that its best-informed citizens are not able to keep pace with the many very rapid changes that are continually going on about them. Particularly is this the case with the State of New Jersey, which, lying between the two great cities of the country, is made a vast area of great productiveness and exercising no little influence upon these two important centres. Recognizing the very great necessity of some work that would give to the world comprehensive information in regard to the growth and present status of the State, the publishers of this work have no hesitancy in placing it in the hands of the public, believing that no volume, heretofore issued, relating to New Jersey and its industries, contain so great an amount of useful information. For the purpose of giving a wider circulation of the work, it has been published in parts, each complete in itself, and these numbers will, at an early date, be revised and bound in one large and handsome volume.

A staff of reporters, representing in their separate departments unusual ability, have been engaged in obtaining all possible facts within the compass of our design and giving them a readable and orderly construction. In the successful prosecution of this, it has required a very large outlay of money and about two years of careful labor upon the part of all engaged in compiling the work. This work relates to the business interests of all the cities and towns of the State, showing their growth and progress in population; advantages as a point for manufacturing; a review of the business and business men; origin and development of prominent firms, institutions, corporations, etc.

The design of this volume is not only to acquaint the citizens of any particular locality with what belongs to their section and their own industrial thrift, but to place with them a convenient hand-book of reference, and in such shape that its distribution abroad will be a matter of interest and profit to all within its covers. The historical portion, while an epitome, is of the best and most accurate that has been written, and the arrangement of it dispenses with the necessity of perusing many pages to learn what is here contained in a few. The prevalence of many concerns of moderate size and in strong contradistinction to the many mammoth enterprises also noted, is not exceptional, but is a feature of all communities. While their range of operation is limited to the size of the community in which they exist, they are, in their particular sphere, just as necessary parts of our social and commercial structure, and are as much entitled to consideration as such at our hands, as the most extensive enterprise that we note.

HISTORICAL PUBLISHING COMPANY.

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# STATE OF NEW JERSEY.

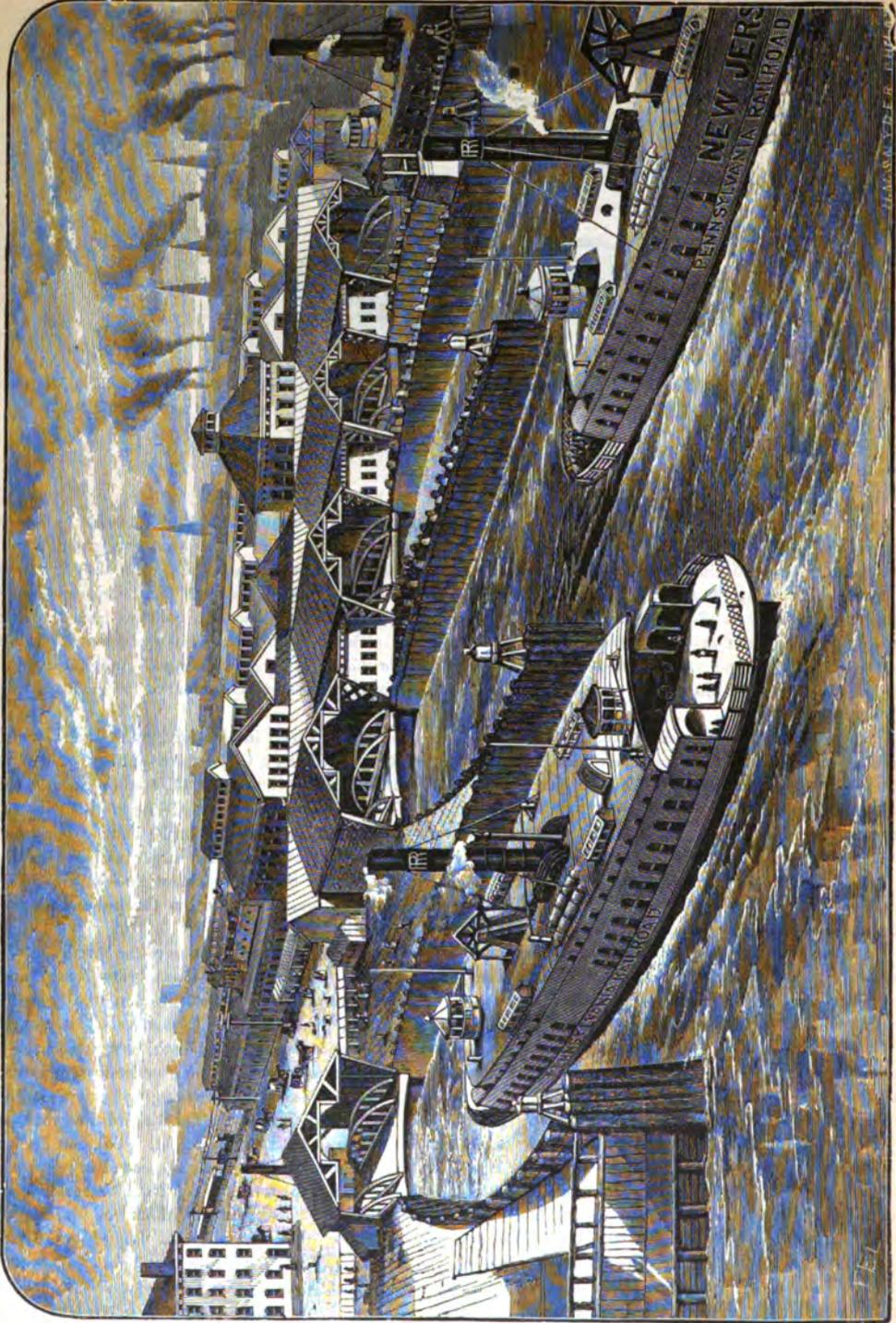


## HISTORICAL AND DESCRIPTIVE REVIEW—INSTITUTIONS, INDUSTRIES, COMMERCE AND TRADE— COUNTIES, CITIES, TOWNS AND BUSINESS INTERESTS—GEOGRAPHICAL, COMMERCIAL AND MANUFACTURING ADVANTAGES, ETC., ETC.

One of the smaller States of the American Union, in area, and overshadowed on either side by its next neighbors, the great States of Pennsylvania and New York, the State of New Jersey has ever maintained a conspicuous and honorable rank as second to none in enterprise and prosperity, and the peer of the largest and greatest in promoting the common weal of the country—in earnest patriotism and self-sacrificing devotion to the perpetuity, honor and progress of the great republic. Long before the American colonies had developed into the American nation—indeed, more than a century before—while yet American history had not advanced beyond the *preface* and *introduction*, “the province of *Nova Casarca*, or New Jersey,” had achieved no insignificant fame for the manly courage of its people, and their outspoken determination to maintain their rights and liberties.

The first successful attempts to colonize within the district embraced in this State were made by the Dutch, a small party of whom settled in the year 1618 in that part of Jersey City which until 1870 was the village of Bergen; and five years later a second colony established itself at the mouth of Timber Creek, south of the subsequent site of Gloucester city, where the leader of the expedition, Captain Cornelius Jacobse Mey, built Fort Nassau. It is quite possible that this old fort stood where the little village of Red Bank (Gloucester County) now stands, and where a small body of Americans gallantly withstood a much larger body of Hessians, in October, 1777. Other settlements were effected by the Dutch, both in East and West New Jersey, and in 1627 several parties of Swedes settled along and near the Delaware shore, chiefly within the present limits of Gloucester County, their chief settlement being still known as Swedesboro’.

The Dutch had made their principal settlement in New York, while the main colonies of the Swedes were in Delaware and southeastern Pennsylvania; the former designated their American possessions New Netherlands, and New York city was called New Amsterdam, while the Swedes gave the name of New Sweden or New Swedeland to their settlements, and their chief town they called Christeen, or Christiana. As was to be expected, the two could not long continue to live and rule peaceably so near one another, and the Dutch, being the stronger, after repeated attempts, succeeded in obtaining the mastery. The greater part of the Swedes were permitted and consented to remain. Meanwhile, the English had established themselves in New England and in Virginia and Maryland, and the Dutch were not long to hold the intervening territory. The English had the same right to dispossess the Dutch as the latter to dispossess the Swedes—the right of might. The Swedes had made common cause with the Dutch against the English; and for some years the two succeeded in preventing English settlements upon the Hudson and Delaware Rivers, and within the territories of New Netherlands and New Sweden; but the British government had only awaited its own convenience, without relinquishing its so-called *claims*, and in 1664, Charles II. issued a patent to his brother, the Duke of York, giving him the entire district from New England to Maryland, and to make good the patent sent an expedition to seize the territory ceded. The Dutch governor of New Amsterdam, Petrus Stuyvesant, was a brave and accomplished soldier, but he was utterly unable to withstand the British fleet and land force, and wisely surrendered without the firing of a gun. New Amsterdam (New York), the seat of government of the entire Dutch possessions on the continent, having been surrendered by the governor, the forts and settlements on the Delaware, of course, could offer no resistance, and were likewise seized without difficulty.



BIRDS-EYE VIEW OF JERSEY CITY, NEW YORK FERRIES, AND PENNSYLVANIA RAILROAD STATION.

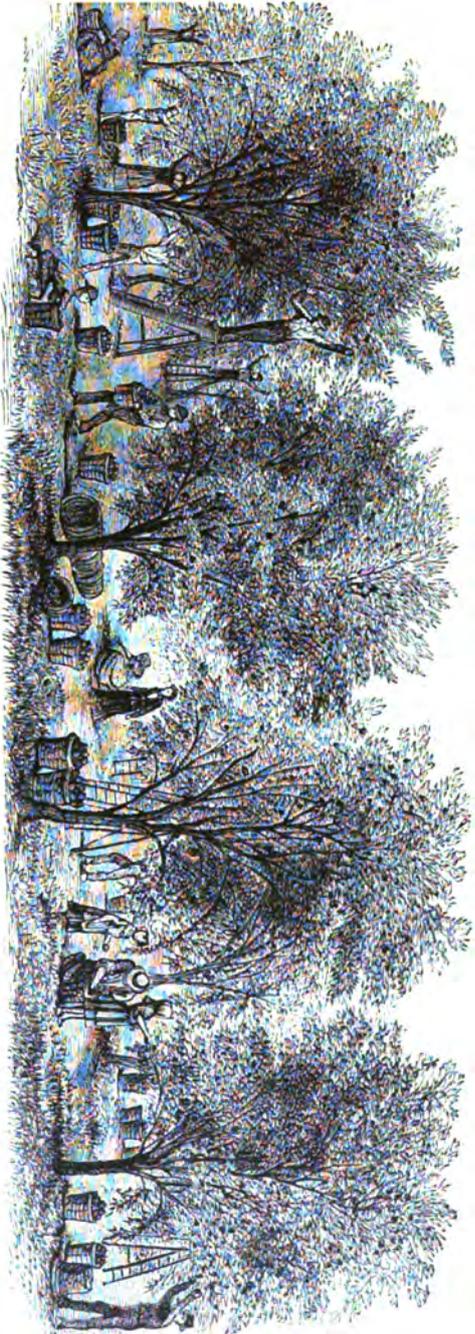
Thus New Jersey passed under British rule, together with New York, Delaware and Pennsylvania. In 1673, the Dutch temporarily recovered their part of the territory, but it was all finally yielded up to Great Britain in the treaty of that year, and the British government continued in undisputed possession until the revolution.

During the Dutch and Swedish occupancy, New Jersey had no separate territorial recognition, but was regarded simply by the Dutch as a part of New Netherland, while the settlements of the Swedes were part of New Sweden. So, too, the patent of the Duke of York comprehended a vast district, extending from Maryland on the south to the St. Lawrence on the north, and from New England on the east, without defined boundary on the west. The entire tract was known only as the province of New York. On the 23d and 24th days of June, 1664, the records tell us that the Duke of York did "in consideration of a competent sum of money, grant and convey unto Lord John Berkeley, Baron of Stratton, and Sir George Carteret, of Saltrum, in the county of Devon, to their heirs and assigns forever, all that tract of land adjacent to New England, west of Long Island and Manhattan's Island, and bounded on the east by the main sea, a part of Hudson's River; on the west by the Delaware Bay and River, extending southward to the main ocean as far as Cape May, at the mouth of Delaware Bay, and north by the northernmost branch of said bay and river of Delaware, which is in forty-one degrees and forty minutes of latitude, in a straight line to Hudson's River; said tract of land hereafter to be called Nova Cæsarea, or New Jersey; and also all rivers, mines, minerals, woods, fishings, hawkings, huntings and fowlings; and all other royalties, profits, commodities and hereditaments whatsoever to the lands and premises belonging, or in anywise appertaining, with their and every of their appurtenances, in as full and ample a manner as the same is granted unto the Duke of York, by the before-recited letters patent."

Under this conveyance, Lord Berkeley and Sir George Carteret were joint *proprietors* of New Jersey until 1676, when the former desiring to sell his interest, the province was divided into two parts, designated East New Jersey and West New Jersey, Sir George Carteret receiving and holding the one, and Lord Berkeley receiving and selling the other to "John Fenwick, in trust for Edward Byllinge and his assigns." Soon afterwards, a "difference" arose between John Fenwick and Edward Byllinge, and the latter being heavily involved in debt, as it appears, presented his interest to his creditors, who were represented by Gawen Laurie, Nicholas Lucas and William Penn, as trustees. John Fenwick, however, received a "tenth" of West Jersey, his tenth including the site of the city of Salem, and "a considerable tract in the vicinage."

It is a boast of the citizens, especially of the land owners of New Jersey, that not a foot of its soil was taken by fraud or force from the Indians, but every foot was honorably bought and paid for to the satisfaction of the Indian owners. This was the case with the first Dutch settlers, the Swedes, and later with the English Friends (or Quakers), and it is said that subsequent *proprietors* all pursued the same honorable course. When

THE JERSEY APPLE ORCHARD DURING HARVEST.



the Dutch dispossessed the Swedes of rule over their colonies in New Jersey, they did not disturb or call in question any property ownership or rights, but permitted the Swedish owners to hold their properties and protected them in their rights. The English, in their turn, when they assumed the government, pursued the same equitable course, recognizing and protecting both the Dutch and the Swedish settlers in their rights. And



A JERSEY FARMER'S RESIDENCE.

the English proprietors, before selling or giving a foot of land to English settlers, bought the land of the Indians, or where these had already sold to Dutch or Swedish proprietors, if the latter were actual settlers, they were given the option of holding the land actually occupied and selling the remainder or selling all, if they did not wish to remain under British rule, while those of the Dutch and Swedish owners who were not actual settlers were paid in full for their lands.

Subsequently others were taken into partnership in the proprietorship, and the number of proprietors was largely increased. For nearly one hundred years the government was entirely by the proprietors, who framed the first laws, appointed the governors and other chief administrators, and subsequently conceded to the colonists certain rights and privileges of self-government. But,

in time, disputes arose among the colonists, and some of the proprietors became involved therein, and abuses likewise sprang up in the administration of the laws, so that at length a large number of the proprietors of both East and West Jersey united in a petition to Queen Anne, declaring their inability longer to govern the colonies, rendering their surrender of the government to the crown, and praying the queen to accept and assume the same.

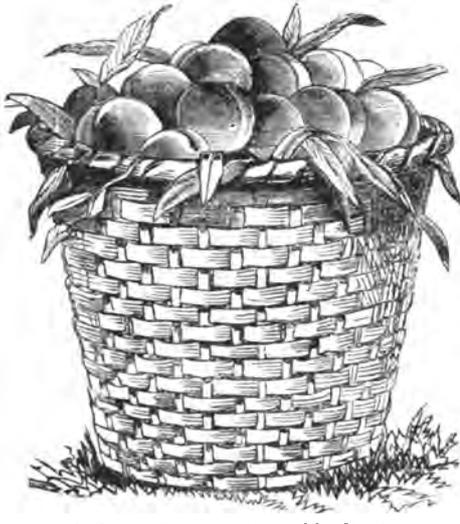
The queen accepted the surrender, and appointed Lord Cornbury, a nobleman of high rank, governor, with a council of thirteen; she declared her wish that the two provinces should be thoroughly united into one, and gave remarkably full and no less remarkably judicious instruction to the governor for the administration of the government. Among the instructions was one directing him to cause a general assembly to be elected by the colonists for the enactment of laws for the mutual good of the entire province. Thus was self-government conceded to the colonists, and, so far as the queen could provide therefor, everything was ordered for the best interests of the province. But the governor proved utterly unfit for his important trust, and the queen found it necessary to recall him and appoint another. Lord John Lovelace, Baron of Hurley, proved in every way acceptable, and peace and prosperity again prevailed, but scarcely had he won the confidence and goodwill of the colonists when he died, and the government devolved temporarily upon a very inferior man, Ingolsby, the lieutenant-governor. Fortunately, his rule was short, and soon a new governor, Brigadier-General Andrew Hunter, arrived, who proved capable, honest, and in every respect a successful and acceptable ruler; during ten years that he held the office the colonists and province were contented and prosperous. He was succeeded by William Burnet, son of the famous Bishop Burnet, who though not the equal of Governor Hunter, was on the whole not unsuccessful in administering the government. After seven years' governorship of New York and New Jersey, he was removed to Massachusetts in 1727, and after him the governors were successively, John Montgomery, Esq., who died in office in 1731; Col. Lewis Morris, *pro tem.*, for a year; William Crosby, who died in office in 1736, and was temporarily succeeded by John Anderson, the president of council, and he lived but two weeks, and was succeeded by John Hamilton, another member of council; he acted as governor for nearly two years, when, in 1738, a commission arrived making Lewis Morris governor of the province of New Jersey, separately from New York; Colonel Morris was the first governor of New Jersey alone and the only American who held the office by royal commission, except William Franklin, of whom we shall speak again later; Governor Morris was at once a successful and popular ruler, and was sincerely mourned by the people of the province when he died in 1746; John Hamilton again occupied the office as president of council for a few weeks, when he too died and was succeeded by John Reading, until the ensuing summer, when Governor Jonathan Belcher arrived; Governor Belcher served ten years and died in 1757; he was succeeded by John Reading, *pro tem.*, Francis Bernard, removed to Massachusetts after two

LOWEST AND HIGHEST PRICES OF COMMODITIES FOR FIFTY-SIX YEARS—1825—1880.

These tables of prices have been compiled upon the basis of selecting the leading articles entering into general consumption, whether as semi-luxuries or the necessities of life. The prices quoted being those of the New York market, still wider variations would in some cases have been exhibited if other markets, near the centers of production of some leading staples, had been collated with these. The tables exhibit the violent fluctuations of the civil-war period in the United States—1861-65—and the years of expansion immediately succeeding, in contrast with the general decline of the past few years, which has not yet reached, however, save in a few articles, the minimum prices which prevailed before the war.

Year.	Hops.		Iron, Bar.		Iron, Scotch Pig.		Lard.		Leather, Hem.		Mackerel, No. 1.		Molasses, N. O.		Oats.									
	Lb.		Ton.		Ton.		Lb.		Lb.		Bbl.		Gal.		Bush.									
	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.								
1825.....	13	25	85	00	120	00	35	00	75	00	7	10	21	25	5	00	5	75	28	43	26	40		
1826.....	10	25	85	00	100	00	50	00	70	00	7	9	18	24	4	50	5	75	28	36	42	60		
1827.....	8	18	77	00	95	00	50	00	55	00	7	10	17	24	4	75	6	12	31	39	31	56		
1828.....	5	10	77	50	82	50	50	00	55	00	6	9	18	24	4	75	6	50	30	36	24	37		
1829.....	4	11	72	50	82	50	40	00	55	00	4	6	18	23	4	87	6	00	27	33	27	46		
1830.....	10	15	72	50	77	50	40	00	50	00	5	13	18	22	5	00	6	37	28	33	26	40		
1831.....	8	17	70	00	80	00	40	00	47	50	8	11	19	24	5	50	6	75	25	34	27	48		
1832.....	12	37	70	00	75	00	40	00	47	50	6	10	17	25	4	75	6	50	26	35	38	56		
1833.....	17	38	71	00	75	00	37	50	47	50	7	11	16	20	6	25	7	00	27	36	30	48		
1834.....	10	20	67	00	75	00	37	50	48	00	7	9	14	19	6	00	6	62	27	31	28	48		
1835.....	11	19	67	50	75	00	38	00	42	50	7	11	14	20	6	00	8	25	28	36	33	75		
1836.....	12	17	75	00	105	00	38	00	62	50	11	17	14	23	8	00	10	62	32	48	40	75		
1837.....	5	9	85	00	105	00	40	00	70	00	6	15	15	24	8	00	10	75	32	45	40	75		
1838.....	4	17	85	00	97	50	37	50	55	00	7	15	16	22	10	50	12	18	28	45	25	60		
1839.....	15	18	82	50	95	00	37	50	45	00	8	15	17	25	12	00	14	62	28	36	30	60		
1840.....	18	62	70	00	82	50	32	50	40	00	7	12	17	22	11	00	14	50	20	30	24	43		
1841.....	12	40	60	00	75	00	32	00	37	50	6	9	19	22	12	00	14	75	20	28	37	50		
1842.....	10	16	50	00	62	50	23	50	35	00	5	8	16	20	8	00	12	25	16	24	25	53		
1843.....	6	12	55	00	80	00	22	50	32	00	5	8	15	18	7	62	11	00	18	31	27	34		
1844.....	7	15	57	50	65	00	30	00	35	00	5	7	14	17	9	75	12	25	27	31	27	37		
1845.....	12	33	62	50	85	00	30	00	52	50	6	8	14	16	11	50	14	00	22	37	29	51		
1846.....	11	35	75	00	80	00	35	00	42	50	5	8	11	14	8	37	13	50	22	34	28	48		
1847.....	8	15	70	00	77	50	30	00	42	50	6	11	11	18	8	12	11	75	30	38	39	65		
1848.....	3	7	50	00	70	00	25	00	37	50	6	9	12	16	7	00	11	00	20	28	32	51		
1849.....	6	17	40	00	55	00	22	50	27	50	6	8	13	17	8	12	13	50	20	32	33	49		
1850.....	8	19	40	00	45	00	21	00	24	00	6	7	14	17	8	50	12	50	22	33	37	51		
1851.....	24	63	33	50	41	00	19	00	25	00	7	10	13	16	8	50	11	75	28	33	65	80		
1852.....	17	47	34	00	55	00	19	00	31	00	9	12	12	18	8	37	12	50	27	35	75	86		
1853.....	18	40	55	00	75	00	28	50	38	00	9	12	17	21	11	50	16	00	28	33	41	52		
1854.....	22	46	62	50	77	50	32	00	42	50	9	11	18	25	15	12	19	00	19	29	45	75		
1855.....	5	27	55	00	65	00	28	50	37	00	9	12	19	25	18	50	22	00	23	40	42	82		
1856.....	4	13	50	00	65	00	29	00	37	00	9	14	24	30	19	00	23	00	42	75	35	50		
1857.....	3	12	52	00	62	50	28	00	37	50	10	16	25	33	19	00	22	00	35	80	40	66		
1858.....	4	10	44	00	55	00	22	00	27	00	8	12	21	26	9	50	14	00	28	52	40	53		
1859.....	8	18	42	50	50	00	22	00	31	50	10	12	20	27	15	25	16	75	36	51	36	58		
1860.....	6	25	41	00	44	00	20	50	27	00	10	13	20	22	15	00	18	50	38	55	37	47		
1861.....	6	32	38	00	50	00	20	00	24	50	8	10	17	22	7	50	14	75	30	55	30	47		
1862.....	12	23	57	00	70	00	21	00	33	00	7	10	20	31	9	00	16	50	32	55	37	67		
1863.....	15	30	65	00	78	00	32	50	45	00	9	12	26	32	15	50	18	50	35	62	53	90		
1864.....	20	52	105	00	220	00	43	00	80	00	12	24	31	46	18	00	28	00	65	1	25	86	1	02
1865.....	10	65	100	00	130	00	40	00	55	00	15	29	30	46	15	25	25	00	65	1	50	45	90	
1866.....	25	70	94	00	115	00	42	00	55	00	12	22	30	39	20	00	28	00	66	1	25	55	85	
1867.....	40	70	80	00	100	00	38	00	49	00	11	14	28	33	14	50	21	50	65	1	20	67	94	
1868.....	5	55	80	00	95	00	35	00	45	75	12	20	25	30	14	25	22	50	60	1	05	Nominal.		
1869.....	8	28	85	00	95	00	34	50	45	00	16	21	28	32	21	50	28	00	65	1	05	62	84	
1870.....	3	27	70	00	90	00	31	00	37	00	12	18	27	31	27	00	30	00	65	1	20	52	69	
1871.....	8	65	70	00	95	00	30	00	39	00	9	13	26	30	13	00	27	50	50	75	42	70		
1872.....	20	75	85	00	120	00	33	50	61	00	7	10	27	31	10	00	25	00	48	86	42	57		
1873.....	35	55	75	00	110	00	37	00	52	00	7	9	25	31	12	00	24	00	61	97	42	58		
1874.....	22	45	55	00	80	00	33	00	45	00	8	16	28	30	8	50	22	00	60	85	38	53		
1875.....	15	45	50	00	62	50	29	00	41	00	13	16	27	30	7	00	24	00	54	80	30	64		
1876.....	15	37	40	00	54	00	27	50	34	00	12	14	21	29	11	50	23	00	50	68	28	35		
1877.....	10	32	44	80	48	72	25	00	28	00	8	12	23	30	8	50	15	00	40	59	22	46		
1878.....	5	12	42	50	45	00	21	50	26	50	6	9	19	23	9	00	20	00	36	50	29	45		
1879.....	6	45	45	00	78	50	19	00	30	50	5	8	18	29	12	50	20	00	32	50	31	50		
1880.....	7	55	45	00	72	25	19	50	30		6	8	28	28	12	25	20	50	31	49	30	50		

years' service, Thomas Boone removed to South Carolina after one year, and Josiah Hardy, who held the office until 1763, when he was superseded by William Franklin, the last royal governor; although a native of Philadelphia, and the only son of the devoted, faithful patriot, Benjamin Franklin, Governor Franklin was a pronounced royalist, and a conspicuous enemy to the cause of the American colonies. At the very



A BASKET OF JERSEY PEACHES.

commencement of the war measures of 1776, the provincial congress of New Jersey deposed him and were compelled to cause his arrest; he defied them, and refused to recognize any authority of the provincial or the continental congress over him; he was held a prisoner for a short time and then permitted to sail for England, where he lived until November 17th, 1813, when he died in the eighty-third year of his age.

The province of New Jersey, from the time of its consolidation under one government in 1702, except for a short time in the latter part of Lord Cornbury's governorship, grew steadily and prospered. A large proportion of the earlier colonists from Great Britain, especially in West Jersey, were members of the Society of Friends, while in East Jersey the Dutch settlers formed an equally industrious and thrifty element in the population. Both under the proprietors and under the crown, the laws and principles of government were liberal, and every proper inducement was offered to right-minded persons from all lands to settle here under the proprietors. "The liberty of conscience in matters of faith and worship towards God was granted to all people within the province

who should live peaceably and quietly therein, and no one was to be rendered incapable of office in respect to his faith and worship;" but when Queen Anne sent the first royal governor, among the numerous instructions she gave him, we find that "he was to take especial care that God Almighty be devoutly and duly served throughout the government; the book of common prayer, as by law established, be read every Sunday and holy day, and the blessed sacrament administered according to the rites of the Church of England; and that liberty of conscience be extended to all persons *except papists*."

It is somewhat interesting to note that, in her anxiety to provide completely for the comfort and welfare of her colonial subjects, the good Queen Anne declared it her will and counsel that the colonists should "give due encouragement to merchants and others, and in particular to the Royal African Company of England," while she "recommended to that company that the province may have a constant and sufficient supply of merchantable negroes, at moderate rates." But she was also solicitous for the spiritual welfare of the slaves, and directed the governor "by the assistance of the council and assembly, to find out the best means to facilitate and encourage the conversion of negroes and Indians to the Christian religion." "Liberty of the press" was not highly esteemed by the queen, for she ordered that "no person was to be allowed to keep a press for printing, nor was any book, pamphlet or other matters whatsoever, to be printed without the especial leave or license first obtained from the governor."

On the whole, however, as we have said above, the good Queen Anne's instructions to the governor were judicious and wise—for example, the provincial assembly, authorized by her, was to be careful in the enactment of laws, that "each different matter be provided for by a separate law, and none be intermixed in the same act that had no proper relation to each other, or that was foreign to the title of the act."

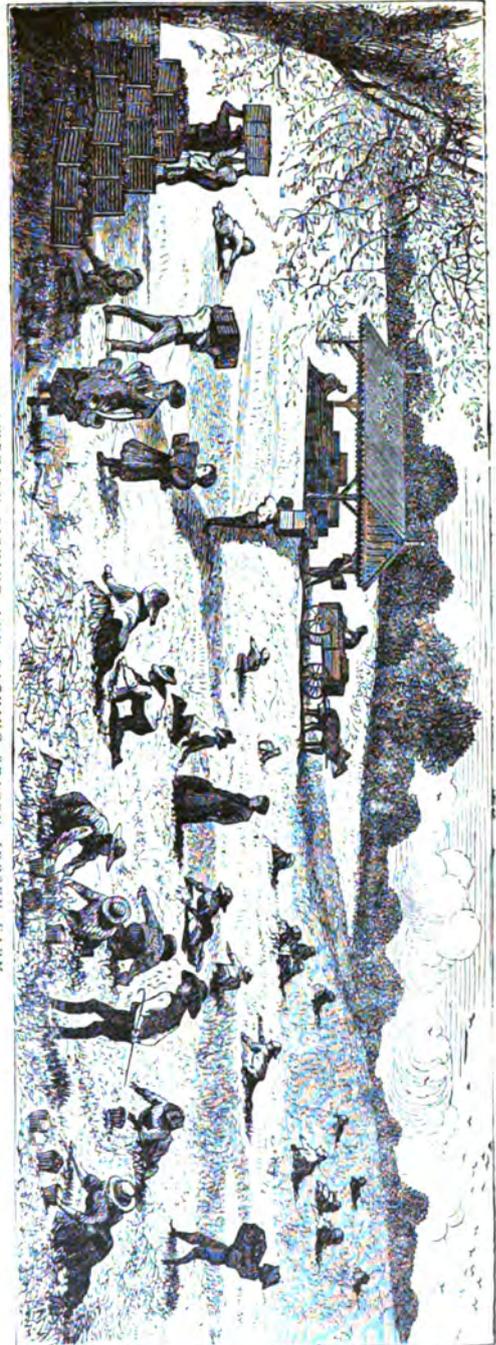
But, in fullness of time, as abuses arose and multiplied, more in some of the provinces than in others, and as redress was sought in vain from the crown and the ministry and parliament, the great revolution of 1776 rapidly developed from manly, brave remonstrances and protests against tyranny and oppression into a war for independence. New Jersey, though one of the least of the sufferers, made common cause with her sister colonies, and took an advanced stand in favor of justice and liberty. New Jersey was an agricultural and manufacturing province, with no commerce, and consequently was not directly affected by the recent and present oppressive enactments and acts of the British parliament and ministry; with the repeal of the stamp act all direct self-interest in opposition ceased; her interest and that of her people in questions of import duties, and other issues connected with mercantile and commercial regulations, was only secondary or more remote; and yet not even Massachusetts, Pennsylvania, or New York was more earnest, more decided, more unflinching in the defense of American rights, and subsequently in the maintenance of American liberty and in the achieving of American independence. The record of New Jersey throughout the revolutionary struggle, from its inception to its triumphant close, was highly honorable—unsurpassed by that of any other State. And the

glory of her proud record shines with far greater lustre when it is borne in mind that her peculiar situation between New York and Pennsylvania (the occupancy of the chief cities of which, New York and Philadelphia, was ever desired and sought by both the Americans and their enemies) made New Jersey the principal field of operations throughout the war, and no one State, except, perhaps, South Carolina, suffered so severely as New Jersey the ravages and desolation wrought by the one and the other, and sometimes both at once, of the contending armies; for, though the British army, with its mercenaries and its tory adherents, did far the most damage, much of it needless and wanton, even the American forces could not march and manoeuvre, encamp and fortify, without damage to property and more or less loss otherwise on the part of the residents. Besides submitting cheerfully to all this, however, New Jersey bravely and unstintingly bore her full share in all the costs, in money and in blood, of the war; without counting special bodies for local service and for exceptional duty, she furnished more than ten thousand men to the patriot army.

The war necessarily and of course interrupted the hitherto steady growth and prosperity of New Jersey, but no sooner was it ended and peace restored, than the new State started on a career of growth and prosperity never equaled by the province.

Among the first of the States to adopt the national constitution, and to assume and discharge her political duties as a State of the republic, New Jersey was also one of the first to adapt herself to her new station and responsibilities as a self-sustaining as well as a self-governing commonwealth.

As early as 1776, the State had been duly organized and established by the drafting and adoption of a State constitution, and the selection of the requisite officers and officials under it for the orderly conduct of the government, and this constitution was deemed sufficient and satisfactory as the fundamental law, and no changes were made in it until 1844, when it was superseded by a new constitution. The governor, William Livingston, who was first elected in 1776, was re-elected year after year until his death in 1790. Party politics had not yet developed into the dire evil it has since become, and governors and other officers were continued in their offices during life, or until the public welfare demanded their elevation to a higher office or their dismissal. Thus, Governor Livingston's successor, William Patterson, served nearly three years, until 1793, when he was elevated to a seat on the supreme bench of the United States; his successor, Richard Howell, served until 1801; Joseph Bloomfield until 1812, with the exception of the year 1802, when John Lambert, president of council, acted; Aaron Ogden for a single term; William S. Pennington for two terms, and Mahlon Dickerson for two terms; then Isaac H. Williamson from 1817 to 1829; Peter D. Vroom until 1832; Samuel L. Southard was elected governor in 1832, but within a month was elected United States senator, and Elias P. Seely was made governor for one term (a year), when Governor Vroom was again elected and was annually re-elected until



STRAWBERRY PICKING AND PACKING SEASON, JERSEY FARM.

LOWEST AND HIGHEST PRICES OF COMMODITIES FOR FIFTY-SIX YEARS—1825—1880.

(Compiled from the Reports of the Secretary of the Treasury for 1863 and 1873, the Commercial and Financial Chronicle, Reports of the N. Y. Chamber of Commerce, and the N. Y. Shipping List and Price Current.)

The following table, carefully compiled from the sources indicated, takes the prices of the twelve months in each year, selecting the highest and lowest quotation for each article. It is to be understood, where no mention of quality is made, that the price quoted is for the cheapest grade of each commodity.

The prices are those of the New York market.

Year.	Beef, Mess.		Butter.		Cheese.		Coal, Anthracite.		Coffee, Rio.		Corn.		Cotton, Upland.		Flour, West.		Hams.	
	Bbl.		lb.		lb.		Ton.		lb.		Bush.		lb.		Bbl.		lb.	
	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.
1825...	8 00	10 00	8	22	5	10	8 00	11 00	16	19	42	75	13	27	3 25	4 25	7	11
1826...	8 00	10 00	13	18	6	12	11 00	12 00	14	17	62	83	9	14	4 25	5 75	8	11
1827...	8 50	9 75	12	22	6	10	10 50	12 50	14	15	54	75	8	12	4 37	6 50	10	12
1828...	8 50	10 00	13	18	4	7	10 00	12 00	12	15	46	62	9	13	4 56	8 00	8	11
1829...	8 00	10 50	12	16	4	8	10 00	12 00	12	13	48	64	8	11	5 00	8 87	9	10
1830...	7 62	10 00	12	16	5	8	7 00	12 00	10	12	48	65	8	13	4 75	6 00	9	11
1831...	7 00	9 25	12	18	5	8	6 00	9 00	10	13	54	75	7	11	5 00	7 25	9	11
1832...	8 37	10 75	12	18	5	7	8 50	16 00	12	14	50	87	7	12	5 60	7 00	9	11
1833...	8 50	11 00	14	20	6	9	5 50	10 00	11	14	65	86	9	17	5 50	6 50	8	10
1834...	8 50	10 00	12	17	5	9	5 50	6 50	11	12	53	75	10	16	4 81	5 75	8	10
1835...	8 75	13 50	13	22	6	9	5 50	9 00	11	13	70	1 12	15	20	5 37	7 87	8	12
1836...	9 25	13 50	10	26	7	12	7 00	11 00	11	13	83	1 12	12	20	6 87	10 25	9	17
1837...	11 00	15 00	12	24	7	12	8 50	11 00	9	12	1 15	7	17	7 00	11 62	9	15	
1838...	14 00	16 00	17	27	6	10	7 00	9 50	9	12	76	1 00	9	12	7 00	9 00	10	15
1839...	12 50	16 00	12	25	8	12	6 50	9 00	9	12	75	98	11	16	5 75	9 12	10	14
1840...	9 75	14 75	12	21	5	9	6 00	8 50	9	12	46	63	8	10	4 62	6 50	4	10
1841...	7 00	10 25	8	15	3	7	6 50	9 00	9	11	47	81	9	11	4 68	7 50	4	9
1842...	6 25	8 25	9	15	5	9	5 00	9 00	6	10	54	68	7	9	4 25	6 37	4	9
1843...	6 00	8 37	6	11	4	6	4 50	6 00	6	9	48	60	5	8	4 43	5 62	3	9
1844...	5 00	6 75	8	14	3	7	4 25	6 00	6	7	43	54	5	9	4 25	5 00	3	9
1845...	5 50	9 75	9	17	6	8	4 50	6 00	5	8	45	85	4	9	4 31	7 00	5	10
1846...	6 25	8 50	10	17	6	8	5 00	7 00	6	8	55	80	6	9	4 00	6 00	5	11
1847...	8 25	13 75	13	22	6	8	5 00	7 00	6	8	64	1 10	7	12	5 50	8 25	6	13
1848...	7 75	13 00	13	20	5	8	4 50	6 00	5	8	52	78	5	8	5 25	6 62	5	11
1849...	8 75	14 00	10	18	5	7	5 00	6 00	5	10	57	70	6	11	4 93	6 12	6	11
1850...	8 00	9 75	12	18	4	8	5 00	7 00	7	14	55	72	11	14	4 93	6 25	6	11
1851...	7 50	9 75	10	18	4	8	4 25	7 00	7	11	53	68	8	14	4 00	5 12	7	11
1852...	8 25	17 00	15	29	6	9	5 00	7 00	7	10	62	78	8	10	4 25	6 00	8	10
1853...	7 00	11 25	13	24	8	10	5 00	7 00	8	12	64	82	10	11	4 87	7 50	8	10
1854...	8 00	13 00	15	24	6	12	6 00	7 50	8	12	76	98	8	10	7 25	10 75	7	11
1855...	8 25	14 00	17	28	6	12	5 50	7 50	8	12	93	1 15	7	11	7 50	10 18	8	11
1856...	8 00	12 00	13	28	6	11	5 50	6 50	9	12	48	94	9	12	5 20	8 31	9	11
1857...	9 50	15 00	16	28	5	14	6 00	7 00	10	12	71	98	13	15	4 25	6 70	6	10
1858...	9 00	12 00	13	25	3	10	5 00	6 00	9	12	58	1 03	9	13	3 75	5 25	9	13
1859...	5 00	9 75	14	27	2	11	5 25	5 50	10	13	76	1 05	11	12	4 00	6 50	9	12
1860...	4 50	5 50	10	21	9	12	5 50	6 00	11	15	64	95	10	11	4 25	5 50	10	13
1861...	5 00	6 25	8	22	2	10	4 20	6 00	11	17	48	74	11	23	3 90	5 65	7	11
1862...	5 00	10 75	10	26	4	13	4 25	8 50	10	33	50	75	20	68	4 20	5 85	5	9
1863...	5 00	9 00	14	30	8	16	7 00	11 00	26	33	68	1 23	54	88	5 10	8 00	5	8
1864...	5 00	16 00	21	48	12	27	9 00	15 00	33	52	1 25	1 97	72	1 90	7 15	11 75	11	17
1865...	9 00	14 00	20	38	10	16	8 50	13 50	21	22	20	97	33	1 22	5 00	8 80	11	23
1866...	11 00	21 50	25	60	5	23	8 50	13 00	18	21	80	1 32	32	52	5 25	11 70	11	22
1867...	12 00	28 00	15	48	7	20	6 50	8 50	17	19	1 00	1 40	15	36	6 25	11 30	10	16
1868...	11 00	24 75	28	60	7	19	6 50	11 50	16	17	01	1 41	16	33	5 50	9 75	11	18
1869...	5 00	16 50	16	55	11	23	6 50	10 50	11	13	75	1 16	25	35	4 95	6 40	17	24
1870...	5 00	16 00	18	46	5	18	4 50	8 50	11	13	76	1 15	15	26	4 50	6 05	9	14
1871...	8 00	18 00	12	42	5	16	5 00	13 00	12	17	65	90	15	25	4 60	7 00	6	13
1872...	4 00	12 00	20	39	10	19	3 75	6 25	16	19	61	80	18	25	5 25	6 80	6	9
1873...	8 00	12 00	18	50	8	16	5 00	6 50	19	23	50	77	13	21	4 62	7 25	5	10
1874...	8 25	11 50	18	39	12	17	4 55	5 55	16	28	53	84	15	19	4 25	7 00	8	11
1875...	8 00	10 00	17	28	9	16	4 40	5 55	17	21	49	76	13	17	4 00	6 50	9	11
1876...	8 50	11 00	15	33	8	13	3 75	5 55	16	20	38	49	11	13	4 00	6 00	7	13
1877...	9 50	11 25	13	24	8	16	3 25	3 75	15	21	41	58	11	13	4 75	8 00	10	14
1878...	9 00	13 50	6	20	3	14	2 75	4 50	14	19	45	60	9	12	3 75	5 50	7	12
1879...	9 50	11 00	9 1/2	24	5	13	2 15	3 25	13	17 1/2	44	64	9 1/2	13 1/2	3 60	6 40	7	12
1880...	9 00	11 75	10	25	6	13	2 25	3 75	14	18	44	63	9 1/2	14	3 80	6 85	8	13

1836; Philemon Dickerson then served one term; William S. Pennington was then again elected and served until 1843, and was succeeded by Daniel Haines for one term. The new constitution of 1844 changed the mode of election and the tenure of office, and forbade the re-election of the governor for a second term consecutively. Charles C. Stratton was the first governor under the new constitution, elected directly by the people, in 1844, and served from 1845 to 1847, since which date the governors have been: Daniel Haines, 1848-50; George F. Fort, 1851-53; Rodman M. Price, 1854-56; William A. Newell, 1857-59; Chas. S. Olden, 1860-62; Joel Parker, 1863-65; Marcus L. Ward, 1866-68; Theodore F. Randolph, 1869-71; Joel Parker (second term), 1872-74; Jos. D. Bedle, 1875-77; George B. McClellan, 1878-80, and George C. Ludlow, the present governor, who began his term in 1881.

Even in its provincial days, New Jersey had made considerable progress in manufactures,

though it was chiefly agricultural; while it had unexceptional, indeed unexcelled, facilities for commerce, with fine outlets to the ocean, both by the Delaware and the Hudson, the close proximity of Philadelphia on the one, and New York on the other side, precluded all temptation to embark in mercantile enterprise, on the part of either Jersey City or Camden; while on the other hand, the situation of New Jersey, between Pennsylvania and New York, has naturally been an incentive to agriculture, and to some extent to manufactures.

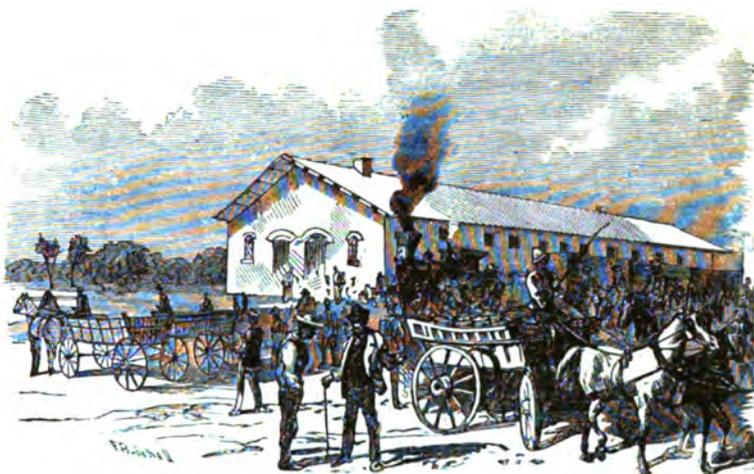
Though our agricultural products include well-nigh all those usually produced in temperate latitudes, the nature of the soil in some parts and the demands of the nearest markets have led the farmers of New Jersey to cultivate vegetables and fruit to a very large extent. The vegetables of New Jersey have long been in special request in the markets of Philadelphia and New York, while our fruits are generally preferred and command better prices than those of other localities. There are vast tracts of the State almost entirely devoted to the cultivation of choice pears, grapes, peaches, strawberries, and other fine fruits. Dairy farming has also become a very important and profitable industry, especially since a number of our enterprising farmers have extensively imported Alderney, Guernsey and other choice breeds of cattle; some of the New Jersey dairies are unexcelled anywhere, either for extent or for the quality of their products.

The census of 1870 shows that there are 30,652 farms in the State, of which 15 contain 500 acres and under 1000 acres each; 7299 upwards of 100 acres each; 9415 upwards of 50 acres each. The number of hands employed, besides the owners of the farms, during the year ending May 31st, 1870, was 29,240, and the value of the agricultural products for the same year was \$42,725,198, as follows:

Spring Wheat, 2099 bushels; Winter Wheat, 2,299,334 bushels; Rye, 566,775 bushels; Indian Corn, 8,745,384 bushels; Oats, 4,009,830 bushels; Barley, 8283 bushels; Buckwheat, 353,983 bushels; Tobacco, 40,871 pounds; Wool, 336,609 pounds; Peas and Beans, 56,221 bushels; Irish Potatoes, 4,705,439 bushels; Sweet Potatoes, 1,550,784 bushels; Clover Seed, 26,306 bushels; Grass Seed, 72,401 bushels; Hops, 19,933 pounds; Hemp, 5 tons; Flax, 234,061 pounds; Flaxseed, 6095 bushels; Maple Sugar, 419 pounds; Sorghum Molasses, 17,424 gallons; Wax, 2021 pounds; Honey, 60,636 pounds; Butter, 8,266,023 pounds; Cheese, 38,229 pounds; Milk, sold, 5,373,323 gallons; Wine, 24,970 gallons. The total amount of wages paid during the year, including value of board, was \$8,314,548.

The statistics for 1880 will be found in another portion of the work.

The manufactures of New Jersey are very extensive and varied, and her mining industries highly important and valuable. To note the latter first: our mineral deposits include extensive and rich veins of copper, zinc and iron, and other minerals of less value. In the town of Hanover, Morris County, there is a valuable copper mine that was worked by the Dutch settlers before the British occupancy; in 1719, it had long been abandoned, when its existence was discovered, and hammers and other tools were found within.



PEACH TRADE—SHIPPING PEACHES TO NEW YORK.

John Schuyler, in 1745, imported a steam engine, the third erected on this continent, to keep the mine free from water. In 1750 a valuable mine, in New Brunswick, was leased and worked for a time by a Philadelphian, Elias Boudinot, but, though he was very successful and shipped a large quantity of copper to England, he very soon abandoned it. The New Jersey zinc company has some very valuable zinc mines in Sussex County, and elsewhere there are no less valuable deposits awaiting proper development. The extent and value of our iron mines may be partially understood when it is noted that vast tracts of many miles area in Morris, Hunterdon, Sussex, Warren, Passaic and other counties have scarcely been touched, and yet New Jersey holds the fourth rank among iron-producing States, being surpassed only by Pennsylvania, New York and Michigan, and this notwithstanding the smaller aggregate area of the State. The total yield of the State during the year 1871 was 450,000 tons, of which Morris County alone produced 360,000 tons. In 1872 the

yield reached 600,000 and in 1873 it was 665,650 tons. The depression in business of all kinds throughout the country affected the mining in our State, as elsewhere, and the production fell off in 1874 and 1875, but it is again rapidly growing.

The first settlements in Morris and Sussex Counties, as early as, if not earlier, than 1685, appear to have been induced by the rich mines that had already begun to be worked, and in 1720 mining had attained considerable proportions in Hunterdon County. Still earlier than Morris and Sussex, Monmouth County had iron-works before 1676 on an extensive scale for a newly-discovered country. As early as 1800, there were ten iron and two copper mines largely worked in Morris County.



PEACH TRADE—GOING TO MARKET.

The limestone and other stone quarries of Essex and other counties, and the vast marl beds in numerous localities, also furnish large interests, employ large numbers of workers, and produce most satisfactory returns. The value of marl, especially in localities where the soil is sandy and too light for profitable farming, was first observed in 1768, and immediately a considerable demand sprang up, which rapidly increased, until marl digging became an important industry, profitable not only to the owners and workers of the marl beds, but to farmers in all parts of this State and beyond.

But important and valuable as are the products of our farms, mines and quarries, it is as a great manufacturing State that New Jersey commands most attention. Early in her colonial days, New Jersey was distinguished for the rapid development of manufacturing enterprises, and while the State to-day is more remarkable for some lines in which she has the unquestioned lead, New Jersey is but little behind much larger States in the aggregate number of her establishments, the capital invested, the hands employed, the variety and the value of the products. One of our cities, Newark, ranks as the third manufacturing city of America, and Trenton, Paterson, Camden, and others are notable manufacturing centres.

The distinct record of manufacturing in New Jersey begins with the year of the Duke of York's transfer of his rights in the province to Lord Berkeley and Sir George Carteret, the year 1664, though there are satisfactory evidences that the earlier Dutch settlers had introduced some branches. Some of the dates we give below are simply the earliest that can be certainly fixed, though in many lines there is evidence that they began earlier.

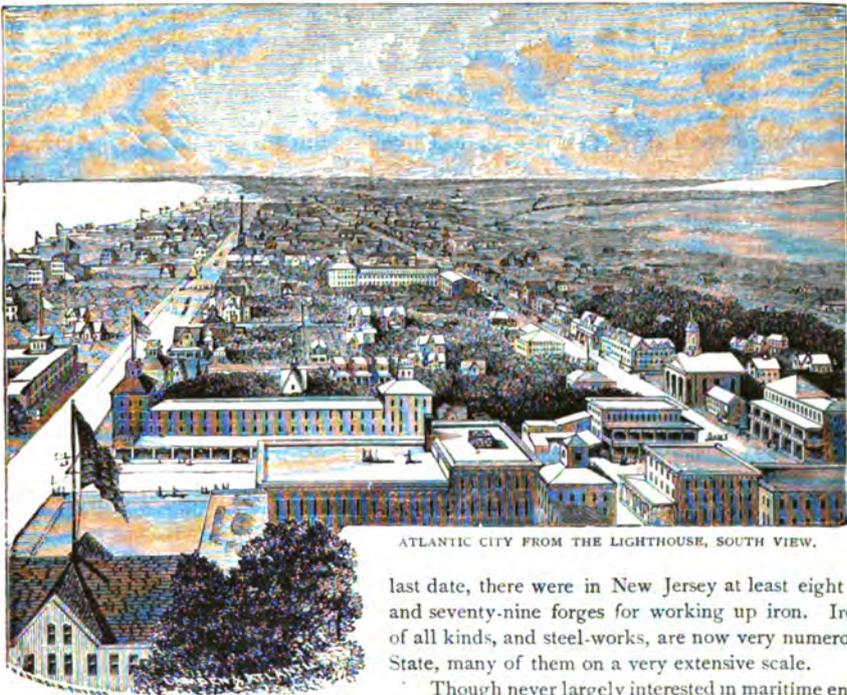
The proprietors offered special inducements to mechanics and artificers to settle within their respective tracts, some giving the first of a craft a lot of land, others guaranteeing the first some peculiar rights or privileges. Of course, shoemaking, tailoring, and like occupations, were the first, as the necessities of the settlers would at once create a demand for them; but these as great manufactures are of modern development, and the small shops of the seventeenth and eighteenth centuries do not enter into the records of "establishments," except in a general statement of totals. But shoemaking requires leather, and we learn that tanning began in Elizabeth in 1664, and a large tannery was founded in Newark in 1695.

So, too, tailoring requires suitable stuffs to make up into clothing, and we learn that the manufacture of cloth, serges, crapes, linen stuffs, plushes, etc., was begun in Burlington and Salem Counties before 1678; the first fulling-mill is said to have been built in 1703, and in 1784 there were more than forty fulling-mills in the State. In 1791, the since famous city of Paterson was located by a "society for the establishment of useful

manufactures," and here the weaving and printing of calico was begun in 1794, and the manufacture of woolen and duck goods soon became a leading interest here. The silk manufacture, for which Paterson is now most famous, was not introduced until 1840.

Newark had a grist-mill in 1668, Woodbridge (Middlesex County), one in 1670, Rawcocas (Burlington County), one in 1680, Hoboken, one in 1682, and many others were built in various places about this time and shortly afterwards. Woodbridge also had a saw-mill in 1682, and the demand for lumber for building was so great that quite a number of saw-mills went up in this and the ensuing year. We have no record of the year when brick-making was begun, but in 1683 the provincial assembly passed an act presenting the size and quality of bricks, so that the manufacture must have been already one of considerable extent.

The working of the iron mines of the province led to the early establishment of iron-works; the first record is of the sale of a works already in operation near Shrewsbury (Monmouth County), by James Grover to Lewis Morris, October 25th, 1676. Others followed rapidly. The first steel manufactory of which we find mention was founded in 1769, on the Assanpink Creek, and seven years later another was built on the same stream; before 1775 sheet-iron was made at Mount Holly. A nail factory was established at Burlington before 1797, and the first rolling-mill was erected at Dover (Morris County), in 1792. Eight years before the



ATLANTIC CITY FROM THE LIGHTHOUSE, SOUTH VIEW.

last date, there were in New Jersey at least eight furnaces and seventy-nine forges for working up iron. Iron-works of all kinds, and steel-works, are now very numerous in the State, many of them on a very extensive scale.

Though never largely interested in maritime enterprises,

- New Jersey has always been quite largely engaged in ship and boat building; it began as early as 1683, and soon grew into an important interest.

The first paper-mill in the province and the second on the continent was erected at Elizabeth in or probably before 1728; in 1756 a large one was built in Trenton, and as early as 1787 there were a number of manufactories of paper hangings.

The manufacture of glass was begun before 1748, but the first notice we have of an extensive establishment was in that year at Freasburg (or Friesburg, Salem County); and in 1765 an extensive works was in operation near Allowaystown, in the same county. In 1780, a large works was established near Malaga (then Gloucester, now Camden County) for the manufacture of window-glass, and in 1810 the first factory for manufacturing hollow-ware was built at Glassboro' (Gloucester County). The annual product of the State in window-glass is about \$1,500,000, and in hollow-ware nearly \$2,000,000.

Before the revolution, there were many salt-works along the shores of the province, among them a very extensive one near Townsend Inlet (Cape May County), the owner of which, Dr. Harris, incurred the special ill-will of the British because he furnished gunpowder to the patriot army, and a number near Squan (Monmouth County) were burned down by the British, which would no doubt have been the fate of Dr. Harris's large works had they been as easily reached by the enemy.

Among the industries of the State, not the least important and profitable are those connected with the procuring, packing and shipping of fish; our shad and other scale fishes in season are always in great demand; but the oysters and clams of New Jersey are unsurpassed either in quantity or quality by any region; the fine salt oysters and clams of our seaboard and inlets are deservedly famous.

Previous to 1751, Samuel Keimer, of Philadelphia, occasionally brought a printing press, type, etc., to Burlington, but it would appear that he did not find any excess of work, for he never staid long. In 1751, however, James Parker, of Woodbridge, established a printing office in that town; he removed to Burlington in 1765, but only remained a short time, during which he printed "Smith's History of New Jersey," and returned to Woodbridge; here he printed a folio edition of the provincial laws, and published "The New American Magazine," monthly, for more than two years.

*The New Jersey Gazette* was the first newspaper; it was published by Isaac Collins, and the first number appeared December 1st or 2d, 1777; its publication office was in Burlington until the ensuing March, when it was removed to Trenton; it was a weekly, nine by fourteen inches in size, subscription twenty-six shillings per annum; it was discontinued on account of the high price of paper, on the 27th of November, 1786—exactly nine years from its commencement. *The New Jersey Journal* was published at Chatham (Morris County), in 1779, and removed to Elizabeth in 1786. May 5th, 1787, the third paper, *The Federal Post, or Trenton Weekly Mercury*, made its appearance; on the 3d of October, 1788, it was reduced somewhat in size, and changed to a semi-weekly, but the latter change was abandoned within a month. March 5th, 1791, the first number of *The New Jersey Gazette*—the same name as, but not avowedly a revival of the first paper noticed above—was issued at Trenton; January 3d, 1797, the first publishers, George Sherman and John Mershon, sold it to Matthias Day, who changed its name to *The State Gazette and New Jersey Advertiser*, and July 9th, of the next year, Gershom Craft and William Black bought it and again changed its name to *The Federalist and New Jersey Gazette*; May 11th, 1802, its name was shortened into *The Trenton Federalist*, which answered for twenty-seven years, when (July 4th, 1829) it became *The New Jersey State Gazette*. In 1857 it was made a daily, and called *The Daily State Gazette and Republican*, but subsequently dropped the latter name, and under this title it is still one of the best newspapers in the State.

There are now twenty-five daily, one hundred and eighteen weekly, and one semi-weekly papers published in New Jersey, and there are thirteen monthly periodicals.

The Dutch settlers, and the Scotch Presbyterians no less, fully comprehended the importance of education to the development of good morals and the stability of their settlements on this continent, and early took steps towards the establishment of thorough systems of schools, academies and colleges, and among the leading, most prosperous institutions of the State of New Jersey the great colleges at New Brunswick and Princeton are noble monuments of their wise foresight and sound judgment. The earliest Dutch settlers took immediate steps for the proper teaching of their children, the Swedes opened schools immediately upon effecting their settlements, and the English, Scotch and others coming under the British *regime* invariably brought school teachers as well as preachers with them; the Friends (or Quakers) have ever estimated education as part of their religion, and those who know aught of them readily anticipate the fact that the first party, those accompanying Fenwick to Salem, had excellent schools even before they had time for erecting buildings to accommodate; one of Fenwick's earliest schools has been continuously maintained to this day, and is inferior to none in the country; the Friends of Burlington, too, had their famous "Shackelwell School" in operation about 1667, "for the teaching of whatsoever things were civil and useful." As early as November of this year (1667), the settlers at Newark opened schools. In 1693, the general assembly passed "an act for the establishment of schoolmasters in the province, for the cultivation of learning and good manners, and for the good and benefit of mankind," and this act was a model for completeness and thoroughness in directing the methods and means for its enforcement; it established the principle of compelling all settlers to pay a fair proportion of the expenses of schools for the general welfare, directing the levying and collection of taxes in all communities where sufficient funds were not voluntarily contributed. This act was amended and perfected in 1695, and was the excellent germ of the grand public school system which New Jersey has long sustained. The public school system of this State is equitable, thorough, and second to none in the country in any particular.

"The College of New Jersey" was opened at Elizabethtown, and was incorporated in 1746; in 1756 it was removed to Princeton, where it has ever since flourished. It is one of the best and most complete and thorough universities in the western world. "Rutgers College" was chartered in 1770 as "Queens College," and then, as now, was located at New Brunswick; it is in all respects a most excellent institution. Besides these venerable institutions, controlled the one by the Presbyterian, and the other by the Dutch Reformed Church, the Protestant Episcopal Church has an admirable college at Burlington (called Burlington College), and the Roman Catholics have one at South Orange, known as Seton Hall. Not less deserving of mention in our brief notice is the Stevens Institute of Technology, at Hoboken, which is one of the best institutions of its important class in the United States. Among the old institutions of learning, of a high grade, but below the college, is the Trenton Academy, established in 1782, by "The Trenton School Company," organized in 1781

and incorporated by the legislature in 1785 as "the proprietors of the Trenton Academy." There are other more recent but not less excellent or less celebrated private or denominational academies scattered all over the State; as, the Edge Hill Military School, at Merchantville, Camden County; the Freehold Institute, at Freehold, Monmouth County; St. Mary's Hall (for young ladies), at Burlington; the Elizabeth Academy (for young ladies), at Elizabeth; the Brainerd Institute, at Cranberry, Middlesex County; the Lawrenceville Female Seminary, at Lawrenceville (Mercer County); the Pennington Seminary, at Pennington; the West Jersey Academy and the South Jersey Institute, both at Bridgeton; besides many others, equally worthy but too numerous for mention in our limited space here, most of which will be noticed in the articles below upon the cities and principal towns of the State.

The railroad system is extensive and includes not only various leading lines, as from Camden to Cape May, Camden to Atlantic City, the Camden and Amboy, the Central, the Southern, etc., but a large number of short lines, especially for the accommodation of farmers and manufacturers; in 1830 there were 14 miles of railroad; in 1850, 318 miles; in 1860, 560 miles; in 1870, 1125 miles; in 1878, 1663 miles, and in 1880 nearly 2000 miles.

New Jersey extends 167 miles northwardly from latitude  $38^{\circ} 56'$  to  $41^{\circ} 21'$ , and its extreme western point is at longitude  $73^{\circ} 54'$  and its extreme eastern at  $75^{\circ} 33' W.$ ; total area, 8320 square miles. It is bounded north and northeast, by New York; east, by New York and the Atlantic Ocean; south, by the Atlantic and Delaware Bay, and west, by Delaware and Pennsylvania; the Delaware Bay and River wash the entire western side, while it is separated from New York by the Hudson River, New York Bay, the Kill von Kull, Staten Island Sound and Raritan Bay, and it has about 200 miles of sea coast.

## POPULATION OF THE STATE BY COUNTIES,

SHOWING THE INCREASE BY THE LAST CENSUS.

New Jersey has kept pace with her more pretentious neighbors in the increase of population, and shows a gain of nearly a quarter of a million on a population of less than a million. The greatest increase has been in the counties lying adjacent to New York city, notably Hudson and Essex, where nearly one-half of the whole State's gain is credited. Hudson comes first, with an increase of 58,662, followed by Essex, Passaic, Camden and Union, in the order named, with Salem and Sussex bringing up the rear, with gains of less than a thousand. The detailed table, with census of 1870 and 1880, is as follows:

Counties.	1880.	1870.	Increase.	Counties.	1880.	1870.	Increase.
Atlantic .....	18,706	14,163	4,543	Middlesex .....	52,286	45,057	7,229
Bergen .....	36,790	31,033	5,757	Monmouth .....	55,335	46,316	9,219
Burlington .....	55,403	53,774	1,629	Morris .....	50,867	43,161	7,706
Camden .....	62,941	46,206	16,735	Ocean .....	14,455	12,658	1,797
Cape May .....	9,765	8,529	1,236	Passaic .....	68,716	46,468	22,248
Cumberland .....	37,694	34,688	3,006	Salem .....	24,580	23,951	629
Essex .....	189,819	143,907	45,912	Somerset .....	27,161	23,514	3,647
Gloucester .....	25,886	21,527	4,359	Sussex .....	23,553	23,168	385
Hudson .....	187,950	129,288	58,662	Union .....	55,571	41,891	13,680
Hunterdon .....	38,568	36,961	1,607	Warren .....	36,588	34,419	2,169
Mercer .....	58,058	46,470	11,588		1,130,892	908,149	223,743

## UNITED STATES SENATORS.

The following is a list of the United States Senators for New Jersey from 1789 to date:

JONATHAN ELMER.....	Mar. 4, 1789, to Mar. 3, 1791.	MAHLON DICKERSON.....	Jan. 30, 1829, to Mar. 3, 1833.
WILLIAM PATERSON.....	Mar. 4, 1789, to Nov. 23, 1790.	SAMUEL L. SOUTHARD.....	Mar. 4, 1833, to June 26, 1842.
PHILEMON DICKINSON.....	Nov. 23, 1790, to Mar. 3, 1793.	GARRET D. WALL.....	Mar. 4, 1833, to Mar. 3, 1841.
JOHN RUTHERFORD.....	Mar. 4, 1791, to Dec. 5, 1798.	JACOB W. MILLER.....	Mar. 4, 1841, to Mar. 3, 1853.
FRED. FRELINGHUYSEN.....	Mar. 4, 1793, to Nov. 12, 1796.	WILLIAM L. DAYTON.....	July 2, 1849, to Mar. 3d, 1851.
RICHARD STOCKTON.....	Nov. 12, 1796, to Mar. 3, 1799.	JACOB W. MILLER.....	Jan. 4, 1841, to Mar. 3, 1853.
FRANKLIN DAVENPORT.....	Dec. 5, 1798, to Feb. 14, 1799.	ROBERT F. STOCKTON.....	Mar. 4, 1851, to Feb. 11, 1853.
JAMES SCHUREMAN.....	Feb. 14, 1799, to Feb. 26, 1801.	WILLIAM WRIGHT.....	Mar. 4, 1853, to Mar. 3, 1859.
JONATHAN DAYTON.....	Mar. 4, 1799, to Mar. 3, 1805.	JOHN R. THOMSON (died).....	Feb. 11, 1853, to Dec. 1, 1862.
AARON OGDEN.....	Feb. 26, 1801, to Mar. 3, 1803.	RICH'D S. FIELD (vacancy).....	Dec. 12, 1862, to Jan. 13, 1863.
JOHN CONDIT.....	Sept. 1, 1803, to Mar. 3, 1809.	JOHN C. TEN EYCK.....	Mar. 17, 1859, to Mar. 3, 1865.
AARON KITCHELL.....	Mar. 4, 1805, to Mar. 3, 1809.	JAMES W. WALL (vacancy).....	Jan. 14, 1863, to Mar. 3, 1863.
JOHN LAMBERT.....	Mar. 4, 1809, to Mar. 3, 1815.	WILLIAM WRIGHT.....	Mar. 4, 1863, to Nov., 1866.
JOHN CONDIT.....	Mar. 21, 1809, to Mar. 3, 1817.	F. T. FRELINGHUYSEN.....	Nov., 1866, to Mar. 3, 1869.
JAS. JEFFERSON WILSON.....	Mar. 4, 1815, to Jan. 26, 1821.	JOHN P. STOCKTON.....	Mar. 4, 1865, to Mar. 27, 1866.
MAHLON DICKERSON.....	Mar. 4, 1817, to Mar. 3, 1829.	ALEX. G. CATTILL.....	Mar. 27, 1866, to Mar. 3, 1871.
SAMUEL L. SOUTHARD.....	Jan. 26, 1821, to Nov. 12, 1823.	JOHN P. STOCKTON.....	Mar. 4, 1869, to Mar. 3, 1875.
JOSEPH McILVAINE.....	Nov. 12, 1823, to Nov. 10, 1826.	F. T. FRELINGHUYSEN.....	Mar. 4, 1871, to Mar. 3, 1877.
EPHRAIM BATEMAN.....	Nov. 10, 1826, to Jan. 30, 1829.	T. F. RANDOLPH.....	Mar. 4, 1875, to —.
THEO. FRELINGHUYSEN.....	Mar. 4, 1829, to Mar. 3, 1835.	JOHN R. McPHERSON.....	Mar. 4, 1877, to —.

## CHRONOLOGICAL LIST OF GOVERNORS OF NEW JERSEY.

### GOVERNORS OF EAST JERSEY.

PHILIP CARTERET.....	1665 to 1681
ROBERT BARCLAY.....	1682 to 1683
THOMAS RUDYARD, Deputy Governor.....	1683
GAWEN LAURIE.....	1683
LORD NIEL CAMPBELL.....	1685
ANDREW HAMILTON.....	1692 to 1697
JEREMIAH BASSE.....	1698 to 1699

### GOVERNORS OF WEST JERSEY.

SAMUEL JENING, Deputy.....	1687
THOMAS OLIVER, Governor.....	1684 to 1685
JOHN SKEIN, Deputy.....	1685 to 1687
WILLIAM WELSH, Deputy.....	1686
DANIEL COXE, Governor.....	1637
ANDREW HAMILTON.....	1692 to 1697
JEREMIAH BASSE, Deputy.....	1697 to 1699
ANDREW HAMILTON, Governor, 1699 till sur- render to the Crown.....	1702

### EAST AND WEST JERSEY UNITED.

JOHN LORD CORNBURY, Governor.....	1703 to 1708
JOHN LOVEFACE—(died in office).....	1708
RICHARD INGOLSBY, Lieutenant-Governor.....	1709 to 1710
GENERAL ANDREW HUNTER.....	1710 to 1720
WILLIAM BURNET.....	1720 to 1727
JOHN MONTGOMERIE.....	1728 to 1731
LEWIS MORRIS.....	1731 to 1732
WILLIAM CROSBY.....	1732 to 1736
JOHN HAMILTON.....	1736 to 1738

(The above were also Governors of New York at the same time.)

### SEPARATE FROM NEW YORK.

LEWIS MORRIS.....	1738 to 1746
JOHN HAMILTON.....	1746 to 1747
JONATHAN BELCHER.....	1747 to 1757
JOHN READING.....	1757 to 1758
FRANCIS BARNARD.....	1758 to 1760

### SEPARATE FROM NEW YORK.

THOMAS BOONE.....	1760 to 1761
THOMAS HARDY.....	1761 to 1763
WILLIAM FRANKLIN.....	1763 to 1766

### FROM THE ADOPTION OF THE FEDERAL CONSTITUTION.

WILLIAM LIVINGSTON (Federalist).....	1776 to 1790
WILLIAM PATTERSON (Federalist).....	1790 to 1792
RICHARD HOWELL (Federalist).....	1792 to 1801
JOSEPH BLOOMFIELD (Democrat).....	1801 to 1802
JOHN LAMBERT, President of Council and Acting Governor (Democrat).....	1802 to 1803
JOSEPH BLOOMFIELD (Democrat).....	1803 to 1812
AARON OGDEN (Federalist).....	1812 to 1813
WILLIAM L. PENNINGTON (Democrat).....	1813 to 1815
MAHLON DICKERSON (Democrat).....	1815 to 1817
ISAAC H. WILLIAMSON (Federalist).....	1817 to 1829
GARRET D. WALL (Democrat).....	1829 decl'd
PETER D. VROOM (Democrat).....	1829 to 1832
SAMUEL L. SOUTHARD (Whig).....	1832 to 1833
ELIAS P. SEELEY (Whig).....	1833 to 1833
PETER D. VROOM (Democrat).....	1833 to 1836
PHILEMON DICKERSON (Democrat).....	1836 to 1837
WILLIAM PENNINGTON (Whig).....	1837 to 1843
DANIEL HAINES (Democrat).....	1843 to 1844
CHARLES C. STRATTON (Whig).....	1845 to 1848
DANIEL HAINES (Democrat).....	1848 to 1851
GEORGE F. FORT (Democrat).....	1851 to 1854
RODMAN M. PRICE (Democrat).....	1854 to 1857
WILLIAM A. NEWELL (Republican).....	1857 to 1860
CHARLES S. OLDEN (Republican).....	1860 to 1863
JOEL PARKER (Democrat).....	1863 to 1866
MARCUS L. WARD (Republican).....	1866 to 1869
THEODORE F. RANDOLPH (Democrat).....	1869 to 1872
JOEL PARKER (Democrat).....	1872 to 1875
JOSEPH D. BEDLE (Democrat).....	1875 to 1878
GEORGE B. McCLELLAN (Democrat).....	1878 to 1881
GEORGE C. LUDLOW (Democrat).....	1881 to —

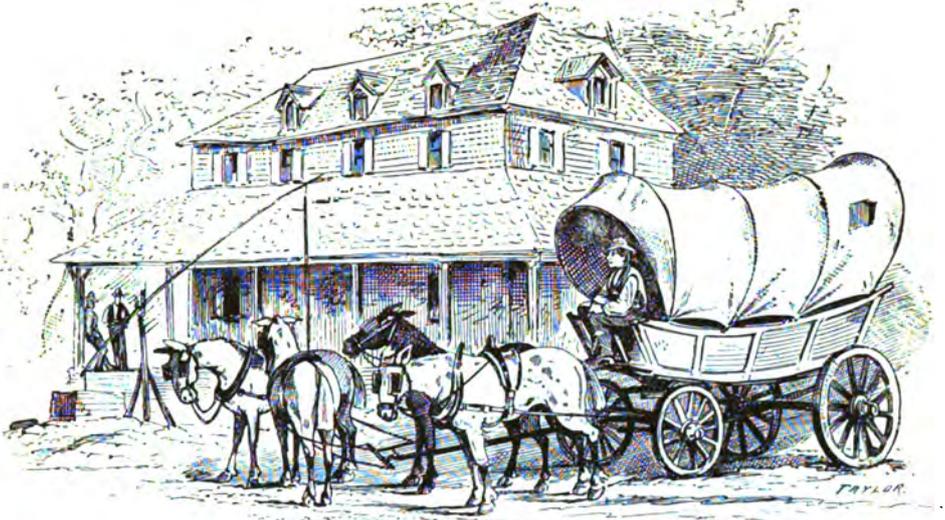
## THE STATE LIBRARY AT TRENTON.

This valuable collection of books is located in a roomy apartment in a southern wing of the State Capitol. The old saying, "Great oaks from little acorns grow," most appropriately applies to this institution.

The first library of the State was a case ordered to be procured by Maskill Ewing, clerk of the House of Assembly, for the keeping and preservation of such books as belonged to the legislature. It was ordered by a resolution passed March 18th, 1796. This was the nucleus of the present extensive library. On February 18th, 1804, William Coxe, of Burlington; Ezra Darby, of Essex, and John A. Scudder, of Monmouth, were appointed a committee on rules, and to make a catalogue; they reported that there were 168 volumes belonging to the State, and presented a code of seven rules, which was adopted. On February 10th, 1813, an act (the first one) was passed, entitled "An Act concerning the State Library." Up to 1822 it appears that the clerk of the House had charge of the books as librarian, and on November 16th, 1822, an act was passed for the appointment of a State librarian, annually, by joint meeting. In 1846, on April 10th, an act was passed making the term of office three years. The law library at that time belonged to the members of the law library association. The only persons allowed the use of the library were members of the association, the chancellor, and the judges of the several courts. Stacy G. Potts was treasurer and librarian of the association. The law library was kept in the supreme court room until 1837, when the legislature authorized the State librarian to fit up a room adjoining the library for the care and reception of the books and papers belonging to the State library. Thus the two libraries were consolidated. On March 13th, 1872, \$5000 per year for three years was appropriated for the library by the legislature, and by the act of March 15th, 1876, the sum of \$2500 was appropriated for finishing and refurnishing the library room.

A new catalogue has been prepared by Capt. J. S. McDanolds, the librarian, and many important and useful improvements have been effected under his administration.

# THE INDUSTRIES OF NEW JERSEY.



## A BRIEF REVIEW OF THE VARIOUS COUNTIES OF THE STATE, SHOWING THEIR RESOURCES AND PECULIAR BUSINESS ADVANTAGES, ALPHABETICALLY ARRANGED.

**ATLANTIC COUNTY.**—This county was organized February 7th, 1837, having been previously the eastern part of Gloucester County. It has an area of about 600 square miles, and a population in 1880 of 18,706; in 1850, its population was 8961; in 1860, 11,786; in 1870, 14,093. In the census of 1870, the real and personal property in the county was stated at \$6,687,491. The county seat is at May's Landing. The surface of the county is level, and there are extensive forests of pine trees; the soil is rather sandy, and poor in parts, but in some localities, as in the vicinity of Hammonton and Egg Harbor city, large quantities of choice fruit are raised; cranberries are extensively raised in some of the townships. The chief industries are fishing and procuring of oysters and clams, which abound in the streams, inlets, and along the coast generally. The manufactures of this county are not extensive, but are steadily and somewhat rapidly growing; they comprise boots and shoes, clothing, cigars, wines, etc., the grapes for the wines being raised in the vicinity of the presses. The county is traversed by the Camden and Atlantic, the Philadelphia and Atlantic City and the West Jersey and Atlantic City Railroads.

**BERGEN COUNTY.**—When, in 1682, the assembly of the province of East New Jersey divided the province into four counties, one of these was designated Bergen, but the original county was very different from Bergen County of the present day; it was very extended in area and was but sparsely peopled; it comprised all the settlements between the Hackensack and Hudson Rivers, from Constable's Hook (Hudson County) to the northernmost boundary of the province; in 1810, the line was extended to Pequannock and Passaic Rivers and the Sound. This great area was first reduced in 1837 by the formation of Passaic County, and further in 1840, to its present area of about 300 square miles, by the setting off of Hudson County. The population of the immense county sixty-three years after its creation, in 1745, was only 3006, while after the separation of Hudson County, in 1840, the census gave Bergen County a population of 13,223; in 1850, it had 14,725; in 1860, 21,618; in 1870, 30,122, and in 1880 it had 36,790. The surface is largely mountainous or hilly, and the soil fertile, producing Indian corn, potatoes and garden vegetables, and hay; it has numerous fine dairy farms, the milk, butter and cheese from which find a ready sale in New York. The county is intersected by the Northern New Jersey, the Erie, the New Jersey Midland, and the Delaware, Lackawanna and Western Railroads—and is partly drained by the Hackensack and Ramapo Rivers, while the Hudson forms the eastern boundary, its bank here rising in a perpendicular wall of trap-rock to a height of nearly five hundred feet, and designated the Palisades. The valuation of the real and personal property in this county, in 1870, was \$35,649,660. The county seat is at Hackensack.

**BURLINGTON COUNTY.**—This county takes its name from the city of Burlington, which was one of the earliest towns of West New Jersey, and the county was first constituted in 1677; its boundaries were definitely adjusted in 1710, and then included the territory three years afterwards set off as Hunterdon County, and a part of that in 1838 assigned to Mercer County. Its present area is about 725 square miles, the largest in the State; in length, from northwest to southeast, it extends from the Delaware River to the Atlantic Ocean, its shore on the former being about twenty miles and on the latter only about five. The surface is mostly level, and in some parts there are dense forests of oak, pine, etc. Rich marl is very abundant in some localities, by liberal use of which in those parts where the soil is light and sandy, the county obtains its reputation of being one of the best agricultural districts in the country; there are a great number of truck farms, small and large,



FARM SCENE—BURLINGTON COUNTY.

the vegetables from which are in ready demand in the Philadelphia market; dairies are also a feature of Burlington County farming, the milk, butter, etc., being readily transported by steamboat and railway to Philadelphia; in some parts, too, berries and various kinds of fruit are largely and profitably cultivated, the yield being large and the quality excellent; wheat, corn, oats, potatoes, etc., are among the staples. Besides the Delaware on its northwestern border, the county is partly drained by the Little Egg Harbor River and Rawocas Creek, and it is intersected by the New Jersey Southern and the Burlington County Railroads, the Camden and Amboy division of the Pennsylvania's leased lines runs along the Delaware front; and there are numerous local short lines. The real and personal estate was appraised in the census of 1870 at \$46,984,047, and the population was 53,639; in 1860 it was 49,730, and in 1880, 55,403. Mount Holly is the capital.

**CAMDEN COUNTY.**—Though one of the latest organized of the counties of New Jersey, and though its aggregate area scarcely exceeds 250 square miles, Camden County is one of the leading counties of the State in the value of its farm products, and in the variety, extent and value of its manufactures, the banks of Cooper's Creek being lined for miles with immense mills, factories, etc., with a large number elsewhere in all parts of the county. Camden County was organized March 13th, 1844, having been formerly part of Gloucester County. In 1850 the county had a population of 25,422; in 1860, 34,457; in 1870, 46,193; and in 1880, 62,941. The census of 1870 gave \$31,328,554 as the valuation of the real and personal estate in the entire county, but the *taxable property* in the city of Camden alone in 1880 was appraised at little less than that amount. The surface of the county is mostly level; though the soil in some parts is naturally poor, in others it is a rich loam, and the judicious use of fertilizers, with the liberal use of marl, which is very abundant in the county, has converted the poorest into soil scarcely inferior to the richest. The marl beds are not only very numerous, but peculiarly rich. Among the staple products are wheat, corn, rye, etc., but special attention is profitably given to the cultivation of potatoes (white and sweet), tomatoes, cabbages and all varieties of table vegetables, and of watermelons, citronmelons, etc., strawberries, and other popular delicacies; among the finest fruits and best vegetables in the Philadelphia markets those of Camden County are conspicuous, and even in New York they are in request. The numerous dairies of the county include some that are famous for their Alderney, Guernsey and other choice imported stock. It is, however, as a manufacturing centre that Camden County is most celebrated and most successful; except in the manufacture of glass, the many immense establishments are of comparatively recent origin, the oldest being less than forty years old, but not a few of them are unexcelled by any on the continent, either in the extent of their works, the capital invested, the amount of material consumed, the number of work-people employed, or the value of their products. The county is traversed by the Camden and Atlantic, West Jersey, the Camden and Amboy division of the leased lines of the Pennsylvania, the Philadelphia and Atlantic City, the West Jersey at Atlantic City, the New Jersey Southern and the Burlington County Railroads, of which the first named intersects the county through its entire length. The county seat is at the city of Camden.

**CAPE MAY COUNTY.**—This is one of the oldest counties of the State, the first settlement having been made in 1623 by a party who came from Holland under the lead of Captain Cornelius Jacobse Mey, and the county having been defined by proprietary law in 1692, and its present limits fixed in 1710. It is the southernmost, and has the least population of the counties; it is in part a peninsula and almost an island, being separated from the mainland on the north by the Tuckahoe River, and on the west partly by West Creek, and being connected with Cumberland County on the northwest by a narrow strip between the river and creek. Its area is about 250 square miles, and its population is now (census of 1880) 9765; in 1810, it was 3632; in 1830, 4936; in 1850, 6433; and in 1870, 8349. The surface is level, and in the southeastern part are extensive marshes; the soil is generally good, and wheat, corn and hay are the staples, and great quantities of cranberries are raised in the marshy districts. The real and personal property was stated, in the census of 1870, as worth \$5,599,383. The capital is styled Cape May Court House. Near the centre of the county is an extensive deposit of white cedar, to an unascertained depth, which is perfectly sound, though it is estimated from the growth above to be not less than 2000 years old; a large force is employed in digging and working the timber into posts, shingles, etc. The chief industries, besides farming, are fishing, and obtaining oysters and clams, which are very abundant in the streams and inlets and along the coast generally, and are readily transported to the markets by the West Jersey Railroad and by vessels.

**CUMBERLAND COUNTY.**—Cumberland was a part of Salem County until 1747, when it was organized as a separate county by the provincial assembly, and named in honor of the Duke of Cumberland by Governor Belcher. It contains an area of about 500 square miles, a population in 1880 of 37,694, and real and personal property to the value of \$21,776,415, according to the census of 1870; the population in 1850 was 17,189; in 1870, 34,665. It is drained by the Delaware Bay, which forms its southwestern boundary, and by the Maurice River, Cohansy River, and numerous smaller streams. The surface is generally level, and the soil very good, though in some parts rather sandy; among its staples are wheat, corn, oats and hay, but in some places sweet potatoes yield the best paying crops. Cumberland County is specially noted for its grapes, pears, peaches and berries, and some townships produce delicious watermelons, etc., in great quantities, while in some places cranberries are extensively cultivated. The manufactures of this county are considerable, including glassware, window glass, nails and other iron products, woolen and leather goods, machinery, carriages, etc., besides numerous canning establishments and wine manufactories, some on a large scale. The New Jersey Southern and West Jersey Railroads intersect the county, the latter with a branch from Vineland to Bridgeton, and there is an important local road called the Bridgeton and Port Norris Railroad, which extends from Bridgeton past Port Norris to Bay Side View, at Maurice River Cove, the famous source of supply of some of the finest oysters that reach the Philadelphia market. The city of Bridgeton is the capital.

**ESSEX COUNTY.**—This is, with the exception of Hudson and Union, the smallest county in area in the State, and at the same time it has the largest population; one of four original counties of East New Jersey, established in 1682, was Essex, but, as in the case of Bergen, the county then so styled comprised a large extent of territory, larger considerably even than Bergen; the bounds were repeatedly changed in the creation of Morris and other counties, the last change being made in 1847, when Union County was set off from it; its area is only about 150 square miles, its population in 1880 being 189,819, and its real and personal property by the census of 1870 was \$160,269,082; doubtless now, in 1880, considerably above \$200,000,000; the population of Essex County in 1810, when its area was more than thrice what it now is, was 25,984; in 1840, including Union County, 44,621; in 1850, with the present area, 73,950; in 1860, 98,877, and in 1870, 143,839. The level surface is relieved by two remarkable ridges, called First and Second Mountains, and it is well drained by the Passaic River and Newark Bay, the former of which also supplies superior water-power. The soil is generally excellent, and the staple products include grains, hay, potatoes, etc., and there are a goodly number of excellent dairies, but the county is chiefly interested in manufactures, and, besides Newark, the third city of the continent in this particular, contains a number of thriving manufacturing villages, as Belleville, Bloomfield, Franklin, Montclair, etc., and the city of Orange. The Morris and Essex division of the Delaware, Lackawanna and Western, the Philadelphia and New York branch of the United Railroads leased by the Pennsylvania, and numerous local lines, afford the county ample railroad facilities, while the Passaic River and Newark Bay furnish convenient channels for the transportation of its agricultural and manufacturing products. The county seat is at Newark.

**GLOUCESTER COUNTY.**—The original Gloucester County included, besides the present county of that name, the territory now embraced in Atlantic and Camden Counties. The county was first named in 1677, and its bounds defined in 1710; in 1810 the county contained 19,744 inhabitants; in 1830, 28,431; in 1837 Atlantic County was created, with more than one-half the territory and less than one-fourth of the inhabitants of Gloucester, which, in 1840, was accredited by the national census with a population of only 25,438; in 1844 its extent was again more materially changed, by the organization of Camden County, to which were given about

one-half of the territory and more than three-fifths of the population, so that in the census of 1850, Gloucester County had but 14,655, which within the next ten years increased to 18,444, and by 1870 to 21,562; in 1871, Monroe township, with 1663, and Washington township, with 1567, were severed from Camden and annexed to Gloucester County, which, in 1880, had a population of 25,886; its present area is a trifle over 300 square miles. The surface is mostly level, the soil good, some naturally too sandy places being improved by an admixture of marl; there are some tracts as yet uncultivated, which are mostly occupied by pine timber. The county is well drained by the Delaware River on its northwestern, the Big Timber Creek on its northeastern, and the Old Man's Creek on its southwestern borders, and to some extent by the Great Egg Harbor and Maurice Rivers, and by numerous small streams. In 1870, according to the census, 762,624 bushels of sweet potatoes were raised in Gloucester County—a quantity not equaled by any other county in the country; besides sweet potatoes, wheat, corn, hay and white potatoes are raised, but a large portion of the soil is devoted, with



DELAWARE RIVER AT GLOUCESTER.

most satisfactory results, to the raising of cabbages, beans and other table vegetables for the Philadelphia markets, and excellent grapes and berries are grown in the vicinity of Newfield, Forest Grove, etc., and in some places cranberries are profitably cultivated. The manufacture of glass is a leading branch of the industries of the county, in which some of its residents embarked before the revolution; there is a large works at Malaga, which was started in 1780, while one of the six large establishments at Glassboro' was begun in 1810, and is said to have been the first in the country that manufactured glass hollow-ware. The county enjoys ample railroad facilities by the West Jersey (and its branches) and the Delaware River Railroads. Value of real and personal estate in 1870, \$18,737,720. Woodbury is the county town.

**HUDSON COUNTY.**—Though this county was not organized until 1840, it contains the earliest settled point in East New Jersey, if not in the entire State, and though it has an area of only about 75 square miles, but little more than one-tenth of that of Burlington County, it has a population much more than double the population of that county, and second only to Essex County. It is still more remarkable, however, for the fact that its population more than doubled within the decade from 1860 to 1870, being 62,717 in the census of 1860, and 129,067 in 1870. The present population of the county is 187,950. The density of its population is due to its containing two large cities, Jersey City and Hoboken, with populous suburbs, and the exceptional increase to the marvelous growth of the cities named. The surface of the county is quite hilly. It is intersected by the Hackensack River, and has the Hudson River and New York Bay on its eastern, Newark Bay on its southern, and the Passaic River on its western border. The Northern New Jersey, the New Jersey Midland, the Erie and numerous other railroads traverse the county. The census of 1870 placed the valuation of the real and personal property of the county at \$135,139,369. The county seat is at Jersey City. The manufactures of the county, which are extensive and valuable, will be noticed in the paragraphs on Bayonne, Hoboken, and Jersey City, further on in this work.

LOWEST AND HIGHEST PRICES OF COMMODITIES FOR FIFTY-SIX YEARS—1825—1880.

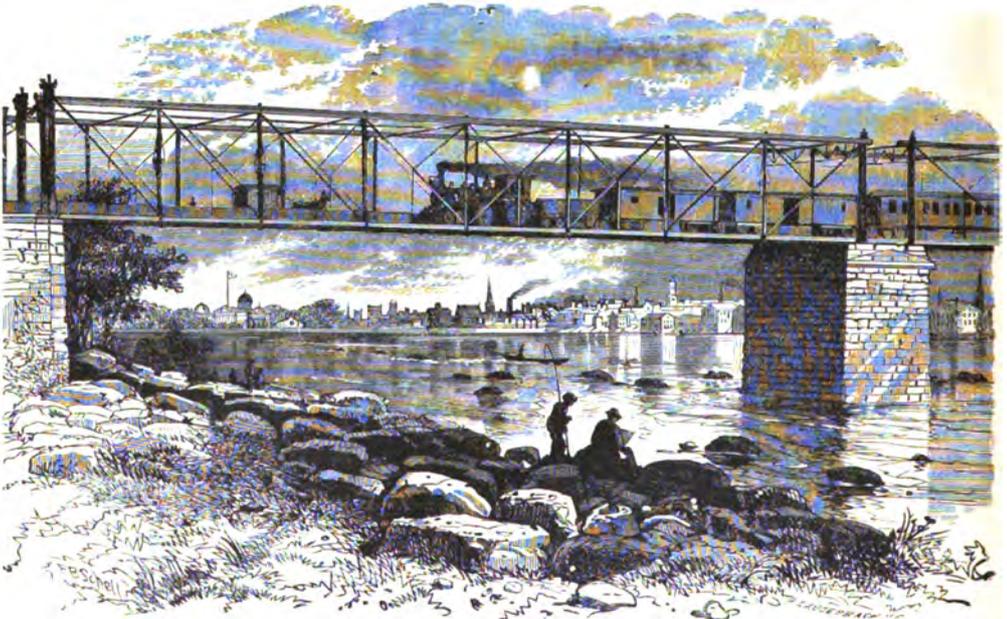
(Compiled from the Reports of the Secretary of the Treasury for 1863 and 1873, the Commercial and Financial Chronicle, Reports of the N. Y. Chamber of Commerce, and the N. Y. Shipping List and Price Current.)

NOTE.—In the American Almanac and Treasury of Facts for 1878, pp. 278-9, appeared a table of prices compiled on the basis of the average price of each article in New York, the 1st of January of each year. Such a table, however useful, fails to give the data which are important in forming a judgment of the whole range of prices for each year. The following table, carefully compiled from the sources indicated, takes the prices of the twelve months in each year, selecting the highest and lowest quotation for each article. It is to be understood, where no mention of quality is made, that the price quoted is for the cheapest grade of each commodity.

Years.	Pork, Mess.		Rice.		Salt, Liverpool.		Sugar, Raw.		Tobacco, Ky. Leaf.		Wheat.		Whiskey.		Wool.	
	Bbl.		100 lbs.		Sack.		lb.		lb.		Bush.		Gal.		lb.	
	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.
1825.....	12 00	14 75	2 00	4 00	2 37	3 00	6 11	3 9	75	1 06	25	31	30	38		
1826.....	10 00	12 00	2 00	3 87	2 12	2 60	6 10	3 8	84	1 02	26	36	28	38		
1827.....	11 25	15 25	2 50	4 00	2 25	2 35	6 10	3 6	90	1 25	25	35	20	30		
1828.....	12 00	15 00	2 50	4 00	2 15	3 25	6 10	3 6	95	1 62	20	26	20	30		
1829.....	11 00	13 75	2 50	3 75	2 12	3 00	5 9	5 7	1 00	1 75	20	26	18	27		
1830.....	11 00	15 50	2 00	3 50	1 75	2 20	6 9	3 7	1 00	1 15	21	32	16	30		
1831.....	12 00	15 25	2 50	4 00	1 75	2 25	4 7	3 6	1 06	1 35	27	37	20	35		
1832.....	12 50	14 25	2 75	4 25	1 75	2 50	5 7	3 6	1 12	1 35	26	35	20	35		
1833.....	12 50	17 00	2 75	3 75	1 60	2 00	5 9	3 8	1 15	1 28	29	36	27	35		
1834.....	12 75	15 00	2 25	3 62	1 40	1 80	5 8	4 8	1 02	1 10	20	29	25	35		
1835.....	13 50	18 50	2 75	4 50	1 47	2 25	6 9	6 11	1 04	1 50	30	38	25	40		
1836.....	18 00	30 00	3 00	4 25	1 60	2 12	7 11	6 10	1 37	2 12	31	44	35	50		
1837.....	16 00	24 50	3 12	5 00	1 20	2 62	5 8	3 9	1 55	2 10	20	48	28	50		
1838.....	16 50	25 50	3 25	5 37	1 62	2 37	6 8	4 13	1 85	2 00	30	43	28	40		
1839.....	14 50	23 50	3 00	5 00	1 44	2 12	6 8	8 16	1 15	1 37	28	46	37	40		
1840.....	13 00	16 00	2 75	4 00	1 40	1 75	4 8	3 16	95	1 25	21	30	20	35		
1841.....	8 75	13 50	2 87	4 12	1 40	1 98	4 7	4 14	90	1 50	19	25	20	30		
1842.....	6 75	10 25	2 00	3 31	1 37	2 25	3 7	2 9	83	1 30	16	21	18	22		
1843.....	7 50	11 50	1 87	3 00	1 35	1 62	3 7	2 7	84	1 20	18	24	17	24		
1844.....	8 50	10 25	2 25	3 62	1 25	1 52	5 7	2 6	82	1 12	21	29	25	37		
1845.....	9 25	14 12	2 62	4 75	1 32	1 47	3 7	2 7	85	1 40	20	28	24	30		
1846.....	9 62	13 37	2 87	4 50	1 25	1 50	5 8	2 7	80	1 35	18	25	18	28		
1847.....	10 25	16 00	8 25	13 75	1 20	1 55	5 8	2 8	1 05	1 95	24	34	22	30		
1848.....	9 00	13 00	7 75	13 00	1 25	1 55	10 15	3 8	95	1 40	21	27	20	30		
1849.....	9 87	14 25	2 25	3 50	1 20	1 40	4 6	3 9	1 20	1 35	20	28	25	32		
1850.....	10 00	11 87	2 25	3 37	1 15	1 75	4 7	5 14	1 09	1 50	23	27	30	35		
1851.....	12 08	15 50	2 75	3 12	1 02	1 60	4 6	3 14	93	1 22	20	27	30	41		
1852.....	14 62	19 75	2 75	5 00	1 05	1 55	3 5	3 9	1 03	1 15	20	25	28	42		
1853.....	13 00	19 75	3 37	4 50	1 12	1 62	4 6	4 10	2 22	1 80	22	32	38	44		
1854.....	12 12	16 00	4 12	4 62	1 47	1 70	3 6	5 11	1 75	2 50	26	41	25	40		
1855.....	12 50	23 00	2 50	5 87	90	1 22	4 8	6 13	1 98	2 80	30	43	24	34		
1856.....	16 25	21 00	3 62	4 87	80	1 05	6 10	6 16	1 30	2 17	25	36	30	38		
1857.....	16 50	25 70	3 25	5 37	70	84	9 11	7 20	1 25	1 95	21	37	30	44		
1858.....	15 35	19 00	2 75	3 75	62	80	5 8	6 18	1 20	1 50	21	35	27	32		
1859.....	14 60	18 12	3 00	4 50	75	1 07	5 8	4 14	1 30	1 65	23	29	34	45		
1860.....	16 12	19 75	3 00	4 62	68	1 15	6 8	3 13	1 35	1 70	19	27	34	40		
1861.....	12 25	18 00	3 00	7 25	50	95	4 9	3 16	1 20	1 60	15	21	22	45		
1862.....	11 00	14 50	6 62	7 75	85	1 52	7 11	6 30	1 30	1 55	19	39	40	65		
1863.....	11 50	18 25	3 75	8 50	1 20	1 70	7 14	8 36	1 25	2 00	44	78	62	80		
1864.....	19 50	43 25	7 00	15 50	1 75	3 50	11 25	8 55	1 72	2 75	60	2 03	67	1 10		
1865.....	19 00	31 50	9 75	14 00	1 55	2 50	11 17	7 45	1 25	1 88	1 92	2 25	70	77		
1866.....	21 18	33 55	11 50	15 25	2 50	4 10	10 15	8 18	2 20	3 45	2 00	2 33	25	27		
1867.....	18 90	24 10	8 50	12 50	2 60	2 75	9 10	9 16	2 30	3 40	2 10	2 32	25	37		
1868.....	21 10	29 50	8 25	11 25	2 50	2 60	9 12	8 15	2 05	3 25	91	2 30	34	37		
1869.....	26 50	33 37	7 25	10 00	2 50	3 00	9 13	8 13	1 45	2 18	90	1 14	32	35		
1870.....	20 00	30 00	5 50	9 50	2 40	3 25	9 10	7 12	1 40	1 90	82	1 65	34	45		
1871.....	12 85	23 00	6 75	9 75	2 80	3 25	7 10	6 11	1 45	2 00	85	95	32	63		
1872.....	12 80	16 00	7 50	9 50	2 80	3 25	7 9	9 10	1 65	2 10	82	91	45	67		
1873.....	13 00	19 00	7 00	9 50	3 00	3 50	7 9	9 16	1 55	2 25	86	1 05	35	57		
1874.....	13 85	24 25	6 75	10 00	1 10	3 00	7 8	7 25	93	1 35	92	1 03	36	48		
1875.....	18 00	22 75	6 50	8 50	1 15	2 35	7 9	9 28	92	1 37	93	1 19	38	48		
1876.....	15 70	22 37	5 00	7 50	1 15	2 50	7 10	7 19	84	1 27	1 04	1 10	25	43		
1877.....	11 75	17 37	5 00	7 00	1 10	2 50	7 10	7 16	1 08	1 85	1 04	1 09	32	43		
1878.....	8 25	13 00	5 50	8 00	1 10	2 50	6 8	4 7	83	1 31	03	1 14	20	33		
1879.....	7 80	12 75	5 50	7 25	1 40	2 50	6 9	4 7	1 10	1 56	1 05	1 17	27	50		
1880.....	8 20	14 00	5 75	8 00	1 35	2 75	6 9	4 7	1 12	1 60	1 06	1 17	26	50		

**HUNTERDON COUNTY.**—This county was set off from Burlington in 1713, when it was the northernmost part of West New Jersey, and in 1765 it was the most populous and wealthy county of the province. In 1838, its area was reduced to supply a part of Mercer County. It extends northward and somewhat westward, along the Delaware River, above Mercer County and above navigation, and is bounded on the northwest by the Musconetcong River, and drained by the Lansington and south branch of the Raritan River. Its area is about 500 square miles, embracing excellent agricultural lands with considerable iron veins, some copper veins, and numerous limestone and freestone quarries; though the iron has been worked to a very small extent as yet, it is of good quality and in sufficient quantity to pay well for the expense and labor involved; while the Lehigh Valley, Belvidere Delaware, and other railroads afford facilities for getting it to the markets. In 1870 this county produced, besides wheat, oats, hay, flax, etc., 1,021,251 bushels of corn, the largest yield in the State. The manufactures of this county are not noteworthy, it being peculiarly an agricultural district, but the mining of its iron and copper will doubtless lead to the establishment of more works for the working up of the ores. The real and personal estate of the county was stated, in 1870, to be worth \$48,142,051. In 1870 the population was 36,961, and in 1880, 38,568. The county seat is at Flemington.

**MERCER COUNTY.**—Mercer County was organized in 1838, out of parts of Hunterdon, Somerset, Middlesex, and Burlington Counties, and received its name in honor of Hugh Mercer, the patriot general of the revolution, who fell at Princeton, January 3d, 1777. It comprises about 275 square miles, and in 1880 had a population of 58,058; in 1850, the population was 27,992; in 1860, 37,415, and in 1870, 46,386, when the real and personal property was appraised at \$62,364,404. The surface is slightly rolling, and the soil



TRENTON—RAILROAD BRIDGE ACROSS THE DELAWARE.

fertile, with small tracts of oak hickory and chestnut trees, and quarries of red sandstone; the staple products are wheat, corn, oats, hay and potatoes. Numerous dairies yield excellent milk, butter, etc., and the city of Trenton is an important manufacturing centre, but the county is most remarkable for the number and standing of the educational institutions within its limits, among which are the College of New Jersey and Presbyterian Theological Seminary at Princeton, and institutions of recognized merit at Hightstown, Lawrence, Pennington, etc., besides the State, Normal and Model Schools at Trenton. The county is drained by the Delaware and Millstone Rivers, which form its southwestern and northeastern boundaries, and by the Assanpink Creek, which rises in Monmouth County and flows through Mercer to the Delaware. The Bound Brook division of the Philadelphia and Reading, and three of the United Railroads of New Jersey, leased by the Pennsylvania, traverse the county. Trenton is the capital of the county as well as of the State.

**MIDDLESEX COUNTY.**—One of the four original counties of the province of East New Jersey, as laid out in 1682, Middlesex has, like the others, been necessarily subjected to repeated changes of boundaries, chiefly as the growth of population has demanded the creation of new counties; first, in 1688, Somerset County was set off; then in 1710, in the general revision of county lines, subsequent to the union of the two provinces, and in 1714, 1790, and 1822, slight changes were made in its bounds; in 1838, it was made to contribute to the formation of Mercer County, and finally, February 16th, 1860, a part of Woodbridge, its northeastern-most township, was annexed to Rahway, Union County.

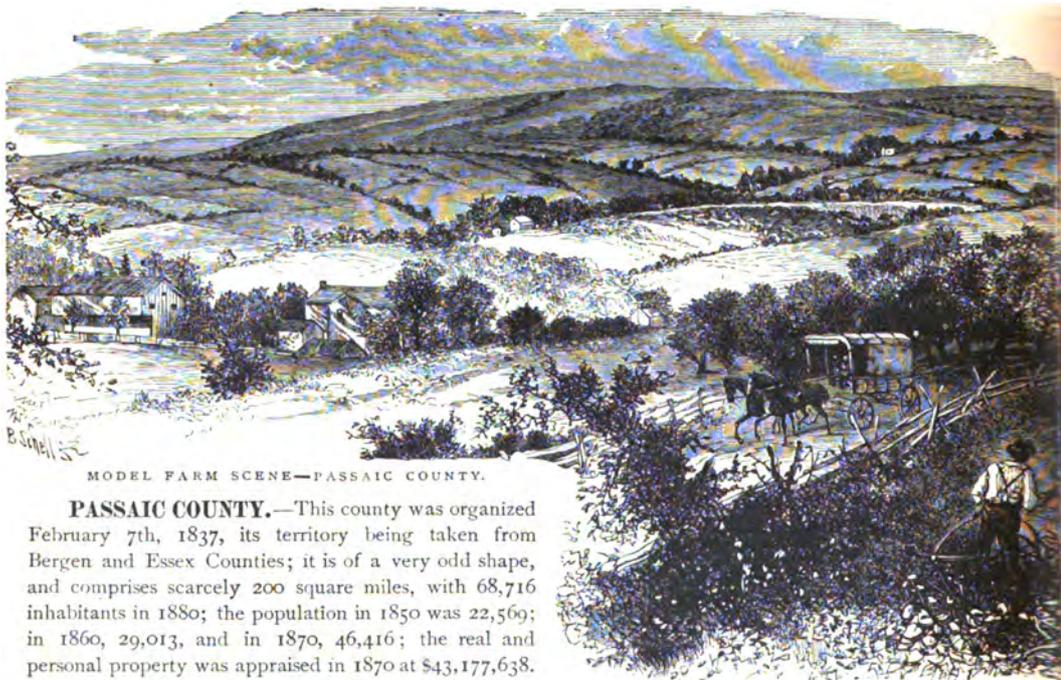
Middlesex has an area of about 340 square miles, a population in 1880 of 52,286, and real and personal property in 1870 to the value of \$53,355,097. Population in 1850, 28,635; in 1860, 34,812; in 1870, 45,029. The surface is undulating, the soil for the most part fertile, and the county is drained by the Raritan River, intersecting it from west to east, the Staten Island Sound and Raritan Bay bounding it on the east, the Millstone River bounding it on the southwest, and by the South River, Matchaponix Creek, and numerous small streams; the Delaware and Raritan Canal also extends within the county on the western line from New Brunswick south. The Central Railroad of New Jersey, the Lehigh Valley, the Freehold and Jamesburg, and the Philadelphia and New York and Camden and Amboy branches of the United Railroads of New Jersey, leased by the Pennsylvania, traverse the county in various parts; the Lehigh Valley and Camden and Amboy having their eastern rail terminus, the one at Perth Amboy, the other at South Amboy. The county is largely agricultural, corn, wheat, oats and hay being its staples; while a considerable amount of butter is sent from its dairies to the New York markets. A good sandstone is obtained in some places, and fine fire-clay and kaolin are abundant about Perth Amboy. In the suburbs of New Brunswick a superior copper was profitably mined for some years, beginning in 1750; and, though the mines have long been permitted to remain unworked, the vein is very valuable, and will undoubtedly be again mined successfully. The manufactures of the county are very valuable, embracing India-rubber goods, drain-pipe, white ware, hosiery, carpets, paper-hangings, etc.; the India-rubber works, three in number, at New Brunswick, being the most extensive establishments in this line in the Union. The county seat is at New Brunswick.

**MONMOUTH COUNTY.**—Monmouth is one of the four original counties of East New Jersey laid out in 1682, and then including Ocean County, which was set off from it in 1850, with more than half of its area, but only one-fourth of its population. The present area of the county is about 500 square miles; population in 1880, 55,535, and real and personal estate in 1870, \$50,948,795. Its population in 1850, after the separation of Ocean County, was 30,313; in 1860, 39,346; and in 1870, 46,195. The surface is mostly level, though undulating in some, and rather low in other places. The soil is excellent, and the county comprises one of the best agricultural tracts in the State, its staple products being potatoes, corn, wheat, oats, hay and butter; it was credited in the census of 1870 with 1,263,403 bushels of white potatoes—the largest yield of any county in the State. This county was the first in which the digging of marl was undertaken as an industry, and large quantities are obtained, affording employment to a large number of hands, and yielding satisfactory returns for labor and capital. The Raritan and Sandy Hook Bays bound the county on the north; it has more than twenty-five miles of coast on the Atlantic, and the Navesink, Shark, Manasquan and Meredeconk Rivers rise in various parts of the county. The Central of New Jersey, the New Jersey Southern, the Freehold and Jamesburg, and the Freehold and Keyport Railroads, and some local roads, traverse the county. Oysters are obtained in great numbers, and of the best quality, along the entire coast, those of the Chingarora Creek and the "Shrewsbury Salts" being especially famous. The manufactures of Monmouth County are not considerable. Freehold is the capital.

**MORRIS COUNTY.**—Morris is the great iron county of New Jersey, eighty per centum or more of all the iron mined in the State having hitherto been obtained in this county; and besides iron, more or less, there are extensive beds of copper, Franklinite, zinc, etc. Mining was begun here soon after the first settlements were effected in New Jersey, some of the early settlers having come into the iron regions of Morris, Sussex and Warren, Hunterdon and Passaic Counties expressly for the purpose. There are still in operation in this county furnaces, bloomeries, etc., which have been running for upwards of a century and a half, notably one in Hanover township, "the Troy Bloomery," which was in operation in 1709; and in Randolph township there is a place locally known as "the Old Forge" where smelting was done as early as 1685 or 1686. At the opening of this century there were ten mines, with two furnaces, three rolling-mills and forty forges in operation in this county; the census of 1870 showed that there were mined in Morris County, during the year ending May 31, 308,792 tons, valued at \$1,741,952, at the mines; in 1871 there were upwards of 370,000 tons; and in 1872 nearly 500,000 tons mined in the county. A number of new iron tracts have been discovered within a few years, among which one on Schooley's Mountain is peculiarly rich in promise. The copper and zinc veins of this county have not been opened up, but the quality and quantity of the ores obtained in the adjoining portion of Sussex County justify the expectation that those of Morris would, and no doubt will, handsomely

reward mining. There is a famous copperas mountain in Rockaway township. Morris County was organized from Essex in 1738, and was somewhat reduced at the formation of Sussex County in 1753. Its present area is about 500 square miles, and its population, census of 1880, 50,867; in 1870 its population was 43,137, and its real and personal property \$38,567,026. The surface is mountainous, with some forests of hickory, oak, chestnut, etc. The county is drained by the Pequannock, Passaic, Musconetcong, Whippany and Rockaway Rivers, and the north branch of the Raritan. The soil is fertile, the staple products being corn, oats, hay and butter. The manufactures of the county are extensive and valuable, the leading lines being forged and rolled iron and nails. The Central Railroad of New Jersey and the Delaware, Lackawanna and Western, with numerous branches, especially the Morris and Essex, besides local lines to and from the mines, form a network of rails, while the Morris Canal passes through the centre of the county to the Delaware River. The city of Morristown is the capital.

**OCEAN COUNTY.**—This is the largest in area except Burlington, and the smallest in population except Cape May, of the counties of New Jersey; its area is about 650 square miles, and its population in 1880 was 14,455. The county was set off from Monmouth February 15, 1850, and in the census of that year had 10,052 inhabitants; in 1860, 11,176; and in 1870, 13,628, when its real and personal estate amounted to \$6,884,378. It is very peculiar in shape, being upwards of 25 miles wide at its northern boundary, and narrowing regularly to a mere point at its southern end; along the Atlantic it has two long, very narrow strips, called Island Beach and Long Beach, separated, the latter entirely and the former almost its entire length, from the mainland by a narrow lagoon called Barnegat Bay, with many inlets and a large number of small islets, the inlets mostly containing excellent oysters in great abundance. The surface is mostly level, with extensive forests of pine, the lumber from which enters largely into the industries of the county, some being worked up at home and much of it exported. The county is drained by the Toms River and Cedar and Oyster Creeks. The soil is somewhat sandy, except in Jackson, Plumstead and Manchester townships, but the judicious use of marl and fertilizers has rendered many farms in the sandy tracts very productive, corn and potatoes—especially sweet potatoes—being the staples; besides which large quantities of cranberries are raised in the lowlands. The main line and two branches of the New Jersey Southern and the Tuckerton Railroad traverse the county. The county seat is at the village of Toms River.

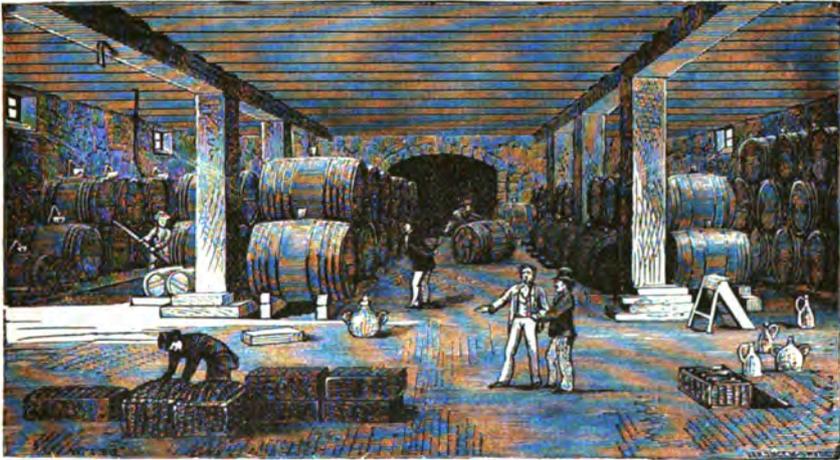


MODEL FARM SCENE—PASSAIC COUNTY.

**PASSAIC COUNTY.**—This county was organized February 7th, 1837, its territory being taken from Bergen and Essex Counties; it is of a very odd shape, and comprises scarcely 200 square miles, with 68,716 inhabitants in 1880; the population in 1850 was 22,569; in 1860, 29,013, and in 1870, 46,416; the real and personal property was appraised in 1870 at \$43,177,638. The surface of the county is in parts mountainous, in others rolling, and the soil very fertile, with extensive veins of iron, and excellent limestone underlying it in many places; though the iron has not been mined to any considerable extent, the ore has been proven to be of superior quality. The Passaic, Ramapo and Pequannock Rivers drain the county. The portion of the county cultivated is not large, but the cultivation is of the best, and the crops are large in proportion, the staples being

corn, potatoes, etc. Passaic is distinctively a manufacturing county, with upwards of \$10,000,000 invested, and an annual production exceeding \$20,000,000; the value of the silk alone manufactured here in a single year being stated in the census of 1870 at \$3,605,784, and silk manufacture, though the leading branch, and the one for which Paterson, the capital of the county, is famous, is but one of many, and some of the rest fall but little behind. The New Jersey Midland, the Delaware, Lackawanna and Western, the Erie and the Montclair and Greenwood Lake Railroads intersect the county, and the Morris Canal passes through Paterson, where it turns sharply to the west after its northward course from Newark.

**SALEM COUNTY.**—Within this county, at a point at the mouth of the Salem Creek, was the first settlement by the Swedes in southern West New Jersey, and here Governor Printz built a fort, calling the fortress and town Helsingberg, whence the township name, Elsinborough, was anglicized; then, when the first colony of Friends came over with John Fenwick, they chose the peaceful shades along the eastern and southern shore of the exceedingly tortuous creek for their resting-place, and they called their new home by the symbol-name, "Salem." The county as laid out and named by Fenwick in 1675, and subsequently known as "Fenwick's Tenth," included Cumberland County, which was set off from Salem in 1747, since which time the area has been unchanged and is about 370 square miles, and the population in 1880 is 24,580; in 1810 it was 12,761; in 1830, 14,155; in 1850, 19,467, and in 1870, 23,940, when the real and personal estate was valued at \$32,392,190. The surface is level and the soil generally fertile, though in some places it has required improvement by the use of marl and fertilizers; the county is drained by the Delaware and Maurice Rivers, and Salem, Old Man's, Alloways and Stow Creeks; the staple products are corn, wheat, potatoes (both sweet and white), hay, etc., and grass-seed is raised and exported in considerable quantities; truck farming is very extensively followed, and the produce shipped up the Delaware to Philadelphia; the county has many superior dairy farms; watermelons, black and whortleberries and apples and pears are the principal fruit. The manufactures of Salem County are quite extensive, comprising many glass-works, several grist-mills, foundries, oil-cloth works, canning establishments, etc. The Delaware River Railroad has its western terminus at Pennsgrove, and the Bridgeton and Salem branches of the West Jersey traverse the county. The county seat is at the city of Salem.



WINE VAULT, EGG HARBOR VINEYARDS.

**SOMERSET COUNTY.**—Somerset was organized from Middlesex County in 1688, and its boundaries definitely fixed in 1710; though these were several times modified, no important change was made until 1838, when a small but important part, including Princeton, was given to Mercer County, and in 1858 Plainfield township was annexed to Union County; the county now has an area of about 340 square miles and a population in 1880 of 27,161; in 1850 the population was 19,692; in 1860, 22,057, and in 1870, 23,510, and in the latter year its real and personal property was worth \$30,420,071. The surface of the county is very diversified, being mountainous in the northwest and almost level in the southeast; the soil is very fertile, being a good loam, in some parts somewhat stiff and clayey, in others slightly sandy, with a great proportion of shell dust, and in the valleys of the northwest there is much limestone; some superior copper has been mined, and it is claimed that gold is found with the copper ore in some localities; the Bridgewater mineral paint is also esteemed very valuable. The Raritan, Passaic, Millstone and Lamington Rivers, and both branches of the first named, drain the county; the staples are wheat, corn, oats, hay and butter. The Central Railroad of New Jersey, the Lehigh Valley, the Delaware and Bound Brook (leased by the Reading) and the Lambertville and Amboy branch of the United Railroads (leased by the Pennsylvania), traverse the county. The county seat is at Somerville.

**SUSSEX COUNTY.**—Sussex was organized in 1753, chiefly from Morris County, and until 1824 including the territory embraced in Warren County; but, even after the separation of the latter, it continued one of the larger counties of the State, having an area of more than 500 square miles, though in population it is one of the smaller, having in 1880 23,553 inhabitants; it has not grown in population like some of the other counties, having in 1850, 22,989; in 1860, 23,846, and in 1870 only 23,168, and in the latter year its real and personal estate was valued at only \$22,446,043. Nevertheless in mineral wealth, buried beneath its hilly, in some parts mountainous surface, it is one of the richest counties certainly in this State, if not in the country, its mineral treasures embracing a large deposit of the rare and valuable compound, Franklinitite, considerable amounts of red oxide of zinc, and vast tracts of excellent iron, including at least one valuable vein of magnetic ore, besides an unknown but certainly very large amount of superior limestone; but the Franklinitite alone is worked to any adequate extent, and the magnetic iron and zinc to a considerable extent, while the iron has been neglected until very recently, since the New Jersey Midland and Sussex Railroads and the Ogden Mines local road have awakened some interest in iron mining. The soil is fertile, especially in the valleys, and the farms are well cultivated and highly profitable; but the dairies of Sussex are especially noteworthy, the yield of butter being greater than that of any other county in the State; in the year reported (in the census of 1870) it was 1,455,788 pounds; the other staples are corn, oats, rye and hay, while pork-raising is an important industry; with the Delaware River on the northwest, the Musconetcong River and Hopatcong Lake on the south, and the Paulinskill, Pequest, Wallkill and Flatkill rising in the county, it is well drained. The manufactures of the county are not extensive. Newton is the capital.



UNION COUNTY RESIDENCE.

**UNION COUNTY.**—The youngest county in the State, having been organized March 19th, 1857, and one of the smallest in area, which is not more than 100 square miles. Union is one of the most thriving and important, including two flourishing cities, Elizabeth and Rahway, numerous populous villages, and many highly-cultivated and profitable farms. The county had a population in 1880 of 55,571; it was only 27,780 in 1860, the first census after its organization, and was 41,859 in 1870, showing an increase of more than 50 per cent. in a decade; its real and personal property was valued at \$50,219,382 in 1870 and probably exceeded \$75,000,000 in 1880. The surface is mostly level, the soil excellent, and the county has on the east Newark Bay and Staten Island Sound, and on the northwest the Passaic River, and is intersected by the Rahway River. The staples are butter, corn, hay, potatoes, and garden truck generally; truck and dairy farms being numerous and very profitable. The manufactures of this county are very extensive, various and valuable, including sewing machines, mill machinery, hardware, saws, edge-tools, stoves, oil cloth, etc. The county seat is at Elizabeth.

**WARREN COUNTY.**—This county was separated from Sussex November 20th, 1824, with less than one-half of its territory and more than one-half of its inhabitants; its area is about 350 square miles, and its population in 1880 was 36,588. In 1830 the population was 18,627; in 1850, 22,358; in 1860, 28,433, and in 1870, 34,336, with real and personal property to the value of \$39,887,178. The surface is somewhat mountainous, the county being crossed near its northwest border by the Blue Ridge or Kittatinny Mountains, and containing the Jenny Jump Mountains, Mount Bethel and the Pohatcong; it has the Delaware River passing through the famous Water Gap as its northwestern, and the Musconetcong as its southeastern boundary, and is also drained by the Pequest and Paulinskill, and numerous small streams; the soil is fertile, the staple products being wheat, corn, oats, hay, etc., and its many excellent dairies send large quantities to both the Philadelphia and New York markets; the mineral resources comprise iron, limestone and roofing-slate; though, as in Sussex County, the iron wealth has hitherto been neglected, large quantities of slate have been quarried; at Mount Bethel, the Oxford furnace, erected in 1741, is one of the oldest in the country, and is in active operation as a steam hot-blast furnace. The manufactures of the county are considerable, but will be greatly multiplied with the proper mining of the iron. The Delaware, Lackawanna and Western Railroad crosses the Delaware into New Jersey at Delaware station, about six miles above Belvidere, and passes south-eastward through the county, being crossed at right angles at Washington by the Morris and Essex (leased by the first named), which also passes through the county from Phillipsburg northeastward; the Belvidere Delaware branch of the Pennsylvania runs along the Delaware shore, while the Central of New Jersey and the Lehigh Valley cross the Delaware at Easton and Phillipsburg and traverse the county near its southern extremity; the Morris Canal also crosses the county from Phillipsburg to Washington, and thence runs northward along the eastern border. Belvidere is the capital.

## LEGISLATIVE OFFICERS.

## PRESIDENTS OF THE SENATE.

JOHN C. SMALLWOOD, Gloucester.....	1845-6-7-8
EPHRAIM MARSH, Morris.....	1849-50
SILAS D. CANFIELD, Passaic.....	1851
JOHN MANNERS, Hunterdon.....	1852
W. C. ALEXANDER, Mercer.....	1853-4-5-6
HENRY V. SPEER, Middlesex.....	1857-8
THOMAS R. HERRING, Bergen.....	1859
C. L. C. GIFFORD, Essex.....	1860
EDMUND PERRY, Hunterdon.....	1861
JOSEPH T. CROWELL, Union.....	1862
ANTHONY RECKLESS, Monmouth.....	1863
AMOS ROBBINS, Middlesex.....	1864
EDWARD W. SCUDDER, Mercer.....	1865
JAMES M. SCOVEL, Camden.....	1866
BENJAMIN BUCKLEY, Passaic.....	1867
HENRY S. LITTLE, Monmouth.....	1868-9
AMOS ROBBINS, Middlesex.....	1870
EDWARD BETTLE, Camden.....	1871-2
JOHN W. TAYLOR, Essex.....	1873-4-5
W. I. SEWELL, Camden.....	1876
LEON ABBETT, Hudson.....	1877
G. C. LUDLOW, Middlesex.....	1878
W. J. SEWELL, Camden.....	1879-80

## SPEAKERS OF THE HOUSE.

ISAAC VAN WAGENEN, Essex.....	1845
LEWIS HOWELL, Cumberland.....	1846
JOHN W. C. EVANS, Burlington.....	1847-8
EDWARD W. WHELPLEY, Morris.....	1849
JOHN T. NIXON, Cumberland.....	1850
JOHN H. PHILLIPS, Mercer.....	1851
JOHN HUYLER, Bergen.....	1852
JOHN W. FENNIMORE, Burlington.....	1853-4
WILLIAM PARRY, Burlington.....	1855
THOMAS W. DEMAREST, Bergen.....	1856
ANDREW DUTCHER, Mercer.....	1857
DANIEL HOLSMAN, Bergen.....	1858
EDWIN SALTER, Ocean.....	1859
AUSTIN H. PATTERSON, Monmouth.....	1860
F. H. TEESE, Essex.....	1861
CHARLES HAIGHT, Monmouth.....	1862
JAMES T. CROWELL, Middlesex.....	1863
JOSEPH N. TAYLOR, Passaic.....	1864
JOSEPH T. CROWELL, Union.....	1865
JOHN HILL, Morris.....	1866
G. W. N. CUSTIS, Camden.....	1867
AUG. O. EVANS, Hudson.....	1868
LEON ABBETT, Hudson.....	1869-70
ALBERT P. CONDIT, Essex.....	1871
NATHANIEL NILES, Morris.....	1872
ISAAC L. FISHER, Middlesex.....	1873

GARRET A. HOBART, Passaic.....	1874
GEORGE O. VANDERBILT, Mercer.....	1875
JOHN D. CARSCALLEN, Hudson.....	1876
RUDOLPH F. RABE, Hudson.....	1877
JOHN EGAN, Union.....	1878
SCHUYLER B. JACKSON, Essex.....	1879
SHERMAN B. OVIATT, Monmouth.....	1880

## SECRETARIES OF THE SENATE.

DANIEL DODD, JR.,.....	1845-6-7
PHILIP J. GRAY, Camden.....	1848-9-50
JOHN ROGERS.....	1851
SAMUEL A. ALLEN.....	1852-3
A. R. THROCKMORTON, Hudson.....	1854
“ “ Monmouth.....	1855-6
A. B. CHAMBERLAIN, Hunterdon.....	1857-8
JOHN C. RAFFERTY, Hunterdon.....	1859-60
JOSEPH J. SLEEPER, Burlington.....	1861
MORRIS R. HAMILTON, Camden.....	1862-3
JOHN H. MEEKER, Essex.....	1864-5
ENOCH R. BORDEN, Mercer.....	1866-7
JOSEPH B. CORNISH, Warren.....	1868-9
JOHN C. RAFFERTY, Hunterdon.....	1870
JOHN F. BABCOCK, Middlesex.....	1871-2-3-4
N. W. VORHEES, Hunterdon.....	1875-6
C. M. JEMISON, Somerset.....	1877-8
N. W. VORHEES, Hunterdon.....	1879
GEO. WURTS, Passaic.....	1880

## CLERKS OF THE HOUSE.

ALEXANDER G. CATTELL, Salem.....	1845
ADAM C. DAVIS, Hunterdon.....	1846
ALEXANDER M. CUMMING, Mercer.....	1847-8-9-50
DAVID NAAR, Essex.....	1851-2
DAVID W. DELICKER, Somerset.....	1853-4
PETER D. VROOM, Hudson.....	1855
WILLIAM DARMON, Gloucester.....	1856-7
DANIEL BLAUVELT, Essex.....	1858
JOHN P. HARKER, Camden.....	1860
D. BLAUVELT, JR., Essex.....	1860
JACOB SHARP, Warren.....	1861-2
LEVI SCOBEE, Monmouth.....	1863-4
GEORGE B. COOPER, Cumberland.....	1865-6
ED. JARDINE, Bergen.....	1867
A. M. JOHNSTON, Mercer.....	1868-9-70
A. M. CUMMING, Mercer.....	1871
SINNICKSON CHEW, Camden.....	1872-3-4
AUSTIN H. PATTERSON, Monmouth.....	1875
JOHN Y. FOSTER, Essex.....	1876-7
AUSTIN H. PATTERSON, Monmouth.....	1878
C. O. COOPER, Morris.....	1879-80

# THE RAILROADS OF NEW JERSEY.

## HISTORICAL REVIEW AND PRESENT CONDITION.



The railroad system of the State of New Jersey as existing at the present day is one of the most important in the country, being the great connecting link between the East and West, and over which passes the immense passenger and shipping traffic of the two great Metropolises, New York and Philadelphia, and the states beyond en route to every section of the country. This present system, almost perfect in its details, is a striking example of the changes wrought in Railroading within even the past three or four decades.

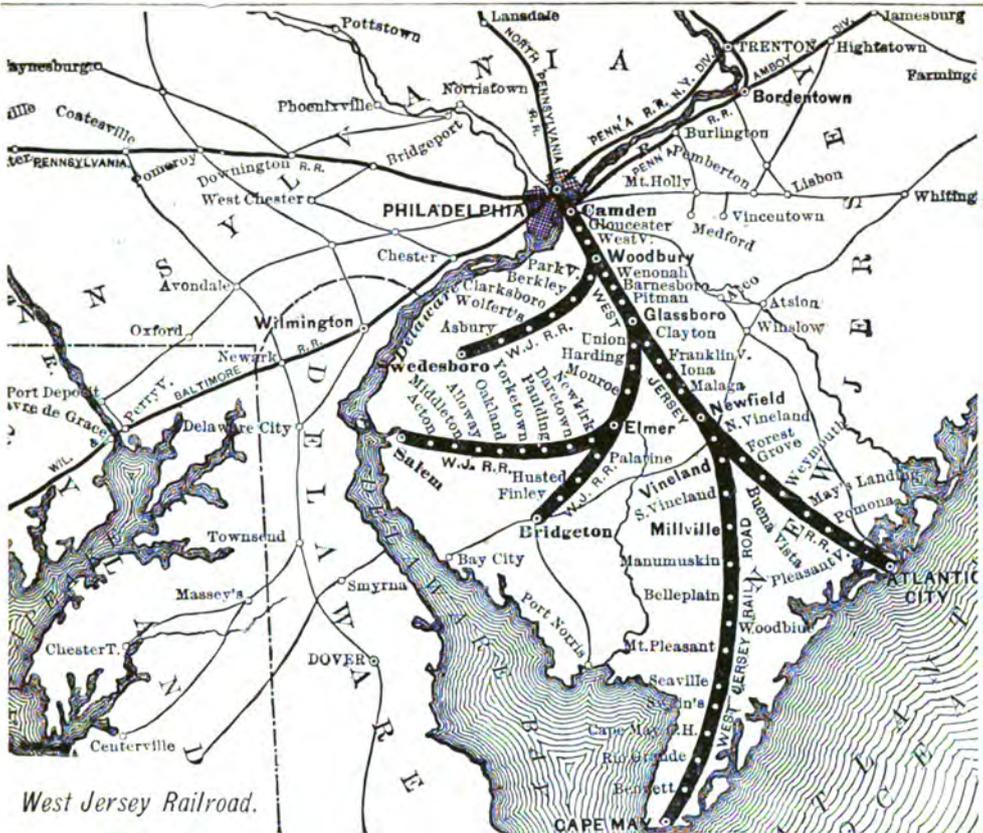
Beginning with the first iron highway, the old Camden and Amboy road, running by easy stages, and often with the assistance of stage and steamboat lines, the railroad interests of the State have grown to be a most important factor in the general wealth producing enterprises of the nation. A few other lines followed the establishment of Camden and Amboy (which ran with varying fortunes and not always with very remunerative dividends to its stockholders), and some of these made money.

**THE PENNSYLVANIA RAILROAD.** The real commencement of solid prosperity, so far as the railways of the State are concerned, however, dated from the time that the Pennsylvania, with the ultimate object of controlling the principal railroad traffic of the country, reached forth its iron grasp and secured as an entering wedge the Camden and Amboy. New rolling stock, both freight and passenger, of the most approved description, including fast and powerful engines, were added, and ere long other roads were leased, until to-day many important lines are controlled by this great corporation. Roads having their terminus at the great pleasure resorts of the Atlantic coast, with direct communication and short time to the lakeside, river, and wooded places of escape from the torrid heats of summer in a great city, were absorbed and made to pay handsomely.

But beside these leased lines of the Pennsylvania, there are other roads of greater or less prominence running across the State, and taking in also the summer resorts and great manufacturing centres, and no other Commonwealth in the union, save perhaps those of New York and Pennsylvania, is more richly endowed with paying railroad lines. New and commodious depots have been built within the last few years, road beds perfected and faster trains added, thus building up the suburban towns as places of residence for merchants and other business men of the adjacent cities. The adoption and enforcement of a thorough and efficient system of management has also done much towards creating a feeling of safety and largely augmented the patronage of the roads.

The Camden and Amboy Railroad, the original line of this now complete system in New Jersey, was opened from Camden to Amboy in the spring of 1834, and a branch from Bordentown to Trenton in 1838. From Trenton to New Brunswick the railroad was opened January 1, 1839. The continuation of this line from New Brunswick to Jersey City, had been opened for travel in 1836, and the whole route through to Philadelphia, in connection with the Camden and Amboy Railroad, was open January 1, 1839. These several roads, all under the title of the United New Jersey Railroads, were leased in May, 1871, by the Pennsylvania Railroad Co., for nine hundred and ninety-nine years, at a rental of ten per cent. on the share capital, and taken possession of by the lessees December 1, 1871. The merits of the roads brought under the management of the Pennsylvania, are too well known to need mention at our hands, and it is sufficient to say that the lines maintained between Philadelphia and New York, and reaching out in various directions to almost every point of travel in the state, are substantially the most perfect of any system in the country, and are managed with the object of securing the greatest combined speed, with the necessities of travel—comfort and safety. The roads controlled by the Pennsylvania in New Jersey are numerous, and as follows:

**BELVIDERE DELAWARE RAILROAD**, from Trenton to Manunka Chunk, where it intersects the Delaware, Lackawanna and Western a distance of sixty-seven and a half miles. This road runs for nearly its entire distance along the east bank of the Delaware river, and was completed March 5, 1855.—**CAMDEN AND BURLINGTON RAILROAD** is twenty-two and a half miles in length, and extending from Camden to Pemberton, with a branch known as the Burlington and Mount Holly Railroad, from Burlington to Mount Holly.—**COLUMBUS, KINKORA AND SPRINGFIELD RAILROAD**, from Kinkora to New Lisbon, 14.18 miles. Commenced operations in 1872.—**FLEMINGTON RAILROAD** was opened December 2, 1854, and extends from Lambertville (B. D. R. R.), to Flemington, a distance of 11.67 miles. Operated by the Pennsylvania Railroad Co. since March 7, 1876, as a branch of the Belvidere Delaware Railroad.—**FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD** runs from Jamesburg to Sea Girt, 27.42 miles, and was first opened for travel July 18, 1853. In 1879, the Farmingdale and Squan Village Railroad, eight and a half miles, and the Squankum and Freehold Railroad, seven and a half miles, were consolidated with this company.—**MERCER AND SOMERSET RAILWAY** from Somerset Junction to Millstone, a distance of twenty-two and a half miles.—**MILLSTONE AND NEW BRUNSWICK RAILROAD** extends a distance of 6.61 miles, from New Brunswick to Millstone. Road opened in 1854.—**MOUNT HOLLY, LUMBERTON AND MEDFORD RAILROAD**, from Mount Holly to Medford, a distance of 6.19 miles.—**PEMBERTON AND HIGHTSTOWN RAILROAD** was built in 1868, and runs from Pemberton to Hightstown, twenty-four and a half miles.—**PEMBERTON AND SEASHORE RAILROAD**, from Whittings to Pemberton, eighteen miles. Built in 1870, and was sold March 31, 1879, to the Pennsylvania Railroad.—**PERTH AMBOY AND WOODBRIDGE RAILROAD**, a short line from Rahway to Perth Amboy, 6.30 miles.—**ROCKY HILL AND KINGSTON RAILROAD**, from Kingston to Rocky Hill, 2.33 miles, with Monmouth Branch from Monmouth Junction to Kingston, 4.20 miles.—**VINCENTOWN BRANCH RAILROAD**, from Mount Holly to Vincentown, 2.84 miles.—**WEST JERSEY RAILROAD**, from Camden to Cape May, eighty-one and a half miles, with branch road from Glassboro to Bridgeton, nineteen and a half miles. The road was chartered February 5, 1853, and opened to Woodbury in 1857, and to Bridgeton in 1862. The line from Glassboro to Millville was built under a separate charter, opened in 1860, and consolidated with the main line June 1, 1868. The extension to Cape May, built by the Cape May and Millville Railroad Company, was opened in June, 1868, and consolidated with



the West Jersey, August 29, 1879. The leased lines of the West Jersey Railroad are, the Salem, Swedesboro and West Jersey and Atlantic Railroads, and these, with the main lines, are operated and controlled by the Pennsylvania Railroad.—SALEM RAILROAD extends from Elmer to Salem, a distance of seventeen miles. Opened for travel in June, 1857.—SWEDESBORO RAILROAD from Woodbury to Swedesboro, ten and three quarter miles. Opened for traffic October 2, 1869.

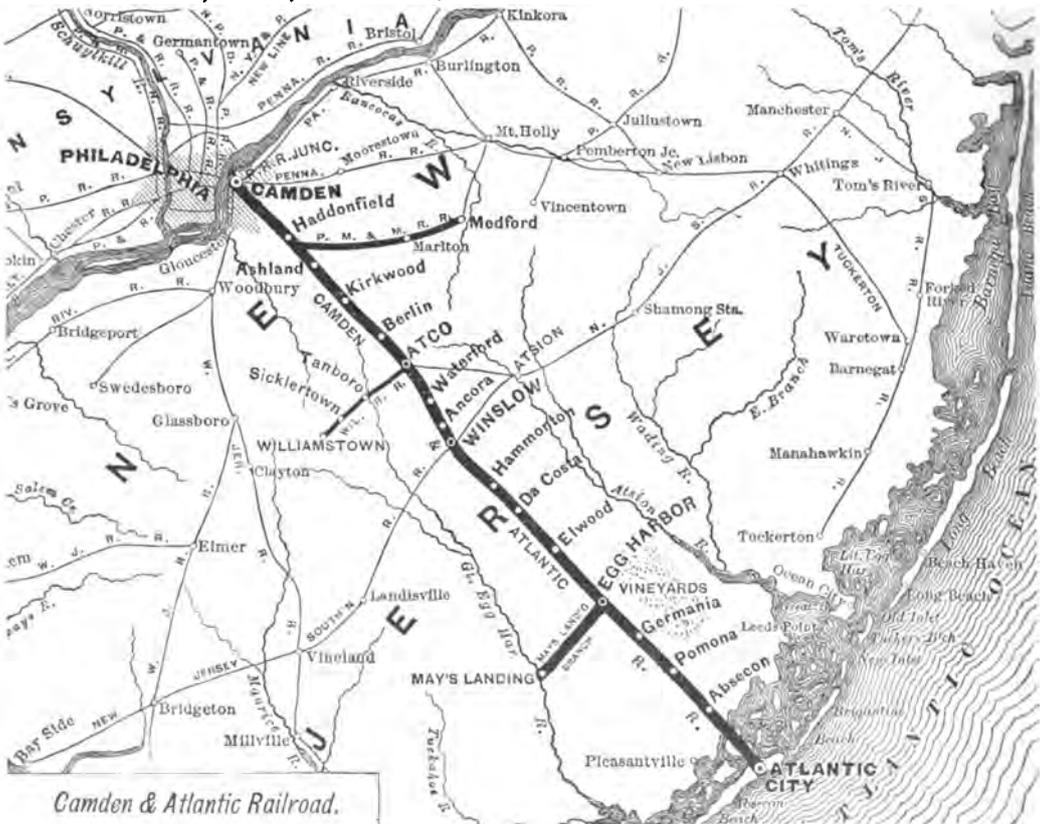
WEST JERSEY AND ATLANTIC RAILROAD is the third line to Atlantic City, the road commencing at Newfield, a distance of thirty-four and a half miles. The West Jersey leased the road for twenty-five per cent. of gross earnings brought to the road. It was open for travel June 16, 1880, and rapidly secured a leading place as a competing line to Atlantic City, the superior road-bed and excellent equipment guaranteeing to its patrons the three essentials of modern travel—security, comfort and speed. J. Wolcott Jackson, Gen'l Sup't, Jersey City; Frank Thompson, Gen'l Manager, James R. Wood, Gen'l Pass. Agent, Geo. W. Boyd, Ass't. Gen'l Pass. Agent, Philadelphia.

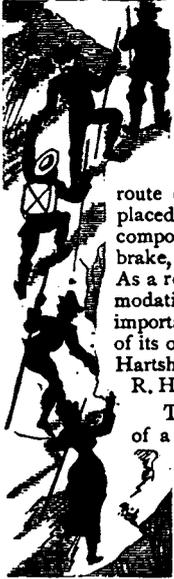
CAMDEN AND ATLANTIC RAILROAD.—This road extends from Camden to Atlantic City, a distance of 59 miles, and is one of the great arteries of travel to the summer resorts of the coast. It is handsomely equipped, and is run under the most careful management, serious accidents having been remarkably few since its establishment, notwithstanding the fast time made between the two points. To the liberal policy pursued by the line was due the rapid and remarkable growth of Atlantic City, soon causing it to rank with the hitherto exclusive Long Branch and Cape May, once the resort almost exclusively of New Yorkers. The road passes for some considerable distance through the most fertile region of this part of the state, including that great grape-growing and wine-making section, Egg Harbor, the fruit-producing locality of Pomona, and other equally important points from which the Philadelphia, and to some extent the New York markets are supplied.

When the charter of the Camden and Atlantic Railroad was applied for early in 1852 and issued in March of that year, there were not wanting those who foresaw only disaster to the men who proposed embarking their capital in the enterprise. The line was to run through an almost undeveloped section of country, for the most part, to a seaside resort only just becoming known, and it was not then believed that it could successfully compete with its fashionable and older rivals, Cape May and Long Branch. These dismal predictions, however, did not deter the incorporators but rather acted as an incentive for vigorous action, and the work of laying the rails and building the rolling stock went steadily on. Care in construction of the road-bed, with a view of securing absolute safety was observed, and everything done to insure the popularity



of the line when it should become an aspirant for public favor and patronage. The road was opened for business July 4, 1854, and from that time forth Atlantic City rose rapidly in favor as a summer resort. Along the route, then a semi-wilderness of sand and pines, towns sprung up where hamlets had existed before, small fruit raising and the cultivation of vegetables for the Philadelphia market received a marked impetus, and the hitherto unproductive, because too far remote from an accessible market, section became one of the most important of the state. At Egg Harbor City the soil and climate is particularly adapted to the cultivation of the grape, a fact the sturdy emigrants from Germany were not long in ascertaining and availing themselves of. Securing land at almost nominal rates these people soon found the nucleus of a colony to which in later years flocked those skilled in grape culture and wine making in the fatherland. The best varieties of vine were planted, and in a few years wine produced that rivalled the imported article. Being free of duty it supplied a want long felt by the German population of American cities for a pure, and at the same time comparatively cheap wine, and the demand became immense. To-day Egg Harbor is known the country over as a wine producing section, and the value of its vineyards and manufacturing establishments forms no inconsiderable portion of the state's wealth. This is but one of the many advantages secured to the commonwealth by the Camden & Atlantic Railroad, and much of the success of the road is due to Mr. Chas. D. Freeman, the President, and Mr. D. M. Zimmerman, the secretary and treasurer. Another feature, in which the Camden & Atlantic was the pioneer in the state, is the establishment of cheap excursion trains to the seaside. Long Branch and Cape May, besides being rather exclusive and fashionable, was but a few years ago too costly in respect to transportation rates for those in moderate circumstances to afford to spend a day by the ocean, the trip, including hotel accommodations aggregating no inconsiderable outlay. Recognizing this fact, the management of the road inaugurated cheap round trip rates to Atlantic City, where those who had but a day to spend could go down, be entertained at the large excursion house, and return by early evening at a cost of but a few dollars. This opportunity was embraced by Sunday-schools, churches and societies at once, and the excursions to "the city by the sea" sprang into popular favor. Year after year this business of the road increased until the best days of each summer season are now engaged even before January first, and at the present time nearly every excursion date is filled for the season of 1882. The road proper is 58 miles in length, with a branch from Haddonfield to Medford; and also another between Atlantic City and South Atlantic City, and employs 18 first-class engines and 241 cars. It also owns and operates two steam ferry lines between Philadelphia and Camden, and the horse railway in Atlantic City. The road is upon a sound financial basis, has from the start been singularly free from serious accidents, has the entire confidence of the traveling public, and is in every way the most popular route to the shore. D. M. Zimmerman, Gen'l Pass. Agent; F. A. Lister, Sup't; E. M. Coffin, Gen'l Freight Agent; Walter Zimmerman, Cashier; General Office, Camden.





**LEHIGH VALLEY RAILROAD.**—This model railroad now owns and controls a line across the state, giving it an outlet near New York city for its vast coal traffic. With this connection, it forms a grand highway to the West, and in its perambulations traverses one of the richest and most picturesque regions of the United States. The Lehigh Valley Road proper was projected by the late Hon. Asa Packer, and in October, 1855, opened from Easton, Pa., to Mauch Chunk. In 1871, it purchased the property of the Morris Canal and Banking Company, giving it extensive water facilities from Phillipsburg to Jersey City, and in 1872, a charter was granted for the construction of the Bound Brook and Eastern Railroad, in this state, which was subsequently changed by consolidation with the Perth Amboy and Bound Brook Railroad to Easton and Amboy Railroad. This route embraces much of the fine country of the state, and the Lehigh Valley Company have placed the road-bed in the most acceptable condition. The passenger trains of this road are composed of first-class, well-equipped cars, supplied with the Westinghouse Automatic Air-brake, and all modern conveniences for the safety and comfort of those who patronize the road. As a route to the West, this road affords superior inducements in fast time and superior accommodations. The Easton and Amboy Division of the Lehigh Valley Railroad forms a very important connection in the railroad system of New Jersey, and under the efficient management of its owner, has secured a remarkable share of the general business. The officers are: Charles Hartshorne, Pres.; H. E. Packer, Vice Pres.; Lloyd Chamberlain, Treas.; J. R. Fanshawe, Sec.; R. H. Sayre, Gen'l Sup't; E. B. Byington, Gen'l Pass. Agt.; Gen'l Offices, Bethlehem & Phila.

**THE NEW YORK, LAKE ERIE AND WESTERN RAILROAD.**—One of the best known roads of a few years ago was the "Erie," which was re-organized April 27, 1878, as the New York, Lake Erie and Western Railroad. The picturesque scenery and rich rolling, farming and dairying land lying along the road, has given it unrivalled attractions, and brought to it a patronage that has made it one of the great trunk lines between the Atlantic sea-board and the West and Northwest, the South and Southwest. It is the short popular route between New York and Niagara Falls, Lake Chautauqua, and the Lake of Central New York. From New York city and for thirty miles, it affords frequent trains for the wealthy business men of the metropolis who live along its line, and in this manner has built up a continuous stretch of inviting towns and villages composed of the homes of these gentlemen. Only about thirty miles of the main line are in New Jersey, but it has leased and now controls a number of important branches, which as feeders for the "Erie," form a network of lines in the northern portion of the state. The road is laid with steel rails, and uses Westinghouse air-brakes, and Miller platforms. On all through trains are run the famous Pullman Sleeping and Drawing-Room coaches. The New York, Lake Erie and Western leases the following roads in New Jersey:

**NEWARK AND HUDSON RIVER RAILROAD**, about six miles long, running from Bergen Junction to Newark.—**NEW JERSEY & NEW YORK RAILROAD** Co's line extends from Erie Junction, N. J., to Strong Point, N. Y., 36½ miles, of which half is in New Jersey.—**NEW YORK AND GREENWOOD LAKE RAILROAD**, from Jersey City to Greenwood Lake, N. Y., forty miles with extension to connection with Newark Branch of N. Y. L. E. and W. R. R., one and a half miles. Originally the Montclair Railroad.—**NORTHERN RAILROAD OF NEW JERSEY.**—This line extends from Bergen Junction, N. J., to Sparkhill, N. Y., 21¼ miles.—**OGDEN MINE RAILROAD** runs from Ogden Mine to Nolan's Point, Lake Hopatcong, a distance of ten miles, and is used exclusively for ore and coal.—**PATERSON AND HUDSON RIVER RAILROAD**, from Jersey City to Paterson, fifteen miles.—**PATERSON, NEWARK AND NEW YORK RAILROAD**, from Paterson to Newark, eleven miles.—**PATERSON AND RAMAPO RAILROAD**, from Paterson to New York State line, 15 miles. The principal officers of the road are: Hugh J. Jewett, President; George R. Blanchard, Rob't Harris, Vice Presidents; E. S. Bowen, General Superintendent; B. W. Spencer, Treasurer; John N. Abbott, General Passenger Agent; R. C. Vilas, General Freight Agent; General Office, New York.

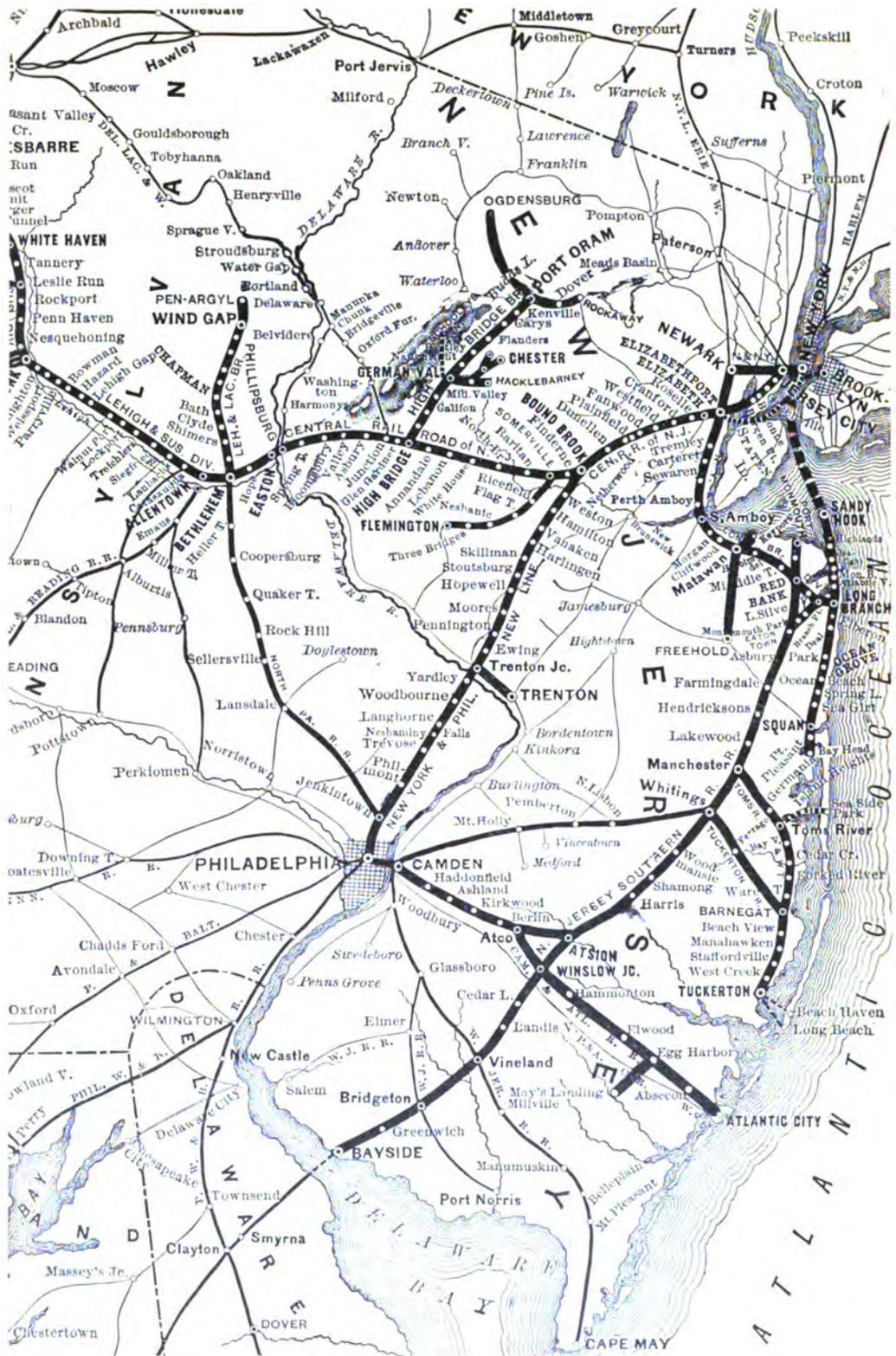
**CENTRAL RAILROAD OF NEW JERSEY.** The coach of the sixteenth century, the stage of the seventeenth, and the mail of the eighteenth, led step by step to the locomotive of the nineteenth,—the century marked by such gigantic strides in the matter of travel and transportation; and of all the roads constructed in the State, none are more important than the "CENTRAL" and its numerous branches.

The history of the road is full of interest, especially as in its construction it acted as a pioneer and made the all-important preparation which led to the building of other and important connecting railroad lines.

The road from Elizabethport to Somerville was built by the "Elizabethtown and Somerville Railroad Company," under a charter granted in 1831. The road was opened first from Elizabethport to Elizabeth, two and one-half miles, and connected at Elizabethport with New York and New Brunswick by boat. The route to Somerville was surveyed in 1835.

In 1836 it was built as far as Plainfield, and although the panic of 1837 told severely on the finances of the Company, it still pressed onward, slowly extending the road to Bound Brook, and finally reached Somerville in 1839. The effort, however, resulted in the failure of the Company and the foreclosure of the mortgage upon the road. The road was sold in 1846, the strap-rail taken up by the new organization, the track relaid with heavy T-rail, and preparations made for a large business. Feb. 16, 1842, the State Legislature, by special enactment, extended the time for completing the road until July 4, 1846. A new company was chartered in 1847 (approved Feb. 26th) to extend the road to Easton, under the name of "The Somerville and Easton Railroad Company." In the fall of 1848 the road was opened to White House; the following year authority was given the above-named Company to purchase the Elizabethtown and Somerville Railroad, and the name of the consolidated Company was changed to "The Central Railroad Company of New Jersey." This was





carried into effect in 1850, the existing roads brought under one ownership, and immediately thereafter the remainder of the route to Phillipsburg was put under contract. The portion to Clinton was opened in May, 1852, and the cars made one round-trip per day between New York and Clinton, from whence passengers reached Easton by stage. On the morning of the 1st of July, 1852, the last rail was laid. From this time that undeveloped country began to yield up its wealth. Iron works that had lain in ruins for the want of fuel since the Revolution were rebuilt, and with the advent of the thundering coal-trains began the ring of tilt-hammers; while the exchange of rude cabins for beautiful dwellings, and the founding of towns, churches, schools, etc., marked the succeeding years of the history of this road.

For eight years more were passengers transferred from Elizabethtown to New York by boat, but in 1860 authority was obtained to extend the Central Road to Jersey City, which was soon after accomplished. The most important feature in the extension is the Bay Bridge, nearly two miles in length, over Newark Bay.

The Central Railroad of New Jersey now has direct control of and operates the roads in Pennsylvania extending from Easton, through Bethlehem, Mauch Chunk, White Haven, and Wilkesbarre, to Scranton, with several branches into the slate and coal fields, under the title of the Lehigh and Susquehanna Division. It operates within the State of New Jersey, the "New York and Long Branch Railroad," from Perth Amboy to Long Branch; the "New Egypt and Farmingdale Railroad," from Long Branch to Ocean Beach; "The Long Branch and Sea Girt Railroad," from Long Branch to Sea Girt, and in the summer of 1880 extended the line to Point Pleasant, under the name of "New York and Long Branch Extension Railroad," all being now merged into "The New York and Long Branch Railroad"; "The South Branch Railroad," Somerville to Flemington; "The High Bridge Railroad," and "Longwood Valley Railroad" to Port Oram, Rockaway, etc., the "Ogden Mine R. R., and is continually extending Branches into the iron and ore regions, and along the coast in New Jersey; and operates the "New Jersey Southern Railway," from Sandy Hook to Bay Side,—one hundred and seventeen miles. The Central Railroad of New Jersey, in connection with the Philadelphia and Reading Railroad at Bound Brook, forms the important and central route to Trenton and Philadelphia,—the "New York and Philadelphia New Line," popularly named and designated the "Bound Brook Route," the original two hour line between New York and Philadelphia.

Along the line of the Central the beauties of nature and the utilities of man vie with each other for the overmastering interest. The Trunk Route—that is, that of the Central road itself—extends across the central portion of New Jersey, and hence its name. Its termini are Jersey City and Phillipsburg, N. J. It traverses the finest portion of the State, passing through a succession of alluvial valleys, containing the richest land in New Jersey, and increasing both in beauty and fertility as one approaches the borders of Pennsylvania. No one who has looked from New Hampton upon the Musconetcong Valley of Hunterdon and Warren Counties, will ever forget the scene or its suggestions.

The following are the present officers of the Central Railroad of New Jersey: F. S. Lathrop, President; Joseph S. Harris, General Manager; James Moore, Chief Engineer; W. W. Stearns, General Superintendent; H. P. Baldwin, General Passenger Agent; P. H. Wyckoff, General Freight Agent; W. S. Polhemus, Division Superintendent; R. Blodgett, Division Superintendent; J. W. Watson, Secretary and Treasurer. General Office of Company, 119 Liberty Street, New York.

**DELAWARE, LACKAWANNA AND WESTERN RAILROAD.** Stretching across the central part of New Jersey is found the old Morris and Essex Railroad, which now constitutes the main line of the Delaware, Lackawanna and Western Railroad, from New York city. The D. L. & W. R. R. was formed by the consolidation, December 10, 1853, of the Lackawanna and Western Railroad (chartered March 14, 1849) and the Delaware and Cobb's Gap Road (chartered December 26, 1850). October 21, 1851, the road was opened from Scranton, Pa., to Great Bend, and from Scranton to the Delaware river May 27, 1856. Five years previous (1850), the D. L. & W. had entered into New Jersey, by leasing the Warren Railroad, extending from the Delaware river to a junction with the Central Railroad of New Jersey, the latter line being used up to 1875 as an outlet to the Hudson. In Pennsylvania and New York, the D. L. & W. controls the Cayuga and Susquehanna Railroad, Syracuse and Binghamton Railroad, The Valley Railroad, Lackawanna and Bloomsburg Railroad, Rome and Clinton Railroad, and Utica, Clinton and Binghamton Railroad. Of the roads controlled in New Jersey, the Morris and Essex is the most important, it now forming the main line. It was chartered January 29, 1835, and opened to Hackensack, fifty-three miles in January, 1854, and to Phillipsburg, in 1866. In 1868, the road was leased to the D. L. & W. R. R. The rolling stock of this division consists of 111 engines, 93 passenger, 46 mail, and 3,878 freight and coal cars. The old Morris and Essex Railroad crosses the State through a very populous and prosperous section, and with its excellent equipment, makes a route that is rapidly securing a very large per centage of the travel and freights. The D. L. & W. R. R. controls the Chester Railroad, from Chester Junction to Chester, ten miles.—**NATIONAL DOCKS RAILROAD** runs from Bergen Hill to Communipaw, three miles.—**NEWARK AND BLOOMFIELD RAILROAD**, from Newark Junction to Montclair, four and a half miles.—**PASSAIC AND DELAWARE RAILROAD**, from Summit to Bernardsville, fifteen miles.—**HIBERNIA MINE RAILROAD** extends from Hibernia to the Delaware, Lackawanna & Western junction, near Rockaway, a distance of five and a half miles. The Hibernia Underground line extends from a point in Hibernia mountain, one mile through the same, and is used chiefly for transporting ore.—**WARREN RAILROAD** extends from New Hampton to the Delaware River, a distance of eighteen miles.

The principal officers of D. L. & W. R. R. are, Samuel Sloan, President; F. F. Chambers, Secretary and Auditor; F. H. Sibbens, Treasurer; W. F. Halstead, General Superintendent; W. F. Holwill, General Ticket Agent; B. A. Hegeman, General Freight Agent.

**MIDLAND RAILROAD OF NEW JERSEY.** One of the important roads through New Jersey, and centering at Jersey City, is that known as the Midland Railroad of New Jersey. It was chartered as the New

Jersey Midland Railroad Company, in 1870, and opened in 1872. Built as an outlet for the New York and Oswego Midland Railroad, it was operated by it under lease until March 30, 1875, when it was placed in the hands of a receiver. February 21, 1880, the road was sold under foreclosure, and the present company organized March 24, 1880, and at once began to place the road in all departments in the most thorough condition. By the settlement the capital stock is entitled to seven per cent. dividend after payment of interest on the first mortgage bonds, and before interest is paid on any other securities. This road, in its various connections, traverses a rich country, including a very productive dairy and farming district. The shipment of milk to New York city forms an important portion of the business, and since the road has been under the present management, this has been greatly augmented by the excellent facilities offered. The route at short intervals is dotted with towns and villages, many of them the place of residence for wealthy New Yorkers. The Midland Road lease and control the following lines:

MIDDLETOWN, UNIONVILLE AND WATER GAP RAILROAD, from Middletown, N. Y., to Unionville, N. J., 13.30 miles.—MOUNT HOPE MINERAL RAILROAD, from Mount Hope to Port Oram, in Morris county, four and a half miles in length, and is used solely for the transportation of iron ore, coal and mine supplies.—CHARLOTTEBURG AND GREEN LAKE RAILROAD extends from Charlotteburg Junction to the Green Pond mines, four and a half miles. No rolling stock is owned by this line, that being furnished by the Midland Railroad Co., of New Jersey. The business of the road is derived entirely from the iron mines along its route.—JERSEY CITY AND ALBANY RAILWAY from Jersey City to Albany, N. Y., one hundred and forty-seven miles, but only built to Haverstraw, N. Y., thirty-eight miles. Trains are run on completed portions of line by the New Jersey Midland Railroad.—JERSEY CITY AND BERGEN RAILROAD, from Jersey City to Bergen Point, six miles in length. This road is now called New York, Susquehanna and Western. F. A. Potts, Pres.; U. S. Dunn, Vice Pres.; A. S. Lee, Sec. and Treas.; H. M. Britton, Gen'l Manager; J. J. Demarest, Gen'l Pass. Agent; Office, 93 Liberty street, New York.

BOUND BROOK ROUTE TO N. Y. & PHILA. This well-known and popular line between the two metropolises of the country,—New York and Philadelphia,—is formed by the consolidation of three roads,—the North Penn, from Philadelphia to Yardleyville, Pa., the Delaware and Bound Brook, from this point to Bound Brook, N. J., where it connects with the Central Railroad of New Jersey, the whole forming a short line, equipped with superior road-bed, steel rails, and magnificent rolling-stock. The road was opened for travel May 1, 1876, and during the continuance of the Centennial Exhibition, carried a very large share of the travel between the two cities, a proportion which has been maintained during the years up to the present time. May 1, 1879, the whole line west of Bound Brook was leased to the Phila. and Reading Railroad. C. G. Hancock, Gen'l Pass. Ag't, Phila.; H. P. Baldwin, G'en'l Pass. Ag't, N. Y.

BLAIRSTOWN RAILROAD, running from Delaware Station to Blairstown, eleven and a half miles, was opened for traffic July 24, 1877, and is four feet, eight and a half inches gauge, with steel rails.—CAMDEN, GLOUCESTER AND MT. EPHRAIM RAILROAD, a narrow-gauge road, from Camden to Mt. Ephraim, six miles.—CUMBERLAND AND MAURICE RIVER RAILROAD, from Bridgeton to Bay Side, twenty miles. Formerly the Bridgeton and Port Norris Railroad, and is now, as then, largely engaged in the oyster carrying trade from the Maurice River Cove. J. Hicks Conrad, President; C. W. Littell, Secretary and Treasurer; L. H. Dowdney, Superintendent.—DELAWARE BAY AND CAPE MAY RAILROAD, extends from Steamboat Landing, Delaware Bay, to Cape May, a short three miles.—DELAWARE SHORE RAILROAD, from Woodbury to Pennsgrove, twenty miles. Opened in 1877, and in December, same year, placed in the hands of a receiver. Now owned and operated by a private party.—FERRO MONTE RAILWAY runs from Vanatta to the Byram mine, two and a half miles long, and its income is derived entirely from freight.—FREEHOLD AND NEW YORK RAILROAD, from Freehold to Keypoint, fourteen and a half miles. Opened July 2, 1877. The rolling stock is furnished by connecting roads.—HACKENSACK RAILROAD, from Erie Junction to Hackensack, six miles. Leased to the N. J. & N. Y. R. R.—NEW JERSEY AND NEW YORK RAILROAD, running from Jersey City to Stony Point, a distance of forty-one miles. J. S. Drake, Superintendent; J. D. Hasbrouck, Gen'l Pass. Agent; General Office, Jersey City.—PHILADELPHIA AND ATLANTIC CITY RAILWAY, running from South Camden to Atlantic City, a distance of fifty-four and a half miles, is now in a fair way of earning for its stockholders some return for the money invested. This road has been unfortunate. Originally laid without proper ballasting of road-bed, the very first passenger train passing over it collided with another section, and making a bad wreck, injuring however, but one or two people. It continued to be operated with varying fortunes for a year or so, and then went into the hands of trustees. The road was then ballasted, additional and better rolling-stock placed upon the line, and by the summer of 1880 it had become the favorite for cheap excursions of societies, etc., from Philadelphia, and comparatively few accidents occurred, and those of a trifling character.—PLEASANTVILLE AND OCEAN CITY RAILROAD, from Pleasantville to Somers' Point, seven and one quarter miles, is a branch operated by the Narrow Gauge, and affords communication by boat with Ocean City, founded a year or two back by those of the Methodist faith, and already a popular resort. Wm. H. Getzmer, G. B. Linderman, Trustees; Elias Clark, Sup't; Frank S. Urie, Cashier; General Office, Camden.—SUSSEX RAILROAD extends from Waterloo, via Franklin, to McAfee Valley, near Vernon, with a branch from near Lafayette to Branchville, a distance of about 35 miles in all.—TUCKERTOWN RAILROAD.—Extending from Whiting's to Tuckertown, 29 miles, has also a spur from Tuckertown to Edge Cove, two miles.—WARWICK VALLEY RAILROAD extends from McAfee to N. Y. State line, a distance of 6.85 miles.—WILLIAMSTOWN RAILROAD, from Atco to Williamstown, nine and a half miles.



*Always On Time.*

CITIES, TOWNS AND POST-OFFICES  
OF  
NEW JERSEY.

BEING A COMPLETE GAZETTEER OF THE STATE, WITH THE CENSUS REPORT AND STATISTICS FOR 1880, AND THE LATEST INFORMATION FOR SHIPPING, EXPRESSING, MAILING, AND ALL OTHER BUSINESS PURPOSES, ALPHABETICALLY ARRANGED.

**Absecon**, or **Absecom** (Atlantic co.), a post village of 507 inhabitants, on the Camden and Atlantic Railroad; it is the centre of a large oyster trade, the oysters of Absecom and contiguous bays being very fine and in great demand in the markets of Philadelphia and elsewhere.

**Ackerson Switch** (Sussex co.), mail Monroe.

**Acton** (Salem co.), a station of the Salem branch of the West Jersey Railroad.

**Adams** (Middlesex co.), a hamlet n.e. of Deans.

**Adamsville** (Somerset co.), mail Finderne.

**Afton** (Morris co.).

**Albertson's Iron Mills** (Camden co.), a hamlet and iron works near Winslow.

**Albion** (Camden co.), mail Berlin.

**Alexanders** (Monmouth co.), a hamlet near Lower Squankum.

**Alexandria** (Hunterdon co.), mail Frenchtown.

**Allaire** (Monmouth co.), a post hamlet on the Manasquan River and on an extension to Manasquan of the Freehold and Jamesburg Railroad.

**Allamuchy**, or **Allamuchee** (Warren co.), a mining and post village of 350 inhabitants.

**Allenborough** (Gloucester co.), mail Jefferson.

**Allendale** (Bergen co.), a post village on the Erie Railroad, having a woolen mill and a population of 150.

**Allentown** (Monmouth co.), a thriving post village, with a population of 1400 and two grist mills.

**Allen Mines** (Morris co.), mail Dover.

**Allenwood** (Monmouth co.), a post hamlet on the Manasquan extension of the Freehold and Jamesburg Railroad and on the Manasquan River, 2½ miles by rail and 4 miles by water from Manasquan.

**Allen's Ferry** (Warren co.), mail Delaware Station.

**Allerton** (Hunterdon co.), mail Annandale.

**Allerton's** (Bergen co.), the station name of Granton.

**Allerville** (Hunterdon co.), a hamlet on a branch of the Lehigh Valley Railroad, near Sidney.

**Alloway Station** (Salem co.), on the Salem branch of the West Jersey Railroad.

**Allowaytown** (Salem co.), a thriving post village 1 mile s. of Alloway Station and at the head of navigation on the Alloways Creek; it has a large canning establishment, mills, etc., and a population of 802.

**Almonesson** (Gloucester co.), a post hamlet on the Cooper's Creek, 3 miles e. of Woodbury, where there is a mill. Population, 300.

**Alpine** (Bergen co.), a post village at the Palisades. Population, 125.

**Amboy Junction** (Union co.), mail Rahway.

**Amey's Mount** (Burlington co.), mail Juliustown.

**Ameystown** (Burlington co.), mail Ellisdale.

**Amptonville** (Essex co.), mail Irvington.



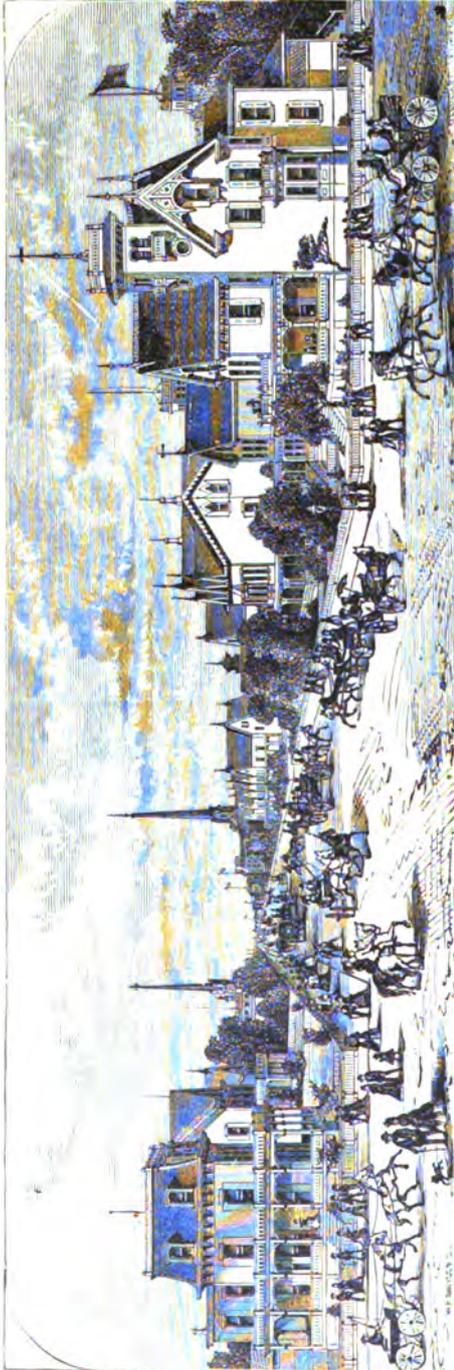
ON THE BEACH—LONG BRANCH.

**Amsterdam** (Hunterdon co.), a hamlet at the foot of the Musconetcong Mountain and on the Belvidere Delaware Railroad.

**Aucora** (Camden co.), a flourishing post village on the Camden and Atlantic, near the junction of the New Jersey Southern Railroad; here are considerable manufactures of phrenological busts and pearl buttons, and an industrial school. Population, 200.

**Anderson**, or **Andersonstown** (Warren co.), a post hamlet 1 mile from Port Murray and on the Musconetcong River, which here supplies power for a large grist mill. Population, 150.

**Andover** (Sussex and Warren cos.), a post village on the Sussex Railroad, a branch of the Morris and Essex, and in a township of the same name, which contains iron mines and limestone quarries, with a population of 1200, the village containing 425. There



PACIFIC AVENUE, ATLANTIC CITY, DURING THE SUMMER SEASON.

is a small hamlet of this name about 5 miles s.e. of the above, on the southern boundary of this county, and another near the southern end of Warren co., on the Belvidere Delaware Railroad.

**Andrews** (Camden co.), a hamlet on the Williamstown branch of the Camden and Atlantic Railroad.

**Annandale** (Hunterdon co.), a post village on the Central Railroad of New Jersey, having a sash and blind factory, and a population of 500.

**Anthony** (Hunterdon co.), a post village near the n.w. corner of the county. Population, 98.

**Anthonytown** (Hunterdon co.), mail Port Murray.

**Apgar's Corner** (Hunterdon co.), mail Lebanon.

**Applegate Corners** (Cumberland co.), mail Cohansey.

**Aqueduct Mills** (Mercer co.), mail Princeton.

**Archertown** (Ocean co.), a post hamlet near New Egypt.

**Arcola** (Bergen co.), a post hamlet 3 miles e.n.e. of Paterson, having a woolen mill.

**Aries Mills** (Salem co.), mail Daretown.

**Arlington** (Hudson co.), a post hamlet on the Montclair and Greenwood Lake Railroad, 2 miles w. of Woodside. Population, 395.

**Arlington Avenue** (Essex co.), mail East Orange.

**Arney's Mountain** (Burlington co.), a hamlet near Juliustown.

**Arneytown** (Burlington co.), a hamlet near Jacobstown and on the boundary of Monmouth co.

**Asbury** (Warren co.), a post village 2 miles n.w. of Asbury Station of the Central Railroad of New Jersey and on the Musconetcong River, which here supplies power for woolen and other mills; it has a population of 700.

**Asbury Park** (Monmouth co.), a post village and summer resort on the beach and on the Central Railroad of New Jersey, separated from Ocean Grove by a lake about 300 feet across; it has a money-order postoffice. The tract of land upon which it is located was purchased in 1870 by Mr. James Bradley, with the intention of establishing a new sea-side resort. The enterprise has proved itself to be a successful one. By the generous expenditure of money and time in carrying out the designs of its founder, Asbury Park stands to-day among the foremost of New Jersey's sea-side resorts. It has one public and two private schools, eight churches, twenty hotels, two public halls, newspapers, and many manufacturing establishments. Population, 1700.

**Asbury Station** (Gloucester and Hunterdon cos.), two stations, one of the Swedesborough branch of the West Jersey Railroad, 3 miles n.e. of Swedesborough; the other of the Central Railroad of New Jersey, 5 miles s.w. of Junction; there is quite a hamlet at the latter.

**Asbury Station** (Gloucester co.), mail Reparepo.

**Asbury Station** (Hunterdon co.), mail Asbury.

**Ashford** (Essex co.), mail South Orange.

**Ashland** (Camden co.), a hamlet on the Camden and Atlantic Railroad, 2½ miles s.e. of Haddonfield.

**Ashland** (Essex co.), mail East Orange.

**Ashley Place** (Mercer co.), mail Trenton.

**Ashley** (Essex co.), mail Orange.

**Ash Swamp** (Middlesex co.), mail Rahway.

**Asylum** (Mercer co.) a hamlet on the Belvidere Delaware, near the intersection of the Delaware and Bound Brook Railroad, which owes its name to the State Lunatic Asylum located here.

**Atco** (Camden co.), a post village at the junction of the Camden and Atlantic, New Jersey and Williamstown Railroads, the centre of manufacturing and fruit and berry-growing region; there are numerous extensive cranberry bogs in its immediate vicinity, and a glass factory and comb factory in the village. Population, 310.

**Atco Station** (Camden co.), mail Atco.

**Aten's Foundry** (Warren co.), mail Hope.

**Atlantic City** (Atlantic co.), a city and one of the leading summer resorts of the New Jersey coast; it is situated on an island called Absecom Beach; has an excellent sandy beach for bathing, is well provided with hotels, boarding-houses and cottages, and is very easy of access, being the terminus of three first-class well-equipped railroads—the Camden and Atlantic, the Philadelphia and Atlantic City (narrow gauge), and the West Jersey and Atlantic City Railroads; the city is well drained, well lighted and has an ample supply of good water for drinking and culinary purposes. The citizens, railroad managers and others interested in the development of this city as a watering-place, have shown a remarkable degree of foresight, judgment and enterprise, and it is second to none on the continent, either in inducements or in success. Besides having a great number of stores, embracing all lines of merchandise that meet any demand, the city has a large trade in fish, especially oysters and clams, which are obtained in great profusion in the inlets, bays, etc. The resident population in 1870 was only 1043, but has increased very rapidly within the last five years, and beyond all precedent within the last two years, so that it is now 5477, which is augmented largely during the summer season. It stands pre-eminent as a resort for excursionists, having had as many as 10,000 people visit the city in a single day. Ample accommodation and every convenience for the comfort and enjoyment of its guests are afforded. The proverbial dryness of the atmosphere of this section of the State, and its balmy sea air, have given the place a reputation to some extent of rivaling Florida as a resort for invalids. The Absecom lighthouse stands within the city limits, and is 167 feet above the level of the sea; the lenses are of the first order, with stationary light visible at a distance of 19 miles.

**Atlanticville** (Monmouth co.), a post village on the New Jersey Southern Railroad, 2½ miles n. of Long Branch. Population, 78.

**Atsion Junction** (Burlington co.), mail Atsion.

**Atsion** (Burlington co.), a post village on the Atsion River and at the junction of Atco branch with the

main line of the New Jersey Southern Railroad; it has a cotton mill, and a considerable portion of the fruit and oysters and of the manufactures of this region are shipped at Atsion for New York. It has a population of about 300.

**Auburn, or Sculltown** (Salem co.), a post village on the Old Man's Creek, about 5 miles e.s.e. of Pennsgrove; it has a population of upwards of 203, and is the centre of a fertile region where much garden truck is raised for the Philadelphia market.

**Augusta** (Sussex co.), a post village on the Branchville branch of the Sussex Railroad, near its north-western terminus; here are a cotton mill, a tannery, etc. Population, 248.

**Austin** (Salem co.), a post hamlet 2 miles n. of Shiloh, and e.n.e. of Jericho.

**Avondale** (Essex co.), a post village on a branch of the Erie Railroad, 3½ miles n. of Newark; here is a valuable stone quarry. Population, 200.

**Avenue Station** (Middlesex co.), mail Woodbridge.

**Ayerstown** (Burlington co.), mail Mount Holly.

**Baak's Mills** (Somerset co.), mail Martinsville.

**Babon's Bridge** (Hunterdon co.), mail Rowland Mills.

**Bachville** (Morris co.), mail Morristown.

**Bacon's Neck** (Cumberland co.), a hamlet on the New Jersey Southern Railroad, 1½ miles n.e. of Bay Side.

**Baileytown** (Cumberland co.), mail Mauricetown.

**Baker's Basin** (Mercer co.), a hamlet on the Raritan Canal, near Trenton.

**Baker's Mills** (Morris co.), mail Dover.

**Baker's Mine** (Morris co.), mail Dover.

**Bakersville** (Atlantic and Ocean cos.), two hamlets, one on the shore of the mainland near Absecom Beach, the other near Manchester, the latter also called Yankeetown. Population, 300.

**Balesville** (Sussex co.), mail Pleasant Valley.

**Ballinger's Mills** (Salem co.), mail Daretown.

**Batesville** (Camden co.), a hamlet on the Paulinskil, opposite Pleasant Valley.

**Bamber** (Ocean co.), a hamlet on the Tuckerton branch of the New Jersey Southern Railroad and on the Cedar Creek, which supplies power here for a saw mill; it is the centre of a prolific cranberry district.

**Bang Bridge** (Warren co.), a hamlet of the Jenny Jump mining region, near Allamuchy.

**Baptistown, or Baptisttown** (Hunterdon co.), a post village near Frenchtown, the centre of a rich farming district, with a good local business, and a population of 250.

**Barber's Station** (Burlington co.), mail New Greta.

**Barber's** (Hunterdon co.), a hamlet on the Flemington and Lambertville branch of the Lehigh Valley Railroad.

**Barbertown** (Hunterdon co.), a hamlet near Baptistown.

**Bargaintown** (Atlantic co.), a post village on the Cedar Swamp Creek, 5 miles s.w. of Absecon, having a saw mill, other mills, etc. Population, 150.

**Barley Sheaf** (Hunterdon co.), a hamlet on the south branch of the Raritan River, near Rowland Mills.



VIEW ON THE PASSAIC RIVER AT NEWARK.

**Barnard** (Atlantic co.), mail Hammonton.

**Barnegat** (Ocean co.), a post village of 1000 inhabitants, on the Tuckerton branch of the New Jersey Southern Railroad; it is about a mile from the extensive Barnegat Bay, where clams and oysters abound; cranberries are raised in great quantities in its vicinity, and it has considerable manufactures and numerous stores with a good business. The name Barnegat is of Dutch origin, being a corruption of the name Barendegat, signifying Breakers' Inlet—the inlet being noted for the dangerous nature of its breakers. On the south side of this inlet stands the famous Barnegat lighthouse, the light of which is the principal guide to mariners approaching New York harbor. It rests upon a brick tower, 150 feet in height from base to focal plane. The lenses are large and of the first order, emitting a flash-light at intervals of ten seconds. It has a population of 1108, with excellent schools, churches, hotels, and a number of cottages. About 2 miles to the n.n.e. is a thriving hamlet called Barnegat Junction, where the Waretown and Tuckerton branches of the New Jersey Southern meet.

**Barnsborough, or Barnesborough** (Gloucester co.), a post village on the West Jersey Railroad, both the Cape May and Atlantic City routes, in a district remarkable for superior truck and dairy farming, fruit culture and manufactures. Population, 240.

**Barrentown** (Monmouth co.), a hamlet on the Freehold and Keyport Railroad, 3 miles n.n.e. of Freehold.

**Bartley** (Morris co.), mail Chester.

**Bartleyville** (Morris co.), a post hamlet on the Central Railroad of New Jersey, in the iron district, and having iron works. Population, 50.

**Basking Ridge** (Somerset co.), a thriving post village on the Barnardsville branch of the New Jersey West Line Railroad; with a population of nearly 600, an extensive condensed milk manufactory, etc.; it is in a fine farming region, and much butter, garden produce, etc., is shipped here for New York.

**Bass River** (Burlington co.), is a hamlet on Bass River.

**Bates Mill** (Atlantic co.), mail Waterford Works.

**Batestown** (Morris co.), mail Schooley's Mountain.

**Baties Works** (Morris co.), mail Boonton.

**Batsto** (Burlington co.), a hamlet on Batsto River, which here supplies power for a saw mill.

**Battentown** (Gloucester co.), a hamlet near Swedesborough.

**Battle Ground** (Monmouth co.), a hamlet on the Freehold and Jamesburg Railroad, 2 miles w.n.w. of Freehold; it occupies the site of the battle of Monmouth Court House in the revolution.

**Bayonne** (Hudson co.), a city of 9372 inhabitants, at the southern end of the county, essentially a part of Jersey City, though its citizens declined, by a vote in October, 1869, to have it consolidated with its large neighbor; the city embraces the former villages of Bergen Point, Bayonne, Centreville, and Salterville or Pamrapo, at each of which the Central Railroad of New Jersey still maintains a station; it is separated on the north from Jersey City by the Morris Canal, on the south from Staten Island by the Kill von Kull, and is washed on its two sides by the New York and Newark Bays. Bayonne has extensive manufactures, comprising petroleum refineries, chemical paint works, etc., and on the Kill von Kull are the Port Johnson coal docks, where thousands of tons of coal are annually received and shipped, employing hundreds of laborers.

**Bay Side** (Cumberland co.), the southwestern terminus of the New Jersey Southern Railroad, on the Delaware River, near its expansion into the bay; there is a shad fishery here, employing many hands, with about fifty boats; and, though itself a small place, Bay Side is the depot for a large water and rail traffic.

**Bay Side View** (Cumberland co.), the southern terminus of the Bridgeton and Port Norris Railroad, on the Maurice River, very near the Cove, and about 2 miles from Port Norris; it is the headquarters of the Maurice River Cove fisheries, the deservedly famous and popular oysters from which are sent hence to Port Norris for packing and shipment, by water and rail, to Philadelphia and New York.

**Bay View** (Monmouth co.), mail Navesink.

**Bayville Station** (Ocean co.), mail Bayville.

**Bayville** (Ocean co.), a post hamlet on Barnegat Bay, 1 mile e. of Bayville station of the Waretown branch of the New Jersey Southern Railroad; it is one of the depots of considerable fisheries operating in the bay, inlet and creeks (see Toms River). Population, 30.

**Bayway** (Union co.), a hamlet on the Long Branch branch of the Central Railroad of New Jersey; also called East Rahway.

**Beach Glen** (Morris co.), a mining hamlet of the Rockaway and Hibernia iron region, on the Hibernia Mines branch of the Morris and Essex Railroad, 1½ miles s. of Hibernia.

**Beach Haven** (Ocean co.), a post village and summer resort on the island of Long Beach, near the village of Long Beach, reached by steamer from Edge Cove; it is a favorite resort of those who enjoy fishing and boating as well as bathing, and it has a large hotel capable of accommodating 300 guests, and other accommodations for visitors. Population, 75.

**Beach View** (Ocean co.), a hamlet on the Tucker-ton branch of the New Jersey Southern Railroad.

**Beadensville** (Somerset co.), mail Rocky Hill.

**Bear Hole** (Burlington co.), mail Woodmansie.

**Bear Valley** (Mercer co.), a hamlet near Titusville.

**Beateystown**, or **Beattiestown** (Warren co.), a post village of 250 inhabitants, on the Musconetcong River, which here supplies power for a grist mill; it is less than 2 miles from Rockport, and has a good hotel.

**Beaver Brook** (Warren co.), mail Hope.

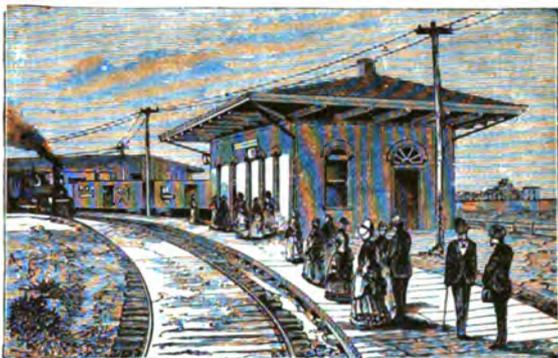
**Beaver Dams** (Burlington co.), mail Woodmansie.

**Beaver Mills** (Passaic co.), mail Paterson.

**Beaver Run** (Sussex co.), a post village near Hamburg, having manufactories of ploughs and other farm implements. Population, 50.

**Beaver Wick** (Morris co.), mail Parsippany.

**Beavertown** (Morris co.), a hamlet on the Delaware, Lackawanna and Western Railroad.



RAILWAY STATION. BOUND BROOK LINE.

**Bedminster** (Somerset co.), a post hamlet on the north branch of the Raritan River; it is often colloquially designated Lesser Cross Roads. Population, 102.

**Beebee Run** (Cumberland co.), mail Bridgeton.

**Beemerville** (Sussex co.), a post village of 262 inhabitants, near the eastern base of the Kittatinny Mountains, and 4 miles w. of Deckertown.

**Beesley's Point** (Cape May co.), a post village of 232 inhabitants, on the coast at Great Egg Harbor, below where it receives the Tuckahoe and Great Egg Harbor Rivers; it has a good hotel, and is one of the headquarters of extensive fisheries.

**Beetown** (Gloucester co.), mail Salina.

**Begota** (Bergen co.), mail Hackensack.

**Bell Grove** (Hudson co.), mail Newark.

**Belle Plain Station** (Cape May co.), mail East Creek.

**Belle Plain** (Cumberland co.), a post village on the West Jersey Railroad, having considerable manufactures, a good local trade and a population of 200.

**Belle View** (Gloucester co.), mail Newfield.

**Belleview** (Monmouth co.), mail Sea Bright.

**Belleview** (Cumberland co.), mail Fairton.

**Belleville** (Essex co.), a post village of 3000 inhabitants, on the Passaic River and on the Erie

Railroad, 3 miles n. of Newark and 6 miles n.w. of Jersey City, which has its water works here; it has extensive manufactures, including brass and copper wire, hats, cotton goods, etc.; there is a large copper rolling-mill here.

**Belmont Farm** (Essex co.), mail Belleville.

**Belvidere** (Warren co.), a city with a population of 1773, the capital of the county, on the Delaware River, at the mouth of the Pequest, the northern terminus of the Belvidere Delaware Railroad, and connected by rail with the Delaware, Lackawanna and Western Railroad at Mannka Chunk; there are four hotels, and two newspapers are published here; a bridge spans the Delaware; the country in this vicinity contains iron ore, limestone, slate and magnesia, but the iron has not hitherto been worked; the Pequest River affords power for numerous manufactories, among which are a cotton and several other mills, and there are two carriage and wagon factories.

**Bennett** (Cape May co.), a hamlet on the West Jersey Railroad, near Cape May city.

**Bennett's Mills** (Ocean co.), a hamlet on the Meredeconk River, which here supplies power for a lumber and grist mill; it is in a superior farming region, and numerous mills are run in the vicinity by the Meredeconk and Toms Rivers. Population, 475.

**Bergen Fields** (Bergen co.), a hamlet on the Jersey City and Albany branch of the New Jersey Midland Railroad.

**Bergen Heights** (Hudson co.), mail Jersey City.

**Bergen Hill** (Hudson co.), mail Jersey City.

**Bergen Iron Works** (Ocean co.), the former name of Bricksburg.

**Bergen Mills** (Monmouth co.), a hamlet adjacent to and really a part of Manalapan village.

**Bergen Point** (Hudson co.), formerly a post village, now a part of Bayonne. Population, 5000.

**Bergen Siding**, or **Bergen Junction** (Hudson co.), a hamlet at the junction of the Delaware, Lackawanna and Western and the Erie Railroads, near Hoboken.

**Bergen Square** (Hudson co.), mail Jersey City.

**Bergen** (Hudson co.) a former post village, since 1870 a part of Jersey City, but retaining its postoffice.

**Berkeley Heights** (Union co.), a hamlet on the New Jersey West Line Railroad.

**Berkley** (Gloucester co.), a village on the Swedesborough branch of the West Jersey Railroad. Population, 104.

**Berkley** (Ocean co.), mail Toms River.

**Berkshire Valley** (Morris co.), a hamlet of the Hibernia and Mount Hope mining district, near Mount Hope. Population, 301.

**Berlin** (Camden co.), a post village, long known as Longacoming, on the Camden and Atlantic Railroad; it has a population of upwards of 600, considerable manufactures, including wagon shops, glass works, etc., and a large interest in shipping truck and dairy products to the Philadelphia markets.

**Bermington** (Mercer co.), mail Greensburgh.

**Bernard Township** (Essex co.), mail Summit.

**Bernardsville** (Mercer and Somerset cos.), a hamlet and a post village, the former on the Delaware River and the Belvidere Delaware Railroad, near Titusville, and the latter the n.w. terminus of the Bernardsville branch of the New Jersey West Line Railroad; the latter has a flour mill. Population, 300.

**Berryland** (Gloucester co.), mail Cedar Lake.

**Bertrand's Island** (Morris co.), mail Drakesville.

**Bethany** (Monmouth co.), a hamlet at Holmdel or Turkey Station.

**Bethany** (Burlington co.), mail Bridgeborough.

**Bethel** (Camden co.), mail Merchantville.

**Bethel** (Gloucester co.), mail Hurffville.

**Bethel** (Monmouth co.), mail Turkey.

**Bethel** (Union co.), mail Plainfield.

**Bethlehem** (Hunterdon co.), a post village on the Lehigh Valley Railroad and 2 miles from the intersection of the Central Railroad of New Jersey.

**Bevans** (Sussex co.), a post village on the Delaware River, with the Wallpack Creek flowing along its eastern side; it has a large local trade, manufactures, fisheries, and good hotel, and is a popular resort of summer tourists and sportsmen.

**Beverly** (Burlington co.), a post village on the Delaware River and on the Camden and Amboy branch of the United Railroads of New Jersey, leased by the Pennsylvania Railroad, having daily communication by both steamboat and railroad with all points on the river, from Philadelphia and Camden up to Trenton, and many business men of Philadelphia reside here; it has important manufactures, including woolen goods, oil cloths, ropes, etc., and a population of 1759.

**Big Marmington Hill** (Salem co.), mail Yorktown.

**Billingsport** (Gloucester co.), mail Paulsborough.

**Birmingham** (Burlington and Mercer cos.), a post village and a hamlet, the one on the Camden and Burlington County branch of the United Railroads of New Jersey, leased by the Pennsylvania, and 2 miles from the junction of the New Jersey Southern Railroad, and the other on the Delaware and Bound Brook division of the Philadelphia and New York New Line, leased by the Reading, 2 miles from Trenton Junction; the former has considerable manufactures, including a machine shop, foundry, grist mill, etc. Population, 300.

**Black Neck** (Cumberland co.), mail Fairton.

**Black Oak Ridge** (Passaic co.), mail Pequanac.

**Black Point** (Monmouth co.), mail Oceanic.

**Black Rose Vineyard** (Atlantic co.), mail Egg Harbor City.

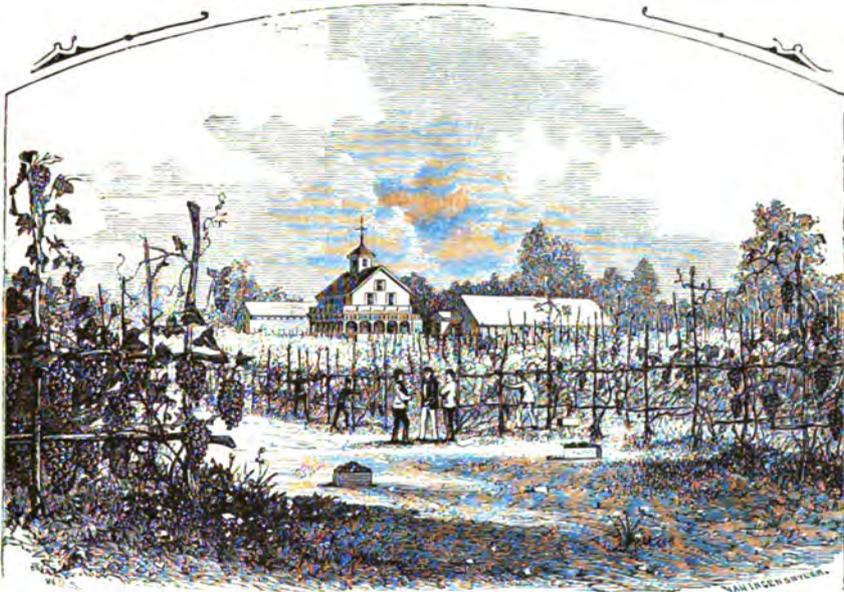
**Black's Mills** (Monmouth co.), a post hamlet on the Manalapan River, which here supplies power for a lumber and grist mill; it is 2 miles s.e. of Manalapan village. Population, 225.

**Blackwell's Mills** (Somerset co.), a post hamlet on the Millstone River, which here affords power for a grist and a saw mill; it is less than a mile w. of Runynton, on the Raritan Canal. Population, 150.

**Blackwoodtown** (Camden co.), a post village of 500 inhabitants, on the Big Timber Creek,  $3\frac{1}{4}$  miles s.w. of Kirkwood and 5 miles e. of Wenonah; its manufactures include a foundry, grist mill, etc., and here the county has an almshouse and an asylum for the insane; a stage makes daily trips to and from Camden.

tion is in the northwest corner of Newark, at the junction of the Morris and Essex division with the above-named branch of the Delaware, Lackawanna and Western.

**Bloomington** (Passaic and Morris cos.), a post village, the main portion of which is in Passaic co., on the n.e. bank of the Pequannock Creek, but extending across into Morris co., on the s.w. bank, where is the station on the New Jersey Midland Railroad; it has extensive manufactures of rubber goods, paper, etc., and a grist mill, the creek affording ample



EGG HARBOR VINEYARD AND RESIDENCE OF JULIUS HINCKE, ESQ.

**Blade Hall** (Middlesex co.), mail Jamesburgh.

**Blair Hall** (Warren co.), mail Blairstown.

**Blairstown** (Warren co.), a post village of 600 inhabitants, on the Paulinskill, and the northeastern terminus of the Blairstown branch of the Delaware, Lackawanna and Western Railroad; having a sash and blind and a carriage factory, a saw mill, etc.

**Blansburg** (Monmouth co.), a hamlet near Sea Girt.

**Blawenburg** (Somerset co.), a post hamlet on a branch of the Philadelphia and New York division of the Pennsylvania Railroad, about 4 miles n.e. of Hopewell. Population, 100.

**Bloodgood's Mills** (Union co.), mail Cranford.

**Bloomfield Junction** (Essex co.), mail Bloomfield.

**Bloomfield** (Essex co.), a large post village with a population of 5648, on the Newark and Denville branch of the Delaware, Lackawanna and Western Railroad and on the Morris Canal, near Montclair, and 5 miles n. of Newark; it has a savings bank and extensive manufactures, including church and parlor organs, woolen goods, etc. Bloomfield Junction

power for still further extension of the manufactures. Population, 2000.

**Bloomington** (Somerset co.), mail Bound Brook.

**Bloomsbury** (Hunterdon co.), a post village of nearly 650 inhabitants, on the Central Railroad of New Jersey at the intersection of the Lehigh Valley, and on the Musconetcong River; it is an important village, having a large local and inland trade and extensive manufactures, which sustain a national bank; the manufactures comprise iron works, grist mills, etc., and the trade includes the products of a fertile agricultural district, the ores, slate and stone of the many mines and quarries of northwestern New Jersey, and the manufactures of the foundries, factories and mills which abound in this section.

**Blue Anchor** (Camden co.), a hamlet near Winslow and Ancora.

**Blue Ball** (Monmouth co.), a hamlet near Turkey.

**Boardville** (Passaic co.), a hamlet near, if not identical with Erskine.

**Bolling Spring** (Bergen co.), a hamlet near Woodridge.

**Bollsville** (Sussex co.), mail Newton.

**Bombay Hook Landing** (Cumberland co.), a hamlet near the mouth of the Cohansey Creek, and nearly opposite Bombay Hook, Delaware; here is a fishery.

**Bone Hill** (Ocean co.), mail Manchester.

**Bouhamton** (Middlesex co.), a hamlet near Stelton.

**Bonville** (Warren co.), mail Hainesville.

**Bonsville** (Hudson co.), mail West Hoboken.

**Boolls Island** (Hunterdon co.), mail Raven Rock.

**Boonton** (Morris co.), a large post village with a population of 2685, on the Rockaway River, the Morris Canal and the Newark and Denville branch of the Delaware, Lackawanna and Western Railroad, its manufactures are various and valuable, including a large rolling mill, an iron furnace, two cut and wrought nail works, a silk hat manufactory, grist mills, etc., and it has a large local trade, being the main depot for the supply of groceries, dry goods, etc., to the mining and manufacturing district of the northern portion of Morris co. and much of Sussex.

**Borden's Hill** (Salem co.), a hamlet near Quinton.

**Bordentown** (Burlington co.), a post borough on the Delaware River and on the Camden and Amboy Railroad, having daily steamboat and railroad communication with all points on the Delaware, from Philadelphia and Camden to Trenton; it has extensive foundries, machine shops, and other manufactures, and a considerable local and inland trade, which sustain a national bank and a weekly newspaper; its population is 5334.

**Borderville** (Passaic co.), mail Pompton.

**Bound Brook** (Somerset co.), a post village on the Raritan River, at the mouth of Green Brook, and on the Central Railroad of New Jersey, the Lehigh Valley and the Delaware and Bound Brook division of the Philadelphia and New York New Line, 32 miles from New York. The village contains a population of 1250, four churches, hotel, newspaper, stores and other business interests. Excellent fish abound in the Raritan River.

**Bowentown** (Cumberland co.), a hamlet on the New Jersey Southern Railroad, 3 miles s.w. of Bridgeton. Population, 25.

**Bowen's Corner** (Cumberland co.), mail Shiloh.

**Bowerville** (Morris co.), a hamlet near Boonton.

**Boxitcus** (Morris co.), a hamlet on the Raritan River, near Mendham.

**Boyd Place** (Ocean co.), mail Whiting.

**Boyd's Tavern** (Ocean co.), a former name of Platte Place.

**Boyersville** (Warren co.), mail Washington.

**Boynton Beach** (Middlesex co.), mail Woodbridge.

**Bozarthtown** (Burlington co.), mail Budd Town.

**Braddock** (Camden co.), mail Winslow.

**Braddock's Mills** (Atlantic co.), mail Hamonton.

**Bradway** (Cumberland co.), a hamlet on the New Jersey Southern Railroad, about 5 miles w. of Vineland.

**Brainard's** (Warren co.), a hamlet on the Belvidere Delaware Railroad, 4 miles below Roxburg.

**Branch Mill** (Union co.), the local name of a part of Westfield.

**Branch Shore** (Monmouth co.), mail East Long Branch.

**Branchburgh** (Monmouth co.), mail Long Branch.

**Branchport** (Somerset co.), mail Somerville.

**Branchport** (Monmouth co.), a hamlet at the southernmost point of Shrewsbury Inlet, and at the intersection of the Central Railroad of New Jersey and the New Jersey Southern, 1 mile w. of Long Branch; it has a large oyster trade, very fine oysters being abundant in the inlet. It is sometimes called Branch Shore.

**Branchville Junction** (Sussex co.), mail Branchville.

**Branchville** (Sussex and Union cos.), an important post village and a small hamlet. The former is the northwestern terminus of a branch of the Sussex County Railroad, and is on the Paulinskill, which here affords power for three large mills; it has three hotels, and is a popular resort of tourists in the Kittatinny Mountains, being the nearest railroad station to Culver's Gap and Culver's Pond. Branchville Junction is 8 miles s.e., at the junction of the branch with the main line. The hamlet of this name is 2 miles n. of Westfield, on a branch of the Rahway River, which here supplies power for two mills. Population, 600.

**Brant's Paper Mills** (Morris co.), mail Morris Plains.

**Brass Castle** (Warren co.), a hamlet on the Morris Canal, 2 miles n.w. of Washington; there are a brickyard and a mill here.

**Breakfast Point** (Burlington co.), mail New Gretna.

**Breededale Farm** (Somerset co.), mail North Branch.

**Brick Church** (Essex co.), mail Orange.

**Brick Church** (Sussex co.), a hamlet near Whitehall.

**Brick House** (Sussex co.), mail Montague.

**Brick Yards** (Ocean co.), mail Whiting.

**Bricksborough** (Cumberland co.), a hamlet on the Maurice River, contiguous to Port Elizabeth; it takes its name from numerous extensive brickyards.

**Bricksburg** (Ocean co.), a large post village of 1000 inhabitants, on the northern border of the county, on the New Jersey Southern Railroad and on the Meredeconk River, which here affords power for considerable manufactures, including iron works, etc.; it has also a good oyster trade, and a newspaper is published in the village. Population, 1200.

**Bricktown** (Union co.), mail Rahway.

**Brickville** (Cumberland co.), mail Bridgeton.

**Bridgeborough** (Burlington co.), a post village on the Rawcocas Creek, near Riverside. Population, 500.

**Bridgepoint** (Somerset co.), a hamlet near Harlingen.

**Bridgeport** (Gloucester and Monmouth cos.), a post village and a hamlet, the former on the Delaware Shore Railroad, with a population of 450, a good local trade; it is in a superior farming district, where truck and dairy products are raised on a large scale for the Philadelphia market, much of which is shipped at this station. The hamlet is on the Navesink River, opposite Red Bank, and on the Central Railroad of New Jersey.

**Bridgeport** (Burlington co.), mail Wading River.

**Bridgeton** (Cumberland co.), the capital of the county, is a city of 8729 inhabitants, and a port of entry, at the head of navigation, on both sides of the Cohansey River; it has complete railroad facilities, being on the New Jersey Southern Railroad, the southern terminus of a branch of the West Jersey and the northwest terminus of the Bridgeton and Port Norris Railroad; its manufactures are extensive and varied, comprising a large rolling mill, foundry, large nail works and glass works, and manufactories of woolen goods, machinery, leather, carriages, etc., and its trade is large and valuable, both by water and rail; it sustains a national bank, and one daily, three weekly and three monthly papers are published here; the city contains also three prosperous educational institutions--the South Jersey Institute, West Jersey Academy, and Ivy Hall Seminary, besides a well-conducted system of schools.

**Bridgeville** (Warren co.), a post village on the Delaware, Lackawanna and Western Railroad,  $2\frac{1}{4}$  miles s.e. of Manunka Chunk, and on the Pequest River, which here supplies power for a large grist mill. Population, 175.

**Bridgewater** (Somerset co.), mail Somerville.

**Brigantine Beach** (Atlantic co.), a village and summer resort on an island of the same name, n.e. of Atlantic City; it has two hotels and a flourishing fishery, with extensive oyster beds. Mail Atlantic City.

**Brighton** (Sussex co.), a hamlet near Andover; has a cheese factory.

**Brill's, or Brill's Junction** (Hudson co.), a hamlet on the Newark and New York Railroad.

**Brindletown** (Ocean co.), a hamlet extending across the border of Burlington County, the portion within the latter being designated Hockamick; it has a lumber mill, and fine cranberries are grown in the vicinity.

**Broadway** (Sussex and Warren cos.), a hamlet and a post village, the one near Libertyville, the other on the Morris and Essex Railroad; the latter has a woolen mill. Broadway has a population of 300.

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**Broadway Station** (Cumberland co.), mail Vine-land.

**Brooksville** (Monmouth co.), mail Clarksburgh.

**Brontzmansville** (Warren co.), mail Calno.

**Brookdale** (Essex co.), a post village, 1 mile from Peru station of the Erie Railroad. Population, 500.

**Brooklyn Pond** (Morris co.), mail Dover.

**Brooklyn** (Sussex co.), a hamlet on Hopatcong Lake.

**Brownville** (Camden co.), a hamlet near Kirkwood.

**Brownville** (Middlesex co.), a hamlet midway between Herbertsville and Matawan.

**Buckshutem** (Cumberland co.), a hamlet on the Maurice River, 2½ miles n.w. of Port Elizabeth.

**Budd's Lake** (Morris co.), a post village and summer resort on a beautiful lake of the same name, 2 miles s. of Waterloo station; it has an excellent hotel and several boarding houses. Population, 100.



STREET VIEW AT ELIZABETH.

**Brookside** (Morris and Sussex cos.), a post village 4 miles w. of Morristown, and a hamlet near Andover; the former is on the Whippany River, which affords power for considerable manufactures, including a large woolen works, a grist mill, etc. Population, 1000.

**Brook Valley** (Morris co.), a post hamlet near Riverdale.

**Brookville** (Hunterdon co.), mail Stockton.

**Brotzmanville** (Warren co.), a post hamlet on the Delaware River above the Water Gap.

**Browerstown** (Passaic co.), mail Little Falls.

**Browning** (Warren co.), mail Columbia.

**Brown's Dock** (Monmouth co.), mail Navesink.

**Brown's Mills** (Burlington co.), a post village on the Rawocas Creek, 3 miles e.n.e. of Pemberton; the creek supplies power for a lumber mill, a grist mill, etc.; the village is a popular summer resort, and has a superior hotel and numerous boarding houses. Population, 200.

**Brown's Point** (Monmouth co.), is now a part of Keyport.

**Brown's**, or **Brown's Station** (Burlington and Middlesex cos.), two hamlets, the one on the Mount Holly and Medford Railroad, the other on a local road near South River.

**Buddtown** (Essex co.), mail Orange.

**Budd Town** (Burlington co.), a post hamlet on the south branch of the Rawocas Creek, near Vincen-town. Population, 98.

**Buena Vista** (Atlantic and Cumberland cos.), two hamlets, the one on the West Jersey and Atlantic City Railroad, 3 miles e.s.e. of Forest Grove, and 1 mile from Landisville, the other about the same distance from Bacon's Neck.

**Bull's Ferry** (Hudson co.), a village of 500 inhabitants, 4 miles n. of Hoboken.

**Bull's Ferry** (Bergen co.), mail Fairview.

**Bull's Island** (Hunterdon co.), the station name of Raven Rock.

**Bum Tavern** (Morris co.), mail Waughrightville.

**Bunker Hill** (Somerset co.), a hamlet midway between Nine Mile Run and Ten Mile Run.

**Burkville** (Ocean co.), a hamlet in the north-westernmost corner of the county, at the head of Toms River.

**Burlington** (Burlington co.), a city of 7237 inhabitants and a port of entry on the Delaware River, and on the Camden and Amboy Railroad, with a branch road to Mount Holly; several steamboats make daily trips from Philadelphia to Burlington and above.

Besides having a very large local and inland trade, Burlington is the shipping point of immense quantities of garden, orchard and dairy products from the rich farms of the county to the markets of Philadelphia; the manufactures of the city are not very extensive, but are steadily growing in amount and value; there is a prosperous national bank, and two newspapers are published here; Burlington College and St. Mary's Hall are flourishing institutions, the latter for girls. Burlington was one of the first points settled in West Jersey, the first considerable colony having arrived here in 1667; it was originally named New Beverly, but this was changed to Bridlington, and subsequently to Burlington. After the consolidation of the two provinces into the one province of New Jersey, Burlington was long one of the capitals, Amboy or Perth Amboy being the other. It is now recognized as one of the aristocratic cities of the State.

**Burn's Mill** (Burlington co.), mail Budd Town.

**Burnsville**, or **Burrsville** (Ocean co.), is now Mere-deconk. Situated near the head of the bay-like expansion of Mere-deconk River, about  $3\frac{1}{2}$  miles from the ocean. It has a population of 400, with a church and several excellent schools. The people are principally engaged in the occupation of fishing and farming.

**Burnsville** (Ocean co.), mail Silverton.

**Burnt Mills** (Somerset co.), mail Pluckenim.

**Burt's Creek** (Middlesex co.), mail Sayreville.

**Bushtown** (Salem co.), a hamlet near Yorketown.

**Bustleton** (Burlington co.), a hamlet midway between Stevens (on the Camden and Amboy Railroad main line) and Columbus (on the Kinkora and New Lisbon branch).

**Butler's Mills** (Passaic co.), mail Paterson.

**Butler's Place** (Burlington co.), a hamlet.

**Butzville** or **Butzville** (Warren co.), a post village on the Delaware, Lackawanna and Western Railroad, and on the Pequest River,  $2\frac{1}{4}$  miles s. w. of Bridgeville; the river supplies power for a grist mill. Population, 100.

**Butzville** (Essex co.), mail Belleville.

**Byram** (Sussex co.), mail Sparta.

**Cadfish Pond** (Warren co.), mail Calno.

**Calais** (Morris co.), a hamlet near Succasunny.

**Caldwell** (Essex co.), a post village on a branch of the Morris and Essex Railroad,  $3\frac{1}{4}$  miles w. n. w. of Montclair; the county prison is located here. A thrifty, flourishing place with numerous advantages. Population, 1400.

**Calico Neck** (Bergen co.), mail Edgewater.

**Callon** (Hunterdon co.), a post village on the High Bridge Branch of the Central Railroad of New Jersey, and on the south branch of the Raritan River, which affords power for two lumber and two grist mills. Population, 200, and increasing.

**California Mills** (Cape May co.), mail Petersburg.

**California** (Hunterdon co.), mail High Bridge.

**California** (Morris co.), mail German Valley.

**Calno** (Warren co.), a post hamlet on the Delaware River near Millbrook.

**Cambridge** (Burlington co.), mail Riverside.

**Camden** (Camden co.), a city, port of entry and the county seat, on the Delaware River, opposite Philadelphia, with which it is connected by five steam ferry lines, two of which landing at adjoining wharves at the foot of Market Street, Philadelphia, and within one square in Camden, each make ten minute intervening trips, thus making jointly communication at intervals of only five minutes; Camden has a very complete system of rail communication with all points in the State, being the rail terminus of the Camden and Amboy, the Camden and Burlington County, the West Jersey, the Camden and Atlantic, the Philadelphia and Atlantic City, the Camden, Gloucester and Mount Ephraim, and the many branch lines in all directions of several of the railroads named, besides having direct connection with the New Jersey Southern and the Central Railroad of New Jersey, and the roads intersecting. Though Camden has a very large and extensive local inland and coastwise trade, it is as a manufacturing city it takes most conspicuous rank, and it owes its steady and rapid growth within the last three decades to the immense establishments that have been formed and developed within the city limits during the period; the manufactures comprise seven iron foundries and mills (some of them among the largest, most extensive in the country), several large woolen and cotton mills, the largest steel pen manufactory and the only nickel refinery on this continent, and numerous extensive manufactories of fertilizers and chemicals, dyes, paints, oil cloths, shawls, sheet-metal goods, stoves and hollow-ware, machinery, etc.; there are several ship-yards, dry-docks and marine railways, one of the establishments being among the leading ship-building establishments of the country with unsurpassed facilities for iron vessels of the first class. The population of the city in 1850 was 9478; in 1860, 14,358; and in 1870, 20,045; while the census of 1880 shows a population of 41,714, a part of the great increase in the last ten years being due to the annexation of Newton township to the city, though the actual growth has been about 15,000.

**Camp Comfort** (Monmouth co.), mail Navesink.

**Camp Gaw** (Bergen co.), a hamlet about  $2\frac{1}{4}$  miles e. of Ramsey's (on the Erie Railroad), and 3 miles n. of Camp Gaw station (on the New Jersey Midland Railroad). The country surrounding is beautiful and flourishing.

**Camptown** (Essex co.), mail Irvington.

**Canadasville** (Sussex co.), mail Newton.

**Canistear** (Sussex co.), a hamlet of the Vernon mining district, at the head of the Pequannock River.

**Canton** (Mercer and Salem cos.), a hamlet and a post village, the former in East Windsor township, and the latter on the Stow Creek, which affords power for a mill; the village is also a supply depot for fisheries along the river shore. Population, 250.

**Cape May** (Cape May co.), a city and fashionable resort on an island near the southern extremity of the State; the beach here is peculiarly excellent, with a fine sandy surface and a gradual slope, which extends for the entire length of the city; it is the southern terminus of the West Jersey Railroad, and the Delaware Bay Railroad, with trains every half hour, connects with the steamboat landing at Cape May Point, where a steamboat arrives and departs daily from and to Philadelphia; (there is ample hotel, boarding-house and cottage accommodation for guests, and there are hundreds of convenient bath-houses at eligible localities;) two newspapers are published here, which are issued daily during "the season," and weekly at other times; the city is thoroughly drained, has plenty of pure water for drinking and culinary purposes and is lighted with gas; the streets are wide and well paved, and a broad board walk skirts the entire city along the beach, with a superb avenue along the inside of the walk;) there are many stores well stocked with goods to meet the demands of citizens and visitors, which do a very profitable business, and the city has a large trade in fish, both scaly and shell, oysters and clams especially being both very abundant and very excellent. An extensive fire which laid a large part of the city in ashes in the month of November, 1878, has proved a real advantage in leading to the erection of the most substantial edifices, instead of the frame buildings that formerly characterized the city. The resident population was 1248 in 1870, and 1699 in 1880; the increase, being chiefly within the last three years, is going on at an accelerated rate, as the desirableness of the locality for permanent habitation is more and more appreciated. The summer population reaches 10,000 to 20,000.

**Cape May Court House** (Cape May co.), a post village of 500 inhabitants, the county-seat, is situated on the West Jersey Railroad, about midway between the ocean and the bay and 10 miles from the city. It has several churches and hotels.

(**Cape May Point** (Cape May co.), a post borough at the southern extremity of the county and State, has a resident population of 198, rapidly growing since steam railway connection was established by the Delaware Bay Railroad with the city station of the West Jersey Railroad; there is a landing here to and from which a Philadelphia steamboat makes daily trips; several excellent hotels, numerous boarding houses, bath houses, etc., have of late made Cape May Point itself quite a favorite resort.)

**Carlsburg** (Cumberland co.), a hamlet at the intersection of the West Jersey and New Jersey Southern Railroads, south of Bridgeton.

**Carlstadt** (Bergen co.), a post village on the New Jersey and New York Railroad, 2 miles n. of Erie Junction, and 5 miles s. of Hackensack; it has extensive manufactures, including hardware, watch cases, artificial flowers, sash and blinds, etc., and a population of 1500.

**Carmantown** (Atlantic co.), a hamlet near Egg Harbor City station.

**Carmantown** (Passaic co.), mail Bloomingdale.

**Carpenter's Landing** (Gloucester co.), a former name of Mantua. Population, 75.

**Carpentersville** (Warren co.), a post village on the Delaware River and on the Belvidere Delaware Railroad, 6 miles s. of Phillipsburg; it has saw and grist mills, and ten lime kilns. Population, 151.

**Carrier's Mill** (Atlantic co.), mail Cedar Lake.

**Carrville** (Bergen co.), mail Norwood.

**Carrington** (Warren co.), a hamlet near Vienna.

**Carr's Tavern** (Monmouth co.), mail Clarksburgh.

**Carry** (Morris co.), mail Flanders.

**Carthage** (Morris co.), mail Newfoundland.

**Cary's** (Union co.), mail Plainfield.

**Caskey's** (Morris co.), mail Flanders.

**Cassidy's School House** (Sussex co.), mail Newton.

**Cassville** (Ocean co.), a post village on the Toms River, near its head, with two mills. Population, 151.

**Cass's Tavern** (Sussex co.), mail Newton.

**Cedar Bridge** (Ocean co.), a village and a hamlet, the latter on the Meredeconk River at its entrance into Barnegat Bay, and the former on the Oyster Creek; the hamlet has a considerable fishery, and the village has trade in marl and cranberries; the marl beds and cranberry bogs in the vicinity being numerous and valuable. A large and flourishing cranberry trade is carried on between this vicinity and New York and Philadelphia.

**Castle Point** (Hudson co.), mail Hoboken.

**Catawba** (Atlantic co.), mail May's Landing.

**Cat's Swamp** (Warren co.), mail Hackettstown.

**Cedar Brook** (Camden co.), mail Waterford.

**Cedar Creek** (Cumberland co.), mail Cedarville.

**Cedar Creek** (Mercer and Ocean cos.), a hamlet near Princeton, and a post village on the Cedar Creek and on the Toms River branch of the New Jersey Southern Railroad; the latter has a valuable fishery, and a trade in oysters and clams, a good hotel and a population of 300, which is rapidly increasing.

**Cedar Grove** (Burlington co.), mail Tuckerton.

**Cedar Grove** (Cumberland co.), mail Bridgeton.

**Cedar Grove** (Essex, Mercer and Cumberland cos.), a post village on the Montclair and Greenwood Lake Railroad, 4½ miles n. of Montclair, and two hamlets, the one 2 miles n.w. of Princeton, the other 2¼ miles n.w. of Carlsburg. The post village has a cotton mill and a brush factory and numerous other industrial establishments, and the usual number of schools, churches, stores, hotels; together with a thrifty population of 500.

**Cedar Grove** (Ocean co.), mail Barnegat.

**Cedar Lake** (Atlantic co.), a post hamlet on the New Jersey Southern Railroad, 5 miles n. of Landisville. A delightful location for a town.

**Cedar Lake** (Warren co.), mail Blairstown.

**Cedar Mills** (Warren co.), mail Bridgeville.

**Cedar Park** (Hudson co.), mail Hoboken.

**Cedar Run** (Ocean co.), mail Manahawkin.

**Cedar Swamp Creek** (Atlantic co.), the former name of Steelmanville.

**Cedarville** (Cumberland co.), a post village of 900 inhabitants, on the Bridgeton and Port Norris Railroad, 3 miles s. of Fairton and on the Cedar Creek, which supplies power for a saw mill. It has a number of flourishing business establishments.

**Central Park** (Monmouth co.), mail New Branch.

**Central Union** (Essex co.), mail Bloomfield.

**Centre Bridge** (Hunterdon co.), mail Stockton.

**Centre Field** (Essex co.), mail Caldwell.

**Centre Grove** (Cumberland co.), mail Millville.

**Centre Hill** (Hudson co.),  
mail Jersey City.

**Centre Square** (Gloucester co.), a hamlet on the Delaware Shore Railroad and on the Old Man's Creek, opposite Pedricktown.

**Centreton** (Salem co.), a post village on a tributary of the Maurice River, supplying power for a mill, and about 1 mile east of Husted station of the Bridgeton branch of the West Jersey Railroad. Population, 251.

**Centretown** (Burlington co.), a hamlet on the Raw-cocas Creek, and 2 miles n. of Masonville.

**Centreville** (Atlantic co.), mail Oceanville.

**Centreville** (Camden, Cumberland, Hudson, Hunterdon, Monmouth, Passaic, Salem and Warren cos.), the former or present name of no less than eight places in various parts of the State: (1) a former village of Camden Co., now the eighth ward of the city of Camden; (2) a hamlet of Cumberland Co., now called Underwood; (3) a former village of Hudson Co., now a part of Bayonne; (4) a post village of Hunterdon Co., 2 miles n.n.w. of Three Bridges; (5) a hamlet of Monmouth Co., near Pine Brook; (6) a former name of Richfield; (7) a former name of Centreton; and (8) a former name of Knowlton.

**Centreville** (Essex co.), mail Roseland.

**Centreville** (Sussex co.), mail Bevans.

**Chairville** (Burlington co.), a hamlet near Medford.

**Champion Landing** (Atlantic co.), mail Tuckahoe.

**Chanceville** (Ocean co.), mail Collier's Mill.

**Changewater** (Warren co.), a post village on the Delaware, Lackawanna and Western Railroad, 2 miles s.e. of Washington, and on the Musconetcong River, which affords power for two mills; there are several lime kilns in and near the village. Population, 115.

**Chapel Hill** (Monmouth co.), a post village  $\frac{1}{4}$  mile east of the New Jersey Southern Railroad, on

an eminence of 700 feet between Sandy Hook Bay and the Navesink River. Population, 63.

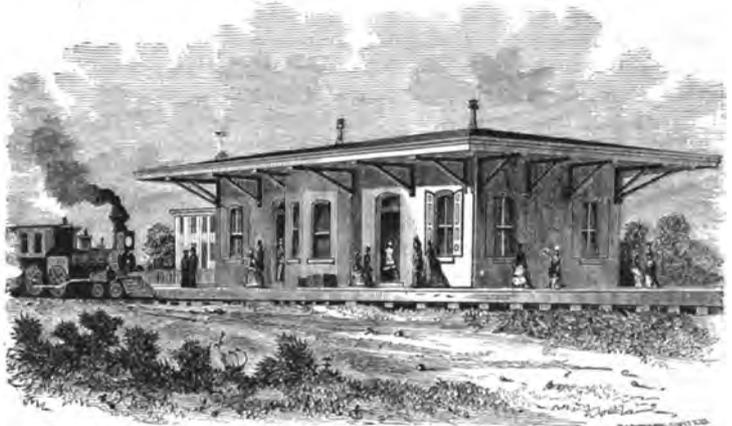
**Chapin Hill** (Essex co.), a hamlet near Montclair.

**Charleston** (Burlington co.), a hamlet near Burlington.

**Charleston Springs** (Monmouth co.), mail Clarksburgh.

**Charleytown** (Ocean co.), a hamlet near Whiting.

**Charlotteburg** (Passaic co.), a post village on the Pequannock River and on the New Jersey Midland Railroad, at the junction of the Green Pond Railroad; it has a valuable marble quarry and a large tool factory, a number of schools, churches, hotels, etc., and business establishments, surrounded by a beautiful and healthy country. Population, 700.



STATION, CENTRAL RAILWAY OF NEW JERSEY.

**Chaseford** (Ocean co.), mail Bayville.

**Chatham** (Morris co.), a post village of 600 inhabitants, on the Morris and Essex Railroad, 6 miles s.e. of Morristown; its extensive manufactures include paper, baskets, etc., and it has a good local trade.

**Cheapside** (Essex co.), a hamlet near Livingston.

**Cheapside** (Morris co.), mail Chatham.

**Cheesmantown** (Camden co.), mail Berlin.

**Cheesequake** (Monmouth co.), mail Keyport.

**Cherry Cottage** (Essex co.), mail Newark.

**Cherry Farm** (Morris co.), mail Morristown.

**Cherry Hill** (Bergen co.), a hamlet on the Hackensack River and on the New Jersey and New York Railroad, 2 miles n. of Hackensack.

**Cherry Lane** (Passaic co.), mail Paterson.

**Cherry Ridge** (Sussex co.), mail Vernon.

**Cherry Tree Bend** (Warren co.), mail Port Murry.

**Cherry Valley** (Essex co.), mail South Orange.

**Cherry Valley** (Passaic co.), mail Paterson.

**Cherryville** (Hunterdon co.), a post village near Rowland Mills, in a superior farming district. Population, 65.

**Chester** (Burlington co.), mail Morristown.

**Chester** (Morris co.), a thriving post village of large area, comprising two formerly separate hamlets,

Chester (or Chester Station) and Chester Village, extending more than two miles from north to south by about 1 to 1½ from east to west, with an aggregate population of upwards of 1000; a hamlet called Unionville, and one not distinctly named, but including the Hackle Barney Mines, 2 miles s. of Chester Village, are also actually part of the village of Chester. Chester is the centre and chief village of an extended mining tract, one of the most valuable in the State; it has consequently a large local trade, and is of sufficient importance to demand the building of two branch railroads connecting it with the great system of the Central Railroad of New Jersey and the Delaware, Lackawanna and Western. The manufactures of Chester are valuable, but are confined to iron working. The post-office is at Chester Station, about 11 miles w. of Morristown. Chester Junction is a hamlet 1 mile w. of Port Oram and 1 mile n. of McCainsville, at the junction of the Chester branch of the Morris and Essex with the High Bridge branch of the Central Railroad of New Jersey, the Chester branch of the Central connecting with the High Bridge branch at Naughtrightville, while the two Chester roads intersect at Unionville.

**Chester** (Passaic co.), mail Paterson.

**Chester Cross Roads** (Morris co.), mail Chester.

**Chesterfield** (Burlington co.), mail Bordentown.

**Chester Junction** (Morris co.), mail Port Morris.

**Chesterville** (Burlington co.), a hamlet near River-ton; has a grist mill.

**Chestnut Hill** (Essex co.), mail Bloomfield.

**Chestnut Ridge** (Bergen co.), mail Saddle River.

**Chestnut Valley** (Morris co.), mail Dover.

**Chetwood** (Burlington co.), a hamlet on the Oswego River, opposite the hamlet of Oswego.

**Chew's Landing** (Camden Co.), a post village 9 miles s.s.e. of Camden, and 4 miles s.w. of Ashland. Population, 103.

**Chewville** (Atlantic co.), mail Atsion.

**Chewville** (Gloucester co.), a hamlet between Malaga and Cole's Mill.

**Church's Landing** (Salem co.), mail Pennsville.

**Church Road** (Camden co.), a hamlet near Merchantville.

**Cider Grove Mills** (Warren co.), mail Bridgeville.

**Cinnaminson** (Burlington co.), a post village near Palmyra, the centre of a fertile farming region, whence large quantities of garden, orchard and dairy products are sent to Philadelphia. Population, 152.

**City Line Station** (Camden co.), mail Collingswood.

**Claremont** (Hudson co.), a former hamlet, now a station, in Jersey City, of the Central Railroad of New Jersey.

**Clarence Cotton Mills** (Mercer co.), mail Fordville.

**Clarendale** (Morris co.), mail German Valley.

**Clarendon** (Hudson co.), a hamlet e. of New Durham, probably part of Guttenburg.

**Clark** (Union co.), mail Rahway.

**Clarksborough** (Gloucester co.), a post village on the Swedesborough branch of the West Jersey Railroad. Population, 255.

**Clarksburg** (Monmouth co.), a post village 5 miles e. of New Sharon. Population, 151.

**Clarksville** (Hunterdon co.), mail Glen Gardner.

**Clarksville** (Mercer co.), a hamlet on the Raritan Canal and near Princeton Junction.

**Clarktown** (Atlantic co.), a hamlet near May's Landing.

**Claversack** (Passaic co.), mail Passaic.

**Clay Bank** (Middlesex co.), a hamlet near Menlo.

**Claypitt Creek** (Monmouth co.), mail Navesink.

**Claysville** (Salem co.), a hamlet at the terminus of the Salem branch of the West Jersey Railroad, ¼ mile n.e. of Salem.

**Clayton** (Gloucester co.), a post village on the West Jersey Railroad (both the Cape May and Atlantic City routes), 4 miles s.s.e. of Glassborough; has glass works and other industries, numerous stores, churches, schools; and an enterprising population of 1400.

**Clayton Dock** (Ocean co.), mail Meredeconk.

**Clementon** (Camden co.), a village 2 miles s. of Kirkwood; has glass works, a grist and lumber mill. Population, 220.

**Clementon Mills** (Camden co.), mail Berlin.

**Clement's Bridge** (Camden co.), mail Chew's Landing.

**Clerk's Store** (Hudson co.), mail Jersey City.

**Cliffside** (Bergen co.), mail Edgewater.

**Cliffwood** (Middlesex co.), a hamlet on the Central Railroad of New Jersey, 5 miles s.s.e. of South Amboy.

**Cliffwood** (Monmouth co.), mail Keyport.

**Cliffwood** (Morris co.), mail Rockaway.

**Cliffwood Heights** (Monmouth co.), mail Keyport.

**Clifton** (Passaic co.), a post village on the Denville branch of the Delaware, Lackawanna and Western Railroad, and contiguous to Centreville on the Erie, 2½ miles s. of Paterson; it has a manufactory of bee-hives, a grist-mill and two lumber mills. Population, 225.

**Clifton** (Passaic co.), mail Echo Lake.

**Clinton** (Essex, Passaic and Hunterdon cos.), two hamlets and a post borough of 842 inhabitants, the latter on the south branch of the Raritan River, 2½ miles s. of High Bridge and 4 miles n. of Sidney, the river affording power for two large grist mills; it is the centre of a rich farming region and has a large local trade, sustaining a national bank and a weekly newspaper; iron mining was begun here in 1720, and successfully prosecuted until the revolution, when it was abandoned, and but little has been done since, though there is much excellent ore in the vicinity. The hamlets of this name are, the one on the Passaic River, opposite Pine Brook, and the other 1¼ miles n.e. of Oak Ridge.

**Clinton Station** (Hunterdon co.), mail Annandale.

**Clinton Valley** (Essex co.), mail Irvington.

**Clonmell** (Gloucester co.), mail Paulsborough.

**Closter** (Bergen co.), a post village on the Northern New Jersey Railroad, and 2 miles from the Palisades of the Hudson; it has a large manufactory of chairs, and a population of 800.

**Clovo** (Sussex co.), a hamlet near Quarryville. Population, 50.

**Clover Hill** (Hunterdon co.), a post hamlet 4 miles s.e. of Flemington. Population, 75.

**Club House** (Monmouth co.), a hamlet on the New Jersey Southern Railroad,  $\frac{1}{4}$  mile s. of Monmouth Beach.

**Coalport** (Mercer co.), mail Trenton.

**Coarse's, or Course's Landing** (Salem co.), a hamlet on the Salem Creek, near Sharptown.

**Coburg** (Monmouth co.), a village on the Shark River, and  $\frac{1}{4}$  mile s. of Shark River station of the New Jersey Southern Railroad; it has a brickyard.

**Coglin Mine** (Morris co.), mail Hibernia.

**Cohansey** (Cumberland co.), a post hamlet on the creek of the same name, and 4 miles w. of Husted. Population, 60.

**Cokesburg** (Hunterdon co.), a village 3 miles n.e. of High Bridge. Population, 100.

**Cold Spring** (Cape May co.), a post village  $\frac{1}{4}$  mile w. of the railroad and 2 miles n. of Cape May Point. Population, 150.

**Colemanton** (Burlington co.), a hamlet w. of Reeve's Station.

**Coles Landing** (Camden co.), mail Haddenfield.

**Cole's Mill** (Gloucester co.), a hamlet on the south branch of the great Egg Harbor River, which here supplies power for a mill; it has prolific cranberry bogs, and is 2 $\frac{1}{2}$  miles n.n.w. of Cedar Lake.

**Colestown** (Camden co.), mail Fellowship.

**Colesville** or **Coleville** (Sussex co.), a post village on a tributary of the Walkkill, and 4 miles n.w. of Quarryville. Population, 125.

**Collier's Mill** (Ocean co.), a post hamlet on the Ridgeway Brook, which affords power for a mill; it is 5 miles e.s.e. of New Egypt. Population, 75.

**Colliersville** (Ocean co.), mail Collier's Mills.

**Colling's Road** (Camden co.), mail Collingswood.

**Collingswood** (Camden co.), population 40.

**Collinstown** (Ocean co.), mail Barnegat.

**Collinsville** (Morris co.), mail Morristown.

**Cologne** (Atlantic co.), mail Egg Harbor City.

**Colt's Neck** (Monmouth co.), a post village on the Yellow Creek, and about 5 miles n.e. of Freehold and n.w. of Pine Brook. Population, 403.

**Columbia** (Morris and Warren cos.), a hamlet on the Passaic River, 1 mile s. of Hanover, with a post-office designated Afton, and a post hamlet on the Delaware River at the mouth of the Paulinskill, opposite and connected by a bridge with Portland, Pa., which is on the Delaware, Lackawanna and Western

Railroad; the latter Columbia has a large lumber mill. Population, 200.

**Columbia** (Sussex co.), mail Bevans.

**Columbus** (Burlington co.), a post village on the Kinkora and Pemberton branch of the Camden and Amboy and New Jersey Southern Railroads. Population, 575.

**Colwell** (Atlantic co.), a former name of Elwood.

**Comical Corner** (Burlington co.), a hamlet 1 mile n. of the junction of the New Jersey Southern with the Camden and Burlington County Railroad.

**Communipaw** (Hudson co.), a station of the Central Railroad of New Jersey within Jersey City.

**Conaskonk Point** (Monmouth co.), a hamlet on the Raritan Bay, 2 miles n.n.e. of Keyport.

**Connecticut Farm** (Union co.), a hamlet near Roselle, with a postoffice called Union.

**Conoverville** (Atlantic co.), a hamlet near Absecom.

**Conrad, or Conrad's** (Camden co.), a hamlet on the Williamstown Railroad, 2 $\frac{1}{4}$  miles from Atco.

**Con's Corner** (Burlington co.), mail Mount Laurel.

**Constable Hook** (Hudson co.), mail Bergen Point.

**Convent, or Convent Station** (Morris co.), a post hamlet on the Morris and Essex Railroad, 2 miles s.e. of Morristown.

**Cookstown** (Burlington co.), a post village of 300 inhabitants, on the Pemberton and Hightstown Railroad. It has a large manufactory of carriages, etc.

**Cookville** (Warren co.), a hamlet on the Morris and Essex Railroad, 4 miles e. of Phillipsburg.

**Coonton** (Somerset co.), a hamlet n. of Bound Brook.

**Cooper** (Gloucester and Passaic cos.), a hamlet on the Delaware Shore Railroad, near Bridgeport, and one on the Montclair and Greenwood Lake Railroad, on the n.e. boundary of the State.

**Cooper's Point** (Camden co.), mail Camden.

**Coopertown** (Bergen co.), mail River Edge.

**Cooperstown** (Burlington co.), mail Beverly.

**Cooperstown** (Camden co.), a hamlet on Cooper's Creek, and nearly 2 miles n.e. of Rowantown.

**Cooper Hill** (Hunterdon co.), a post hamlet on the Lambertville and Flemington Railroad, near Flemington.

**Corles Mill** (Somerset co.), a hamlet opposite Neshanic station on the south branch of the Raritan River, which supplies power for a mill. Population, 100.

**Corles Mill** (Somerset co.), mail Neshanic.

**Corona** (Bergen co.), a post village on the New Jersey and New York Railroad, 3 miles s.s.w. of Hackensack. Population, 113.

**Cottage Hill** (Atlantic co.), a hamlet near Absecom.

**Coursenville** (Sussex co.), mail Papakating.

**Course's Landing** (Salem co.), mail Sharptown.

**Court House** (Cape May co.), mail Cape May.

**Cox's Hill** (Gloucester co.), mail Jefferson.

**Cox Station** (Ocean co.), a hamlet on the Tucker-ton Railroad.

**Coytesville, or Coyteville** (Bergen co.), a village on the Hudson River, 2 miles e. of Leonia and contiguous to Fort Lee; here is a valuable stone quarry.

**Cramer's Hill** (Camden co.), a post village at Dudley Station of the Camden and Burlington County and Camden and Amboy Railroads; it is often called East Camden. Population, 50.

**Crammertown** (Ocean co.), mail West Creek.

**Cranberry Park** (Burlington co.), mail Cooks-town.

**Cranberry Park** (Camden co.), mail Atsion.

**Cranbury, or Cranberry** (Middlesex co.), a post village of 1000 inhabitants, on the Cranbury Brook, 2 miles n.w. of Cranbury station of the Camden and Amboy Railroad, and  $4\frac{1}{4}$  miles n. of Hightstown; the village has a large local trade, a manufactory of wagons, carriages, etc., and a money-order postoffice. There is a considerable hamlet at Cranbury station, with a separate postoffice and a large store.

**Cranbury Station** (Middlesex co.), population 125.

**Cranes** (Gloucester co.), mail Franklinville.

**Cranetown** (Essex co.), mail Montclair.

**Cranford**, sometimes erroneously **Crawford** (Union co.), a post village on the Central Railroad of New Jersey, 5 miles w. of Elizabeth and on the Rahway River, which affords power for a worsted mill, and there are other manufactures, numerous stores, churches, etc.; with a population of about 600.

**Crawford** (Union co.), mail Cranford.

**Creamer's Mills** (Cape May co.), mail Tuckahoe.

**Cream Ridge** (Monmouth co.), a hamlet on the Pemberton and Hightstown Railroad, takes its name from the dairies and creameries which abound in its vicinity. Population, 203.

**Creesville** (Gloucester co.), mail Hurffville.

**Cresskill, or Creskill** (Bergen co.), a post village on the Northern Railroad of New Jersey and near the Palisades; has a large woolen mill, a carriage factory, etc., and a population of 349.

**Crismantown** (Warren co.), mail Blairstown.

**Crooked Pond** (Passaic co.), mail Paterson.

**Cross Keys** (Burlington co.), mail Medford.

**Cross Keys** (Gloucester co.), a post village near Williamstown, having a steam lumber mill. Population, 200.

**Cross Ledge Light** (Cumberland co.), mail Newport.

**Cross Roads** (Burlington co.), mail Medford.

**Cross Roads** (Middlesex co.), mail Dayton.

**Crosswicks** (Burlington co.), a post village of 800 inhabitants, on the creek of the same name, 4 miles e. of Bordentown, in one of the best farming regions of the State, the products of its orchards, gardens and dairies being shipped from Crosswicks by way of Bordentown to Philadelphia; it has also a large local trade and considerable manufactures, including carriages, wagons, etc.

**Croton** (Hunterdon co.), a post village near Flemington. Population, 100.

**Crowleytown** (Burlington co.), a hamlet on the Little Egg Harbor River, 2 miles e. of the junction of the Atsion and Batsto Rivers, and the Springer, Mechasatanxin and Mill Creeks, and 6 miles n.e. of Elwood; there are extensive cranberry bogs in the vicinity, good marl is abundant, though not dug to a profitable extent; there is excellent fishing in the river and small streams.

**Crowleyville** (Burlington co.), mail Green Bank.

**Crow's Mills** (Middlesex co.), mail Perth Amboy.

**Crystal Lake** (Bergen co.), a hamlet on the New Jersey Midland Railroad, near Pompton.

**Culver's Gap** (Sussex co.), a delightful village and summer resort in a pass of the Kittatinny Mountains, 2 miles n.w. of Branchville, and  $4\frac{1}{4}$  miles s.e. of Dingman's Ferry, Pa.; at the south of the village is a beautiful little lake called Culver's Lake or Culver's Pond, a popular fishing and gunning neighborhood.

**Culver's Pond** (Sussex co.), mail Branchville.

**Cumberland** (Cumberland co.), mail Manumuskin.

**Cutalosa** (Morris co.), mail Bloomingdale.

**Cuthbert's Road** (Camden co.), mail Collingwood.

**Cut-off Junction** (Sussex co.), mail Newton.

**Dale's Mills** (Passaic co.) mail Paterson.

**Danville** (Warren co.), a post village on the Pequest River, w. of Hackettstown; there are iron mines. Population, 125.

**Danville Mines** (Warren co.), mail Hope.

**Daretown** (Salem co.), a post village on the Salem branch of the West Jersey Railroad, 5 miles w. of Elmer. Population, 250.

**Davenport** (Ocean co.), mail Whiting.

**Davidson's Mills** (Middlesex co.), mail Dean's.

**Davidstown** (Burlington co.), mail Recklesstown.

**Davis** (Monmouth co.) a hamlet on the Pemberton and Hightstown Railroad, n. of Cream Ridge.

**Davis Mills** (Cumberland co.), mail Bridgeton.

**Davisville** (Camden co.), mail Spring Mills.

**Davisville** (Burlington and Ocean cos.), two hamlets, the one  $4\frac{1}{4}$  miles n.w., and the other 4 miles e.n.e. of New Egypt. Mechanicsville (Camden co.) was formerly called Davisville or Davistown.

**Day's Point** (Hudson co.), mail Weehawken.

**Dayton** (Middlesex co.), a post village on the Freehold and Jamesburg Railroad, 4 miles w.n.w. of Jamesburg; it has a local trade and considerable manufactures, including carriages and wagons, baskets, etc. Population, 300.

**Deacon's Turnout** (Burlington co.), a hamlet on the Burlington and Mount Holly Railroad.

**Dead River** (Morris co.), mail Liberty Corner.

(**Deal and Deal Beach** (Monmouth co.), contiguous villages on the coast and on the Central Railroad of New Jersey; both are favorite seaside resorts, with excellent hotels, boarding houses, etc., and good fishing, etc., for guests; Deal has a grist mill.) Population, 213.

**Dealtown** (Salem co.), mail Palatine.

**Deans** (Middlesex co.), a hamlet on the Philadelphia and New York through line of the Pennsylvania Railroad, 2 miles n.e. of Monmouth Junction. Population, 80.

**Deckertown** (Sussex co.), a large post village of 1003 inhabitants, on the New Jersey Midland Railroad, and on the Wantage Creek, tributary of the Wallkill, which supplies power for extensive manufactures; it has one of the largest plough and agricultural implement manufactories in the State, besides an extensive foundry, several mills, etc., and a large local and domestic export trade, and sustains a national bank, numerous schools, churches and hotels.

**Decosta** (Atlantic co.), a post hamlet on the Camden and Atlantic and the Philadelphia and Atlantic City Railroads. Population, 45.

**Deerfield** (Cumberland co.), a village where is a postoffice called Deerfield Street,  $2\frac{1}{2}$  miles w. of Husted; it is the centre of a fertile district where large quantities of sweet potatoes and garden truck are raised for the Philadelphia markets.

**Deerfield Street** (Cumberland co.), population, 202.

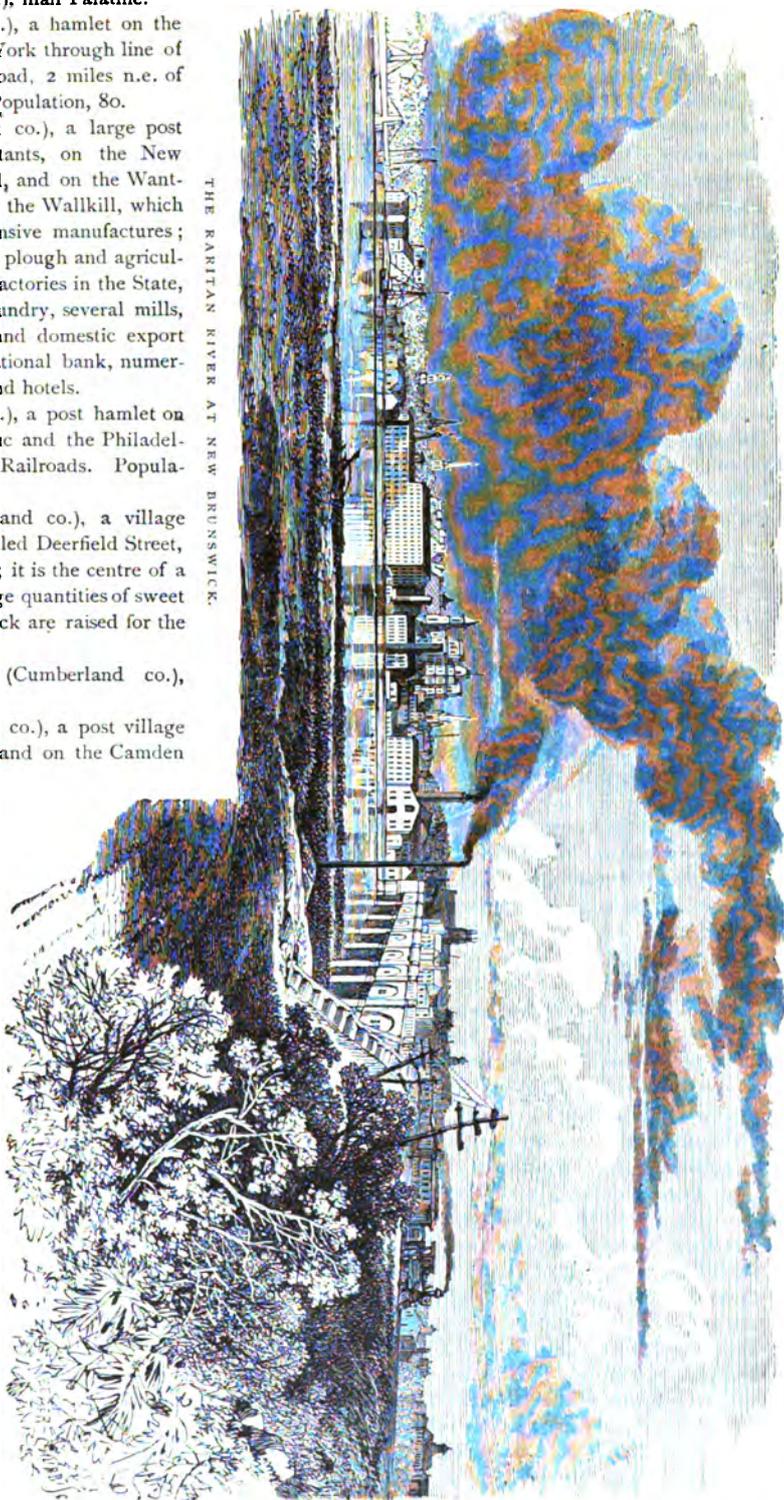
**Delanco** (Burlington co.), a post village on the Delaware River and on the Camden and Amboy Railroad, near Beverly; the up-river steamboats from Philadelphia have a landing here, and it is a shipping point for large quantities of vegetables, fruit, butter, etc., to Philadelphia. Population, 500.

**Delawanna** (Bergen co.), a hamlet on the Denville branch of the Delaware, Lackawanna and Western Railroad, and on the Passaic River, below Passaic.

**Delawanna** (Passaic co.), mail Passaic.

**Delaware, or Delaware Station** (Warren co.), a post village of 600 inhabitants, on the Delaware River, and on the Delaware, Lackawanna and Western Railroad, where it enters the State of New Jersey; here is the junc-

THE BARTAN RIVER AT NEW BRUNSWICK.



tion of the Blairstown Railroad; the postoffice and station name is Delaware Station; the village has a valuable trade and considerable manufactures, consisting chiefly of iron and its products, with delightful surroundings and progressive community.

**Delaware** (Camden co.), mail Camden.

**Delaware** (Hunterdon co.), mail Sergeantsville.

**Delaware River** (Warren co.), mail Calno.

**Delaware Station** (Warren co.), population 401.

**Demarest** (Bergen co.), a hamlet on the Northern Railroad of New Jersey, 1 mile n. of Crosskill. Population, 113.

**Dempsey's** (Warren co.), a hamlet on the Delaware River and on the Belvidere Delaware Railroad above Phillipsburg.

**Denmark** (Morris co.), a mining hamlet of the Rockaway, Mount Hope and Hibernia district.

**Dennisville** (Cape May co.), a post village on the north side of Dennis Creek, with another post village on the south side, distinctly designated South Dennis; cranberries are extensively cultivated, and boat and schooner building is largely carried on here; the Dennisville postoffice is 2½ miles w. of South Seaville (Seaville station). Population, 1002.

**Dentdale** (Camden co.), mail Mount Ephraim.

**Dentzville** (Mercer co.), mail Trenton.

**Denville** (Morris co.), a post village at the junction of the Jersey City and Denville branch with the Morris and Essex division of the Delaware, Lackawanna and Western Railroad; the great system of this railroad also connects here with several local lines to Mount Hope, Hibernia, Port Oram and Stanhope, at Port Oram with lines of the Central Railroad of New Jersey to Chester and High Bridge, and at Stanhope with the Sussex Railroad; so that Denville is a centre of rail travel from New York to all points west of Paterson, north of Morristown and south of the New Jersey Midland Railroad; it is also on the Rockaway River, but has no manufactures, its position as a railway centre having made it a trade centre and shipping point. Denville Junction, though part of the village, forms a somewhat separate hamlet, ¼ mile from the village station; it is the drilling ground of the railroads. Population, 275.

**Denville Junction** (Morris co.), mail Denville.

**Depue's Island** (Warren co.), mail Calno.

**Dias Creek** (Cape May co.), a post hamlet 2½ mile w. of Cape May Court House.

**Diamondtown** (Union co.), mail Rahway.

**Dickerson's Mines** (Morris co.), mail Mine Hill.

**Dilkesborough** (Gloucester co.), a hamlet near Pitman Grove. Population, 138.

**Dillep Mill** (Hunterdon co.), mail Hamden.

**Ditts' Corners** (Hunterdon co.), a hamlet on the Flemington branch of the Belvidere Delaware R. R.

**Dividing Creek** (Cumberland co.), a post village on the creek of the same name, and 2½ miles s. of Dividing Creek station of the Bridgeton and Port Norris Railroad. Population, 204.

**Dividing Creek Station** (Cumberland co.), mail Dividing Creek.

**Doddtown** (Essex co.), mail Orange.

**Dodge Mine** (Sussex co.), a mining hamlet where there is a fine Franklinite mine, s. of Ogdensburg; it is on a local road called the Ogdens Mines Railroad.

**Dolphin Mills** (Passaic co.), mail Paterson.

**Dorchester** (Cumberland co.), a village of 400 inhabitants, on the Maurice River, 1 mile below Mauricetown; it has a good oyster trade, and the building of vessels for the coasting trade is largely carried on here.

**Double Trouble** (Ocean co.), a hamlet on the Cedar Creek, and 2¼ miles w. of Bayville station.

**Doughty's** (Atlantic co.), mail May's Landing.

**Dover** (Morris co.), a large flourishing post borough on the Morris and Essex Railroad, in the midst of a network of branch and local lines, and on the Rockaway River, which is largely utilized in supplying power for manufactures, though steam is also employed; the borough has a population of 3100, a large and valuable trade, and extensive manufactures of railroad cars, machinery, lumber, etc., including one of the largest rolling mills in the State; its business sustains two banks and two prosperous newspapers.

**Dover Forge** (Ocean co.), a hamlet on Cedar Creek, 2½ miles n.e. of Bamber and 3¼ miles s.w. of Toms River; the forge that gave it name is of the past, but it has considerable interest in fishing and cranberry culture.

**Dover Plains** (Morris co.), Succasunna.

**Downstown** (Atlantic co.), mail Landisville.

**Downstown** (Gloucester co.), mail Newfield.

**Downsville** (Atlantic co.), mail Landisville.

**Doylestown** (Warren co.), mail New Village.

**Drakestown** (Morris co.), a post village on the Musconetcong River, opposite Hackettstown; it has a carriage and wagon factory, an interest in the Schooley's Mountain mines, and a good local trade. Population, 125.

**Drakesville** (Morris co.), a post village 1 mile w. of Kenvil and 1¼ mile s.w. of Drakesville station of the Morris and Essex Railroad, at the junction of a branch connecting with the High Bridge, Chester and Port Oram branches of the Central Railroad of New Jersey at Kenvil; the village has a good trade and important manufactures, including a powder-mill, an iron-furnace, etc. Population, 225.

**Drakesville Station** (Morris co.), mail Drakesville.

**Dryburn** (Essex co.), mail Newark.

**Dublin** (Cape May co.), mail South Dennis.

**Dudley** (Camden co.), the station name of Cramer's.

**Duel's Corners** (Salem co.), a hamlet near Woodstown.

**Duffing Spa** (Passaic co.), mail Paterson.

**Dugway Mountain** (Union co.), mail Plainfield.

**Duke House** (Hudson co.), mail Hoboken.

**Duncan House** (Morris co.), mail Morristown.

**Duncantown** (Bergen co.), mail River Vale.

**Dundee** (Passaic co.), mail Paterson.

**Dundee Dam** (Passaic co.), mail Lodi.

**Dundee Lake** (Bergen co.), a post hamlet on the Passaic River and on the New Jersey Midland Railroad, is a suburb of Paterson; the lake is artificial, being formed by damming the river. Population, 203.

**Dunellen** (Middlesex co.), a post village, of 600 inhabitants, on the Central Railroad of New Jersey, and 1 mile n. of the Lehigh Valley Railroad (New Market); it has a good trade.

**Dunham's Corners** (Middlesex co.), mail Milltown.

**Durham**, or **Durham Station** (Hunterdon co.), the station name of Mount Joy.

**Durham's Corners** (Middlesex co.), a hamlet.

**Dutch Mills** (Atlantic co.), mail Cedar Lake.

**Dutch Neck** (Cumberland co.), mail Bridgeton.

**Dutch Neck** (Mercer co.), a post village 2½ miles s. of Princeton Junction. Population, 100.

**Dutyville** (Mercer co.), mail Trenton.

**Dyer's Creek** (Cape May co.), mail Dias Creek.

**Eagle Rock** (Essex co.), mail Orange.

**Eagleswood** (Middlesex co.), mail Perth Amboy.

**Eagleswood Park** (Middlesex co.), mail Perth Amboy.

**Earlin Place** (Burlington co.), mail Woodmansie.

**Earystown** (Burlington co.), mail Lumberton.

**East Amwell** (Hunterdon co.), mail Flemington.

**East Bloomingdale** (Morris co.), mail Bloomingdale.

**East Bridgeton** (Cumberland co.), mail Bridgeton.

**East Camden** (Camden co.). See Cramer's Hill.

**East Colt's Neck** (Monmouth co.), mail Colt's Neck.

**East Creek** (Cape May co.), a post village on the creek of the same name, 4 miles s.w. of Woodbine. Population, 151.

**East Freehold** (Monmouth co.), mail Marlborough.

**East Fruitland** (Burlington co.), mail Atsion.

**East Hackensack** (Bergen co.), mail Englewood.

**East Hammonton** (Atlantic co.), mail Decosta.

**East Lake** (Cumberland co.), mail Bridgeton.

**East Long Branch** (Monmouth co.), a post hamlet on the New Jersey Southern Railroad, adjacent to Long Branch, with several hotels.

**East Madison** (Morris co.). See Madison.

**East Mendon** (Union co.), mail Berkley Heights.

**East Millstone** (Somerset co.). See Millstone.

**East Newark** (Hudson co.). See Harrison.

**East Orange** (Essex co.), a large post village on the Morris and Essex Railroad, adjacent to the city of Orange, with a population of 8000, many of whom are business men of New York; it has many fine villas and mansions, many stores and a large local trade.

**East Point** (Cumberland co.), mail Ewing's Neck.

**East Rahway** (Union co.), a village 1 mile e. of Rahway, on the Central Railroad of New Jersey.

**East Ridge** (Essex co.), mail Newark.

**East Summit** (Union co.), a hamlet on the Morris and Essex Railroad, 1 mile e. of Summit.

**East Windsor** (Mercer co.), mail Hightstown.

**East Woodbridge** (Middlesex co.), a hamlet on the Central Railroad of New Jersey, 4 miles n. of Perth Amboy, and 3 miles n.e. of Woodbridge.

**Eatonton** (Monmouth co.), a post village, of 2637 inhabitants, on the New Jersey Southern Railroad, within ¼ mile of Eatonton Junction, where the Port Monmouth and Long Branch branches diverge. Eatonton has manufactures of hats, leather, etc., a large local trade and an extensive trade in oysters, clams, etc. The Monmouth Park race-course is situated here.

**Eatontown Junction** (Monmouth co.), mail Eatontown.

**Eayrestown** (Burlington co.), a village on the south branch of the Rawocas Creek, near Lumberton; it has a grist and a lumber mill.

**Ebenezer** (Warren co.), mail Hope.

**Echo Lake** (Passaic co.), a post hamlet n. of Charlottetown, on the bank of a lake of the same name.

**Edgartown** (Passaic co.), mail Paterson.

**Edge Cliff** (Bergen co.), mail Fort Lee.

**Edge Cove** (Burlington co.), a village at the south terminus of the Tuckerton, 2 miles s. of Tuckerton, and on a small cove or inlet at the n. of Little Egg Harbor. Here is a valuable fishery, and oysters and clams are abundant. Steamboats run from Edge Cove to Long Beach and Beach Haven.

**Edge Mount** (Hudson co.), mail Hoboken.

**Edgers Station** (Middlesex co.), mail Woodbridge.

**Edgewater** (Bergen co.), population 300.

**Edgewater** (Burlington co.), a village on the Camden and Amboy Railroad, 1 mile e. of Beverly. Population, 263.

**Edinburg** (Mercer and Monmouth cos.), a post village 2 miles n.w. of Windsor, and a hamlet 3 miles n.e. of Barrentown. Population, 100.

**Edonia** (Somerset co.), a hamlet 2¼ miles n.w. of Dunellen.

**Egg Harbor City** (Atlantic co.), a post village of 1232 inhabitants, on the Camden and Atlantic Railroad (at the junction of the May's Landing branch; it is in a region of extensive vineyards, and has numerous wine manufactories, considerable manufactures of boots and shoes, clothing, cigars, etc., and a large local trade.)

**Egvert's Mills** (Warren co.), mail Port Murry.

**Elberon** (Monmouth co.)—made famous by the death of President Garfield—is a hamlet on the coast and on the Central Railroad of New Jersey, midway between Deal and Long Branch.)

**Eldridge's Hill** (Salem co.), a hamlet near Woodstown. Population, 102.

**Elizabeth** (Union co.), an important manufacturing city, the capital of the county, at the meeting of the



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Newark Bay, Long Island Sound and Kill-von-Kull. The Philadelphia and New York through line division of the Pennsylvania Railroad's leased lines, and the Long Branch branch of the Central Railroad of New Jersey, traverse the city in a southwest to northeast direction, and the main line of the Central (also used by the Reading Railroad as part of their through line between Philadelphia and New York) crosses the city from west to east. The southeast part of the city is still colloquially distinguished by the name of a former village, Elizabethport; and a station of the Central Railroad, near the south corner, is designated Elizabeth Avenue, where was formerly a separate hamlet called Elizabeth Road. The city has a considerable commerce, but the chief source of its prosperity is its large manufacturing enterprises, which include an immense factory of the Singer sewing machines—employing 2000 hands—several iron foundries, oil-cloth manufactories, potteries, besides extensive manufactures of mill machinery, hardware, edge-tools, stoves, harness, cordage, hats, combs, boots and shoes, etc. At Elizabethport are immense yards and wharves for the shipment of anthracite coal. Elizabeth has a population, by the census of 1880, of 28,241.

**Elizabeth Avenue** (Union co.), mail Elizabeth.

**Elizabethport** (Union co.), mail Elizabeth.

**Ellendor** (Union co.), a hamlet on the New Jersey West Line branch of the Morris and Essex Railroad.

**Ellsburg** (Camden co.), a post hamlet 2 miles e. of Rowantown. Population, 57.

**Ellisdale** (Monmouth and Burlington cos.), a post village chiefly in Monmouth County, where is the post-office, but extending across the line into Burlington County, 3 miles w. of Fillmore and Cream Ridge. Population, 85.

**Elsinborough** (Salem co.), mail Salem.

**Ellis Island** (Hudson co.), mail Jersey City.

**Elmer** (Salem co.), a post village formerly called Pittstown, on the Bridgeton branch, at the junction of the Salem branch of the West Jersey Railroad; it is in a prolific fruit-growing district, and has a large canning establishment, a good local trade, a considerable fruit-shipping trade, and a population of nearly 1000, inclusive of Upper and Lower Pittstown.

**El Mora** (Union co.), mail Elizabeth.

**Elmwood** (Essex co.), mail Irvington.

**Elwood** (Atlantic co.), a post village on the Camden and Atlantic Railroad, in a fruit-growing district, with a good local trade and considerable manufactures of paper, shoes and wine. Population, 500.

**Elystan Fields** (Hudson co.), mail Hoboken.

**Embury** (Monmouth co.), mail Red Bank.

**Emmelville** (Atlantic co.), a hamlet 1 mile n.e. of Weymouth Station.

**Engleside** (Burlington co.), mail Lumberton.

**Englewood** (Bergen co.), a post village on the Northern Railroad of New Jersey, with a population of 2100; there are several hotels in the village.

**Englewood** (Middlesex co.), mail Perth Amboy.

**English Corners** (Sussex co.), mail Wykertown.

**English Creek** (Atlantic co.), a village on a creek of the same name near its mouth in the Great Egg Harbor River; it has a fishery and a cranberry trade. Population, 250.

**English Neighborhood** (Bergen co.), mail Fairview.

**Englishtown** (Monmouth co.), a post village on the Freehold and Jamesburg Railroad, half way between Freehold and Jamesburg; it has a carriage and wagon factory. Population, 600.

**Erie Junction** (Bergen co.), a hamlet at the junction of the Erie and New Jersey and New York Railroads.

**Erskine** (Passaic co.), a village on the Ringwood branch of the Montclair and Greenwood Lake Railroad, near Ringwood.

**Essex** (Essex co.), a hamlet on the Paterson and Newark branch of the Erie Railroad, 1 mile n. of Belleville.

**Essex Print Works** (Essex co.), mail Franklin.

**Estelville** (Atlantic co.), a hamlet on a tributary of the Great Egg Harbor River, which affords power for a lumber and a grist mill. Population, 149.

**Etna** (Bergen co.), population 125.

**Etna Mills** (Burlington co.), mail Medford.

**Evens Mills** (Camden co.), mail Haddonfield.

**Evergreen** (Morris co.), mail Morristown.

**Everittstown** (Hunterdon co.), a post village 3½ miles n. of Frenchtown, on a small stream which supplies power for a mill. Population, 100.

**Eversham** (Burlington co.), mail Marlton.

**Evesborough** (Burlington co.), a hamlet 2 miles n. of Marlton. Population, 80.

**Evona, or Evonia** (Middlesex co.), a village adjoining Dunellen. Population, 107.

**Evona** (Somerset co.), mail Warrenton.

**Ewan's Mills** (Gloucester co.), a post village 5 miles w. of Glassborough, having a basket factory. Population, 200.

**Ewansville** (Burlington co.), a hamlet on the Camden and Burlington County Railroad, at the junction of a branch to Vincentown.

**Ewens** (Mercer co.), mail Ewingsville.

**Ewensville** (Burlington co.), mail Mount Holly.

**Ewing's Neck** (Cumberland co.), a post village on the West Creek, near its mouth in the Delaware Bay; it has oyster fisheries. Population, 246.

**Ewing Station** (Mercer co.), mail Ewingsville.

**Ewingville** (Mercer co.), a post village 1 mile n.e. of Ewing or Ewingville station of the Delaware and Bound Brook Railroad, which is 2¼ miles n. of Trenton Junction. Population, 120.

**Extonville** (Burlington co.), mail Ellisdale.

**Fairfield** (Cumberland co.), mail Fairton.

**Fairfield** (Essex and Monmouth cos.), a post village and a hamlet; the one on the Passaic River, opposite Singac, and the other on the Freehold and Jamesburg Railroad, 4 miles s.e. of Freehold.

**Fairfield** (Passaic co.), mail Little Falls.

**Fair Haven** (Essex co.), mail Belleville.

**Fair Haven** (Monmouth co.), a post village and summer resort on the Navesink River, below Red Bank. Population, 413.

**Fairmont**, or **Fairmount** (Hunterdon and Warren cos.), a post village  $3\frac{1}{4}$  miles e.s.e. of Califon, and a hamlet near Washington; the former is on a small stream that supplies power for a lumber and a grist mill and drains a tannery. Population, about 100.

**Fair Mount** (Bergen co.), mail Hackensack.

**Fair Mount** (Essex co.), mail Orange.

**Fair Mount** (Morris co.), mail German Valley.

**Fairton** (Cumberland co.), a post village on the Bridgeton and Port Norris Railroad, 4 miles s. of Bridgeton, and on a branch of the Cohansey Creek, which affords power for a mill. Population, 400.

**Fairview** (Bergen, Burlington and Gloucester cos.), a post village on the Northern Railroad of New Jersey, n. of Granton; (2), a hamlet s.w. of Bridgeborough and s.e. of Progress; (3), a hamlet near Medford; and (4), a hamlet near Barnborough. Population, 250.

**Fairview** (Burlington co.), mail Medford.

**Fairview** (Gloucester co.), mail Unionville.

**Fairview** (Morris co.), mail Stanhope.

**Fanwood** (Union co.), a village on the Central Railroad of New Jersey, and on the Greenbrook, n.e. of Plainfield; it has a large local trade, a manufactory of paper boards, and a postoffice called Scotch Plains.

**Farago Forge** (Ocean co.), mail Whiting.

**Farmersville** (Essex co.), mail Caldwell.

**Farmersville** (Hunterdon co.), a hamlet near Califon. Population, 17.

**Farmingdale** (Monmouth co.), a post village, of nearly 1000 inhabitants, at the intersection of the

CITY OF NEWARK, ON THE PASSAIC RIVER.



New Jersey Southern and Freehold and Jamesburg Railroads; it has an iron foundry and a large local and rail traffic.

**Farrstown** (Burlington co.), a hamlet near Vincentown. Population, 21.

**Fashion Stud Farm** (Mercer co.), mail Trenton.

**Febletown** (Warren co.), a hamlet 6 miles n.e. of Delaware.

**Federal City** (Mercer co.), mail Pennington.

**Fellowship** (Burlington co.), a post village 3 miles s. of Moorestown. Population, 300.

**Felters'** (Union co.), mail Rahway.

**Feltersville** (Camden co.), mail Camden.

**Feltville** (Union co.), a hamlet near Murray Hill.

**Ferment** (Monmouth co.), post village.

**Fern Mount** (Morris co.), mail Succasunna.

**Ferrago** (Ocean co.), a hamlet on the New Jersey Southern Railroad, near Whiting.

**Ferrig's** (Ocean co.), mail Whiting.

**Ferromonte** (Morris co.), a mining hamlet, with a valuable mine 800 feet in depth, near Succasunna.

**Ferry Farm** (Bergen co.), mail Little Ferry.

**Fierdsborough** (Burlington co.), a post borough, formerly and still colloquially called White Hill, on the Delaware River and on the Camden and Amboy Railroad; it has a machine shop and an iron-forge.

**Fieldville** (Middlesex co.), a hamlet on the Raritan River near South Bound Brook.

**Fillmore** (Monmouth co.), a hamlet on the Pemberton and Hightstown Railroad, adjoining Cream Ridge. Population, 34.

**Finderne** (Somerset co.), a post village on the Central Railroad of New Jersey, 2 miles e. of Somerville, and on the Raritan River.

**Finesville** (Warren co.), a village one mile from Riegelsville, with a manufactory of moulding-knives, etc. Population 37.

**Finley Station** (Cumberland co.), a post hamlet on the Bridgeton branch of the West Jersey Railroad, 4 miles n. of Bridgeton. Population, 90.

**Finn's Point** (Salem co.), mail Salem.

**Fish House** (Camden co.), a hamlet on the Delaware River and on the Camden and Amboy Railroad, 4 miles n.e. of Camden.

**Fishing Creek** (Cape May co.), a post hamlet on a creek of the same name, near the Delaware Bay, and 2 miles w. of Rio Grande; it has cranberry bogs. Population, 100.

**Five Corners** (Hudson co.), mail Jersey City.

**Five Mile Beach** (Cape May co.), mail Townsend Inlet.

**Five Points** (Gloucester co.), a post village near Pitman Grove. Population, 150.

**Flagtown**, or **Flaggtown** (Somerset co.), the former name of Frankfort.

**Flanders** (Morris co.), a post village on the High Bridge branch of the Central Railroad of New Jersey, 4 miles s.w. of Kenvil; it is in the Schooley's Mountain and Mount Olive mining district, and has a large

local trade, considerable manufactures, including three lumber and three grist mills, a smelting furnace, etc., and a large interest in mining; it has also a fine chalybeate spring. Population, 402.

**Flatbrookville** (Sussex co.), a post village on the Delaware River at the mouth of the Wallpack. Population, 175.

**Flaxmill** (Hunterdon co.), a hamlet on the Lehigh Valley Railroad, 1 mile n.w. of Flemington Junction.

**Flemington** (Hunterdon co.), a post village, capital of the county, the northern terminus of the Flemington branch of the Belvidere Delaware Railroad, and the western and southern terminus of the South branch of the Central Railroad of New Jersey; it has a steam flour mill, a pottery, two national banks and two hotels. Adjoining Lambertville on the n., is a station called Flemington Junction, and at the point, 2½ miles n.e. of Flemington, where the south branch of the Central intersects the Lehigh Valley Railroad, is a hamlet called by the same name. Population, 1851.

**Flemington Junction** (Hunterdon co.), mail Lambertville.

**Flemington Junction** (Hunterdon co.), mail Flemington.

**Flickerville** (Cumberland co.), mail Bridgeton.

**Flocktown** (Morris co.), mail Schooley's Mountain.

**Floral Place** (Morris co.), mail Dover.

**Floraville** (Bergen co.), a hamlet ¼ mile e. of Walton. Population, 10.

**Florence** (Burlington co.), a post village on the Delaware River, ½ mile from Florence Station of the Camden and Amboy Railroad, and 2 miles w. of Kinkora; here is a landing where the upriver steamboats stop in going from and to Philadelphia; Florence has a large iron foundry and pipe works. Population, 1200.

**Florence** (Camden co.), mail Tausborough.

**Florence Station** (Burlington co.), mail Florence.

**Florida Grove** (Middlesex co.), mail Perth Amboy.

**Flyat** (Burlington co.), a hamlet n. of Atsion.

**Foot Lane** (Somerset co.), mail Pottersville.

**Ford Mine** (Morris co.), mail Woodport.

**Ford's** (Middlesex co.), mail Woodbridge.

**Ford's Corners**, or **Ford's** (Middlesex co.), on the Lehigh Valley Railroad, near Perth Amboy.

**Fordsville** (Cumberland co.), mail Bridgeton.

**Forest Grove** (Gloucester co.), a post hamlet on the West Jersey and Atlantic City Railroad, 3 miles s.e. of Newfield, and 3¼ miles w. of Landisville. Population, 75.

**Forest Grove** (Morris co.), mail Schooley's Mountain.

**Forest House** (Morris co.), mail Budd's Lake.

**Forge** (Warren co.), mail Riegelsville.

**Forge Pond** (Ocean co.), mail Meredeconk.

**Forked Bridge** (Salem co.), a hamlet 3 miles w. of Newfield.

**Forked River** (Ocean co.), a post village on the Toms River branch of the New Jersey Southern Rail-

road, 6 miles n. of Barnegat Junction ; it is on a small river of the same name, near Barnegat Bay, and has considerable interest in oysters, clams, etc., an excellent hotel and a good local trade. Population, 200.

**Fork Landing** (Burlington co.), mail Palmyra.

**Forrest** (Morris co.), mail Madison.

**Forrest Hill** (Morris co.), mail Chester.

**Fort Delaware** (Salem co.), mail Salem.

**Fort Lee** (Bergen co.), a post village on the Hudson River, at the lower end of the Palisades, and 1½ miles e. of Leonia ; it has an extensive manufactory of photographers' materials and a piano factory. Population, 403.

**Fort Washington** (Bergen co.), a hamlet on the Hackensack River, near Ridgefield Park.

**Fortescue Beach** (Cumberland co.), a hamlet on the Delaware Bay, 2 miles s.w. of Newport, having steamboat landing where an excursion steamboat from Philadelphia lands daily during the summer months.

**Fostertown** (Burlington co.), near Lumberton.

**Fostertown** (Cape May co.), mail South Dennis.

**Foundryville** (Burlington co.), mail Lumberton.

**Fountain Green** (Burlington co.), a hamlet near Lewistown.

**Fountain Green Farm** (Burlington co.), mail Wrightstown.

**Four Bridges** (Morris co.), mail Naughtsville.

**Four Mile** (Burlington co.), mail Woodmansie.

**Fox Chase** (Burlington co.), mail Vincentown.

**Fox Hill** (Hudson co.), mail Hoboken.

**Fox Hill** (Morris co.), mail Mendham.

**Francis Mill** (Ocean co.), a hamlet near the head of the Toms River, which supplies power for a large saw mill. Population, 21.

**Francisville** (Camden co.), mail Gloucester City.

**Frankford** (Sussex co.), mail Branchville.

**Frankfort**, formerly **Flagtown**, or **Flaggtown** (Somerset co.), a post village on the south branch of the Central Railroad of New Jersey, 5 miles s.w. of Somerville, and on the Lehigh Valley Railroad, 3¼ miles w.s.w. of Roysfield ; it has an extensive manufactory of drain pipes, tiles, etc. Population, 100.

**Frankfort** (Bergen co.), mail Schraalenberg.

**Frankfort Plains** (Sussex co.), mail Augusta.

**Franklin** (Bergen co.), mail Wortendyke.

**Franklin** (Essex, Mercer and Sussex cos.). There are five townships of this name, one each in Bergen, Gloucester, Hunterdon, Somerset and Warren Counties, and there are three villages and a hamlet of the same name : (1), a post village of 600 inhabitants in Bellville Township, Essex County, on the Passaic River and on the Paterson and Newark branch of the Erie Railroad, about midway between the cities named, with a large woollen mill, and other manufactures ; (2), a village of 200 inhabitants in Caldwell Township, Essex County, 2 miles n.w. of Caldwell, with a tobacco factory ; (3), a hamlet, also called Franklin Corner, in Mercer County, 3 miles n. of Lawrence

station and 4 miles e. of Ewing station ; (4), a village of 500 inhabitants, in Sussex County, on the New Jersey Midland Railroad, ¼ mile from the intersection of the Sussex Railroad, and on the Wallkill ; this village has a postoffice designated Franklin Furnace, from a large blast furnace located here, and it is the centre of a district abounding in rich mines of Franklinitite, and containing also valuable mines of zinc and iron, separately—one of the most valuable Franklinitite mines in the country is within the village ; it has also a profitable local trade, while its rail and water facilities give it a valuable export trade in ores.

**Franklin** (Essex co.), mail Caldwell.

**Franklin** (Hunterdon co.), mail Clinton.

**Franklin** (Morris co.), mail Dover.

**Franklin** (Somerset co.), mail Backing Ridge.

**Franklin** (Warren co.), mail Asbury.

**Franklin Corner** (Mercer co.). See FRANKLIN.

**Franklin Furnace** (Sussex co.), the postoffice name of Franklin (4) above. Population, 400.

**Franklin Park** (Middlesex co.), a post hamlet 2 miles s.e. of New Brunswick, having a wagon factory. Population, 113.

**Franklin Place** (Morris co.), mail Chatham.

**Franklinville** (Gloucester co.), a post village on the West Jersey Railroad (both the Cape May and Atlantic City routes), 6 miles s.s.e. of Glassborough ; its chief industry is the packing and shipping of fruit, which is extensively cultivated in the vicinity. Population, 251.

**Freesburg, Friesburg, or Freastown** (Salem co.), a hamlet 6 miles s. of Yorketown ; as early as 1748 large glass-works were in operation here, the first in the State, but were abandoned during the revolution and have never been resumed.

**Fredon** (Sussex co.), a post hamlet near Newton. Population, 63.

**Fredstown** (Salem co.), mail Cohansey.

**Freehold**, formerly **Monmouth Court House** (Monmouth co.), a post village, capital of the county, on the Freehold and Jamesburg Railroad, which connects it directly with the New Jersey Southern, Central Railroad of New Jersey, Camden and Amboy, and the Philadelphia and New York (through line) division of the roads leased by the Pennsylvania, with the Raritan Canal and with the sea-coast at Manasquan and Sea Girt, and a railroad runs from Freehold northward to Keyport ; Freehold has a large local trade, an iron foundry, two national banks, and a population of 4302.

**Freehold Junction** (Monmouth co.), mail Keyport.

**Freemanstown** (Essex co.), mail Orange.

**Free's Mills** (Gloucester co.), mail Clayton.

**Frelinghuysen** (Warren co.), mail Paulina.

**Frenchtown** (Hunterdon co.), a post borough on the Delaware River and on the Belvidere Delaware Railroad ; it has a population of 1029, a large local trade, a good shipping trade in fruit, vegetables and dairy products, extensive manufactures, including an

iron foundry, several spoke factories, a grist mill etc., and a national bank.

**Fresh Pond** (Middlesex co.), mail Milltown.

**Friendship** (Burlington co.), mail Red Lion.

**Friendship** (Cumberland co.), mail Findley Station.

**Friedondale** (Passaic co.), mail Pompton.

**Friesburgh** (Cumberland co.), mail Cohansey.

**Frogtown** (Burlington co.), mail Mount Holly.

**Fruitland** (Burlington co.), a hamlet on the Atsion River above Atsion.

**Galetown** (Burlington co.), mail Tuckertown.

**Galloway** (Atlantic co.), mail Egg Harbor City.

**Gardnerville** (Hunterdon co.), mail Glen Gardner.

**Garrett Rock** (Passaic co.), mail Paterson.

**Gatesville** (Somerset co.), mail Bound Brook.

**Georgetown** (Burlington co.), a hamlet near Columbus. Population, 100.

**George's Road** (Middlesex co.), mail New Brunswick.

**Germania** (Atlantic co.), mail Egg Harbor City.

**Germantown** (Atlantic co.), a hamlet  $2\frac{1}{2}$  miles e.n.e. of Cedar Lake and  $2\frac{1}{2}$  miles s.w. of Decosta.

**German Valley** (Morris co.), a post village on the south branch of the Raritan River and on the High Bridge branch of the Central Railroad of New Jersey, 2 miles s.w. of Naughtrightville. Population, 500.

**Gettsville** (Burlington co.), mail Woodmansie.

**Gibbsborough** (Camden co.), a village on Cooper's Creek, and 1 mile n.e. of Kirkwood, having a large manufactory of white lead and paints. Population, 113.

**Gibbstown** (Gloucester co.), a hamlet on the Delaware Shore Railroad, 3 miles w. of Paulsborough.

**Gibeon's Mills** (Ocean co.), mail Whiting.

**Gillette** (Morris co.), a post hamlet on the New Jersey West Line Railroad, and on the Passaic River opposite Berkeley Heights. Population, 102.

**Gin Point** (Sussex co.), mail Newton.

**Glassborough** (Gloucester co.), a post village on the West Jersey Railroad (both the Cape May and Atlantic City routes), at the junction of the Bridgeton branch and of the Williamstown Railroad; it has six glass-works employing about 600 hands, and has 2088 inhabitants, and greatly increasing in importance as a manufacturing town with interesting surroundings.

**Glendale** (Camden co.), a hamlet near Ashland.

**Glen Echo** (Bergen co.), mail Edgewater.

**Glen Echo** (Somerset co.), mail Bound Brook.

**Glen Gardner** (Hunterdon co.), a post village on the Central Railroad of New Jersey, 1 mile s.s.e. of Junction, and 3 miles n.n.w. of High Bridge; it has a large manufactory of picture-frames, etc., and a good local trade. Population, 475.

**Glen Morton** (Passaic co.), mail Paterson.

**Glen Rock** (Bergen co.), mail Ridgewood.

**Glenwood** (Camden and Sussex cos.), a hamlet on the Camden and Atlantic Railroad, also called Rowantown, and a post village  $3\frac{1}{2}$  miles e. of Quarryville, and 3 miles s.w. of Pine Island, New York;

it is in a fine agricultural district; there are especially many superior dairies in the vicinity, and the village has an extensive creamery and cheese factory and a lumber mill. Population, 250.

**Glenwood Institute** (Monmouth co.), mail Matawan.

**Globe Mills** (Hunterdon co.), mail Little York.

**Gloucester City, or Gloucester** (Camden co.), a city on the Delaware River, and on the West Jersey (both the Cape May and Atlantic City routes), and the Camden, Gloucester and Mount Ephraim Railroads, 3 miles s. of Camden; it has, by the census of 1880, a population of 5350 (it was 3682 in 1870), and extensive manufactures, including an iron-works, a terra-cotta manufactory, a large cotton mill where about 800 hands are employed, and ginghams, calicoes, etc., are woven. The city sustains a savings bank. There is a steam ferry to Philadelphia, making half-hourly trips. It is becoming noted as a fishing point, a large number of inhabitants are engaged in this branch of industry; the Delaware River and the Bay being the fishing grounds.

**Gloucester Lake** (Atlantic co.), mail Egg Harbor.

**Gloucester Landing** (Atlantic co.), mail Egg Harbor City.

**Godfrey's Bridge** (Burlington co.), mail Wading.

**Goffe** (Passaic co.), a hamlet near Van Winkle's.

**Golden's Mills** (Mercer co.), mail Princeton.

**Good Intent** (Gloucester co.), a hamlet on the Big Timber Creek, and 3 miles e. of Wenonah.

**Good Luck** (Ocean co.), near Cedar Creek.

**Goodwinville** (Bergen co.), a village near Westwood. Population, 36.

**Goosetown** (Union co.), mail Rahway.

**Goshen** (Cape May co.), a post village near Delaware Bay and 2 miles w. of Swain; it has a good local trade and a large interest in oyster and crab fishing. Population, 300.

**Goshen** (Ocean co.), mail Cassville.

**Gouldtown** (Cumberland co.), a post village 3 miles s.e. of Bridgeton. Population, 75.

**Government Farm** (Gloucester co.).

**Governor's Hill** (Burlington co.) mail Shamong.

**Governor's Hole** (Burlington co.), mail Shamong.

**Grand View House** (Morris co.), mail Morristown.

**Granton** (Hudson co.), a hamlet on the Northern Railroad of New Jersey, 1 mile n. of New Durham.

**Granville** (Monmouth co.), a hamlet on the Sandy Hook Bay, 2 miles w.n.w. of Port Monmouth; its residents live by fishing. There is a lighthouse at the point. Population, 35.

**Granville** (Sussex co.), mail Lincoln.

**Grassy Hill** (Essex co.), mail Livingston.

**Gratitude** (Sussex co.), mail Newton.

**Gravel Hill** (Sussex co.), mail Bevans.

**Gravel Hill** (Union co.), mail Rahway.

**Gravel Hill** (Warren co.), mail Blairstown.

**Gravelly Landing** (Atlantic co.), a former name of Port Republic.

**Gravelly Run** (Atlantic co.), a hamlet on a small stream of the same name near the mouth of the Great Egg Harbor River, and May's Landing.

**Gravelly Run** (Cape May co.), mail Cape May.

**Gray's Mills** (Mercer co.), mail Princeton.

**Great Egg Harbor** (Atlantic co.).

**Great Notch** (Essex co.), mail Bloomfield.

**Greater Cross Roads** (Somerset co.), a hamlet near Bedminster.

**Green** (Sussex co.), mail Waterloo.

**Green Bank** (Burlington co.), a post village on the Little Egg Harbor River, 7 miles n.e. of Egg Harbor City; fishing and cranberry raising are the main industries, which are carried on a large scale for the New York and Philadelphia markets. Population, 55.

**Green Brook** (Essex co.), mail Singac.

**Green Brook** (Middlesex co.), mail Dunellen.

**Green Bush** (Burlington co.), mail New Gretna.

**Green Creek** (Cape May co.), a post village on a small stream of the same name, 2 miles n.w. of Rio Grande; oysters, crabs, etc., are abundant in the bay and creek. Population, 213. A popular retreat for sportsmen who are fond of gunning and fishing.

**Green Farm** (Passaic co.), mail Pompton.

**Green Field** (Cape May co.), mail Petersburg.

**Green Grove** (Monmouth co.), mail Eatontown.

**Green Lake** (Morris co.), mail Newfoundland.

**Green Lake** (Passaic co.), mail West Milford.

**Greenland** (Camden co.), a hamlet on the Cooper's Creek, opposite Ashland.

**Green Mills** (Warren co.), mail Phillipsburgh.

**Green Pond** (Morris co.), mail Hibernia.

**Green Ridge** (Essex co.), mail Newark.

**Green Spot** (Sussex co.), mail Franklin Furnace.

**Green Tree** (Burlington co.), mail Fellowship.

**Greentree** (Gloucester co.), a hamlet 3 miles n.e. of Pitman Grove. Population, 18.

**Green Village** (Morris co.), a post hamlet on a tributary of the Passaic River, which affords power for a mill; it is 3 miles s.w. of Madison. Population, 63.

**Greenville** (Hudson, Morris, Salem and Sussex cos.), a former post village, now a branch postoffice of Jersey City; (2), a mining hamlet near the village of Mines; (3), a hamlet near Palatine; and (4), the former name of Lincoln, Sussex co.

**Greenville** (Gloucester co.), mail Hurffville.

**Greenville** (Ocean co.), mail Meredeconk.

**Greenville** (Warren co.), mail Hackettstown.

**Greenwich** (Cumberland and Warren cos.), a post village, of 900 inhabitants, on the Cohansey River and on the New Jersey Southern Railroad, 6 miles w.s.w. of Bridgeton and 3 miles from Bay Side, having a fruit canning establishment, a machine shop, a large interest in fisheries along the Delaware River (the products of which are packed and shipped here in great quantities), and a valuable local trade; (2), a hamlet on the Central Railroad of New Jersey, 2 miles e.s.e. of Phillipsburg.

**Greenwich** (Gloucester co.), mail Mickleton.

**Greenwood** (Hunterdon co.), mail White House.

**Greenwood** (Mercer co.), mail Trenton.

**Greenwood** (Passaic co.), a village near Greenwood Lake. Population, 108. Mail Greenwood Lake.

**Greenwood Lake** (Passaic co.).

**Greensbridge** (Warren co.), mail Phillipsburg.

**Greensburg** (Mercer co.), a post village on the Delaware River and on the Belvidere Delaware Railroad, 6 miles above Trenton, with a stone quarry. Population, 225.

**Green's Pond** (Warren co.), mail Buttzville.

**Greenville** (Gloucester co.), a hamlet adjoining Greentree. Population, 28.

**Grettenburgh** (Hudson co.), mail Guttenburgh.

**Griffestown** (Burlington co.), mail Woodmansie.

**Griggstown** (Somerset co.), a post village on the Raritan Canal and on the Millstone River, which affords power for a large mill; it is 3 miles n. of Washington's Headquarters station. Population, 113.

**Groonsville** (Sussex co.), mail Huntsville.

**Grove Street** (Essex co.), mail East Orange.

**Groverville** (Mercer co.), a hamlet on the Crosswicks Creek, and 1 mile s. of Yardville.

**Gructly Hill** (Atlantic co.), mail Egg Harbor City.

**Guard Look** (Warren co.), mail Hackettstown.

**Guinea Hollow** (Sussex co.), mail Waterloo.

**Guinea Hollow** (Warren co.), mail Hackettstown.

**Gunsville** (Morris co.), mail Hibernia.

**Guttenburgh** (Hudson co.), a post village on the Hudson River, near Weehawken, having a manufactory of Belgian blocks, etc. Population, 1206.

**Hackensack** (Bergen co.), a post village, capital of the county, on the river of the same name. The New Jersey Midland and the New Jersey and New York Railroads intersect the village almost at right angles; the river is navigable from this point. Hackensack has extensive manufactures, a large trade, and sustains two banks and three newspapers. Population, 4500, and increasing. Becoming a popular place of residence for many New Yorkers.

**Hackensack** (Hudson co.), mail Jersey City.

**Hackensack Bridge** (Bergen co.).

**Hackettstown** (Warren co.), a post borough on the Musconetcong River, the Morris Canal and the Morris and Essex Railroad, 12 miles n.e. of Washington; it has a large trade, a foundry, a blast-furnace, a carriage factory, two grist mills, etc., and a population of 2502. It sustains a national bank, two newspapers and a large number of stores.

**Hackle**, or **Hackle Barney Mines** (Morris co.), a mining hamlet, the south terminus of the Chester branch of the Morris and Essex Railroad.

**Haddonfield** (Camden co.), a post borough, containing 1480 inhabitants, on the Cooper's Creek and on the Camden and Atlantic Railroad, 7 miles s.e. of Camden, having considerable manufactures and a large local trade.

**Hagerstown** (Salem co.), a hamlet 3 miles s. of Salem. Population, 125.

**Hainesburg** (Warren co.), a post village on the Paulinskill and on the Blairstown branch of the Delaware and Lackawanna Railroad. Population, 275.

**Hainesport** (Burlington co.), a post village on the Rawocas Creek, 1 mile w. of Mount Holly, having a large manufactory of cast-iron sinks, pipes, etc. Population, 300.

**Hainesville** (Sussex co.), a post village near the head of the Wallpack River. Population, 163.

**Haines Mills** (Burlington co.), mail Medford.

**Haledon** (Passaic co.), mail Paterson.

**Haleysville** (Cumberland co.), a former name of Mauricetown.

**Half Acre** (Middlesex co.), mail Prospect Plains.

**Halltown** (Salem co.), a hamlet 5 miles n. of Clayville.

**Halsey's Corner** (Sussex co.), mail Newton.

**Halseytown** (Morris co.), mail Parsippany.



BROAD STREET, NEWARK.

**Hamburg** (Sussex co.), a post village on the Wallkill and on the New Jersey Midland Railroad, at the junction of the South Vernon branch of the Sussex Railroad; it is in the Vernon Franklinite, iron and zinc mining district, and has a large local trade, extensive manufactures of paper, cement, lime, bricks, etc., and a population of 600.

**Hamburg Junction** (Sussex co.), mail Hamburg.

**Hamden**, or **Hamden Sliding** (Hunterdon co.), a hamlet on the Lehigh Valley Railroad, 2 miles e. of Sidney. Population, 50.

**Hamilton**, or **Shark River** (Monmouth co.), a post village  $2\frac{3}{4}$  miles s.e. of Shark River station of the New Jersey Southern Railroad, and on the Shark River; it has a lumber mill, a grist mill, and a bank. Population, 63.

**Hamilton**, or **Hamilton Station** (Somerset co.), a hamlet on the Delaware and Bound Brook Railroad, about 8 miles s.s.w. of Bound Brook.

**Hamilton Square** (Mercer co.), a post village 3 miles e. of Lawrence station, and  $2\frac{3}{4}$  miles w.n.w. of Robbinsville; it has a population of 500, an extensive rubber works, and two carriage factories.

**Hamilton Works** (Essex co.), mail Newark.

**Hammonton** (Atlantic co.), a post village, of 1776 inhabitants, on the Camden and Atlantic Railroad, 5

miles s.e. of Winslow Junction, in a fruit-growing district; it has a large local trade, a profitable shipping trade in fruit, domestic wines, etc., and extensive manufactures of boots and shoes, etc.

**Hampton** (Burlington co.), mail Atsion.

**Hampton** (Hunterdon co.), mail New Hampton.

**Hampton** (Sussex co.), mail Newton.

**Hampton Junction** (Hunterdon co.), mail Junction.

**Hampton Station** (Burlington co.), mail Atsion.

**Hancock's Bridge** (Salem co.), a post village on the Alloways Creek, 5 miles s. of Salem, having a grain elevator and a carriage and wagon factory. Population, 175.

**Hancock Bridge** (Warren co.), mail Broadway.

**Handview** (Somerset co.), mail Bound Brook.

**Hanfield** (Passaic co.), mail Ringwood.

**Hanover** (Burlington and Morris cos.), a hamlet on the New Jersey Southern Railroad, 4 miles e. of New Lisbon; and a post village on the Passaic River and on the Morris and Essex Railroad, 6 miles e. of Morristown, having a carriage and wagon factory and a good local trade. Population, 300.

**Hanover** (Sussex co.), mail Newton.

**Hanover Furnace** (Burlington co.), a hamlet on the Rawocas Creek, 3 miles n. of Hanover; it takes its name from an old furnace long out of operation. The residents sustain themselves by farming and cranberry culture. Population, 75.

**Hanover Iron Works** (Burlington co.), mail Bordertown.

**Hanover Neck** (Morris co.), mail Hanover.

**Hanover Township** (Morris co.), mail Hanover.

**Harbor** (Essex co.), mail Irvington.

**Harbortown** (Hunterdon co.), mail Lambertville.

**Harbortown** (Mercer co.), a hamlet near Pennington.

**Hardenberg Corners** (Middlesex co.).

**Hardie's Township** (Sussex co.), mail Franklin Furnace.

**Hardlag**, and **Hardingville** (Gloucester co.), adjacent hamlets, the former on, and the latter near the Bridgeton branch of the West Jersey Railroad, 3 miles s. of Glassborough.

**Hardistown** (Sussex co.), a hamlet on the New Jersey Midland Railway, near Hamburg.

**Hardwick** (Warren co.), a post hamlet on a tributary of the Paulinskill. Population, 583.

**Harlingen** (Somerset co.), a post village on the Mercer and Somerset Railroad, 6 miles s.w. of Millstone and 1 mile s.e. of Harlingen station, a hamlet on the Delaware and Bound Brook Railroad; the village has a carriage and wagon factory.

**Harlingen Station** (Somerset co.), mail Harlingen.

**Harmersville** (Salem co.), a post hamlet 1 mile e. of Hancock's Bridge. Population, 75.

**Harmonton** (Camden co.), mail Winslow.

**Harmony** (Burlington, Monmouth, Morris, Salem and Warren cos.), (1) a former name of New Gretna;

(2) a hamlet near Middletown; (3) a hamlet 4 miles w.n.w. of Morristown; (4) a hamlet 5 miles n.w. of Carlsburg; and (5) a post village 2½ miles e. of Dempsey's and 3 miles n.w. of Cooksville. The last has a good local trade and a mill.

**Harmony** (Cumberland co.), mail Cohansey.

**Harmony Church** (Ocean co.), mail Jackson's.

**Harmony Mills** (Passaic co.), mail Paterson.

**Harmony Plain** (Somerset co.), mail Finderne.

**Harmony Vale** (Sussex co.), mail Hamburgh

**Harny's Mills** (Passaic co.), mail Passaic.

**Harp's Mills** (Union co.), mail Springfield.

**Harrington** (Bergen co.), mail Closter.

**Harris** (Burlington co.), a hamlet on the New Jersey Southern Railroad, e.n.e. of Atsion.

**Harris Lane** (Somerset co.), mail Bound Brook.

**Harris Mills** (Cumberland co.), mail Cohansey.

**Harrison** (Gloucester co.), mail Mullica Hill.

**Harrison, or East Newark** (Hudson co.), a large village on the Passaic River, opposite Newark. Three railroads—the Morris and Essex, the Philadelphia and New York (through line) branch of the leased lines of the Pennsylvania, and the Paterson and Newark branch of the Erie—pass through the village, which has a large local trade and extensive manufactures, including oil-cloth, enameled cloth, trunks, wire, thread, etc. Population, 5510.

**Harrisonville** (Essex co.), mail Belleville.

**Harrisonville** (Gloucester and Salem cos.), a post village on the Old Man's Creek, 6 miles s.e. of Swedesborough, having a lumber and a grist mill, and a hamlet on the Salem Creek 2½ miles n. of Salem. Population, 400.

**Harrisonville** (Warren co.), mail Belvidere.

**Harrisville** (Burlington co.), a village on the Wading River, 10 miles s.s.e. of Harris; having a paper mill and being much interested in fruit culture and fishing. There are numerous cranberry bogs here and in the vicinity.

**Harsimus Cave** (Hudson co.), mail Jersey City.

**Hartford** (Burlington co.), a post hamlet on the Camden and Burlington County Railroad, 4 miles e. of Moorestown. Population, 100.

**Hartzell's Ferry** (Warren co.), mail Belvidere.

**Hawkhurst** (Hudson co.), mail Hoboken.

**Hawkinsville** (Atlantic co.), mail Tuckahoe.

**Haworth** (Bergen co.), a hamlet on the Jersey City and Albany Railroad, and 1 mile w. of Closter.

**Hawthorne** (Passaic co.), a post hamlet, a suburb of Paterson, at the intersection of the New Jersey Midland and Erie Railways. Population, 200.

**Hazelhurst** (Hudson co.), mail Hoboken.

**Hazelwood Farm** (Union co.), mail Rahway.

**Hazen** (Warren co.), mail Belvidere.

**Hazlet** (Monmouth co.).

**Heachland** (Morris co.), mail Schooley's Mountain.

**Head Lane** (Somerset co.), mail Potterville.

**Headleytown** (Union co.), mail Union.

**Head of River** (Atlantic co.), mail Tuckahoe.

**Headquarters** (Hunterdon co.), a hamlet near Ringoes Station; mail Sergeantsville.

**Hedden** (Monmouth co.), near Middletown.

**Hedden's Corner** (Monmouth co.), mail Red Bank.

**Hedger House** (Burlington co.), mail Shamong.

**Heislerville** (Cumberland co.), a post hamlet 2 miles e. of Bay Side View, supported by oyster fisheries. Population, 93.

**Hell's Kitchen** (Ocean co.), mail Manchester.

**Helm's Cave** (Salem co.), mail Penn's Grove.

**Hemlock Falls** (Essex co.), mail South Orange.

**Hendrickson** (Monmouth co.), a hamlet near Squankum.

**Hensfoot** (Hunterdon co.), a hamlet near Midvale.

**Herbertown** (Mercer co.), mail Lambertville.

**Herbertsville** (Middlesex and Ocean cos.), the station name of Old Bridge, and a hamlet on the Manasquan River, opposite Allenwood.

**Herman** (Burlington co.), mail Green Bank.

**Hesstown** (Cumberland co.), mail Manumuskín.

**Hessville** (Cumberland co.), a hamlet 3 miles n.e. of Manumuskín.

**Hewitt** (Passaic co.), a post hamlet on the Montclair and Greenwood Lake Railroad, near the north-east boundary of the State. Population, 200.

**Hewittsville** (Atlantic co.), near Port Republic.

**Hibernia** (Morris co.), a mining and post village, the northern terminus of the Hibernia Mines Railroad, 3 miles n. of Rockaway. It has a large local trade, an important shipping trade in iron ore and its products, a number of the most productive mines of the State being located here and in the immediate vicinity. Population, 1500.

**Hickory Corners** (Somerset co.), mail Pluckemin.

**Hickory Corners** (Mercer co.), mail Hightstown.

**Higbee's Landing** (Cape May co.), a hamlet on the Delaware Bay, 4½ miles n. of Cape May Point, supported by fishing—oysters, clams and crabs being abundant.

**Higbeville** (Atlantic co.), a hamlet in the Great Bay, e.s.e. of Port Republic, supported by fishing.

**High Bridge** (Hunterdon co.), a post village of 750 inhabitants, on the Central Railroad of New Jersey, the southwestern terminus of the High Bridge branch, 4 miles s.s.e. of Junction. It has a large local trade, extensive manufactures of car-wheels and axles, flour, etc., and iron mines.

**Highland** (Bergen co.), a hamlet on the Northern Railroad of New Jersey, 1 mile n. of Englewood.

**Highland** (Monmouth co.), mail Leonardville.

**Highland Avenue** (Essex co.), mail Orange Valley.

**Highlands** (Monmouth co.), a village near Middletown Station, having many handsome villas. Population, 1800.

**Highlands of Navesink** (Monmouth co.), a popular summer resort on the Sandy Hook peninsula, on the New Jersey Southern Railroad, 4 miles s. of Sandy Hook pier. It has numerous boarding houses, many private mansions, and a postoffice called Highlands.



THE BEACH—ATLANTIC CITY DURING THE SEASON.

**Hightstown** (Mercer co.), a post borough on the Camden and Amboy, and the northern terminus of the Pemberton and Hightstown Railroad, and on the Millstone River, having a large local trade and two excellent educational institutions. Its population is 3000, and supports two national banks.

**Highwood Park** (Bergen co.), mail Tenafly.

**Hilliard Place** (Ocean co.), mail Whiting.

**Hill Park** (Essex co.), mail Newark.

**Hillsborough** (Somerset co.), a post hamlet on the Mercer and Somerset Railroad, 3 miles s.w. of Millstone. Population, 125.

**Hillsdale** (Bergen and Monmouth cos.), a post hamlet on the New Jersey and New York Railroad, n. of Westwood; and a hamlet on the Freehold and Keyport Railroad, n. of Barrentown. Population, 80.

**Hill Side** (Hudson co.), mail Newark.

**Hilton** (Essex co.), mail West Newark.

**Hilt's Mines** (Sussex co.), mail Stanhope.

**Hobarts** (Union co.), station East Summit.

**Hoboken** (Hudson co.), a city and port of entry on the Hudson River, having Jersey City adjoining it on the south and Weehawken on the north. It is the eastern terminus of the Delaware, Lackawanna and Western Railroad, and three lines of European steamships have their American port here. It has a very large local trade and a valuable foreign commerce. It is one of the largest centres for coal traffic and shipment in the country. Its manufactures are also extensive and valuable, including a large manufactory of lead-pencils, numerous foundries, machine shops, etc. Its business supports two banks (one national). Its population is 30,999.

**Hockamick** (Burlington co.). See BRINDLETON.

**Hockamick Mills** (Burlington co.).

**Hogtown** (Union co.), mail Rahway.

**Hohokus** (Bergen co.), a post village on the Erie Railroad 2 miles n. of Ridgewood, and on a tributary of the Hackensack River. In the village and its vicinity are a number of large manufacturing establishments, including a paper mill, two cotton factories, carriage and wagon works, etc. Population, 350.

**Holland** (Hunterdon and Monmouth cos.), a post village on the Delaware River and on the Belvidere Delaware Railroad, 6 miles above Frenchtown; and a hamlet on the Central Railroad of New Jersey, 2 miles w. of Middletown. Population, 60.

**Holly Nook** (Monmouth co.), mail Navesink.

**Homansville** (Morris co.), mail Mendham.

**Holmansville** (Ocean co.), a hamlet w.n.w. of Bricksburg.

**Holmdel** (Monmouth co.), a post village on Hop Brook, 4 miles s. of Holmdel Station, which is on the Central R.R. of New Jersey, 2 miles e.s.e. of Matawan. Holmdel has a good local trade. Population, 263. At Holmdel Station is a hamlet called Bethany.

**Holmesburgh** (Burlington co.), mail Budd Town.

**Homestead** (Hudson co.), a post village on the New Jersey Midland and the Northern Railroad of

New Jersey, ½ mile n. of West Hoboken. It has an extensive silk factory, an iron foundry, and many large and valuable market gardens, and contains many handsome mansions and numerous flourishing stores. Population, 50.

**Homesteadville** (Camden co.), a hamlet near Merchantville.

**Hook Mountain** (Morris co.), mail Pine Brook.

**Hopatcong** (Morris co.), a post village and summer resort on the Hopatcong Lake. It is easy of access by the Morris and Essex Railroad, and yet sufficiently retired to be a quiet retreat, while it is in the midst of charming scenery. Population, 300.

**Hop Brook** (Monmouth co.), a hamlet on a small stream of the same name near Holmdel.

**Hope** (Warren co.), a post village of 500 inhabitants, 5 miles e.n.e. of Delaware, and on the north branch of the Pequest River, with considerable iron manufactures and a good local trade.

**Hope Mills** (Passaic co.), mail Paterson.

**Hopeville** (Monmouth co.), a post hamlet on the Shark River, 2½ miles w. of Ocean Beach and 4 miles e. of Farmingdale. Population, 37.

**Hopewell** (Mercer and Sussex cos.), a post village at the intersection of the Delaware and Bound Brook and Mercer and Somerset Railroads, 5 miles n. of Pennington; and a mining hamlet near Ogdensburg. The former is the business centre of a rich farming district, and has a population of 500, a large local trade and a valuable shipping trade in the products of market gardens, orchards and dairies.

**Hopewell** (Cumberland co.), mail Bridgeton.

**Hopewell** (Gloucester co.), mail Malaga.

**Hopping** (Monmouth co.), a hamlet on the Port Monmouth branch of the New Jersey Southern Railroad, 2 miles s. of Port Monmouth.

**Horicon** (Ocean co.), mail Manchester.

**Hornerstown** (Ocean co.), a post village 1 mile from Hornerstown Station; (Monmouth co.), a hamlet on the Pemberton and Hightstown Railroad. Population, 164.

**Hornerstown Station** (Monmouth co.), mail Hornerstown.

**Hornstead** (Camden co.), mail Merchantville.

**Horse Neck** (Essex co.), mail Caldwell.

**Horse Pond** (Morris co.), mail Dover.

**Horton** (Morris co.), a hamlet on the Chester branch of the Morris and Essex Railroad, 2 miles n.e. of Chester.

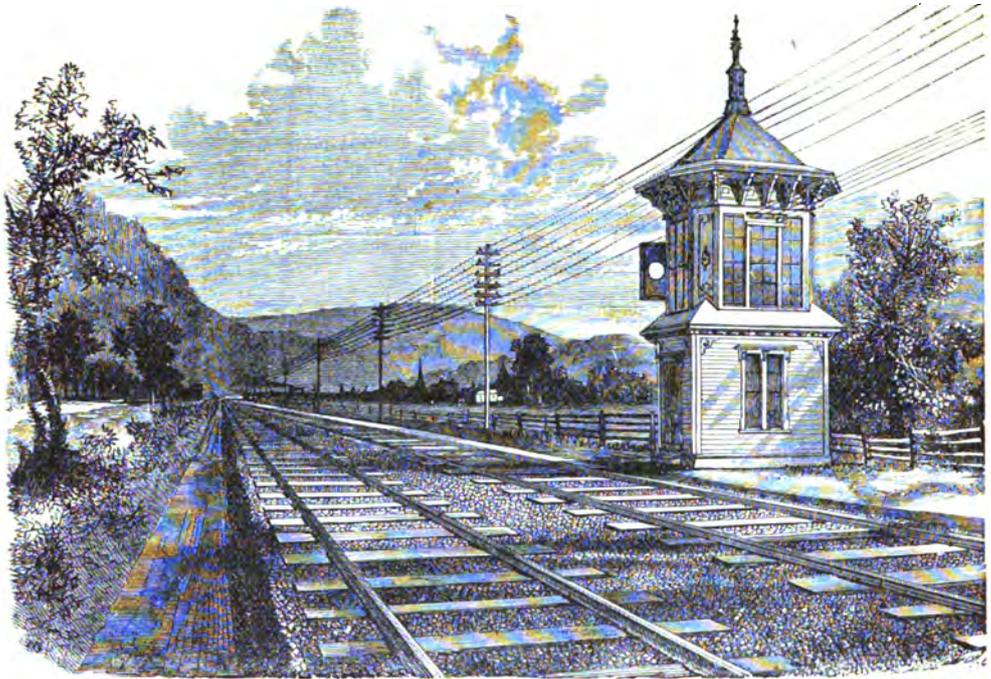
**Hotel** (Burlington co.), a hamlet n. of Hanover and near Hanover Furnace.

**Houtenville** (Middlesex co.), a hamlet on the Philadelphia and New York (through line) Railroad, 2 miles s.w. of Rahway.

**Howard** (Warren co.), the postoffice name of Southtown. Population, 35.

**Howell** (Monmouth co.), the station for Turkey.

☛ **Howell's Fishery** (Gloucester co.), mail Woodbury.



THE TRACK ON THE PENNSYLVANIA AND NEW YORK LINE.

**Howell's Mills** (Sussex co.), mail Newton.

**Howell Station** (Monmouth co.), mail Turkey.

**Howellsville** (Sussex co.), a mining hamlet adjoining Sussex Mills.

**Howe's Corner** (Sussex co.), mail Monroe.

**Hoylestown** (Morris co.), mail Parsippany.

**Hudson, or Hudson City** (Hudson co.), a former post village; since 1870 a part, with a branch post-office, of Jersey City.

**Hudson** (Monmouth co.), mail Red Bank.

**Hudson Quarry** (Sussex co.), mail Newton.

**Hudson River Chemical Works** (Bergen co.), mail Edgewater.

**Huffman's** (Middlesex co.), a hamlet on the Freehold and Jamesburg Railroad, 1 mile s.e. of Lower Jamesburg.

**Hughesville** (Warren co.), a hamlet on the Musconetcong River, 3 miles above Riegelsville and 2 miles e. of Pohatcong.

**Hunterdon** (Passaic co.), mail Passaic.

**Hunter's Lodge** (Burlington co.), mail Brown's Mills.

**Hunter's Mill** (Atlantic co.), mail Tuckahoe.

**Huntly** (Union co.), a hamlet on the Morris and Essex Railroad, 1 mile n. of East Summit.

**Hunt's Corners** (Mercer co.), mail Titusville.

**Hunt's Mills** (Sussex co.), a post hamlet 5 miles w. of Andover, on a tributary of the Pequest River, which supplies power for a lumber and a grist mill. Population, 50.

**Huntsville** (Sussex co.), a post village 2 miles

w. s. w. of Andover, on the Pequest River, which affords power for several mills. Population, 34.

**Hurd Mines and Hurdtown** (Morris co.), two contiguous mining hamlets on the Ogden Mines Railroad, 2 1/4 miles n. e. of Hopatcong, having iron mines.

**Hurdtown Mines** (Morris co.), mail Woodport.

**Hurffville** (Gloucester co.), a post village on the Mantua Creek, 2 miles e. of Barnsborough. Population, 179.

**Husted** (Cumberland co.), a hamlet on the Bridgeton branch of the West Jersey Railroad, 5 miles s. of Elmer.

**Hutchinson's** (Warren co.), a hamlet on the Delaware River and on the Belvidere Delaware Railroad, 4 miles below Belvidere.

**Hyler's Station** (Passaic co.), mail Passaic.

**Imlay's Mills** (Burlington co.), a former name of Jacksonville.

**Imlaystown** (Monmouth co.), a post village on the Pemberton and Hightstown Railroad, n. of Davis, having a large local trade and a good shipping trade in the dairy, orchard and garden products of a fertile district of which it is the centre. Population, 200.

**Imleydale** (Warren co.), mail Junction.

**Independence** (Warren co.), mail Hackettstown.

**Independence or Independence Corner** (Sussex co.), a hamlet on the Wallkill, 4 1/2 miles n. of Hamburg.

**Indian Lake** (Burlington co.), mail Woodmansie.

**Indian Mills** (Burlington co.), population 75.

**Ingleside** (Warren co.), mail Morristown.

**Ioling Vineyard** (Atlantic co.), mail Egg Harbor.

**Iona** (Gloucester co.), a hamlet on the West Jersey Railroad (both the Cape May and Atlantic City lines), 1 mile s.e. of Franklinville, having a grist and a saw mill. Population, 70.

**Ireland Mills** (Cumberland co.), mail Bridgeton.

**Irish Mills** (Ocean co.), a former name of Van Hiseville.

**Irishtown** (Morris co.), mail Mine Hill.

**Irodale** (Morris co.), a hamlet near Port Oram.

**Ironia** (Morris co.), a mining hamlet on the Chester branch of the Morris and Essex Railroad, 5 miles n.e. of Chester; it takes its name from a valuable mine of iron ore; population 30.

**Iron Mills** (Atlantic co.), mail Hammonton.

**Irrington** (Essex co.), a post village, a suburb w. of Newark, having many handsome mansions and a population of 1500.

**Iselin** (Middlesex co.), the postoffice name of Uniontown; population 63.

**Island Heights** (Ocean co.), population 71.

**Jackson or Jackson Glass Works** (Camden co.), a hamlet near Atco, having an extensive glass works.

**Jackson** (Middlesex co.), a hamlet near South River.

**Jacksonburg** (Warren co.), a hamlet 1 mile n.w. of Blairstown.

**Jackson's Mills** (Ocean co.), a post hamlet on the Meredeconk River, which affords power for a saw and a grist mill; it is 6 or 7 miles n.w. of Bricksburg; population 200.

**Jackson's Mill Pond** (Ocean co.).

**Jackson's Township** (Warren co.).

**Jackson's Valley** (Warren co.), mail Belvidere.

**Jackson's Village** (Essex co.), mail Orange.

**Jacksonville** (Morris co.), mail Pompton Plains.

**Jacksonville** (Burlington, Gloucester and Middlesex cos.), a post village, formerly Imlay's Mills, on the Assisunk Creek, 5 miles e. of Burlington, population 139; (2), a hamlet with extensive marl beds, 2½ miles n.w. of Pitman, and (3) a hamlet between Old Bridge and Matawan.

**Jacksonville** (Hunterdon co.), mail Lebanon.

**Jacobstown** (Burlington co.), a post village 2 miles n.w. of Cookstown; population 105.

**Jacque's Flour Mills** (Morris co.), mail Morris.

**Jahokeville** (Cumberland co.), mail Bridgeton.

**Jamesburg** (Middlesex co.), a post village on the Manalapan River and on the Freehold and Jamesburg, at the intersection of the Camden and Amboy Railroad; the business centre of a fine agricultural district, it has a large local trade and a valuable shipping trade in garden, orchard and dairy products; the river affords power for a large grist mill and it has an extensive shirt factory; the business of the village and district supports a national bank; the New Jersey State Reform School, for juvenile culprits, is situated here; the population is about 1000.

**Janvier** (Gloucester co.), population 150.

**Jeffers' Landing** (Atlantic co.), a fishing hamlet on the Great Egg Harbor River, ¼ mile above the Great Egg Harbor.

**Jefferson** (Gloucester co.), a post village, formerly called Richards' Hill, 2 miles w. of Barnsborough, having a wagon works; population 125.

**Jefferson** (Morris co.), mail Milton.

**Jefferson Cottage** (Passaic co.), mail Paterson.

**Jefferson Mills** (Morris co.), mail Whippany.

**Jefferson Township** (Morris co.), mail Woodport.

**Jefferson Village** (Essex co.), mail South Orange.

**Jenkins Neck** (Burlington co.), mail Shamong.

**Jenningsville** (Gloucester co.), mail Almonesson.

**Jericho** (Cumberland co.), a hamlet on the Stow Creek, and 5 miles n.w. of Bowentown.

**Jericho** (Gloucester co.), mail Woodbury.

**Jersey City** (Hudson co.), the second city of the State in population and wealth, a port of entry, and the capital of the county; is bounded on the e. by the Hudson River and New York Bay, on the s. by Bayonne, on the n.w. by the Newark Bay, on the w. by the Hackensack River and on the n. by Bergen Township and Hoboken. The population has increased very rapidly since 1850, when it was but 68,566; in 1860, 29,226; in 1870 (including Hudson and Bergen, annexed in that year), 82,546, and in 1880, 120,728. Jersey City owes its prosperity in part to its extensive and varied manufactures, but possibly in a greater degree to its immense trade, being the rail terminus of all the great railroads of the State that have the city of New York as an ultimate terminus; it is also the eastern terminus of the Morris Canal, and is directly connected with the New York, New Haven and Hartford, and the New York and New England Railroads, by steam ferry to their tracks at Port Morris, N. Y., while the Erie Railroad has a ferry from its depot here to Brooklyn. The foreign commerce of Jersey City is large and valuable, though much that actually belongs to it is credited to the New York custom house, and the domestic commerce is still larger, including immense quantities of iron, coal, produce and general merchandise, brought to and shipped from this city, besides the manufactures of its many extensive establishments. Among the leading manufacturing establishments are the works of the United States Watch Company, three locomotive and railroad supply manufactories, three steel works, three foundries, one immense foundry and machine shop, three boiler works, three crucible manufactories, two extensive sugar refineries, numerous glass-works, zinc-works, potteries, planing mills, and manufactories of rubber goods, jewelry, chemicals, lead pencils, fireworks, castor and linseed oils, hardware, copper ware, hydrants, etc; here are located also stock-yards and an abattoir claimed to be one of the largest, most complete and best appointed establishments of the kind in the world. Jersey City has three national banks, one State bank, six savings banks and three insurance companies.

**Jersey City and Albany Junction** (Bergen co.), mail Hackensack.

**Jersey City Heights** (Hudson co.).

**Jerseyville** (Monmouth co.), a hamlet near Turkey.

**Jerusalem Valley** (Union co.), mail Scotch Plains.

**Jobstown** (Burlington co.), a post village on the Kinkora branch of the Camden and Amboy and Pemberton and Hightstown Railroads, 4 miles n.w. of Lewistown, having a carriage and wagon works; population 125.

**Johnson's** (Hunterdon co.), a hamlet on the Belvidere Delaware Railroad, 1 mile below Raven Rock.

**Johnsburg** (Warren co.), a post village 6 miles s.e. of Blairstown, having a good local trade, an extensive glove factory, and a population of 300.

**Johnson's Ferry** (Hunterdon co.).

**Johnson's Mill** (Hunterdon co.), mail Lebanon.

**Johnstown** (Atlantic co.), a hamlet e. of Port Republic.

**Jones' Island** (Cumberland co.), mail Cedarville.

**Jones' Mill** (Burlington co.), a hamlet on the west branch of the Wading River, near Shamong.

**Jones' Mill** (Cumberland co.), mail Manumuskin.

**Jonestown** (Warren co.), mail Oxford.

**Jordentown** (Camden co.), mail Merchantville.

**Jugtown** (Hunterdon co.), mail West End.

**Julustown** (Burlington co.), a post village on the Kinkora branch of the Camden and Amboy and Pemberton and Hightstown Railways, 2 miles n.w. of Lewistown, having a considerable local trade. Population, 400.

**Jumping Point** (Monmouth co.), mail Oceanic.

**Junction** (Hunterdon, Burlington and Somerset cos.), a post village of 1100 inhabitants, at the junction of the Central Railroad of New Jersey and the Delaware, Lackawanna and Western, 8 miles n.e. of Bloomsbury; it has extensive railroad repair shops, etc., and a large local trade; (2), a hamlet near Pemberton, at the junction of the Camden and Burlington County, the Pemberton and Hightstown and a branch of the New Jersey Southern Railroads; (3), a hamlet at the intersection of the Delaware and Bound Brook and the Lehigh Valley Railways, 3 miles s.w. of Bound Brook.

**Junction** (Middlesex co.), mail Woodbridge.

**Kaighn's Point** (Camden co.), mail Camden.

**Kalakan** (Burlington co.), mail Shamong.

**Kalorama** (Warren co.), mail Blairstown.

**Kanin** (Burlington co.), mail Budd Town.

**Karville** (Warren co.), a village 2 miles n.w. of Port Murray. It is on the Hopatcong Creek, which supplies power for a large grist-mill, and has a carriage and wagon factory. Population, 46.

**Kearney** (Hudson co.), a hamlet on the Montclair and Greenwood Lake Railroad.

**Keeler's Corner** (Burlington co.), mail Pemberton.

**Keertown Mines** (Sussex co.), mail Woodport.

**Kennedy** (Warren co.), a hamlet on the Lehigh Valley Railroad, 2 miles w.n.w. of Musconetcong.

**Kennedysburgh** (Sussex co.), mail Tranquility.

**Kennedy's Mill** (Hunterdon co.), mail New Germantown.

**Kennedystown** (Sussex co.), mail Tranquility.

**Kenvil** (Morris co.), a hamlet on the High Bridge branch of the Central Railroad of New Jersey, at the junction of a short connecting road to Drakesville station of the Morris and Essex Railroad.

**Keyport** (Monmouth co.), a large post village, the northern terminus of the Freehold and Keyport Railroad, 2½ miles n.n.e. of Matawan, and on the Raritan Bay. It has several excellent hotels, numerous boarding houses and many elegant private villas. The facilities for fishing and boating, the beauties of the scenery and delightful temperature, make Keyport a popular resort in the summer months. But it is also a populous and flourishing village, having a population of 3000, a large local trade and a valuable shipping trade, by steam and sailing vessels, of vegetables, fruit, butter, oysters and other fish, and various manufactures of mid-east New Jersey; it has also a large canning establishment, and the building of sloops, schooners and boats is largely carried on.

**Kill** (Warren co.), a hamlet on the Paulinskill, 5 miles n.e. of Columbia.

**Kill Mills** (Warren co.), a village on the Paulinskill, 2 miles e.n.e. of Columbia, having a lumber and a grist mill and a large manufactory of writing slates.

**Kinderhamack** (Bergen co.), a village on the New Jersey and New York Railroad.

**Kingsland** (Bergen co.), a post village on the Jersey City and Denville branch of the Delaware, Lackawanna and Western Railroad, 4 miles s.s.w. of Passaic. The railroad company has repair shops here.

**Kingsland Farm** (Morris co.), mail Dover.

**Kingsland Mills** (Essex co.), mail Franklin.

**Kingston** (Somerset co.), a post village on the Raritan Canal and on the western extension of the Freehold and Jamesburg Railroad, ¾ miles w. of Monmouth Junction, having a population of 600, a large local trade, a good shipping trade in farm products and manufactures, and extensive manufactures of sashes and blinds, carriages, flour, etc.

**Kingwood and Kingwood Station** (Hunterdon co.), a post village and a hamlet, both in Kingwood Township, but 4 miles apart, the latter being on the Delaware River and on the Belvidere Delaware Railroad, 2 miles below Frenchtown, and the former 2½ miles n.e. of Tumble, which is 5 miles s. of Kingwood Station.

**Kinkora** (Burlington co.), a post village on the Delaware River and on the Camden and Amboy Railroad, the northwestern terminus of a branch to Lewistown, Pemberton and New Lisbon. It has two brickyards and two or three large storehouses for ice.

**Kinsey's Corner** (Middlesex co.), mail Perth Amboy.

**Kirkwood** (Camden co.), a post hamlet on the Camden and Atlantic Railroad, 5 miles w. of Haddonfield. Population, 105.

**Kishball Mines** (Warren co.), mail Danville.

**Kline's Mills** (Somerset co.), mail Pluckemin.

**Klinesville** (Hunterdon co.), a hamlet near Rowland Mills.

**Knowlton** (Warren co.), a post village 4 miles n.e. of Delaware; it was formerly called Centreville. Population, 45.

**Knowlton Mills** (Warren co.), mail Polkville.

**Kokosburgh** (Hunterdon co.), mail Lebanon.

**Lacy** (Ocean co.), a hamlet on the Tuckerton Railroad, between Whiting and Barnegat Junction.

**La Fayette** (Sussex co.), a post village on the Sussex Railroad, 5 miles n.e. of Newton, and on a branch of the Paulinskill, which affords power for two grist-mills; it has also a good local trade and a zinc mine. Population, 378.

**La Fayette** (Hudson co.), mail Jersey City.

**Lake** (Gloucester co.), mail Malaga.

**Lake** (Morris co.), mail Flanders.

**Lake Dale** (Camden co.), a hamlet on the Williamstown Railroad, 4 miles s.w. of Atco.

**Lake Hopatcong** (Morris co.), mail Hopatcong.

**Lake Side House** (Passaic co.), mail Greenwood Lake.

**Lake View** (Passaic co.), a post hamlet on the Paterson and Newark Railroad, a suburb of Paterson on the south. Population, 100.

**Lake View House** (Morris co.), mail Hopatcong.

**Lake Wood** (Essex co.), mail Orange.

**Lake Wood** (Ocean co.), mail West Meredeconk.

**Lamberton** (Mercer co.), mail Trenton.

**Lambertville** (Hunterdon co.), a post village of 4183 inhabitants, on the Delaware River and on the Belvidere Delaware Railroad,  $\frac{1}{4}$  mile from the southwestern terminus of the Lambertville and Flemington branch road. It has a large local and shipping trade and extensive manufactures, supporting two national banks and two newspapers. Its manufacturing establishments comprise two paper mills, several grist mills, a saw and planing mill, and manufactories of rubber goods, ropes, twine, etc. A bridge crosses the Delaware at Lambertville.

**Lamington** (Somerset co.), a post hamlet.

**Landis** (Cumberland co.), mail Vineland.

**Landisville** (Atlantic co.), a post village of the New Jersey Southern Railroad, 6 miles n.e. of Vineland and 1 mile n.w. of Buena Vista. Population, 100.

**Landsdown** (Hunterdon co.), a hamlet on the Lehigh Valley Railroad, 1 mile w. of Sidney.

**Lane's Mills** (Ocean co.), mail Meredeconk.

**Langdon** (Monmouth co.), mail Navesink.

**Langdon Hall** (Union co.), mail Rahway.

**La Porte** (Essex co.), mail Newark.

**Larger Cross Roads** (Somerset co.).

**Larisonville** (Hunterdon co.), a hamlet  $2\frac{1}{2}$  miles s.e. of Kingwood Station.

**Larison's Corners** (Hunterdon co.), mail Ringoes.

**Lathrop** (Morris co.) mail Morris Plains.

**Laurel** (Camden co.), mail Kirkwood.

**Laurel Cliff** (Monmouth co.), mail Navesink.

**Laurel Hill** (Essex co.), mail Belleville.

**Laurel Grove** (Sussex co.), mail Newton.

**Laurel Mills** (Camden co.), mail Kirkwood.

**Lavonton** (Camden co.), mail Camden.

**Lawrence** (Sussex co.).

**Lawrence Station** (Mercer co.), see LAWRENCEVILLE. Population, 25.



MILLS AT PATERSON.

**Lawrenceville** (Gloucester and Mercer cos.), a hamlet near Swedesborough; and (2) a post village of 600 inhabitants, 4 miles s.e. of Pennington and 5 miles n. of Lawrence Station, which is a post village on the Philadelphia and New York (through line) Railroad of the Pennsylvania Railroad's leased lines, 3 miles n.e. of Trenton. The village of Lawrenceville has a large local trade, and Lawrence Station a considerable shipping trade in dairy, truck and garden products.

**Layton** (Sussex co.), a post village near the Delaware River, opposite Dingman's Ferry, Pa., and on an arm of the Wallpack River, which affords power for a large grist-mill. It has a considerable local trade. Population, 51.

**Leaming Mills** (Cumberland co.), a hamlet on the Manantico Creek, which supplies power for two grist-mills. It is  $2\frac{1}{2}$  miles e. of Millville.

**Lebanon** (Burlington and Hunterdon cos.), a hamlet on the New Jersey Southern Railroad, 2 miles s.w. of Woodmansie, and (2), a post village of 500 inhabitants, on the Central Railroad of New Jersey,  $2\frac{1}{2}$  miles s.e. of High Bridge, supported by dairy, truck and orchard farming, the products of which are shipped here for the New York market; it has also a good local trade. Lebanonville is the local designation of a part of the village separated from it by the railroad.

**Lebanon Glass Works** (Burlington co.), mail Woodmansie.

**Lebanon Swamp** (Cumberland co.), mail Rosenhayn.



THE HUDSON RIVER AT HOBOKEN.

**Lebanon Township** (Hunterdon co.), mail Junction.

**Lebanonville** (Hunterdon co.), mail Lebanon.

**Leech's Mills** (Cumberland co.), mail Vineland.

**Leeds Point** (Atlantic co.), a post village on the Little Bay and near the Great Bay, the principal one of a series of fishing villages and hamlets along the bays and inlets from the south shore of the Great Bay to Absecon, the others being Johnstown, Higbeville, Smithville, Oceanville, Somersville and Conoversville; it has a considerable local trade; population, 208.

**Leedsville** (Atlantic and Monmouth cos.), a large fishing village 1 mile n. of Somers Point; (2), a village on the Hop Branch of the Navesink River, near its mouth, and 2 miles s.w. of Bridgeport.

**Leesburg** (Cumberland co.), a post village on the Maurice River, 3 miles above Bay Side View, supported by fishing and a considerable local trade; population, 179.

**Leetown** (Union co.), mail Rahway.

**Lehigh Junction** (Warren co.), mail Phillipsburgh.

**Lemontown** (Burlington co.), mail Lewistown.

**Leonardsville** (Monmouth co.), a post village on the Sandy Hook Bay,  $2\frac{1}{2}$  miles from Port Monmouth, having a good local trade, a large fishery and a manufactory of oil, and an excellent fertilizer out of fish, etc.; population, 113.

**Leonia** (Bergen co.), a post hamlet on the Northern Railroad of New Jersey, n. of Ridgfield; population 45.

**Lesser Cross Roads** (Somerset co.), a former and still a local name of Bedminster.

**Lewisburg** (Sussex co.), a hamlet near Decker-town.

**Lewistown** (Burlington co.), a post village at the intersection of the Pemberton and Hightstown and the Kinkora (branch) Railroads, 3 miles n. of Pemberton; it has a large local trade and a valuable shipping trade in the products of the market gardens,

orchards, dairies and manufactories of a populous and prosperous district; population, 208.

**Lewis Valley Mills** (Middlesex co.), mail Metuchen.

**Liberty Corner** (Somerset co.), a post village on the Dead River and 3 miles w.s.w. of Millington, having a good local trade and a carriage and wagon factory; population, 175.

**Libertyville** (Sussex co.), a post hamlet 3 miles n.w. of Deckertown, supported by stone quarrying. Population, 128.

**Limestone Switch** (Sussex co.), mail Andover.

**Lincoln** (Gloucester co.), mail Harrisonville.

**Lincoln** (Sussex co.), a post hamlet 5 miles w.s.w. of Andover.

**Lincoln Park** (Morris co.), a post village on the Morris Canal and the Denville branch of the Morris and Essex Railroad, 2 miles w. of Mountain View. Population, 50.

**Lin Corner** (Warren co.), mail Hope.

**Linden** (Camden co.), mail Camden.

**Linden** (Union co.), a post village on the Philadelphia and New York (through line) division of the leased lines of the Pennsylvania Railroad, midway between Rahway and Elizabeth; it has a population of 1000 and a good local trade.

**Linden Grove** (Essex co.), mail Belleville.

**Linden Hill** (Essex co.), mail Belleville.

**Lindley** (Passaic co.), mail Singac.

**Line Brook** (Morris co.), mail Morristown.

**Linwood** (Atlantic co.). See SOMERS POINT.

**Linwood** (Somerset co.). See PLUCKEMIN.

**Lisbon** (Burlington co.). See NEW LISBON.

**Little Brook** (Hunterdon co.), mail Califon.

**Little Egg Harbor** (Burlington co.), mail Tuckerton.

**Little Falls** (Passaic co.), a post village on the Passaic River, where it is crossed by the Morris Canal, on the Montclair and Greenwood Lake Railroad, 4 miles s.w. of Paterson, and  $\frac{3}{4}$  mile from Little Falls station of the Denville branch of the Morris and

Essex Railroad, which is  $3\frac{1}{2}$  miles w. of Paterson; it takes its name from a fall in the river which though by no means slight is much less than that at Paterson; the water-power afforded by the river is utilized in manufactures of woolen, cotton and silk goods, etc.; the population is 1000.

**Little Ferry** (Bergen co.), a post hamlet on the Hackensack River, opposite Ridgefield Park, supported by brick making. Population, 413.

**Little Pine Mill** (Burlington co.), mail Brown's.

**Little Rocky Hill** (Middlesex co.), mail Kingston.

**Little Silver** (Monmouth co.), population, 500.

**Littleton** (Morris co.), a post hamlet on a branch of the Whippany River and 2 miles n.e. of Morris Plains. Population, 187.

**Little Worth** (Cape May co.), a hamlet near Mount Pleasant.

**Little York** (Warren co.), mail Oxford.

**Little York** (Hunterdon co.), a post village s. of Bloomsburg. Population, 105.

**Livingston** (Essex co.), a post village  $4\frac{1}{2}$  miles w.n.w. of Valley Station, and  $3\frac{1}{2}$  miles e.s.e. of Hanover, the centre of a fertile district, with a large local trade. Population, 87.

**Livingston Glass Works** (Burlington co.), mail Woodmansie.

**Livingston Park** (Middlesex co.), mail New Brunswick.

**Llewellyn Park** (Essex co.), mail Orange.

**Lockport** (Essex co.), mail Newark.

**Lockport** (Monmouth co.), mail Keyport.

**Locktown** (Hunterdon co.), a post hamlet 7 miles w.s.w. of Flemington. Population, 43.

**Lockwood** (Sussex co.), a hamlet near Waterloo.

**Lockwood Mills** (Sussex co.), mail Stanhope.

**Locust Corners** (Mercer co.), a hamlet on the Millstone River, and  $2\frac{1}{2}$  miles n.w. of Hightstown.

**Locust Grove** (Union co.), mail Rahway.

**Locust Point** (Monmouth co.), mail Navesink.

**Lodi** (Bergen co.), a post village, the western terminus of a two-mile branch of the New Jersey and New York Railroad, the junction, called Lodi Junction, being 1 mile s. of Hackensack. It has an extensive chemical works and dye works. Population, 803.

**Lodi Junction** (Bergen co.), mail Lodi.

**Logansville** (Morris co.), a village  $2\frac{1}{2}$  miles e.n.e. of Bernardsville and 5 miles s.e. of Mendham. It has a lumber-mill and a pottery.

**Logantown** (Monmouth co.), a hamlet near Deal.

**Longacoming** (Camden co.), late Berlin.

**Long Beach** (Burlington co.), a post village and summer resort at the southern extremity of a long, narrow, sandy island called by the same name, 6 miles from Edge Cove, with which it is connected by a steam ferry. It has several excellent hotels and boarding houses, and is a favorite resort of those who enjoy fishing and boating, as well as bathing.

**Long Beach** (Ocean co.), mail West Creek.

**Long Beach** (Cumberland co.), mail Port Norris.

**Long Branch** (Monmouth co.), a post village and one of the most popular summer resorts of the Atlantic coast, is connected by the New Jersey Southern and the Central Railroad of New Jersey, and their connections, with the cities of New York and Philadelphia, and with Cape May and Atlantic City. It is well drained, lighted with gas, and has numerous first-class hotels and excellent boarding houses, besides about 200 handsome cottages. It has also a famous trotting park and other attractions, a bank and many stores, and a resident population of about 6500.

**Long Hall** (Essex co.), mail Irvington.

**Long Hill** (Morris co.), a post hamlet 1 mile n. of Gillette. Population, 30.

**Longwood** (Morris co.), mail Berkshire Valley.

**Lopatcong** (Warren co.), a hamlet on the Lopatcong Creek and on the Central Railroad of New Jersey,  $2\frac{1}{2}$  miles e.s.e. of Phillipsburg, and  $\frac{1}{2}$  mile n. of Andover station of the Belvidere Delaware Railroad.

**Loulsburg** (Sussex co.), an incorrect spelling of Lewisburg.

**Lowden** (Bergen co.), mail Schraalenburg.

**Lower Alloway's Creek** (Salem co.), mail Hancock's Bridge.

**Lower Bank** (Burlington co.), a post hamlet on the n. bank of Little Egg Harbor River, 9 miles n.e. of Egg Harbor City. Population, 63.

**Lower Hackensack** (Bergen co.), mail Hackensack.

**Lower Harmony** (Warren co.), mail Harmony.

**Lower Jamesburg** (Middlesex co.), a hamlet 2 miles s.s.e. of Jamesburg.

**Lower Longwood** (Morris co.). See UPPER L.

**Lower Macopin** (Passaic co.). See MACOPIN.

**Lower Mill** (Burlington co.), mail New Lisbon.

**Lower Mill** (Burlington co.). See UPPER MILL.

**Lower Neck** (Salem co.), mail Rosenhayn.

**Lower Pittstown** (Salem co.). See ELMER.

**Lower Squankum** (Monmouth co.), a post village 1 mile s.e. of Squankum, on the Manasquan River, which affords power for a grist and a lumber mill. It has a good local trade. Population, 198.

**Lower Valley** (Hunterdon co.), a post village on the south branch of the Raritan River, and on the High Bridge branch of the Central Railroad of New Jersey, 1 mile n. of Califon. Population, 147.

**Lowmoor** (Monmouth co.), a hamlet on the Sandy Hook peninsula, and on the New Jersey Southern Railroad, between Monmouth Beach and Seabright. Here is a private club-house.

**Loyalton** (Monmouth co.), mail Long Branch.

**Lumberton** (Burlington co.), a post village of 800 inhabitants, on the south branch of the Rancocas Creek and on the Medford branch of the Camden and Burlington County Railroad, 2 miles s. of Mount Holly. It has a good local trade, a large shipping trade in fruit, vegetables, butter, etc., and an extensive iron foundry.

**Lyndhurst** (Bergen co.), mail Kingsland.

**Lyons** (Somerset co.), a post hamlet on the New Jersey West Line Railroad, 2 miles n.w. of Millington.

**Lyons Farms** (Union co.), a post village 2 miles w. of Waverly, with a good local trade. Population, 45.

**Lyons Station** (Somerset co.), mail Lyons.

**Lyonsville** (Morris co.), a hamlet near Hibernia.

**McAfee's Valley** (Sussex co.), a post hamlet on the northeastern terminus of the South Vernon branch of the Sussex Railroad,  $4\frac{1}{4}$  miles n.e. of Hamburg; it has an iron mine and a lime-kiln.

**McCainsville** (Morris co.), a post village on the Chester branch of the Morris and Essex Railroad, 2 miles s.w. of Port Oram and 1 mile s. of Chester Junction; it has a large powder mill and iron mines.

**McLaughlin's Mills** (Union co.), mail Springfield.

**Macedonia** (Monmouth co.), mail Eatontown.

**Mackey's Mills** (Warren co.), mail Blairstown.

**Macopin** (Passaic co.), a hamlet, sometimes called Lower Macopin, 3 miles n.e. of Charlotteburg; 3 miles north is the post village of Upper Macopin.

**Maddington** (Salem co.), mail Salem.

**Madison** (Morris co.), a large post village on the Morris and Essex Railroad,  $3\frac{1}{2}$  miles s.e. of Morristown, having a population of 3003, a large local trade and considerable manufactures. The eastern part of the village is often distinctively denominated East Madison.

**Madison** (Middlesex co.), mail Old Bridge.

**Madison** (Union co.), mail Summit.

**Madison Avenue** (Bergen co.), mail River Edge.

**Madison Forge** (Passaic co.), mail Stockholm.

**Madison Park** (Passaic co.), mail Paterson.

**Madisonville** (Morris co.), mail Basking Ridge.

**Madisonville** (Somerset co.), a hamlet  $1\frac{1}{4}$  miles e. of Bernardsville.

**Mageta** (Ocean co.), mail Staffordville.

**Magnolia** (Camden co.), mail Haddonfield.

**Magnolia** (Ocean co.), mail Toms River.

**Magnolia** (Burlington co.), mail Pemberton.

**Magnolia** (Salem co.), mail Pedricktown.

**Mahwah** (Bergen co.), a post hamlet on the Erie Railway, at the n.e. boundary of the State, having a large lock factory. Population, 63.

**Mahwah Station** (Passaic co.), mail Mahwah.

**Maine Avenue** (Cumberland co.), a station of the New Jersey Southern Railroad, 2 miles n.e. of the station in Vineland.

**Maine Road** (Cumberland co.), mail Maine Avenue.

**Malaga** (Gloucester co.), a post village on the Maurice River and on the West Jersey Railroad (both the Cape May and Atlantic City lines),  $2\frac{1}{4}$  miles s.e. of Iona, having an extensive manufactory of window glass, a good local trade and a large shipping trade in fruit. Population, 450.

**Malapardis** (Morris co.), a hamlet near Whippany.

**Manahawkin**, or **Manahawken** (Ocean co.), a post village of 800 inhabitants, on the Tuckerton Railroad, 6 miles s.s.w. of Barnegat Junction; supported

by fishing, a large local trade and a shipping trade in oysters, clams, etc.

**Manalapan** (Monmouth co.), a post village 2 miles s.w. of Manalapan Station, a hamlet on the Freehold and Jamesburg Railroad, 3 miles w.n.w. of Freehold. The village is on both sides of the Manalapan (or South) River—the portion on the south bank being locally entitled Manalapanville—which affords power for a grist and a saw mill; it has also a carriage and wagon works and a good local trade. Population, 175.

**Manalapan Station** (Monmouth co.), mail Englishtown. Population, 37.

**Manantico** (Cumberland co.), mail Millville.

**Manasquan** (Monmouth co.), a post village and summer resort on the ocean, at the mouth of the river of the same name, and on the Central Railroad of New Jersey, at the southeastern terminus and junction of the Atlantic extension of the Freehold and Jamesburg Railroad. It has numerous boarding houses, superior facilities for fishing parties, a fine beach for bathing, etc., and a large local trade, a shipping trade in fish, etc., and a large sash and blind manufactory. Population, 1000.

**Manchester** (Ocean co.), a post village of 600 inhabitants, on the Toms River and on the New Jersey Southern Railroad, at the junction of the Toms River and Waretown branch, 5 miles n.e. of Whiting. It has a large local trade, a considerable shipping trade, an extensive manufactory of bagging, etc., and repair shops of the railroad.

**Manchester** (Passaic co.), mail Paterson.

**Manderville** (Passaic co.), mail Paterson.

**Manningtown** (Salem co.), a hamlet 4 miles n.e. of Claysville.

**Mansfield and Mansfield Square** (Burlington co.), hamlets; the one 1 mile, the other 3 miles n. of Columbus, the latter being 2 miles e. of Kinkora.

**Mansfield** (Warren co.), mail Washington.

**Mantua** (Gloucester co.), a post village on the Mantua Creek, 1 mile w. of Wenonah; the centre of a fertile district, with a large local trade, a coach factory, and a population of 500.

**Manumuskin** (Cumberland co.), a post village on the Manumuskin Creek and on the West Jersey Railroad, 6 miles s.e. of Millville, with a good local trade. The postoffice name is Manamuskin. Manumuskin Manor is also on the creek 2 miles above. Population, 160.

**Manumuskin Manor** (Cumberland co.), mail Manumuskin.

**Manumuskin Station** (Cumberland co.), mail Port Elizabeth.

**Manunka Chunk** (Warren co.), a village on the Delaware River and on the Delaware, Lackawanna and Western Railroad, 3 miles below Delaware, and at the junction of a short line to Belvidere connecting with the Belvidere Delaware Railroad.

**Maple Grange** (Sussex co.), mail Vernon.

**Maple Park** (Union co.), mail Rahway.

**Maple Shade** (Burlington co.), a hamlet on the Camden and Burlington County Railroad, e. of Merchantville.

**Mapleton** (Middlesex co.), a hamlet on the Raritan Canal,  $1\frac{1}{2}$  miles s. of Kingston and 2 miles n.w. of Plainsborough; it is on the Millstone River, which affords power for a mill.

**Mapleton Grange** (Hudson co.), mail Guttenburgh.

**Mapleton Mills** (Morris co.), mail Chester.

**Mapletown** (Middlesex co.), mail Kingston.

**Maple Valley** (Sussex co.), mail Deckertown.

**Maplewood** (Morris co.), mail Morristown.

**Maplewood** (Essex co.), a hamlet on the Morris and Essex Railroad, 1 mile s.w. of South Orange.

**Mare City** (Camden co.), mail Kirkwood.

**Marion** (Burlington co.), a hamlet near New Lisbon.

**Marion** (Hudson co.), mail Jersey City.

**Marksborough** (Warren co.), a post village on the Paulinskill, 3 miles above Blairstown; with a good local trade and a grist and a lumber mill, the river supplying the power. Population, 175.

**Marlborough** (Cumberland co.), mail Shiloh.

**Marlborough** (Gloucester co.), mail Pitman Grove.

**Marlborough** (Monmouth co.), a post village on the Freehold and Keyport Railroad, 5 miles n. of Freehold, having a large local trade and a good shipping trade in the products of a fertile district. Population, 275.

**Marlborough** (Salem co.), mail Shiloh.

**Marlton** (Burlington co.), a post village midway between Haddonfield and Medford, 6 miles from each, having a good local trade and valuable marl beds. Population, 550.

**Marshall's or Marshall's Corner** (Mercer co.), a hamlet on the Mercer and Somerset Railroad, 3 miles n. of Pennington.

**Marshallville** (Cumberland and Salem cos.), a village 4 miles n.e. of Belleplain and on the Tuckahoe River, 2 miles above Tuckahoe, having a grist and a lumber mill; (2), a hamlet on the Salem Creek, 5 miles n. of Claysville.

**Martha** (Burlington co.), mail Lower Bank.

**Martha Vineyard** (Atlantic co.), mail Egg Harbor.

**Martin's Creek Station** (Warren co.), a station name of Brainard's.

**Martin's Dock** (Middlesex co.), mail New Brunswick.

**Martinsville** (Middlesex co.), a hamlet near Deans.

**Martinsville** (Somerset co.), a post village  $3\frac{1}{2}$  miles n.w. of Bound Brook, with a good local trade. Population, 140.

**Mary Anne Furnace** (Burlington co.), mail New Lisbon.

**Masonicus** (Bergen co.), mail Ramsey's.

**Masonville** (Burlington co.), a post hamlet on the Camden and Burlington County Railroad, 2 miles w. of Hainesport. Population, 163.

**Matawan** (Monmouth co.), a large post village on the Central Railroad of New Jersey, at the intersection of the Freehold and Keyport, 8 miles s.e. of South Amboy and 2 miles s.w. of Keyport. It is a flourishing village, having a large local trade, a valuable shipping trade in the products of a large district, including those of agriculture, fishing and manufactures, and extensive manufactures of sash and blinds, carriages and wagons, bricks, etc.; it has a population of 2699 and its business interests sustain a national bank; it has also a large public hall and an excellent educational institution, Glenwood Institute.

**Matawan Junction** (Monmouth co.), mail Matawan.

**Mathlastown** (Burlington co.), mail Tuckerton.

**Matterson's Corners** (Hunterdon co.), a hamlet near Flemington, on the south branch of the Raritan River.

**Maurice River** (Cumberland co.), mail Ewing's Neck.

**Mauricetown** (Cumberland co.), a post village on the Maurice River (navigable to Millville, 12 miles above) and 2 miles e. of Underwood (Mauricetown Station); it has a population of 600, a large local trade, a valuable shipping trade in fish, canned fruits, etc.; an extensive canning establishment and a steam lumber mill and sustains a newspaper.

**Mauricetown Station** (Cumberland co.), mail Haleyville.

**Maxwell** (Monmouth co.) mail Eatontown.

**Maxwell** (Morris co.), mail Boonton.

**Maxwell** (Sussex co.), mail Andover.

**Mayetta** (Ocean co.), a hamlet on the Tuckerton Railroad, 2 miles s. of Manahawken.

**May's Landing** (Atlantic co.), a post village of 1000 inhabitants, the capital of the county, at the head of navigation on the Great Egg Harbor River, on the West Jersey and Atlantic City Railroad, and the southwestern terminus of a branch of the Camden and Atlantic Railroad; it is 5 miles s.w. of Egg Harbor City, 17 miles e.s.e. of Newfield, and 17 miles w.n.w. of Atlantic City; it has a large local trade, an extensive shipping trade, especially in oysters, clams, and other fish, and in cranberries, and considerable manufactures, including a large cotton works on the Babcock Creek.

**Mayville** (Cape May co.), a hamlet near Cape May Court House.

**Maywood** (Bergen co.), a post hamlet on the New Jersey Midland Railroad,  $1\frac{1}{2}$  miles w. of Hackensack, having a large jewelry manufactory. Population, 132.

**Meadows** (Hudson co.), mail Jersey City.

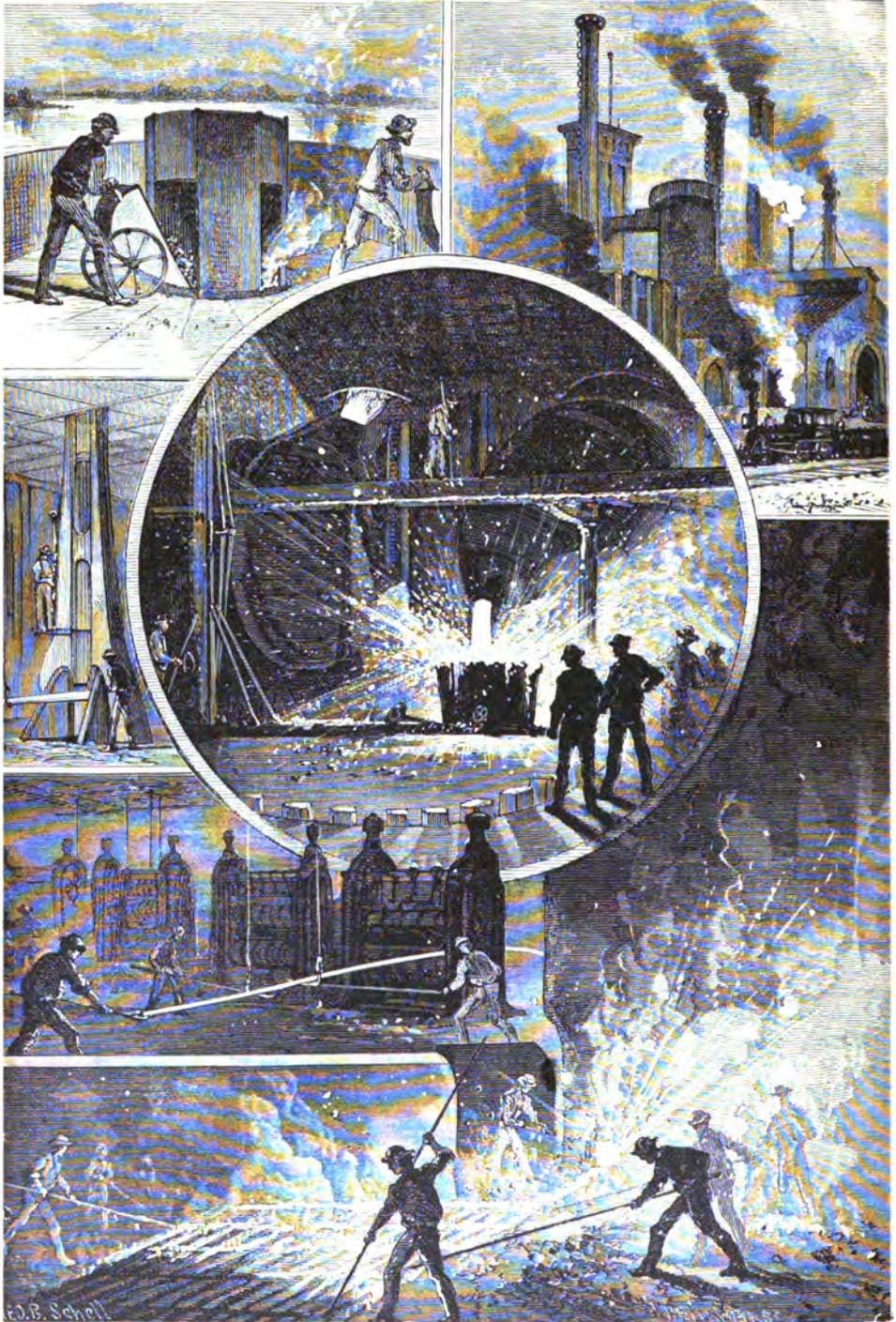
**Mead's Basin** (Morris co.), mail Boonton.

**Mead's Basin** (Passaic co.), a hamlet near Singac.

**Meadtown** (Morris co.), mail Bloomingdale.

**Mechanic's** (Hunterdon co.), mail Whitehouse Station.

**Mechanic's Valley** (Camden co.), a hamlet near Blackwoodtown.



THE MANUFACTURING OF STEEL AND IRON.

**Mechanicsville** (Camden co.) mail Blackwood-town.

**Mechanicsville** (Hunterdon and Monmouth cos.), three hamlets, one in Hunterdon County,  $1\frac{1}{2}$  miles s.s.e. of Whitehouse Station, and two in Monmouth County, one of which is 1 mile w. of Elberon and the other 1 mile e.s.e. of New Sharon.

**Mechlin's** (Hunterdon co.), mail Mount Pleasant.

**Medford** (Burlington co.), a post village on the Haines Creek, and 7 miles s. of Mount Holly, with which it is connected by the Medford branch of the Camden and Burlington County Railroad; it has a large local trade, a valuable shipping trade in vegetables, fruit, butter, etc., and in marl, and an extensive manufactory of glass ware; the business interests of the village and vicinity support a national bank; the population is upwards of 1000.

**Mendham** (Morris co.), a post village, the western terminus of a short railroad from Morristown, from which it is 7 miles w.s.w.; it has a large local trade and a shipping trade in the products of a fertile district. Population, 450.

**Mendon** (Morris co.), mail Basking Ridge.

**Menlo Park** (Middlesex co.), a post hamlet on the Philadelphia and New York (Pennsylvania through line) Railroad. Population, 200.

**Mercerville** (Mercer co.), a hamlet near Lawrence Station.

**Merchantville** (Camden co.), a post borough on the Camden and Burlington County Railroad,  $4\frac{1}{2}$  miles e. of Camden, having a population of 3093.

**Meredeconk** (Ocean co.), a post village on a river of the same name, 3 miles from the ocean, and 5 miles e.s.e. of Bricksburg, supported by fishing and shipping oysters, clams, etc. Population, 275.

**Meredeconk River** (Ocean co.), mail Meredeconk.

**Meriden** (Morris co.), a mining hamlet near Hibernia.

**Meredith** (Morris co.), mail Boonton.

**Metuchen** (Middlesex co.), a post village of 1400 inhabitants, on the Philadelphia and New York (Pennsylvania through line) Railroad, at the intersection of the Lehigh Valley R. R., having a large local trade.

**Mickleton** (Gloucester co.), a hamlet on the Swedesborough branch of the West Jersey Railroad, 1 mile s.w. of Clarksborough. Population, 120.

**Middle Branch** (Ocean co.), a hamlet on the Tuckerton Railroad, 4 miles n.w. of Barnegat Junction.

**Middle Brook** (Morris co.), mail Dover.

**Middle Brook** (Somerset co.), mail Bound Brook.

**Middlebush** (Somerset co.), a post village on the Millstone and New Brunswick extension of the Mercer and Somerset Railroad, 3 miles e. of Millstone. Population, 82.

**Middleham** (Union co.), mail Elizabeth.

**Middle Tavern** (Cumberland co.), mail Port Norris.

**Middleton** (Essex co.), mail Irvington.

**Middleton**, or **Middleville** (Warren co.), a hamlet

on the Delaware River and the Belvidere Delaware Railroad, 1 mile above Riegelsville.

**Middletown** (Cape May, Monmouth and Salem cos.), a hamlet 1 mile s. of Tuckahoe; (2) a post village on the Central Railroad of New Jersey, 4 miles n.w. of Red Bank and 2 miles w.s.w. of Middletown Station, a hamlet on the Port Monmouth branch of the New Jersey Southern Railroad, 4 miles n. of Red Bank; and (3) a former name of Pentonville. The village (2) has a large local trade, a large interest in the fisheries of the Sandy Hook Bay and the coast, a shipping trade in the products of these, and considerable manufactures of carriages and wagons, etc.

**Middletown** (Cumberland co.), mail Mauricetown.

**Middletown Point** (Monmouth co.), mail Matawan.

**Middletown Station** (Monmouth co.), mail Highland.

**Middle Valley** (Morris co.), a post village on the south branch of the Raritan River and on the High Bridge branch of the Central Railroad of New Jersey, 9 miles n.e. of High Bridge. It has two mills and a good local trade. Population, 113.

**Middleville** (Essex and Sussex cos.), a village 1 mile s.e. of Maplewood, having a large shoe factory; (2) a post village  $6\frac{1}{2}$  miles w. of Newton, and on the Paulinskill, which affords power for a large lumber and a grist mill. Population, 25. (See also MIDDLETON.)

**Middleville** (Warren co.), mail Riegelsville.

**Midland** (Bergen co.), mail Spring Valley.

**Midland Park** (Bergen co.), a post hamlet on the New Jersey Midland Railroad, 5 miles n. of Paterson and 1 mile w. of Ridgewood. Population, 187.

**Midvale** (Hunterdon and Passaic cos.), a hamlet on the Lehigh Valley Railroad,  $2\frac{1}{2}$  miles s.e. of Pattenburgh; and (2) a post hamlet on the Montclair and Greenwood Lake Railroad, 5 miles n. of Pompton Junction. Population, 118.

**Milford** (Burlington, Hunterdon and Mercer cos.), a hamlet on the county-line, with two or three houses in Camden co.,  $4\frac{1}{2}$  miles n.e. of Kirkwood; (2) a post village of 800 inhabitants, on the Delaware River and the Belvidere Delaware Railroad, 4 miles above Frenchtown; and (3) a hamlet 2 miles e. of Robbmsville. The village (2) has two grist mills, etc., and a bridge here spans the Delaware.

**Milford** (Camden co.), mail Berlin.

**Milford** (Passaic co.), mail Newfoundland.

**Millbrook**, or **Mill Brook** (Morris and Warren cos.), a hamlet near Dover, and a post village on the Delaware River, 11 or 12 miles above the Water Gap, having a large grist mill. Population, 150.

**Mill Brook Falls** (Warren co.), mail Calno.

**Millburn** (Essex co.), a post village on the Rahway River and on the Morris and Essex Railroad, 3 miles w.s.w. of South Orange; having manufactures of fur hats, binders' boards, paper, etc., a good local trade and a population of 1030.

**Millersville** (Hunterdon co.), mail Milford.

**Millerton** (Cape May co.), mail Cape May C. H.



SCENE ON THE BEACH AT CAPE MAY.

**Millerton** (Morris co.), mail Bloomingdale.

**Millham** (Mercer co.), a village of 700 inhabitants, a suburb of Trenton, with two manufactories of rubber goods, three potteries, etc.

**Millington** (Morris co.), a post village on the New Jersey West Line Railroad, 3 miles w. of Gillette, having a good local trade, a grist mill, etc. Population, 50.

**Mill Pond** (Somerset co.), mail Somerville.

**Mill Road** (Cumberland co.), a hamlet on the New Jersey Southern Railroad, 2 miles w. of Vineland. Near by, on the Maurice River, is an old mill.

**Millsborough** (Sussex co.), mail Newton.

**Millstone** (Somerset co.), a post village on the river of the same name, and on the Karitan Canal, the northeastern terminus of the Mercer and Somerset Railroad, and the western terminus of the Millstone and New Brunswick (branch) Railroad, and 2½ miles e. of Hamilton (on the Delaware and Bound Brook Railroad). It is the business centre of a fertile agricultural district, and has a large local trade, a large shipping trade in agricultural and manufacturing products, and a population (including East Millstone, a part of the village on the eastern side of the river and canal) of 1500. Millstone Junction is a hamlet at the junction of the Millstone and New Brunswick (branch) Railroad, with the Philadelphia and New York (Pennsylvania through line) Railroad ¼ mile s.w. of New Brunswick.

**Millstone** (Monmouth co.), mail Freehold.

**Millstone Junction** (Middlesex co.), mail New Brunswick.

**Milltown** (Burlington, Hunterdon, Middlesex and Union cos.), a hamlet 1 mile s. of Masonville; (2) a

hamlet e. of Tumble; (3) a post village on a creek, 4 miles s. of New Brunswick, which has a large manufactory of rubber shoes; and (4) a village on the Rahway River, 2½ miles s. of Millburn, having a pasteboard manufactory.

**Milltown** (Morris co.), mail Chester.

**Milltown** (Somerset co.), mail North Branch.

**Millville** (Cumberland and Ocean cos.), a city at the head of navigation on the Maurice River and on the West Jersey Railroad, 6 miles s. of Vineland; and (2) a hamlet 4¼ miles w. of Barnegat Junction, on the Oyster Creek. The city of Millville had a population in 1870 of 6107, and has, by the census of 1880, 7692—an increase of nearly 25 per cent. in ten years; and it has grown even more rapidly in the direction of substantial progress. It has a large local trade, a very large and valuable shipping trade in fish, fruit, vegetables and manufactured goods, and extensive manufactures, a number of large manufactories of glass ware and window glass, a cotton factory, etc. Its business interests support a national bank and two newspapers.

**Millville** (Essex co.), mail Millburn.

**Millville** (Somerset co.), mail North Branch.

**Millville** (Sussex co.), mail Montague.

**Milton** (Morris and Sussex cos.), a post village on the Pequannock River, 3 miles above Newfoundland, having an iron furnace and mines; population, 303; (2) a hamlet on the Wallkill, e. of Quarryville.

**Milton** (Union co.), mail Rahway.

**Milton Lake** (Union co.), mail Rahway.

**Mine Brook** (Somerset co.), mail Somerville.

**Mine Hill** (Morris co.), a translation and a colloquial name of Ferromonte. Population, 63.

**Mines** (Morris co.), a mining village, the southwestern terminus of the Green Pond Railroad,  $3\frac{1}{4}$  miles s.w. of Charlotteburg, having valuable mines of iron and one of copper ore.

**Mones Mill** (Cumberland co.), mail Deerfield Street.

**Mones Station** (Hunterdon co.), mail Brownsburgh, Pa.

**Moniees Island** (Gloucester co.), mail Repaupo.

**Monkeytown** (Ocean co.), mail Barnegat.

**Monks** (Passaic co.), a hamlet on the Montclair and Greenwood Lake Railroad, 2 miles n.w. of Ringwood Junction.

**Monmouth Beach** (Monmouth co.), a hamlet and summer resort on the Sandy Hook peninsula and the New Jersey Southern Railroad, 3 miles n. of Long Branch.

**Monmouth Court House** (Monmouth co.), the original name of Freehold.

**Monmouth Junction** (Middlesex co.), a post hamlet on the Philadelphia and New York (Pennsylvania through line) Railroad, at the intersection of the Rocky Hill extension of the Freehold and Jamesburg Railroad. Population, 151.

**Monroe** (Gloucester co.), mail Williamstown.

**Monroe** (Middlesex co.), mail Jamesburgh.

**Monroe** (Morris co.), mail Morrirstown.

**Monroe** (Salem co.), mail Monroeville.

**Monroe** (Sussex co.), a post village on the Sussex Railroad,  $\frac{1}{4}$  mile n.w. of LaFayette, having a broom factory and 2 grist mills. Population, 202.

**Monroe Forge** (Atlantic co.), a hamlet on the South River, and 2 miles s.w. of May's Landing.

**Monroeville** (Salem co.), a post village on the Bridgeton branch of the West Jersey Railroad, 3 miles north of Elmer. Population, 303.

**Montague** (Sussex co.), a post village on the Delaware River, opposite Milford, Pa., and 7 miles s.w. of Port Jervis, N. Y. Population, 125.

**Montana** (Warren co.), a post hamlet 3 miles s.w. of Rocksburgh. Population, 100.

**Montclair** (Essex co.), a post village on the Montclair and Greenwood Lake, at the intersection of the Morris and Essex Railroad, 5 miles n.n.w. of Newark; it has an extensive paper mill, where a large amount of pasteboard is manufactured, a large local trade, and a considerable shipping trade in the products of a fertile district and in articles manufactured here and in the vicinity. Upper Montclair is a post village adjoining Montclair on the north, with a separate station on the Montclair and Greenwood Lake Railroad; it has many fine residences upon the eastern slope of the Orange Mountains. Montclair Heights, a little farther north, a hamlet on the same railroad. The three are in fact but parts of one continuous village along the mountain side, at once beautiful and healthful, with an aggregate population of 5146.

**Montclair Heights** (Essex co.), mail Montclair.

**Montgomery** (Essex and Somerset cos.), a hamlet on the Montclair and Greenwood Lake Railroad, 2

miles n.w. of Woodside; and a post hamlet near Neshanic. Population, 50.

**Montgomery Print Works** (Essex co.), mail Bloomfield.

**Montrose** (Essex co.), a hamlet near South Orange.

**Montrose** (Monmouth co.), mail Marlborough.

**Montrose** (Morris co.), mail Chester.

**Montvale** (Bergen co.), a post hamlet on the New Jersey and New York Railroad, 1 mile n.e. of Park Ridge. Population, 150.

**Montville** (Morris co.), a post village on the Denville branch of the Delaware, Lackawanna and Western Railroad and the Morris Canal, 2 miles n.e. of Boonton; it has an iron works, a tannery and a grist mill. Population, 150.

**Moorehousetown** (Essex co.), a hamlet on the Passaic River, opposite Hanover.

**Moore's** (Mercer co.), a hamlet on the Delaware River and the Belvidere Delaware Railroad, 2 miles above Titusville.

**Moorestown** (Burlington co.), a post village on the Camden and Burlington County Railroad, with two stations called respectively West Moorestown and East Moorestown,  $8\frac{1}{4}$  miles e. of Camden; it has a large local trade, a valuable shipping trade in garden, orchard and dairy and manufacturing products, and considerable manufactures, including an extensive canning establishment, a large grist mill, etc.; the population is 2300.

**Moreland** (Morris co.), mail Green Village.

**Morgan** (Middlesex co.), a hamlet on the Central Railroad of New Jersey, 2 miles s. of South Amboy.

**Morgan Hill** (Union co.), a hamlet near Westfield.

**Morganville** (Monmouth co.), a post hamlet on the Freehold and Keyport Railroad, 3 miles n. of Hillsdale. Population, 400.

**Morrow's Mills** (Passaic co.), mail Hawthorne.

**Morris' Mills** (Monmouth co.), mail Manalapan.

**Morris' Plains** (Morris co.), a post village on the Morris and Essex Railroad,  $2\frac{1}{4}$  miles north of Morrirstown, having numerous mills, etc. Population, 955.

**Morris' Station** (Camden co.), mail Palmyra.

**Morrirstown** (Morris co.), a city of 6838 inhabitants, the capital of the county, and the centre of the comprehensive railroad system of Northern New Jersey, embracing the Morris and Essex Railroad, with branch and local lines, leased or owned by the Delaware, Lackawanna and Western Company, which connect directly with the several lines of the Central Railroad of New Jersey, the New Jersey Midland and Sussex Railroads. It has a very large internal local trade and a large and valuable export trade in the great mineral and the extensive agricultural products of the rich country surrounding it, and in the varied manufactures of its own great establishments and of the manufacturing towns for miles around; its own manufacturing establishments comprise an immense iron works, numerous other iron works, furnaces, forges, mills, etc., a large paper mill, and

other mills and factories; its varied business interests support two prosperous national banks and three newspapers; it has also a fine public library, an orphan asylum and several educational institutions of high standing. It is likewise a favorite summer resort, in consequence partly of its historical associations as twice the headquarters of General Washington and his heroes, but more of its peculiar situation on a high table land, surrounded by picturesque ranges of hills and enjoying a remarkably pure, healthful air and an abundance of pure, sweet, cool water; for the accommodation of its summer visitors, it has five superior hotels and many excellent boarding houses; the city is handsomely laid out, kept well cleaned and lighted with gas.

**Morrisville** (Camden co.), mail Merchantville.

**Morrisville** (Monmouth co.), a post village, 3 miles s.w. of Middletown. Population, 175.

**Morrisville** (Morris co.), mail Morristown.

**Morrisville** (Sussex co.), mail Hamburg.

**Mosstown** (Passaic co.), a hamlet near Monks.

**Mountainhouse** (Essex co.), mail South Orange.

**Mountainhouse** (Bergen co.), mail Englewood.

**Mountain Station** (Essex co.), mail South Orange.

**Mountain View** (Passaic co.), a post village on the Pompton River entrance into the Passaic, on the Morris Canal, and at the intersection of the Denville branch of the Delaware, Lackawanna and Western and the Montclair and Greenwood Lake Railroads; it has a large powder mill and a brickyard. Population, 187.

**Mountainville** (Hunterdon co.), a post village near Califon, having a grist mill, etc. Population, 125.

**Mount Airy** (Hunterdon co.), near Lambertville.

**Mount Airy** (Somerset co.), mail Basking Ridge.

**Mount Bethel** (Union co.), mail New Brooklyn.

**Mount Bethel** (Somerset and Warren cos.), two hamlets, the one 3 miles s. of Millington, the other 2 miles w. of Rockport.

**Mount Bethel** (Hunterdon co.), mail Anthony.

**Mount Crescent** (Union co.), mail Plainfield.

**Mount Ephraim** (Camden co.), a post village, the southeastern terminus of the Camden, Gloucester and Mount Ephraim Railroad, 5¼ miles s.e. of Camden. Population, 60.

**Mount Freedom** (Morris co.), a post village 3 miles e. of Ironia, on the Whippany River, having an iron mine, but not now operated; its support is derived from trade and agriculture. Population, 150.

**Mount Hebron** (Essex co.), mail Montclair.

**Mount Hemhel** (Morris co.), mail Morristown.

**Mount Hermon** (Warren co.), a post hamlet 4 miles n.e. of Delaware. Population, 100.

**Mount Hill** (Union co.), mail Elizabeth.

**Mount Holly** (Burlington co.), a city, the capital of the county, and the business centre of an extended farming district, one of the finest in the State, on the Rancocas Creek, on the Burlington and Mount Holly branch of the Camden and Amboy Railroad,

and ¼ mile n. of Mount Holly Junction, where the said road joins the Camden and Burlington County Railroad, and whence the Medford Railroad extends southward; it takes its name from a beautiful hill, 200 feet high; it has a very large local trade, an extensive and valuable export trade in the products of market gardens, orchards, dairies and manufacturing establishments, and varied manufactories of large extent, including two foundries, a cotton works, a large spool-thread and cotton manufactory, manufactories of turbine wheels, ploughs, machinery, etc.; its business interests sustain three national banks and two newspapers. Its population is 4621.

**Mount Holly Junction** (Burlington co.), mail Mount Holly.

**Mount Hood** (Somerset co.), mail Bound Brook.

**Mount Hope** (Morris co.), a post village, the northeastern terminus of the Mount Hope Mineral Railroad, by which it is 4 miles n.e. of Port Oram, and the northwestern terminus of the Mount Hope branch of the Morris and Essex Railroad, by which it is 3½ miles n.w. of Rockaway. It has several and is surrounded by many very valuable mines of superior iron ore, which are in profitable operation. It has a large local trade and shipping.

**Mount Horeb** (Somerset co.), near Mount Bethel.

**Mount Joy** (Somerset co.), mail Warrentown.

**Mount Joy** (Hunterdon co.), a hamlet on the Delaware River at the mouth of the Musconetcong, and on the Belvidere Delaware Railroad (Durham Station), 2 miles above Holland, and ¾ mile below Riegelsville, which is on the opposite shore of the Musconetcong.

**Mount Laurel** (Burlington co.), a post village 4 miles s.e. of Moorestown, supported by fruit, truck and dairy farming. Population, 103.

**Mount Lebanon** (Hunterdon co.), mail Anthony.

**Mount Lucas** (Mercer co.), mail Princeton.

**Mount Misery** (Burlington co.), a hamlet 4 miles n.w. of Woodmansie.

**Mount Olive** (Morris co.), a post village on the Budd's Creek, 1 mile from its source in Budd's Lake, and the northeastern end of Schooley's Mountain (see Schooley's Mountain), 2 miles n.w. of Bartleyville. Until recently it has been chiefly a delightful summer resort, but the discovery of a superior iron ore here has led to the opening of mines, and, though still an enticing resort, it is now a thriving mining village. Population, 200.

**Mount Olive Mines** (Morris co.) mail Flanders.

**Mount Pisgah** (Sussex co.), a hamlet and summer resort on the Culver's Pond, 1 mile from Branchville.

**Mount Pleasant** (Atlantic, Cape May, Gloucester, Hunterdon, Monmouth and Morris cos.)—(1) a hamlet 1 mile n.e. of Pleasantville; (2) a hamlet on the West Jersey Railroad, 2½ miles e.s.e. of Woodbine; (3) a hamlet near Pitman Grove; (4) a post village, 2 miles e. of Milford, having a grist mill, population 125; (5) a hamlet on the Freehold and Keyport

Railroad, 2 miles s. of Matawan; and (6) a mining hamlet near Port Oram, with valuable mines.

**Mount Pleasant** (Essex co.) mail Newark.

**Mount Pleasant** (Somerset co.), mail Somerville.

**Mount Pleasant** (Middlesex co.), mail Rahway.

**Mount Pleasant Mills** (Camden co.), mail Blackwoodtown.

**Mount Pleasant Mines** (Morris co.), mail Dover.

**Mount Prospect** (Essex co.), mail Montclair.

**Mount Relief** (Ocean co.), mail Whiting.

**Mount Relief** (Burlington co.), near Mount Misery.

**Mount Retirement** (Sussex co.), mail Deckertown.

**Mount Rose** (Mercer co.), a post village 2½ miles s.e. of Hopewell. Population, 150.

**Mount Salem** (Sussex co.), a post hamlet on the northeastern boundary of the State, 5 miles n.w. of Quarryville. Population, 51.

**Mount's Dock** (Monmouth co.) mail Navasink.

**Mount's Mills** (Middlesex co.), mail Englishtown.

**Mount Station** (Essex co.) a hamlet on the Morris and Essex Railroad, 1 mile n.n.e. of South Orange.

**Mount Tabor** (Morris co.), mail Denville.

**Mount Vernon** (Essex co.), mail Caldwell.

**Mount Vernon** (Sussex co.), mail Hamburg.

**Mount Welcome** (Essex co.), mail Newark.

**Muddy Run Sawmill** (Cumberland co.), mail Rosenhayn.

**Mulberry Place** (Morris co.), mail Denville.

**Mulford** (Union co.), mail Roselle.

**Mullica Hill** (Gloucester co.), a post village on the Raccoon Creek, 5 miles e. of Swedesborough, and 5 miles w.n.w. of Pitman Grove; it has a foundry, a machine shop, a grist mill, a large local trade, and a population of about 800. Mullica Hill Road is a hamlet on the turnpike to Mullica Hill.

**Mullica Hill Road** (Gloucester co.), mail Woodbury.

**Mullicas** (Atlantic co.), mail Elwood.

**Murphy** (Camden co.), mail Winslow.

**Murray Hill** (Union co.), a hamlet on the New Jersey West Line Railroad, 2 miles s.w. of West Summit.

**Musconetcong** (Warren co.), a hamlet on the Lehigh Valley Railroad and on the Musconetcong River, opposite Bloomsburg.

**Myrtle** (Sussex co.), mail Newton.

**Myrtle Grove** (Sussex co.), a hamlet 3¼ miles s.w. of Augusta.

**Myrtle Hill** (Morris co.), mail Mendham.

**Naughtrights** (Morris co.), mail Naughtrightville.

**Naughtrightville** (Morris co.), a post village on the High Bridge branch of the Central Railroad of New Jersey, at the junction of the Chester branch, 12 miles n.n.e. of High Bridge and 5 miles w. of Chester; it is on the South Branch of the Raritan River, which affords power for a grist mill, but it is mainly inhabited by railroad employees; the station name is Naughtright. Population, 201.

**Navazund** (Monmouth co.), mail Navasink.

**Navasink** (Monmouth co.), a post village on the Sandy Hook Bay, at the mouth of the Navasink River, 2¼ miles e. of Middletown Station; it has a good local trade and a large interest in fisheries, but it derives a large part of its prosperity from summer visitors, being a favorite resort of persons seeking a quiet retreat by the seashore. Population, 453.

**Neighborville** (Morris co.), mail Middle Valley.

**Neither Pond** (Union co.), mail Plainfield.

**Neshanic** (Somerset co.), a post village on the South Branch of the Raritan River, ¾ mile s.w. of Neshanic station of the Lehigh Valley and the Flemington and Somerville branch of the Central Railroad of New Jersey, which is 5½ miles e. of Flemington Junction; Neshanic has a grist mill and a good local trade. Population, 117.

**Neshanic Station** (Somerset co.), mail Neshanic.

**Netherwood** (Union co.), a hamlet near Westfield.

**Nevvy** (Bergen co.), mail Norwood.

**New Albany** (Burlington co.), a hamlet 2 miles e. of Riverton.

**Newark** (Essex co.), a city, a port of entry, and the capital of the county; the largest, most populous and wealthiest city of the State, and the third city of the nation in manufactures, is situated on the Passaic River, and the southern part of its eastern border is washed by the Newark Bay; the site of the city was selected by a committee sent by certain towns of New England, in 1665, as one peculiarly adapted to "the purposes and pursuits of a town," and in May, 1666, the first colony of 30 families from Guilford, Connecticut, settled on the Passaic, a mile or a mile and a half from its bend southward, near by where is now located the Centre Street Depot of the Pennsylvania Railroad; others followed from Branford and other towns, and in June, 1667, the population of Newark was stated to be "sixty-five efficient men, besides women and children;" from this time it steadily grew in population and importance, but its growth was not very rapid until after the revolution; its most remarkable growth has, however, been in the last half century—in 1830, its population was 10,950; in 1850, 38,953; in 1870, 105,131, and in 1880, 136,400. Its increase in substantial wealth has been even more wonderful, chiefly as the fruit of liberal enterprise in the extension of its manufactures, for, though it has a fine harbor, easy access to the ocean, and all the facilities for a large foreign commerce, its proximity to New York city must necessarily prevent, as it has prevented, its becoming a great commercial centre, while the same nearness of the great metropolis has favored the development of Newark into one of the leading manufacturing centres of the continent. The domestic commerce of Newark is very extensive and valuable, and its foreign commerce is also large and profitable, although a large proportion, especially of the imports, which belongs properly to this city, is diverted to and credited to the New York customs district. The manufactures comprise a great variety of



DELAWARE RIVER FROM CAMDEN — SHOWING THE PHILADELPHIA DOCKS AND CAMDEN FERRIS.

branches, among the leading ones being jewelry, cotton thread, machinery and iron and steel products of many kinds, leather, harness, boots and shoes, clothing, etc., etc.; a single establishment, making cotton thread, has an immense mass of buildings which cost nearly a million dollars for its erection; the census of 1870 stated the value of the products for a single year at nearly \$40,000,000, which has since increased to an annual value of not much less than \$75,000,000. Valuable quarries of brown-stone are also in operation in the outskirts. Newark is completely connected by rail with all parts of the continent, is intersected by the Morris Canal, has horse railways to Belleville, Orange, South Orange, etc., and steamboats to New York, and it has railroad communication with New York at intervals of about 15 minutes during the greater part of the day. The city is regularly laid out, the main streets being wide and straight; the supply of water is ample and the quality excellent; the city is thoroughly drained and lighted, and has a number of fine parks and public squares; the buildings of the business portions of the city are substantial and many of them elegant, while the dwelling houses are plentiful in number and mostly of a good size and comfortable, with a large number of princely mansions, especially in the western and southwestern sections.

**New Bargain** (Monmouth co.), a hamlet on the Manasquan River, and 2 miles s. of Fairfield.

**New Bedford** (Monmouth co.), a post village on the Shark River, 1 mile above Ocean Beach, supported by fishing, etc. Population, 153.

**New Bedford** (Sussex co.), mail Milton.

**New Boston** (Salem co.), a hamlet 5 miles w. of Husted.

**Newbold's Corner** (Burlington co.), mail Mount Holly.

**New Branch** (Monmouth co.), a post hamlet near Ocean Grove. Population, 314.

**New Bridge** (Bergen co.), a post village on the New Jersey and New York Railroad, n. of Hackensack. Population, 175.

**New Brooklyn** (Camden co.), mail Sicklerville.

**New Brooklyn** (Gloucester and Middlesex cos.), a hamlet on the Great Egg Harbor River, and 2 miles n.e. of Williamstown, having a glass works; (2) a post village on the Lehigh Valley Railroad, 3 miles n.w. of Perth Amboy, having a good local trade, a grain and a saw mill.

**New Brunswick** (Middlesex co.), a city, the capital of the county, at the head of navigation on the Raritan River, the eastern terminus of the Raritan Canal, on the Philadelphia and New York (Pennsylvania through line) Railroad, and  $\frac{1}{2}$  mile n.e. of Millstone Junction, the eastern terminus of the Millstone and New Brunswick Railroad. It has a very large local trade, an extensive and valuable domestic commerce, and extensive and varied manufactures, having in the line of india-rubber goods alone three of the largest factories

on this continent, altogether employing about 2000 hands; besides which it has four shoe factories, two sash and blind, one metal screw and two large paper-hanging manufactories, and manufactories of hosiery, carpets, etc. The population in 1880 was 17,314.

**Newburgh** (Warren co.), mail Beattystown.

**New Columbia** (Atlantic co.), a hamlet 4 miles n.e. of Decosta.

**New Denmark** (Gloucester co.), a post hamlet 2 miles s.w. of Williamstown and 5 miles e. of Clayton.

**New Dover** (Middlesex co.), a hamlet 1 mile n.w. of Uniontown.

**New Durham** (Hudson and Middlesex cos.), a post village on the New Jersey Midland and the Northern Railroad of New Jersey, 1 mile n. of Homestead, having a chamois-skin tannery; population, 350; (2) a hamlet near Metuchen.

**New Egypt** (Ocean co.), a post village on the Pemberton and Hightstown Railroad, 8 miles n.e. of Lewistown, in the western corner of the county. It has a large local trade, a considerable shipping trade in agricultural and manufacturing products, extensive manufactures of carriages and wagons, cigars and tobacco, flour, etc.; and a population of 800.

**New England Cross Roads** (Cumberland co.), a hamlet near Cedarville.

**Newfield** (Gloucester co.), a post village on the West Jersey Railroad, at the junction of the Atlantic City branch, 30 miles s.s.e. of Camden,  $34\frac{1}{2}$  miles n.w. of Atlantic City, and 51 miles n.n.w. of Cape May. It has a good local trade, a considerable shipping trade in fruit (canned and fresh) and other products of the vicinity, and a large lumber mill. Population, 200.

**Newfoundland** (Morris co.), a post village on the Pequannock River and on the New Jersey Midland Railroad,  $2\frac{1}{2}$  miles n.w. of Charlotteburg, with a large local trade. Population, 500.

**New Germantown** (Hunterdon co.), a post village  $7\frac{1}{2}$  miles e. of High Bridge, the centre of a fertile district, with a large local trade. Population, 250.

**New Germany** (Atlantic co.), mail Hammonton.

**New Gretna** (Burlington co.), a post village on the Bass, 1 mile from the Wading and 2 miles from the Little Egg Harbor River, and  $6\frac{1}{2}$  miles w. of Edge Cove; supported by extensive fisheries, cranberry culture and a valuable local trade, with important aid from the visits of private fishing parties. Population, 802.

**New Guttenburgh** (Hudson co.), mail Guttenburgh.

**New Half Way** (Ocean co.), mail Woodmansie.

**New Hampton** (Hunterdon co.), a post village on the Musconetcong River,  $\frac{1}{2}$  mile w. of Junction. Population, 175.

**New Hempstead** (Bergen co.), mail Spring Valley.

**New Iselin** (Burlington co.), mail Woodmansie.

**New Jersey Midland Junction** (Sussex co.), mail Franklin Furnace.

**New Jerusalem** (Hunterdon co.), mail New Germantown.

**Newkirk** (Salem co.), a hamlet on the Salem branch of the West Jersey Railroad, near Elmer.

**New Lisbon** (Burlington co.), a post village on the Ranocas Creek and on the Pemberton and Whiting branch of the New Jersey Southern, at the junction of the south extension of the Kinkora and Pemberton branch of the Camden and Amboy Railroad. It has a lumber and a grist mill and a good local trade. Population, 302.

**New Market** (Warren co.), mail Karrsville.

**New Market** (Hunterdon and Middlesex cos.), a hamlet 4 miles s.e. of Ringoes Station; and a post village on the Lehigh Valley Railroad, 3¼ miles e. of Bound Brook, with two wagon factories. Population, 571.

**New Milford** (Bergen co.), a village on the Hackensack River and on the New Jersey and New York Railroad, 4½ miles n. of Hackensack, having a post-office called Spring Valley and a grist mill.

**New Monmouth** (Monmouth co.), a post village 2½ miles n. of Middletown and 2 miles w. of Hopping, in a beautiful and delightful situation, and largely composed of country seats of New York, Jersey City and Newark business men, and having a permanent population of scarcely 100, mostly fishermen and local tradesmen. Population, 51.

**New Paterson** (Sussex co.), a hamlet near Newton.

**New Pennsville** (Burlington co.), a hamlet 2 miles s.e. of Palmyra.

**Newport** (Cumberland co.), a post village on the Nantuxent Creek, 2 miles n.e. of Fortescue Beach and 2 miles s.w. of Newport Station, a hamlet on the Bridgeton and Port Norris Railroad, 3¼ miles s.e. of Cedarville. The village has a grist mill, a large local trade and considerable interest in fisheries along the bay. Population, 200.

**Newport Station** (Cumberland co.), mail Newport.

**Newport Mills** (Cumberland co.), mail Newport.

**New Prospect** (Bergen co.), mail Hohokus.

**New Prospect** (Ocean co.), a hamlet 5 miles n.w. of Bricksburg.

**New Providence** (Union co.), a post village on the Morris and Essex Railroad, ¾ mile n.w. of Summit. Population, 225.

**New Salem** (Hunterdon co.), mail New Hampton.

**New Sharon** (Monmouth co.), a post village on the Pemberton and Hightstown Railroad, 4 miles s. of Hightstown, with a large local trade and a considerable shipping trade in vegetables, fruit, butter, etc. The station name is Sharon. Population, 93.

**Newton** (Passaic co.), mail Paterson.

**Newton** (Sussex co.), a post town of 2513 population, the capital of the county, less than a mile from Newton Junction, on the Sussex Railroad, from which a short branch road extends to Newton. Newton is about 10 miles n. of Waterloo station of the Morris and Essex Railroad, being the chief business centre of a

large district abounding in agricultural and mineral wealth, and embracing many manufacturing villages and hamlets. It has a very large local trade and an extensive and very valuable export trade in the various products of the district; it has also considerable manufactures, including a large foundry, a machine shop, a very large shoe factory, etc. It has two national banks, a public library, a public hall and two newspapers. It is a very handsome town, in the midst of picturesque scenery, is extremely healthy, is well lighted with gas, is in the line of considerable travel to the Kittatinny Mountains, and is a favorite halting place of summer tourists.

**Newton Junction** (Sussex co.), mail Newton.

**Newton Mills** (Camden co.), mail Collingwood.

**Newton Mines** (Morris co.), mail Hanover.

**Newtonville** (Atlantic co.), mail Cedar Lake.

**Newtown** (Mercer and Middlesex cos.), the station name of Robbinsville; (2) a hamlet 3 miles n.w. of Stelton and 3 miles s.w. of South Plainfield.

**New Vernon** (Morris co.), a post hamlet 3 miles s. of Morristown, with a large basket factory. Population, 302.

**New Village** (Warren co.), a post hamlet on the Morris Canal, and 2 miles w. of Broadway. Population, 44.

**Niece's** (Hunterdon co.), a hamlet on the Delaware River and the Belvidere Delaware Railroad, 1 mile above Raven Rock.

**Niles Avenue** (Hudson co.), mail Guttenburgh.

**Nine Mile Run** (Somerset co.), a hamlet 4 miles n. of Monmouth Junction.

**Nolen's Point** (Morris co.), mail Woodport.

**Nortonville** (Gloucester co.), mail Bridgeport.

**North Bergen** (Hudson co.), a former post village, now a part of Jersey City, with a sub-postoffice.

**North Bend** (Burlington co.), mail Moorestown.

**North Belleville** (Essex co.), mail Avondale.

**North Branch** (Somerset co.), a post village on the north branch of the Raritan River, and 1 mile from North Branch depot, a post hamlet on the Central Railroad of New Jersey, 4½ miles (by rail) n.w. of Somerville. The village has a lumber and a grist mill and a large local trade. Population, 400.

**North Caldwell** (Essex co.), mail Caldwell.

**North Cedarville** (Cumberland co.), mail Cedarville.

**North Crosswicks** (Mercer co.), a hamlet on the Crosswicks Creek, opposite Crosswicks.

**North Dennisville** (Cape May co.), mail Dennisville.

**North Elizabeth** (Union co.), mail Elizabeth.

**Northfield** (Essex co.), a hamlet 4 miles n. of Millburn.

**North Hammonton** (Atlantic co.), mail Hammonton.

**North Hammonton** (Camden co.), a hamlet on the New Jersey Southern Railroad, 2 miles n.e. of Winslow Junction and 4 miles n. of Hammonton.



VIEW ON THE NEW YORK, LAKE ERIE AND WESTERN RAILWAY.

**North Hoboken** (Hudson co.), mail Weehawken.  
**North Lawn** (Morris co.), mail Madison.  
**North Newark** (Hudson co.), mail Newark.  
**North Orange** (Essex co.), mail Orange.  
**North Pemberton** (Burlington co.), mail Pemberton.  
**North Pennsville** (Burlington co.), mail Palmyra.  
**North Plainfield** (Somerset co.), a hamlet on the Green Brook, opposite Plainfield.  
**North Point** (Hudson co.), mail Jersey City.  
**North Providence** (Union co.), mail New Providence.  
**North Swamp** (Monmouth co.), mail Middletown.  
**North Troy** (Morris co.), mail Boonton.  
**North Vernon** (Sussex co.), a hamlet n. of Vernon.  
**North Vineland** (Cumberland co.), a post village on the West Jersey Railroad, 1 mile s. of Newfield and 3 miles n. of Vineland, supported by the cultivation and exportation of grapes, pears, etc., and having a good local trade; domestic wines are also made and exported. Population, 100.  
**Norton** (Hunterdon co.), a post village about equidistant from High Bridge, Asbury Station, Bethlehem and Pattenburg, having a tannery. Population, 203.  
**Nortonville** (Gloucester co.), a hamlet on the Delaware River at the mouth of the Old Man's Creek,  $1\frac{1}{2}$  miles n.w. of Union Square.  
**Norwood** (Bergen co.), a post village on the Northern Railroad of New Jersey, with a station on the Jersey City and Albany, 2 miles s.s.w. of Tappan, N. Y., having a large local trade, and extensive manufactories of flowers and paints. Population, 351.  
**Notch** (Passaic co.), mail Paterson.  
**Nottingham** (Mercer co.), a hamlet s. of Trenton.

**Nugentown** (Burlington co.), mail Tuckertown.  
**Nutley** (Essex co.), mail Belleville.  
**Oak Cliff** (Hudson co.), mail Guttenburgh.  
**Oak Dale** (Hunterdon co.), a post hamlet on the Flemington branch of the Belvidere Delaware Railroad, 3 miles n.e. of Lambertville.  
**Oakford** (Ocean co.), a hamlet adjoining or part of New Egypt.  
**Oak Grove** (Monmouth co.), mail Keyport.  
**Oak Grove** (Hunterdon co.), a post hamlet 5 miles e. of Frenchtown, with a wagon factory.  
**Oak Hill** (Essex co.), mail Belleville.  
**Oak Hill** (Passaic co.), a hamlet on the Pequannock River, 2 miles w.s.w. of Newfoundland.  
**Oakland** (Camden co.), mail Camden.  
**Oakland** (Union co.), mail Cranford.  
**Oakland** (Bergen and Salem cos.), a post village on the Ramapo River and on the New Jersey Midland Railroad, 3 miles e.n.e. of Pompton Junction, having a large local and shipping trade and extensive manufactures of wooden printing type, woolen fabrics, carriages and wagons, flour, etc.; population, 149; (2) a hamlet on the Salem branch of the West Jersey Railroad, 2 miles w.s.w. of Yorktown.  
**Oakland** (Mercer co.), mail Trenton.  
**Oakland Hall** (Essex co.), mail Bloomfield.  
**Oak Ridge** (Passaic co.), a post village on the New Jersey Midland Railroad,  $1\frac{1}{2}$  miles n.w. of Newfoundland, with a good local trade. Population, 45.  
**Oak Ridge** (Union co.), mail Rahway.  
**Oak Shade** (Monmouth co.), mail Keyport.  
**Oak Summit** (Hunterdon co.), mail Mount Pleasant.  
**Oak Tree** (Middlesex co.), a hamlet between South Plainfield and Uniontown, 2 miles from each.

**Oakville** (Morris co.), mail Parsippany.

**Oakville** (Atlantic co.), a village on the Oak Creek,  $1\frac{1}{2}$  miles w. of the Great Egg Harbor River, supported by fishing and cranberry culture.

**Oakwood Hill** (Union co.), mail Plainfield.

**Ocean Beach** (Monmouth co.), a post village and summer resort at the mouth of the Shark River, and on the Central Railroad of New Jersey, 3 miles s. of Ocean Grove; it has excellent accommodations for guests, and the river, which expands just above here into a bay fully two miles wide and is nearly a mile across at this point, affords the best facilities for boating, fishing and bathing, while the beach is also very fine. Population, 350.

**Ocean City** (Burlington co.), mail Tuckerton.

**Ocean City** (Cape May co.).

**Ocean Grove** (Monmouth co.), a post village and summer resort on the Central Railroad of New Jersey, 6 miles s. of Long Branch, and on a beautiful lake, 300 feet across, which separates it from Asbury Park; it has ample accommodations for visitors and a fine beach for bathing. Population, 800.

**Oceanic** (Monmouth co.), a post village on a narrow strip between the Navasink River and Shrewsbury Inlet, 3 miles w.n.w. of Red Bank: it has a resident population of 700, largely fishermen and local tradesmen, though it has also a canning establishment, while the northern part of the village, often distinctively styled Port Washington, extending to and along the Navasink, consists of country seats, summer cottages, with two good hotels for summer boarders; the scenery here is very fine, the temperature delightful, and the facilities for boating, fishing and bathing unexcelled.

**Ocean Mills** (Monmouth co.), mail Deal.

**Ocean Park** (Monmouth co.), mail Asbury Park.

**Oceanport** (Monmouth co.), a post village at the southern extremity of the Shrewsbury Inlet, and on the New Jersey Southern Railroad, 1 mile e. of Eatonton, and 1 mile w. of Branchport, having a large and valuable export trade in oysters, etc. Population, 400.

**Ocean View** (Cape May co.), a post village at the head of Corson's Inlet, and  $1\frac{1}{2}$  miles e. of South Seaville, supported by fishing. Population, 201.

**Oceanville** (Atlantic co.), a post hamlet near Leeds Point, having a grist mill, etc. Population, 100.

**Oceanville** (Cape May co.), mail Seaville.

**Oceanville** (Monmouth co.), mail Deal Beach.

**Ogdens** (Gloucester co.), a hamlet on the Swedesborough branch of the West Jersey Railroad,  $3\frac{1}{2}$  miles w.s.w. of Woodbury.

**Ogdensburg** (Sussex co.), a post village on the Wallkill and on the New Jersey Midland Railroad, 8 miles direct (but more than twice that distance by rail), e.n.e. of Newton; one of the most important villages of the Franklinite and zinc mining district; it has a large local trade and a valuable export trade in the products of the mines, etc.; there are several zinc

mines and two valuable Franklinite mines in and within a half mile of the village; the Passaic Zinc Works forms a large hamlet on the Wallkill adjoining Ogdensburg. Population, 325.

**Ogden's Mines** (Morris co.), mail Milton.

**Old Andover** (Sussex co.), mail Waterloo.

**Old Boonton** (Morris co.), a hamlet adjoining Boonton on the south; it was the original Boonton proper, but the natural advantages of the present site diverted population and enterprise thither, and Old Boonton has a population of less than 50 and the county almshouse.

**Old Bridge** (Bergen co.), mail River Edge.

**Old Bridge** (Middlesex co.), population, 236.

**Old Bridge** (Monmouth co.), a post village on the Manalapan River and on the Camden and Amboy Railroad, 7 miles s.w. of South Amboy; it has a large local trade, a good shipping trade, and considerable manufactures of snuff, pottery and flour; the station name is South River Station.

**Old Chester Dock** (Bergen co.), mail Alpine.

**Old Church** (Hunterdon co.), mail Holland.

**Old Church** (Middlesex co.), a hamlet near Cranberry Station.

**Oldham** (Passaic co.), mail Paterson.

**Old Half Way** (Burlington co.), mail Woodmansie.

**Old Hermitage** (Somerset co.), mail Bound Brook.

**Old Hook** (Bergen co.), a hamlet between Westwood and Norwood.

**Old Martha Furnace** (Burlington co.).

**Old Oxford** (Warren co.), mail Oxford.

**Old Stafford Forge** (Ocean co.), mail West Creek.

**Old Tappan Road** (Bergen co.), mail River Vale.

**Old Union** (Burlington co.), mail Shamong.

**Oliphant's Mills** (Burlington co.), mail Medford.

**Ong's Hat** (Burlington co.), a hamlet near New Lisbon.

**Opalton** (Union co.), mail Plainfield.

**Opanghanagh** (Warren co.), mail Calno.

**Opdyke's** (Hunterdon co.), mail Quakertown.

**Oradell** (Bergen co.), a hamlet on the Hackensack River and on the New Jersey and New York Railroad, 1 mile n. of New Milford. Population, 40.

**Orange** (Essex co.), a city on the Morris and Essex Railroad,  $3\frac{1}{2}$  miles n.w. of Newark, a horse railway connecting it with that city; it has a population of 13,206 (a considerable number of whom are business men of Newark, Jersey City and New York), a very large local trade and extensive and varied manufactures, including hats, shoes, carriages and other lines; its business interests sustain one national and two other banks and four newspapers, and it has a superb public park, called Llewellyn Park, upon the slope of Orange Mountain.

**Orangedale** (Essex co.), a village, a suburb of Newark, having a postoffice called Vailsburg.

**Orange Junction** (Essex co.), mail East Orange.

**Orange Valley** (Essex co.), a former post village,

now a part of Newark, with a sub-postoffice. Population, 1500.

**Orchard Mine** (Morris co.), mail Dover.

**Orsborn's Island** (Burlington co.), mail Tuckerton.

**Orville Cottage** (Union co.), mail Plainfield.

**Osbornville** (Ocean co.), a thrifty, flourishing village of 720 inhabitants.

**Oswego** (Burlington co.), a hamlet on the Oswego, the upper part of the Wading River, 2 miles above Harrisville, and 8 miles s.s.e. of Harris.

**Oxford and Oxford Furnace** (Warren co.), formerly two villages, but now one post village on the Martin's Creek and on the Delaware, Lackawanna and Western Railroad, 5½ miles (by rail) s.e. of Manunka Chunk, and 5 miles (direct) e.s.e. of Belvidere; the postoffice and village name is Oxford, and the station name Oxford Furnace; the latter name is derived from an old iron furnace established in 1741, and in operation ever since, with but two or three short suspensions during the revolution; it is now running as a steam hot-blast furnace; the village has besides this, another hot-blast furnace, a rolling mill, a foundry, a machine shop, an extensive nail works, etc.; the population is now 4000.

**Oxford Church** (Warren co.), mail Oxford.

**Packnack** (Passaic co.), mail Boonton.

**Paquanac** (Passaic co.), mail Pequanac.

**Pahaquary** (Warren co.), a post hamlet on the Delaware River, 8 or 9 miles above the Water Gap.

**Painter's Mills** (Warren co.), mail Blairstown.

**Paint Island Springs** (Monmouth co.), mail Clarksburgh.

**Palatine** (Salem co.), a post village on the Bridge-ton branch of the West Jersey Railroad, 3 miles s.s.w. of Elmer, having a good local trade, and an export trade in the products of a fertile agricultural district, fruit, vegetables, milk, butter, etc. Population, 100.

**Palermo** (Cape May co.), a post village near the ocean, and 6 miles e.n.e. of Mount Pleasant, supported by fishing and cranberry culture. Population, 48.

**Paletavern** (Salem co.), mail Pitts Grove.

**Palhemersville** (Monmouth co.), mail Cream Ridge.

**Palisades** (Bergen co.), mail Englewood.

**Palmyra** (Burlington co.), a post hamlet on the Delaware River and on the Camden and Amboy Railroad, 6 miles n.e. of Camden. Population, 163.

**Pamrapo** (Hudson co.), a former post village, now a railroad station of Bayonne.

**Pancoast** (Atlantic co.), a hamlet on the New Jersey Southern Railroad, 3 miles s.s.e. of Landisville.

**Pancoastville** (Atlantic co.), mail Landisville.

**Papakating** (Sussex co.), a post hamlet 2½ miles n.e. of Augusta. Population, 197.

**Pappose Branch** (Burlington co.), mail Woodmansie.

**Paradise** (Essex co.), mail New Providence.

**Paradise** (Gloucester co.), mail Paulsborough.

**Paradise** (Passaic co.), mail Newfoundland.

**Paradise** (Warren co.), mail Hope.

**Paranus** (Bergen co.), a hamlet near Ridgewood, with a mill, etc.

**Parkdale** (Camden co.), a hamlet on the New Jersey Southern Railroad, 2½ miles s.w. of Atsion.

**Parkertown** (Burlington co.), mail Tuckerton.

**Parkerstown** (Ocean co.), a fishing hamlet on the West Creek, n.e. of Tuckerton.

**Parkerville** (Monmouth co.), a post village on the Central Railroad of New Jersey, 1 mile n.w. of Shrewsbury Station, having a good local trade and an export trade in oysters, etc.

**Parkerville** (Union co.), mail Plainfield.

**Park Hill** (Essex co.), mail Newark.

**Park Hill** (Morris co.), mail Morristown.

**Park Ridge** (Bergen co.), a post village on the New Jersey and New York Railroad, 3 miles n. of Westwood, with a large local trade. Population, 150.

**Parksburgh** (Warren co.), mail Shimers.

**Parkville** (Gloucester co.), a hamlet on the Swedesborough branch of the West Jersey Railroad, 2½ miles s.w. of Woodbury.

**Parra Hall Place** (Essex co.), mail Irvington.

**Parrins Branch** (Salem co.), mail Rosenhayn.

**Parry** (Burlington co.) has a population of 120.

**Parsippany, or Parcippany** (Morris co.), a post village 2 miles s. of Boonton, with a good local trade.

**Parsonville** (Morris co.), mail Morristown.

**Parvin's Mill** (Salem co.), mail Centreton.

**Pascack, or Pascack** (Bergen co.), a post village on the New Jersey and New York Railroad, 2½ miles n. of Westwood. Population, 400.

**Passaic** (Morris co.), mail Morristown.

**Passaic** (Passaic co.), a city on the river of the same name, 5 miles below Paterson; and on the Erie and the Denville branch of the Delaware, Lackawanna and Western Railroads, 10 miles n.n.w. of Jersey City. It has a population of 6532, a large domestic trade and extensive manufactures, including a large blanket mill, two large print works, a woolen mill, a whip factory, a bleachery, a shoddy mill, etc.; it has also two newspapers and four good hotels. Passaic Bridge is a suburban station of the Erie Railway at a bridge over the river below the city.

**Passaic Avenue** (Morris co.), mail Whitehall.

**Passaic Bridge** (Passaic co.), mail Passaic.

**Passaic Falls** (Passaic co.), mail Paterson.

**Passaic Valley** (Morris co.), mail Gillette.

**Paterson** (Passaic co.), a city, the capital of the county, mostly inclosed in a large curve of the Passaic River, with but a small part outside, on the left bank. The river here affords immense power for manufacturing purposes, which is largely utilized; the river is here spanned by sixteen bridges. Paterson is the third city of the State in population, and second in the extent and value of its manufactures: in the line of sewing silks and silk fabrics leading the cities of the continent; its silk factories, thirty in number, employing

about 8000 hands and producing goods to the value of about \$3,000,000 annually. But, besides its silk works, extensive as they are, the city has many equally extensive manufactories, including six cotton and several woolen mills, a linen mill, several manufactories of carpets, velvets, etc., numerous bleacheries and dye-houses, several foundries and machine shops, two locomotive works, a number of manufactories of engines and boilers, etc. The aggregate value of the manufactures of Passaic County is about \$20,000,000 per annum, and Paterson produces more than 85 per centum of the grand total. The city has two flourishing national banks, one savings bank, two daily and three weekly newspapers, a fine public library, etc. Its domestic and export trade is also extensive and valuable, its railroad facilities being complete—three of the great lines, the New Jersey Midland, the Erie and the Delaware, Lackawanna and Western (Denville branch) having depots here. The famous Passaic Falls are here, the water falling at one leap more than fifty feet, and from the falls downward flows between vertical palisades of basalt. The population has increased more than 60 per cent. within the last decade, having been 33,579 in 1870, while it is 50,887 in 1880.

**Paterson Plank Road** (Hudson co.), mail W. Hoboken.

**Pattenburg** (Hunterdon co.), a post village on the Lehigh Valley Railroad,  $4\frac{1}{2}$  miles e.s.e. of Bloomsbury, with a good local trade. Population, 200.

**Paulding** (Salem co.), a hamlet on the Salem branch of the West Jersey Railroad,  $1\frac{1}{2}$  miles w. of Daretown.

**Paulina** (Warren co.), a post hamlet on the Paulinskill, nearly opposite Blairstown. Population, 110.

**Paulins Hook** (Hudson co.), mail Jersey City.

**Paulsborough** (Gloucester co.), a post village on the Mantua Creek, 1 mile from its mouth and on the Delaware Shore Railroad,  $4\frac{1}{2}$  miles w. of Woodbury, having a large local trade, a foundry, and a population of 800.

**Pavilion** (Middlesex co.), mail Woodbridge.

**Pavonia** (Camden co.), a hamlet on the Delaware River, 1 mile above Camden. The city water-works are here.

**Pavonia** (Hudson co.), mail Jersey City.

**Peacocktown** (Camden co.), mail Berlin.

**Peapack** (Somerset co.), a post village on a tributary of the north branch of the Raritan River, 4 miles w. of Bernardsville, having a large local trade, several lime kilns and a grist mill. Population, 750.

**Pea Shore** (Camden co.), mail Cramer's Hill.

**Pedricktown** (Salem co.), a post village of 500 inhabitants, on the Old Man's Creek and on the Delaware Shore Railroad,  $3\frac{1}{2}$  miles n.e. of Penn's Grove, having a large local trade and a considerable shipping trade in dairy and garden products. Population, 405.

**Peggee Place** (Burlington co.), mail Woodmansie.

**Peggey's Puddle** (Morris co.), mail Morristown.

**Pelr's Lock** (Morris co.), a former name of Denville.

**Pelletville** (Sussex co.), mail Wykertown.

**Pemberton** (Burlington co.), a post borough on the Rancocas Creek, and a terminus and junction of the Camden and Burlington County, Pemberton and Highstown, Kinkora and Pemberton (branch of the Camden and Amboy), and Pemberton and Whiting (branch of the New Jersey Southern) Railroads, 8 miles e.s.e. of Mount Holly. It has a population of nearly 1000, a large local trade and an extensive export trade in the grains and the products of the market gardens, orchards and dairies of one of the best agricultural districts of the State.

**Pemberton Junction** (Burlington co.), mail Pemberton.

**Pennelt** (Warren co.), mail Port Murray.

**Pennehawken** (Passaic co.), mail Paterson.

**Pennetown** (Salem co.), mail Palatine.

**Pennington** (Mercer co.), a post village on the Mercer and Somerset and Delaware and Bound Brook Railroads, about 8 miles n.n.w. of Trenton. It has a population of nearly 1000, a large local trade and a large shipping trade in grain, fruit, vegetables, butter, etc.; but Pennington is specially noted as the seat of two educational institutions of high repute.

**Penn Place** (Burlington co.), a hamlet on the Oswego, the upper portion of the Wading River, 6 miles s.e. of Harris.

**Penn's Grove** (Salem co.), a post village on the Delaware River, with a landing where a steambot from Philadelphia lands daily, except in winter, and the western terminus of the Delaware Shore Railroad, 18 miles w.s.w. of Woodbury; it has a population of about 2000, a large local trade and a very large shipping trade, both by water and by rail, and extensive manufactures, among the leading establishments being a steam sawing and planing mill, a ship yard, 2 wagon and carriage factories, numerous lime-kilns, etc. It has considerable reputation as a summer resort for Philadelphians, etc.

**Penn's Neck** (Mercer co.), a village on the Philadelphia and New York (Pennsylvania through line) Railroad, 1 mile s.w. of Princeton Junction.

**Pennsville** (Burlington co.), mail Cinnaminson.

**Pennsville** (Camden co.), mail Palmyra.

**Pennsville** (Salem co.), a post village on the Delaware River,  $6\frac{1}{2}$  miles direct, and 9 or 10 by water, above Salem; it has a landing where a steambot from Philadelphia lands semi-weekly, except in winter, a large hotel for summer visitors, a fishery and a considerable shipping trade. Population, 102.

**Pennsylvania Railroad Crossing** (Middlesex co.), mail Perth Amboy.

**Pennwell** (Hunterdon co.), a village on the Musconetcong River opposite Port Murray, with a good local trade and a lumber mill. Population, 137.

**Pennwell Mills** (Hunterdon co.), mail Port Murray.

**Penton** (Salem co.), mail Salem.

**Pentonville** (Salem co.), a post village at Penton Station of the Salem branch of the West Jersey Railroad, 3 miles e. of Salem.

**People's Park** (Passaic co.), mail Paterson.

**Pequanac** (Morris co.), population, 30.

**Pequannock** (Morris co.), a post hamlet on the Pompton River and on the Montclair and Greenwood Lake Railroad, 3 miles n. of Mountain View.

**Pequest Furnace** (Warren co.), mail Oxford.

**Pequest** (Warren co.), mail Allamuchy.

**Perkintown** (Salem co.), a hamlet on the Delaware Shore Railroad, between Pedricktown and Penn's Grove; the vicinity abounds in game, giving the name Game Creek to a stream that rises a mile above Perkintown and flows into Salem River.

**Perrineville** (Monmouth co.), a post village 5 miles n.e. of New Sharon, in a rich agricultural district, and having a large trade. Population, 150.

**Perry Lane** (Essex co.), mail Orange.

**Perryville** (Hunterdon co.), a post hamlet 1 mile n. of Midvale. Population, 102.

**Pertantown** (Salem co.), mail Pedricktown.

**Perth Amboy** (Middlesex co.), a city and port of entry on the Staten Island Sound, at the mouth of the Raritan River, 15 miles s.s.w. of Newark; its foreign trade is inconsiderable, but its domestic trade is very large and valuable, especially by rail, for which it has complete facilities: the Central Railroad of New Jersey intersects the city from north to south, the Lehigh Valley enters it from the west, and a short line connects it with Rahway, while the northeastern terminus of the Camden and Amboy Railroad is at South Amboy, about 2 miles below; fire-clay and kaolin are abundant here, and the manufactures of Perth Amboy are mainly drain-pipes, fire-bricks and other bricks and white-ware, besides which it has an extensive cork factory; the business of the city and vicinity sustains a deposit bank, a savings bank, and two newspapers. Population, 4808.

**Pern** (Passaic co.), a hamlet on the Paterson and Newark branch of the Erie Railroad, and 1½ miles w. of Passaic.

**Petersburg** (Cape May and Morris cos.), a post village 3¼ miles n.w. of Mount Pleasant, with a large local trade, a steam saw and grist mill, numerous cranberry bogs, etc.; population, 275; (2), a hamlet 4 miles s.w. of Oak Ridge, on a stream which affords power for a grist mill and a lumber mill, etc.

**Petersburgh** (Burlington co.), mail Morristown.

**Petersburgh** (Warren co.), mail Hainesville.

**Peters Valley** (Sussex co.), a hamlet on the West Branch of the Wallpack, near Bevans, and 5 miles n.w. of Branchville. Population, 90.

**Phalanx** (Monmouth co.), mail Port Monmouth.

**Phillipsburg** (Warren co.), a post town on the Delaware River opposite Easton, Pa., and on the Central Railroad of New Jersey, the Morris and Essex, the Lehigh Valley, and the Belvidere Delaware Railroads, and the western terminus of the Morris

Canal, 12 miles below Belvidere and 48 to 50 miles above Trenton. It is one of the most important and flourishing towns of the State, the centre of an immense interstate traffic, the western outlet of the vast mineral, agricultural and manufactured products of northern New Jersey, and in the direct line of travel and transportation between the iron and coal districts of Pennsylvania and the great markets of and via New York. The local and general rail trade of Phillipsburg is very extensive and valuable. Its manufactures are also extensive, though chiefly in the several lines of iron and steel work, the establishments comprising several machine shops, several foundries, a large locomotive works, an extensive rolling mill, a very extensive manufactory of mowers and reapers, one of boilers, one of engines, etc. The population is 7180.

**Plattown** (Warren co.), mail Shimers.

**Pickettown** (Gloucester co.), a hamlet on the Old Man's Creek, 2 miles w. of Harding.



ON THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD.

**Piersonville** (Morris co.), mail Morristown.

**Pigeon Hill** (Morris co.), mail Rockaway.

**Pile's Grove** (Salem co.), mail Woodstown.

**Pine** (Burlington co.), a hamlet 6¼ miles n.w. of Harris.

**Pine Brook** (Monmouth and Morris cos.), a hamlet on the New Jersey Southern Railroad, 3 miles s.w. of Eatonton; and (2) a post hamlet on the Passaic River, at the mouth of the Pine Brook, 3¼ miles n.w. of Caldwell. Population, 164.

**Pine Grove** (Camden co.), a hamlet on the West Jersey Railroad, between Gloucester and Westville.

**Pine Grove** (Warren co.), mail Shimers.

**Pine Grove** (Mercer co.), mail Trenton.

**Piney Hollow** (Atlantic co.), mail Cedar Lake or Newfield.

**Piney Hollow** (Gloucester co.), mail Cedar Lake or Newfield.

**Pine Mill** (Burlington co.), a hamlet on a tributary of the Rancocas Creek, 2¼ miles n.e. of New Lisbon, with a grist mill.

**Pineville** (Gloucester co.), a hamlet.

**Pinetree** (Morris co.), mail Madison.

**Pinkneyville** (Sussex co.), a local name of Sussex.

**Piscataway** (Middlesex co.), a hamlet s. of Stelton.

**Pitman** (Gloucester co.), mail Pitman Grove.

**Pitman Grove** (Gloucester co.), a post village at Pitman station, on the West Jersey (both of the Cape May and Atlantic City lines) Railroad, 2 miles n.w. of Glassborough, having a good local trade. In a fine grove here is a favorite camp-meeting ground of the Methodist Episcopal Church. Population, 118.

**Pittengerville** (Warren co.), a hamlet 2 miles w. of Oxford.

**Pittsgrove** (Salem co.), a hamlet 2 miles n. of Newkirk. Population, 450.

**Pittstown** (Hunterdon and Salem cos.), a post village 2 miles s.w. of Landsdown, with a large local trade; population, 103; and (2) a former name of Elmer, portions of the village being still designated Upper and Lower Pittstown.

**Plainfield** (Union co.), a city on the Green Brook and on the Central Railroad of New Jersey, 13 miles w.s.w. of Elizabeth. It has a large local trade and considerable manufactures of hats, clothing, machinery, etc.; but its exceptionally delightful and healthful location has made it a city of homes rather than a business centre, and of its 8126 residents a large proportion are business men of the larger cities to the northeast. It has two national banks, an excellent hotel, two newspapers and many elegant mansions.

**Plainsborough** (Middlesex co.), a post village on the Millstone River and on the Philadelphia and New York (Pennsylvania through line) Railroad, 2½ miles n.e. of Princeton Junction and ¾ miles s.w. of Monmouth Junction. It has a large local trade, a considerable shipping trade in the products of a fertile farming district, and a carriage and wagon factory. Population, 101.

**Plain Valley** (Morris co.), mail Morristown.

**Plainville** (Gloucester co.), mail Janvier.

**Plainville** (Somerset co.), a post village ¼ mile n. of Harlingen, with a good local trade. Population, 30.

**Platte Place** (Ocean co.), a hamlet n.w. of Whiting.

**Plattsburg** (Burlington co.), a hamlet near Wrightstown.

**Pleasant** (Ocean co.), mail Point Pleasant.

**Pleasant Corner** (Hunterdon co.), a hamlet near Ringoes Station.

**Pleasant Grove** (Morris co.), a post hamlet 2 miles w.n.w. of Middle Valley.

**Pleasant Grove** (Cumberland co.), mail Bridgeton.

**Pleasant Hill** (Morris co.), mail Chester.

**Pleasant Mills** (Atlantic co.), a post village on the Little Egg Harbor, at the junction of the Atsion River, 5 miles n.e. of Elwood, having a lumber and a grist mill. Population, 90.

**Pleasant Plains** (Ocean co.), mail Tom's River.

**Pleasant Plains** (Morris co.), mail Basking Ridge.

**Pleasant Plains** (Somerset co.), mail Franklin Park. Population, 46.

**Pleasant Ridge** (Hunterdon co.), mail Ringoes.

**Pleasant Run** (Hunterdon co.), a post hamlet 3 miles e. of Rowland Mills. Population, 45.

**Pleasant Valley** (Bergen co.), mail Fort Lee.

**Pleasant Valley** (Essex co.), mail Orange.

**Pleasant Valley** (Mercer co.), mail Titusville.

**Pleasant Valley** (Morris co.), mail Dover.

**Pleasant Valley** (Sussex and Warren cos.), a post village on the Paulinskill, 3 miles w. of LaFayette, with a good local trade, a saw and a grist mill; population, 75; (2) a hamlet on the Morris Canal and the Pohatcong Creek, 2 miles w.s.w. of Washington.

**Pleasantville** (Atlantic and Morris cos.), a post village on the West Jersey and Atlantic City and the Philadelphia and Atlantic City Railroads, 5¼ miles w.n.w. of Atlantic City, having a good local trade, a considerable export trade in oysters, etc., and a steam planing mill; population, 225; (2) a hamlet 4 miles s. of Morristown.

**Pleasantville** (Bergen co.), mail Westwood.

**Pleasantville** (Gloucester co.), mail Newfield.

**Pleasure Bay** (Monmouth co.), mail Atlanticville.

**Pluckemin** (Somerset co.), a post village on a tributary of the north branch of the Raritan River, and on a projected railroad from Millington to Sidney, 8 miles w.s.w. of Millington. It has a large clothing factory and a valuable local trade. Population, 251.

**Pochuck Mines** (Sussex co.), mail McAfee Valley.

**Pocktown** (Hunterdon co.), mail Glen Gardner.

**Pohatcong** (Warren co.), a hamlet on the Delaware River, at the mouth of Pohatcong Creek, and on the Belvidere Delaware Railroad, near Riegelsville.

**Point Mills** (Warren co.), mail Hardwick.

**Point Pleasant** (Ocean co.), a post village on the Manasquan River, 1 mile above the ocean, 3 miles s.s.w. of Manasquan, and 7 miles e. of Bricksburgh. It has extensive fisheries and is a frequent resort of private fishing parties. Population, 525. (See also RAVEN ROCK.)

**Point Pleasant Station** (Hunterdon co.), mail Raven Rock. Population, 30.

**Pointville** (Burlington co.), a post hamlet 2 miles e.n.e. of Lewistown. Population, 150.

**Pole Tavern** (Salem co.), a hamlet adjoining, or a former, and now a colloquial, name of Pittsgrove.

**Polheimerstown** (Monmouth co.), mail Imlaystown. Population, 37.

**Polhemustown, or Polhemusville** (Burlington co.), a hamlet near Imlaystown.

**Polifly** (Bergen co.), mail Wood Ridge.

**Polktown** (Hunterdon co.), a hamlet near Junction.

**Polkville** (Warren co.), a post hamlet 3 miles e.n.e. of Columbia. Population, 51.

**Pomerania** (Atlantic co.). Population, 20.

**Pomona** (Atlantic co.), a village on the Camden and Atlantic Railroad, 5 miles s.e. of Egg Harbor City, with a station on the West Jersey and Atlantic City Railroad, and one on the Philadelphia and Atlantic City Railroad.

**Pompton** (Passaic co.), a post village on the Ringwood River, 2 miles above where the confluence of the Pequannock and Ringwood Rivers forms the

Pompton River, and on the New Jersey Midland Railroad, 1 mile e. of Pompton Junction, where the Montclair and Greenwood Lake Railroad crosses the Midland. It has a large local trade, a good export trade and considerable manufactures—car springs, files, etc. Pompton Junction is in Passaic County. Population, 350.

**Pompton Furnace** (Passaic co.), a hamlet 2 miles below Pompton, at the confluence of the Pequannock and Ringwood Rivers in the Pompton. It has an iron furnace. Population, 70.

**Pompton Junction** (Passaic co.), mail Pompton.

**Pompton Plains** (Morris co.), a post village on the Pompton River and on the Montclair and Greenwood Lake Railroad, 2½ miles below Pompton Junction, having a good local trade. Population, 113.

**Pond Run** (Mercer co.), a hamlet near Trenton.

**Ponds** (Passaic co.), mail Pompton.

**Pontiac** (Hudson co.).

**Poplar** (Monmouth co.), mail Ocean Grove.

**Poplar Church** (Bergen co.), mail Pompton.

**Porchtown** (Gloucester co.), a village 1 mile s.w. of Iona, with a good local trade. Population, 125.

**Port Colden** (Warren co.), a post village on the Morris Canal, and on the Delaware, Lackawanna and Western Railroad (main line), 1 mile n. of Washington, having a considerable local trade and a shop and yard where boats are built for the canal. Population, 202.

**Port Delaware** (Warren co.), mail Phillipsburgh.

**Port Elizabeth** (Cumberland co.), a post village on the Maurice River, 2 miles s. of Manumuskin and 2½ miles n.e. of Underwood, having a glass works, a large local trade and a good export trade in fruit, vegetables, fish, etc. Population, 504.

**Port Franklin** (Warren co.), mail Broadway.

**Port Hopkins** (Sussex co.), mail Stanhope.

**Port Johnson** (Hudson co.), mail Bergen Point.

**Portland Place** (Monmouth co.), mail Navasink.

**Port Mercer** (Mercer co.), a hamlet on the Raritan Canal, 2½ miles from Lawrence Station.

**Port Monmouth** (Monmouth co.), a post village on the Sandy Hook Bay, the northern terminus of one arm of the New Jersey Southern Railroad, 6 miles n. of Red Bank. It has a large local trade, a valuable export trade in fish, fish oils, etc., and manufactures of fish oil, fertilizers, etc. Population, 500.

**Port Morris** (Morris co.), a post hamlet on Lake Hopatcong and on the Morris and Essex Railroad, 5½ miles e. of Waterloo Station. Population, 263.

**Port Murray** (Warren co.), a post village on the Morris Canal and on the Morris and Essex Railroad, 4 miles n.e. of Washington, having a large local trade and a good shipping trade. Population, 252.

**Port Norris** (Cumberland co.), a post village on the Maurice River and on the Bridgeton and Port Norris Railroad, 2 miles above Bay Side View, the southern terminus of the road, and 2½ miles above the Maurice River Cove; it has a large interest in

the fisheries of the cove and bay, a large local trade and a very large and valuable export trade in oysters, etc. Population, 350.

**Port Oram** (Morris co.), a post village of nearly 1000 inhabitants, and one of the most important villages of the mining district of northern New Jersey; it is on the Morris Canal and on the main line of the Morris and Essex Railroad, and a terminus and junction of the High Bridge branch of the Central Railroad of New Jersey, of the Chester branch of the Morris and Essex, and of the Mount Hope Mineral Railroad; it has a very large local trade, an extensive and very valuable export trade in iron and its products, a large blast furnace and iron mines.

**Port Republic** (Atlantic co.), a post village on and near the mouth of a tributary of the Little Egg Harbor River, 5 miles n.e. of Pomona, having a lumber and a grist mill, valuable fisheries, and a large local trade, being the business centre of the fishing district north and east of Atlantic City. Population, 251.

**Port Town** (Somerset co.), mail Plainville.

**Port Warren** (Warren co.), a hamlet on the Morris Canal, 2 miles w.s.w. of Stewartville.

**Port Washington** (Warren and Monmouth cos.), a hamlet on the Morris Canal and on the Morris and Essex Railroad, 1 mile e. of Washington.

**Port Windsor** (Mercer co.), a hamlet near Princeton Junction.

**Postertown** (Cape May co.), mail South Dennis.

**Postville** (Passaic co.), a former name of Union Valley.

**Postville** (Warren co.), mail Allamuchy.

**Potter Creek** (Ocean co.), mail Bayville.

**Potterstown** (Hunterdon co.), a hamlet near Lebanon.

**Pottersville** (Hunterdon co.), a post village on the Lamington River, and 6 miles e. of Califon, having a manufactory of farm implements, a foundry, 2 grist mills, and a good local trade. Population, 125.

**Powerville** (Morris co.), a former name of Boonton.

**Prallsville** (Hunterdon co.), a hamlet on the Delaware River and on the Belvidere Delaware Railroad, 2 miles below Raven Rock.

**Prattsville** (Hunterdon co.), mail Stockton.

**Preakness** (Passaic co.), a hamlet 2 miles n.e. of Mountain View.

**Princesville** (Mercer co.), a hamlet 4 miles n. of Lawrence Station.

**Princeton** (Mercer co.), a post borough on a ridge rising gradually from the Millstone River, the eastern part of the borough, distinctively designated Queenston, being near the river's edge, while the western part, the most elevated, is nearly two miles back; a three-mile branch road connects it with the Philadelphia and New York (Pennsylvania through line) Railroad at Princeton Junction, a post hamlet 9½ miles n.e. of Trenton; while the Raritan Canal crosses the Millstone River one mile s.w. of the borough and follows the river course northwards; the

borough is the seat of Princeton College and of a Presbyterian Theological Seminary, and has a very large local trade, with a population of 4348.

**Princeton Basin** (Mercer co.), mail Princeton.

**Princeton Junction** (Mercer co.) Population, 30.

**Princeville** (Mercer co.), mail Trenton.

**Progress** (Burlington co.), a hamlet on the Camden and Amboy Railroad,  $\frac{1}{2}$  mile s.w. of Riverside.

**Prospect** (Gloucester co.), a hamlet on the Delaware Shore Railroad, 1 mile s.w. of Bridgeport.

**Prospect Farm** (Warren co.), mail Hardwick.

**Prospect Hall** (Warren co.), mail Blairstown.

**Prospect Hill** (Morris co.), mail Morristown.

**Prospect Hill** (Union co.), mail Rahway.

**Prospect Plains** (Middlesex co.), a post village on the Camden and Amboy Railroad, 5 miles n.e. of Hightstown, having a large local trade and a good shipping trade in products. Population, 300.

**Prospecttown** (Ocean co.), mail Hornerstown.

**Prosperdown** (Monmouth co.), mail New Egypt.

**Prosperdown** (Ocean co.), a village 3 miles e. of Cream Ridge, with a grist mill and a good local trade.

**Prudentown** (Morris co.), mail Morristown.

**Pullentown** (Monmouth co.), a hamlet  $\frac{3}{4}$  mile n.w. of Imlaystown.

**Quaker Bridge** (Burlington co.), a hamlet on the Batsto River, and 4 miles s.e. of Atsion.

**Quakertown** (Hunterdon co.), a post village 3 miles s. of Sidney, with a large local trade. Population, 200.

**Quarry** (Sussex co.), mail Quarryville.

**Quarryville** (Sussex co.), a post village at Quarry Station of the New Jersey Midland Railroad, 3 miles n.n.e. of Deckertown, having a large local trade, a good shipping trade, and quarries of superior building stone; it is 4 miles s. of Unionville, Orange co., N.Y. Population, 64.

**Queenston** (Mercer co.) See PRINCETON.

**Quinton** (Salem co.), a post village on the Alloways Creek, 3 miles s.s.w. of Alloway Station, and 4 miles s.e. of Salem, having a large local trade and extensive glass works. Population, 400.

**Quinton's Bridge** (Salem co.), mail Quinton.

**Ragtown** (Cumberland co.), mail Dividing Creek.

**Rahway** (Union co.), a city with a population of 6454, on the Rahway River,  $3\frac{1}{2}$  miles above its mouth; it is intersected by the Philadelphia and New York (Pennsylvania through line) Railroad,  $5\frac{1}{2}$  miles s.w. of Elizabeth, and a five-mile railroad connects it with Perth Amboy; it has a very large domestic trade and a large export trade, while its manufactures are both extensive and valuable, including springs, axles, and wheels for railroad cars, woolen fabrics, printing presses, clothing, shoes, carriages, etc.; its business sustains two national banks, two savings banks, and two newspapers.

**Rahway Neck** (Middlesex co.), mail Rahway.

**Railroad Mills** (Middlesex co.), mail Spotswood.

**Ralstonville** (Morris co.), mail Mendham.

**Ramapo** (Bergen co.), a hamlet on the river of the same name, and 1 mile w. of Mahwah.

**Ramapo Valley** (Bergen co.), mail Oakland.

**Rammel's Mills** (Cumberland co.), mail Bridgeton.

**Ramsey's** (Bergen co.), a post village on the Erie Railroad, 2 miles n. of Allendale, with a large local trade. Population, 469.

**Ramseysburgh** (Warren co.), mail Delaware Station.

**Ramseyville** (Warren co.), mail Washington.

**Rancocas** (Burlington co.), a post village near the creek of the same name, 2 miles n. of Masonville and 2 miles w.s.w. of Deacon's Turnout; it has a large local trade. Population, 378.

**Randall Hill Mines** (Morris co.), mail Dover.

**Randall's** (Bergen co.), a hamlet on the Jersey City and Albany Railroad, near Schraalenburg.

**Randolph** (Morris co.), mail Mount Freedom.

**Randolphville** (Middlesex co.), mail New Market.

**Raritan** (Hunterdon co.), mail Flemington.

**Raritan** (Middlesex co.), mail Metuchen.

**Raritan** (Somerset co.), a post village of 2755 inhabitants, on the river of the same name, and on the Central Railroad of New Jersey, 1 mile above Somerville; it has a large local trade, a large shipping trade, and very extensive manufactures, including a large woolen mill, a braid factory, two foundries, two machine shops, two grist mills, etc.; its business supports a national bank.

**Raritan Beach** (Middlesex co.), mail Perth Amboy.

**Raritan Landing** (Middlesex co.), mail New Brunswick.

**Raritan River Clay Co.** (Middlesex co.), mail Perth Amboy.

**Rathmore** (Bergen co.), mail Tenafly.

**Rattletown** (Morris co.), mail Flanders.

**Raven Rock** (Hunterdon co.), a post village on the Delaware River and on the Belvidere Delaware Railroad, 5 miles above Lambertville; it is opposite Point Pleasant, Pa., and its station is often called Point Pleasant Station; it has a large local trade and a considerable shipping trade in the agricultural and manufacturing products of a large district.

**Reading** (Hunterdon co.), mail Clinton.

**Readingburg** (Hunterdon co.), a hamlet near High Bridge.

**Readington** (Hunterdon co.), a post village 3 miles s.w. of North Branch Depot and 4 miles n.n.e. of Three Bridges, with a good local trade. Population, 125.

**Reaville** (Hunterdon co.), a post village 2 miles e.s.e. of Copper Hill, and 3 miles s.e. of Flemington, with a good local trade. Population, 150.

**Recklesstown** (Burlington co.), a post village 4 miles s.e. of Bordentown, with a large local trade. Population, 204.

**Red Bank** (Gloucester and Monmouth cos.), a hamlet on the bank of the Delaware River,  $6\frac{1}{2}$  miles below Camden, the site of which was the scene of a

famous battle of the revolution, in which the Americans defeated a superior force of Hessians, October 21, 1777; (2) a flourishing post town on the Navasink River, where it expands into a wide bay or inlet, and at the intersection of the Central Railroad of New Jersey and the New Jersey Southern. It has daily steamboat communication with New York city. Its local trade is very large, and its export trade in oysters and the various products of the Shrewsbury district is both extensive and valuable, as are also its manufactures, including a large foundry, a brush factory, two steam sawing and planing mills, etc. It has a first-class hotel, two national banks, a newspaper, and a population of 3800.

**Red Lion** (Burlington co.), a post hamlet 3 miles s. of Vincentown.

**Red Lion** (Gloucester co.), mail Unionville.

**Red Mills** (Bergen co.), a village near Lodi, having a blanket and a lumber mill.

**Red Oak Grove** (Burlington co.), mail Woodmansie.

**Red Tavern** (Middlesex co.), mail Hightstown.

**Red Valley** (Monmouth co.), a post hamlet 2 miles n.e. of Imlaystown, with a grist mill. Population, 150.

**Reere**, or **Reere's Station** (Burlington co.), a hamlet on the Medford Railroad, 2 miles s. of Lumberton. Population, 36.

**Reedtown** (Atlantic co.), mail Oceanville.

**Reeves Mill** (Cumberland co.), mail Manumuskintown.

**Reeves Mill** (Gloucester co.), mail Pitman Grove.

**Reimersville** (Sussex co.), mail Beemerville.

**Reliat** (Burlington co.), mail Buddtown.

**Repaupo** (Gloucester co.), a post hamlet on the Delaware River, near Repaupo station of the Delaware Shore Railroad, 9¼ miles w. of Woodbury. Population, 47.

**Remsterville** (Salem co.), mail Allowaystown.

**Rhod Hill** (Middlesex co.), a hamlet near Jamesburg.

**Rhode Hall** (Middlesex co.), mail Jamesburg.

**Ricefield** (Somerset co.), mail Roysfield.

**Rice's Mills** (Warren co.), mail Hackettstown.

**Rice's Pond** (Warren co.), mail Hope.

**Riceville** (Monmouth and Somerset cos.), a hamlet adjoining Navasink, supported by fishing; (2) a name sometimes applied to Roysfield—originating, possibly, in mispronunciation.

**Richard Mine** (Morris co.), mail Port Oram.

**Richard's Hill** (Gloucester co.), a former name of Jefferson.

**Richfield** (Passaic co.), a flourishing village of 500 inhabitants.

**Richfield** (Passaic co.), a post village on the Paterson and Newark branch of the Erie Railway, 4 miles s. of Paterson; it has a good local trade.

**Richmanton** (Salem co.), mail Yorketown.

**Richmanville** (Salem co.), a hamlet near Yorketown. Population, 31.

**Richmond** (Salem co.), mail Yorketown.

**Richmond Hill** (Mercer co.), mail Trenton.

**Richmondville** (Salem co.), a hamlet 2¼ miles n. of Yorketown. Population, 28.

**Ridge** (Middlesex co.), mail Kingston.

**Ridgefield** (Bergen co.), a post hamlet on the Northern Railway, 3 miles n. of Granton; it has a large hotel for summer boarders. Population, 317.

**Ridgefield Junction** (Bergen co.), mail Ridgefield.

**Ridgefield Park** (Bergen co.), a hamlet on the New Jersey Midland, 2 miles s. of the junction of the Jersey City and Albany Railroad, and 4 miles n. of New Durham.

**Ridgefieldtown** (Ocean co.), mail Barnegat.

**Ridge Road** (Essex co.), mail Verona.

**Ridge Road** (Morris co.), a hamlet near Cedar Grove.

**Ridgewater** (Somerset co.), mail Martinsville.

**Ridgeway** (Ocean co.), a hamlet on the Ridgeway Brook and on the New Jersey Southern Railroad, 2 miles n.e. of Manchester and 5 miles n. of Whiting.

**Ridgewood** (Bergen and Essex cos.), a post village on the Erie Railway, 3 miles n.n.e. of Hawthorne, with a large local trade, a good shipping trade, and a population of 926; (2) a hamlet on the Denville branch of the Morris and Essex Railroad, ¼ mile n.w. of Bloomfield.

**Ridgewood Works** (Essex co.), mail Bloomfield.

**Riegelsville** (Sussex co.), mail Beemerville.

**Riegelsville** (Warren co.), a post village on the Delaware River, opposite a post village of the same name in Bucks co., Pa. (with which it is connected by a bridge), at the mouth of the Musconetcong River, with Mount Joy on the opposite bank of the latter river; it is also on the Belvidere Delaware Railroad, 9 miles s.e. of Phillipsburgh. It has a very large local trade, a large and valuable shipping trade, a large paper mill, two lumber mills, a grist mill, etc. Population, 476.

**Rifton Mills** (Warren co.), mail Belvidere.

**Ringoes** (Hunterdon co.), a post village 1 mile s.e. of Ringoes Station, a hamlet on the Flemington branch of the Belvidere Delaware Railroad, 4¼ miles s. of Flemington and 5 miles n.n.e. of Lambertville; the village has a large local trade. Population, 300.

**Ringoes Station** (Hunterdon co.), mail Ringoes.

**Ringwood** (Passaic co.), a post village on the Ringwood River, and the northeastern terminus of the Ringwood branch of the Montclair and Greenwood Lake Railroad, 3 miles n.n.e. of Ringwood Junction, a hamlet 6 miles n.n.e. of Pompton Junction. The village has a large local trade, a large export trade in the products of a fertile district, and in iron ore, etc.; excellent iron ore is found here, but not properly mined. Population, 600.

**Ringwood Junction** (Passaic co.), mail Ringwood.

**Rio Grande** (Cape May co.), a post hamlet on the West Jersey Railroad, 6¼ miles n.n.e. of Cape May. Population, 184.

**Rio Grande Village** (Cape May co.), mail Rio Grande.

**Rising Sun Square** (Burlington co.), mail Bordentown.

**Risleyville** (Atlantic co.), a hamlet 1 mile s. of Pleasantville.

**Riverdale** (Morris co.), a village on the Pequannock River and on the Montclair and Greenwood Lake Railroad, 1 mile s. of Pompton Junction, with a good local and a shipping trade in farm produce and manufactures.

**River Edge** (Bergen co.), a post hamlet on the Hackensack River and on the New Jersey and New York Railroad,  $3\frac{1}{4}$  miles n. of Hackensack. Population, 150.

**River Road** (Hudson co.), mail Guttenburgh.



FOR SANDY HOOK AND LONG BRANCH.

**Riverside** (Burlington and Passaic cos.), a post village on the Delaware River, at the mouth of the Rancocas Creek and on the Camden and Amboy Railroad,  $10\frac{1}{4}$  miles n.e. of Camden, having a population of 600, a large local trade, a large shipping trade by water and rail, a pottery and a tannery; population, 900; (2) a station of the New Jersey Midland Railroad, on the Passaic River, opposite Paterson on the north, contiguous to or identical with Hawthorne.

**Riverton** (Burlington co.) a post village on the Delaware River and on the Camden and Amboy Railroad, 3 miles below Riverside, with a good local trade and a shipping trade by water and rail. Population, 600.

**Riverton** (Morris co.), mail Mendham.

**Rivervale** (Bergen co.), a post village on the Hackensack River, 2 miles n.e. of Westwood and  $2\frac{1}{4}$  miles n.w. of Norwood, having a large local trade and a manufactory of folding chairs. Population, 379.

**River View** (Bergen co.), mail River Edge.

**Roadstown** (Cumberland co.), a post village  $4\frac{1}{2}$  miles w. of Bridgeton, with a large local trade. Population, 200.

**Robbins Tavern** (Cumberland co.), mail Port Norris.

**Robbinsville** (Mercer co.), a post village at Newtown station of the Camden and Amboy Railroad, 7

miles n.e. of Bordentown, with a good local trade. Population, 100.

**Robertsville** (Monmouth co.), a hamlet 2 miles w. of Hillsdale.

**Rockdale** (Bergen co.), a hamlet on the Passaic River, opposite Paterson on the north-east.

**Rochelle Park** (Bergen co.), a post hamlet on the New Jersey Midland Railroad, e. of Paterson.

**Rockaway** (Hunterdon co.), mail Whitehouse.

**Rockaway** (Morris co.), a post village of 1500 inhabitants, on a river of the same name, on the Morris Canal,  $\frac{1}{4}$  mile from Rockaway station of the Morris and Essex Railroad, which is 2 miles e.n.e. of Dover. Rockaway is the southern terminus and the junction of one of the railroads to Mount Hope, and of the Hibernia Mines Railroad. It is one of the most important villages and a business centre of the rich mining district of northern New Jersey; it has a very large local trade, an extensive and valuable export trade in the ores and manufactured products of the vicinity, a large rolling mill, a large foundry, a forge, etc.

**Rockaway Neck** (Morris co.), a hamlet near Hanover.

**Rockaway Valley** (Morris co.), a hamlet on the Rockaway River, n. of Boonton.

**Rockdale** (Passaic co.), mail Paterson.

**Rocklawn**, or **Rocktown** (Hunterdon co.), a hamlet  $2\frac{1}{4}$  miles s. of Ringoes.

**Rock Mill** (Somerset co.), a hamlet near Skillman.

**Rockport** (Sussex and Warren cos.), a hamlet 2 miles w. of Unionville, N. Y.; a village on the Morris Canal and on the Morris and Essex Railroad, 3 miles s.s.w. of Hackettstown, with a good local trade.

**Rockroad** (Passaic co.), mail Paterson.

**Rocksburg**, or **Boxburg** (Warren co.), a post village on the Delaware River and on the Belvidere Delaware Railroad,  $3\frac{1}{4}$  miles below Belvidere, with a good local trade, a shipping trade, a foundry, a plough factory, and quarries where limestone of a pink color is obtained. Population, 200.

**Rock Spring** (Essex co.), mail Orange.

**Rocktown** (Hunterdon co.), mail Ringoes.

**Rocky Hill** (Somerset co.), a post village on the western bank of the Millstone River and the Raritan Canal, and  $\frac{1}{4}$  mile w. of Rocky Hill Station, the western terminus of the Rocky Hill branch of the Philadelphia and New York (Pennsylvania through line) Railroad, 5 miles w.n.w. of Monmouth Junction. The village has a large local trade, a large shipping trade in the products of a fine farming district and in stone and manufactured goods, a woolen mill, a grist mill and quarries of building stone. Population, 700. (See WASHINGTON'S HEADQUARTERS.)

**Rocky Hill Station** (Somerset co.).

**Rose Band** (Passaic co.), mail Paterson.

**Rose Cottage** (Warren co.), mail Hope.

**Rosedale** (Mercer co.), mail Mount Rose.

**Rosedale Mills** (Mercer co.), mail Princeton.

**Roseland** (Somerset co.), mail Bound Brook.

**Roseland** (Essex co.), a post village at the base of the Second Mountain, 5 miles w.n.w. of Orange, having a large local trade and a shoe factory. Population, 500.

**Roselle** (Union co.), a post village on the Central Railroad of New Jersey, 3 miles w. of Elizabeth, the seat of several schools of excellent repute, and having a large local trade. Many business men of the cities of Newark, Jersey City and New York reside here. Population, 567.

**Roselyn** (Essex co.), a hamlet near Caldwell.

**Rosemont** (Hunterdon co.), a hamlet near Raven Rock. Population, 100.

**Rosenhayn** (Cumberland co.), a post hamlet on the New Jersey Southern Railroad, 5 miles n.e. of Bridgeton. Population, 200.

**Rose Park** (Essex co.), mail Belleville.

**Roseville** (Morris co.), mail Dover.

**Roseville** (Essex and Sussex cos.), a former village, now a station in the city of Newark, at the junction of the Denville branch with the Orange, Chatham and Morristown line of the Morris and Essex Railroad; (2) a hamlet and summer resort near the Hopatcong Lake, and  $2\frac{1}{4}$  miles e. of Whitehall; it is in a delightful and beautiful rolling country, on the side of a small stream, but the presence of a large amount of excellent iron ore is likely to convert it into an active mining village.

**Roseville Mines** (Sussex co.), mail Andover.

**Ross Corner** (Sussex co.), mail Augusta.

**Rossfield** (Somerset co.), mail Somerville.

**Roswell Station** (Union co.), mail Elizabeth.

**Roulon's Road** (Gloucester co.), mail Swedesborough.

**Roundabout** (Middlesex co.), mail South River.

**Roundhay** (Essex co.), mail Belleville.

**Round Top Schoolhouse** (Somerset co.), mail Martinsville.

**Round Valley** (Hunterdon co.), mail Lebanon.

**Rowantown** (Camden co.), mail Haddonfield.

**Rowland Mills** (Hunterdon co.), a post hamlet on the south branch of the Raritan River and on the Lehigh Valley Railroad, 4 miles n.w. of Flemington Junction, with a grist and a lumber mill. Population, 27.

**Roxbury** (Warren co.), a misspelling of Rocksbury.

**Roxbury** (Morris co.), mail Drakesville.

**Roxbury Township** (Morris co.), mail Budd's Lake.

**Roxbury Township** (Sussex co.), mail Flanders.

**Roysfield** (Somerset co.), a post village on the Lehigh Valley Railroad, with a station on the Flemington and Somerville branch of the Central Railroad of New Jersey, 2 miles s. of Somerville; it has a good local trade and some shipping trade. Population, 46.

**Rues Corners** (Burlington co.), mail Fellowship.

**Rulon's Road** (Gloucester co.), mail Swedesborough.

**Rumsen** (Monmouth co.), mail Fair Haven.

**Runynton** (Somerset co.), a hamlet on the Millstone River and on the Raritan Canal, opposite Blackwell's Mills and 2 miles s. of East Millstone.

**Rural Place** (Morris co.), mail Stanhope.

**Rushberg** (Bergen co.), mail Edgewater.

**Russellville** (Bergen co.), mail Rivervale.

**Russia** (Morris co.), mail Milton.

**Rustle** (Morris co.), a post hamlet at Drakesville Station.

**Rutherford, or Rutherford Park** (Bergen co.), a post village on the Passaic River and on the Denville branch of the Delaware, Lackawanna and Western and the Erie Railroads,  $3\frac{1}{4}$  miles below Passaic. The name of the postoffice and of the station of the Denville road is simply Rutherford, while the name of the station of the Erie road is Rutherford Park, by which the village is mostly designated (the two were at one time separate hamlets). The village has a large local trade, a planing mill, a hotel and many elegant mansions of retired and of active business men of Jersey City, Newark and New York. Population, 900.

**Rutherford** (Sussex co.), mail Vernon.

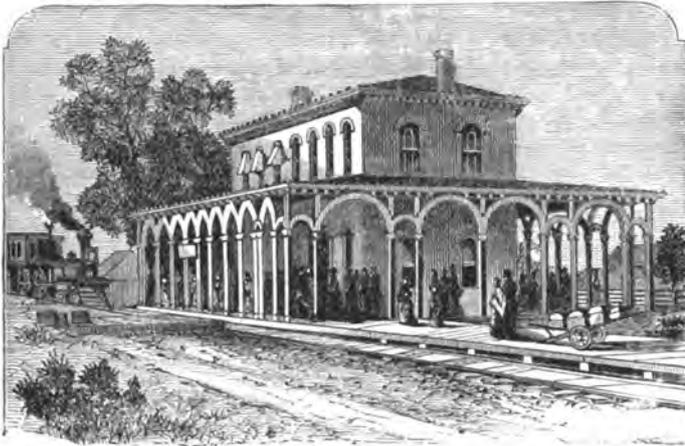
**Saddle River** (Bergen co.), a post village on a tributary of the Passaic River, 2 miles n.e. of Allendale, having a large local trade, a foundry, a woolen mill and an extensive edge-tool manufactory. Saddle River township at one time extended to the northern limit of the county, and westward beyond the present site of Paterson, and this village was then its chief hamlet. The township was so named after the Passaic River, which was usually called Saddle River in this part of its course, in consequence of its peculiar curves around the subsequent site of Paterson. Population, 325.

**Saddle River Valley** (Bergen co.), mail Hohokus.

**Saddlertown** (Camden co.), mail Haddonfield.

**Salem** (Sussex co.), mail Deckertown.

**Salem** (Salem co.), a city, the capital of the county, on the Salem River (or creek),  $3\frac{1}{4}$  miles above its mouth (called Salem Cove) in the Delaware River, and the western terminus of the Salem branch of the West Jersey Railroad,  $42\frac{1}{4}$  miles by rail, nearly 50 by water, and about 30 in a direct line s.w. of Camden. It is an active, busy little city, and is steadily growing in substantial wealth, though its growth in population has not been large in the last decade, having been 4555 in 1870, and being only 5353 in 1880. It is the business centre of a large and fertile farming district, has a large local trade and a very large and valuable export trade, by both rail and water, steamboats plying daily (during the summer season two steamers daily), except in the winter months, and many sailing vessels at frequent intervals, between Salem and Philadelphia. It has also considerable manufactures, the leading establishments being a large foundry, two glass works, four extensive canning establishments, an oil-cloth factory, one large flour mill, three carriage factories, planing mill, etc. Its business sustains a



STATION ON THE LEHIGH VALLEY RAILROAD.

national bank and two newspapers. The first English settlement was made here in 1641. (See article on SALEM COUNTY.)

**Salina** (Gloucester co.), a post hamlet near Barnsborough. Population, 100.

**Salterville** (Hudson co.), a former post village, now a part of Bayonne.

**Samptown** (Middlesex co.), mail Plainfield.

**Sand Brook** (Hunterdon co.), a post village 4 miles s.w. of Flemington. Population, 76.

**Sanderson** (Warren co.), mail Hainesburg.

**Sanderstown** (Sussex co.), mail Deckertown.

**Sand Hills** (Mercer co.), mail Yardville.

**Sand Hills** (Middlesex co.), mail Deans.

**Sandiston** (Sussex co.), a hamlet near Hainesville.

**Sandtown** (Burlington co.), a hamlet between Medford and Vincentown.

**Sandy Hill** (Passaic co.), mail Paterson.

**Sandy Hill** (Morris co.), mail Madison.

**Sandy Hill** (Hunterdon co.), mail Annandale.

**Sandy Hook Pier** (Monmouth co.), a fishing hamlet and landing  $1\frac{1}{2}$  miles s. of the lighthouse at the point of Sandy Hook, and the northern terminus of an arm of the New Jersey Southern Railroad. Large quantities of oysters, produce, etc., are brought here by rail and shipped by water for New York and elsewhere.

**Sandy Hook Pier** (Monmouth co.), mail New York.

**Sandy Hook Station** (Monmouth co.), mail New York.

**Sandy Ridge** (Hunterdon co.), mail Stockton.

**Sandy Stone** (Sussex co.), mail Layton.

**Sandy View** (Monmouth co.), mail Middletown.

**Santa Anna** (Gloucester co.), mail Cedar Lake.

**Santlago Park** (Passaic co.), mail Passaic.

**Sarepta** (Warren co.), mail Hope.

**Sawyer's Grove** (Middlesex co.), mail Rahway.

**Saxton's Falls** (Warren co.), mail Hackettstown.

**Sayersville, or Sayreville** (Middlesex co.), a post village on the Raritan River, midway between New Brunswick and South Amboy, with a good local trade

and manufactures of fire bricks, other bricks and earthenware. Population, 900.

**Schenck's Mills** (Somerset co.), mail Pluckemin.

**Schetterville** (Cumberland co.), mail Millville.

**Schofield** (Morris co.), mail Milton.

**Schofield Mines** (Morris co.), a mining hamlet of the Ogden mining district.

**Schooley's Mountain** (Morris co.), a post village and summer resort on the southern and southwestern slope of the mountain (1200 feet altitude) of the same name, 2 miles e.s.e. of Rockport and 3 miles w. of Naught-

ville. It has a fine chalybeate medicinal spring (containing carbonated oxide of iron with salts of lime, soda and magnesia), two good hotels and several boarding houses. Iron ore has been found within a few years here and along the southeastern side of the mountain to Mount Olive, and mining is in successful operation. Population, 163.

**Schraalenburg** (Bergen co.), a post village on the Jersey City and Albany branch of the New Jersey Midland Railroad, near Hackensack; it has a good local trade. Population, 386.

**Schutzen Park** (Hudson co.), mail New Durham.

**Schuyler's Basin** (Passaic co.), mail Pompton.

**Schuyler's Mine** (Essex co.), mail Belleville.

**Scobeyville** (Monmouth co.), a post hamlet 4 miles w.s.w. of Eatonton. Population, 200.

**Scotch Hill** (Passaic co.), mail Paterson.

**Scotch Mountain** (Warren co.), mail New Village.

**Scotch Plains** (Union co.), the postoffice name of Fanwood. Population, 500.

**Scotland Road** (Essex co.), mail South Orange.

**Scott's Corners** (Middlesex co.), a hamlet near Plainsborough.

**Scrabletown** (Hunterdon co.), a hamlet near Whitehouse Station.

**Scrapetown** (Burlington co.), near New Lisbon.

**Scudder's Falls** (Mercer co.), a hamlet on the Delaware River and on the Belvidere Delaware Railroad, 1 mile above Greensburg.

**Sculltown** (Salem co.), a former name of Auburn.

**Scullville** (Atlantic co.), mail Steelmanville.

**Sea Breeze** (Cumberland co.), a hamlet and bathing resort on the Delaware Bay, with a landing to which steamboats ply daily during the summer from Philadelphia; it has a hotel, excursion house, etc.

**Seabright** (Monmouth co.), a post village and summer resort on the Sandy Hook peninsula and on the New Jersey Southern Railroad, having a hotel, boarding houses, and cottages for summer visitors. Population, 600.

**Sea Girt** (Monmouth co.), a village and summer resort on the Central Railroad of New Jersey, 1 mile n. of Manasquan, having boarding houses, a fine beach for bathing, etc. Population, 47.

**Sea Grove** (Monmouth co.), mail Spring Lake.

**Sea Grove** (Cape May co.), a former name of Cape May Point.

**Seallstown** (Morris co.), near Schooley's Mountain.

**Sealton** (Hunterdon co.), mail Flemington.

**Sea Plain** (Monmouth co.), a post village on the ocean and on the Central Railroad of New Jersey, between Ocean Beach and Spring Lake; it is mainly a private summer resort consisting of handsome villas and mansions. Population, 248.

**Sea Side Park** (Ocean co.), mail Toms River.

**Sea View** (Cumberland co.), mail Fairton.

**Seaview** (Atlantic co.), mail Linwood.

**Seaview House** (Monmouth co.), mail Oceanic.

**Seaville** (Cape May co.), a post village 3 miles from the ocean and 3 miles n.e. of Seaville station of the West Jersey Railroad, having a large local trade and considerable interest in fishing and cranberry culture. Population, 106. (See SOUTH SEAVILLE.)

**Secaucus** (Hudson co.), a hamlet on the Erie Railroad where it crosses the Hackensack River. Population, 500.

**Second River** (Essex co.), mail Belleville.

**Selgelville** (Union co.), mail Elizabeth.

**Serapy** (Warren co.), mail Bridgeville.

**Sergeantsville** (Hunterdon co.), a post village 4 miles w. of Ringoes Station, with a large local trade. Population, 214.

**Seton Hall** (Essex co.), mail South Orange.

**Seven Mile Beach** (Cape May co.), mail Townsend Inlet.

**Sextonsville** (Hunterdon co.), near Tumble.

**Shady Side** (Bergen co.), mail Fairview.

**Shamong** (Burlington co.), a post village on the New Jersey Southern Railroad, 12 miles s.w. of Whiting, having a good local trade and some shipping trade; it is on the west branch of the Wading River, which affords power for a lumber mill.

**Shamong** (Burlington co.), population, 100.

**Shamong Township** (Burlington co.), mail Atsion.

**Shanersport** (Hunterdon co.), mail West End.

**Shark River** (Monmouth co.), a former name of Hamilton.

**Shark River Station** (Monmouth co.), mail Hamilton.

**Sharon, or Sharon Station** (Monmouth co.), the station name of New Sharon.

**Sharptown** (Salem co.), a post village on the Salem River, and 5 miles n.w. of Yorketown, with a good local trade. Population, 250.

**Sharonville** (Union co.), mail Plainfield.

**Shay's Corners** (Warren co.), mail Hainesburg.

**Shedakers** (Burlington co.), mail Burlington.

**Shelltown** (Burlington co.), a hamlet on the Crosswicks Creek, and 3¼ miles w. of Cream Ridge.

**Shelltown** (Monmouth co.), mail Ellisdale.

**Sheppard's Mills** (Cumberland co.), a hamlet on the Bayside extension of the Bridgeton branch of the West Jersey Railroad, 5 miles s.w. of Bridgeton.

**Shiloh** (Cumberland and Warren cos.), a post village 4 miles n.w. of Bridgeton, with a good local trade, population, 414; (2), a hamlet on the north branch of the Pequest River to the west of the Jenny Jump Mountains, and 5 miles s.s.e. of Blairstown.

**Shimer & Clayton Mills** (Ocean co.), mail Metedeconk.

**Shimers** (Warren co.), a village. Population, 500.

**Shippenport** (Morris co.), a hamlet on the Morris Canal and on the Morris and Essex Railroad, 2 miles e. of Stanhope Station.

**Shippensport** (Warren co.), mail Hainesburg.

**Shirley** (Salem co.), population, 200.

**Shoal Harbor** (Monmouth co.), mail Port Monmouth.

**Shoemaker's Landing** (Warren co.), mail Calno.

**Shoreville** (Monmouth co.), mail Ocean Beach.

**Short Hills** (Union co.), mail Scotch Plains.

**Shrewsbury** (Monmouth co.), a post village on the Shrewsbury River and on the New Jersey Southern Railroad, 2 miles s. of Red Bank; Shrewsbury Station is 1 mile n.e. on the Shrewsbury Inlet and on the Central Railroad of New Jersey; the inlet has some of the finest oyster beds of the coast, and the village and its station have a large and valuable export trade in the oysters, etc., taken here and in the vicinity, and a good local trade. Population, 274.

**Shrewsbury Station** (Monmouth co.).

**Shriverville** (Burlington co.), mail Smithville.

**Sicklerville, or Sicklertown** (Camden co.), a post village on the Williamstown Railroad, 5 miles s.s.w. of Atco, having a large manufactory of glass hollow-ware. Population, 150.

**Sloomaec** (Bergen co.), a hamlet s. of Pompton.

**Sidney** (Hunterdon co.), a post village on the Lehigh Valley Railroad, 9 miles e.s.e. of Bloomsburg, with a good local trade and some shipping trade, which will be materially increased upon the completion of a projected railroad from Sidney to Millington, shortening the distance to New York. Population, 67.

**Silverton** (Ocean co.), a post village on the Barnegat Bay, near its northern extremity, and 4 miles n.n.e. of Toms River; it is supported chiefly by fishing, and has a good local trade. Population, 250.

**Singac** (Passaic co.), a post village on the Passaic River, on the Morris Canal, and on the Montclair and Greenwood Lake Railroad, 1 mile s. of Mountain View; it has a large local trade, a good shipping trade, an extensive carpet factory, and a lumber mill.

**Six Mile Run** (Somerset co.), a post village.

**Six Roads** (Union co.), mail Rahway.

**Skillman** (Somerset co.), a hamlet on the Delaware and Bound Brook Railroad, 4 miles n.n.e. of Hope-well. Population, 30.

**Skunktown** (Warren co.), mail Blairstown.

**Slabtown** (Warren co.), mail Blairstown.

**Slatenburgh** (Passaic co.), mail Newfoundland.

**Slaters** (Passaic co.), mail Bloomingdale.

**Slanter Dam** (Passaic co.). Population, 29.

**Slaughterdam** (Bergen co.), a hamlet on the Passaic River opposite Paterson, 1 mile s. of Rochdale.

**Sluice Creek** (Cape May co.), mail South Dennis.

**Smalleytown** (Somerset co.), a hamlet  $2\frac{1}{2}$  miles s. of Gillette.

**Small Lots** (Bergen co.), mail Hawthorne.

**Smithburg** (Monmouth co.), a post hamlet 5 miles s.w. of Freehold. Population, 34.

**Smithfield** (Sussex co.), a hamlet s.e. of Hamburg.

**Smithfield** (Warren co.), mail Water Gap, Pa.

**Smith's Corners** (Warren co.), mail Hainesburg.

**Smith's Hill** (Sussex co.), a hamlet near Newton.

**Smith's Hotel** (Burlington co.), mail Atsion.

**Smith's Landing** (Atlantic co.), a post village on the Lake's Bay, 1 mile from Pleasantville, with extensive fisheries, oyster beds, and a good local trade. Population, 302.

**Smith's Mills** (Sussex co.), mail Monroe.

**Smith's Mills** (Passaic co.), a post hamlet on the Pequannock River and on the New Jersey Midland Railroad,  $3\frac{1}{4}$  miles w. of Pompton Junction.

**Smith's Turnout** (Mercer co.), a hamlet on the Trenton branch of the Camden and Amboy Railroad,  $2\frac{1}{2}$  miles n.n.w. of Bordentown.

**Smithville** (Passaic co.), mail Smith's Mills.

**Smithville** (Atlantic, Burlington and Monmouth cos.), a hamlet  $2\frac{1}{4}$  miles s.e. of Port Republic and 1 mile w. of Leed's Point; (2), a post village on the Rancocas Creek,  $1\frac{1}{2}$  miles above Mount Holly,  $\frac{3}{4}$  mile n. of Evansville, having a good local trade, a large foundry, a machine shop, and a grist mill, population, 300; (3), now part of Freehold.

**Snake Hill** (Hudson co.), mail Jersey City.

**Snow Hill** (Camden co.), a hamlet near Haddonfield.

**Snuff Mills** (Middlesex co.), mail Spotswood.

**Snufftown**, or **Snuffletown** (Sussex co.), a village 15 miles n.e. of Newtown.

**Snufftown** (Ocean co.) mail New Egypt.

**Snydertown** (Hunterdon co.), near Ringoes.

**Socamac** (Passaic co.), mail Boonton.

**Sodom** (Hunterdon co.), mail Glen Gardner.

**Soho Copper Works** (Essex co.), mail Belleville.

**Solltude** (Hunterdon co.), mail Clinton.

**Somerset Junction** (Mercer co.), a hamlet on the Delaware River and on the Belvidere Delaware Railroad, 7 miles above Trenton, the southwestern terminus and junction of the Mercer and Somerset branch of the Belvidere Delaware Railroad.

**Somers Point** (Atlantic co.), a post village, summer resort, and port of entry on the Great Egg Harbor, 6 miles s.s.w. of Pleasantville, having a very large export trade and two hotels. Population, 50.

**Somerstown** (Atlantic co.), mail Oceanville.

**Somerville** (Camden co.), mail Kirkwood.

**Somerville** (Somerset co.), a post village, the capital of the county, on the Raritan River and on the Central Railroad of New Jersey, the northeastern terminus and junction of the Flemington and Somerville branch of the Central; it is about 15 miles e.n.e. of Flemington, 25 miles w.s.w. of Elizabeth, and about 25 miles (in a direct line) n. of Trenton; it has a very large local trade, a large shipping trade in grain, vegetables, etc., and in manufactured goods, and manufactures of sashes and blinds, shoes, shirts, soap, bricks, carriages, etc.; its business supports a national bank, a State bank, and three newspapers. The population was 3243 in 1875, and 4000 in 1880.

**South Amboy** (Middlesex co.), a post village on the Raritan Bay, on the south side of the mouth of the Raritan River, the northeastern terminus of the Camden and Amboy Railroad, and connected with New York by steamboat; it is 61 miles n.e. of Camden, and about 27 miles s.s.w. of New York; it has a good local trade, a large railroad traffic, not extensive manufactures (its manufacturing establishments consisting only of a machine shop, a railroad repair shop, and a pottery), and a population of 3648.

**Southampton** (Burlington co.), mail Red Lion.

**Southard** (Monmouth co.).

**South Bergen** (Hudson co.), mail Jersey City.

**South Bound Brook** (Somerset co.), a hamlet on the Raritan Canal and the Raritan River, opposite Bound Brook.

**South Branch** (Somerset co.), a post hamlet on the South Branch of the Raritan River, 2 miles n. of Flagtown. Population, 147.

**South Brunswick** (Middlesex co.), mail Dayton.

**Southburgh** (Monmouth co.), mail Long Branch.

**South Camden** (Camden co.), mail Camden.

**South Dennis**, or **South Dennisville** (Cape May co.), a post village separated from Dennisville by the Dennis Creek, having a large local trade; boats and small sailing vessels are built here, and there are several cranberry bogs in the vicinity owned by residents here. Population, 446.

**South Elizabeth** (Union co.), mail Elizabeth.

**South Orange** (Essex co.), a post village on the Morris and Essex Railroad,  $2\frac{1}{4}$  miles s.s.w. of Orange, a delightful place of residence, in the charming region of the Orange Mountain, having a large number of elegant villas and mansions, the abodes of retired and active business men of the neighboring cities, and of prosperous local merchants, manufacturers, etc.; the village has a large local trade, manufactures of gelatine and hats, and a population of 2178.

**South Pemberton** (Burlington co.), mail Pemberton.

**South Plainfield** (Middlesex co.), a hamlet on the Lehigh Valley Railroad, 3 miles n.w. of Metuchen and 3 miles s. of Plainfield.

**South River**, or **Washington** (Middlesex co.), a post village on the Manalapan (or South) River,  $2\frac{1}{2}$  miles n. of Old Bridge (South River Station); it has a

population of 1000, a large local trade and several brickyards.

**South River Station** (Middlesex co.), mail Old Bridge.

**South Seaville** (Cape May co.), a post village at Seaville station of the West Jersey Railroad, 19 miles n.n.e. of Cape May, and 3 miles s.w. of Seaville; it has a large local trade, some railroad traffic, and a population of 300.

**South Somerville** (Somerset co.), a former name of Roysfield.

**South Stanhope** (Morris co.), mail Stanhope.

**Southtown** (Warren co.), a hamlet adjoining Johnsonburg on the south, with a postoffice designated Howard.

**South Trenton** (Mercer co.), mail Trenton.

**South Vernon** (Sussex co.), a village s.w. of Vernon, the terminus of the South Vernon branch of the Sussex Railroad, with a postoffice designated McAfee's Valley, by which name the village is now mostly known.

**South Vineland** (Cumberland co.), a post village on the West Jersey Railroad, 3 miles s. of Vineland, having a good local trade, a shipping trade, chiefly in fruit, and manufactures of rope, carriages and wagons, etc. Population, 1500.

**South Woodbridge** (Middlesex co.), mail Woodbridge.

**Sparta** (Sussex co.), a post village of 700 inhabitants, near the head of the Wallkill Valley, 5 miles s. of Sparta Station, a hamlet on the Sussex Railroad, 2 miles w. of its junction with the New Jersey Midland; it is a very important village of the zinc and Franklinitic district, has a large local trade, two large grist mills, two hotels, and mines of excellent zinc and one of iron.

**Sparta Station** (Middlesex co.), mail Perth Amboy.

**Sparta Station** (Sussex co.), mail Newton.

**Spa Springs** (Middlesex co.), mail Woodbridge.

**Speartown** (Essex co.), mail Montclair.

**Speedwell** (Burlington co.), a hamlet on the West Branch of the Wading River, 3 miles s.e. of Harris.

**Speertown** (Morris co.), mail Port Oram.

**Split Rock** (Morris co.), a mining village 2½ miles n.e. of Hibernia, with a hot-blast furnace.

**Spotswood** (Middlesex co.), a post village on the Manalapan River, at the mouth of the Matchaponix Creek, and on the Camden and Amboy Railroad, 4 miles n.n.e. of Jamesburg; it has a large local trade, a good shipping trade, and two manufactories of tobacco and snuff. Population, 375.

**Spring Brook** (Morris co.), mail Morristown.

**Springdale** (Sussex co.), a hamlet 3 miles s.s.w. of Newton.

**Springdale** (Essex co.), mail Orange.

**Springfield** (Union co.), a post village on the Rahway River opposite Millburn, with a large paper mill and pasteboard factory, a grist mill, and a large local trade. Population, 496.

**Springfield** (Union co.), mail Jobstown.

**Spring Garden** (Essex co.), mail Franklin.

**Spring Garden** (Camden and Middlesex cos.), a hamlet near Winslow, with a glass works; (2), a hamlet near Cranberry Station.

**Spring Grove** (Passaic co.), mail Paterson.

**Spring Hill** (Burlington co.), mail Shamong.

**Spring Lake, or Spring Lake Beach** (Monmouth co.), a village and summer resort on the ocean and on the Central Railroad of New Jersey, 2¼ miles n. of Manasquan; it is on a small lake which gives it its name; it has a fine beach, comfortable accommodations for summer guests, and many private cottages and villas; Sea Plain, ½ mile north, is the nearest postoffice. Population, 500.

**Spring Mills** (Camden and Warren cos.), a post village on the Big Timber Creek, 4 miles s.w. of Kirkwood and 5 miles e. of Barnsborough; it has a good local trade, a foundry, a manufactory of agricultural implements, etc.; a stage makes daily trips to and from Camden; (2), a name sometimes applied to Springtown. Population, 95.

**Spring Mills** (Hunterdon co.), mail Milford.

**Spring Street** (Union co.), mail Elizabeth.

**Springtown** (Cumberland, Morris and Warren cos.), a hamlet 1 mile n. of Sheppard's Mills; (2), a hamlet ¾ mile w. of German Valley; (3), a post village on the Pohatcong Creek and on the Lehigh Valley Railroad, 4 miles s.e. of Phillipsburg, having a large mill, a limekiln, a large local trade and some shipping trade. Population, 256.

**Springtown Station** (Cumberland co.), mail Greenwich.

**Spring Valley** (Morris co.), mail Madison.

**Spring Valley** (Bergen co.), the postoffice name of New Milford. Population, 250.

**Spring Valley Neighborhood** (Bergen co.), mail River Edge.

**Springville** (Warren co.), a former name of Montana.

**Spruce Run** (Hunterdon co.), mail Glen Gardner.

**Squankum** (Monmouth co.), a hamlet on the New Jersey Southern Railroad, near Farmingdale.

**Squan Village** (Monmouth co.), a former name of Manasquan.

**Squire's Point** (Hunterdon co.), mail Anthony.

**Squire's Point** (Morris co.), a hamlet on the Musconetcong River, opposite Anderson.

**Squiretown** (Essex co.), a hamlet near Livingston.

**Saint Cloud** (Monmouth co.), a former name of New Branch.

**St. Cloud** (Essex co.), mail Orange.

**St. Elizabeth Academy** (Morris co.), mail Madison.

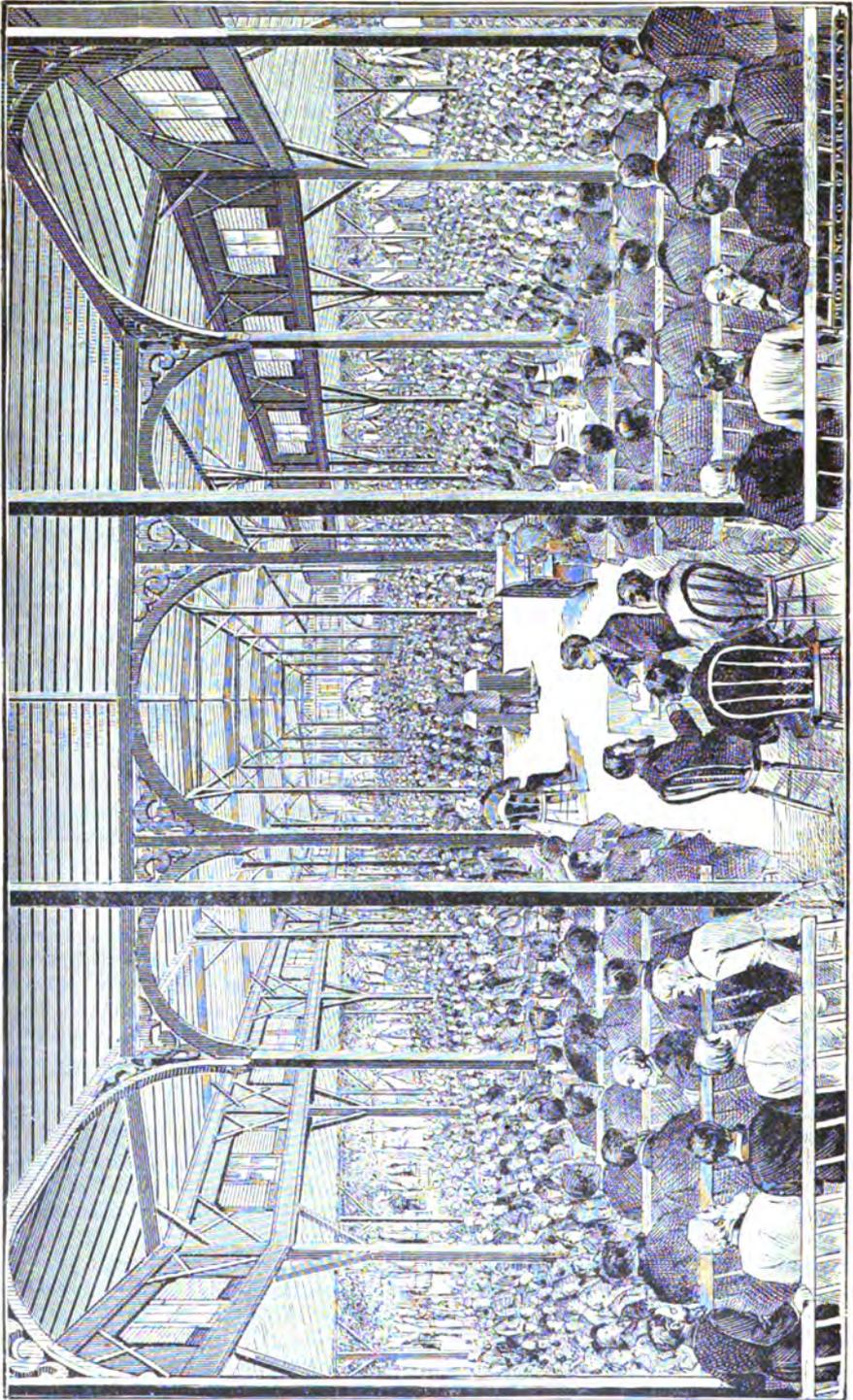
**St. James Valley** (Warren co.), mail Delaware Station.

**St. John's Hall** (Union co.), mail Summit.

**St. Joseph's College** (Morris co.), mail Madison.

**St. Mark's Hall** (Essex co.), mail Orange.

**St. Martin** (Cumberland co.), mail Rosenhayn.



GRAND AUDITORIUM OF THE OCEAN GROVE CAMP MEETING ASS'N OF THE M. E. C. COVERING HALF AN ACRE AND SEATS 4203 PEOPLE.

**St. Mary's** (Morris co.), mail Dover.

**St. Mary's Orphan Asylum** (Essex co.), mail South Orange.

**St. Mathews** (Warren co.), mail Washington.

**Staffordville** (Ocean co.), a post village  $5\frac{1}{2}$  miles n.n.e. of Tuckerton, with a good local trade, a shipping trade in oysters, etc., and largely interested in the oyster beds and fisheries of Barnegat Bay. Population, 150.

**Stanhope** (Sussex and Morris cos.), a post village on both sides of the Musconetcong River and the Morris Canal, and on the Morris and Essex Railroad, 3 miles e. of Waterloo Station; it has extensive iron works, a large local trade, a large and valuable trade in the ores and the manufactured and agricultural products of a large district, and a population of nearly 1000. The village originated in Sussex, but, since the construction of the railroad a'ong the southern shore of the river, it has crossed into Morris co., where the larger portion of the population resides.

**Stanley** (Morris co.), a hamlet near Chatham. Population, 200.

**Stanton** (Hunterdon co.), a post village on the south branch of the Raritan River and the Lehigh Valley Railroad,  $4\frac{1}{2}$  miles n.n.w. of Flemington Junction, with a good local trade and some railroad traffic. Population, 109.

**Stanton Station** (Ocean co.), mail Metedeconk.

**Star Landing** (Middlesex co.), mail Rahway.

**Starport** (Warren co.), mail Waterloo.

**State Lunatic Asylum** (Morris co.), mail Morris Plains.

**State Reform School** (Middlesex co.), mail Jamesburg.

**Statesville** (Sussex co.), a hamlet adjoining Monroe on the north.

**Steelmantown** (Cape May co.), a hamlet n.e. of Woodbine.

**Steelmanville** (Atlantic co.), a post hamlet 5 miles s.w. of Pleasantville.

**Steelmanville** (Cape May co.), mail Tuckahoe. Population, 150.

**Stelton** (Middlesex co.), a post hamlet on the Philadelphia and New York (Pennsylvania through line) Railroad,  $2\frac{1}{4}$  miles s.w. of Metuchen.

**Stephensburg** (Morris co.), a post village on the Musconetcong River, 3 miles n.w. of Middle Valley, and 2 miles e. of Port Murray, having a grist mill and a good local trade. Population, 200.

**Stephensville** (Ocean co.), mail Van Hiseville.

**Sterling**, or **Stirling** (Morris co.), a post hamlet on the New Jersey West Line Railroad, 2 miles e. of Millington. Population, 30.

**Sterling Hill** (Sussex co.), mail Sparta.

**Stevens** (Burlington co.), a hamlet on the Camden and Amboy Railroad, 2 miles e. of Burlington.

**Stevensville** (Union co.), mail Plainfield.

**Stewartsville** (Warren co.), a post village on the Morris Canal and the Morris and Essex Railroad, 5

miles e. of Phillipsburg, having a tannery, a good local trade and some shipping trade. Population, 600.

**Stiles** (Burlington co.), mail Moorestown.

**Stiles' Corner** (Burlington co.), a hamlet near Moorestown. Population, 29.

**Still Valley** (Warren co.), a hamlet near Kenndy. Population, 31.

**Stillwater** (Sussex co.), a post village on the Paulinskill, and 7 miles w.s.w. of Newton, with a good local trade and a grist mill. Population, 152.

**Stirling** (Morris co.), population, 35.

**Stittsville** (Essex co.), mail Orange.

**Stockholm** (Sussex co.) a post village on the Pequannock River and the New Jersey Midland Railroad, 3 miles n.w. of Oak Ridge, having a good local trade, a shipping trade, a tannery and a wagon factory. Population, 164.

**Stockington** (Salem co.), a hamlet:  $2\frac{1}{4}$  miles s.s.e. of Oakland.

**Stockton** (Camden and Hunterdon cos.), a former hamlet, now a part of Camden; (2), a post village on the Delaware River and the Belvidere Delaware Railroad,  $2\frac{1}{2}$  miles above Lambertville, having a good local trade, a large lumber mill, and freestone quarries. Population, 542.

**Stone Hill** (Union co.), mail Scotch Plains.

**Stone House Plains** (Essex co.), mail Brookdale.

**Stone House Plains** (Passaic co.), mail Passaic.

**Stone Mills** (Essex co.), mail Caldwell.

**Stoneport** (Sussex co.), mail Stanhope.

**Stonequarry** (Warren co.), mail Bridgeville.

**Stonetown** (Camden co.), mail Collingwood.

**Stonetown** (Passaic co.), mail Midvale.

**Stony Brook** (Mercer co.), mail Princeton.

**Stony Brook** (Morris co.), a hamlet near Boonton.

**Stony Hill** (Union co.), mail Plainfield.

**Stony Point** (Union co.), mail Scotch Plains.

**Stony Road** (Passaic co.), a hamlet on the Montclair and Greenwood Lake Railroad,  $1\frac{1}{2}$  miles s. of Ringwood Junction.

**Stotts** (Warren co.), mail Hainesburg.

**Stoutsburg** (Somerset co.), a post hamlet on the Mercer and Somerset Railroad, with a station (Mercer co.), on the Delaware and Bound Brook Railroad, 2 miles n.e. of Hopewell. Population, 37.

**Stoutsburg Station** (Mercer co.)

**Stow Creek** (Cumberland co.), mail Roadstown.

**Stoy Landing** (Camden co.), mail Haddonfield.

**Strader's Crossing** (Sussex co.), mail Augusta.

**Strawberry Hill** (Essex co.), mail Franklin.

**Strawberry Valley** (Essex co.), mail Orange.

**Stringtown** (Gloucester co.), a hamlet on the Old Man's Creek, and 5 miles w. of Unionville.

**Succasunna**, or **Succasunny** (Morris co.), a post village on the Chester branch of the Morris and Essex Railroad,  $2\frac{1}{2}$  miles s.s.w. of Port Oram, and 1 mile e. of Kenvil; it has a large local trade, a large and valuable shipping trade, and an extensive stoneware pottery. Population, 324.

**Success** (Ocean co.), a hamlet on the Ridgeway Brook, 6 miles above Ridgeway. Population, 31.

**Sugartown** (Morris co.), mail Chester.

**Summerfield** (Warren co.), mail Oxford.

**Summit** (Union co.), a post village on the Morris and Essex Railroad, at the junction of the New Jersey West Line, 12 miles (by rail) w. of Newark and 8 miles s.e. of Morristown; it is delightfully situated at the summit of the Second Mountain, and is a popular place of summer resort, having the country seats of many of the business men of the great cities to the east, and an excellent hotel and numerous boarding houses for summer visitors; it has a large local trade, a carriage and wagon factory, and a resident population of 1000.

**Summit Switch** (Sussex co.), mail Stockholm.

**Sunny Side** (Hunterdon co.), a post hamlet on the south branch of the Raritan River, opposite Stanton, with a grist mill. Population, 50.

**Sunny Side** (Essex co.), mail Belleville.

**Sunny Side** (Sussex co.), mail LaFayette.

**Sussex Mills** (Sussex co.), a post hamlet 3 miles e. of Newton. Population, 34.

**Sussex Junction** (Sussex co.), mail Franklin Furnace.

**Swain** (Cape May co.), a hamlet on the West Jersey Railroad, 15 miles n.e. of Cape May.

**Swainstown** (Cape May co.), mail Cold Spring.

**Swartswood** (Sussex co.), a post village on a beautiful lake  $2\frac{1}{2}$  miles long, called Swartont's Pond, the head of a tributary of the Paulinskill, near Newton, with a good local trade. Population, 150.

**Swayse's Mill** (Warren co.), a hamlet 4 miles e. of Delaware, on the north branch of the Pequest River, which supplies power for a large mill.

**Swedesborough** (Gloucester co.), a post village of 958 inhabitants, on the Raccoon Creek, at the head of navigation, and the southwestern terminus of the Swedesborough branch of the West Jersey Railroad, 19 miles s.w. of Camden. It has a large local trade and a very large and valuable shipping trade, by water and rail, in the products of the market gardens, orchards and dairies of one of the best farming districts of the State; it has also a foundry and other manufactories. Swedesborough Junction is  $\frac{1}{4}$  mile s. of Woodbury.

**Sweed's Mines** (Morris co.), mail Dover.

**Swing's Corner** (Salem co.), a hamlet 3 miles s. of Daretown.

**Sycamack** (Passaic co.), mail Paterson.

**Sycomac** (Bergen co.), mail Wyckoff.

**Sykesville** (Burlington co.), a post village 2 miles n. of Wrightstown, with a good local trade. Population, 200.

**Tabernacle** (Burlington co.), a post hamlet on the New Jersey Southern Railroad, 4 miles e.n.e. of Atson. Population, 37.

**Tanner's Brook** (Atlantic co.), a former name of Absecon.

**Tansborough** (Camden co.), a post village on the Williamstown Railroad,  $1\frac{1}{4}$  miles s.w. of Atco, having a good local trade and a large glass works. Population, 150.

**Tara Hall Place** (Essex co.), mail Irvington.

**Tatem** (Gloucester co.), a hamlet on the Swedesborough branch of the West Jersey Railroad,  $\frac{1}{4}$  mile w. of the junction.

**Tattletown** (Ocean co.), mail Barnegat.

**Tattletown** (Salem co.), mail Quinton.

**Taunton** (Burlington co.), a hamlet 3 miles s. of Medford.

**Taylor's Lane** (Burlington co.), mail Riverside.

**Taylor's Mills** (Monmouth co.), mail Englishtown.

**Taylorstown** (Morris co.), a hamlet 2 miles n. of Montville.

**Taylorville** (Bergen co.), a hamlet near Ridgefield.

**Teabo Mine** (Morris co.), mail Port Oram.

**Tea Neck** (Bergen co.), mail Englewood.

**Teed Farm** (Essex co.), mail Orange.

**Temperanceville** (Gloucester co.), mail Glassborough.

**Tenafly** (Bergen co.), a post village on the Northern Railroad of New Jersey, 9 miles n.n.e. of New Durham, having a population of 1000, a large local trade, and manufactures of rubber goods and boots and shoes.

**Ten Mile Run** (Somerset co.), a hamlet 3 miles n.e. of Rocky Hill Station.

**Tennent** (Monmouth co.), population 200.

**Terrell Road** (Union co.), mail Scotch Plains.

**Tetter's Mills** (Morris co.), mail Stephensburg.

**Tewksbury** (Hunterdon co.), mail Fairmont.

**Tewksbury Township** (Hunterdon co.), mail New Germantown.

**Texas** (Burlington co.), mail Moorestown.

**Texas** (Middlesex co.), a hamlet on the Matchaponix Creek,  $2\frac{1}{4}$  miles e.n.e. of Jamesburg.

**The Cedars** (Burlington co.), mail Shamong.

**The Cedars** (Essex co.), mail Newark.

**The Eagle** (Burlington co.), mail Shamong.

**The Forest** (Morris co.), mail Madison.

**The Hermitage** (Mercer co.), mail Trenton.

**The Hermitage** (Union co.), mail Rahway.

**The Hills** (Union co.), mail Springfield.

**The Notch** (Essex co.), mail Montclair.

**The Willows** (Morris co.), mail Morristown.

**Thompstontown** (Atlantic co.), a hamlet on the Great Egg Harbor River, 3 miles below May's Landing. Population, 29.

**Thoroughfare** (Gloucester co.), a hamlet on the Delaware Shore Railroad, 2 miles w. of Woodbury. Population, 102.

**Thorsland** (Union co.), mail Scotch Plains.

**Three Bridges** (Hunterdon co.), a post village on the south branch of the Raritan River, the Lehigh Valley Railroad and the Flemington and Somerville branch of the Central Railroad of New Jersey, having a large local trade and considerable railroad traffic. Population, 150.

**Three Mile Run** (Middlesex co.), mail New Brunswick.

**Three Rivers** (Somerset co.), mail Three Bridges.

**Three Tuns** (Burlington co.), a hamlet near Kinkora.

**Tillietudelum** (Bergen co.), mail Edgewater.

**Timbuctoo** (Burlington co.), mail Mount Holly.

**Tindell's Landing** (Cumberland co.), a hamlet on the Cohansey River,  $3\frac{1}{4}$  miles s.w. of Bridgeton.

**Tinton Falls** (Monmouth co.), a post village on the Navasink River, 4 miles above Red Bank, having a grist and a lumber mill and a good local trade. Population, 198.

**Titusville** (Mercer co.), a post village on the Delaware River and the Belvidere Delaware Railroad, 3 miles above Somerset Junction; it has a large local trade, a good shipping trade, and a population of 600.

**Tomlin's** (Gloucester co.), a hamlet on the Swedesborough branch of the West Jersey Railroad, 3 miles n.e. of Swedesborough.

**Toms River** (Ocean co.), a post village and summer resort, the capital of the county, on a river of the same name, and on the Toms River and Waretown branch of the New Jersey Southern Railroad,  $6\frac{1}{2}$  miles s.e. of Manchester, 13 miles n. of Barnegat Junction and 7 miles w. of the ocean. The river here expands into a stream from half a mile to a mile wide, and is navigable for sloops and schooners; and it, as well as the Barnegat Bay, abounds in both shell and scale fish, and its banks in some places afford excellent meadows for cranberry culture, while wild ducks, geese and smaller game birds are to be had by short excursions from the village. Toms River, being the business centre of a large district, has a large domestic trade, and it has a very large and profitable export trade, by water and rail, in fish, cranberries, etc.; it has also a manufactory of wintergreen oil, a large hotel and other accommodations for visitors, who come here in considerable numbers in the season for fishing, gunning, etc. The business of Toms River and its neighborhood sustains a national bank and a newspaper. The resident population is about 1200/

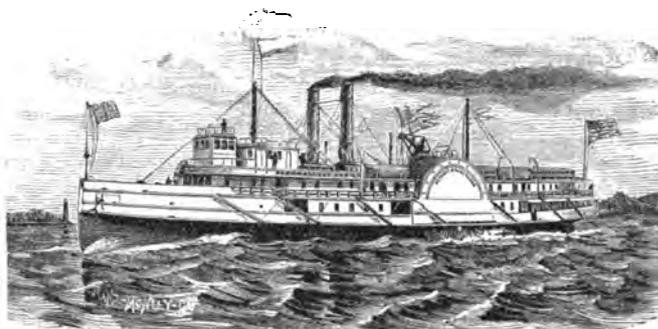
**Totowa** (Passaic co.), mail Paterson.

**Tower Place** (Bergen co.), mail Tenafly.

**Townsbury** (Warren co.), a post village on the Pequest River, about 8 miles above Belvidere, with a good local trade, a grist and a lumber mill, etc. Population, 102.

**Townsend Inlet** (Cape May co.), a post village on the Townsend Creek, 2 miles above the bay or cove called Townsend Inlet, and 2 miles n.e. of Swain; it derives its support largely from fishing and cranberry culture, and has a good local trade. Population, 109.

**Tracey's** (Monmouth co.), a hamlet on the Freehold and Jamesburg Railroad,  $4\frac{1}{4}$  miles s.e. of Jamesburg.



FOR CONEY ISLAND AND ROCKAWAY BEACH.

**Tranquility** (Sussex co.), a post hamlet 4 miles n.w. of Waterloo Station. Population, 150.

**Trap Tavern** (Monmouth co.), a former name of Hamilton, earlier than that of Shark River.

**Tremley** (Union co.), a hamlet on the Central Railroad of New Jersey, 1 mile n. of East Rahway.

**Trenton** (Mercer co.), a city, the capital of the county and of the State, on the Delaware River, at the head of tide-water and of navigation, and on both sides of the Assanpink Creek, which flows into the Delaware here. Trenton has ample facilities for communication by rail with all parts of the State and of the nation, several lines of the united railroads leased and run by the Pennsylvania Company passing through or making close connections here; while the Bound Brook and its connecting lines, controlled by the Philadelphia and Reading Company, and constituting its Philadelphia and New York line, also connects directly with this city. The domestic trade of Trenton is very large and varied, and its export and import trade—by river, canal and rail—is both extensive and exceedingly valuable; but it is as a manufacturing city that Trenton takes the most conspicuous rank, and to its manufactures it owes in the greatest degree its rapid growth in population and wealth. There are many extensive establishments, with an aggregate capital invested of \$5,000,000, and an annual production of \$10,000,000. The leading manufacture is crockery and pottery; the fame of "Trenton ware" is world-wide, and the amount produced exceeds that of all the rest of the United States. But there are many very extensive establishments in other lines, as woolen mills, manufactories of rubber goods, zinc works, iron works, etc. Trenton employs water power on the Assanpink and the river to the amount of at least 2000 horse-power, and this great total can easily be quintupled; steam is also largely employed. The immense business of Trenton sustains thirteen banks and bankers, and six daily, six weekly and one semi-weekly (German) newspapers. The population has grown within the last forty years from 4035 to 29,910, the increase in the last decade being nearly 40 per cent., while the increase of business and wealth has been still greater.

Trenton Junction is  $3\frac{1}{4}$  miles above the city, where the Bound Brook Railroad connects with a short line to Trenton.

**Trenton Junction** (Mercer co.), mail Trenton.

**Trothtown** (Camden co.), mail Merchantville.

**Troutdale** (Warren co.), mail Bloomsbury.

**Trout Springs** (Hunterdon co.), mail Bloomsbury.

**Troy** (Morris co.), a hamlet 7 miles n.e. of Morristown.

**Tuckahoe** (Cape May and Atlantic cos.), a post village on the south side of the Tuckahoe River, with a considerable hamlet across the river in Atlantic co. The village is 4 miles n.e. of Woodbine, has a large local trade, and is largely interested in cranberry culture, fishing and coastwise trade; boats and sailing vessels are built and owned here. Population, 500.

**Tucker's Beach** (Burlington co.), mail Bloomsbury. Population, 21.

**Tuckerton** (Burlington co.), a post village and port of entry on the Little Egg Harbor and on the Tuckerton Railroad,  $1\frac{1}{2}$  mile n. of Edge Cove, its southern terminus; it has a large local trade, a large export trade in shell and scale fish, etc., and a considerable interest in coastwise commerce. Its population is about 1400.

**Tumble** (Hunterdon co.), a post hamlet on the Delaware River and the Belvidere Delaware Railroad,  $5\frac{1}{2}$  miles below Frenchtown. Population, 27.

**Turkey** (Monmouth co.), a post village on the Atlantic extension of the Freehold and Jamesburg Railroad, 3 miles s.e. of Freehold, having a good local trade and some railroad trade. Population, 756.

**Turkey Hill** (Union co.), mail Rahway.

**Turkey Mountain** (Morris co.), mail Boonton.

**Turkey Point** (Cumberland co.), mail Dividing Creek.

**Turnersville** (Camden co.), a post village on the Big Timber Creek, 1 mile above Spring Mills and  $4\frac{1}{2}$  miles s.s.w. of Kirkwood; it has a grist mill and a good local trade. A daily stage runs to and from Camden.

**Turnersville** (Gloucester co.), population 100.

**Turnout** (Burlington co.), mail Burlington.

**Turpentine** (Burlington co.), mail Mount Holly.

**Turtle town** (Morris co.), mail Bloomingdale.

**Tuttle's Corners** (Sussex co.), a hamlet on the Wallpack River, which affords power for a large mill; it is 1 mile n. of Culver's Gap.

**Two Bridges** (Essex co.), mail Caldwell.

**Two Bridges** (Morris co.), mail Boonton.

**Underwood** (Cumberland co.), a post hamlet at Maurice town Station. Population, 100.

**Unexpected Bog** (Atlantic co.), mail Cedar Lake.

**Union** (Bergen co.), mail Kingsland.

**Union** (Gloucester co.), mail Unionville.

**Union** (Hudson and Union cos.), a village of 5849 inhabitants on the Hudson River, opposite New York and 1 mile n. of Hoboken; it is chiefly a place of residence of business men of the large cities in its

vicinity, and has a large local trade; (2) the post-office name of Connecticut Farms.

**Union** (Hunterdon co.), mail Holland.

**Union** (Monmouth co.), mail Keyport.

**Union Clay Works** (Ocean co.), a hamlet near Woodmansie.

**Union Church** (Warren co.), mail Hope.

**Union Cross Roads** (Gloucester co.), mail Unionville.

**Union Farm** (Hunterdon co.), mail Clinton.

**Union Grove** (Gloucester co.), mail Unionville.

**Union Grove** (Hunterdon co.), mail Ringoes.

**Union Hill** (Hudson co.), mail West Hoboken.

**Union Hill** (Morris co.), mail Madison.

**Union Landing** (Middlesex co.), mail Woodbridge.

**Union Mills** (Passaic co.), mail Paterson.

**Uniontown** (Middlesex and Warren cos.), a village on the Philadelphia and New York (Pennsylvania through line) Railroad,  $3\frac{1}{2}$  miles s.w. of Rahway, having a good local trade and a postoffice named Iselin; (2) a hamlet on the Pohatcong Creek and the Morris Canal, 6 miles n.e. of Phillipsburg.

**Union Township** (Hudson co.), mail Newark.

**Union Township** (Hunterdon co.), mail Perryville.

**Union Valley** (Passaic co.), a village  $3\frac{1}{2}$  miles n.e. of Oak Ridge.

**Union Village** (Somerset co.), a hamlet on the Passaic River, opposite Gillette.

**Union Village** (Union co.), mail Gillette.

**Unionville** (Atlantic, Gloucester, Hunterdon and Morris cos.), a hamlet near Port Republic. (2) A post village on the Bridgeton and Salem branch of the West Jersey Railroad, 2 miles s.s.w. of Glassborough, with a good local trade; population, 105. (3) A hamlet near Ringoes Station. (4) A hamlet on the Chester branch of the Morris and Essex Railroad,  $1\frac{1}{2}$  miles n. of Hackle.

**Unionville** (Burlington co.), mail Mount Holly.

**Unionville** (Somerset co.), mail Harlingen.

**Unionville** (Sussex co.), mail Deckertown.

**Unionville** (Union co.), mail Plainfield.

**Upper Alloway's Creek** (Salem co.), mail Allowaystown.

**Upper Bank** (Burlington co.), a name often applied to Green Bank.

**Upper Chestnut Hill** (Essex co.), mail Montclair.

**Upper Closter** (Bergen co.), mail Alpine.

**Upper Green Bank** (Burlington co.), mail Green Bank.

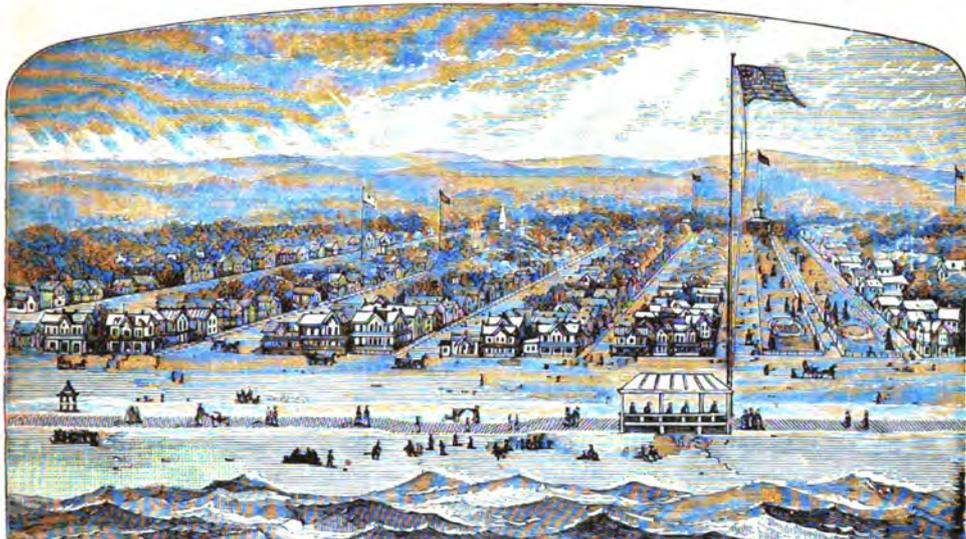
**Upper Hackensack** (Bergen co.), mail Hackensack.

**Upper Harmony** (Warren co.), a hamlet 1 mile n. of Harmony.

**Upper Jamesburg** (Middlesex co.), mail Jamesburg.

**Upper Longwood** (Morris co.), a mining hamlet near the Ogden Mines Railroad.

**Upper Macopin** (Passaic co.), a post hamlet 2



VIEW OF OCEAN GROVE FROM THE SEA.

miles n. of Macopin and  $4\frac{1}{4}$  miles n.n.e. of Charlotteburg. Population, 45.

**Upper Mill** (Burlington co.), a hamlet on the Rancocas Creek, 2 miles above Lower Mill and  $3\frac{1}{2}$  miles s.e. of New Lisbon.

**Upper Montclair** (Essex co.), a second postoffice and station of Montclair. Population, 85.

**Upper Penn's Neck** (Salem co.), mail Auburn.

**Upper Pittstown** (Salem co.), a former hamlet, now a part of Elmer.

**Upper Squankum** (Monmouth co.), mail Farmingdale.

**Ursino** (Middlesex co.), mail Iselin.

**Vail** (Warren co.), mail Blairstown.

**Vallsburg** (Essex co.), a suburban postoffice of Newark.

**Valley of Tranquillity** (Burlington co.), mail Shamong.

**Valley Station** (Essex and Warren cos.), a suburban station of Orange on the Morris and Essex Railroad,  $\frac{1}{4}$  mile w. of the city station; (2) a hamlet on the Central Railroad of New Jersey, 3 miles n.e. of Bloomsbury.

**Valley Station** (Hunterdon co.), mail Bethlehem.

**Van Aken** (Somerset co.), a hamlet on the Delaware and Bound Brook Railroad, near Hamilton.

**Van Buskirk** (Hudson co.), mail Bayonne.

**Van Derven's Mills** (Somerset co.), mail North Branch.

**Van Duyen's Bridge** (Somerset co.), mail Blackwell's Mills.

**Van Hall's Cottage** (Essex co.), mail Irvington.

**Van Hiseville** (Ocean and Mercer cos.), a post hamlet 6 miles n.w. of Bricksburg, with a lumber and a grist mill; a hamlet on the Millstone River, 2 miles s.e. of Princeton Junction. Population, 600.

**Vanlien's Corner** (Hunterdon co.), a hamlet 3 miles e. of Ringoes Station.

**Van Meter Town** (Salem co.), mail Palatine.

**Van Natta** (Morris co.), mail Succasunna.

**Van Ripper's Factory** (Passaic co.), mail Paterson.

**Van Syckle's** (Hunterdon co.), mail Clinton.

**Vanlien's Corners** (Hunterdon co.), mail Werts-ville.

**Van Tyle's Mills** (Morris co.), mail Denville.

**Van Winkle's** (Passaic co.), a hamlet on the New Jersey Midland Railroad, 2 miles n. of Hawthorne.

**Vealtown** (Somerset co.), mail Basking Ridge.

**Vernon** (Essex co.), mail Caldwell.

**Vernon** (Sussex co.), a post village 3 miles n.e. of McAfee's Valley, having a population of 450, a good local trade and two mills.

**Vernon Township** (Sussex co.), mail Vernon.

**Vernon Valley** (Essex co.), mail Verona.

**Verona** (Essex co.), a post village of 1000 inhabitants, on the Morris and Essex Railroad, 2 miles w.n.w. of Montclair, having a good local trade, a brush factory, a grist mill, etc.

**Vienna** (Warren co.), a post village with a population of about 450, on the Pequest River, and 3 miles w.n.w. of Hackettstown, having a large local trade, a foundry, a chair factory, a hotel, etc.

**Villa Park** (Monmouth co.), mail Spring Lake.

**Village of Bridgeville** (Warren co.), mail Bridgeville.

**Vincetown** (Burlington co.), a post village on the south branch of the Rancocas Creek, and the southern terminus of a branch of the Camden and Burlington County Railroad,  $2\frac{1}{4}$  miles s. of Evansville. It has a very large local trade, a large shipping trade in grain, vegetables, fruit, butter, milk, etc. Its business sustains a national bank. Population, 1000.

**Vineland** (Cumberland co.), a post borough of 7468 inhabitants, at the intersection of the West Jersey and the New Jersey Southern Railroads, about midway between Newfield and Millville, 6 miles south of the one and north of the other. It is the business centre of one of the best fruit growing districts in the United States, and derives its support largely from the cultivation and exportation of grapes, pears and other choice fruit, and from industries connected with the same. Vineland has a very large domestic trade, a very large and profitable export trade, a large cannery, numerous manufactories of wines, vinegars, etc., several manufactories of fruit crates, baskets, etc., several machine shops, steam sawing and planing mills, steam grist mills, and manufactories of gloves, shoes, buttons, paper boxes, sashes and blinds, wood mouldings, etc. Its business interests support a national bank, a safe deposit company and two daily and two weekly newspapers, and it has several public halls, etc.

**Vleet's Mills** (Somerset co.), mail Somerville.

**Voorhees**, or **Voorhees' Station** (Somerset co.), a hamlet on the extension of the Mercer and Somerset Railroad, 1 mile w. of Millstone Junction.

**Vosburgh** (Hunterdon co.), mail White House.

**Voss Quarry** (Warren co.), mail Bridgeville.

**Vreeland Avenue** (Bergen co.), mail Paterson.

**Vreeland Mills** (Union co.), mail Cranford.

**Wading River** (Burlington co.), a post hamlet on the river of the same name, 4 miles above its mouth and 8 miles w. of Tuckerton. Population, 89.

**Wakake** (Monmouth co.), mail Keyport.

**Waldron** (Somerset co.), mail Clover Hill.

**Wall** (Monmouth co.), mail Manasquan.

**Wallpack Centre** (Sussex co.), a post village on the Wallpack River, 1 mile e. of Delaware, Pa., and 6 miles w. of Branchville, with a good local trade. Population, 150.

**Wallpack Township** (Sussex co.), mail Wallpack Centre.

**Walnford** (Monmouth co.), a post hamlet 2 miles w.n.w. of Cream Ridge. Population, 36.

**Walnut Grove** (Morris co.), a hamlet near, or a former name of Mount Freedom.

**Walnut Valley** (Warren co.), a post hamlet 5½ miles n.e. of Columbia.

**Walton** (Bergen co.), a village on the Northern Railroad of New Jersey, adjoining Leonia on the north. Population, 105.

**Wanaque** (Passaic co.), the postoffice name of Wynokie. Population, 109.

**Wantage** (Sussex co.), a hamlet 1 mile n. of Deckertown.

**Warbass Junction** (Sussex co.), mail Trenton.

**Waretown**, or **Waertown** (Ocean co.), a post village on the Barnegat Bay, and on the Toms River and Waretown branch of the New Jersey Southern Railroad, with a station on the Tuckerton Railroad, 1 mile n.e. of Barnegat Junction. It has a population

of 500, mostly supported by fishing and shipping (by water and rail) shell and scale fish to the markets of Philadelphia, New York, etc. Some of the finest oyster and clam beds of the coast belong to Waretown.

**Warren No. 1** (Warren co.), a hamlet on the Delaware River and the Belvidere Delaware Railroad, 3½ miles below Phillipsburg.

**Warren Place** (Cumberland co.), a hamlet s.w. of Millville.

**Warren Place** (Ocean co.), mail Manahawkin.

**Warren Slate Works** (Warren co.), a hamlet on the Delaware River, nearly opposite Delaware Water Gap, Pa., supported by quarrying slate.

**Warren Street** (Mercer co.), mail Trenton.

**Warrenville** (Somerset and Warren cos.), a post hamlet 3 miles n.w. of Dunellen; population, 75. (2) A hamlet 3½ miles n.w. of Hackettstown.

**Warrenville** (Union co.), mail New Brooklyn.

**Warrington** (Warren co.), population, 50.

**Washington** (Bergen co.), mail Paskack.

**Washington** (Gloucester co.), mail Hurffville.

**Washington** (Mercer co.), mail Trenton.

**Washington** (Morris co.), mail Hackettstown.

**Washington** (Sussex co.), mail Newton.

**Washington** (Burlington, Middlesex and Warren cos.), a hamlet 9½ miles s.e. of Atsion; (2) a name sometimes applied to the village of South River; and (3) a post borough with a population of 2142, on the southern slope of the Scott's Mountain and the Morris Canal, at the intersection of the main line of the Delaware, Lackawanna and Western Railroad and its Morris and Essex division, and about 3½ miles n.w. of the junction of the former with the Central Railroad of New Jersey. It is delightfully situated, and has a healthful, invigorating climate, which makes it a popular resort for tourists in quest of pleasure or health; while its canal and rail facilities, and the enterprise of its citizens, have made it a busy, thriving centre of a large domestic trade, and a very large and profitable export trade in the products of the farms and mines, and the foundries, mills and other manufactories of a large district. It has also several lumber yards and mills and coal depots, an extensive manufactory of pianos and organs, etc. Its business sustains a national bank, two newspapers, two large hotels, etc.

**Washington Corners** (Morris co.), a hamlet adjoining Mendham, with a large lumber mill.

**Washington Grove** (Bergen co.), mail Wood Ridge.

**Washington Mine** (Somerset co.), mail Somerville.

**Washington Place** (Essex co.), a hamlet 2¼ miles n.e. of Chatham.

**Washington Rock** (Middlesex co.), mail Dunellen.

**Washington Rock** (Union co.), mail Mendham.

**Washington Township** (Mercer co.), mail German Valley.

**Washington Township** (Warren co.), mail Washington.

**Washington Valley** (Morris co.), mail Morristown.

**Washington Valley** (Union co.), mail Scotch Plains.

**Washington Village** (Hudson co.), mail West Hoboken.

**Washington's Crossing** (Mercer co.), a designation of Bernardsville, in allusion to the memorable crossing of the Delaware by Washington and his heroes, Christmas, 1776. A bridge here spans the Delaware.

**Washington's Headquarters** (Somerset co.), a hamlet at Rocky Hill Station.

**Washingtonville** (Bergen co.), mail Rivervale.

**Waterbury** (Somerset and Sussex cos.), a hamlet near North Plainfield, on a branch of the Green Brook, which affords power for a grist mill; (2) a hamlet 2½ miles w. of LaFayette.

**Watchung** (Essex co.), mail Montclair.

**Waterbury** (Essex co.), mail South Orange.

**Waterford**, or **Waterford Works** (Camden co.), a post village on the Camden and Atlantic Railroad, 4 miles s.e. of Atco and 3¼ miles n. of Winslow Junction, having extensive glass works. Population, 250.

**Waterloo** (Sussex co.), a post village on the Musconetcong River and the Morris Canal, with a station (Morris co.) on the Morris and Essex Railroad at the junction of the Sussex Railroad; it has a large local trade, some shipping trade and several mills. Population, 200.

**Waterpower** (Somerset co.), mail Somerville.

**Watertown** (Ocean co.), a name sometimes applied to Waretown.

**Waterville** (Middlesex co.), a hamlet s.e. of Plainfield.

**Waterville** (Morris co.), mail Brookside.

**Watsessing Junction** (Essex co.), a hamlet on the Denville branch of the Delaware, Lackawanna and Western Railroad.

**Watson** (Salem co.), a village 3 miles s. of Paulding. Population, 56.

**Watsontown** (Camden co.), mail Berlin.

**Waughorow** (Morris co.), mail Montville.

**Waverly** (Essex co.), a suburban station of Newark on the Philadelphia and New York (Pennsylvania through line) Railroad.

**Waverly** (Hudson co.), mail Jersey City.

**Wawayanda and Wawayanda Furnace** (Sussex co.), a post hamlet and a hamlet on opposite sides of Wawayanda Lake, 4½ miles e.n.e. of McAfee's Valley. At the latter is an iron works. Population, 200.

**Wayne** (Passaic co.), mail Mountain View. Population, 102.

**Weaver's Mill** (Warren co.), mail Hope.

**Weavertown** (Hudson co.), mail Weehawken.

**Weavertown** (Passaic co.), mail Paterson.

**Weehawken** (Hudson co.), a post village adjoining Hoboken on the north and West Hoboken on the west; a short railroad connects it with Jersey City. It has manufactures of silk hats and cigars. Population, 527.

**Weehawken Oil Docks** (Hudson co.), mail Hoboken.

**Weekstown** (Atlantic co.), a hamlet 6 miles n.e. of Elwood.

**Weeksville** (Atlantic co.), mail Green Bank.

**Welchville** (Salem co.), a hamlet 2 miles n.e. of Claysville.

**Weldon** (Morris co.), mail Woodport.

**Weldon Mine** (Morris co.), mail Woodport.

**Wells' Mills** (Ocean co.), a hamlet on the Oyster Creek, near Waretown.

**Wenonah** (Gloucester co.), a post village on the West Jersey Railroad (both Cape May and Atlantic City lines), 3 miles s. of Woodbury; it has a good local trade, a large shipping trade, two hotels, a newspaper and many handsome residences. Population, 217.

**Wertsville** (Hunterdon co.), a post village 4 miles e.n.e. of Ringoes Station. Population, 163.

**West's Corner** (Hunterdon co.), mail Wertsville.

**West Amwell** (Hunterdon co.), mail Lambertville.

**West Amwell Township** (Hunterdon co.), mail Ringoes.

**West Bergen** (Hudson co.), a former village, now a part of Jersey City.

**West Bloomfield** (Essex co.), a former hamlet, now a part of Montclair.

**West Bloomingdale** (Passaic co.), a station of the New Jersey Midland Railroad, within the village of Bloomingdale.

**West Brook** (Essex co.), mail Belleville.

**West Caldwell** (Essex co.), mail Caldwell.

**West Carlstadt** (Bergen co.), mail Wood Ridge.

**Westcoat Neck** (Atlantic co.), mail Pleasant Mills.

**West Coatsville** (Atlantic co.), mail Hammonton.

**Westcott** (Cumberland co.), mail Fairton.

**West Creek** (Cumberland co.), mail Ewing's Neck.

**West Creek** (Ocean and Cape May cos.), a post village on the Tuckerton Railroad, 3¼ miles n.n.e. of Tuckerton; it is on a small stream of the same name, and has an export trade in oysters, etc. Population, 462. (2) A hamlet 5 miles w.s.w. of Woodbine.

**Westeconk** (Ocean co.), mail West Creek.

**West Elizabeth** (Union co.), mail Elizabeth.

**West End** (Hudson co.), mail Jersey City.

**West End** (Hunterdon co.), mail Plattenburgh.

**West End** (Monmouth co.), mail Long Branch.

**West End Junction** (Hudson co.), mail Jersey City.

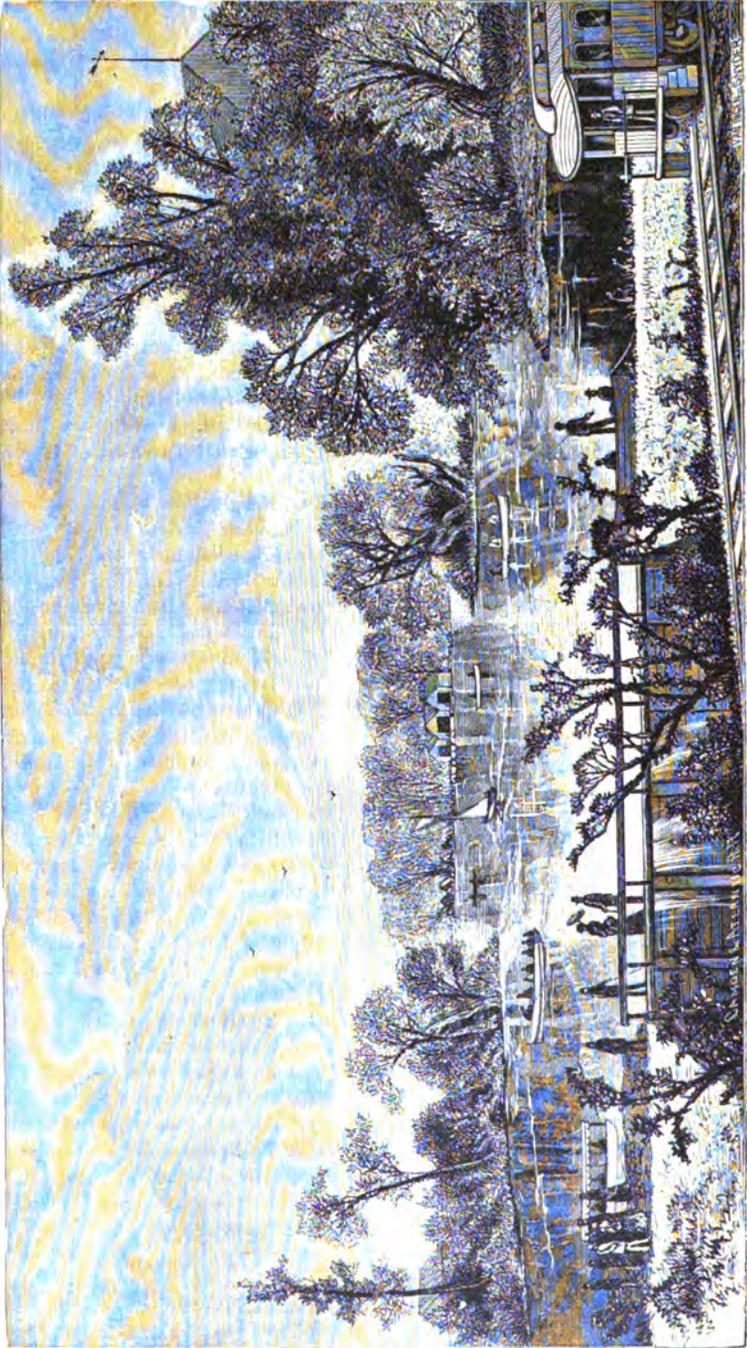
**West Englewood** (Bergen co.), a hamlet on the Jersey City and Albany Railroad, 2½ miles n. of its junction with the New Jersey Midland.

**West Farms** (Monmouth co.), a hamlet 2 miles w. of Farmingdale.

**West Farms** (Union co.), mail Elizabeth.

**Westfield** (Union and Burlington cos.), a post village on the Central Railroad of New Jersey, 7 miles w. of Elizabeth, with a large local trade, considerable manufactures, a savings bank, a newspaper, etc.; population, 2216.

**Westford** (Gloucester co.), mail Woodbury.



LAKESIDE PARK—VIEW OF THE LAKE, CAMDEN & ATLANTIC RAILROAD.

**West Freehold** (Monmouth co.), a post village 2 miles w. of Freehold, with a good local trade. Population, 200.

**West Hampton** (Burlington co.), mail Mount Holly.

**West Hoboken** (Hudson co.), a post village of 2214 inhabitants, adjoining Hoboken on the n.w. and touching Jersey City. It has a large local trade and manufactures of rustic work, silks and feathers; two newspapers are published here.

**West Jersey Junction** (Camden co.), mail Camden.

**West Livingston** (Essex co.), mail Livingston.

**West Livingston** (Morris co.), mail Hanover.

**West Milford** (Passaic co.), a post village  $3\frac{1}{4}$  miles w.s.w. of Hewitt, with a good local trade; it is 2 miles s. of the Greenwood Lake. Population, 164.

**West Millstone** (Somerset co.), mail Millstone.

**West Moorestown** (Burlington co.), the western station in Moorestown. (See MOORESTOWN.)

**West New York** (Hudson co.), mail Guttenburgh. Population, 547.

**West Norwood** (Bergen co.), mail Schraalenburg.

**Weston** (Middlesex co.), a post village on the Millstone River and the Raritan Canal, with a station (Somerset co.) on the Delaware and Bound Brook Railroad; it has a large local trade, a good shipping trade and a grist mill.

**Weston Station** (Somerset co.), mail Weston.

**Weston's Mills** (Middlesex co.), mail New Brunswick.

**West Orange** (Essex co.), mail Orange.

**West Paterson** (Passaic co.), a suburban hamlet adjoining Paterson on the west.

**West Rutherford** (Bergen co.), mail Rutherford.

**West Summit** (Union co.), a hamlet on the New Jersey West Line Railroad, 2 miles s.w. of Summit.

**West Vernon** (Sussex co.), a hamlet near McAfee's Valley.

**Westville** (Essex co.), mail Caldwell.

**Westville** (Gloucester and Morris cos.), a post hamlet on the West Jersey Railroad, 3 miles n. of Woodbury; population, 100.

**West Windsor** (Mercer co.), mail Dutch Neck.

**Westwood** (Bergen co.), a post village on the New Jersey and New York Railroad,  $7\frac{1}{2}$  miles n. of Hackensack, having a large local trade. Population, 864.

**Weymouth** (Atlantic co.), a post village on the Great Egg Harbor River, with a station on the West Jersey and Atlantic City Railroad, which is  $5\frac{1}{2}$  miles w.n.w. of May's Landing; it has a good local trade and a manufactory of manilla paper. Population, 179.

**Wheatland** (Ocean co.), a post hamlet on the New Jersey Southern Railroad, 4 miles s.w. of Whiting. Population, 125.

**Wheat Road** (Atlantic co.), a hamlet on the New Jersey Southern Railroad,  $3\frac{1}{4}$  miles n.e. of Vineland.

**Wheat Road** (Cumberland co.), mail Maine Avenue.

**Wheat Sheaf** (Union co.), a hamlet 2 miles s.w. of Roselle.

**Whig Corner** (Morris co.), mail Montville.

**Whig Lane** (Salem co.), 3 miles n. of Newark.

**Whippany** (Morris co.), a post village on the river of the same name, 4 miles n.e. of Morristown, having a large local trade, a cotton, a woolen, a paper and a grist mill. Population, 500.

**Whiskey Lane** (Essex co.), mail Orange.

**White Hall** (Hunterdon co.), mail Glen Gardner.

**White Hall** (Morris co.), a hamlet 3 miles n.e. of Junction. Population, 250.

**Whitehall** (Morris co.), a post village on the Denville branch of the Delaware, Lackawanna and Western Railroad, 4 miles e. of Boonton, with a good local trade.

**White Hall** (Warren co.), mail Hackettstown.

**White Hall Station** (Sussex co.), mail Andover.

**White Hall Summit** (Sussex co.), a hamlet on the Sussex Railroad,  $4\frac{1}{2}$  miles n. of Waterloo Station.

**White Hill** (Burlington co.), the former name and the present station name of Fieldsborough.

**White Horse** (Burlington co.), mail Shamong.

**White Horse** (Camden co.), mail Kirkwood.

**White Horse** (Mercer co.), mail Yardville.

**White Horse Road** (Mercer co.), mail Trenton.

**White House** (Hunterdon co.), a post village  $\frac{1}{4}$  mile n.e. of Whitehouse station of the Central Railroad of New Jersey, which is 7 miles s.e. of High Bridge; it has a good local trade. Population, 500.

**Whitehouse Station** (Hunterdon co.), population, 285.

**Whitefield** (Hunterdon co.) mail Bloomsbury.

**White Meadows** (Essex co.), mail Caldwell.

**White Meadows** (Morris co.), mail Rockaway.

**White Oak Ridge** (Essex co.), mail Millburn.

**White's Bridge** (Ocean co.), a hamlet on the Toms River, 3 miles n. of Ridgeway.

**Whitesville** (Ocean co.), mail Lakewood.

**Whiting** (Ocean co.), a post village on the New Jersey Southern Railroad (main line), with its Pemberton branch and with the Tuckerton Railroad, it is 5 miles s.w. of Manchester. It has a good local trade and a large shipping trade. Population, 250.

**Whitney** (Warren co.), mail Columbia.

**Wickatunk** (Monmouth co.).

**Wild's Print Works** (Essex co.), mail Montclair.

**Wilkins** (Burlington co.), a hamlet on the Medford Railroad, 2 miles n. of Medford.

**Williamsburgh** (Hunterdon co.), mail Stanton.

**Williamstown** (Gloucester co.), a post village on the Williamstown Railroad, 7 miles e.s.e. of Glassborough and 8 miles s.s.w. of Atco; it has two manufactories of hollow glass-ware (one of which is quite extensive), a cannery, etc., a large local trade, a large export trade in the products of the market gardens, orchards and dairies, and of the manufactories. Population, 1200.

**Williamstown** (Morris co.), mail Millington.



ASSOCIATION HALL AND POST OFFICE, OCEAN GROVE.

**Williamstown Junction** (Camden co.), mail Tansborough.

**Williamsville** (Essex co.), mail East Orange.

**Williamsville** (Sussex co.), mail Vernon.

**Willow Bend** (Hunterdon co.), mail Clinton.

**Willow Cottage** (Essex co.), mail Belleville.

**Willow Grove** (Burlington co.), mail Wrightstown.

**Willow Grove** (Cumberland and Union cos.), a post hamlet 2 miles s.e. of Newfield; population, 164.

(2) A hamlet 2 miles e. of Rahway.

**Willow Mills** (Hunterdon co.), mail Oak Grove.

**Willow Vale** (Hunterdon co.), mail Pattenburgh.

**Willow Wild** (Union co.), mail Rahway.

**Wilson's** (Burlington co.), a hamlet on the Camden and Burlington County Railroad,  $\frac{1}{2}$  mile w. of West Moorestown Station.

**Winant's Depot** (Union co.), mail Elizabeth.

**Winchell's Grove** (Hunterdon co.), mail Everittstown.

**Windham** (Sussex co.), mail Stockholm.

**Winsor** (Mercer co.), a post village on the Assan-

pink Creek and the Camden and Amboy Railroad,  $3\frac{1}{2}$  miles s.w. of Hightstown, with a good local trade, a shirt factory and a grist mill. Population, 250.

**Winsor** (Hunterdon co.), mail Clinton.

**Winkle** (Passaic co.), mail Hawthorne.

**Winslow** (Camden co.), a post village on the New Jersey Southern and the Philadelphia and Atlantic City Railroads, 1 mile s. of Winslow Junction, a hamlet at the intersection of the New Jersey Southern and the Camden and Atlantic Railroads, 8 miles s.e. of Atco, 8 miles s.e. of Atsion, and 3 miles n.w. of Hammonton. Winslow has a large local trade, a good shipping trade and two large glass works. Population, 75.

**Winslow's Junction** (Camden co.), mail Winslow.

**Wiretown** (Warren co.), mail Allamuchy.

**Wolfert's** (Gloucester co.), a hamlet on the Swedesborough branch of the West Jersey Railroad,  $4\frac{1}{4}$  miles n.e. of Swedesborough.

**Wollfield** (Camden co.), mail Winslow.

**Wollyfield** (Atlantic co.), mail Hammonton.

**Woodbine** (Cape May co.), a hamlet on the West Jersey Railroad, 16 miles s.e. of Millville.

**Woodbridge** (Middlesex co.), a post village on the Rahway and Perth Amboy Railroad, 2½ miles n. of Perth Amboy; it has a large local trade, a good shipping trade and considerable manufactures of tiles, fire-bricks, etc. Population, 2700.

**Woodbridge Clay Co.** (Middlesex co.), mail Perth Amboy.

**Woodburn** (Sussex co.), a hamlet near Deckertown.

**Woodbury** (Gloucester co.), a city, the capital of the county, on the West Jersey Railroad, at the junction of the Delaware Shore, and 1 mile n. of the junction of the Swedesborough branch of the West Jersey; it is a little more than 8 miles s. of Camden. It has a population of 2298, a very large local trade, a large and valuable export trade, and considerable manufactures, though these are not on a large scale. Its business sustains a national bank and two newspapers; it has also two public libraries and an extensive agricultural fair grounds.

**Wood Cliff** (Hudson co.), mail Guttenburgh.

**Woodland** (Burlington co.), mail Shamong.

**Woodland Hill** (Essex co.), mail Bloomfield.

**Woodlandville** (Essex co.), mail Bloomfield.

**Woodlane Station** (Burlington co.), mail Mount Holly.

**Woodmansie** (Burlington co.), a post village on the New Jersey Southern Railroad, 6 miles s.w. of Whiting, having a good local trade and a lumber mill. Cranberries are very abundant in the vicinity, and Woodmansie is largely engaged in their cultivation. Population, 75.

**Woodport** (Morris co.), a mining and post hamlet at the northern extremity of Lake Hopatcong, and on the Ogden Mines Railroad, 4 miles n.w. of Mount Hope. Population, 52.

**Woodman's Station** (Burlington co.), mail Woodmansie.

**Wood Ridge** (Bergen co.), a post village on the New Jersey and New York Railroad, 2 miles n. of Erie Junction, 2 miles s. of Lodi and 2 miles e. of Passaic; it has a good local trade and a manufactory of sashes, blinds, wood mouldings, etc. Population, 500.

**Woodruff** (Ocean co.), a hamlet 4 miles s.e. of New Egypt.

**Woodruff's** (Cumberland co.), a hamlet on the New Jersey Southern Railroad, 3 miles n.e. of Bridgeton.

**Wood's Foundry** (Morris co.), mail Rockaway.

**Woodside** (Essex co.), a hamlet at the intersection of the Paterson and Newark (branch of the Erie) and the Montclair and Greenwood Lake Railroads, 2 miles n. of Newark.

**Woodside Park** (Hudson co.), mail Bloomfield.

**Woodstock Forge** (Morris co.), mail Dover.

**Woodstock**, or **Woodstock Pond** (Morris co.), a hamlet 5 miles s.w. of Newfoundland.

**Woodstown** (Salem co.), a large post village on a branch of the Salem River, 3 miles n. of Yorketown; it has a population of 2200. It is the business centre of a large district, one of the most fertile and rich in farm products in the State, and has a very large local trade. The business of Woodstown and the district supports a prosperous national bank and a newspaper.

**Woodsville** (Middlesex co.), a post hamlet 4 miles n.e. of Monmouth Junction and the same n.w. of Jamesburg.

**Woodville** (Somerset co.), mail Somerville.

**Woodville** (Mercer co.), a hamlet 3¼ miles w. of Hopewell. Population, 200.

**Woodwich** (Gloucester co.), mail Swedesborough.

**Woolsey's** (Mercer co.), a hamlet on the Mercer and Somerset Railroad, 2 miles n.e. of Somerset Junction.

**Wortendyke** (Bergen co.), a post village on the New Jersey Midland Railroad, 4 miles n. of Hawthorne, having a good local trade and a manufactory of cotton-yarn and wick. Population, 300.

**Wrightstown** (Burlington co.), a post village on the Pemberton and Hightstown Railroad, 3 miles n.w. of Lewistown, with a good local trade and some railroad traffic. Population, 350.

**Wrightsville** (Camden and Monmouth cos.), a former hamlet, now a part of Camden; (2) a name sometimes applied to Red Valley.

**Wyckoff** (Bergen co.), a post hamlet on the New Jersey Midland Railroad, 1 mile n. of Wortendyke. Population, 347.

**Wykertown** (Sussex co.), a post hamlet n.e. of Branchville. Population, 550.

**Wyne's Mill** (Gloucester co.), mail Pitman Grove.

**Wynokle** (Passaic co.), a village on the Ringwood River and the Montclair and Greenwood Lake Railroad, 2 miles n. of Pompton Junction; it has a good local trade, some shipping trade and a postoffice called Wanaque.

**Wyoming** (Essex co.), a hamlet on the Morris and Essex Railroad, adjoining Millburn on the east.

**Yankeetown** (Ocean co.), near Manchester.

**Yantic Mills** (Essex co.), mail Franklin.

**Yardville** (Mercer co.), a post village on the Doctor's Creek and the Camden and Amboy Railroad, 3 miles n.w. of Bordentown, with a good local trade, some shipping trade and a lumber and a grist mill. Population, 620.

**Yaughpo** (Passaic co.), mail Paterson.

**Yellow Brook** (Monmouth co.), mail Farmingdale.

**Yorketown** (Salem co.), a post village on a branch of the West Jersey Railroad, with a good local trade. Population, 78.

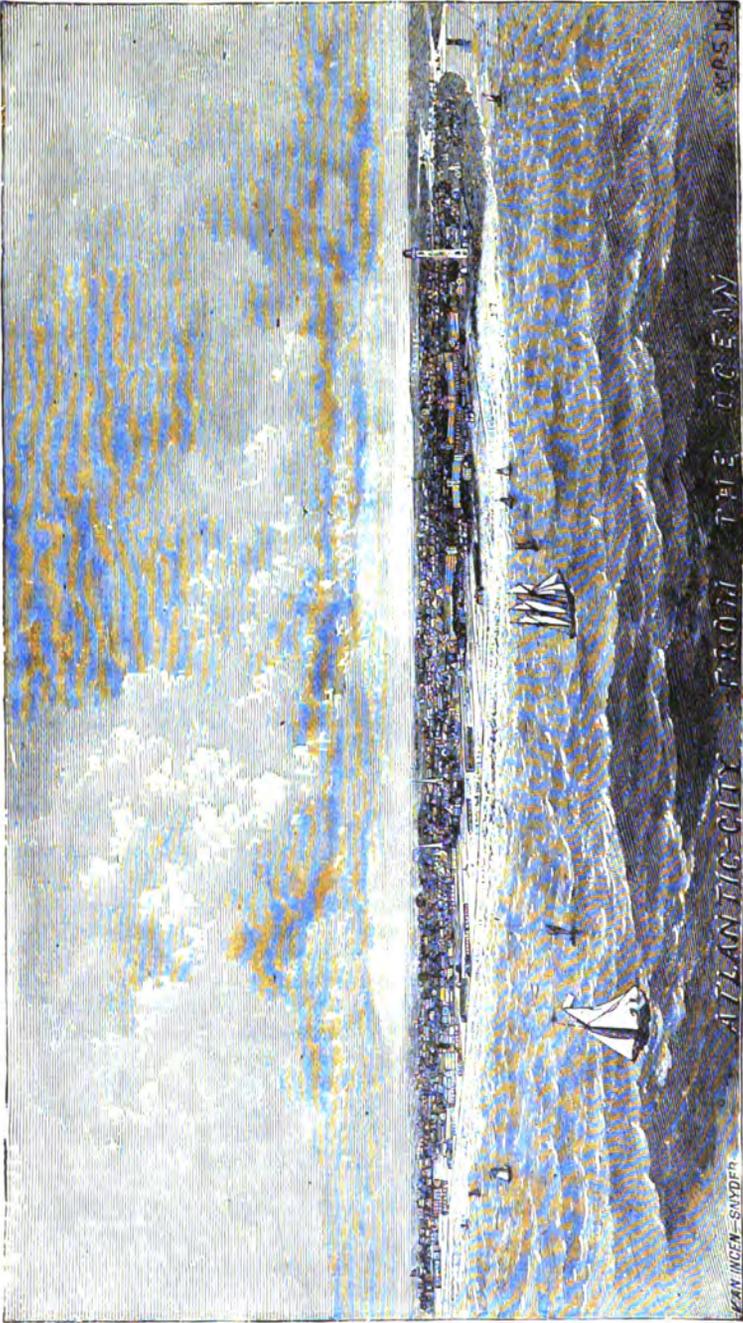
**Yorktown** (Salem co.), mail Woodstown.

**Youngsville** (Hunterdon co.), mail White House.

**Youngsville** (Warren co.), near Rocksburg.

**Yonpah** (Bergen co.), a hamlet near Oakland.

**Zaretown** (Salem co.), mail Daretown.



ATLANTIC CITY—TERMINUS OF CAMDEN & ATLANTIC RAILROAD. FIFTY-NINE MILES FROM PHILADELPHIA.

# THE NEWSPAPERS OF NEW JERSEY.—COUNTY OFFICERS, THEIR TERM OF OFFICE, TIME OF HOLDING COURT, ETC.

Assemblymen and County Collectors' term of office is one year. The President Judge is one of the Justices of the Supreme Court.

THE State of New Jersey is noted for the number of its newspapers, both daily and weekly; this gratifying popularity is owing to the ability and enterprise displayed by their editors and proprietors. We have herewith compiled a list of the most prominent newspapers of the State, arranged by counties, showing the population of the county and the town in which they are published. Many of these papers, it will be noticed, are among the oldest published in America. The list will serve as a guide to persons wishing to advertise in the various parts of the State, as by it they will see the population of the neighborhood, and they can communicate direct with the proprietors of the papers, saving the commissions they would otherwise have to pay.

## ATLANTIC COUNTY. POPULATION, 18,706.

*May's Landing, County Seat. Population, 875.*

RECORD (May's Landing), weekly. Estab. 1877. Wm. G. Taylor, editor.

Senator—John J. Gardiner, R., '84.

Assemblyman—Joseph H. Shinn, D.

Sheriff—Isaac Collins, '84.

Coroners—Gerry Valentine, '82; Elisha E. Hudson, '84; Joseph P. Canby, '84.

County Clerk—Lorenzo A. Down, '83.

Surrogate—S. R. Divinney, '82.

County Collector—Joseph W. Thompson, Jr.

President Judge—Alfred Reed.

Lay Judges—Enoch Cordery, '82; Joseph Scull, '83; Richard J. Byrnes, '86.

Prosecutor of the Pleas—Alexander H. Sharp, '83.

Terms of Court—April, September, December—second Tuesday.

*Atlantic City. Population, 5477.*

REVIEW (Atlantic City), weekly, with daily in summer. Estab. 1872. A. L. English, editor.

TIMES (Atlantic City), weekly, with daily in summer. Estab. 1877. J. F. Hall, editor.

*Egg Harbor. Population, 1232.*

DEMOCRAT (Egg Harbor), weekly. Estab. 1861. A. J. Regenburg & Co., editors.

ATLANTIC JOURNAL (Egg Harbor), weekly. Estab. 1871. M. Stutzbach & Sons, editors.

DER PILOT (Egg Harbor), weekly. Estab. 1857. H. Mass, editor.

DER ZEITGEIST (Egg Harbor), weekly. Estab. 1867. M. Stutzbach & Co., editors.

*Hammonton. Population, 1776.*

SOUTH JERSEY REPUBLICAN (Hammonton), weekly. Estab. 1862. Arville E. Hayt, publisher.

HORNET (Hammonton), weekly. Estab. 1878. D. E. Woolley, proprietor.

## BERGEN COUNTY. POPULATION, 36,790.

*Hackensack, County Seat. Population, 4500.*

BERGEN INDEX (Hackensack), semi-weekly. Estab. 1875. S. E. Clapp, editor.

BERGEN COUNTY DEMOCRAT (Hackensack), weekly. Estab. 1860. Henry D. Winton, editor.

REPUBLICAN (Hackensack), weekly. Estab. 1870. T. B. Chrystal, editor.

Senator—Isaac Wortendyke, D., '84.

Assemblymen—Elias H. Sisson, D.; John Van Bussom, D.

Sheriff—Isaac A. Hopper, '84.

Coroners—William H. Harrison, '83; Kenneth C. King and William Taylor, '84.

County Clerk—Samuel Taylor, '85.

Surrogate—John M. Knapp, '83.

County Collector—John W. Bogart.

President Judge—Jonathan Dixon.

Law Judge—William E. Sinner, '83.

Lay Judges—Garret C. Ackerson, '82; William S. Banta, '84.

Prosecutor of the Pleas—A. D. Campbell, '85.

Terms of Court—April, September, and December—first Tuesday.

*Carlstadt. Population, 1202.*

FREIE PRESSE (Carlstadt), weekly. Estab. 1873. Henry Matthey, editor.

*Englewood. Population, 2100.*

STANDARD (Englewood), weekly. Estab. 1870. Joseph H. Tiltson, editor.

TIMES (Englewood), weekly. Estab. 1874. E. Winton, editor.

*Rutherford. Population, 867.*

HERALD (Rutherford), weekly. Estab. 1872. John Haywood, editor.

## BURLINGTON COUNTY. POPULATION, 55,403.

*Mount Holly, County Seat. Population, 4621.*

HERALD (Mount Holly), weekly. Estab. 1826. W. B. Willis, editor.

MIRROR (Mount Holly), weekly. Estab. 1828. Chas. H. Folwel, editor.

NEWS (Mount Holly), semi-weekly. Estab. 1879. Powell & Bower, editors.

Senator—William Budd Deacon, R., '83.

Assemblymen—W. H. Carter, R.; Thomas M. Locke, R.; Henry C. Herr, R.

Sheriff—Nathan W. C. Hayes, '84.

Coroners—William L. Darby, '83; Franklin B. Keeler and George W. Bishop, '84.

County Clerk—John B. Deacon, '83.

Surrogate—John R. Howell, '26.

County Collector—Joseph Powell.

President Judge—Joel Parker.

Lay Judges—Clayton Lippincott, '82; Clay on A. Black, '83; William Parry, '84.

Prosecutor of the Pleas—Charles E. Hendrickson, '85.

Terms of Court—April, September and December—third Tuesday.

*Beverly. Population, 1759.*

BANNER (Beverly), weekly. Estab. 1878. L. W. Perkins, editor.

WEEKLY VISITOR (Beverly), weekly. Estab. 1869. Samuel J. Hughes, editor.

*Bordentown. Population, 5235.*

REGISTER (Bordentown), weekly. Estab. 1845. J. D. Flynn, editor.

REPUBLICAN (Bordentown), weekly. Estab. 1880. Edwin C. Applegate, editor.

*Burlington. Population, 7000.*

GAZETTE (Burlington), weekly. Estab. 1835. J. O. Glas-cow, editor.

ENTERPRISE (Burlington), weekly. Estab. 1868. W. J. Bruce, editor.

*Moorestown. Population, 2300.*

CHRONICLE (Moorestown), weekly. Estab. 1879. J. E. Watins, editor.

PARISH GUIDE (Moorestown), monthly. Rev. J. H. Lamb, editor.

*Smithville. Population, 310.*

MECHANIC (Smithville), weekly. Estab. 1870. Mrs. A. M. Smith, editor.

## CAMDEN COUNTY. POPULATION, 62,941.

*Camden, County Seat. Population, 41,658.*

POST (Camden), daily. Estab. 1875. H. L. Bonsal & Son, editors.  
 DEMOCRAT (Camden), weekly. Estab. 1832. Willis & Semple, editors.  
 PRESS (Camden), weekly. Estab. 1820. Sinnickson Chew, editor.  
 COURIER (Camden), weekly. Established 1876. Frank F. Patterson, editor.  
 SATURDAY EVENING EXPRESS (Camden), weekly. Estab. 1879. F. H. Pierrie, editor.  
 NEW JERSEY TEMPERANCE GAZETTE (Camden), weekly. Estab. 1876. Rev. J. B. Grau, editor.

Senator—Albert Merritt, R., '85.  
 Assemblymen—Robert F. S. Heath, D.; Christopher J. Mines, Jr., R.; John H. McMurray, R.  
 Sheriff—Theodore B. Gibbs, '84.  
 Coroners—Jacob S. Justice, John D. Leckner and James Duble, '84.

County Clerk—John Hollinshead, '85.  
 Surrogate—David B. Brown, '86.  
 County Collector—Erna Stokes.  
 Register of Deeds—John Evans, '85.  
 President Judge—Joel Parker.  
 Law Judge—David J. Pancoast, '82.  
 Lay Judges—Isaiah Woolston, '83; Joel Horner, '84.  
 Prosecutor of the Pleas—Richard S. Jenkins, '84.  
 Terms of Court—Second Tuesday in January, first Tuesday in May and October.

*Atco. Population, 300.*

HERALD AND TIMES (Atco), weekly. Estab. 1878. M. J. Skinner, editor.

SCIENCE ADVOCATE, (Acto), quarterly. H. A. Green, editor.

*Gloucester. Population, 5347.*

REPORTER (Gloucester), weekly. Estab. 1874. T. C. Hamilton and John H. McMurray, editors.

*Haddonfield. Population, 1480.*

ARGUS AND ADVOCATE (Haddonfield), weekly. Watkins & Lovell, publishers.

## CAPE MAY COUNTY. POPULATION, 9765.

*Cape May C. H., County Seat. Population, 575.*

GAZETTE (Cape May, C. H.), weekly. Established 1880. A. Cooper, editor.

Senator—Waters B. Miller, D., '83.  
 Assemblyman—Furman L. Richardson, R.  
 Sheriff—Remington Corson, '84.  
 Coroners—Daniel C. Eldridge, James Chester and Eugene C. Colc, '84.

County Clerk—Jonathan Hand, '85.  
 Surrogate—William Hildreth, '82.  
 County Collector—David T. Smith.  
 President Judge—Alfred Reed.

Lay Judges—Jesse H. Devisty, '82; Somers Gandy, '83; Joseph E. Hughes, '84.

Prosecutor of the Pleas—James R. Hoagland, '83.  
 Terms of Court—Fourth Tuesday in April and September, third Tuesday in December.

*Cape May. Population, 1699.*

WAVE (Cape May), weekly, with daily in summer. Estab. 1855. C. S. Magrath, editor.

STAR OF THE CAPE (Cape May), weekly, with daily in summer. Estab. 1868. W. V. L. Seigman, editor.

## CUMBERLAND COUNTY. POPULATION, 37,694.

*Bridgeton, County Seat. Population, 8729.*

EVENING NEWS (Bridgeton), daily. Estab. 1879. Evening News Co., publishers.

Also DOLLAR NEWS, weekly. Estab. 1874.

CHRONICLE (Bridgeton), weekly. Estab. 1815. A. M. Heston, editor.

PATRIOT (Bridgeton), weekly. Estab. 1865. John Cheesman, editor.

PIONEER (Bridgeton), weekly. Estab. 1848. McCowan & Nichols, editors.

Senator—Isaac T. Nichols, R., '84.  
 Assemblymen—Charles Ladow, R.; Philip P. Baker, D.  
 Sheriff—Seth P. Husted, '84.

Coroners—Thomas Corson, Sr., '82; Daniel E. Woodruff and William F. Compton, '84.

County Clerk—Daniel Sharp, '82.

Surrogate—Samuel Steinmetz, '83.  
 County Collector—Henry B. Lupton.

President Judge—Alfred Reed.  
 Lay Judges—Elias Doughty, '82; Nathaniel Stratton, '83; Alphonso Woodruff, '84.

Prosecutor of the Pleas—James R. Hoagland, '85.

Terms of Court—First Tuesday in January, May and October.

*Millville. Population, 7660.*

REPUBLICAN (Millville), weekly. Estab. 1864. John W. Newlin, editor.

HERALD (Millville), weekly. Estab. 1872. N. Whitaker, editor.

TRANSCRIPT (Millville), weekly. Estab. 1882. Elfreth & Van Syckel, editors.

*Vineland. Population, 7468.*

JOURNAL (Vineland), daily. Estab. 1875. B. F. Ladd, editor.

TIMES (Vineland), daily. Estab. 1877. J. B. Duffey and Mrs. J. B. Duffey, editors.

INDEPENDENT (Vineland), weekly. Estab. 1866. H. W. Wilbur, editor.

MORNING NEWS (Vineland), weekly. Estab. 1882. French & Co.

ADVOCATE (Vineland), weekly. Estab. 1879. B. F. Ladd.

## ESSEX COUNTY. POPULATION, 189,929.

*Newark, County Seat. Population, 136,400.*

ADVERTISER (Newark), daily. Estab. 1832. Thomas T. Kinney, editor.

Also SENTINEL OF FREEDOM, weekly.

JOURNAL (Newark), daily and weekly. Estab. 1857. W. B. Guild, editor.

REGISTER (Newark), daily. Estab. 1870. M. H. C. Vail, editor.

NEWARKER TAGEBLATT (Newark), daily. Estab. 1877. P. J. Immergruer, editor.

NEW JERSEY FREIE ZEITUNG (Newark), daily. Estab. 1858. Th. Prieth, proprietor.

DER ERZACHERL (Newark), Sunday. Estab. 1858. B. Prieth, editor.

BEOBACHTER AM PASSAIC (Newark), weekly. Estab. 1875. E. V. Schroelter, editor.

PRESS (Newark), weekly. Estab. 1828. J. A. Beecher, editor.

CALL (Newark), Sunday. Estab. 1872. Ure & Co., editors.

TEMPERANCE HERALD (Newark), weekly. Estab. 1879. Mrs. J. A. Beecher, editor.

NEWARK WEEKLY PRESS (Newark), weekly. Estab. 1878. J. A. Beecher, editor.

Senator—William Stansby, R., '85.  
 Assemblymen—John H. Parsons, R.; Robert McGowan, D.; Roderick Robertson, R.; David Young, R.; Ulysses B. Brewster, R.; Edward R. Pennington, R.; Adam Turkes, D.; vacancy; Edwin D. Smith, R.; Michael McMahon, D.

Sheriff—William Wright, '84.

Coroners—Charles W. Hagen, Joshua W. Reed and Alfred F. Munn, '84.

County Clerk—William A. Smith, '82.

Surrogate—C. Meyer Zultick, '84.

County Collector—P. S. Pierson.  
 Register of Deeds—Henry W. Egner, '84.  
 President Judge—David A. Depeu.

Law Judge—Ludlow McCarter, '85.  
 Lay Judges—John H. Meeker, '82; Stephen W. Tichenor, '83.  
 Prosecutor of the Pleas—G. N. Abeel, '82.  
 Terms of Court—First Tuesday in April, September and December.

*Bloomfield. Population, 5648.*  
 RECORD (Bloomfield), weekly. Estab. 1873. Stephen M. Hulín, editor.

*East Orange. Population, 8005.*  
 GAZETTE (East Orange), weekly. Estab. 1873. S. M. Long, editor.

*Montclair. Population, 5146.*  
 TIMES (Montclair), weekly. Estab. 1877. A. C. Studer, editor.

*Orange. Population, 13,206.*  
 VOLKS-BOTE (Orange), semi-weekly. Estab. 1872. August Erdmann, editor.

CHRONICLE (Orange), weekly. Estab. 1869. F. W. Baldwin, editor.

ESSEX COUNTY WOCHENBLATT (Orange), weekly. Estab. 1876. Louis Darnstaedt, editor.

JOURNAL (Orange), weekly. Estab. 1854. Samuel Toombs, editor.

*South Orange. Population, 2178.*  
 BULLETIN (South Orange), weekly. Estab. 1870. O. B. Smith, editor.

## GLOUCESTER COUNTY. POPULATION, 25,886.

*Woodbury, County Seat. Population, 2298.*

CONSTITUTION (Woodbury), weekly. Estab. 1834. A. S. Barber & Son, editors.

DEMOCRAT (Woodbury), weekly. Estab. 1878. T. D. Carpenter, editor.

LIBERAL PRESS (Woodbury), weekly. Estab. 1877. W. E. Schock and F. H. Heritage, editors.

Senator—Thomas M. Farrell, D., '85  
 Assemblyman—Abijah S. Hewitt, D.  
 Sheriff—John W. Downes, '84.  
 Coroners—Charles B. Wolf, '83; Adon W. Cattell and R. Morrison Pedrick, '84.  
 County Clerk—S. P. Loudenslager, '82.  
 Surrogate—W. H. Livermore, '84.  
 County Collector—Joseph Paul.  
 President Judge—Joel Parker.  
 Lay Judges—Benjamin F. Carter, '82; Samuel T. Miller, '83; John M. Moon, '84.  
 Prosecutor of the Pleas—Belmont Perry, '84.  
 Terms of Court—First Tuesday in April, September and December.

*Clayton. Population, 1400.*  
 ENTERPRISE (Clayton), weekly. Estab. 1880. D. S. Maynard, editor.

STAR (Clayton), weekly. Estab. 1881. Duffield & Son, editors.

*Newfield. Population, 200.*  
 ITEM (Newfield), weekly. Estab. 1873. A. C. Dalton, editor.

*Swedesboro. Population, 958.*  
 TIMES (Swedesboro), weekly. Estab. 1871. Mrs. Z. Emory, editor.

## HUDSON COUNTY. POPULATION, 187,950.

*Jersey City, County Seat. Population, 120,728.*

ARGUS (Jersey City), daily. Estab. 1875. M. Mullone, editor.

JOURNAL (Jersey City), daily. Estab. 1867. Z. K. Pangborn, editor. Jos. A. Dear, business manager.

HERALD AND GAZETTE (Jersey City), weekly. Estab. 1867. Allan F. McDermott, editor.

DISPATCH (Jersey City), weekly. Estab. 1879. J. B. Brewster, editor.

REFORMED CHURCHMAN (Jersey City), monthly. Estab. 1880.

SUNBEAM (Jersey City), monthly. Estab. 1879.

Senator—Elijah T. Paxton, D., '84.  
 Assemblymen—George H. Farrier, R.; John O'Rourke, D.; Thomas V. Cator, Anti-Monop.; David M. Durell, R.; David W. Lawrence, R.; James C. Clarke, D.; Dennis McLaughlin, D.; William McAdoo, D.; Robert McCague, Jr., D.; James J. Casey, D.

Sheriff—Cornelius J. Cronan, '84.  
 Coroners—Rob't Duffy, Rob't Elliott and John J. Devitt, '84.

County Clerk—H. K. Van Horn, '85.

Surrogate—William McAvoy, '85.

County Collector—E. W. Kingsland.

Registrar of Deeds—Jeremiah B. Cleveland, '85.

President Judge—Manning M. Knapp.

Law Judge—Abraham Q. Garretson, '83.

Lay Judges—John Brinkerhoff, '80; Asa W. Fry, '84.

Prosecutor of the Pleas—Alexander T. McGill, '83.

Terms of Court—First Tuesday in April, September and December.

*Bayonne City. Population, 9372.*  
 HERALD (Bayonne City), weekly. Estab. 1869. Bayonne Printing Co., editors.

TIMES (Bayonne City), weekly. Estab. 1870. E. Gardner & Sons, editors.

*Harrison. Population, 5510.*  
 SENTINEL (Harrison), weekly. Estab. 1880.

KEARNEY RECORD (Harrison), weekly. Estab. 1873. M. Lawless, proprietor.

*Hoboken. Population, 3999.*  
 DEMOCRAT (Hoboken), weekly. Estab. 1854. Bayer & Kaufman, editors.

JOURNAL (Hoboken), weekly. Two editions, English and German. Estab. 1868. Bayer & Kaufman, editors.

*West Hoboken. Population, 2214.*  
 PALISADE NEWS (West Hoboken), weekly. Estab. 1870. Alfred E. Gregory, editor.

## HUNTERDON COUNTY. POPULATION, 38,568.

*Flemington, County Seat. Population, 1851.*

DEMOCRAT (Flemington), weekly. Estab. 1838. Rob't J. Killgore, editor.

REPUBLICAN (Flemington), weekly. Estab. 1856. W. G. Callis, editor.

ADVERTISER (Flemington), weekly. Estab. 1881. George C. Hughes, editor.

Senator—Eli Bosenbury, D., '83.

Assemblymen—George H. Mathews, D.; Jacob Hipp, D.

Sheriff—George G. Lunger, '84.

Coroners—George T. Ribble, Hugh Reynolds and John C. Lake, '84.

County Clerk—John M. Hyde, '83.

Surrogate—William H. Johnson, '84.

County Collector—William W. Swayze.

President Judge—Mercer Bcasley.

Law Judge—Augustus E. Sanderson, '86.

Lay Judges—John L. Jones, '83; James P. Hoffman, '84.

Prosecutor of the Pleas—Edward P. Conkling, '86.

Terms of Court—Second Tuesday in April and first Tuesday in September and December.

*Clinton. Population, 842.*  
 DEMOCRAT (Clinton), weekly. Estab. 1868. J. Carpenter, Jr., editor.

*Frenchtown. Population, 1039.*  
 INDEPENDENT (Frenchtown), weekly. Estab. 1871. J. R. Hardon, editor.

ENTERPRISE (Frenchtown), weekly. Estab. 1831. Ross Slick, editor.

STAR (Frenchtown), weekly. Estab. 1880. William H. Sipes, editor.

*Lambertville. Population, 4183.*  
 BEACON (Lambertville), weekly. Estab. 1845. Phineas K. Hazen, editor.

RECORD (Lambertville), weekly. Estab. 1872. Clark Pierson, editor.

*Milford. Population, 750.*

LEADER (Milford), weekly. Estab. 1880. John C. Rittenhouse, editor.

### MERCER COUNTY. POPULATION, 58,058.

*Trenton, County Seat. Population, 29,920.*

STATE GAZETTE (Trenton), daily and weekly. Estab. daily, 1847; weekly, 1792. John L. Murphy, proprietor; Wm. Cloke, editor.

TRUE AMERICAN (Trenton), daily and weekly. Estab. daily, 1838; weekly, 1800. Naar, Day & Naar, editors.

EMPORIUM (Trenton), daily. Estab. 1867. John Bries, editor.

NEWS (Trenton), semi-weekly. Estab. 1878. J. W. Moody, editor.

HERALD (Trenton), weekly. Estab. 1875. E. C. Stahl, editor.

NEW JERSEY STAATS JOURNAL (Trenton), weekly. Estab. 1867. E. C. Stahl, editor.

FLOWERS' FAMILY MAGAZINE (Trenton), monthly. Estab. 1878. W. P. Flowers, editor.

Senator—John Taylor, R., '84.

Assemblymen—Nelson M. Lewis, R.; Eckford Moore, D.; William J. Convery, D.

Sheriff—Amos Sickle, '84.

Coroners—Thomas Abbott, John Bucknum and John R. D. Bower, '84.

County Clerk—Randolph H. Moore, '82.

Surrogate—John H. Scudder, '84.

County Collector—William T. Allen.

President Judge—Mercer Beasley.

Law Judge—John H. Stewart, '85.

Lay Judges—Edward T. R. Applegate, '82; William S. Yard, '83.

Prosecutor of the Pleas—Mercer Beasley, Jr., '84.

Terms of Court—Third Tuesday in January, second Tuesday in May, and first Tuesday in October.

*Hightstown. Population, 3000.*

GAZETTE (Hightstown), weekly. Estab. 1849. T. B. Applegate, editor.

INDEPENDENT (Hightstown), weekly. Estab. 1876. R. M. T. Smith, editor.

*Princeton. Population, 3209.*

PRESS (Princeton), weekly. Estab. 1832. C. S. Robinson, editor.

PRINCETONIAN (Princeton), bi-weekly. Estab. 1876. Students of Princeton College, editors.

NASSAU LITERARY MAGAZINE (Princeton), monthly. Estab. 1845. Senior Class of Princeton College, editors.

*Hopewell. Population, 500.*

HERALD (Hopewell), weekly. J. N. Leigh, publisher.

### MIDDLESEX COUNTY. POPULATION, 52,286.

*New Brunswick, County Seat. Population, 17,167.*

FREDONIAN (New Brunswick), daily and weekly. Estab. daily, 1855; weekly, 1811. John F. Babcock, editor.

HOME NEWS (New Brunswick), weekly. Estab. 1879. Hugh Boyd, editor.

TIMES (New Brunswick), daily and weekly. Estab. daily, 1866; weekly, 1815. A. E. Gordon, editor.

TARGUM (New Brunswick), monthly. Estab. 1869. Students of Rutgers College, editors.

Senator—Isaac L. Martin, R., '83.

Assemblymen—John Adair, R.; James H. Van Cleef, D.; James H. Goodwin, R.

Sheriff—Andrew J. Disbrow, '84.

Coroners—Samuel C. Ensign, Henry Blumer and George G. Clark, '84.

County Clerk—Charles S. Hill, '82.

Surrogate—William Reilly, Jr., '82.

County Collector—Levi D. Jarrard.

President Judge—Edward W. Scudder.

Law Judge—Andrew K. Cogswell, '85.

Lay Judges—Charles S. Scott, '82; Charles F. Newton, '83.

Prosecutor of the Pleas—C. T. Cowenhowen, '82.

Terms of Court—First Tuesday in April, September and December.

*Perth Amboy. Population, 4808.*

DEMOCRAT (Perth Amboy), weekly. Estab. 1868. Henry Farmer, editor.

REPUBLICAN (Perth Amboy), weekly. Estab. 1881. Tooker & Moore, proprietors.

*Woodbridge. Population, 2700.*

INDEPENDENT HOUR (Woodbridge), weekly. Estab. 1876. P. K. Edgar, editor.

*Metuchen. Population, 1400.*

THE INQUIRER (Metuchen), semi-monthly. Estab. 1880. St. George Kempson, proprietor.

*South Amboy. Population, 3648.*

CITIZEN (South Amboy), weekly. Estab. 1881. James W. Laughlin, editor.

*Cranberry. Population, 1000.*

NEWS (Cranberry), weekly. Estab. 1882. R. M. Stults, editor.

### MONMOUTH COUNTY. POPULATION, 55,335.

*Freehold, County Seat. Population, 3000.*

DEMOCRAT (Freehold), weekly. Estab. 1834. James S. Yard, editor.

INQUIRER (Freehold), weekly. Estab. 1820. E. F. Applegate, editor.

Senator—John S. Applegate, R., '85.

Assemblymen—Peter Forman, Jr., D.; David A. Bell, D.; Benjamin Griggs, R.

Sheriff—John I. Thompson, '84.

Coroners—John Neafie, Theodore S. Woolley and John P. Cooper, '84.

County Clerk—T. V. Arrowsmith, '83.

Surrogate—A. R. Throckmorton, '83.

County Collector—John H. Laird.

President Judge—Edward W. Scudder.

Law Judge—Alfred Walling, Jr., '85.

Lay Judges—John Remsen, '82; John L. Wheeler, '83.

Prosecutor of the Pleas—John E. Lanning, '82.

Terms of Court—First Tuesday after the first day of January, first Tuesday in May and October.

*Asbury Park. Population, 700.*

JOURNAL (Asbury Park), weekly. Estab. 1876. John L. Coffin, editor.

SHORE PRESS (Asbury Park), weekly. Estab. 1879. Jonathan R. Ingling, editor.

OCEAN GROVE RECORD (Asbury Park), weekly. Estab. 1876. Rev. A. Wallace, editor.

*Eatontown. Population, 1500.*

ADVERTISER (Eatontown), weekly. Estab. 1877. James Steen, editor.

*Keyport. Population, 3003.*

WEEKLY (Keyport), weekly. Estab. 1871. M. H. & H. D. LeRoy, editors.

ENTERPRISE (Keyport), weekly. Estab. 1879. Armstrong Bros., editors.

*Long Branch. Population, 6500.*

MIRROR (Long Branch), weekly. Estab. 1881. Kellett & Trafford, editors.

NEWS (Long Branch), weekly, daily in summer. Estab. 1866. J. Stults, editor.

*Manasquan. Population, 1000.*

SEA SIDE (Manasquan), weekly. Estab. 1877. E. S. V. Stults, editor.

*Matawan. Population, 2350.*

JOURNAL (Matawan), weekly. Estab. 1869. David A. Bell, editor.

*Red Bank. Population, 3800.*

NEW JERSEY STANDARD (Red Bank), weekly. Estab. 1852. E. M. Hartshorne, editor.

REGISTER (Red Bank), weekly. Estab. 1878. John H. Cook, editor.

*Ocean Beach. Population, 500.*

THE CRAB (Ocean Beach) weekly. Estab. 1881. R. P. Miller, editor.

*Atlantic Highlands.*

HERALD (Atlantic Highlands), weekly. Estab. 1881. Everett Bros., editors.

*Seabright. Population, 600.*

SENTINEL (Seabright), weekly. Estab. 1881. Rev. J. E. Lake, editor.

### MORRIS COUNTY. POPULATION, 50,867.

*Morristown, County Seat. Population, 5446.*

JERSEYMAN (Morristown), weekly. Estab. 1826. Vance & Siles, editors.

CHRONICLE (Morristown), weekly. Estab. 1877. Joshua Brown, editor.

TRUE DEMOCRATIC BANNER (Morristown), weekly. Estab. 1838. Mrs. L. C. Vogt, editor.

THE RECTOR'S ASSISTANT (Morristown), quarterly. Estab. 1880. Rev. Geo. H. Caldwell, editor.

Senator—James C. Youngblood, R., '84.

Assemblymen—William C. Johnson, R.; John F. Post, R.; Oscar Lindsley, D.

Sheriff—William H. Howell, '84.

Coroners—Julius A. Drake, Jacob Z. Budd and Samuel Schuyler, '84.

County Clerk—Melvin S. Condit, '83.

Surrogate—Charles A. Gillen, '83.

County Collector—William H. Lambert.

President Judge—William J. Magie.

Law Judge—Francis Child, '83.

Lay Judges—David W. Delliker, '82; Freeman Wood, '84.

Prosecutor of the Pleas—Geo. W. Forsyth, '85.

Terms of Court—Third Tuesday in January and first Tuesday in May and October.

*Boonton. Population, 2685.*

BULLETIN (Boonton), weekly. Estab. 1870. S. L. Garrison, editor.

*Dover. Population, 3100.*

INDEX (Dover), weekly. Estab. 1875. Frank F. Hummel, editor.

IRON ERA (Dover), weekly. Estab. 1870. B. H. Vogt, editor.

*Madison. Population, 3003.*

JOURNAL (Madison), weekly. Estab. 1877. Lorenzo H. Abbey, editor.

### OCEAN COUNTY. POPULATION, 14,455.

*Toms River, County Seat. Population, 1200.*

COURIER (Toms River), weekly. Estab. 1850. S. C. Jennings, editor.

DEMOCRAT (Toms River), weekly. Estab. 1877. W. A. Gwynne, editor.

Senator—Abraham C. B. Havens, R., '84.

Assemblyman—Clifford Horner, D.

Sheriff—James J. Allen, '84.

Coroners—Abraham Lower, Walter H. Wright and Luke A. Courtenay, '84.

County Clerk—William I. James, '85.

Surrogate—Charles W. Potter, '85.

County Collector—E. Cowperthwait.

President Judge—Bennet Van S. ckel.

Lay Judges—William A. Low, '82; Richard H. Conover, '83; William Jeffrey, '84.

Prosecutor of the Pleas—Thomas W. Middleton, '82.

Terms of Court—First Tuesday in January, May and October.

*Lakewood. Population, 300.*

TIMES AND JOURNAL (Lakewood), weekly. Estab. 1868. W. S. Snyder, editor.

### PASSAIC COUNTY. POPULATION, 68,716.

*Paterson, County Seat. Population, 50,887.*

GUARDIAN (Paterson), daily and weekly. Estab. daily, 1856; weekly, 1834. Carleton M. Herrick, editor.

PRESS (Paterson), daily and weekly. Estab. weekly, 1863. Chiswell & Wurtz, editors.

VOLKSFREUND (Paterson), tri-weekly. Estab. 1870. Carl August Baeger, editor.

JOURNAL (Paterson), semi-weekly. Estab. 1877. Otto Strutzbach, editor.

LABOR STANDARD (Paterson), weekly. Estab. 1878. McDonnell & McNeill, editors.

Senator—Garret A. Hobart, R., '83.

Assemblymen—Joseph A. Greaves, R.; Patrick Henry Shields, R.; William F. Gaston, R.; Thomas Flynn, D.

Sheriff—Winfield S. Cox, '84.

Coroners—James W. Collins, George F. Newcomb and Nixon Campbell, '84.

County Clerk—William M. Smith, '86.

Surrogate—Henry McDonalds, '85.

County Collector—William H. Hayes.

President Judge—Jonathan Dixon.

Law Judge—Absalom B. Woodruff, *ad interim*.

Lay Judges—John R. Daggars, '82; Henry P. Simmons, '83.

Prosecutor of the Pleas—Engene Stevenson, '85.

Terms of Court—Fourth Tuesday in April and September, and the first Tuesday after the first day of January.

*Passaic. Population, 6532.*

NEWS (Passaic), daily. Estab. 1877. Arthur Sawyer, editor.

HERALD (Passaic), weekly. Estab. 1872. Orrin Van Derhoven, editor.

ITEM (Passaic), weekly. Estab. 1870. Alfred Speer, editor.

### SALEM COUNTY. POPULATION, 24,580.

*Salem, County Seat. Population, 5057.*

SUNBEAM (Salem), weekly. Estab. 1844. Robert Gwynne & Son, editors.

STANDARD (Salem), weekly. Estab. 1819. B. Patterson, editor.

SOUTH JERSEYMAN (Salem), weekly. Estab. 1881. Smith & Bell, editors.

Senator—George Hires, R., '85.

Assemblymen—Henry Coombs, R.

Sheriff—Charles D. Coles, '84.

Coroners—Charles W. Denn, John Q. A. Donny and William Carney, '84.

County Clerk—J. M. Lippincott, '84.

Surrogate—George R. Morrison, '82.

County Collector—A. Smith Reeves.

President Judge—Alfred Reed.

Lay Judges—Allen Wallace, '82; William Plummer, '83; Joseph Cook, '84.

Prosecutor of the Pleas—Albert H. Slape, '85.

Terms of Court—Third Tuesday in January, May and October.

*Pennsgrove. Population, 1000.*

RECORD (Pennsgrove) weekly. Estab. 1878. J. W. Laughlin, editor.

*Woodstown. Population, 1800.*

REGISTER (Woodstown), weekly. Estab. 1869. William Taylor, editor.

*Elmer. Population, 300.*

GAZETTE (Elmer), weekly. Estab. 1800. D. S. Maynard, editor.

## SOMERSET COUNTY. POPULATION, 27,161.

*Somerville, County Seat. Population, 3220.*

GAZETTE (Somerville), weekly. Estab. 1864. A. V. D. Honeyman, editor.  
 MESSENGER (Somerville), weekly. Estab. 1822. John H. Mattison, editor.  
 UNIONIST (Somerville), weekly. Estab. 1863. E. P. Porter, editor.  
 NEW JERSEY LAW JOURNAL (Somerville), monthly. Estab. 1878. Edward Q. Keasbey, editor.  
 Senator—Eugene S. Doughty, D., '85.  
 Assemblyman—William A. Schomp, D.  
 Sheriff—Lewis A. Thompson, '83.  
 Coroners—Henry G. Wagoner, Amadee F. Vorhees and William J. Swinton, '84.  
 County Clerk—M. H. Vanderveer, '85.  
 Surrogate—William H. Long, '83.  
 County Collector—A. Berry.  
 President Judge—William J. Magie.  
 Lay Judge—Andrew V. D. B. Vosseller, '82; John M. Garretson, '83; Joseph Thompson, '84.  
 Prosecutor of the Pleas—James J. Bergen, '82.  
 Terms of Court—Third Tuesday in April, September and December.

*Bound Brook. Population, 1250.*

CHRONICLE (Bound Brook), weekly. Estab. 1868. A. J. Shampamore, editor.

## SUSSEX COUNTY. POPULATION, 23,553.

*Newton, County Seat. Population, 2513.*

HERALD (Newton), weekly. Estab. 1829. Thomas G. Bunnell, editor.  
 REGISTER (Newton), weekly. Estab. 1813. Richard F. Goodman, editor.  
 Senator—Thomas Lawrence, D., '83.  
 Assemblyman—William E. Ross.  
 Sheriff—Jacob E. Hornbeck, '84.  
 Coroners—Levi D. Miller, Emerson B. Potter and Jacob C. Price, '84.  
 County Clerk—John H. Neldon, (fill vacancy), '82.  
 Surrogate—G. B. Dunning, '83.  
 County Collector—Theodore Morford.  
 President Judge—William J. Magie.  
 Lay Judge—Lewis J. Martin, '86.  
 Lay Judges—Hiram C. Clark, '83; James B. Huston, '84.  
 Prosecutor of the Pleas—Lewis Cochran, '84.  
 Terms of Court—First Tuesday in April, September and December.

*Deckertown. Population, 1003.*

INDEPENDENT (Deckertown), weekly. Estab. 1870. John J. Stanton, editor.

## UNION COUNTY. POPULATION, 55,571.

*Elizabeth, County Seat. Population, 28,129.*

HERALD (Elizabeth), daily and weekly. Estab. daily, 1867; weekly, 1867. Cook & Hall, editors.  
 JOURNAL (Elizabeth), daily and weekly. Estab. daily, 1868; weekly, 1773. Fred W. Foote, editor.  
 FREIE PRESSE (Elizabeth), semi-weekly. Estab. 1871. C. H. Schmidt, editor.  
 Senator—Benjamin A. Vail, R., '85.  
 Assemblyman—John T. Dunn, D.; George T. Parrott, R.; Frank L. Sheldon, R.

Sheriff—Thomas Forsyth, '84.  
 Coroners—Henry J. Strahmeyer, Jr., '82; Monroe B. Long and Henry H. Lowrie, '84.  
 County Clerk—James S. Vosseller, '82.  
 Surrogate—James J. Gerber, '82.  
 County Collector—Patrick Sheridan.  
 President Judge—Bennet Van Syckel.  
 Law Judge—Thomas F. McCormick, '83.  
 Lay Judges—David Mulford, '82; Nathan Harper, *ad interim*.  
 Prosecutor of the Pleas—William R. Wilson, '86.  
 Terms of Court—First Tuesday in January, May and October.

*Plainfield. Population, 8126.*

BULLETIN (Plainfield), daily and weekly. Estab. daily, 1879; weekly, 1880. E. O. Chamberlain, editor.  
 CENTRAL NEW JERSEY TIMES (Plainfield), weekly. Estab. 1868. J. C. Runyon, editor.  
 CONSTITUTIONALIST (Plainfield), weekly. Estab. 1868. W. L. Force & Co., editors.  
*Rahway. Population, 6454.*  
 ADVOCATE AND TIMES (Rahway), weekly. Estab. 1822. W. L. Merzhan & Co., editors.  
 NATIONAL DEMOCRAT (Rahway), weekly. Estab. 1840. Lewis S. Hyer, editor.

## WARREN COUNTY. POPULATION, 36,588.

*Belvidere, County Seat. Population, 1750.*

APOLLO (Belvidere), weekly. Estab. 1824. Josiah Ketcham, editor.  
 JOURNAL (Belvidere), weekly. Estab. 1833. Adam Bellis, editor.  
 Senator—George H. Beatty, D., '85.  
 Assemblymen—William Fritz, D.; Robert Bond, D.  
 Sheriff—William K. Bowers, '84.  
 Coroners—W. Scott Johnson, William M. Mayberry and Augustus DeLiker, '84.  
 County Clerk—William L. Hoagland, '85.  
 Surrogate—Martin C. Swartsweiler, '84.  
 County Collector—P. H. Hann.  
 President Judge—Mercer Beasley.  
 Law Judge—William H. Morrow, '82.  
 Lay Judges—Jehiel T. Kern, '83; James Somerville, '84.  
 Prosecutor of the Pleas—Sylvester C. Smith, '86.  
 Terms of Court—Fourth Tuesday in April, third Tuesday in September, and the first Tuesday after the fourth Tuesday in December.

*Blairstown. Population, 500.*

PRESS (Blairstown), weekly. Estab. 1877. Jacob L. Bunnell, editor.

*Hackettstown. Population, 2500.*

GAZETTE (Hackettstown), weekly. Estab. 1856. Ziba Ossmun, editor.  
 HERALD (Hackettstown), weekly. Estab. 1871. A. C. Higgins, editor.

*Phillipsburg. Population, 7180.*

DEMOCRAT (Phillipsburg), weekly. Estab. 1868. Charles F. Fitch, editor.

*Washington. Population, 2142.*

REVIEW (Washington), weekly. Estab. 1877. John W. Nutze, editor.  
 STAR (Washington), weekly. Estab. 1868. Richard Vanhona, editor.

FOR INFORMATION CONNECTED WITH THE NEWSPAPERS OF NEW JERSEY AND THE EDITORIAL ASSOCIATION OF THE STATE, WE REFER WITH PLEASURE TO CHAS. BECHTEL, SECRETARY, TRENTON.

# THE CITY OF TRENTON.



A PROMINENT MANUFACTURING CITY AND THE LOCATION OF THE GREAT POTTERY INTERESTS OF THE COUNTRY—THE SEAT OF THE STATE GOVERNMENT—A CENTRE OF EXTENSIVE TRADE, AND A DELIGHTFUL PLACE OF RESIDENCE.

TRENTON, the capital of New Jersey and seat of justice of Mercer County, is situated on the left bank of the Delaware River at the head of navigation. The river at this point abruptly changes its character. Below it is a wide channel of commerce, flowing between low sand and alluvial banks and feeling the pulsations of the tides of the great Atlantic, while above it is a rippling stream, fringed by wooded hills and presenting many vistas of beauty. The city is fifty-seven miles from New York and thirty from Philadelphia.

## THE FIRST SETTLEMENT.

The first settlement on the site of Trenton was made in 1676, when several purchasers of land built on the Lowlands, near the Falls of Delaware and where they lived for about sixteen years, improving to a considerable extent their habitations and lands. In the Spring of 1692 the buildings that had been erected were generally destroyed by an uncommon overflow of the river and the settlers only escaped through the assistance of the neighbors, who rescued them with their canoes. Owing to the probability of this strip of land meeting with a disaster of this nature, the Indians had named it Littleworth, and such it proved for many years, although at the present time forming a very desirable portion of the city. The pioneers of Trenton, after meeting with this unfortunate circumstance, located themselves back from the river, upon higher ground.

In 1680, Mahlon Stacy, who had purchased a tract of land of eight hundred acres, lying on both sides of the Assanpink, completed a grist mill and ten years later it was purchased by Judge William Trent. The small collection of houses that had been erected at the Falls of Delaware (or Littleworth), was gradually growing in number and in 1719, it is stated, that the people began to agitate naming the settlement. Some of the residents calling it Yards-town and others Trent's-town, and as Trenton "was considered the handsomest name they concluded so to call it." This name is believed to have been selected in honor of Judge Trent, above mentioned, who for a time owned considerable land in the neighborhood. He was the first Chief Justice of New Jersey and was for several years a member and, part of the time, speaker of the House of Assembly.

## INCORPORATED AS A BOROUGH.

It was not until 1740 that Trenton showed much advancement and growth, there being in that year several buildings erected, among the number a Friends' meeting house. In 1748 there were nearly a hundred houses in the place and the flourishing condition in which the town appears to have been at that time, and its advantageous location for business, led the inhabitants to anticipate its rapidly increasing growth and prosperity, and supposing that both would be promoted by an act of incorporation by the crown, conferring borough privileges, Governor Lewis Morris and a number of the inhabitants of this district of country, sent a petition to King George II, stating that Trenton was at the head of sloop navigation and that a variety of circumstances rendered the place favorable for business and that its interests would be greatly promoted by such an act. Accordingly a royal charter was granted, which included very nearly the whole of the present county of Mercer. Either through dissensions or failure to secure the benefits anticipated, they surrendered the charter to the King in 1750 and for more than forty years the town was without incorporation.

## THE TOWN IN 1748.

In 1748 Trenton was visited by a Swedish traveler named Kalm, who remained in the town some days and described it as follows: "Trenton is a long, narrow town, situated at some distance from the river Dela-

ware, in a sandy plain. It is reckoned thirty miles from Philadelphia. It has two small churches, one for the people belonging to the Church of England, the other for the Presbyterians. The houses are partly built of stone, though most of them are made of wood or planks, commonly two stories high, together with a cellar below the building and kitchen under ground, close to the cellar. The houses stand at a moderate distance from one another and are commonly built so that the street passes along one side of the houses, while gardens of different dimensions bound the other side; in each garden is a draw well; the place is reckoned very healthy. \* \* \* The houses are, within, divided into several rooms by their partitions of boards. The inhabitants of the place carried on a small trade with the goods which they got from Philadelphia; but their chief gain consisted in the arrival of the numerous travelers between that city and New York; for they are commonly brought by the Trenton yachts from Philadelphia to Trenton, or from thence to Philadelphia. But from Trenton, further to New Brunswick, the travelers go in wagons, which set out every day for that place. Several of the inhabitants also subsist on the carriage of all sorts of goods, which are sent in great quantities, either from Philadelphia to New York, or thence to the former place, for between Philadelphia and Trenton, all goods go by water; but between Trenton and New Brunswick they are all carried by land, and both of these conveniences belong to people of this town. For the yachts which go between this place and the capital of Pennsylvania, they usually pay a shilling and sixpence, Pennsylvania currency, per person, and every one pays beside for his baggage. Every passenger must provide meat and drink for himself and pay some settled fare. Between Trenton and New Brunswick a person pays six shillings and sixpence, and the baggage is likewise paid for separately."

#### THE BATTLE OF TRENTON.

The early history of Trenton is full of interest to all residents of this country. It was through it and to the Pennsylvania side of the Delaware, immediately opposite, that Washington retreated with his shattered and almost disheartened army, after the reverses suffered on Long Island, in the vicinity of New York, in 1776. It was on the 8th of December of that year that he crossed the river. Although the river was not frozen, yet it presented a barrier to the pursuing forces—consisting principally of Hessians, under Colonel Rall—which they did not dare to cross, and they went into camp on the Trenton side. Here they remained in confident security, anticipating no danger from the patriots on the opposite side, many of whom Washington, in one of his dispatches describes as being "quite barefoot and ill-clad." But their security was of short duration, for on the morning of the 26th of December, Washington and his forces recrossed the Delaware, surprised and completely routed the enemy, capturing nearly one thousand of them. In this encounter Colonel Rall, the Hessian commander, was killed. After the engagement the Americans returned to the Pennsylvania side of the river. This blow was as encouraging to the patriotic Americans as it was astounding to the British. In conception and in daring it was so utterly unexpected and its success so brilliant, that it compelled both friends and foes alike to respect and admire the American army and its leader. But Washington was not content to end the campaign with the laurels thus won. He knew that the scales between hope and despair were almost equally poised, and that determined action alone could turn the balance in favor of liberty. He, therefore, recrossed the Delaware on the 1st of January, 1777, and with this handful of men prepared to encounter the army of Lord Cornwallis in Trenton. On the 2d he met, and by courage and skill baffled, if he did not actually defeat, the enemy. This engagement continued during the entire day, commencing in the morning on the northern outskirts of Trenton and terminating in the evening at the bridge over the Assanpink, in the city. Soon after midnight the American forces withdrew from the position they held in front of the British, and by a forced march reached Princeton, ten miles distant, where they fought the successful battle described in the sketch of that town. In the engagement at Trenton, Lieutenant Monroe, of a Virginia regiment—who was afterwards President of the United States—was wounded, and the weather was so intensely cold that several American soldiers were frozen to death. These movements and successes of the American army inspired new hope in the Colonies, and enabled Washington to go into winter quarters at Washington, N. J., instead of abandoning the State to the hitherto triumphant foe.

#### A NOTABLE OCCASION.

After the Revolutionary contest was over and General Washington had been selected by Congress as the Chief Magistrate of the United States, he made the memorable journey from his home at Mount Vernon to New York, then the seat of government, to accept the office. Everywhere he was received with signal honors and none more heartier than those given him by the people of Trenton, through which town Washington passed. The ladies prepared a triumphal arch, highly ornamented with laurels and flowers, on the bridge over the Assanpink Creek, and at this place General Washington was met by a party of matrons, lead-

ing their daughters, dressed in white, who carried baskets of flowers in their hands and sang an ode of two stanzas and at the last line the flowers were strewn before the distinguished general. Washington subsequently referred to the welcome as leaving the deepest impression upon him and one that would never be effaced.

#### TRENTON MADE A CITY.

In 1790 the growing town of Trenton was made the seat of government of New Jersey, and November 13th, 1792, the city of Trenton was formed from a part of the township of Trenton, with usual corporate privileges. The boundaries given by this charter did not include that portion below or south of the Assanpink Creek, afterwards known as Kingsbury and more recently Mill Hill and Bloomsbury. In September, 1793, the yellow fever made its appearance in Philadelphia and the public offices of the United States government then located in that city were removed to Trenton during its prevalence. Mr. Adams, the President of the United States, in 1798, made his residence in this city and occupied a house in Warren Street, known as the Phoenix Hotel.

#### ITS GRADUAL GROWTH AND POPULATION.

From this time the growth of Trenton was assured, the excellent situation and commercial facilities, as had been forecasted in 1648, proving that the location was in every respect adapted for business and residence. In 1810 the total population of Trenton was 3,000, divided as follows: Free white males, 1,282; free white females, 1,265, total, whites, 2,547; all other persons, excepting Indians, not taxed, 272; slaves, 181. The next decade the population increased to 3,942 and then appeared to be a stagnation in its business, but after 1830 Trenton received a number of improvements which gave new life to business and enterprise.

In 1833 it is described as containing 425 dwellings (not including the village of Mill Hill, Bloomsbury, and Lamberton, now portions of the town), eight churches, thirteen taverns, about thirty stores, among which were three book-stores and three silversmith-shops; three printing-offices, each of which issue a weekly paper: the *Union*, the *True American* and the *New Jersey Gaseteer*; a public library, established about the year 1750; and a lyceum or literary association. There were also on the Assanpink, within the town, two cotton-mills, having 5,400 spindles, and one mill for power-looms, and on the Delaware, two mills for looms.

The population of Trenton in 1843, including the borough of South Trenton, was upwards of 6,000, and of this number 4,035 were in the city proper. At this time, in the city proper stood the old capitol building, erected in 1794, together with the Governor's residence and two banks. In South Trenton was located the Mercer County Court-house and offices pertaining to the same; the State-prison, State arsenal, and three churches. In 1850, the city proper was divided into two wards, designated as the East and West wards of the city of Trenton. In the former there were 5,119 inhabitants and in the latter, 3,318, a total of 8,437. The city was again, in 1855, divided into additional wards, five in all, and possessed a population of 11,169. At the census in 1860 Trenton contained 17,228 inhabitants and six wards. In 1870 the number was increased to seven, and the population reached 22,919. At the present time Trenton contains a population of 29,910.

#### TRENTON OF TO-DAY.

The greater part of Trenton is situated upon high ground, commanding an extensive view of the river and the adjoining State of Pennsylvania. The city is regularly planned, with wide, straight streets and imposing residences, many of which are surrounded with handsome grounds, beautifully shaded and ornamented with shrubbery. Visitors reaching Trenton for the first time will be favorably impressed by the activity in every department of business and the general appearance of the place. In both the manufacturing and mercantile branches of trade there is manifested that same degree of enterprise that is common to the growing centres of this country. Along the river for more than a mile Trenton spreads its wings, the southeastern portion being largely devoted to the manufactures, while the northwestern, on West State Street, is built up with palatial dwellings of the wealthy citizens. In this portion is located the capitol building, a handsome structure, in which are located all the offices of the State Government. From the rear of this building there is to be obtained an extended prospect up and down the river.

The principal business thoroughfares are State, Warren and Greene Streets, though many mercantile houses are located upon the streets that cross these at right angles. The streets are generally all wide, with driveways of superior excellence and sidewalks well paved and very generally kept in good condition. The business portion of the town presents a beautiful and substantial appearance, the buildings being large and giving the town very much the air of a city of much greater population. That portion removed from business contains handsome residences, and in that section there will be noticed a general love of flowers.

Wherever possible large and beautiful grounds surround the houses, nearly all of which are laid out with taste, and in some instances great liberality is displayed in the culture of flowers, shrubbery and fruit trees.

While there are numerous manufacturing industries within that portion of the city devoted to the mercantile trade, the greater number are in what were a few years ago the suburbs of the town, but are at present teeming with the industrial population. Along the railroads and canal there is a continuous stretch of manufactories, the pottery and iron trade being prominent. In the latter the very extensive works of John A. Roebling's Sons are known throughout the civilized world. To the founder of this great concern, Mr. John A. Roebling, the world is indebted for the suspension bridge and wire rope, he manufacturing the first wire rope in 1842, and in 1844 he contracted with the city of Pittsburgh to erect a wire suspension aqueduct over the Alleghany River, in place of the old wooden superstructure. This was a novelty in civil engineering. In 1852 Mr. Roebling commenced operations on the Niagara River and laid the anchorage of the Railroad Suspension Bridge, which connects this country with Canada, near the great Falls. The lower floor of this work was opened for common travel in 1854 and in March, 1855, the upper floor was opened for the passage of trains, and at once settled the question of the practicability of railroad suspension bridges. Thereafter the works were busily engaged in building bridges of this nature, and at the present time they are still so engaged, their last and greatest work being the suspension bridge over the East River at New York.

### THE POTTERY INDUSTRY.

Throughout the world the city of Trenton is intimately associated with the production of a superior grade of pottery, and it is to-day the greatest centre for this industry in the United States. From the annual report of the New Jersey State Bureau of Statistics of Labor and Industries for the past year, the writer gleanes the following interesting facts of this branch of Trenton's enterprise: The report places the number of firms in the State engaged in the pottery business at thirty-eight, all but three being located in Trenton. These exceptions include one each at Jersey City, Elizabeth and Perth Amboy. Of the whole number, there are twenty-five establishments devoted to the manufacture of white pottery, five to colored, three to pottery supplies and five to decorations. The capital represented reaches \$3,254,500 and the value of the product for the year was \$3,663,300, or \$1.12 for each dollar invested. The greatest number of workmen employed at any time by these thirty-eight firms was 3,884, the average number being 3,682, of whom 2,344 were men, 518 women and 820 children. The amount paid out for wages was \$1,555,300, or 42.4 per cent. of the gross value of the product. In 1880 the total paid for wages was \$858,816, and the product was \$2,187,015. The increase of 1881 over the year previous was \$1,067,485, or about one-half of the entire products of 1880. Should this growing industry receive the proper encouragement from Congress in the shape of legislation to protect them against the goods manufactured in foreign countries, it will in the near future reach wonderful proportions. It is yet in its infancy, and already an important factor of the growing wealth of the State. In the pages that follow will be found descriptive reviews of all the leading potteries of the city, showing the growth and resources of each.

### PROMINENT BUILDINGS AND INSTITUTIONS.

No city in the State contains more buildings of general interest, as nearly all the State departments occupy buildings specially constructed for them, which are located within the city limits or adjacent. The State Lunatic Asylum occupies commodious grounds a short distance beyond the city, which are covered with numerous buildings, particularly adapted for the improvement of the mind of the unfortunate residents. The Penitentiary is located in the southeastern section of Trenton and is one of the most complete institutions of this nature in the country. The Capitol Building is a commanding edifice on West State Street, within which is the State Library, now containing between twenty and twenty-five thousand volumes. The County Court House, State Normal and Model Schools and Taylor's Opera House buildings are objects of interest to visitors and add much to the architectural beauty of the city.

Being incorporated as a city, Trenton enjoys all the benefits to be derived therefrom and its municipal departments are particularly well organized. The executive authority of the city is vested in a Mayor and Council, the latter formed of representatives from each ward. The Police Department is thoroughly equipped and uniformed and the city is patrolled night and day, the breaking of the peace being much more rare than in many cities of greater population. The Fire Department is one of the finest in the State and provided with first-class steam engines and efficient hook-and-ladder companies. Trenton has abundance of good water and every portion is well supplied therewith and the streets are lighted with gas, an excellent quality being manufactured by the city works.

## RELIGIOUS AND EDUCATIONAL FACILITIES.

Trenton is well supplied with churches and coming toward the city from any point the eye of the traveler is greeted by a number of tall and graceful spires, that at once bespeaks for its residents a high moral condition of society and an advanced appreciation of the benign influences exerted by the churches. The buildings are architectural adornments and add in no small degree to the recognized beauty of the town. The public school system is a most excellent one and controlled by an efficient corps of teachers, under the immediate direction of a superintendent. The advanced condition of the residents of Trenton in education and general information, has prompted in years back the establishment of several first-class newspapers. The greater part of these are edited with ability and conducted in a spirit of enterprise, with a just appreciation of the prominent position they have as public educators. They are as follows: *State Gazette*, daily and weekly, daily established 1847; weekly, 1792; John L. Murphy, proprietor; William Cloke, editor. *True American*, daily and weekly, daily established 1838; weekly, 1822; Naar, Day & Naar, editors. *Emporium*, daily, established 1867; John Briest, editor. *News*, semi-weekly, established 1873; J. W. Moody, editor. *Herald*, weekly, established 1875; E. C. Stahl, editor. *New Jersey Staats Journal*, weekly, established 1867; E. C. Stahl, editor. *Flower's Family Magazine*, monthly, established 1878; W. P. Flower, editor. *Sentinel*, weekly; R. Henri Herbert, editor.

## RAILROAD AND BUSINESS ADVANTAGES.

The railroad communication with all parts of the Nation and State are of the most ample nature, the great main line of the Pennsylvania Railroad, between New York and Philadelphia, passing through the city and at this point diverging into two important branches—one crossing the river Delaware on a magnificent iron bridge and taking the western side of the river, via Bristol to Philadelphia, where it makes connections with all points West and South. The other branch remains on Jersey soil and touches all the important towns on the eastern side of the river, with terminus at Camden and by ferry to Market Street, Philadelphia. At Camden trains for Atlantic City, Cape May and other places through South Jersey are found and under the control of this most excellent company. By a branch Trenton is connected with the well-known Bound Brook Route between Philadelphia and New York, which is now under the management of the Philadelphia and Reading Company. The Belvidere and Delaware Railroad, a branch of the Pennsylvania Railroad, running along the beautiful and picturesque shore of the Delaware River to the celebrated Water Gap and the wonderful mineral region of the Lehigh Valley, terminates in Trenton, where connection is made with the main line. The Delaware and Raritan Canal passes through the built-up portion of the city and is largely utilized by shippers.

The steamer "Edwin Forrest" makes regular trips between this city and Philadelphia, carrying both passengers and freight, in addition to freight lines via canal. The domestic trade of Trenton is very large and varied, and its export and import trade—by river, canal and rail—is both extensive and exceedingly valuable; but it is as a manufacturing city that Trenton takes the most conspicuous rank, and to its manufactures it owes in the greatest degree its rapid growth in population and wealth. Trenton employs water power on the Assanpink and the river to the amount of at least ten thousand horse-power and this great total can easily be quintupled; steam is also largely employed. The great business interests of the city are amply sustained and accommodated by numerous substantial banks and banking houses.

During the winter, and while the Legislature is in session, Trenton is a great centre of interest with all residents of the State and thither many repair, at this time filling the city with non-residents. There are many excellent hotels, managed and controlled by some of the best men in this line of business in the country, and their houses have a most extended reputation. The principal hotels are: Trenton House, American Hotel, the United States, State Street House and National Hotel. Taylor's Opera House affords the citizens an opportunity of witnessing all the popular productions of the stage and is brought into use very frequently during the theatrical season.

In conclusion there can be but an expression of regret that the space allowed was so contracted, that a subject teeming with such great interest as is this, has had to be given in such an epitomized form. But should these pages prove to be potent in advancing the object for which they were written—the placing of Trenton in its proper position as a location for capital and enterprise and as a superior purchasing centre—then they can be permitted to claim they have fulfilled their mission. In the pages following the reader will find a brief sketch of all the leading industries of the city, both manufacturing and mercantile, and to them attention is earnestly called.

**William F. Patrick**, Wall Papers, etc., Nos. 27 and 29 South Warren Street.—The wall paper store of Mr. William F. Patrick, located at Nos. 27 and 29 South Warren Street, was established by that gentleman at its present location in 1876. The store is 20x45 feet in size, well arranged and adapted for the business, and nicely fitted up. The stock consists of wall and curtain papers of every description and latest design, window shades, decorations of all kinds, borders, etc. Orders from city or country are promptly attended to. The trade extends principally throughout the city and annually increases. Mr. Patrick is a native of the city of Philadelphia, and learned the trade of a paper-hanger there. He came to this State some sixteen years ago, and has built up quite a business in this city. He bears the reputation of being an excellent and experienced workman and gives the best of satisfaction to customers. He is an active and energetic business man, and deserves an even more extended share of the public patronage.

**Charles H. Schanck**, Cigars and Tobaccos, No. 522 Clinton Street.—The cigar and tobacco store of Mr. Charles H. Schanck, in Chambersburg, was established by that gentleman at its present location in 1879. The stock consists of choice cigars, chewing and smoking tobaccos, pipes, snuff and smokers' supplies generally. He is also the manufacturer of the celebrated "Figaro" and "Mary Anderson" cigars. The store is 15x25 feet in size and the manufactory is located in an adjoining room, 15x15 feet in size. The finest and most noted cigars are here made and sold throughout the State and competent and experienced workmen are employed. The retail trade extends throughout the city and annually increases. Mr. Schanck is a native Trentonian, a practical cigar-maker, and has had considerable experience in the business. He is an enterprising young business man, and deserves the very large trade which he now enjoys, and which he has built up by close application to business and fair dealing with customers.

**A. M. Walton**, United States Hotel, Nos. 17 and 19 North Warren Street.—The United States, which is located at Nos. 17 and 19 North Warren Street, was occupied by its present proprietor, Mr. A. M. Walton, in June, 1881. The premises are the same formerly occupied for so many years by that veteran host Samuel Kay and more recently by Mr. Orin Fawcet, deceased. It has a frontage on Warren Street of about 80 feet and runs through the entire block to Chancery Street, where the stables front. The building is 65x100 feet, four stories in height, built of brick, and possesses every convenience. The bar-room is located on the left of the entrance, 30x60 feet in size and is stocked with a full supply of choice wines, liquors, cigars, etc. In the rear of the bar-room is located the billiard, 30x30 feet in size, and containing two tables. To the right of the wide entrance are the dining-rooms, 30x70 feet in size, and back of them the kitchen, scullery, etc. The parlors are located on the second floor and the rest of the building is devoted to sleeping apartments, twenty-five in number. The culinary department is under the charge of an experienced artist and the tables are supplied with the choicest meats, vegetables, etc., that the market affords, cooked in the best manner and served promptly and abundantly. Guests are given every attention and efforts are made to make their stay agreeable and pleasant. Stabling is provided and yard room for carriages, etc. The rates

are reasonable for both permanent and transient boarders. Mr. Walton is a native of Mercer County and has long been identified with its business interests. He is largely engaged in the stone business and continues the same in addition to his hotel. He is a highly popular and well-known gentleman, full of activity and enterprise.

**Johnson & Wheeling**, Bakery, No. 156 North Greene Street.—The popular bread, pie and fancy cake bakery and ice-cream saloon of Johnson & Wheeling, which is located at No. 156 North Greene Street, was established by this energetic firm in the year 1878. They carry a good stock and do an excellent trade. The store is 25x65 feet in size and is well adapted and arranged for the business. A neat and attractive ice-cream and refreshment-room has recently been fitted up in the rear of the store. The bakery is located in the basement, has excellent ovens and is presided over by competent and experienced workmen. The stock consists of bread, rolls, biscuits, pies, plain and fancy cakes and all the novelties known to the trade. Weddings and parties are well served and the productions of this establishment enjoy a first-class reputation. The trade is located chiefly in the city. The firm is composed of Mr. Samuel Johnson and Mrs. Adeline Wheeling. Mr. Johnson is a native of the city of Trenton and is a practical and expert baker. Mrs. Wheeling is a native of Mercer County, N. J. She presides in the store and is an energetic and pleasant lady. The firm is reliable and deserve the very large patronage which they now enjoy.

**Bloom & Godley**, Bedding, etc., No. 140 South Greene Street.—The well-known bedding establishment of Messrs. Bloom & Godley, which is located at No. 140 South Greene Street, was established by this firm in the year 1875. The stock carried is very large and an annual business of about \$50,000 is done. The building has a frontage on Greene Street of about 25 feet, and runs back to a depth of 80 feet. It is four stories in height, built of brick, and is a modern structure. They manufacture and are wholesale and retail dealers in bedding of every description, mattresses, feathers, lounges, blankets, quilts, spreads, etc. The first floor and main store is a handsome room, 25x80 feet in size, and contains a large variety of bedding, etc. The second floor is devoted to the manufacture and storage of mattresses of all kinds, while the third floor is the feather department. The fourth floor is the lounge manufactory and upholstering department, and the best of work is turned out. Additional floors of adjoining buildings are also rented and in use for storage purposes for manufactured goods. Employment is furnished some twenty persons. The building is heated by steam, and an engine of ten-horse power is used in renovating, hair picking, etc. The individual members of the firm are Mr. Jacob C. Bloom and Mr. John F. Godley. Mr. Bloom is a native of Hunterdon County, N. J., and first came to Trenton in 1873 and opened a grocery store at Temperance Hall. Two years later he disposed of his store and entered into his present business. Previous to coming to Trenton he was engaged in the dry-goods and grocery business at Milford, N. J. Mr. Godley is also a native of Hunterdon County and was born at Spring Mills, near the village of Milford. He was formerly engaged in the wool business in his native county and came to Trenton in 1876 and entered into a copartnership with

Mr. Bloom. They are among our leading and substantial merchants, and their standing and credit wherever known is first-class in every respect.

**Samuel Heath**, Lumber, Coal, Lime, etc., Nos. 334 and 336 Perry Street.—The extensive lumber and coal establishment of Mr. Samuel Heath was founded by that gentleman at its present location in the year 1873. The amount of stock carried is very large and the annual business done will exceed \$50,000. The stock consists of lumber of all kinds for building purposes, lath, lime and all the better qualities of coal. The premises are at their entrance 50x200 feet in size, and occupy in total 235-100 acres. The lumber is stored under sheds, and is of all known grades. The coal sheds are near to railroad, and the best facilities are employed. The services of some seven experienced men are requisite in the business, together with as many teams and carts. The trade is both wholesale and retail, and annually increases in value and importance. Mr. Heath was born in Horsham Township, Montgomery County, Pa., and came to this city about the year 1850. He is an enterprising, well-informed business man, and has earned a reputation for reliability and straightforwardness second to no other man. By industry and strict attention to business he has accumulated considerable means, and is one of the self-made men which are the pride of the nation, and whose example is well worthy of imitation. He was formerly engaged in the grocery business in this city, and afterwards in the brick business. He was formerly a member of the city Council, and gave general satisfaction to the public while serving in that capacity. Mr. John H. Hillman, a veteran in the business, is the main salesman for the establishment.

**William F. Speeler**, Tobacco and Cigars, No. 3 North Warren Street.—The popular cigar and tobacco store of Mr. William F. Speeler was established by that gentleman at its present location in the year 1878, at the old stand of George Bennett. The stock comprises a full line of imported and domestic cigars, chewing and smoking tobaccos, pipes, snuff, cigarettes and smokers' supplies generally and is probably the finest assorted stock in the State. The store is about 20x50 feet in size and in the rear is a drinking bar, known as "The Sideboard." It is complete in every particular and the choicest wines and liquors are provided. The trade of the cigar store is located chiefly in the city and annually increases. Mr. Speeler is a native of Ohio, came to Trenton when five years of age and was engaged in the pottery business as a manufacturer up to 1878. He now occupies General Rall's headquarters during Revolutionary times. He is an enterprising young man, who fully understands the wants of his customers and hastens to provide for them.

**Jacob Meseroll**, Manufacturer of Confectionery, No. 110 South Greene Street.—A fine wholesale establishment and one that aptly illustrates the perfection to which the confectionery business is conducted in this city, is that of Mr. Jacob Meseroll, at No. 110 South Greene Street. The house was established in 1868 by Wentz & Green, and in 1871 the business was purchased by J. Meseroll. From a comparatively small beginning a large and lucrative trade has been built up, occupying the entire building and employing from six to eight assistants. His manufactures are of a very superior character and improvements are con-

stantly being made therein. Specialties are manufactured in confectionery, such as cream chocolates moulded in fancy designs, coconut candies, caramels, bon-bons, gum work of a superior quality, etc., as well as immense quantities of the more ordinary candy. A good trade is also done in fruits, nuts, etc. The store occupied is three stories in height, with a basement and is 25x90 feet in size, completely stocked and the trade, which is very large, extends throughout this and adjoining States and annually increases. Mr. Jacob Meseroll is a native of Burlington County, N. J., and came to Trenton from Bordentown, where he was engaged in the same business for many years. He is an enterprising and thorough-going business man, enjoys an enviable reputation for promptness and reliability and is highly appreciated by a large circle of friends for his estimable personal qualities.

**Thomas Combs**, Druggist and Pharmacist, Northwest corner Pennington and Princeton Avenues.—The drug establishment of Mr. Thomas Combs, which is located at the northwest corner of Pennington and Princeton Avenues, was established in 1870 and occupied by Mr. Combs since 1875. The store room, neat and attractive, laboratory, office and room for storage purposes, cover an area of 42x143 feet, well arranged and adapted expressly for the business. The stock consists of pure and fresh drugs, medicines, physicians' appliances, toilet articles, perfumery, soaps, etc. The compounding of physicians' prescriptions is made a specialty and competent assistants are employed. Mr. Combs is a native of this city and served an apprenticeship at the drug business with that veteran druggist, Randal Rickey. He is an enterprising and reliable man and deserves the large patronage which is bestowed upon him.

**Charles S. H. Dobbins**, Plumber and Gas-Fitter, No. 156 Broad Street.—Mr. Charles S. H. Dobbins, centrally located at No. 156 Broad Street, established his enterprise at its present location in 1878. The present amount of stock carried is large and the annual business done is very good. The store is one of the most desirable in the city, 25x60 feet in size, convenient in its arrangement and well adapted for the business. The plumbing establishment is located in the basement and is provided with the necessary tools and machinery for the work. The stock consists of gas fixtures of every description, such as chandeliers, brackets, etc., plumbing materials, porcelain shades, gas and steam pipes, boilers, etc. Competent assistants are employed in the several departments and the trade extends throughout the city and its neighborhood. Mr. Dobbins is a native of this city and has always resided here. He is a practical man, having learned his trade with John P. Hudson, in this city.

**E. Sampson**, Hat and Cap Store, No. 152 North Greene Street.—The new and fashionable hat and cap store of Mr. E. Sampson, which is located at No. 152 North Greene Street, was established by that gentleman at its present location April 1st, 1881, and has enjoyed a very profitable trade thus far. The stock embraces all the leading styles of hats and caps in the market and at prices to suit all classes of customers. The store is neat and attractive in appearance and 25x35 feet in size. Mr. Sampson is a native of Ireland and came to this country in 1873 and has been in this city about one year. He is an enterprising young man and deserves a large patronage.

**A. Wikoff**, Grocer and Mince-Meat Manufacturer, No. 497 Princeton Avenue.—The reliable grocery store of Mr. A. Wikoff, which is located at 497 Princeton Avenue, was established by Mr. C. F. Mohrfeld at its present accessible location in the year 1875, Mr. Wikoff coming into possession in 1882. The store is 20x50 feet in size, well adapted for the business and possesses every modern improvement and convenience, having been built and designed expressly for the purpose for which it is used. The stock consists of a full and complete supply of choice family groceries, provisions, canned goods, fresh meats, fish, glass and crockeryware, earthenware, vegetables, etc. Competent assistants are employed, and the trade extends throughout the city. Mr. Wikoff is a native of this city, born in the year 1841. He is an enterprising and active young business man, and by his uniform kindness and polite attention to the wants of his customers has already succeeded in establishing quite a trade, which is continually on the increase. Previous to taking this store he has been carrying on business successfully in Chambersburg. He makes a specialty of manufacturing mince-meat, in which for ten years he has been engaged. His goods are first-class, popular wherever used, and his trade in this line extends all over the country.

**C. P. Moore**, Harness, No. 16 East Hanover Street.—The harness establishment of Mr. C. P. Moore, which is located at No. 16 East Hanover Street was opened by Mr. C. W. Shepherd in 1881, Mr. Moore coming into possession April 22d, 1882. The store is 20x40 feet in size and is well arranged and adapted for the business. The stock consists of first-class double and single, light and heavy harness, whips, robes, blankets and all manner of horse clothing. The best of work is made to order by experienced workmen and satisfaction is guaranteed. Repairing receives prompt attention and prices are low. The services of competent and experienced persons are provided. The trade is located throughout the city and county and Bucks County, Pa. Mr. Moore is a native of Mercer County, N. J., and has, during the short time he has had charge of this establishment, largely increased his trade. He is a thorough horseman and understands the wants of that animal better than most men.

**East Trenton Pottery Company**, New York Avenue, corner Mulberry Street.—The East Trenton Pottery Company, whose works are located on New York Avenue, corner of Mulberry Street, was established originally in 1864. In 1867, Mr. C. S. Cook became the sole proprietor and continued the business up to August, 1873, when the East Trenton Pottery Company was formed and incorporated by an act of the Legislature. Mr. C. S. Cook was then chosen President and Treasurer and Mr. W. M. Marshall was made Secretary, both gentlemen serving down to the present time. Under the new management various alterations, enlargements, improvements and extensions have been made to the works, until now they rank among the foremost in the country. The manufactures are white granite, stone porcelain, C. C. and decorated ware, hotel ware being made a specialty. The premises are 275x300 feet in dimensions, on which is erected nine commodious stone and brick buildings, three stories in height. They are conveniently divided into the several departments and the best of tools and machinery is in use, together with every known facility for the proper prosecution of the work. The engine is of forty-horse power and

serves to heat the premises by means of steam pipes. Six kilns are in use and the ware here produced enjoys an excellent reputation among dealers throughout the land. Employment is given to one hundred and fifty hands. There are sheds, stables, railroad-switch, canal basin, etc. The trade comes from all portions of the United States and annually increases in importance. Mr. Cook is a well-known business man of the Capital City, thoroughly posted in his line of manufacture, and is a straightforward, prompt and reliable business man. He gives personal attention to the business, keeps a general oversight of the entire establishment and is known as one of the most pleasant and courteous of men. Mr. Marshall looks after the clerical department and is a gentleman in every way qualified for this important branch.

**Thorn & Bro.** (Joseph S. Thorn and William C. Thorn), Premium Trenton Crackers, corner Factory and Cooper Streets.—The well-known cracker bakery of Messrs. Thorn & Bro. is located at the southwest corner of Factory and Cooper Streets, and was established about the year 1862 by the firm of West & Thorn. Subsequently Mr. West retired and the same was conducted by the senior partner, Mr. Joseph Thorn, until the firm of Thorn & Bro., as at present, was created. The business was begun in a small way, and has grown and prospered as the demand of the times warranted, until now it ranks among the foremost in its line of manufacture in the State. The manufactures embrace chiefly the celebrated Premium Trenton Crackers, which enjoy a world-wide reputation, and are found in all parts of civilization; Farina, Corn Hill Crackers, Egg Crackers, Ginger Snaps, Assorted Cakes, Lemon Biscuit, etc. The factory is of brick, two stories and a basement in height, with a frontage on Factory Street of 75 feet, and is 150 feet in depth. The equipment throughout is first-class in every respect. A thirty-horse engine furnishes the motive power and heats the premises by means of steam pipes. Employment is given to from fifteen to twenty hands. The trade comes from all parts of the United States and annually increases in importance. The individual members of the firm are Mr. Joseph S. Thorn and Mr. William C. Thorn. Both gentlemen are Mercer Countians, and are among the foremost of Trenton's active and leading business men.

**Edwin Green**, Pianos and Organs, No. 327 Market Street.—Mr. Edwin Green established the piano and organ business originally in 1862 and has occupied his present location for eight years. He is the authorized agent for Trenton for the world-renowned Steinway pianos and the justly celebrated Mason & Hamlin organs. He also deals in other makes of instruments and is prepared to furnish any style, size or make at the shortest notice and on the most reasonable terms. The salesrooms are 20x50 feet in size, handsomely fitted up and contain numerous instruments, which the public are cordially invited to call and examine. Mr. Green is a native of Yorkshire, England, and came to this country in 1848 and was engaged in business in New York City for some years. In 1851 he came here and accepted a position with the Trenton Iron Company and has acted in the capacity of a foreman of their wire mills up to within the past year, when he retired, to give his sole attention to his establishment. He is a thorough musician and one of Trenton's most enterprising and active business men.

**John E. Thropp**, Manufacturer of Steam-Engines, Boilers, etc., foot of Lewis Street.—An establishment worthy of especial mention and a more extended notice than our limited space permits is that of Mr. John E. Thropp, manufacturer of steam-engines, boilers, shafting, pulleys and all kinds of pottery and other machinery. The works are located at the foot of Lewis Street, near the canal, and were established by Mr. Thropp in the year 1878. He now does a large trade extending throughout the United States and gradually increasing in extent and importance. The premises are 150x200 feet in size, with a substantial two-story brick structure 100x150 feet. The machine shop is 50x125 feet and is supplied with a vast quantity of the most approved labor-saving machinery. The moulding-shops are 50x125 feet, and the pattern shops occupy the upper floors of the machine-shop. A twenty-horse engine supplies the motive power for the machinery and steady employment given to forty-three skilled workmen and competent machinists. There are also store-houses, sheds, stables, etc., and ample yard room. New and second-hand engines and boilers are kept constantly on hand. Machine work of all kinds is intelligently and promptly done, and at moderate prices. Orders by mail receive careful attention and information is cheerfully given. Mr. Thropp is a well-known Trentonian, having long been engaged in the machine business here. He is an industrious, enterprising and thoroughly reliable manufacturer, and is acquainted with every detail of the business, having served a full apprenticeship prior to engaging in business. A good workman himself, he is a competent judge of the productions of the men under him and that which undergoes his careful scrutiny may be relied upon as being perfect in its construction. He is ably seconded in his efforts by his son, Mr. William Thropp, who is the superintendent in charge, and one of the most competent and expert of Trenton's younger machinists.

**Benjamin Hawkins**, Cigar Boxes, Nos. 501 and 503 South Warren Street.—The manufacture of cigar boxes is an industry entitled to more than brief mention. The well-known manufactory of Mr. Benjamin Hawkins, which is located at Nos. 501 and 503 South Warren Street, was established at its present location in 1867 in a very modest way. The stock now carried is large and the annual sales vary from \$10,000 to \$15,000. He manufactures to order and keeps in stock all sizes of cigar boxes of the best material and of superior make. He also deals in Spanish and German cigar ribbon, knives, tuck cutters, labels, box papers, etc. The premises are built of brick, three stories in height, and are 31x60 feet in size, conveniently divided into the several departments. On the first floor is located the office and salesroom, engine and boiler-room, etc. The second floor is used as a finishing department, while the third floor is the manufactory proper, fully equipped with the necessary machinery for the work, such as planers, trimmers, saws, etc. A six-horse power engine furnishes the motive power and the services of twelve hands are required. The works compare favorably with any similar establishment in the State. The trade extends throughout this and adjoining States and more especially to Philadelphia, Pa., and Wilmington, Del. Mr. Hawkins is a native of the city of Philadelphia, but came to Trenton in his boyhood. He is an active, industrious and thorough-going business man and a practical boxmaker. Identified with the business for nearly a quarter of a century, he is conversant with

the peculiar wants of the trade, for which he furnishes ample supplies of everything in his line of business.

**William Ossenberg**, Grocer, Southwest corner Broad and Bridge Streets.—The well-known store of Mr. Wm. Ossenberg, located at the southwest corner of Broad and Bridge Streets, was established by that gentleman in 1865. The stock consists of choice family groceries, canned goods, spices, dried fruits, pickles, meats, flour, vegetables, etc. The store is 20x75 feet in size, convenient in its arrangement and attractively fitted up, etc. Mr. Ossenberg is a native of Germany, born in 1841, and came to this country in his boyhood. At the breaking out of the war of the Rebellion he enlisted in Company B, Fifth Regiment of Artillery, New York Volunteers, and served for a period of three years. In 1865 he came to this city and entered into his present business. For a period of five years he served the city as Chief Engineer of the Fire Department and made a most efficient officer. As a member of the Board of Chosen Freeholders he gained fresh laurels. On the 4th of November, 1881, he received the Republican nomination for Assembly in the Third District and on November 8th was elected to that office by a majority of 20, in a district that usually gave from 400 to 600 Democratic. As an energetic and reliable business man, as a soldier and a citizen and as an exemplary and efficient public officer, he is highly worthy the success which has attended his career in this city and stamped him as one of Trenton's representative men.

**Peter S. Outcalt**, Trenton Slate Mantel Works, Clinton Street near Pa. R. R. Depot.—The manufacture of marbleized slate-mantels and many other articles of use and adornment of slate, is extensively carried on at the excellent establishment of the Trenton Slate Mantel Works, of Mr. Peter S. Outcalt, which is located on Clinton Street, south of the Pennsylvania Railroad depot and was established by that gentleman in 1879 in this city and which he has since successfully conducted. In the manufacture of marbleized slate mantels he is not excelled, either for beauty of design, artistic ornamentation or fineness of finish. Every known variety of marble is so closely imitated, that it is with difficulty at a glance to judge them from the genuine. Slate work of all kinds is also made to order, such as sinks, wash trays, urinals, flooring, blackboards, hearths, register stones, etc. A substantial three-story brick building, with a finished basement is occupied. The works occupy the basement and yard and are well supplied with all the necessary appliances for the proper prosecution of the business, employing four skilled workmen. The office, sales and display-room is located on the first floor, 18x25 feet in size, and numerous handsome specimens of his wares are displayed here. The trade extends throughout this and adjoining States and rapidly increases. Mr. Outcalt is a native of this State, having been born at New Brunswick, and first came to Trenton in 1879, to engage in his present business. He was formerly engaged in the same line at New Brunswick, where he is well known and highly esteemed. He is a thorough-going, active business man, a practical slate and stone-cutter, an expert designer and furnishes designs of his work on application. The Trenton Slate Mantel Works, though comparatively young, has earned for itself an enviable reputation and stands to-day among the most reliable industries of this city.

**Mrs. Emma J. Burns**, Bakery, No. 306 East State Street.—The bakery, confectionery and ice-cream saloon of Mrs. Emma J. Burns was first established in September, 1881, by L. Semon and afterwards passed into the hands of its present amiable and energetic proprietress. She does a good trade and carries an excellent stock, which consists of fresh made and very superior bread, plain and fancy cakes, pies, biscuits, rolls and novelties of all kinds. Fine confectionery in all its variety. Ice-cream of various flavors, etc. The store is 25x60 feet in size, neat and attractive in appearance, convenient in its every arrangement and is fitted up in the best manner. The bakery is located in the basement and is provided with everything necessary for the business. Special attention is given to supplying weddings and parties, and prices will be found satisfactory. The trade is located chiefly in the city and its neighboring towns. Mrs. Burns was born in New Brunswick, N. J., and came to Trenton some seven years ago from Brooklyn, New York. She is an active and industrious business lady and deserves and merits a very extended patronage. She is assisted in her business by her daughters, who are pleasing, polite and engaging to all customers.

**N. B. Ivins**, Fine Boots and Shoes, No. 49 North Greene Street.—The reliable and well-known boot and shoe house of Mr. Nathan R. Ivins, at No. 19 North Greene Street, was established by that gentleman at its present location in the year 1868. The business was originally begun on a much smaller scale, but has grown and thrived with the prosperity of the city. The store is a commodious one, conveniently arranged and adapted for the business; L-shaped, with a frontage on Greene Street of 25 feet and is 75 feet deep and a frontage on Hanover Street of 16 feet by 40 in depth. Every convenience is provided and the store is kept in the best of order. The stock consists of a complete line of boots, shoes, gaiters, slippers, rubbers, etc., for everybody. Ladies', misses' and children's fine shoes are made a specialty. Custom work and repairing is done. First-class work and prompt and polite attention is given to all customers by a competent corps of salesmen and clerks. Mr. Ivins is a native of Mansfield Township, Burlington County, N. J., and first came to Trenton in 1868 to assume charge of his present business. Previous to locating here he was engaged in the same line of business in Philadelphia. He is a live, energetic and experienced business man and has, by close application and honest, straight-forward dealings, built up an excellent and lucrative trade. His house is one of the most trusty and reliable in the city, buying and selling strictly for cash. For a period of eight years Mr. Ivins was a member of Co. F, N. G. S. N. J., and was in service during the Pennsylvania emergency in 1864. He is at present a director of the Standard Fire Insurance Company of this city and has occupied other positions of trust.

**J. T. Glenn**, Shirt Manufactory and Laundry, No. 31 West State Street.—Mr. Jacob T. Glenn, the popular shirt manufacturer, of No. 31 West State Street, Trenton, has a circular, containing full instructions for self-measurement, with price lists of his celebrated varieties of fine custom shirts, which will be forwarded to any address upon application. Mr. Glenn commenced business in this city in 1874, on a small scale and now enjoys a flourishing and steadily increasing trade throughout this and adjoining States. He manu-

factures first-class work, giving his personal attention to the cutting department and allowing no work to go out from his establishment unless thoroughly and properly made in every respect. The button-holes and all weak points, so prolific of annoyance and profanity in cheap-made shirts, are especially attended to in all the products of this house. Superior fits, style, material and finish and first-class workmanship are guaranteed in all cases and orders from any part of the country will be promptly filled and perfect satisfaction assured. The laundry department was not established until 1876, but has been wonderfully successful. The premises are centrally located and the building is of brick, three stories in height and is 20x120 feet in size. The main store, office and sales-room is located on the first floor, 25x40 feet in size and has two handsome plate-glass show windows. The store is fitted up in modern style, convenient, light and comfortable and a large supply of fine dress shirts, manufactured on the premises, are in stock, together with night-shirts, collars, cuffs and neckwear generally. The cutting department adjoins the store, is 20x30 feet in size. Two additional rooms on the first floor are in use for laundry purposes, together with the entire third floor and an adjoining building. The second floor of the main building is the shirt manufactory. The ironing of collars and cuffs is done by machinery, the rollers being heated by gas, and a new machine, for ironing shirt bosoms, is now being put in, together with a six-horse power engine. Employment is given to twenty-one hands. Mr. Glenn is a native of the city of Philadelphia and first came to Trenton in 1848, when a boy. For several years he was engaged in the hat and cap business in this city. At the breaking out of the war of the Rebellion he was residing in Chicago, and at once entered the service as a member of the 153d Regiment, Illinois Volunteers. At the close of the war he returned from the field as a First Lieutenant of Company I. and shortly afterwards came to Trenton. He has occupied several positions of honor and trust in the gift of the people, among them the office of City Assessor, in 1873, and has rendered entire satisfaction in the performance of his duties.

**J. C. Manning**, Trimmings, Notions, Fancy Goods, No. 16 North Warren Street.—The excellent and well-known trimmings, notions and fancy goods house of Mr. James C. Manning, located at No. 16 North Warren Street, was established by that gentleman in 1856. In 1870 he removed to more spacious quarters, on West State Street, and finally disposed of the business to Messrs. Coleman & Carl. In 1875 the old store, the present location, was re-opened by Mr. Manning, and has been continued up to this date. The amount of stock carried is very large and the annual business will exceed \$40,000. The store is 20x104 feet in size, and the stock embraces a full line of trimmings, notions, fancy goods, kid gloves, hosiery, corsets, skirts, underwear, Hamburg edgings, Guipure lace, straw goods, ribbons, flowers, silks, satins, crapes, velvets, a complete stock of millinery goods, trimmed and untrimmed hats, etc. The services of ten lady assistants are required as clerks and the most careful attention is given to all customers. Mr. Manning is a native of Plainfield, N. J., and came to this city some thirty-five years ago, where he followed his trade of a cabinetmaker for several years previous to engaging in his present business. He has been ably seconded in his efforts by his wife, who is a thorough-going business lady. Mr. Man-

ning is one of the most energetic, active and popular business men in the city until recently afflicted, which temporarily disqualifies him from active business. A gentleman of courteous manners and most obliging disposition, thoroughly posted on all matters pertaining to his business, he long since won the respect and confidence of the people of this city, and all with whom he had business or social relations. As lieutenant-colonel of the Seventh Regiment, N. G. S. N. J., he was highly esteemed by every one under his command, and upon resigning that position, they deeply regretted to part with so efficient and capable an officer.

**E. F. Hutchinson**, Groceries, etc., No. 577 Broad Street.—The excellent grocery and provision store of Mr. E. F. Hutchinson was established by that gentleman in the year 1880. The stock consists of a choice selection of groceries, dried fruits, spices, fish, fresh and salt meats, flour, feed, hay, straw, etc. The store is a commodious one, 25x65 feet in size and is well arranged and expressly adapted for the business. There is also a fine basement and a storehouse in the rear of the store. Goods are delivered promptly to all parts of the city. Competent assistants are employed and polite attention is given. The trade is located throughout the city and increases annually in extent and importance. Mr. Hutchinson is a native of Mercer County and located in Trenton many years ago. He is an enterprising and active young business man, thoroughly conversant with the peculiarities of the business and the requirements of the trade.

**Horatio N. Barton**, Attorney-at-Law, Office, No. 7 East State Street.—Among the many young lawyers who abide at the Capital City none occupy a more enviable position than Mr. Horatio N. Barton, whose neat and well-furnished double offices may be found at No. 7 East State Street. Having studied law under his brother, Hon. William H. Barton, he was admitted to practice as an Attorney at the February term, 1876. He at once began to practice, and has already achieved an excellent reputation as a criminal lawyer. A bright scholar and a good talker, with a natural liking for his profession, he is making his way step by step, to the front rank of the legal profession. He now possesses the best facilities for the prosecution of his business, attends to collections, etc. Mr. Barton is a native Trentonian and has always resided here. He is a young man of rare promise, widely known and highly esteemed, and merits the success with which he is now meeting. All business intrusted to him is promptly and carefully done and possesses the additional satisfaction of being well done.

**Delaware Coal and Ice Company**, Office and Depot No. 245 North Greene Street.—The Delaware Coal and Ice Company, whose office and depot is situated at No. 245 North Greene Street, was established by the gentlemen at present comprising the company, in 1872 and was incorporated as a company in 1877. The premises have a frontage on Greene Street of 80 feet, and runs through the block to Warren Street, where they front 80 feet. On this lot is erected the sheds, stables, etc., the office fronting on the Greene Street side. The company's ice houses are located on the Pennsylvania side, along the river and between the two bridges in Morrisville. The best of ice and coal are served to the people at the lowest prices. The services of sixteen hands are re-

quired and the trade is located throughout the city and its immediate vicinity. Mr. William Pashley, the president of the company, is a native of Trenton and is well-known as an active and enterprising young man. Mr. J. Henry Wood, the secretary and treasurer, is a native of New York City, but has long resided in this city. Mr. Charles Pashley, the superintendent, is a veteran at the business and enjoys a large acquaintance with the people.

**R. B. Ivins**, Livery and Sale Stables, Northeast corner of West Hanover and Chancery Streets.—Chief among the many livery establishments in Trenton, that of Mr. Robert B. Ivins deserves especial mention in this work, as being the largest and in every way a representative of the best class of such establishments. His stables, located at the northeast corner of West Hanover and Chancery Streets, are complete in every particular and are arranged in a manner that affords the greatest convenience in every department. The building is 63x90 feet in dimensions, is three stories, of 16 feet each in height, and is built of stone and brick, while the roof is of ornamented slate and of proportions to accommodate seventy-five horses. The horses, forty-two in number, including boarders, are all kept upon the ground floor, and carriages on the second and third floors. A large elevator runs from the basement to the upper floors, and carriages, sleighs, feed, etc., are quickly raised or lowered. The business was originally started by Mr. J. B. Lalor, in January, 1866, and in 1869 Messrs. R. B. Ivins and E. P. Mount purchased the business and successfully conducted it and purchased the property now occupied. In 1872 Mr. Lalor purchased the interest of Mr. Mount in the business and the well-known firm of Ivins & Lalor was formed. They at once erected the present model, commodious and convenient stables and continued until July 18th, 1880, when, owing to impaired health, Mr. Lalor retired from the firm and Mr. Ivins has since remained the sole proprietor. Riding or driving, single or double teams, can always be secured here and a specialty is made of furnishing carriages for weddings, parties, balls, drives, funerals, etc. A general sales and exchange business in horses is also done. Mr. Ivins is a native of Penn's Manor, Bucks County, Pa., and first came to Trenton in 1867 to engage in his present business. Previous to locating in this city he was engaged in farming at Penn's Manor. Prompt and reliable, he long ago established himself in the confidence of the public and is highly respected and esteemed wherever known. He is ably assisted in his office duties by his son, Mr. D. Taylor Ivins.

**Albert L. Britton**, Cigars, No. 129 Broad Street.—The popular cigar store and manufactory of Mr. Albert L. Britton, located at No. 129 Broad Street, "Assanpink Block," was established by that gentleman at its present desirable location, in May, 1881. The store is 20x80 feet in size, divided into two departments, the first being the store and salesroom, 20x30 feet, and a handsome pool-room 20x50 feet. The manufactory is located in the second story of the building, where three hands are employed. The stock comprises cigars of the various qualities, chewing and smoking tobaccos, snuffs, pipes, and a full line of smokers' supplies. Mr. Britton is a native of New Jersey and a practical cigarmaker by trade. He is well known to all Trentonians and enjoys a large and lucrative patronage.

**J. W. Cornell & Co.**, Implement and Seed Warehouse, No. 14 North Warren Street.—The well-known agricultural and horticultural implement and seed warehouse of J. W. Cornell & Co., located at No. 14 North Warren Street, was established in the year 1869 and has occupied its present commodious quarters during the past three years. The amount of stock carried varies from ten to fifteen thousand dollars and the annual sales reach over \$30,000. The stock consists of a large quantity of agricultural implements, of the best and newest makes, vegetable and other seeds, from the best producers in the country, farming machinery, and implements for the farm and garden, light, durable and excellent of workmanship, material and style. The store is 25x117 feet in size and is one of the finest in the city, being conveniently arranged and adapted especially for the purpose and is literally packed with everything in the agricultural and horticultural line. The basement is in use and a storehouse 20x60 feet in size is also required to contain the very large stock carried by this house. Competent and polite assistants are employed and the most courteous attention given to customers. The trade is located chiefly in this city and its neighboring towns and also in Bucks County, Pa. The firm of J. W. Cornell & Co. consists of Mr. J. W. Cornell and Mr. M. H. Tomlinson. Mr. Cornell is a native of this county and is well-known and highly respected in this city. He is an active and enterprising business man. Mr. Tomlinson is a native of Pennsylvania and came to Trenton in 1866. During the war of the Rebellion he was enlisted in the Twentieth Pennsylvania Calvary Regiment. Prompt, reliable and energetic, honorable in all their dealings, this house is especially commended to the favorable consideration of the people, both in this city and in the rural districts. Its members are both men of excellent business judgment, enlarged experience and energetic enterprise.

**John Winter**, Central Hotel and Grand Central Garden, No. 123 South Greene Street.—It was in the year 1851 that Mr. John Winter arrived in New York from Germany. He had been a tried soldier in the great German Revolution of 1848 and came here full of enthusiasm and military ardor. His love of liberty caused him to seek the hospitable shore of America and like many of his countrymen, he has made a most worthy citizen, and at the end of five years he located in Trenton, where he has ever since resided. Prior to engaging in his present business he was the manufacturer of "Winter's" bitters, wines, etc., and gained a wide-spread reputation and achieved much success in that line of business. In 1867 he embarked in business at his present desirable location on a much smaller scale than at present and has worked his business up to its present proportions. His Central Hotel and Grand Central Garden are now established institutions of the city and an immense business is done. The premises are located at No. 123 South Greene Street and are fitted up in the most elegant manner. The bar and sample room is 20x70 feet and is handsomely fitted up in oak and walnut, painted and frescoed and wines, lager beer, cigars, etc., the best in the market, are provided. An additional bar is the restaurant, which is conducted *a la carte*. An adjoining department, 30x20 feet, contains numerous refreshment tables and is connected with the restaurant proper. In the rear of this follows the Grand Central Garden, with an immense glass partition separating it from the hotel and restaurant.

It is 40x60 feet in size, with all the appurtenances of an opera house and has a seating capacity of about five hundred persons. Entertainments are given almost nightly and the talent comes from the professional sources of the larger cities. A commodious basement, 20x66 feet, is used as a ten-pin alley. Adjoining this, in a building erected especially for that purpose, is the engine-room, containing a 30-horse power engine, which heats the entire premises by means of steam pipes. The upper floors of the building are used by clubs and various other purposes, including the residence of Mr. Winter. The spot upon which Mr. Winter's establishment stands is historic ground, having been used by Hessian soldiers, encamped previous to the battle of Trenton; and here the "Triumphal Arch" which was erected by the ladies of Trenton, under which the illustrious Washington passed after the scenes of active conflict had ceased and victory crowned their efforts. Mr. Winter founded the Trenton Rifle Company and was First Lieutenant. He was afterwards Captain of the Trenton Sharpshooters. He is a man of energy and push and bound to succeed.

**Chas. H. Birk**, Flavoring Extracts, Magnetic Oil, etc., No. 108 East Hanover Street.—The office and laboratory of Mr. Charles H. Birk, which is located at No. 108 East Hanover Street, was established by that gentleman at its present location in the year 1877. The store and salesroom is respectable in size and the laboratory is situated in the rear. Mr. Birk is the proprietor of "Birk's Magnetic Oil," "Birk's Vegetable Pills" and "Birk's Dandruff Eradicator," which is prepared in large quantities and meets with ready sale. Also sundries, such as "Godfrey's cordial," laudanum, paregoric, "Bateman's drops," castor oil, glycerine, etc. Competent assistants are employed in the several departments and the trade, which is chiefly wholesale, extends throughout the State and annually increases. Mr. Birk is a native of Germany and came to this country in 1847. He learned the trade of a harness maker and followed the business for many years. He is also a sewing machine operator and is the general manager of the Singer Sewing Machine Company's business in Mercer County. He is an active and enterprising business man, thoroughly conversant with the details of his business.

**H. K. Stevenson**, Grocer, corner Perry and Montgomery Streets.—The excellent grocery store of Mr. H. K. Stevenson, which is located at the northeast corner of Perry and Montgomery Streets, was first opened to the public October 1st, 1881, at the old stand of Ivins Bros., Warren Kimble, etc. The store is one of the finest on the street and is adapted especially for the business. It has a frontage of 40 feet on Perry Street and 25 feet on Montgomery Street; is excellently fitted up and the goods arranged in the most attractive and inviting manner. The services of three accommodating and polite clerks are required and the stock consists of a choice line of groceries, selected with care by the experienced proprietor, canned goods of every description, vegetables in season, fresh and salt meats, etc. Mr. Stevenson is a native of Burlington County, N. J., and came to Trenton many years ago, where he carried on the grocery business several years. He went out of business and entered the office of the P. R. R. Co., in this city, where he remained up to October 1st last. He is an energetic and enterprising young business man and deserves a large share of the public patronage.

**Wilson & Co.**, Successors to Suder, Photographic Gallery, No. 4 South Greene Street.—Among the leading photographic establishments of this city that of Wilson & Co. occupies a prominent and leading position. It is centrally and accessibly located at No. 4 South Greene Street and was established in 1877 by Messrs. Suder, who succeeded the artist, Applegate. Messrs. Wilson & Co. have been here since January 15th, 1882. An excellent business is now done, and a high class of superior work is turned out. Every description of photograph is made, from the cheap picture to the more costly and superb portraits. The reception-room and business-office is located on the second floor of the building, and here is displayed the various samples of the work produced. The operating and finishing departments are on the third floor, and are provided with the most modern apparatus for the production of good work. There is a great variety of scenery, and the gallery is provided with both sky and side-lights. Competent assistants are employed and the trade comes principally from this city and its neighboring towns and largely increases. Messrs. Wilson & Co. are thoroughly practical artists and come here from Philadelphia, having a gallery in that city at No. 18 North Forty-first Street. They also have one at Bordentown, New Jersey. Their success in business is due to a thorough knowledge of the same, and their services are in constant demand. Progressive and enterprising, they have built up a trade second to no other in importance, in their line, in this city, and their success is well merited.

**James G. Van Cleve**, Undertaker and Embalmer, No. 15 South Warren Street.—The well-known undertaking and embalming establishment of Mr. James G. Van Cleve, the largest in the city, was established at its present location in the year 1872, by Disbrow & Van Cleve. In 1879 the firm was dissolved by mutual consent, Mr. Disbrow retiring. The present amount of stock carried is very large and the annual business will exceed \$15,000. The building is one of the finest on the street, four stories in height, built of brick, commodious and complete in its entire arrangement and 30x150 feet in size. The office and salesroom is 30x70 feet, carpeted and furnished throughout. In the rear of the store is the upholstering and trimming department and on the upper floors is the manufactory for plain work and preservers, store-house, etc. The basement is used as a store-room. The morgue is in a room fitted up expressly for its special purpose. The stables are located on Chancery Street, in the rear of the store, and contain hearses, undertakers' wagons, carriages, harness, etc., complete in every detail. The ice-house is near by, and every convenience and application known to the business is in use. There is a large assortment of coffins and caskets, which are purchased at wholesale from the large city dealers and trimmed and finished to order at this establishment in the best manner. A large stock of shrouds, linings, trimmings and coffin materials are kept on hand. Embalming is done and every process for the preservation of the dead is in use. Personal attention and supervision is given to funerals and everything required for the occasion is furnished by this enterprising house. Competent, careful and experienced assistants are employed and the business is conducted with order and system.

Mr. Van Cleve is a native of this county and has been connected with its business interests for many years. He was formerly the bookkeeper for H. G. Scudder, when he did business in this same establish-

ment and remained with that gentleman for many years. Nine years ago he entered upon his present business and has proved more than equal to the responsibilities of the undertaking. Of gentle disposition and mild manner, he has won the respect and confidence of the entire public. His house is one of the most reliable in the State and is a credit to the city. Mr. Van Cleve is the patentee of a corpse-preserver, which possesses unusual merit and is fast coming into use by undertakers throughout the country. He manufactures them to order. For eleven years Mr. Van C. was an active and efficient member of Co. A, Seventh Regiment, N. G. S. N. J., and only resigned when entering upon his present business, so as to give it his sole attention.

**R. Henri Herbert**, *The Sentinel*, Office No. 4 North Greene Street.—An able advocate of the interests of the colored people generally, is the Trenton *Sentinel*, whose business office is located in the second story of the building No. 4 North Greene Street. The *Sentinel* was founded and established in 1880, by its present proprietor, Mr. R. Henri Herbert, himself a colored man of no mean ability. The paper is a four-page, twenty-column journal, filled with choice literature on its first and fourth pages. The second or editorial page, is an attractive feature and the editor speaks his mind freely and intelligently here, his editorials bearing the impress of candor, which sends the truths home to its readers and is working out an inestimable amount of good. There is also a local department and the advertising patronage annually increases in importance. Already a good subscription list has been gained and the straightforward, honorable course pursued is making many friends and patrons for the *Sentinel*. Mr. R. Henri Herbert, the editor and proprietor, is a native Trentonian and as such is entitled to more than ordinary consideration. He early manifested a desire for literary pursuits, was an apt and bright scholar and soon made his way in the ranks of journalism, being for some time connected with an influential journal at Plainfield, N. J. In 1874 he returned to his native city and was employed on the *Daily Sentinel* up to 1877 and afterward on the *Frie Press*, and in 1878 and 1879 taught in the public school and began the publication of the *Sentinel*, as above stated. He is a forcible writer, a good business man and a clever, courteous gentleman, eminently deserving the patronage of the people of the State. He was doorkeeper of the New Jersey Senate in 1881 and 1882 and still holds that office, which he has filled with great fidelity and acceptance.

**William Davis**, Life and Fire Insurance, No. 344 Broad Street.—The life and fire insurance office of Mr. William Davis, which is located at No. 344 Broad Street, was established by that gentleman at its present location in the year 1878. The office is a double one, 20x40 feet in size, neatly furnished and conveniently arranged. Policies are written in the Mutual Life Insurance Company, of New York, the Mercer County Mutual Fire Insurance Company, of Pennington, N. J., and other staunch and reliable companies. In fact all the best companies are represented and the best rates are always given. Mr. Davis is a native of Hunterdon County, N. J., and came here some twenty-three years ago. He is a gentleman of large experience, excellent judgment, and straightforward dealings and deserves an even more extended patronage.

**H. B. Lanning**, Paper and Stationery, No. 122 South Greene Street.—The reliable paper and stationery store of Mr. Henry B. Lanning was established by that gentleman in the year 1878. Prior to that time, and in 1875, he carried on the manufacture and sale of paper bags, in which business he still continues. There is a full line of stationery, fancy articles, school books, etc. Paper of all kinds, sizes and weights is carried in stock, white and manillas, at lowest cash prices. Paper bags and flour sacks, in all their variety, are made to order at the shortest notice, and a complete line may always be found on hand. The store is both neat and convenient, 20x50 feet in size, and the stock is attractively arranged and displayed. The manufactory is located in the third story of the building, and is provided with the necessary tools and machinery for the work. The bag and paper trade extends throughout the State, while the stationery trade is confined principally to the city. Employment is given to twelve persons in the various departments of the business. Mr. Lanning is a native of the village of Pennington, N. J., and came to Trenton to reside some ten years ago. He is a thorough-going, active, industrious business man, who has built up an enviable and rapidly increasing trade, and is noted for his promptness and reliability. By close application and diligence he has made his business what it now is, one of the leading industries of the city. During the war of the Rebellion, he was a private in the Ninth Regiment, New Jersey Volunteers, and, at the close of the war returned as a First Lieutenant of Company F. He is at present an active member of Post 23, G. A. R.

**Henry Burtis**, Grocer, No. 1 Brunswick Avenue, corner Greene Street.—The grocery and provision store of Mr. Henry Burtis, prominently located at No. 1 Brunswick Avenue, at the corner of Greene Street, was established by that gentleman at its present desirable location in the year 1871. The store is 20x40 feet in size and contains a stock consisting of choice family groceries, provisions, meats, vegetables, produce, fruit, etc. Competent clerks wait upon customers with pleasure and dispatch. The trade extends throughout the city and gradually improves. Mr. Burtis is a native of New York State, but has resided in this city for a period of twenty-four years. He is well known as a reliable, prompt, active, energetic and persevering business man, and has merited an extra large share of public patronage.

**S. Zigenfuss & Co.**, Family Flour, Hay and Straw, South Warren Street.—The well-known Flour establishment of Mr. Samuel Zigenfuss was established by that gentleman at its present desirable location in the year 1876. He deals both wholesale and retail in Minnesota Patent and other choice brands of family flour, hay, straw, etc. Minnesota baker's, graham, buckwheat and rye flour, Ohio oat-meal, cracked wheat, corn-meal, ground feed, white and shipstuffs, shorts, grain, etc., always in stock. Orders by mail receive prompt attention, and flour is delivered to any part of the city. The premises are of brick, three stories in height, and are 40x80 feet in size, conveniently arranged and adapted to the business, and divided into the several departments. Competent assistants are employed and the trade extends throughout this city and State, Pennsylvania and New York State. Mr. Zigenfuss is a native of Bucks County, Pennsylvania, and first came to Trenton in 1872. He is a practical miller and grain merchant, and is thoroughly

posted in that line of business. For a period of four years he operated the mills at Everittstown, N. J., was one year proprietor of the Erwinna Mills, at Erwinna, Pennsylvania, and one year owner of the Howersville Mills, at Howersville, Northampton County, Pennsylvania. He then came to this city and succeeded Mr. William Lee, at the South Warren Street Brick Mill, where he remained for a period of four years, and up to the time of engaging in his present business. April 1st, 1882, Mr. Zigenfuss and his two brothers joined partnership under the title of S. Zigenfuss & Co., having leased Moore's Flour Mills on South Warren Street. Mr. S. Zigenfuss will thus be returning to the business to which he has devoted many years of his life.

**Lewis E. Reading**, Dentist, No. 229 East State Street.—Prominent among the more successful and expert Surgeon Dentists of this city, is Mr. Lewis E. Reading, whose pleasant and inviting rooms are located at No. 229 East State Street, and were established originally by Auten & Reading. In 1865, he began business for himself and now enjoys first-class practice. His rooms are pleasantly fitted up, handsomely furnished and every modern appliance is in use for the extracting and filling of teeth. Dental work of all kinds is done, artificial sets provided, etc. Neatness, durability and promptness characterizes Dr. Reading's work, competent assistants are employed and the disagreeable task of extracting teeth is rendered as pleasant as possible by prompt and skillful work. Every attention is given to customers, and charges are moderate. The trade comes principally from the city and its surrounding neighborhood, while the Doctor enjoys an excellent reputation throughout the State for superior work. Dr. Lewis E. Reading is a native of Philadelphia and came to Trenton in 1849. He studied Dentistry with Drs. Foster and Auten, and was afterwards associated with Dr. Auten after Dr. Foster's death, in business. Devoted to his profession and acquainted with its every detail, he soon met with genuine success and took front rank in the line of his profession. Dr. Reading was one of the incorporators to whom is due the credit of originating the Philadelphia College of Dentistry.

**George W. Lanning**, Oak Leather Belting, No. 10 Bank Street.—The well-known oak leather belting manufactory of Mr. George W. Lanning, which is located at No. 10 Bank Street, near Warren Street, was established by that gentleman at its present location in 1878. The stock and manufactures consist of oak leather belting of every description, noted for quality and finish, lace leather, rubber belting, steam packing and manufacturers' supplies generally. The building and manufactory is 25x75 feet in size, built of brick and is two and one-half stories in height. The first floor is devoted to the office, salesroom, warehouse and belt-making machinery. The second floor is the manufactory proper and is equipped with the necessary tools and machinery for the well-doing of the work. Competent and experienced men are employed, and the trade is not only in this city but throughout the State and embraces a large section of Pennsylvania and some of the Western States. Mr. Lanning is a native of Pennsylvania, but has resided in Trenton since his boyhood. He is a practical leather worker and belt maker and his establishment is noted for its reliable work. Energetic and industrious, he has built up an excellent trade, of which he is highly deserving.

**T. W. Johnson**, Grocer, No. 13 West State Street.—Mr. Thomas W. Johnson established his house in 1877 and has occupied his present spacious location since April, 1882. The stock consists of the finest and choicest groceries to be found in the market, selected with great care and with careful judgment. Provisions in all their variety. Pure coffees, excellent teas, strictly pure spices, canned goods, dried fruits, fresh and salt meats, fish, pickles, butter, eggs, etc. The store is one of the largest, handsomest and most convenient in all its arrangements in the city, is 25x125 feet in size, with a complete basement underneath. Competent and experienced clerks are employed and all customers are courteously and intelligently served. Mr. Johnson is a native of Burlington County, N. J., and first came to this city in 1853. For many years he was connected with the retail dry goods and grocery house of Mr. Jonathan Steward, in the capacity of a clerk. He afterwards became a partner in the firm of Steward, Pittenger & Co., and upon the retirement of Mr. Pittenger from the firm, occupied the junior partnership of Steward & Johnson. He enjoys an enviable reputation for business integrity and reliability and is highly esteemed for his excellent personal qualities. For a period of four years he was a member of Co. A, Seventh Regiment, N. G. S. N. J., and during the Rebellion served in the Pennsylvania emergency with the New Jersey Battalion.

**C. B. Lawshe**, Dress Goods, Notions, Linens, etc., No. 121 Greene Street.—The popular house of Mr. C. B. Lawshe, opposite the City Market, was first opened by that gentleman at its present location in the year 1870. He began the business in a small way, and as trade increased made additions to his stock, until now we find it one of the best stocked and well-regulated stores in the city, completely packed with goods and enjoying a very large trade with all classes of people. The present amount carried is large and the annual business done amounts to about \$25,000. The store is 20x70 feet in size, neatly arranged and fitted up expressly for the business. The stock consists of a full line of foreign and domestic dress goods in choice and desirable patterns, cloaks, shawls, cloths, cassimeres, flannels, linens, white goods, notions, kid gloves, underwear, etc. The trade is located principally in the city and is patronized largely by the farming community in the vicinity. Good and reliable goods are always to be found at the lowest prices. Mr. Lawshe is a native of Hunterdon County, N. J., and is quite a young man. He is well known and universally esteemed in the city and by his individual efforts has succeeded in building up a safe and prosperous business. He is a self-made young business man, and deserves the very liberal patronage which he now enjoys.

**Frank P. Ferry**, Wall Papers, No. 142 South Greene Street.—In 1867, the well-known wall paper establishment of Mr. Frank P. Ferry, located at No. 142 South Greene Street, was founded by him and has occupied its present quarters for a period of two years. Mr. Ferry began business in a small way, but now carries one of the largest stocks and conducts the most extensive business in his line in the city. It embraces plain, colored and embossed bronzes, gold grounds, gold blotched papers, colored borders and friezes, fresco borders, gold-blotched borders, dados, stencils, brocades, tapestries, ceiling decorations, raised parlor papers, Japanese and silk papers and immense quantities of the cheaper varieties of paper hangings,

which represent, to an astonishing degree, the same beauty of design and coloring, thus placing truly artistic effects within reach of the lowest prices. The store is 25x80 feet in size and is admirably arranged and adapted for the business, every convenience being provided. Employment is given to six hands all the year round and during the more busy seasons from twelve to fifteen hands are employed. The trade extends throughout the city and its neighboring towns and steadily increases. Mr. Ferry is a native of the State of Pennsylvania and first came to Trenton in 1857. He is a thoroughly practical paperhanger, having served a long apprenticeship at the business. The business still receives his personal supervision and customers are courteously and pleasantly treated.

**Richard Mendham**, Stoves, Heaters, Ranges, Hardware, Tinware, etc., Nos. 218, 220, 222 South Warren Street.—The house of Mr. Richard Mendham, located at Nos. 218, 220 and 222 South Warren Street, was founded by that gentleman in the year 1846, and has occupied its present location since 1853. The store at No. 222 was erected in the year 1880. The business was first established on a very limited capital and has grown to its present dimensions through the energy and indomitable perseverance of its proprietor. The stock consists of hardware, tinware, ironware, stoves, heaters, ranges, etc. The store premises are built of brick, three stories in height, and is 20x110 feet in size. The first floor is used for the manufactured stock, stoves, iron, etc., the second for the manufactory, where all kinds of iron and tinware are produced to order, the third as a store-room, and oils, etc., are kept in the basement. The lamp department is in building No. 220 and is complete in every particular, with a full stock in that line. The store is 18x35 feet, well arranged, and the stock is attractively displayed. No. 218 is the dwelling-house, and which is partly in use as a store-house. The services of six hands are required in the business. The trade is confined chiefly to the city and neighboring towns in this county and in Bucks County, Pa. Mr. Mendham is a native of the north of England and came to this country about forty years ago. Shortly after his arrival here he located in this city, where he has remained ever since. The habits of industry acquired in his younger days still cling to him, and daily we find him at his post. His career furnishes an admirable example for all who would win success by industry, enterprise and merit.

**E. F. Washburn**, Notion and Variety Store, No. 110 North Warren Street.—The notion and variety store of Mr. E. F. Washburn, located at No. 110 North Warren Street, in "Dolton's Block," was established by that gentleman at its present location in June, 1881. The stock consists of a full line of notions, variety goods of all descriptions, crockery-ware, toys, etc. The store is 20x75 feet in size, and is one of the finest store-rooms in the city, conveniently arranged, etc. Competent assistants are employed, and the trade is located principally in the city. Mr. Washburn is a native of the neighboring State of Pennsylvania and came to this city to enter into his present business. He is an active and energetic man and is pushing the business to a successful issue. He merits the large trade which he enjoys. His store is literally packed with everything conceivable in his line and housekeepers will find it easy to obtain any article they may need in this well-ordered and well-kept store.

**Lawrence Farrell**, Furniture, Carpets, etc., No. 146 North Greene Street.—The furniture and carpet establishment of Mr. Lawrence Farrell, which is centrally located at No. 146 North Greene Street, was



founded in 1871. The building is of brick, 25x115 feet in size, four stories in height, basement underneath, etc. There is a store-house, stables, etc., near by. The main store is 25x70 feet in size, and the business office, 20x30 feet, is located in the rear of the store. The stock consists of furniture of every description, carpets of all kinds, etc. There is a department for the manufacture of extension tables, repairing of furniture, etc., and upholstering in all its branches is done to order. The trade extends principally in the city and neighboring towns, and reaches \$75,000 to \$100,000. Mr. Farrell is a native of Ireland, and came to this country when but a lad. He has been a resident of Trenton for many years and is well-known and highly respected as a thorough-going, active business man. He is the architect of his own fortunes and an example of what may be accomplished by perseverance and application to business. At the breaking out of the war Mr. Farrell entered the service as Second Lieutenant Thirty-fifth Regiment New Jersey Volunteers. He rose to the position of Captain and was honorably discharged at the close of the war. He was severely wounded at the battle of Atlanta, Georgia.

**J. F. Hancock**, Bakery and Confectionery, No. 24 North Greene Street.—Mr. Joshua F. Hancock, No. 24 North Greene Street, corner of Hanover, started his business in 1871 and an extensive annual business is done, and a large stock is carried, consisting of confectionery of all kinds, from fine and fancy to plain and ordinary, bread of all descriptions, pies of all kinds, rolls, biscuits, fine and fancy cakes, plain cakes, crullers, etc., ice-cream, water ices, etc. The building is 25x75 feet in size, three stories in height, and is built of brick. The store proper is 25x40 feet in size and is fitted up in a very attractive manner.

In the rear of the store is the ice-cream or refreshment-room, 25x35 feet in size and conveniently arranged throughout. The second floor has recently been fitted up as refreshment parlors. The bakery is located in the basement, and is thoroughly complete in all details for the perfect production of all the delicacies emanating from that department. Competent assistants are employed in the several departments and the trade, which is clearly first-class in all respects, extends throughout the city and its neighboring towns. Mr. Hancock is a native of Burlington County, N. J., and first came to Trenton in 1868. For three years he was employed in Gilbert's bakery, and then he ventured into business upon his own account in South Trenton, where he remained for nearly two years. He then secured his present desirable location, and by industry and perseverance he has built up a large and lucrative trade. Mr. Hancock gives special attention to furnishing wedding and private parties at short notice with everything needed and at lowest terms.

**George Wainwright**, Nurseries, No. 627 Princeton Avenue.—The "Rose Cottage Nurseries" of Mr. George Wainwright, which are located in this city and whose office and salesrooms are at No. 627 Princeton Avenue, near Rose Street, were established at their present location in the year 1851, although on a much less extended scale. The present amount of stock is very large and the annual business transacted amounts to many thousands of dollars. The products are shade, evergreen and fruit trees, shrubs, roses, grapevines and greenhouse plants in all their variety and vegetable plants in their season. The premises comprise about twenty-three acres of very choice land, located on Princeton Avenue and within the city limits. There are six hot-houses, 100x20 feet in size, and three 60x12 feet, also barns, storehouses, etc. The stock is the largest and most complete in this section of the country and it is one of the oldest and best-known nurseries in the State. Mr. Wainwright is a native of England and came to this country when a mere lad. For five years previous to occupying his present location he was engaged in the culture of greenhouse plants in this city. He came to this city from Philadelphia, where he was engaged in the same business.

**The Greenwood Hat Co.**, Manufacturers of Silk, Stiff and Cassimere Hats, No. 17 North Greene Street.—The excellent establishment of the Greenwood Hat Co., which is centrally located at No. 17 North Greene Street, was first organized and established in 1880. They are dealers in hats and caps of all kinds, shapes, sizes, etc., and manufacture to order silk, stiff and cassimere hats of the latest styles and in the most superior manner. Their store and salesroom is a model of neatness and convenience, 25x50 feet in size. The manufactory is located in an adjoining room of ample dimensions and is equipped with everything necessary to the work. The individual members of the firm are Mr. William D. Greenwood and Mr. William Phillips. Mr. Greenwood is a native of Baltimore, Md., and is a thoroughly practical hatter. He first came to Trenton several years ago and engaged in business, remaining here but a short time. In 1880 he returned to this city and entered into his present business. Mr. Phillips is a native of this city and has always resided here. He was formerly engaged in the stone business, which he followed for many years.

**G. A. Barlow**, Pianos and Organs, No. 138 Broad Street.—The popular and reliable music store of Mr. George A. Barlow, which is located at No. 138 Broad Street, Assanpink Block, was established in the year 1873, and has occupied its present desirable location for a period of nine years. The amount of stock carried is the largest in the State, and the annual sales are very extensive. The stock comprises pianos of the Chickering, Weber, Decker Bros., Hazleton, Emerson, and other makes, and organs of the best-known makes, comprising Estey, Wilcox & White, George Woods, Sterling, etc. Also, musical instruments of every description, strings, sheet music, music-books, etc. The store is 20x80 feet in size and is a desirable show-room. He also occupies the store next door, of same dimensions, giving a front of forty feet on Broad Street. It is fitted up in the best and most tasty manner and is excellently kept. Competent assistants are employed, and polite attention is given to all customers. The trade extends throughout the city and its neighboring towns principally, and is steadily increasing. Mr. Barlow is a native of Connecticut, and has resided in Trenton during the past twenty years. He is a thoroughly reliable dealer and an expert in his calling, well deserving the extensive patronage bestowed upon him.

**Nick. J. Miner**d, Bee-Hive Cigar Manufactory, No. 29 South Greene Street.—The cigar store and manufactory of Mr. Nick. J. Miner was established by that gentleman in this city in 1874 and is now located in one of the neatest and most attractive buildings in the city, and the stock consists of choice foreign and domestic cigars, chewing and smoking tobaccos, snuff, pipes, smokers' supplies, etc. The best of stock is used in the manufactory, and the "Queen" is one of the leading makes of cigars. The store is 18x50 feet in size, and is neat and attractive in every particular. A handsome plate-glass show window adorns the front of the store, while there are fine show cases, etc. The manufactory is located in the rear of the store and employment is given to four practical and expert workmen. The trade is both wholesale and retail, and extends throughout New Jersey and portions of Pennsylvania and New York States. Mr. Miner is a native of Prussia and came to this country twenty-seven years ago, locating in Trenton. He is an energetic and wide-awake business man, fully up to the times, and by industry and honorable dealing has built up a highly prosperous trade.

**James C. De Cou**, Apothecary, No. 44 East State Street.—The reliable apothecary store of Mr. James C. De Cou, located at No. 44 East State Street, was established by that gentleman, opposite its present desirable location in the year 1858, and has grown up with the city. The stock embraces a full supply of fresh and pure drugs, medicines, toilet articles, brushes, soaps, perfumery, etc. Physicians' prescriptions are made a specialty and are compounded with care and judgment. The store is a fine one, 20x50 feet in size, neatly painted and attractively arranged and fitted up. The laboratory is located in the rear of the store. Competent and skilled assistants are employed, and the trade embraces both city and county. Mr. De Cou is a native of the city of Trenton and has always resided here. He is a competent and experienced druggist and has built up a large business. Both as an active and enterprising business man and an upright and honorable citizen, he is highly esteemed.

**John Cahill**, Wines and Liquors, No. 103 North Greene Street.—Mr. John Cahill, desirably located at No. 103 North Greene Street, established his enterprise in 1860, and has occupied the present location for a period of twenty-one years. A large stock of choice wines and liquors is carried and an annual business amounting to many thousands of dollars is done. The trade is both wholesale and retail, and extends throughout city, county and State. The store is 16x83 feet in size, and four floors are in use for the business. The stock embraces everything desirable in the line of wine and liquor, and a uniform quality is preserved. Competent assistants are employed, and stock is promptly delivered and shipped. Mr. Cahill is a native of Ireland, and came to this country in 1848, locating in Trenton soon afterwards. He is an energetic and reliable business man, and his house is well known throughout the State as being a desirable one with which to form business relations. Mr. Cahill was one of the promoters of the City Gas Light Company, and was the vice-president of that company from its organization up to the time of its incorporation and purchase by the Trenton Gas Light Company. He was one of the founders and vice-presidents of the East Trenton Land Association, in which his influence gave character to this association so as to give satisfaction to all concerned.

**W. E. Gilbert**, Confectioner, Baker, etc., No. 19 West State Street.—The confectionery, bakery and ice-cream establishment of Mr. William E. Gilbert, which is located at No. 19 West State Street, was established by that gentleman in 1865, and has occupied its present location since 1869. Mr. Gilbert succeeded Mr. William Brannin in the business. Confectionery of all kinds may here be found, while especial attention is given to the finer varieties. The stock of fine and fancy cakes is large and of the most superior make, embracing everything in that line, while a specialty is made of supplying weddings, private and social parties, etc., with everything in the way of cakes and fine confectionery. Ice-cream of a highly superior quality is manufactured, and embraces all the different flavors, together with water ices, etc. The store and sales-room is 20x40 feet in size, and in the rear is a handsome refreshment and ice-cream parlor, 25x60 feet. The bakery is located in the basement and is a model one, provided with excellent facilities for doing fine work. There is also a six-horse power engine which furnishes the motive power for the ice-cream apparatus besides heating the entire premises. Mr. Gilbert is a native of Philadelphia and came to Trenton in 1863. He learned the trade of a baker in Philadelphia and was employed in that city for some time.

**Chas. J. Woerner**, Leather and Findings, No. 149 Broad Street.—The well-known leather and findings establishment of Mr. Charles J. Woerner was founded in 1862 and removed to its present location in 1876. The present amount of stock carried is large and the annual business done will exceed \$10,000. The store is a pleasant and commodious one, 20x65 feet in size, and is conveniently arranged and adapted for the business. The stock consists of leather of all kinds, findings in all their variety, and everything in use in the boot and shoe manufacturing business, at both wholesale and retail. Mr. Woerner is a native of Germany and came to this country some twenty years ago. He is a wide-awake business man, and has secured a very large share of the public patronage.

**John Nangle**, Manufacturer and Dealer in Fine Boots and Shoes, No. 14 South Warren Street and 34 South Greene Street.—The boot and shoe trade in Trenton is largely represented, both in the wholesale and retail branches, some of the finest goods in the State being manufactured in this city. Among the manufacturers who have gained a reputation for good work is Mr. John Nangle, whose place of business is located at No. 14 South Warren Street, one door north of the Trenton Bank, and 34 South Greene Street, and was removed from his old quarters at Taylor Hall, January 1st, 1882. In 1868 he started business on Hanover Street, this city, his capital being very modest, indeed, but, by untiring industry and good management he has built up a highly successful and prosperous business. In 1871 he removed to more commodious quarters on North Greene Street, and in 1874 he secured the large and desirable double store in Taylor Hall, entering into the wholesale and retail business on a very extensive scale. In October, 1881, he purchased the desirable premises which he now occupies, at No. 14 South Warren Street, and relinquished the wholesale business. He now manufactures exclusively, and his specialty is custom work in fine hand-made boots and shoes for gentlemen's and ladies' wear. He manufactures only to order, from the very best material in the market, in the best manner, and guarantees a perfect fit in every instance. For really fine work, his charges are very moderate, much below that of New York and Philadelphia, while the superior quality and style of all his work is attracting the attention of new customers every day. The office, salesroom and manufactory are all contained on the first floor, which is 25x75 feet in size, and is fitted up expressly for the business, with every convenience. Mr. Nangle is a native of Ireland, and came to this country when quite young. He was engaged in business in New York for some years and afterwards in Philadelphia, where he remained for some time. He then located at Yardleyville, Bucks County, Pa., where he did business a short time, and finally, in 1868, located in this city. He is a thorough-going, active, enterprising and intelligent business man and one of the most expert shoemakers in this country. During the war of the Rebellion he entered the United States service and was assigned to duty in the navy, on board the steam-frigate "Minnesota." He is now the Commander of Bayard Post, No. 8, G. A. R., and is also a member of the Board of Trade of this city.

**Wm. Baker**, Dress Goods, Fancy Goods, Notions, etc., No. 25 East State Street.—The old-established and reliable dry goods house of Mr. Wm. Baker, at No. 25 East State Street, was established originally in 1857, by Baker & Bro., and passed into the hands of the present proprietor in 1868. A very large stock of desirable goods is now carried, and the annual business is far up in the thousands of dollars. The stock embraces everything new and beautiful in the dry goods line; handsome dress goods, including silks, satins, velvets, down to the ordinary cheap calico; shawls, linens, white goods, furs, hosiery, gloves, cloths, cassimeres, vestings and notions. The store is a handsome one, 25x100 feet in size, and is fitted up in the most modern and attractive manner. There is also a commodious storehouse, business office, etc. Five experienced and courteous clerks are employed, and customers are served in the most respectful and obliging manner, for which their house has always been noted. The trade extends throughout this city and its neighborhood for miles around, is

first-class in every respect and yearly becomes of more importance. Mr. Baker is a native of Mercer County, N. J., and was born within a few miles of the city, at Lawrenceville. He located in this city in 1857. Prior to coming here, he was engaged in the same line of business at Princeton, N. J. As long ago as 1844, he entered a dry goods house and began the business in which he has grown up. He is a thorough-going, wide-awake merchant, who has always pursued a straight-forward, honorable course in the conducting of his business, and justly merits the excellent trade which he now enjoys.

**Charles S. Gaunt**, Cigar Manufacturer, No. 150 North Greene Street.—The old-established and well-known cigar and tobacco establishment of Mr. Charles S. Gaunt was started by that gentleman in the year 1850, and has occupied its present location during the past twenty-one years. The amount of stock carried is large, and the annual sales are good. The stock consists of all grades of cigars, chewing, smoking, and plug tobaccos, snuff, etc., at wholesale and retail. The store is 15x35 feet in size, and the manufactory is located in the rear of the store. Three hands are employed, and several choice brands of cigars are made. Mr. Gaunt was born in New York State, but came to Trenton when quite a young man. He is an active member of the Union Fire Company, and has been ever since his arrival in this city, over thirty years ago.

**F. C. Lowthorp, Jr.**, Counsellor-at-Law, No. 119 East State Street.—The excellent law office of Mr. F. C. Lowthorp, Jr., was first opened in this city in 1875, and was recently removed from No. 144 East State Street to its present desirable quarters, on the second floor of the premises No. 119 East State Street. His rooms are tastily fitted up, substantially furnished and provided with an excellent law library. A general law business is done, which extends all over the State, and his facilities for making collections are of the best. A specialty is made of practice in the Chancery and United States Courts, and the interests of his clients are ably set forth, protected and advanced by him. He is also a Master and Examiner in Chancery, a United States Commissioner, etc. Mr. Lowthorp is a native of Trenton, and has always made his home here. He was first admitted to practice as an attorney in June, 1875, and shortly afterwards began to practice upon his own account. Mr. Lowthorp is a popular and well-known young lawyer, and has built up an excellent practice by reason of his fitness for his profession. He is a graduate of the Cambridge Law School, and is possessed of excellent abilities. He enjoys the confidence and esteem of the public generally, and is at present the Solicitor for the borough of Chambersburg.

**George W. Smith**, Mechanics' Restaurant, No. 417 Broad Street.—The "Mechanics' Restaurant" and ice-cream saloon of Mr. George W. Smith, located at No. 417 Broad Street, was opened by that gentleman in 1874. The premises are 20x60 feet in size and divided into two departments, viz.: the restaurant and the ice-cream and eating-room, each 20x30 feet. Everything in the eatable line is provided and oysters are well cooked in all the usual forms and served in the best style. Oysters are also sold in quantities for family use. Mr. Smith is a Trentonian by birth, and enjoys an extensive acquaintance here. He is a brickmaker by trade.

**La Fayette Stradling**, Lumber, Coal and Wood, Willow Street Basin, head of Bank Street.—For nearly, if not quite a half century, have the citizens of this historic city drawn their supplies of lumber, coal and wood from the well-known yard of which Mr. La Fayette Stradling is now the proprietor. The originators of the enterprise were Messrs. Blackfan & Wilkinson, which firm was composed of Crispin Blackfan and Ogden D. Wilkinson. At the death of the venerable Mr. Blackfan, he was succeeded by his son, Ogden Blackfan, and the firm of Blackfan & Wilkinson was still maintained. Then occurred the death of Mr. Ogden D. Wilkinson, and he was succeeded by his son, Frederick Wilkinson. The next change was when the present proprietor was admitted to the firm, as Blackfan, Wilkinson & Co. At the death of Mr. Ogden Blackfan the firm of Wilkinson & Stradling was formed, and in 1875 Mr. Wilkinson retired from the firm, and Mr. Stradling became the sole proprietor. He now carries a very extensive stock, and does an annual business of not less than \$100,000. The stock consists of lumber of every description for building purposes, coal from the various mines, and hard wood for burning and kindling purposes. The yard has a frontage on Willow Street of 1,000 feet, and is 500 feet in width. It is provided with railroad switches, commodious sheds for both lumber and coal, barns, offices, etc. Lying along the Willow Street Basin, it has superior facilities for the reception and shipment of stock by water. The trade is both wholesale and retail, and is confined principally to this city and its neighboring towns. A large corps of efficient clerks and assistants are employed, while sundry teams are kept constantly employed in delivering coal and wood throughout the city. Mr. Stradling is a native of Ewing Township, Mercer County, N. J.; came to this city when a mere lad, thirty-two years ago, entered into the service of Messrs. Blackfan & Wilkinson, and became a trusted and honored employee. By an honorable and straightforward course he arose from the boy clerk to be the sole proprietor of the vast business which he now so successfully conducts; from obscurity he has arisen to prominence, as a leading and representative man, and truly the architect of his own fortune. As an honored citizen, he has occupied numerous local trusts, and formerly was, for several terms, in Councils.

**Daniel J. Bechtel**, Engraver, No. 15 East State Street.—Mr. Daniel J. Bechtel, now located in Room No. 6, in the Mansion House Building, No. 15 East State Street, established his business in 1873. Engraving of all kinds is done on gold, silver and metals of all kinds. Coffin-plates, silver-ware, rings, etc., are engraved in the highest style of the art and guaranteed to be in every way satisfactory. Mr. Bechtel also manufactures stencil plates and rubber stamps, and parties desirous of anything in that line may be assured of having it well and promptly done here. He also makes a specialty of wedding invitations, visiting cards and monograms. His business office and work-room is a pleasant, cozy apartment, 20x25 feet in size, substantially furnished and is adapted for the business. Mr. Bechtel is a native Trentonian, possessed of an extended acquaintance. He learned the trade of an engraver with Mr. Jules Pressville and remained with that gentleman for several years and, in 1873, succeeded him in business. He is an expert workman and a courteous and pleasant young gentleman.

**R. Rickey & Co.**, Apothecaries, No. 157 North Greene Street.—The excellent drug house of Messrs. R. Rickey & Co. was originally established by John Rickey some sixty years ago. The new firm assumed charge of the business in 1877. The stock consists of a full line of fresh and pure drugs, medicines, perfumes, toilet articles, physicians' appliances, soaps, etc. The store is 20x32 feet in size, and a laboratory, 12x30 feet, is situated in the rear of the store. Especial attention is given to the compounding and preparation of physicians' prescriptions, and the establishment is especially noted for its reliability in that department. The services of four experienced druggists are required. The trade is located throughout the city and much of the country, and annually increases. The firm of R. Rickey & Co. is composed of Mr. Randal Rickey and Mr. Harvey B. Hutchinson. Mr. Rickey is a native of New Jersey and has long been identified with the business interests of this city. He succeeded his father, who originated the house, in 1824. He has occupied several positions of honor and trust and is at present a member of the City Council. His pleasant, genial and social disposition has won him many friends in this city, and his reliable and straightforward manner of doing business is worthy of imitation. Mr. Hutchinson is a native also of this State, and is a graduate of the Philadelphia College of Pharmacy. He is well known throughout the city as an active and enterprising young business man.

**L. D. Locke**, Boots, Shoes and Rubbers, No. 9 South Greene Street.—Mr. Lysander D. Locke, located at No. 9 South Greene Street, established this house in 1865, and has occupied its present location since 1876. The stock consists of boots, shoes, gaiters, slippers, artics, rubbers, etc., for men, women, boys, misses, children and infants. Every description of boot or shoe is provided, and the prices are so low that every customer finds something to fit both feet and purse. He also manufactures and does an excellent business in that line. Custom work is made a specialty and repairing is promptly and substantially done. The trade is both wholesale and retail and extends throughout the State and Bucks County, Pa. His excellent store is 20x50 feet in size, modern in all its appurtenances and is arranged and adapted expressly for the business, every comfort and convenience being provided. Mr. Locke is a native of Franklin County, Massachusetts, and located in Trenton in 1865. He is a clever business man, active and enterprising, diligent and careful, honorable in all his transactions and possesses a thorough knowledge of his business. Mr. Locke is a representative business man of this city, and justly merits the excellent trade which he has built up by his own individual efforts.

**J. M. Beatty**, Ice-Cream and Confectionery, No. 212 Broad Street.—The popular ice-cream and confectionery establishment of Mr. J. M. Beatty, which is located at No. 212 Broad Street, was established by that gentleman at its present location in the year 1870. An annex has lately been attached to the building and is stocked with a variety of toys. The main store is 25x40 feet, and the stock consists of confectionery of every description, fruits, nuts, etc. An ice-cream parlor adjoins the store, which is neatly fitted up, and customers are well served. The trade is both wholesale and retail, and is located chiefly in this city and its surrounding towns. Mr. Beatty is a native of Allentown, Monmouth County, N. J., and came to Trenton some twenty-six years ago.

**Dissinger & Allinson, Plumbers, Gas and Steam Fitters, No. 14 East Hanover Street.**—The reliable plumbing establishment of Messrs. Dissinger & Allinson, was originally established in 1875, by Dissinger & Curtis, and in 1879 Mr. Curtis retired from the firm, and Mr. Allinson was admitted. The stock consists of plumbing materials, gas and oil chandeliers, globes, pumps, pipes, gas fixtures of all kinds, and steam fittings in all their variety. The store is 20x60 feet in size, and is well arranged and adapted for the business. The works and shops are located in the basement, and are well supplied with all the necessary tools and machinery pertaining to the business. Two additional basements are in use for storage purposes. Competent and experienced hands, eight in number, are employed in the various departments, and their trade extends throughout this city and its neighboring towns. The individual members of the firm are Mr. Jacob Dissinger and Mr. Josiah T. Allinson. Mr. Dissinger is a native of Donegal Springs, in Donegal Township, Westmoreland County, Pa., and first came to Trenton in the year 1839. He remained here until 1841, when he took up his departure and was absent for a period of thirteen years. In 1855 he returned to this city, where he has remained ever since. In the year 1836 he entered the regular service of the United States Army, for a term of three years, and spent two years of that time in Florida, fighting the Seminole Indians, under Captain Vinton and Colonel Harney. He is a practical plumber, and a most expert workman. Mr. Allinson was born at Yardville, N. J., and came here in 1879 to engage in his present business. He is a thoroughly practical plumber and gas fitter, and learned his trade in Philadelphia, in which city he followed the same for several years.

**Benjamin L. Disbrow, Undertaker and Embalmer, No. 8 South Warren Street.**—Ever since the year 1856 the name of Benjamin L. Disbrow has been familiar to the people of Trenton, he at that time having entered the business with his father, and afterwards the senior member of the firm of Disbrow & Van Cleve, and, for a period of two and a half years, has been established at his present location, No. 8 South Warren Street. The present amount of stock carried is large, and the annual business varies from \$10,000 to \$12,000. The premises are 20x100 feet in size, three stories in height, and are built of brick. The office and salesroom occupy the main store, is 20x35 feet in size, and is filled with a large stock of undertakers' trimmings, linings, shrouds, etc., an extensive wholesale business being done with neighboring undertakers in the county. In the rear of the store is the coffin and casket warerooms, 20x65 feet, where coffins and caskets, from the plain, unostentatious kind to those of really superlative magnificence, are kept in stock. The upper floors are devoted to warerooms, storehouse and the manufactory, where all children's caskets and coffins, boxes, etc., are made to order, and where undertaking upholstery is done in the best and most satisfactory manner. This establishment is one of the largest and most complete of its kind in the State. Embalming is done skillfully and successfully, and every requirement is met that pertains to funerals. Mr. Disbrow is a native of the city of Philadelphia, but came to Trenton in his boyhood, and has ever since resided here. For a period of twelve years Mr. Disbrow was a member of Co. A, N. G. S. N. J., and during the war of the Rebellion he served in the New Jersey battalion during the Pennsylvania emergency.

**B. Gill & Son, Agricultural Works, No. 10 Carroll Street.**—The facilities presented for the production of excellent work by the Trenton Agricultural Works of Messrs. B. Gill & Son are very superior. The business was established in 1856, and has grown to be one of the leading industries of the city. Every description of agricultural machinery may here be found. They are also the manufacturers of the celebrated Peerless Thresher and Cleaner, straw preserving rye threshers, feed mills, potato diggers and planters, railway and lever horse powers, etc., all of them standard machines and substantially constructed. The office and manufactory is located at No. 10 Carroll Street, and consists of a three-story brick building, 100x125 feet in size, together with yards containing sheds, storehouses, stables, etc., 100x100 feet. The first floor of the main building is devoted to the wood-working department, the machine shop, foundry, engine-room, etc. The second floor is the finishing and painting departments, business office, etc. The third floor is used for storage purposes and a warehouse. Employment is given to thirty-five competent workmen, and the weekly pay-roll averages from \$350 to \$400. A thirty-horse engine furnishes the motive power and the machinery is of the most improved pattern. The individual members of the firm are Mr. Bennington Gill and Mr. Albert L. Gill, his son. The works of the Trenton Agricultural Works compare favorably with any similar establishment in the country, and enjoy a reputation second to no other house. The trade is located throughout the entire United States, and constantly increases in magnitude and importance as the merits of their machinery become known.

Messrs. B. Gill & Son are both natives of New Jersey, and have long resided in Trenton, where they are well known and universally esteemed.

**Trenton China Company** <sup>1860</sup> Manufacturers of China, Third Street, below Prison.—Chief among the manufacturers of real china-ware in this country is the Trenton China Company, whose establishment is located on Third Street, below the State Prison. The business was started in 1880, and the experiment soon proved a success; the business being now prosecuted on a large scale, which is constantly being increased and still further augmented. Their manufacture comprises everything in the line of pottery of pure china, making a specialty of thick and half-thick ware for hotels, restaurants, steamboats, etc. The manufactory is of brick, 100x150 feet in size, and divided into the various departments, such as moulding-rooms, storehouses, dyeing-rooms, kilns and kiln sheds, packing-rooms, salesroom, office, etc. There are three stacks, and the facilities throughout are of the finest order. Employment is given to one hundred hands. Handsome specimens of the wares made may be seen in their office, equaling in purity, transparency, translucency, strength, durability and beauty, anything produced in this or the old countries of the world. The finest clays here used are imported, yet considerable of our native clay is utilized. The office has telephonic communication with the chief business houses of this city. The trade extends throughout the United States, and is yet in its infancy. The officers and members of the company are James H. Moon, President, who resides at Fallsington, Pa., and is a leading and influential gentleman. Thomas A. Bell, the Secretary, is a well-known business man of Trenton, largely connected with the rubber interests of the city, and the President of the Merchants' Trans-

portation Company. James Clarke, the Treasurer, is also the business manager in charge. He is a native of England and has long been identified with this special line of business in the old country. The Superintendent is Mr. John Tams, a thoroughly practical and skillful potter, and one of the most efficient of men. The Trenton China Company is a staunch and reliable organization, and dealers will find it a desirable company with which to form business relations.

**Jonathan Steward**, Wholesale Grocer, S. E. corner State and Stockton Streets.—The interests of a progressive city like Trenton are so vast and so varied that at first sight anything like a clear outline of them appears impossible, and many persons who have spent a life-time here are unaware of the existence even of certain branches of business which exert a wide influence upon the mercantile and commercial importance of the city. The well-known wholesale grocery and provision house of Mr. Jonathan Steward, located at the southeast corner of State and Stockton Streets, was established January 1st, 1864. Mr. Steward has been in continuous mercantile business since April 1st, 1831, and in Trenton since October 10th, 1836. For the last few years, the trade at his present stand has been exclusively wholesale. But few men can show such an uninterrupted career of business life.

The warehouse has a frontage on State Street of 25 feet and is 150 feet on Stockton Street. It is built of brick, three stories in height, with a commodious basement, adjoining buildings for storage, barns, sheds, etc. There is also connected an additional store of 50 feet front on Stockton Street and 65 feet deep in the rear of the front store. From basement to ceiling the stock is stored, arranged systematically into various departments, and comprising a full and complete line of first-class flour, groceries, provisions, etc., for the trade. There are fine syrups, sugars of all kinds and prices, spices, dried fruits, canned goods, teas and coffees, oils, candles, butter, cheese, lard, hams, pork, shoulders, dried meats, rice, starch, soaps, pails, brooms, and a vast quantity of goods used by grocers generally. Special attention is also given to pork packing and curing, and the most desirable stock is obtained. A competent force of clerks, salesmen, assistants, packers, drivers, etc., are employed and the trade is derived from all portions of the State and Bucks County, Pa.

Mr. Jonathan Steward is a native Jerseyman, who adopted Trenton as his home early in life. For many years he was engaged in the retail grocery business in this city, and for nearly half a century he has been actively engaged as a leading and representative business man. He manages his large interests with comparative ease, pays strict attention to the same, does the buying, manages the finances, and makes a full hand as a salesman. He is largely interested in every movement tending to the advancement and welfare of his adopted city, and ranks among the foremost and substantial business men of the Capital City.

**Sinclair, Vannest & Co.**, Clothiers, No. 39 East State Street.—Among the many clothing establishments of this city, there is none whose general appearance and method of conducting business surpass that of Messrs. Sinclair, Vannest & Co., whose excellent establishment is located at No. 39 East State Street, and is now by far the largest and most popular clothing house in Trenton. The business was established in the year 1873 by Sinclair, Vannest & West, at the present desirable location. In 1879, at the death of

Mr. West, Mr. H. U. Coleman was admitted to the firm and the name was changed to Sinclair, Vannest & Co. The store is a fine one, 25x85 feet in size, four stories in height, built of brick, modern in its interior fittings as well as the exterior. The first floor is used as a salesroom, office and custom-cutting department. In piece goods, cloths, cassimeres, cuttings, vestings, etc., the stock is very large and all new and fresh goods, of desirable mills, patterns, etc. Five skilled cutters are employed in the custom department, which is under the personal supervision of Mr. W. D. Sinclair, the senior member of the firm. A broad stairway leads to the second floor, 50x85 feet in size, which is stocked with ready-made clothing for men and boys of all sizes and ages, of the well-known Sinclair, Vannest & Co. manufacture. Here are great piles of pantaloons, vests, dress coats and walking coats, business suits, dusters, ulsters, overcoats, white vests, etc. An adjoining department is devoted to youths' clothing, with a large stock and most beautiful designs. The third and fourth floors are devoted to manufacturing purposes. Steady employment is given to some seventy hands, including the most expert tailors and cutters obtainable. A corps of competent, experienced, intelligent, courteous and pleasant salesmen are employed, and customers may rely upon their representations. The individual members of the firm are William D. Sinclair, William I. Vannest and Henry U. Coleman. Mr. Sinclair superintends the cutting department, Mr. Vannest attends to the buying of stock and financial matters, and Mr. Coleman looks after the sales department. They are all well-known, reliable and representative business men, long connected with the business of this city in their several capacities, and ranking among the foremost of our progressive citizens.

**Wesley C. Owens**, Notions and Trimmings, No. 173 Broad Street.—The excellent and popular notions and trimmings house of Mr. Wesley C. Owens, which is located at No. 173 Broad Street, was established by that gentleman at its present location in the year 1876. The store is 20x65 feet in size, is admirably arranged and adapted for the business and convenient throughout. The stock consists of a large variety of ladies' notions and trimmings, corsets, etc., that cannot be beat in the city. Costumes for parlor and masquerade balls are made to order at short notice, and also kept in stock. Badges and regalia for societies, are supplied, and flags, spangles, gold and silver trimmings, etc., at New York and Philadelphia city prices. Competent assistants are employed and polite attention and courteous treatment is extended to all customers and visitors. Mr. Owens is a native of this State and was formerly engaged in the clothing business, as a salesman, with W. J. Owens & Co., where he remained for many years.

**Daniel Temple**, Justice of the Peace, No. 16 West State Street.—In 1875 Mr. Daniel Temple was elected a Justice of the Peace and established his office at No. 16 West State Street. Later on he was appointed as a claim and pension agent and is also a Commissioner of Deeds. His office is a commodious one, 18x50 feet in size and is furnished with everything necessary to the business. Mr. Temple was born four miles east of Princeton, N. J., and came to Trenton in his childhood, 41 years ago. Prior to engaging in his present business he was in the shoe business with his brother.

**William B. Thines**, Architect, No. 4 South Greene Street.—The office of Mr. William B. Thines, the popular young architect, is located in the second story of the *True American* building, with an entrance at No. 4 South Greene Street. It was established in 1878 at its present location, and a most excellent business is done. Architecture in all its various departments is carefully and promptly done, and the superintendency of buildings taken. The office is 25x25 feet in size, and is equipped with all the necessary paraphernalia for the expeditious and well doing of the work. Competent assistants are employed and the trade is not alone local, but comes from all parts of the State and Bucks County, Pa. Mr. Thines is a native of Trenton and has always resided here, with the exception of the years spent in the prosecution of his studies. He learned his business with Mr. Samuel Sloan, in Philadelphia, and opened his office in this city, as previously stated. He is a thoroughly competent young man, is the architect of the Sixth Ward Public School building, numerous potteries in this city, and many fine residences both here and abroad. By careful attention to his duties he has become successfully established in business, and is justly entitled to the success with which he is meeting. He is also architect for the new City Hall, Second Ward School building and various private buildings. No man in Trenton in his line is making more steady professional advancement.

**A. G. Richey & Son.**, Counsellors-at-Law, No. 11 West State Street.—The well-known law office of A. G. Richey & Son was established in this city by the senior in 1856. In 1876 Mr. I. F. Richey, his son, was taken into the business and the firm of A. G. Richey & Son was organized. They conduct a very large business, the most extensive in the city, and their trade comes from all portions of the State. The senior member of the firm is one of the most talented and able lawyers in the State, while his strictly honorable and straight-forward course has made him one of the most respected and influential gentlemen at the bar. All business intrusted to this firm is promptly and accurately attended to. Mr. A. G. Richey is a native of Warren County, N. J., and was first admitted to practice in 1844. He opened a law office at Asbury, in Warren County, where he remained for a period of twelve years. In 1856 he located in Trenton, where he soon succeeded in building up a large and lucrative business. He has ever manifested a deep interest in the welfare and prosperity of his adopted city, and his policy has always comprehended earnest efforts and honorable endeavors to attract trade to Trenton and then retain it. He has repeatedly been urged by his friends to accept public positions of honor, but has always refused, except in 1863, when he was made a State Senator, serving the people in a most capable and honorable manner during the years 1864-5 and 6. He has, for many years, been prominently interested in and filled the position of director to some of the largest and most worthy institutions of the city, and takes a warm and active personal concern in their operations and success. He has been the counsel of the Mechanics' Bank for more than twenty years; is the counsel of the Delaware and Bound Brook Railroad Company; is the counsel of the Philadelphia and Reading Railroad Company for New Jersey; is one of the originators and promoters of the Del. & B. Railroad Co., and also of the Children's Home in this city. Mr. Isaac F. Richey is a native of Warren County, N. J., and came to this

city when quite young. He began the study of law with his father and was admitted to practice in 1876.

**Joshua Jefferies**, House Painting, Glazing, etc., No. 210 North Warren Street.—Mr. Joshua Jefferies established his business at the present location so long ago as 1846, and succeeded his father, Mr. Staten Jefferies, in the business. House painting is made a specialty and he also does glazing, graining, kalsomining, etc., all in the best manner, at short notice and at reasonable prices for good, honest work. His main shop and office is located in the second story of the building, and is about 30x60 feet in size. It is provided with sky and side lights, side and rear doors, paints of all kinds, oils, turpentine, etc., by the barrel, varnishes, leads, etc. The trade is located chiefly in this city and its vicinity, and employs from nine to twelve hands. Mr. Jefferies is a native of Burlington County, N. J., and came to this city when quite a young man. He learned the trade of a painter with his father, was thoroughly schooled in every detail, and remained with him until assuming charge of the business upon his own account. He is one of the original promoters of the Trinity M. E. Church, has held numerous responsible positions, and has been identified with many of the important financial events and trusts of that church; while in a private way he is identified with many deeds of charity and benevolence.

**A. J. Walker**, Merchant Tailor, corner Broad and Factory Streets.—The well-known and largely patronized merchant tailoring establishment of Mr. A. J. Walker, at the northwest corner of Broad and Factory Streets, was founded by that gentleman in 1873. The stock consists of a full line of piece-goods, cloths, cassimeres, vestings, suitings, etc., of all the newest and most desirable patterns, and at all prices, according to quality and make-up. Goods from this house are known by their excellence of fit, style, finish, etc. The store is 20x65 feet in size, neat and attractive in appearance, well-kept, light, and is furnished with a complete stock. The third story of the building, a fine large room, is used as the tailoring department, and the services of fourteen experienced hands are employed. The services of competent clerks, cutters, etc., are employed. The trade extends throughout the city and much of the county and is yearly on the increase. Mr. Walker is a native of Schuylkill County, Pa., but located in Trenton many years ago. He is a practical tailor and fully understands and comprehends the requirements of his customers.

**F. S. Katzenbach & Co.**, Hardware, No. 35 East State Street.—The hardware house of Messrs. F. S. Katzenbach & Co. was established in the year 1868, as the immediate successors of Sager & Katzenbach. The stock embraces a full line of building hardware, housefurnishing goods, fine cutlery, etc.; stoves, heaters and ranges, of the best and most desirable makes; plated wares, gas fixtures, tinware, paints, oils, etc.; in fact, a stock complete in every particular, and in competition with the largest and best houses of New York and Philadelphia. The store is one of the finest in the city, 19x150 feet in size, and provided with every convenience. The building is of brick, four stories in height, and a commodious basement. The first floor is the main salesroom, and is stocked completely; the second floor is devoted to gas fixtures, stoves, etc., and the third floor, to the manufactory, where tinware of every description is manufactured to order. There is also a commodious storehouse and

additional rooms for storage purposes. Employment is given to from ten to fifteen competent and experienced clerks and workmen. The individual members of the firm are Mr. Frank S. Katzenbach and Mr. Howell C. Stull. Mr. Katzenbach, the senior member of the firm, is a native of Trenton, and has always made this city his home. He entered the business fifteen years ago. He attends to the buying and financing of the firm, and is eminently qualified for that important duty. He is popular throughout the city, and is a fit representative of the solid and substantial business men of the city.

Mr. Howell Stull, the junior partner, is also a native of Trenton and has always resided here. He has taken an active interest in military matters, and has been the first-lieutenant of Company A. N. G. S. N. J., of this city, in which organization he long served as a private soldier. The firm of F. S. Katzenbach & Co. is one of the leading ones engaged in their line of business, and is a desirable one with which to form business relations.

**Greenwood Pottery Co., East of Canal.**—The works of the Greenwood Pottery Company are located on the east bank of the canal and on the north of the Assanpink Creek. They were established originally by Brearley, Stephens & Tams. On July 1st, 1868, a stock company was formed, and the works were improved and doubled in capacity under the excellent management of the Greenwood Pottery Company, as at present. They now carry a large stock of desirable wares and do an extensive annual business, extending throughout the United States. Their manufactures are vitrified hotel china, and hotel goods are made a specialty. They make dinner, tea and toilet ware in half-thick. Decorated sets are supplied to order. The vitrified ware is very strong and durable, and the finish is very fine, making it highly desirable and in good demand. An important branch of the business, and a comparatively new one, is the manufacture of knobs, lock finishings, electric supplies, etc., of vitrified ware, while novelties of all kinds are being produced and perfected. The premises are 250x125 feet in dimensions, on which has been erected from time to time various buildings, devoted to the several departments of the business, two and three stories in height, built of brick, but which have now been united and brought under one roof on the east, forming a front of 225 feet, with a west wing 50x125 feet, another 50x100, and a third 50x80 feet. There are also the usual sheds, stables, etc., a railroad switch, and every convenience for shipment by rail or water, as well as the receipt of coal, clays, etc. There are six kilns and kiln sheds, three devoted to gloss and three to bisque, while the capacity is equal to seven of ordinary size. Two decorating kilns are also in use. A thirty-horse engine supplies the motive power and heats the buildings by means of steam pipes.

Steady employment is given to 150 hands, among whom may be found some of the most expert workmen in the business. The officers of the Company are James Tams, President, and James P. Stephens is the Secretary and Treasurer. They own the fine property they occupy, the lot being 600x125 feet in dimensions. The capital is \$200,000, of which \$74,400 is paid in. Both gentlemen have been so long connected with the pottery interests of this city as principals in the Greenwood works, that they are known to the trade everywhere, and by none are they more highly esteemed than by the citizens of the Capital City.

**Henry R. Meyer, Manufacturer of Fine Furniture,** No. 29 West State Street.—The furniture manufacturing establishment of Mr. Henry R. Meyer was established by that gentleman in this city in 1869, and has occupied its present desirable location since 1878. The finer and better class of furniture is made to order, such as parlor suites, bed-room suites, extension tables, sideboards, fancy tables, secretaries, office desks and specialties in small work. Upholstering is carefully and reliably done. Repairing of all kinds is done in the best manner. The store and manufactory is 25x125 feet in size, and is divided into the several departments, such as salesroom, office, manufactory, varnishing department, etc. Large storehouses are also in use for storing lumber, etc., and keeping the same in the best condition for use. Competent and experienced workmen, four in number, are kept employed, and the trade extends throughout the city and its neighboring towns, and annually increases. Mr. Meyer is a native of Germany, but came to this country and to Trenton in 1850. He is a practical man and learned the business in the old country. He takes an active interest in the welfare of the city, is a popular and live man and has filled several offices of local importance, being at present a member of the School Board, in which capacity he has served during the past five years.

**James R. Thomas, Patent Medicines, Extracts,** etc., No. 12 East Hanover Street.—The justly celebrated and reliable business house of Mr. James R. Thomas, which is located at No. 12 East Hanover Street, in Dolton's Block, was established by that gentleman in the year 1866 and has occupied the present desirable location for the past six years. He succeeded the firm of Thomas & Margerum, who did business on Warren Street. The store is 20x60 feet in size, the manufactory being located in the rear. A basement and upper floors are used for storage purposes. The stock consists of patent medicines of all the more prominent makes, flavoring extracts of all kinds, essences, perfumery, etc. The extracts, essences, etc., are manufactured and prepared here. Mr. Thomas is also the proprietor of Sterling's Medicines, and prepares them for the market. They embrace "Sterling's Pain Killing Liniment," "Sterling's Anti-Bilious Vegetable Tincture," "Sterling's Camphorated Extract Ginger," etc., all of which are among the most standard of family medicines and are widely known throughout the United States. They have a large and ready sale and possess superiority over anything else in the market of a like nature. "Thomas' Syrup of Tar, Hoarhound, Wild Cherry and Squills" is one of the greatest known remedies for coughs and colds, and sells exclusively upon its merits. The trade, which is almost exclusively wholesale, extends throughout New Jersey, Maryland and much of New York State. Mr. Thomas is a native of the city of Brooklyn, N. Y., and came to Trenton about the year 1851. He began business as a store clerk, on an exceedingly small salary; but the schooling that he received fitted him for business and fully compensated him, so that he refers back to those days with pleasurable pride. As a member of the firm of Thomas & Margerum, he was indefatigable in his efforts for the building up of the house and was the moving spirit in the business. As sole proprietor, he has displayed more than ordinary business ability, and his untiring energies, close application and indomitable perseverance have made his business the success that it is and gained for himself a handsome compensation.

**Jacob Klemmer, Merchant Tailor, No. 163 Broad Street.**—The merchant tailoring establishment of Mr. Jacob Klemmer was established by that gentleman in 1876. The pleasant and commodious store is 20x60 feet in size, and the stock consists of a choice selection of piece-goods, such as cloths, cassimeres, vestings, sultings, etc., which are made to order in the very best and most durable manner and guaranteed to fit. The services of six hands are required, and they are all skilled in the various departments of manufacture. Mr. Klemmer is a native of Germany, and came to this country some thirty years ago. He has long been identified with the business interests of Trenton and is a prompt and reliable business man. He is a practical tailor and cutter and understands and comprehends the wants of his customers. During the war of the Rebellion he enlisted as a private soldier in the 4th Regiment, New Jersey Volunteers, and served his country faithfully and honorably. He is an active member of Post No. 23, G. A. R., of this city.

**A. D. Smith, Saddlery and Carriage Trimmings, No. 6 North Warren Street.**—The saddlery and carriage trimmings establishment of Mr. A. D. Smith was established in the year 1869 by E. A. Smith & Co., and in 1873 passed into the hands of the present proprietor. The stock consists of a complete line of saddlery and carriage trimmings, trunks, valises, traveling bags, fly-nets, horse blankets, whips, buffalo lap-ropes, etc. The store is 20x50 feet in size, complete in its arrangement, and presents an attractive stock. The second floor covers the adjoining stores, is 50x50 feet in size, and is divided into the several departments. The services of five hands are required and the trade, which is both wholesale and retail, is located throughout the State. Mr. Smith is a native of Trenton and has always resided here. He has been engaged in this same line of business for many years and is thoroughly schooled in it.

**William H. Post, Sewing Machines, No. 161 Broad Street.**—The Sewing Machine Agency and Office of Mr. William H. Post was established by that gentleman at its present location in April, 1881. The store and display rooms is 20x50 feet in size, pleasantly furnished and is convenient in its arrangements. The stock embraces a very large supply of the world-renowned Wheeler & Wilson sewing machines, of the various styles, and also sewing machine supplies in all their variety. The services of six experienced salesmen are required, and the trade extends throughout the city and county, of which he has the general agency, also part of Burlington, Lambertville, Bucks County, Penna., etc. Mr. Post is a native of Mercer County, N. J., and long a resident of this city. He is a practical book-keeper and followed that calling up to the time of engaging in his present business. He is a thorough-going, energetic, wide-awake, reliable man.

**Benjamin F. Chambers, Counsellor-at-Law, No. 15 West State Street.**—The law office of Mr. Benjamin F. Chambers, which is located at No. 15 West State Street, second floor, was established by that gentleman in this city in the year 1878. He conducts a general law business, which extends throughout the State; is a Master and Solicitor in Chancery and attends to collections. Mr. Chambers is a native of the city of Trenton and has always resided here. He read law with James S. Aitkin, Esq., and was first admitted to practice as an attorney, in 1875. In 1878 he was made a counsellor. He conducts his business in a highly creditable manner, and all matters intrusted to him are reliably and promptly done. Mr. Chambers takes an active interest in military matters, and was for a long time connected with Co. A, N. G. S. N. J., when he was made Judge Advocate of the Seventh Regiment. He was next made Major and is now its Lieutenant-Colonel.

**John H. Saunderson, Grocer, Washington Market, No. 105 South Greene Street.**—The reliable and popular grocer, Mr. John H. Saunderson, began his business in this city in the year 1871 at Kline's Building, cor. Greene and Washington Streets, as the senior member of the firm of Saunderson & Cleggs, who were the pioneers of the Cash System of business in this city. In 1877 that firm was dissolved and Mr. Saunderson continued the business at No. 105 South Greene Street, in the Washington Market Block. He now carries an immense stock of salable and desirable goods, and does a very large annual business. The stock comprises reliable goods at reasonable prices, with no specialties. There is a full line of new crop teas, coffees, sugars, syrups and molasses, farinaceous goods, fruits, canned goods of all kinds, pickles, fish, soaps, spices, chocolates, jellies, baking powders, stove polish, candles, salt, essences, crackers, cakes, brooms, brushes, etc. As the Cash System secures to all equal advantages it pays to examine his stock. The store is a pleasant one, conveniently arranged, 20x40 feet in size, and the stock is arranged and displayed with taste and judgment; cleanliness



and order prevail; competent, polite and attentive clerks are employed and all customers are promptly and intelligently served. The trade extends throughout the city and its neighborhood and steadily increases, both in magnitude and importance. Goods are sold at both wholesale and retail and are guaranteed as represented. Mr. Saunderson is a native of Ireland, born in 1833, and came to America in 1852. For a period of twelve years he was connected with the mercantile house of H. B. Claffin & Co., New York, and afterward with Stewart's, and latterly with Jaffray's. He then departed from the mercantile line, came to Trenton, 1871, and took up the grocery branch, and has made his house one of the leading ones in that line in this city. Mr. Saunderson is one of that class of business men whose tact, knowledge, activity and perseverance are equivalent or superior, in some respects, to cash capital; and his success as a grocer may be ascribed to his superior qualities as a thorough-going business man, believing that small profits and quick sales are the surest way to success, and that a live business and generous rivalry obtains favor with economists. He is one of Trenton's representative business men, and a most estimable citizen. He is the President of the Land League, of this city, and has occupied numerous positions of both honor and trust.

**Isaac R. Wilson**, Counsellor-at-Law, No. 103 East State Street.—The well-known law and collection office of Isaac R. Wilson, Esq., located on the first floor of the building No. 103 East State Street, was established by that gentleman in this city in the year 1859. Mr. Wilson enjoys an excellent practice, built up by his own exertions and admirable abilities. He is one of the foremost counsellors in the city and his business relations extend throughout the State. Mr. Wilson is a native of Sharon, Litchfield County, Conn., and read law there previous to coming here. In 1859 he was admitted to practice in this State, and at once opened his office in this city. During the war of the Rebellion he served upon the staff of Gov. Parker with the rank of a Major and was detailed on many important missions. Previous to locating in this city he was in the United States service as Lieutenant of Marines and was afterwards employed as a clerk in one of the departments in Washington. Since his residence in this city he has occupied numerous important public trusts, among them a member of Councils, a member of the Board of Education, Clerk of the State Senate, etc. He is an excellent and talented speaker and during several campaigns has been engaged upon the "stump" in behalf of his party, doing effective service. Endowed with superior intelligence, of a kind and courteous disposition, he is highly esteemed by all who have the pleasure of his acquaintance, and is a most excellent citizen and leading lawyer.

**Henry Thoene**, Steam Dyeing and Cleaning, No. 118 North Warren Street.—This establishment is the most important one of the kind in Trenton and does an immense business in the dyeing and scouring line. It is located at No. 118 North Warren Street and was established by its present proprietor in the year 1849. The premises occupied are those of the first printing and newspaper office in this city, and were at one time used as a post-office. Of late years Mr. Thoene had them enlarged and re-built to better accommodate his largely increased trade. The store

and office is 25x35 feet in size, and the works are located in the rear of the building. They are the most complete of the kind in this section, and Mr. Thoene, whose experience is very great, gives the works his personal supervision. All kinds of dry goods, ladies' and gentlemen's clothing, kid gloves, feathers, etc., are dyed or cleaned in the most superior manner. Mr. Thoene started in business in a very small way, but he is the only man in the city who has really succeeded in the dyeing and scouring line. One reason of this is because his manner of treating the articles dyed and scoured is far superior to that of any other establishment, and he of course gets the large bulk of trade. Mr. Thoene is a native of Germany and came to this country and located in Trenton in 1849, where he has ever since remained. He is a gentleman who is pleasant and courteous in his business intercourse, and his constant study is to give his patrons complete satisfaction.

**F. H. Endebruck**, Confectioner, No. 171 Broad Street.—The wholesale and retail confectionery house of Mr. F. H. Endebruck, located at No. 171 Broad Street, was established by that gentleman in 1869. The store is 20x60 feet in size, in the basement is the manufactory, and a room adjoining the store is also in use. The stock consists of every description of confectionery, from the commonest kinds of candy to the choicest and most expensive kinds, all of which are manufactured on the premises, and are consequently fresh and guaranteed strictly pure. The trade is both wholesale and retail, and extends throughout the State and Bucks County, Pa. Mr. Endebruck is a native of Germany, and came to this country in 1861 and at once engaged in his present business here. He learned his trade of a candy-maker in this country, and is a thoroughly practical man.

**J. D. Payran**, Trenton Marble and Granite Works, Nos. 323 and 325 East State Street.—The Trenton Marble and Granite Works of Mr. J. D. Payran, were established by that gentleman at the present location in the year 1875. He now carries a large stock and does an excellent annual business. The premises are 50x150 feet in size, the workshops being 35x25 feet, with a neat business office, sheds, etc. Many fine specimens of marble and granite work are displayed in the way of monuments, tombs, head and foot-stones, etc. Inclosures of Cemetery lots are made, and all prices are very moderate. Five competent and skilled workmen are employed, and the trade is confined principally to this city and its neighboring towns, and satisfactorily increases in volume. Mr. Payran is a native of Mercer County, having been born within a few miles of this city. He is a thoroughly competent and practical man and learned his trade with Mr. Luther Ward. Active and energetic, and an artist in his profession, he deserves the large patronage which he now enjoys.

**Louis F. Wallis**, Fancy Goods, No. 7 North Greene Street.—Mr. Louis F. Wallis established his business in this city in 1864, at the northeast corner of State and Warren Streets and was removed to its present location in 1874. The stock embraces a first-class line of fancy goods, gents' and ladies' and children's underwear, kid gloves, hosiery, collars, laces, buttons, etc., together with a fine stock of hand-knit zephyr goods. The store is 20x60 feet in size and conveniently arranged. Mr. Wallis is a native of Germany and came to this country when but 17 years of age.

**Andrew J. Rider**, Principal, Capital City Commercial College, Nos. 20 and 22 East State Street.—There is, perhaps, no subject which interests people, generally, so much as education. Parents are especially anxious that their children should have such a preparation for their life-work as will at least place them on the road to success. Among these special or technical training-schools that have become so popular, and a course of training in some one of which has come to be a necessity for any person who would succeed, there is none that fills so important a position as the Business College. Every man is in some sense a business man, and his success is usually in proportion as he possesses the qualifications and characteristics of such. In this connection the attention of the reader is directed to the course of study and advantages offered by the Capital City Commercial or Trenton Business College, which was established in this city in the year 1865, by Messrs. Bryant & Stratton, as one of their chain of Business Colleges, and now the International Business College Association. With the exception of an interim of five years, its present efficient principal and proprietor has been identified with the institution since the year of its establishment.

The entire upper floor of the College Building, Nos. 20 and 22 East State Street, covering an area of 4,000 square feet, is suitably divided off, and furnished with all the appliances and paraphernalia necessary for carrying out every detail of their practical and popular course of education. An outline of the course of study and practice is about as follows: book-keeping—single and double entry—mercantile office work, study of mercantile commodities, political economy, practical and commercial arithmetic, commercial law, commercial correspondence, grammar and composition, penmanship, spelling, commercial and industrial geography, and practical instruction in banking, brokerage, commission agencies, transportation, etc., together with telegraphy. The faculty comprises Mr. Andrew J. Rider, Principal, superintendent of the course of instruction, conductor of examinations, and in special charge of department of business practice, mercantile office work, etc. Thomas J. Stewart, superintendent of theory department, professor of penmanship, instructor in the science of accounts and business correspondence, commercial arithmetic, etc. Harvey H. Johnson, assistant in practical department and in charge of department of records, business arithmetic. F. W. Barber, assistant in theory department and teacher of practical arithmetic. H. H. Johnson, teacher in preparatory department evening sessions. Judge R. S. Woodruff, lecturer on commercial law, contracts, partnerships, business paper, etc. Chas. M. Ford and Chas. A. James, teachers of telegraphy. The rates of tuition are very reasonable. Evening sessions are also held and are largely patronized. Cash prizes are offered as an encouragement to diligence and application, and are known as the "Stewart Prize," "Taylor," "Parker," "Rider," and "Bryant." The closing year was the most satisfactory one ever experienced—the school having been filled to its utmost capacity. Good positions were waiting for every one prepared to fill them, and the greatest difficulty has been to keep students sufficiently long to complete the course of study.

Mr. Rider is a native of Livingston County, Michigan, and first came to Trenton in 1866. He is a graduate of Howell Seminary, of Howell, Michigan, and followed teaching for many years, in that State, and also at Newark, N. J. In 1872 he severed his

connection with the Trenton Business College, and went into the cultivation of cranberries and farming, in Camden County, N. J., where he remained for a period of three years. He then returned to this city and secured the entire control of the College. During his brief residence in Camden County in 1877, he was nominated and elected to the Legislature of this State, and made a most efficient and sterling Representative. He is still owner of one of the largest and most productive cranberry plantations in New Jersey. Mr. Rider is a thorough scholar and a strict disciplinarian, eminently fitted and qualified for his work, and is deserving of great praise for the energy and sound judgment exhibited in the management of his excellent institution.

**Miller & Hartman**, Furniture and Upholstering, southwest corner Warren and Front Streets.—Prominent among the manufacturers and dealers in furniture and upholsterers to be found in this State is the well-patronized establishment of Messrs. Miller & Hartman, whose salesroom and manufactory are centrally located at the southwest corner of Warren and Front Streets, Trenton, established many years ago by Cornelius Meyer & Co., who were succeeded by the present firm in February, 1882. Fine furniture of all kinds is provided, consisting of walnut parlor suites, marble-top tables, dining-room tables, sideboards, chairs, rockers, fine bed-room suites, etc. The finest and best class of furniture is manufactured to order on the premises, and complete satisfaction is guaranteed. Repairing and upholstering is done in the best manner by experienced men. Book-cases, writing desks and tables and office furniture of all kinds is made to order. The building is of brick, three stories in height, is 30x75 feet in size, provided with every convenience and adapted and arranged expressly for the business. The trade comes from all parts of the city and county and steadily increases. The individual members of the firm are Mathias Miller and John Hartman. Both gentlemen are natives of Germany and adopted America as their home many years ago, and are experienced and practical men.

**Dr. J. M. Davis**, Dentist, No. 142 East State Street.—The well-known and long-established dental rooms of Dr. James M. Davis were opened by that gentleman in this city as long ago as 1844, and have occupied their present desirable location since the erection of the building in 1873. He does an excellent business and is one of the most widely-known surgeon dentists in the State. His pleasant rooms are comfortably and tastefully fitted up and provided with every facility for the successful and well doing of the business. The reception-room is 20x30 feet in size and occupies the front of the building. The operating-room is 20x25 feet and there is also a pleasant work-room. Teeth are extracted, filled, straightened, etc., and plates are made and guaranteed in every respect. Dr. Davis is a native of Orange County, New York, and first located in Trenton in 1842. He began the study of his profession with Dr. Foster in this city, and has ever since been actively engaged in the business. He is the first man who ever administered ether for a surgical operation in this State, and introduced the same in the practice of his profession. He has been identified with numerous movements for the promotion of the business interests of the city, has introduced several improvements in the line of his profession and is emphatically a leading and representative citizen and business man.

**L. M. Traver**, Housekeeping Articles and Old Book Store, No. 108 South Greene Street.—Mr. L. Morris Traver in 1871 established his business, and his stock now comprises housekeeping articles of any and every description, such as parlor and kitchen furniture, bed-room suites, extension tables, marble-top tables, carpets, oil-cloths, mattings, rugs, stoves of all kinds, tinware, crockeryware, bird cages, lamps, curtains, pictures and picture frames, office furniture of all kinds, etc. In fact it would be difficult to mention anything in the housekeeping line that may not be found at Traver's. Old books are bought, sold or exchanged, and there are several thousand volumes always carried in stock, embracing history, law, miscellany, etc. The building is three stories in height and is all in use by Mr. Traver in the business. The main store is 20x80 feet in size, and the second and third floors are completely stocked with goods of all kinds, together with an additional storehouse in the rear, a large basement, etc. Mr. Traver is a native of Poughkeepsie, Dutchess County, New York, and for many years previous to his coming to this city was engaged in the grocery business there. He first came to Trenton in 1871 and entered the auction business, afterwards establishing an auction house which was merged into the present business. He is a thorough-going, active business man, and by industry has built up a large and lucrative business.

**C. P. Mohrfeld**, Millinery, Fancy Goods and Notions, No. 12 East State Street.—The progressive and justly popular millinery, fancy goods and notion establishment of Mr. C. P. Mohrfeld, succeeding C. P. and L. Mohrfeld, was established at its present location in the year 1879. He now carries a large and valuable stock and does an excellent annual business. He has been alone since March 1st, 1882. The stock embraces a full and complete line of millinery goods, trimmed and untrimmed hats and bonnets, flowers, feathers, ribbons, etc. Fancy goods in large variety are provided. Notions of all kinds at popular prices. This pleasant and popular store is 20x100 feet in size, admirably arranged and adapted for the business and is completely stocked. In the rear of the store is located the manufacturing millinery department, and all work is promptly and excellently done. Eight experienced clerks, milliners and assistants are employed and every attention given to the wants of customers. Mr. Mohrfeld is a native of Trenton and has a practical knowledge of the business in which he is engaged, which is conducted in a straightforward, honorable manner. He is agent here for "M'Call's Bazar Glove-Fitting Patterns," now so generally in vogue.

**W. A. Poland**, Architect, Office, No. 11 West State Street.—Prominent among the several establishments in this city which make a speciality of architecture is that of Mr. W. A. Poland, whose commodious and pleasant office is located in the building, No. 11 West State Street, and was established by that gentleman in April, 1882. Everything in the line of architecture is understandingly and intelligently done by this gentleman, and he has thus far met with considerable success in the line of patronage, and is kept constantly employed. Mr. Poland is a native of Mercer County, N. J., and learned the trade of a carpenter, as well as that of pattern-maker, serving his full time, in order to acquire a more thorough and complete knowledge and understanding of his profession. He then devoted

himself solely to architecture, and has been associated in business with Mr. T. Roney Williamson, and also Mr. J. P. Sims, of Philadelphia. Latterly, he was with Mr. R. H. Robertson, of New York City, and is now engaged in the business upon his own account. He is now engaged in designing and preparing plans for the erection of a handsome residence, which is to occupy the lot at the southeast corner of State and Clinton Streets, this city, and which is to cost its owner \$20,000.

**Lanning & Crook**, Hardware, Cutlery, etc., corner Broad and Centre Streets.—The excellent and reliable hardware house of Messrs. Lanning & Crook was established in March, 1881, at No. 405 Broad Street, and removed to its present new and desirable location, upon the completion of the building, in November of the same year. The stock consists of a full and complete line of hardware, cutlery, paints, oils, glass, tinware and housefurnishing goods in all their variety, and are the agents for the Cumberland Nail and Iron Company's nails; Wadsworth, Martinez & Longman's ready mixed paints; Davis, Chambers & Co.'s (Green Seal) pure white lead. The store is 25x60 feet in size; second floor, 25x73 feet, and is used as a display-room and storehouse, while a large basement is in use for storing oils, etc. Competent and experienced clerks are employed and customers are treated courteously and intelligently. The individual members of the firm are Mr. Joseph Y. Lanning and Mr. Augustus M. Crook. Mr. Lanning is a native of Mercer County, N. J., and is known to almost every Trentonian. He was formerly engaged in the dry goods and grocery business in this city, and is a most careful and reliable business manager. Mr. Crook is a native of Bucks County, Pa., and first came to this city in 1866. He possesses a thorough knowledge of the business, having devoted nearly all his days to it, and is one of the most active, energetic and enterprising young business men in the city.

**Charles C. Engel**, "Winter Garden" Sample Room and Restaurant, Greene Street, under Taylor Opera House.—Among the more notable places of resort in this city is the "Winter Garden" sample room and restaurant, of which Mr. Charles C. Engel is the proprietor, which occupies the basement of Taylor Opera House on Greene Street, and which was established originally by Mr. Charles C. Netter. In April, 1879, Mr. Engel assumed the proprietorship and management and has conducted the same in a very successful manner, a very large trade now being done. The premises are 40x120 feet in size, and are fitted up in the most attractive and, at the same time, substantial manner. The main room is one of the finest in the city, 40x70 feet in size. The bar is constructed of walnut, circular in form, and is ornamented with fine cut glasses of every description, backed up with mirrors, elegant gas fixtures, etc. Mr. Engel is the agent for George Ringler & Co.'s New York Lager Beer, and also Krueger's Newark Beer. Fine old wines, cigars, etc., are provided. In the rear of the sample or main room is the restaurant, handsomely fitted up, 25x35 feet in size, and provided with everything eatable and tempting to the appetite, which is served in the best manner and at moderate prices. A private entrance leads to the Opera House above. Mr. Engel is a native of Germany, and came to this country in 1864. He is well known to scores of Trentonians as the proprietor of one of the most popular places of resort in this city.

**David Shaw**, Carpets, Oil-Cloths, Wall Papers, No. 118 South Warren Street.—In these days of shoddy imitations of nearly every article of manufacture, when the ambition of a certain class of dealers is to provide the cheapest article instead of the best at the cheapest possible price, it is always with a very great degree of pleasure that we make mention of any establishment whose owner, we feel assured, permits only perfect work and the best of its kind to leave his store. Such a policy, the best in all branches, is especially to be commended in the sale of anything that so directly concerns our happiness and our comfort as does that of carpets. It was in the year 1854 that David Shaw came to this country from England, and in 1855, with only a few dollars in ready cash, he entered into the baking business a few doors from his present location. By dint of hard work, strict economy and the most determined efforts, he gained a financial foothold and laid the foundation of a long-cherished project, which he has since been enabled to fulfill. In 1865 he relinquished baking and established the business which has now grown so large and remunerative. Next door to his bakery he opened the new store, 20x40 feet in size, with a full line of carpets, the first establishment devoted exclusively to that line. Later on he visited his native land and began the business of importing upon his own account. Patrons were given the benefit of this saving in price, and "Shaw's" became a success and a permanent fixture at once.

Soon the old place proved too small, and after alterations and extensions were made, the present imposing structure at No. 118 South Warren Street was completed and occupied in 1871. The front is of pressed brick, handsomely finished, three stories in height, with a sixteen-foot ceiling in the main store. The building has a frontage on Warren Street of twenty-five feet, and is ninety feet in depth. The store is fitted up in the neatest and most attractive manner, handsomely papered and painted, and is one of the finest display-rooms in the city. In the centre of the store to the right, is an open stairway leading to the upper floors of the building, and near by is a neat business office and cash-desk. A large basement is also in use for storage purposes and the entire premises abound in conveniences. The stock consists of Brussels, Venetian, ingrain, hemp and rag carpets, of superb style, with new and the most popular designs or patterns. There are also stair carpets of all descriptions; floor, stair and table oil-cloths; lace, oil, Holland and paper window shades; mats and matting; wall papers, bordering, paneling, etc., of the newest and most novel designs. The entire premises are all in use in the business, and employment is given to from eight to ten hands. The aim of this house is to furnish reliable goods at the lowest price and it has thus far succeeded. Few houses in the State of New Jersey carry so large a stock of carpets, and few have so wide and extensive a trade. Mr. Shaw has, by perseverance, activity and strict business integrity, achieved well-merited success and is truly a self-made man. His establishment is a representative one in Trenton, and reflects great credit upon its intelligent and gentlemanly proprietor, who ranks high among the most progressive and substantial business men in this section of the State.

**Samuel Payran**, Saddle and Harness Maker, No. 7 North Warren Street.—The saddle and harness making establishment of Mr. Samuel Payran, located at No. 7 North Warren Street, was established by that

gentleman at its present location in the year 1867, having been in the business, corner Warren and Hanover, from 1862. The store is 20x50 feet in size, well arranged and adapted for the business. It is well stocked with a complete line of double and single harness, bridles, saddles, halters, blankets, etc. Anything in the harness line is made to order at short notice and in the best manner. The services of three experienced hands are required and the trade extends throughout the city and county. Mr. Payran is a native of this State and at an early age he began his trade with Mr. Henry C. Furman, who occupied the same premises. He is a good workman and turns out some of the most reliable work in the city.

**Dowd & Bro.**, Manufacturers of Potters' Materials, Mulberry Street, corner of Klag Avenue.—In the manufacture of potters' material the well-known establishment of Messrs. Dowd & Bro. occupies a leading position. Their manufactory is located at the corner of Mulberry Street and Klag Avenue, and was established by the present firm in 1876. The main building is 30x75 feet in size, three stories in height, and is of brick. An adjoining building is 25x75 feet, two stories in height, with a large kiln and sheds of ample dimensions. A sixteen-horse engine supplies the motive power for the establishment and constant employment is given to 55 competent and experienced hands. The manufactures are potters' material for glost-kilns, and stilts and spurs. In the manufacture of stilts this firm enjoy an enviable reputation and are known to the trade as the "United States Stilt Works." The trade comes from the potteries throughout the United States and constantly increases. The individual members of the firm are John and William Dowd, both of whom are natives of Ireland, but came to this country many years ago. They are both practical men at the business, expert workmen, industrious, active and enterprising, and by their united efforts have built up a trade which reflects credit upon the city and honor upon those who so successfully manage and operate it. The building is to be enlarged so as to give about double the facilities of the capacity set forth. This may be regarded as an evidence of the enterprise, vim and business push marking this house.

**Coxon & Co.**, Clinton Street Pottery Works, Clinton Avenue.—One of the largest and most important of the various potteries of Trenton is the "Clinton Street Pottery Works" of Messrs. Coxon & Co., which are located on Clinton Avenue, and were established in the year 1865 by Joseph Coxon. In 1876 the firm of Coxon & Co. was formed, and consisted of Joseph Coxon, J. G. Forman and Spencer M. Alpaugh. At the death of Mr. Coxon in 1879, his interest in the firm was continued by his widow and the firm name remained the same. April 1st, 1882, Mr. Forman retired from the firm, and the business is now conducted by M. Coxon, Spencer M. Alpaugh and Frank A. M'Gowan, under the firm name of Coxon & Co. Many extensions and enlargements of the premises have occurred of recent years, until now the Clinton Street Pottery Works is unsurpassed in its facilities elsewhere in the United States, while the trade is probably the largest in that line in this country. The premises have a frontage on Clinton Avenue of 225 feet and are 303 feet in depth. The buildings present a solid front and unbroken sides, all of brick, with three floors and basement and two-story wings. The kilns, nine in number, are arranged to

occupy the centre of the premises, a railroad switch dividing the bisque from the gloss. Every facility for the well-doing of the business is employed, together with 250 hands, competent and experienced work-people. A 75-horse power engine furnishes the motor and heats the building. The manufactures are white granite, C. C., and druggists' ware. Special attention is also given to decorated ware, and numerous handsome designs are on exhibition in the salesrooms. The trade comes from all parts of the United States and constantly increases. Mr. S. M. Alpaugh, the manager of the business and now the principal in fact, is a native of Hunterdon County, N. J., but has long resided in Trenton. Mr. M'Gowan, the new member of the firm, is an active business man, familiar with the details of commercial life. He has been for a lifetime connected with the Trenton Rubber Works, now conducted by himself and father (Allen M'Gowan) and Spencer M. Alpaugh.

**Owen H. Locke**, Boots, Shoes and Rubbers, No. 22 North Greene Street.—The well-known boot and shoe house of Mr. Owen H. Locke was established by that gentleman at its present location in 1878. The stock consists of boots, shoes, slippers, rubbers, etc., for men, women, misses, boys, children and babes. Fine shoes are made a specialty and reliable goods are at all seasons kept in stock. Custom work receives prompt attention and repairing is done. The store is attractively fitted up, 25x65 feet in size and is provided with every comfort and convenience. It has two handsome plate-glass show windows, is well lighted and well ventilated. Competent assistants are employed in the several departments of the business and all customers are treated courteously and pleasantly, and the trade extends throughout the city and its neighboring towns. Mr. Locke is a native of Massachusetts, and first came to Trenton in 1873. For several years he was engaged in the same line of business as a traveling salesman and possesses a thorough knowledge of the trade. He is an energetic and enterprising business man who has worked his way up in the business world by industry and untiring energy. He is well known and highly esteemed throughout the city, and is fast taking a leading position in his line. The house is one which we can heartily indorse and cordially recommend to the people generally.

**G. D. Parks**, Teas, Coffees and Pure Spices, No. 218 Broad Street.—The wholesale tea, coffee and spice establishment of Mr. Garret D. Parks, which is located at No. 218 Broad Street, was founded by that gentleman in the year 1862 and has occupied its present location for the past thirteen years. The annual sales are about \$50,000, and the stock consists of teas, coffees, spices, baking powders, bluing, shoe blacking, soaps, starch, fruits, etc., in boxes, bales and by the package. The premises are 35x185 feet in size and the main store, containing the office and sales-room, is 35x75 feet. The basement and upper floors are also in use for storage purposes and display-rooms. An adjoining building contains the coffee roasting apparatus, and still another the Star Spice Mills. Park's mince meat and pepper sauce, apple butter, etc., are also prepared on the premises and rate as staple and desirable goods, for which there is a large demand. The spices manufactured at this establishment are guaranteed strictly pure and have a large sale. The trade extends throughout this State and Pennsylvania, and annually increases in magnitude and importance. The spice mill compares favorably with similar estab-

lishments in this State and is driven by a six-horse power engine. Mr. Parks is a native of Mercer County and, with the exception of two years, has always resided in Trenton. Previous to engaging in his present business he was engaged in the dry goods and grocery line in this city.

**W. H. Bilbee**, Cigars and Tobaccos, No. 164 Broad Street.—The popular cigar and tobacco store of Mr. W. H. Bilbee, which is located at No. 164 Broad Street, was established at its present desirable location in 1878. The store is a pleasant one, 20x40 feet in size and is provided with every convenience. The stock consists of a full supply of choice cigars, chewing and smoking tobaccos, snuffs, pipes and smokers' supplies. A full line of sporting goods will be kept and a specialty made thereof. Mr. Bilbee is a native of Dolington, Bucks County, Penna., and came to this city about 1864. He served in Co. B, 38th N. J. Regiment, during the war of the Rebellion. He succeeds Werley & Thompson at this stand and has occupied it since January 2d, 1882. He was formerly in business at No. 107 East Hanover Street. He is commander of the 7th Regiment, N. J. S. N. G.

**James Buchanan**, Counsellor-at-Law, northwest corner of State and Montgomery Streets.—The law office of Judge James Buchanan is located at the northwest corner of State and Montgomery Streets. He now conducts an extensive and profitable practice and enjoys an enviable reputation in the line of his profession. His office is located on the second floor of the building and is the same occupied by the late Judge Tyler. They consist of a suite of rooms with every convenience and facility for the business. A general law business is done and all legal matters are carefully and understandingly treated with promptness and precision. Judge Buchanan is a native of Hunterdon County, N. J., and received his education in the common schools of the county, and also at Clinton Academy and then read law with Hon. John T. Bird, at Flemington. In 1864 he was first admitted to the bar and shortly afterwards began the practice of his profession in this city. In due season he was made a counsellor, was called to the bench as a judge and acquitted himself in the most satisfactory manner. He is a lawyer of large experience, excellent judgment, a profound thinker, a good writer, a gifted speaker and is highly popular and universally esteemed by the masses.

**Joseph Hamer**, Flour, Feed, Hay, Straw, etc. Wood and Coal, corner Broad and Watson Streets.—In October, 1881, Mr. Joseph Hamer established his flour and feed business at the corner of Broad and Watson Streets and has ever since enjoyed a good trade. The premises, which are 50x100 feet in dimensions, consist of a store, yards, coal-sheds, etc. The store is 25x60 feet in size and is two stories in height. There is a good stock of choice family flour of the various brands, feed of all kinds, hay by the bale, straw by the bundle, etc. The hay and straw departments adjoin the main store. Coal and wood are also kept in stock and sold in quantities to suit. Competent assistants are employed, and the trade is principally local. Mr. Hamer is a native of England and came to this country some forty years ago, locating first in Paterson, N. J. and in 1850 removed to Trenton.

**American Saw Company, Saws, Mandrels, Swages, etc., South Broad Street.**—It was in the year 1866 that the American Saw Company was first organized and began the manufacture of their Patent Inserted Tooth-Saws, then a new and untried thing, but now an absolute necessity and favorably known throughout the civilized world. They erected a commodious manufactory on South Broad Street, Chambersburg, east of the canal, which has been enlarged and extended at various times to meet the requirements of the rapidly growing demand for their make of saws. They now do an immense business, extending throughout the United States, and export largely to all parts of Europe, South America and Australia. Their works are of the finest order, all contained under one roof, with a frontage along the canal and Broad Street of 300 feet and are 250 feet in depth, built of brick, one, two and three stories in height. The machinery in use is nearly all of a special pattern and adapted especially for the business. A handsome 150-horse power engine furnishes the motive power and heats the entire premises by means of steam-pipes. Employment is now given to two hundred expert workmen, the Company having nearly doubled the capacity of its works during the year 1881. It now compares favorably with any establishment in the world and, under its present able and vigorous management, is destined to outrival all other manufacturers in its special line. The manufactures consist of both patent inserted tooth and solid circular saws, mill, mulay, gang and cross-cut saws, with a specialty of the former. Mandrels, swages, power-presses for punching and shearing iron and steel, etc. The advantages of their inserted tooth saws, are that they always retain their original size. The teeth are forged from the best double-refined cast steel, and are specially tempered to suit the various kinds of timber. The points are refined by hammering, giving a better cutting edge than can be made on a solid saw. The teeth are strong enough to cut any kind of timber without danger of breaking, and are so constructed that when they come in contact with spikes, mill-dogs, etc., they may be broken off or torn out without injuring the plate. The points enter the wood, like a chisel, cutting chips and shavings, instead of scraping the wood into dust. The throats have plenty of room to carry their chips, and are so shaped that they will discharge it freely.

These saws are kept in order with less labor and at less cost for files than a solid saw. The Brooke bit and Trenton tooth are interchangeable, enabling the user to adapt his saw to summer or winter work, an advantage possessed by no other. The officers of the Company are Gen. John B. Woodward, of New York, President; R. H. Johnson, Vice-President; S. W. Putnam, Treasurer; R. W. Prosser, Superintendent. The three latter gentlemen being well known Trentonians, while all are efficient, progressive and active business men, the head of a highly successful enterprise and each well qualified for the respective duties assigned them. There is also a competent clerical force and the office is equipped with telegraph, telephone, etc.

**Albert S. Jefferies, Jeweler, No. 210 North Warren Street.**—Prominent among the many jewelry establishments in this State is that of Mr. Albert S. Jefferies, at No. 210 North Warren Street. It was in the Fall of 1878 that Mr. Jefferies embarked in the business at his present location. With no capital save his tools and implements of trade and less than one

hundred dollars in cash, he launched out in the business world and from the day of opening down to the present time, he has never lacked for work or customers and success has crowned his efforts. His premises have been enlarged to double their former dimensions and fitted up throughout in first-class style. The store is equipped with handsome show-cases, fire-proof safes, etc., and is 25x40 feet in size. Competent assistants are employed in the business and a specialty is made of repairing of all kinds. The trade is located in the city, Hopewell, Pennington and surrounding vicinity. The stock embraces the leading makes of Swiss and American watches, clocks of every description, jewelry of all kinds, diamonds, silverware, spectacles, eye-glasses, etc. Watch and clock repairing is an important department of the business. Mr. Jefferies was born in the city of Trenton in the year 1855, next door to his present place of business. He learned the trade of a jeweler with James Wilson, and was afterwards employed in several first-class establishments in the city. He is familiar with all branches of the trade; and is a young man, energetic, pleasant and accommodating, commending himself thus to all who have business transactions with him. His reputation for reliability and fair dealing has already become well known, and it is a pleasure to commend him to the public.

**Samuel L. Baily & Son, Insurance, Real Estate, etc., No. 119 East State Street.**—The real estate agency of Messrs. Samuel L. Baily & Son, which is located at No. 119 East State Street, was established in this city in 1867 and has occupied its present desirable location since January, 1881. They now do a large and constantly-increasing business in fire insurance, representing some of the strongest and best-known companies. They also deal in real estate, buy and sell, take charge of properties, collect rents, etc. They represent the leading steamship companies and furnish all the required information for a trip abroad, as well as selling passage tickets. They issue drafts on Liverpool, London and Dublin at the lowest rates. Their business is largely local, but much is also done throughout the State. The individual members of the firm are Mr. Samuel L. Baily and his son, Mr. Lloyd Baily, both being natives of Philadelphia and located in Trenton in 1862. They are among the most enterprising and progressive business men of the Capital City and their long experience has made them familiar with every detail of the business they so safely and successfully conduct. Their honorable and upright course has ever made them popular and contributed in no small degree to their unparalleled and justly merited success.

**M. G. Armstrong, Stationery, etc., No. 145 North Greene Street.**—The popular stationery store of M. G. Armstrong, which is located at No. 145 North Greene Street, was started at its present location in the year 1875. The store is a large and commodious one, 25x60 feet in size and is both handy and convenient in its arrangement. The stock consists of a full line of stationery, school-books, satchels, white and manilla papers, cards, albums, etc., selected with care especially for this market. The basement is devoted to wrapping papers, paper bags, flour sacks, etc., which are sold to the trade throughout the city and its neighboring towns. Since the decease of her husband Mrs. Armstrong has conducted the business in a most satisfactory and successful manner and has secured a very large and lucrative trade, which she justly merits.

**Peirson & Byram, Real Estate Brokers, No. 119 East State Street.**—Prominent among the real estate agencies of Trenton is that of Messrs. Peirson & Byram, established over fifteen years by the senior member, Mr. Peirson, which is now located at No. 119 East State Street and was removed here in April, 1880. They do a general real estate brokerage business, have a great many desirable properties which they hold for rent, sale or exchange, and it will be to the interest of any one desirous of disposing of property or of exchanging it for other property, to call upon them before making other arrangements. They also attend to the renting of properties, collect the rent, etc. They are conveyancers as well as real estate dealers and are prepared to examine titles, draw deeds and articles of conveyance and attend to all matters pertaining to their line of business. Their apartments consist of four well-arranged and commodious offices, fitted up in the best of style and provided with every convenience and comfort. The individual members of the firm are Mr. Wilson Peirson and Mr. William B. Byram. Their trade is not confined to any particular section but extends throughout the United States.

Mr. Peirson, the senior member of the firm, is a native of Wilmington, Delaware, and first came to Trenton in 1880 to engage in his present business. He is a pattern-maker by trade and learned the business in the city of Philadelphia with Morris, Tasker & Co., the well-known machinists and manufacturers, with whom he remained for fourteen years. He arose to the position of master mechanic with that firm and was finally obliged to relinquish the business on account of failing health. While sojourning at the Water Gap and Stroudsburg, Pa., he opened a real estate office at the latter place and did a very successful business there for over ten years. From Stroudsburg he came to this city in order to gain a more central location, with better facilities for reaching the larger cities.

Mr. Byram is a native of Salem, Massachusetts, and was formerly engaged in the preparation and sale of patent medicines, etc., in this city and throughout New Jersey. The firm, though comparatively young, has earned for itself an enviable reputation and stands today among the foremost and most reliable in the State. They have opened large and commodious offices at No. 1146 Broadway, New York, to accommodate their New York patrons, and will there make a specialty of *seaside, mountain and rural properties*. The Point Pleasant Land Company having employed this well-known firm to manage the sale of their valuable property speaks well for their ability. Correspondence from all parts of the country will be cheerfully answered and is solicited.

**A. V. Manning & Son, Furniture, No. 15 North Greene Street.**—The popular furniture establishment of Messrs. A. V. Manning & Son, which is located at No. 15 North Greene Street, was established in 1847 by Mr. A. V. Manning. In 1870 he built the present handsome premises and removed to them from the northwest corner of Greene and Hanover Streets, where he had long been engaged. In 1879 his son, Mr. Joseph Manning, was admitted to partnership and the business has ever since been successfully prosecuted. The premises are of Trenton pressed brick, four stories in height, with a commodious basement and entirely modern throughout. The store has a handsome plate-glass front, is 25x160 feet in size and is possessed of every convenience. On the first floor is a fine stock of parlor furniture, bed-room suites, fancy chairs, book-cases, rockers, tables of every

description, sideboards, hat-racks, lounges, desks, chairs, etc. The upper floors are likewise completely stocked, making one of the best assortments of fine furniture anywhere to be found. Parlor furniture is upholstered in any style to suit the tastes of customers. Furniture is made to order at short notice, of any style or description. Repairing of all kinds is expeditiously done. Competent assistants are employed in the various departments, together with the most skilled artisans. The establishment throughout compares favorably with any similar one in the State and enjoys a very large trade, coming principally from the city and its surrounding towns. Mr. A. V. Manning is a native of Mercer County and is well known to all Trentonians as one of the most earnest, active, energetic, persevering and successful of business men. Pursuing a straightforward, honorable course in all his business and other relations, his success is well-merited and he is a gentleman with whom it is a pleasure to do business. Mr. Joseph Manning, the junior member of the firm, is a young man of rare business sagacity and enterprise, which he inherits from his father. He is a native of the city of Trenton and has grown up in the business in which he is now engaged. The firm of A. V. Manning & Son conduct a large and rapidly growing trade, which is spreading to all parts of the State, and they are a reliable and representative firm in every respect.

**Jasper Laning, Manufacturer of Fine Shoes, No. 14 East State Street.**—Among the many industries that have tended to enlarge and extend the commercial and manufacturing importance of Trenton, perhaps no one has had a more favorable influence upon the mercantile relations of this community than the shoe trade, and certainly no house in the city exhibits more energy and enterprise in this particular line than that of Mr. Jasper Laning, located at No. 14 East State Street. Established in 1848, from its very inception it has enjoyed a liberal share of the public patronage. The premises now occupied are 25x80 feet in size, the manufactory being located in the rear. He carries a large and attractive stock of ladies', misses' and children's fine shoes, manufactured at his own establishment expressly for his own trade. He employs a large number of skilled workmen and the most modern machinery is in use for turning out strictly first-class work. The wholesale trade extends throughout this State and Pennsylvania and steadily increases in importance. The custom department is made a specialty and ladies may rest assured of procuring a first-class article, handsomely and substantially made, perfect in fit and finish at all times. Jasper Laning's ladies' shoes have a reputation second to none other in the Union; and in addition to being more comfortable to the foot, they are less liable to rip, are more serviceable and present a neater appearance than any other make of shoe in the market. The demand for his make of goods is becoming so great that removal of the manufacturing department to more commodious quarters is contemplated and increased facilities for their production will soon be necessary. Mr. Laning is a native of Ewing Township, Mercer County, N. J., but has resided in Trenton nearly all his life, coming here when a mere lad and learning the trade of shoemaking with Mr. Isaiah Laning. He commenced business for himself in 1848 with limited means. The very high quality, superior make and excellent finish of the products of this establishment entitle it to the most favorable consideration of dealers and consumers everywhere.

**C. M. Hutchinson & Son**, Hardware, Nos. 115 and 117 South Greene Street.—The hardware interests of this city are indeed a vast industry, and hundreds of thousands of dollars are annually expended in this one branch of business. Among the more prominent dealers is the well-known and reliable firm of C. M. Hutchinson & Son, whose excellent place of business is located at Nos. 115 and 117 South Greene Street. It was originally established in 1871, by the firm of Hughes & Hutchinson, who continued it until 1880, when Mr. Hughes retired and Mr. W. R. and C. M. Hutchinson, his father, remained as proprietors, doing business under the firm name of C. M. Hutchinson & Son. They now carry a stock of goods amounting to \$30,000 and do an annual business of from \$85,000 to \$100,000. The stock embraces every description of builders' and carriage hardware, iron and steel, coach materials, etc., together with hardware, cutlery, paints, oils, etc., and a full supply of steam and plumbers' supplies, etc. The trade is both wholesale and retail and extends throughout the city, county and State and Pennsylvania. They formerly occupied the premises No. 115, but during the past six months, owing to largely increased trade, they have added an adjoining store, No. 117. They now have one of the largest and most complete business establishments in the city, built of brick, three stories in height, finished in the most modern manner and possessed of every convenience. It has a frontage on Greene Street of 40 feet and is 80 feet in depth. All the premises are in use by the firm together with a large, double basement, store-house, stables, etc. Employment is given to eleven hands and the monthly pay-roll will exceed \$600. The individual members of the firm are Mr. C. M. Hutchinson and his son, Mr. W. R. Hutchinson.

Mr. C. M. Hutchinson is a native of Mercer County, born within a few miles of this city and has resided in Trenton for many years. He is a thorough-going, active business man, highly respected both in and out of business, honorable in all his dealings, which has gained for him the respect of the trade and the confidence of the public, and he occupies a prominent position among the business men of the city. Mr. W. R. Hutchinson is also a native of Mercer County and has resided in Trenton since his boyhood. He was formerly connected with the house as a salesman, and built up a large and prosperous wholesale trade abroad. He was also a member of the firm of Hughes, Hutchinson & Co., and is a progressive and enterprising young man. He is a member of Co. A, Seventh Regiment, N. G. S. N. J., and enjoys a very large circle of acquaintance.

**Henry McCormick**, Auction House, No. 106 South Greene Street.—The auction house of Mr. Henry McCormick was established by that gentleman at its present location in the year 1878. The stock embraces everything in the housekeeping line, such as furniture, bedding, carpets, stoves, crockeryware, etc., together with a line of tinware, cutlery, hardware, etc. Goods are consigned for sale at any time, and regular auction sales occur every Saturday evening. Special sales are sometimes made in the middle of the week. The salesroom and auction store is 20x75 feet in size and is fitted up expressly for the purpose for which it is used. There is also a commodious basement for storage purposes. Genuine bargains are obtained at these sales, and many hundreds of people take advantage of them to procure their goods and wares. Competent assistants are employed, and customers are always liberally and pleasantly treated. Mr.

McCormick is a native of New York State, and first came to Trenton in 1878 to engage in his present business from Philadelphia, where he was engaged in the same line. He was more formerly located in Richmond, Va., and has had a large experience in the business, having followed it for a period of thirty years. He is a reliable and prompt business man, wide-awake and thoroughly enterprising, qualities that go to make up a live, prosperous and successful business man.

**E. C. Stahl**, English and German Printer, N. W. corner Warren and Bank Streets.—The English and German steam-power newspaper, book and job printing establishment of Mr. E. C. Stahl, which is located at the northwest corner of Warren and Bank Streets, was established by that gentleman in 1868, as the successor to Mr. Mounts of the *New Jersey Staats Journal*. In 1875 Mr. Stahl established the *Trenton Herald*, an English paper, in connection with the *Staats Journal* and has since greatly increased the facilities of his establishment and built up both papers. Both English and German job printing is done in all its variety. His office is 40x40 feet in size and contains a vast assortment of type, a fine cylinder press, two jobbers, cutting machines, etc., while a six-horse engine furnishes the motive power. There is also a neat business office and editorial room located on the same floor, where patrons and friends are cordially received and pleasantly entertained by the genial proprietor. The *Staats Journal* as well as the *Herald* are excellent advertising mediums, and circulate largely throughout the city, county and State. A corps of excellent workmen are employed, and the business has been worked up to its present importance through the indefatigable efforts of its proprietor. Mr. Ernest C. Stahl is a native of Prussian Germany, and first came to this country in 1860. After his arrival in this country he engaged in the mercantile business in New York City. He then sought the West, locating in Chicago and remained in that city for many years in the capacity of a dramatic and musical critic, for which he had been eminently fitted in his earlier life. At the breaking out of the war of the Rebellion he entered the United States service and rose to a First Lieutenantcy. He was afterwards detailed for staff duty and made a most efficient officer, serving throughout the rebellion. At the close of the war he assumed his editorial and reportorial duties, locating in Trenton as above stated. He is a clever and able writer, well deserving the success with which he has met; is a notary public, a commissioner of deeds, the captain of a semi-military company and the president of a rifle club.

**Alfred Dentel**, Cigar Boxes, No. 134 South Greene Street.—It was in the year 1880 that Mr. Alfred Dentel began the manufacture of cigar boxes upon his own account, at his present location, No. 134 South Greene Street, in the Assanpink Block. The manufactory is located in the second story of the building, is 20x80 feet in size, and is divided into the several departments, such as an office and salesroom, finishing-room, manufactory, etc. The work is all done by hand and is principally ordered work. All kinds of cigar boxes are made to order at short notice and are finished in a very superior manner. He also deals in cigar ribbons, tacks, knives, labels, etc., and keeps a good stock of the same always on hand. Four hands are kept constantly employed. Mr. Dentel is a native of Trenton, and has been engaged in the business the past fourteen years.

**Hattersley Brothers, Manufacturers of Piano-Fortes, No. 201 Perry Street, corner of Montgomery.**—Half a century ago, the visiting foreigner to this country almost unanimously pronounced us Americans to be devoid of comprehension of or taste for music, and it could hardly have been foreseen that the piano, the highest culmination of mechanical genius, should attain its greatest degree of perfection in America. In Trenton the piano manufactories form a very important branch of industry, giving employment to a number of men, requiring the best machinery and using a large amount of material. A representative establishment is that of Hattersley Brothers, leading piano manufacturers, whose fine store and manufactory is located at the southeast corner of Perry and Montgomery Streets, which was originally established in this city in 1867, and whose superb pianos, remarkable for their sweet, distinct, clear, full and melodious tones, have been listened to with delight by our citizens in private and public for the past ten years. Thomas S. and Charles M. Hattersley comprise the firm. The former is a practical pianomaker of many years' continuous experience, an expert in everything concerning the manufacture of a piano, from the selection of the materials to the finishing of the tone. Mr. Charles M. Hattersley attends to the toning of the instruments, and lays out and constructs the intricate machinery of the piano-forte, and perfects the action. He also has charge of the salesroom and is the business manager of the firm. He is well-known as a skilled musician, who has occupied various positions with the largest piano manufacturers in this country, and is a young man of great energy and business application.

A marked characteristic of the Hattersley piano is the equality in mechanism of all, one instrument being as good as another, without regard to exterior work. They manufacture several styles of pianos and during the past year have turned out forty fine instruments. Many improvements of value have been made by the firm, and the perfection to which they have brought their pianos in their unsurpassed tone, beauty, durability, general excellence and many special good qualities, is sufficiently attested to by the numerous testimonials from well-known artists and professors of music in this and neighboring cities, who use the Hattersley pianos, while the various musical societies, educational institutions and private purchasers, unite in one opinion as to their merits. Their commodious salesroom contains a number of their instruments on exhibition, together with a stock of organs, in which they deal. The building is 35x80 feet in size, built of brick and is three stories in height. The first floor is devoted to a salesroom, office and finishing rooms, while the upper floors are used entirely for manufacturing purposes. A corps of competent assistants are employed and every facility is enjoyed for the doing of strictly first-class work and the manufacture of honest, well-made and unexcelled pianos. The trade of the Messrs. Hattersley extends throughout the United States and the demand for their instruments is daily becoming greater. Both gentlemen of the firm are practical piano tuners, and are thorough musicians and music teachers. Honorable and straight-forward in all their business transactions, prompt and reliable in all things, they justly merit the success with which they are meeting.

**H. C. Wilson, New York and Trenton Tea Co., No. 125 Broad Street.**—The popular New York and Trenton Tea Company's store, of which Mr. H. C. Wilson is the efficient proprietor and manager, was es-

tablished by that gentleman at 175 South Broad Street. His present stand has been occupied since May 1st, 1882. The store is elaborately fitted up, in true Japanese style, is large and commodious, convenient and handy in its arrangement, and is 20x60 feet in size and kept in the neatest and most cleanly manner possible. The stock embraces a full line of choice teas, elegant coffees, spices of all kinds, etc. The best teas in the market may be found at this establishment and they are guaranteed to be just as represented. Mr. Wilson is a native of Rahway, N. J., and came to Trenton to engage in his present business. He was formerly engaged in the tobacco and cigar business. He is an enterprising and reliable young man, thoroughly posted in his line of goods and treats his customers in the most liberal manner.

**James Smyth, Merchant Tailor, No. 154 North Greene Street.**—The merchant tailoring establishment of Mr. James Smyth is located at No. 154 North Greene Street, and was started by that gentleman at its present location in August, 1880. The store is centrally located, 25x65 feet in size, neat and attractive in appearance, large, comfortable, light and well kept. The stock consists of a large and well-selected variety of piece goods, such as cloths, cassimeres, vestings, etc., of the newest styles, both foreign and domestic. A good fit is certain and satisfaction is guaranteed customers. The services of eighteen experienced hands are required and still the trade increases in both city and county, where it is chiefly located. Mr. Smyth is a native of Ireland, and came to this city in 1866. He is a practical tailor and cutter and has served a long apprenticeship at the business. By perseverance and industry he has succeeded in building up an excellent trade here, of which he is highly deserving.

**A. V. Dilts, Grocer, S. W. corner Hanover and Stockton Streets.**—The popular grocery store of Mr. A. V. Dilts is located at the southwest corner of Hanover and Stockton Streets and has an entrance on each street. It was established by that gentleman at its present location in the year 1880 and he succeeded in business Mr. Henry Snedeker, who occupied the premises in the same line of business for nineteen years previous. The amount of stock carried is large and the annual business done is very good. The store is 20x35 feet in size, well arranged and adapted for the business, has a good cellar, storerooms, etc. The stock consists of a choice line of family groceries selected with care and especially for his trade, provisions, meats, canned goods, crockery, earthen and glassware. Competent clerks are employed and the best of attention given to customers. The trade extends throughout the city and annually increases. Mr. Dilts is a native of Somerset County, N. J., and came to Trenton in 1880 to engage in his present business.

**F. Paff, Paff's Hat Emporium, No. 134 Broad Street.**—Paff's hat and cap emporium was established on South Greene street, Assanpink Block, in the year 1880, and recently removed to 134 Broad Street. The stock comprises hats and caps of every description, for men and boys and at the lowest cash prices. The store is 20x60 feet in size, well arranged and especially adapted for the business. Competent assistants are employed and the trade extends chiefly throughout the city and its neighboring towns and steadily increases. Paff's hat emporium has become justly popular and is well conducted in every particular.

**Mayer Brothers**, Rockingham and Yellow Ware, corner Third and Temple Streets.—In the manufacture of Rockingham and Yellow Ware the Mayer Brothers excel. Their excellent establishment is located at the southwest corner of Third and Temple Streets, and was established in the centennial year of 1876. They now carry a vast stock of desirable wares, and do an extensive annual business with the principal cities throughout the Union. Their manufactures consist of the colored pottery known as Rockingham and Yellow Ware, and include tea and coffee pots, jars, spittoons, dishes, bowls, pans, etc., of superior make and favorably known to the trade of the country. They also manufacture Majolica Ware, and are importers of printed and decorated ware of various kinds. Their premises are 100x150 feet in dimensions, on which is a three-story brick warehouse and manufactory 25x40 feet in size. There is an additional building of frame, two stories in height, 24x40 feet, and used exclusively for manufacturing purposes; two kilns, storehouses, packing-rooms, etc. The best of facilities are provided for the work and employment is given to forty-three hands, including the most skillful workmen, while their work compares favorably with any similar establishment in the country. The individual members of the firm are Joseph Mayer, born in England, 1845, and James Mayer, born in England in 1840. Mr. Joseph Mayer came to America in 1868 and James in 1879 and located in Trenton. They began the business in childhood in the old country, and have grown up at it. Beginning business in this city, in 1876, for themselves, with a limited capital, they have, by industry and perseverance, conquered the obstacles that lay in the way of success, and now own and conduct a highly prosperous industry; a credit not only to themselves but to the vast industries of the Capital City. Straightforward, honorable and reliable business men, they prosecute their special branch of trade with a vigor highly commendable, and merit the substantial encouragement which their years of patient toil and honorable endeavors have brought forth.

**Joseph McPherson & Co.**, Harness, Saddlery, Trunks, No. 6 East State Street.—Half a century ago—in March, 1831—after having served an apprenticeship at the business, Mr. Joseph McPherson opened his harness making establishment in this city. It was not very large, neither was the stock heavy or the capital great, yet he possessed the energy, enterprise and perseverance necessary to the successful carrying on of the business; and as the years slipped by, the progress and growth of the business of the city was plainly indicated in the increased stock and facilities in use. To-day the house is the largest in the city and the leading one in its line of trade. In 1879 Mr. S. B. Fine was made a partner in the business and from Joseph McPherson the name was changed to Joseph McPherson & Co. The annual business will reach \$50,000, and the stock consists of harness of all kinds, saddlery, hardware, collars, gig saddles, horse clothing, lap rugs, dusters, coach hardware, enameled and dash leathers, springs, axles, bolts, wood-work, trunks, etc. The premises are centrally located and consist of a handsome four-story modern-built brick building, the first floor being 25x80 feet in size and used as the salesroom proper. In the rear of this is a workroom, office, etc., 35x15 feet. The second and third floors are used as ware and salesrooms, each 25x90 feet and filled with stock. The fourth floor is the harness making department and the best goods are here

made. Two additional floors of an adjoining building, running through to Warren Street, each 25x80 feet, are also in use as ware and salesrooms, while a large basement is used for storage purposes. Employment is given to ten workmen and assistants, and the trade, wholesale and retail, extends principally to this State, Pennsylvania, New York and several Southern States. The individual members of the firm are Mr. Joseph McPherson and Mr. Stacy B. Fine.

Mr. McPherson is a native of Hunterdon County, N. J., and located in Trenton as early as 1821, where he has ever since remained. He is a practical man and learned his trade with John C. Bellerjeau. At different periods of his life he has been connected with various public offices and local institutions, among them several years in Common Council, Treasurer and, for a long time, President of the Board of Trustees of the State Street M. E. Church, which position he still holds. Mr. Fine is a native of Pennsylvania and first came to Trenton to enter into his present business. He is an expert and highly successful salesman and a reliable and trustworthy business man. The firm is a representative one and is a credit to the chief industrial establishments of the city.

**Z. S. Hall**, American Rapid Telegraph Company, No. 40 East State Street.—The American Rapid Telegraph Company, of which Mr. Z. S. Hall is the manager in this city, was established in March, 1880. The business has thus far been very large and highly encouraging. The office is about 20x40 feet in size, and is provided with all the necessary appliances for the speedy transmission of messages and for the comfort and convenience of their customers. The services of a clerk, operator, linemen and two messengers are required, and the business is conducted in the most systematic manner under the present manager. Seven wires are in use, two of them from Boston to Washington and five from New York to Philadelphia. The rates for messages are considerably below that of other companies doing business in this city, while their facilities are first class in every respect. Mr. Hall is a native of Hunterdon County, N. J., and came to Trenton in the year 1874. He is an excellent operator and manager and conducts the business of the office with credit to himself and the Company which he represents.

**James Murphy**, Undertaker and Embalmer, No. 102 North Warren Street.—The undertaking establishment of Mr. James Murphy was established in 1874 by Mr. John Murphy, brother to the present proprietor, and at his decease in 1879 James assumed the business, which now exceeds \$10,000 per annum. The office and salesroom is 25x35 feet in size and the manufactory and storerooms, stables, etc., are located in the rear of the premises. All the ordinary work is manufactured on the premises, while the finer coffins and caskets are bought from the large city manufacturers and then trimmed to order. A stock is always kept on hand, and also shrouds, trimmings and coffin materials. Two hearses, an undertaker's wagon, carriages, horses, corpse preservers, chairs, etc. Competent and careful assistants are employed. Mr. Murphy is a native of Ireland and came to this city in 1872 from that country. He is an active and enterprising man, who discharges his high and responsible calling with order and system and to the entire satisfaction of those interested. He gives personal attention to funerals, does embalming and attends to the burial of the dead in every detail.

**Arthur Schwartz**, Druggist and Chemist, S. E. corner Centre and Bridge Streets.—The complete drug and chemical establishment of Mr. Arthur Schwartz, located at the southeast corner of Centre and Bridge Streets has been in operation since 1879 and was formerly the old stand of Dr. J. W. Woolverton. An excellent stock is carried and the annual sales are large. The stock consists of pure drugs, chemicals, patent medicines, fancy goods, paints, oils, glass, etc. The store is a pleasant and attractive one, 20x40 feet in size and is conveniently arranged throughout, the laboratory being located in the rear of the store. Physicians' prescriptions are carefully and understandingly prepared. Competent assistants are employed. Mr. Schwartz is a native of St. Petersburg, Russia, and came to this country in 1871. He is a graduate of the Philadelphia College of Pharmacy and is a thoroughly reliable and competent man, with whom it is a pleasure to deal.

**Hendley & Co.**, Trusses and Bandages, No. 111 East Front Street.—The reliable truss and bandage establishment of Messrs. Hendley & Co. was founded by that firm at its present location in the spring of 1875. They have a superior stock of trusses and orthopedic instruments for physical deformities. Rupture and its radical cure, varicose veins, varicocele, piles, curved spine, bow-legs, club-feet and other physical deformities are successfully treated. There is also a full and well-selected assortment of silk and cotton elastic stockings, knee-caps and anklets, for the relief of varicose veins, swollen and weak joints, ladies' silk elastic abdominal supporters, London supporters, riding belts, shoulder braces, and suspensory bandages, all of which are carefully and understandingly applied and satisfaction is guaranteed to all customers. The offices are two in number, each about 15x20 feet in size and comfortably and pleasantly furnished. The individual members of the firm are Mr. James Hendley and Mrs. E. Hendley, his wife. Mr. Hendley is a native of England and came to this country in the year 1849. For a period of fifteen years he was engaged in the truss manufacturing establishment of Dr. S. N. Marsh & Co., New York City, and was for many years the foreman of that establishment. From New York City he went West to Milwaukee, and was engaged in the same business in that city for a period of nine years. From Milwaukee he came to Trenton, as above stated, and entered into his present business. Mrs. Hendley, who has charge of the ladies' department, is thoroughly competent in every particular and has had many years' experience in the business. Ladies will be attended at their homes when unable to call. We cordially commend this house to the people of this city and State as in every way reliable and trustworthy.

**Ivins Bros.**, Grocers and Commission Dealers, Northeast corner Greene and Academy Streets.—The excellent grocery and commission house of Ivins Bros., located as above, was established by these gentlemen in the year 1869 at Nos. 202 and 204 Perry Street, and removed to the present location in September, 1881. It is three stories in height, with basement, store-houses, etc., and 40x50 feet in dimensions. The stock consists of a choice line of groceries, provisions, canned goods, spices, vegetables, etc. Butter, eggs, lard, etc., are made a specialty. They also do a commission business which is assuming extensive proportions. The trade is located chiefly in the city and

wagons are engaged in the delivery of goods at all hours of the day. The firm of Ivins Bros. consists of Elwood Ivins, Minor H. Ivins and George C. Ivins, all of whom are natives of New Jersey and came to this city many years ago. They are active and enterprising business men, and as a firm they have succeeded in building up a first-class trade. In their new quarters with a more extended field of operations they will gain still further fame.

**Dr. M. Schwab**, Optician and Oculist, No. 7 East State Street.—Among the leading oculists in this State is Dr. Meyer Schwab, whose establishment is located at No. 7 East State Street, where he has been since 1879. Dr. Schwab is not only a practical optician and oculist, who has mastered the science in all its details, but is an expert in the mechanical skill required to produce the finest and most delicate of instruments pertaining to the trade. He established his business in this city as long ago as 1866, and his fair dealing, accurate workmanship and energy have secured for him an extensive and lucrative business. His neat place of business is 15x40 feet in dimensions and is divided into a salesroom, workroom and office. It is pleasantly and substantially fitted up, provided with show-cases, etc. His stock comprises everything to be had in his line and he manufactures spectacles, eye-glasses, optical instruments, etc., all of the best. The trade extends throughout the State and the eastern portions of Pennsylvania and any one dealing with this house will find both courteous and masterly attention. Dr. Schwab is a native of Germany and was born on the famous Rhine. He first came to this country in 1865 and located in Trenton in 1866. For many years his office was at his private residence and at regular seasons he visited different parts of the State in his professional capacity. Several years ago he ceased traveling and confined himself strictly to the duties of his office in this city. Since that time, taking advantage of his hard-earned reputation, swindlers and imitators have gone about the State representing themselves as Dr. Schwab, the well-known oculist of Trenton, and have imposed upon the public. The Doctor is a practical optician and oculist and is a graduate of the world-famous Heidelberg University. He has treated thousands of persons successfully and is authority upon all matters pertaining to his profession.

**George S. Grosvenor**, Counsellor-at-Law, No. 12 East State Street.—The law office of Mr. George S. Grosvenor in the second story of the building No. 12 East State Street was established by that gentleman at its present location in the year 1876. Mr. Grosvenor enjoys quite an extended practice, which he has built up by careful attention to the interests of his patrons. He is a master and examiner in chancery as well as a counsellor, and all business intrusted to him is promptly and carefully done. His pleasant office is 20x30 feet in size and comfortably and pleasantly fitted up and contains an excellent law library. Mr. Grosvenor is a native of Wooster County, Mass., and first came to Trenton in 1859. From that time until 1875 he was the esteemed Principal of the Trenton Academy. Tiring of his duties as an instructor he began the study of law with Messrs. Richey & Emery, this city, and in 1875 was admitted to practice. He now occupies the front rank in his profession and is one of Trenton's most esteemed and talented lawyers.

**Peter Katzenbach**, Trenton House, Southeast corner Warren and Hanover Streets.—It will readily be conceded by those who have traveled extensively in our own country, that nowhere are to be found better realizations of the old-fashioned public house of the England of the past, with the modern improvements due to hotel-keepers of our land, than in the city of Trenton; hotels to which the mind of the whilom guest will often revert for the enjoyment of its hospitalities, its numerous conveniences and its superiority in bed and board. Chief among these embodiments of comfort and good cheer, whose name is highly praised by its guests, is the Trenton House, which is centrally located at the southeast corner of Warren and Hanover Streets, and has been brought to its present prominence and magnitude through the indefatigable efforts of its veteran proprietor, Mr. Peter Katzenbach. In 1836 it was, comparatively, a "country-inn" that stood upon the site of the present commodious structure, and here it was that young Peter Katzenbach entered upon his duties as an assistant at that time. From one position to another he won his way to the proprietorship of what is now the largest and leading hotel in the State. Under his management and proprietorship the narrow and confined quarters were enlarged and expanded to meet the wants of a first-class patronage which he so admirably catered to. In 1870 he built the present building, and furnished the same in the most modern manner. It is built of Trenton pressed brick, four stories in height, has a frontage of 70 feet on Warren Street and is 250 feet on Hanover Street. On the first floor is located the reception-room, business office, cloak and package-room, wash-rooms, bar-room, dining-room, pantry, cook-room, kitchens, billiard-parlor, barber-shop, etc. The bar is entirely separate from the hotel proper and is stocked with choice wines, liquors, cigars, etc. The dining-room is the largest in the State, 40x100 feet in size and fitted in the best manner. The billiard-parlor is 70x100 feet in size and contains ten billiard and pool-tables of the most approved pattern, together with every comfort and convenience. On the second floor are the parlors, suites of apartments, etc. The third and fourth floors are devoted to sleeping apartments, 115 in number, large, well ventilated and admirably heated in winter. They are furnished throughout in the neatest and most comfortable manner and have connection with the main office by means of electric bells, etc. Every comfort and convenience that can be provided may be found at the Trenton House. It is also most pleasantly and conveniently situated, just outside of, but adjacent to, the most busy part of the city; with street-car lines close at hand; with facilities for reaching the depots, the State House or any part of the city, the churches or places of amusement.

The building presents an attractive and imposing appearance. Designed for the better class of guests, it is most richly fitted and furnished, and its luxurious arrangements in parlors, dining-hall and chambers are well supplemented by the admirable management of the proprietor. A host of experienced employees are attached to the house in the various departments and guests are courteously and pleasantly treated. The home-like comfort of the Trenton House has led many persons to make it their permanent place of residence, while the register shows constant arrivals from all parts of the United States and from the various foreign commercial cities. During the winter season, while the legislative bodies are in session, the Trenton House is the headquarters of many of the Senators

and Assemblymen. Mr. Peter Katzenbach, the proprietor, is of German extraction. His first venture in business was in the capacity of an assistant at this house, where he has remained for a period of forty-six years. No man is better qualified for his position, and no man knows better how to keep a hotel than mine host "Peter," of the Trenton House.

**Chas. B. Cogill**, Embalmer, Undertaker and Upholsterer, No. 9 South Warren Street.—The embalming, undertaking and upholstery establishment of Mr. Charles B. Cogill, was started by that gentleman in the year 1856 and removed to its present commodious quarters in 1878. The store is 25x50 feet in size, well arranged and adapted for the business. The more common grades of the work in the coffin line are manufactured and kept in stock, while the finer coffins and caskets come from the large manufacturers and are trimmed and finished here to suit the requirements of customers. Coffin trimmings, shrouds, etc., are kept in stock. Embalming is done and every care taken of the dead. Everything pertaining to funerals is supplied and personal attention and supervision is given. The hearses and undertaker's wagons occupy stables on Chancery Street in the rear of the store premises. He is also dealer and manufacturer of fine upholstery, window draperies, etc., and does a considerable business in that line. Competent and experienced hands are employed in the various departments and satisfaction is guaranteed in all cases. Mr. Cogill is a native of the city of Philadelphia and has been in business in this city nearly thirty years. He is a thoroughly practical man and understands the business in every detail. He is prompt and reliable in his business engagements, kind and courteous in his manner and untiring in his energies. For a period of six years he served his fellow-citizens as a member of the City Council and his services were duly appreciated and highly satisfactory. He was a member of the Board of Assessors and has occupied many positions of trust in the Fire Department and elsewhere.

**Jacob Grumbacher**, Dry Goods, Millinery and Fancy Goods, No. 37 East State Street.—Mr. Jacob Grumbacher established the dry goods business at its present location in 1871 and has ever since enjoyed an excellent trade. He carries a very large and desirable stock of goods, and the annual sales amount to many thousands of dollars. The stock consists of a complete line of desirable and fresh dry goods, a superior stock of millinery goods, such as feathers, ribbons, flowers, trimmed and untrimmed hats and bonnets, etc. Also, a desirable line of notions, and in great variety. His attractive store is neatly and substantially painted and fitted up, while the stock is attractively arranged. The store is three stories in height, built of brick, 25x100 feet in dimensions and has a commodious basement for storage purposes. The first or main floor is devoted to the salesroom, office, etc. The second for the millinery manufacturing department and is constantly an active scene of industry. The third floor is a warehouse. Employment is given to from fifteen to twenty experienced clerks, milliners and assistants and the trade is principally in the city and its surrounding towns. A fair jobbing business is also done and the trade constantly increases. Mr. Grumbacher is a native of Germany and came to this country in 1866. Prior to engaging in business in this city he was in the same line in New York City. He is a thorough-going, active and competent business man and a most excellent buyer and manager.

**Samuel Holcomb**, Grocer and Commission Merchant, Nos. 34 and 36 East Front Street.—The vast amount of capital invested and the hundreds of persons to which the grocery trade of this city affords employment, ranks it among the first in power and influence, and its interests must always be regarded as of paramount importance. In April, 1880, Mr. Samuel Holcomb occupied his present desirable location. Prior to this he had successfully conducted the business in the Washington Market building, just opposite his present place. The business was established upon a moderate capital in Hunterdon County in the Spring of 1860, which the necessities of increasing trade has considerably augmented. The stock is large, fresh and varied, selected with unusual care and includes fine groceries, teas and coffees, sugars, spices, canned goods in great variety, butter, eggs, cheese, fine syrups, dried fruits, choice lard, ham, fish, dried meats, beans, rice, figs, etc., and all articles obtainable in first-class establishments of this character. The store is very neat and attractive, was built expressly for Mr. Holcomb's business and is four stories in height, with finished basement. It is of brick, the first story having an entire glass front and is finished and painted in the most modern style. The interior is handsomely fitted and is quite capacious, having an area of 31x56 feet. The basement is in use for storage purposes and contains admirable apparatus for the preservation of goods during the warm season. The first floor, or main store, is a model of neatness and convenience, and the stock is arranged and displayed in the most attractive manner. There is a pleasant business office, wash-room, etc. The second floor is also a display-room and is stored from floor to ceiling with desirable goods, while the third and fourth stories are also in use for storage purposes. From \$6,000 to \$8,000 worth of goods are always carried in stock, and the annual sales will reach \$50,000. The business furnishes employment to seven competent clerks and assistants, and the trade is large, extending throughout the city and its surrounding neighborhoods. Considerable wholesale trade is done, it reaching through the State and portions of Pennsylvania.

Mr. Samuel Holcomb, the proprietor and manager, is a native of Hunterdon County, where he commenced business and conducted it for twelve years, but has resided in Mercer County since 1870. In 1855 he began his present enterprise and for a period of ten to fifteen years prior to coming to this city was engaged in the same at New Market, Woodsville and Titusville, N. J. By industry and economy he amassed some little means, when fire came along in 1866, at New Market, and robbed him of all. Being not the man to frighten at such trifles, and so, almost before the smoke from the burning embers had died away, he began to devise means for the restoration of his business.

More and harder work followed, from the gray of dawn to the silence of the midnight hour he labored assiduously, and that labor was not without its reward, as witness his present enviable circumstances, gained solely by his own personal efforts and with success as the prize set before him. Active and enterprising he has retrieved his losses a hundred-fold and is to-day at the head of one of the most successful business houses in the city. No man enjoys a more enviable reputation for business integrity, straightforward dealing, honesty and reliability and is more highly esteemed for his excellent personal qualities than is Mr. Samuel Holcomb, whose brief history we have so feebly depicted.

**Andrew Cahill**, Furniture, Carpets, Frames, No. 128 South Greene Street.—Among the larger retail establishments of this city is that of Mr. Andrew Cahill which was established by that gentleman at its present location in the year 1867. The stock consists of furniture of every description, carpets in all their variety, oil-cloths of various patterns and widths, picture frames, mirrors, bedding, upholstering, cabinet making, etc. The store is a fine one, 30x80 feet in size, built of brick, four stories in height and basement underneath. The first floor is used as a sales-room, office and display room; the second is also a display and salesroom and the third and fourth contain the manufactory and upholstering departments. A large basement is used for storage purposes. The stock carried is a very desirable one and the prices are as low as good stock can be procured for elsewhere in the Union. Mr. Cahill is a native of Ireland, and came to America and to Trenton in 1854. During the war of the Rebellion he served his adopted country on board the United States gunboat, "Sodonna," in the South Atlantic Blockading Squadron, in action on Morris Island and Fort Sumter, in Charleston Harbor, and at the expiration of his term of service in the navy he re-enlisted in the First Minnesota Heavy Artillery ("Battery I") at St. Paul, Minn., and served till the end of the war at Nashville and Chattanooga, Tennessee. He is a member of Aaron Wilkes Post, No. 23, G. A. R., and is highly esteemed as soldier, sailor, business man and citizen.

**Frederic A. Potts**, Coal, Depot No. 257 Willow Street.—Mr. Frederic A. Potts, located at No. 257 Willow Street, established the coal business at its present location in the year 1877, and has proved a successful venture. The amount of stock carried is very large and the annual business done will exceed \$60,000. The stock consists of coal of all the higher and better grades, such as "Old Companies Lehigh," "Plymouth," "Wyoming," "Honey Brook Lehigh," "Diamond" and other coals. The premises are situated south of the Delaware and Bound Brook Railroad and switches from that road run into the yards. Immense covered sheds, 100x300 feet in size, cover the coal, and the yards extend from Willow Street through two blocks. The office, located on Willow Street, is built of pressed brick and furnished throughout with the latest and most improved fixtures, telephone, etc. The services of numerous hands are required and a dozen or more carts are kept constantly employed in delivering the coal to customers. The owner of this vast establishment, Hon. Frederic A. Potts, is a native of Hunterdon County, N. J., and is largely connected with the coal interests of Pennsylvania. He is also engaged in business in New York City, and his main or principal office is located there. He is well known as the late Republican candidate for Governor of this State, and came very near being elected to that position, cutting down the large opposition majority to a mere fraction. He served with honor and distinction as a State Senator and has occupied numerous offices of trust and honor in county, State and general government. The superintendent at this place is Mr. Theodore Young, a native of New Jersey and who has been in the business for a period of fifteen years. He was formerly engaged in business at Brooklyn, N. Y., but came here from Plainfield, N. J. He is one of the most active and energetic of men and a most faithful manager.

**Hall & Warren**, Groceries and Provisions, North-west corner State and Stockton Streets.—The well-known and justly popular grocery and provision store of Messrs. Hall & Warren, which is located at the northwest corner of State and Stockton Streets, was originally established by Ward & Groves. In 1854 the firm was succeeded by Rice & Bro., and in 1858, Mr. Hiram Rice became the proprietor, and in April 1879, the present enterprising firm was established and succeeded Mr. Rice. They carry an immense stock of goods and do the most extended retail grocery trade in the city. The stock consists of choice groceries, canned goods, fresh and salt meats, fish, butter, eggs, dried fruits, spices, teas and coffees, and provisions of every description. They are also manufacturers of Rice's home-made mince-meat. The store is one of the finest and largest in the city, 30x90 feet in size and is possessed of every convenience. It is completely stocked with the best class of goods, has two large plate-glass show windows, and has an entrance on Stockton Street as well as on State. There is a large basement and a commodious storehouse. Competent and experienced clerks and assistants are provided and the trade, which is first-class, extends throughout the city and its immediate neighborhood and steadily increases in volume and importance. Wagons are run throughout the city and goods are delivered at all times. The individual members of the firm are Mr. W. T. Hall and Mr. P. M. Warren. Mr. Hall is a native of this State and is a practical grocer. He is a young man of more than ordinary intellect, active and enterprising and is fully qualified for the head of so important an enterprise. He is a gentleman with whom it is a pleasure to deal and by his courtesy and polite attention to customers has won the confidence of the people. Mr. Warren is also a native Jerseyman and is well known to all Trentonians. He was engaged in this city for several years in the capacity of a clerk, previous to entering into his present business. He is an energetic and straightforward young business man, possessed of excellent social and business qualities and has made many friends in this city. The firm is one of the most energetic and reliable in their line in this city and their house is a credit to the chief industries of the State.

**Whitaker & Skirm**, Manufacturers of Chain, West Hanover Street above Willow.—Among the great number of industrial establishments of this city that are deserving of extended consideration and favorable mention in these pages and are worthy of fuller notice than the scope and design of this work will admit, is the well-known Star Chain Works. The firm of Whitaker & Skirm was established in 1869 and, since that time, through all the financial storms that have proven so disastrous, has steadily pursued an uninterrupted career of success and now ranks as one of the leading establishments in this country in their line of business. They usually carry a large stock and do an annual business amounting to \$200,000 in the manufacture of chain of all descriptions, such as drill, reel, lift, rake, traces, back, hame, breast, halters, coil, ox and wagon, while special attention is given to chain for agricultural machines, and chain of all kinds are made to order from sample. The premises have a frontage on West Hanover Street of 200 feet and are 185 feet in depth. There are two chain shops proper, with an average size of 30x80 feet; a wire-coiling department, 30x100 feet; a two-story brick storehouse, 30x80 feet; office, sheds, grounds, etc. Employment is given to about one

hundred hands and the average weekly pay-roll amounts to not less than \$1,200. A forty-horse power engine supplies the motive power. The individual members of the firm are Mr. William Whitaker and Mr. Asa F. Skirm. The trade of this establishment extends over a great portion of the United States and is augmenting from year to year, the continued outgo of their manufactures telling of the immense trade that is being transacted. Mr. Whitaker, the senior member of the firm, is a native of Mercer County, N. J., and has long resided in Trenton. Mr. Skirm is also a native of Mercer County, having been born near Trenton and has long been prominently identified with the business interests of this city and county as farmer, miller, lumberman and chainmaker. The Star Chain Works of Messrs. Whitaker & Skirm are recognized as one of the representative industrial establishments of Trenton.

**John J. Ford**, Hotel and Restaurant, Nos. 115 117 and 119 North Greene Street.—The excellent and popular hotel and restaurant of Mr. John J. Ford, located at Nos. 115, 117 and 119 North Greene Street, was established by that gentleman in 1866. The building has a frontage on Greene Street of about 30 feet and is 100 feet in depth and four stories in height. The first floor is provided with a public and private entrance, an elegant and commodious bar-room, which is fitted up in the best of style, a restaurant, dining-room, etc. The second floor is elegantly fitted up as dining-parlors and sitting-rooms. The third floor contains twenty-two cozy sleeping-rooms. The finest and best of liquors, wines, etc., are kept in stock at the bar; choice game, oysters, meats, etc., are always to be found in the restaurant and at the table. Steamed oysters, roast oysters, salt-water terrapin and Ford's celebrated stews are a specialty. Meals are furnished at all hours and every accommodation is rendered to guests of the house. Mr. Ford is a native Trentonian, and enjoys an extended acquaintance and popularity throughout the State. As a caterer he has no superiors, and there is a constant demand for his services and provision at balls, private parties, entertainments, etc., and whenever Ford does the catering, rest assured that it will be done in the best of style and most satisfactory manner. This house is largely patronized by the members of the bar, members of the Legislature and judges of the courts, which fact shows its *status* and respectability.

**Joseph K. Fox**, Manufacturer of Fine Cigars, No. 26 South Greene Street.—Prominent among leading tobacco houses of this city is the establishment of Mr. Joseph K. Fox and who established the enterprise at its present location in the year 1879. The amount of stock carried is quite large and consists of fine cigars, chewing and smoking tobaccos; snuffs, pipes, cigarettes and smokers' supplies generally. The store is 12x20 feet in size, attractively arranged and neatly and comfortably fitted up. In the rear is the manufactory, 12x20 feet in size, where several competent and experienced workmen are kept employed. Among the special brands of cigars for which this establishment is noted is the "Armida," "Plantations," "Yaras" and "Figaros." The trade extends principally throughout the city and county and steadily increases. Mr. Fox is a native Trentonian and has always resided here. He is an active and energetic young business man, and a practical cigarmaker, well qualified for his business.

**J. A. Pittenger**, Grocer, No. 108 North Warren Street.—Among the stores devoted to family grocery supplies a very popular one is that of Mr. J. A. Pittenger, located in Dolton's Block, at No. 108 North Warren Street. He has been before the people of this city, in this line of business, since 1859, and has occupied his present quarters since 1874. He was formerly the junior partner of Stewart & Pittenger who did business on State Street, and previous to his coming to this city was engaged in the same line of business at Lambertville, N. J., and of the firm of Pittenger & Young. The handsome store is 20x75 feet in size and is possessed of every convenience and well adapted to the business. The basement and upper floor as a store-room are brought into requisition. A choice selection of groceries and provisions are kept in stock and special attention is paid to fine teas, of which there is a large stock and variety. Fresh roasted coffee is received almost daily and the finest and purest of all kinds of spices are to be had. Canned and dried fruits, pickles, mackerel in kits, soaps of all kinds, starch, etc. The trade is located principally in the city and he carries a stock of which he can say that not one article is impure or adulterated; all goods being warranted or cheerfully exchanged. Mr. Pittenger is a native of Hopewell, Mercer County, N. J., and was brought up to the business in which he is now engaged. He came to this city twenty-two years ago, where he is well known and highly esteemed. His position which he has maintained so long is the result of a strict adherence to the principles of management and upright dealing that have from the first characterized him, and he stands to-day as one of the foremost men in his specialty in this city or State.

**Richard Sutphin**, Carriages, No. 27 North Warren Street.—In the production of carriages, American manufacturers lead the world and may be said to have reached perfection for lightness, strength, durability, elegance and comfort. In this section there are names made famous for superiority in the art of carriage building, as, for instance, that of Richard Sutphin, at No. 27 North Warren Street, this city, who has been established for upwards of twenty years and is well known throughout the country for the superiority and excellence of his road and driving carriages, such as buggies, fall and standing-top phaetons, coupes and couplets, rockaways, coaches, etc. In the production of this class of vehicles he is unsurpassed, and during his long career in the business has, from time to time, added many new styles and introduced many improvements. The best material only is used and thoroughly skilled labor employed. At the warerooms and repository are on exhibition the largest and most complete assortment in the city of all the latest and newest designs of acknowledged merit on sale, all of which are of the best workmanship, beautiful in construction, finish and perfect taste. The building is a spacious and commodious structure, 25x140 feet in size and three stories in height, well lighted and arranged and possessing every convenience. The first floor is devoted to the repository and salesroom, office, etc., and the second and third floors to the manufactory. Adjoining the building, in the rear, is a repair shop, and special attention is given to this branch of the business. The establishment is thoroughly fitted throughout with all the requisite appliances for the proper prosecution of the business, and the services of fifteen skilled workmen are employed. Mr. Sutphin is a native of this State and came to

Trenton in the year 1861 to engage in his present business. An experience of twenty years in this city has made him a perfect master of the business he so ably conducts, and he enjoys an enviable reputation for promptness and reliability and is highly appreciated by a large circle of friends for his estimable personal qualities.

**U. H. Struble**, General Merchandise, corner Bridge and Second Streets.—The popular general merchandise establishment of U. H. Struble, at the corner of Bridge and Second Streets, was started at the present location in 1876. The stock consists of a complete line of dry goods, dress goods, notions in all their variety, groceries, provisions, fresh and salt meats, choice butter and eggs, spices, fish, glass, crockery and earthen ware, and a complete stock of general merchandise at popular prices. The store is a large and commodious one, 25x60 feet in size, convenient in its arrangement and attractive in appearance. There is also an excellent basement, storehouse, etc. Goods are delivered free of charge. Mr. Struble was born and brought up at Branchville, Sussex County, N. J. He was engaged with his father in the same line of business as at present until he arrived at his majority, when he went to Stanhope, in the same county, and began the business there with Mr. Robert P. Stoll, now of this city, as a partner. He also conducted the same on his account for several years, and finally disposed of it and accepted the position of general manager of George Richards & Co.'s large trimming store. From thence he came to this city and entered into his present business. He is an earnest, straightforward, active business man of excellent judgment and large experience, and thoroughly understands and comprehends the wants of his customers. He is the immediate successor of the firm of Struble & Armstrong and has been alone in business since December 9th, 1881.

**H. C. Lovejoy**, Photographic Art Gallery, No. 14 West State Street.—Foremost among the leading establishments in this city devoted to photography is that of Mr. H. C. Lovejoy, who enjoys the reputation of being an artist of ability and master of his profession. This old-established gallery has been located at this spot and in the hands of the present proprietor for thirteen years. The gallery, located on the second floor of the building, is admirably arranged and lighted, fitted up in excellent style and supplied with a great variety of scenery and other paraphernalia of the most elegant description. The reception-room, office and studio is 25x60 feet in size, and is furnished in drawing-room style, provided with toilet and dressing-rooms, etc. The operating-room is located on the same floor, in the rear, and is 25x50 feet. Photographing in all its branches is carried on here and particular attention is given to copying or enlarging old photographs in oil, water, India ink, pastel or crayon, and also to photographing floral tributes of all kinds and shapes. The trade comes principally from this city and its surrounding towns, although it is not by any means confined to this State. Mr. Lovejoy is a native of this State and enjoys a very extensive acquaintance throughout the city. He has long resided in Trenton, where he is well known and highly esteemed. He is a young man familiar with every detail of his profession, possessed of a love for his art, and always gives satisfaction to his customers, his work comparing favorably with that of any photographer in the State.

**Fitzgibbon & Crisp**, Union Carriage Factory, Nos. 28, 30 and 32 Bank Street.—In the best work of fine carriage making remarkable for elegance of finish and originality of design, combined with lightness, strength and durability, Messrs. Fitzgibbon & Crisp, proprietors of the Union Carriage Factory, are the most noted manufacturers in Trenton, their place of business being located at Nos. 28, 30 and 32 Bank Street. This factory was originally established in 1868, by Messrs. Cadwallader, Wood & Co., who conducted the business until 1874 when Mr. Wood retired from the firm and Mr. Fitzgibbon was admitted to fill the vacancy. In 1877 Mr. Cadwallader retired from the firm and Mr. Crisp was admitted to full partnership with Mr. Fitzgibbon. The building occupied is of frame, two stories in height, and two extensions of wings have been made to it since it was originally built. The main building is about 90x45 feet in size and the wings are each 40x30 feet. On the first floor is to be found the sales and show-rooms, wood-working and wheel department, smithery, repair shops, etc. They build all kinds of light family carriages, from the light track sulkey to the stately coach, and from a light grocer's wagon to the heaviest truck, also rockaways, phaetons, buggies, etc., while in their show-rooms can usually be seen one of the finest stocks of these productions to be found in the State. On the second floor is located the office, painting, varnishing and trimming departments, in which the work begun in the lower rooms is given the finishing touches, and the skill and experience of the workmen employed in all departments insure a beauty of finish and elegance of style to be found in but very few factories in this country. On this floor is also a large apartment used as a store-room, show-room and for storing the carriages that cannot be accommodated on the lower floors. In addition to the above-mentioned classes of work, they build a large number of platform spring market wagons, trucks of almost every design, etc., that have obtained a deservedly high reputation for ease in running, durability, etc. They also make a specialty of physicians' phaetons and top-buggies, build them in large quantities and ship them to all parts of the United States and South America. Employment is given to a large number of experienced and skilled workmen and they turn out upwards of 150 fine carriages and buggies, besides their other work, per annum, their annual business amount to nearly \$75,000.

They exhibited some fine specimens of their handiwork at the Centennial Exhibition in Philadelphia, which attracted much attention by their marked superiority, and were spoken of in the highest terms of praise in the *Carriage Builders' Reference Book*, an authority in such matters. The individual members of the firm are Mr. P. J. Fitzgibbon and Mr. Philip D. Crisp. On the evening of the 25th of November, 1879, almost their entire premises were destroyed by fire, their stock entirely damaged and their loss was very great. At once they set themselves to work and in a few weeks thereafter the premises were restored to their original condition and their business was resumed with redoubled activity.

Mr. Fitzgibbon, the senior member of the firm, is a native of the State of New York, and first came to Trenton in 1874, to enter into his present business. He is now about forty years of age, a thoroughly practical man, of twenty-six years' experience in the carriage business, and any work that passes his inspection can safely be relied upon as being first-class in every respect. He has a general supervision of the factory,

especially the painting and trimming departments. He is also the financier and attends to the purchase of the materials, etc. Mr. Crisp, the junior partner, is a native of New Jersey, about thirty-six years of age and has resided in this city nearly all his life. He is an active and energetic business man. Among his multifarious duties is the superintending of the blacksmithing or ironing department. The firm of Fitzgibbon & Crisp is a representative one, who have, by their ability and taste, placed themselves at the head of the carriage manufacturers of the State.

**W. C. Steward**, Cigars and Tobacco, Southwest corner Greene and Hanover Streets.—The business now conducted by Mr. W. C. Steward, at the southwest corner of Greene and Hanover Streets, was established in the year 1868 by Mr. S. S. Bower, and passed into the hands of the present proprietor in August, 1881. The trade is both wholesale and retail and the stock consists of a full line of imported and domestic cigars, chewing and smoking tobaccos, snuffs, pipes, meerschaums and smokers' supplies generally. The store is 20x50 feet in size, attractively arranged and fitted up, light, convenient and excellently kept. Competent assistants are employed and customers are served promptly and with pleasure. The trade is confined principally to the city and county and annually increases in importance. Mr. Steward is a native of Mercer County, New Jersey, and has resided in Trenton for many years. He is an active and enterprising young man, well qualified for the business and in every way deserving of an extended support. He pays strict attention to the business, provides just what his customers want, keeps up a uniform standard in his goods and the trade will find his a prompt and reliable house with which to form business relations.

**Standard Fire Insurance Company, of New Jersey.** Principal office No. 11 West State Street.—This well-known and entirely reliable fire insurance company was organized or incorporated February 22d, 1868, in the city of Trenton and is now one of the most reliable, economically managed fire insurance companies in the United States. From the statement of March 31st, 1881, it makes the following exceptionally creditable showing: Gross assets, cash, bonds, mortgages, real estate, demand loans, bank and railroad stocks, interest accrued and premiums due, etc., \$148,609.01; net surplus, \$22,109.00. The business of the past year shows a very satisfactory condition, receipts being as heretofore in excess of disbursements and an average rate of interest realized on investments of fully six per cent. These facts commend the Standard Fire Insurance Company to the confidence of the public. The company is not an experiment, but an established institution, with total assets of \$148,609.01. Its agencies are scattered throughout the State and the company does not insure any property outside of the State of New Jersey. The home office is at No. 11 West State Street. The officers of the Standard are gentlemen of ability and excellent standing in this city. Its President is William Dolton, Esq., of the well-known firm of William Dolton & Co., wholesale grocers. John H. Stewart, the Judge of Court of Common Pleas, is the Vice-President. William M. Lindsay, the experienced accountant and capable manager, is the Secretary. Its Directors are Lewis Parker, Jr., Treasurer of the Trenton Saving Fund Society; W. A. Roebling and F. W. Roebling, of John A. Roebling's Sons Co.; Hon. John Taylor, State Senator and pork packer; Charles

Swan, of John A. Roebling's Sons Co; John H. Stewart, Judge; E. H. Stokes, Esq., capitalist; A. V. Manning, furniture dealer; A. C. Yard, ex-City Clerk; Hon. A. G. Richey, Counsellor-at-Law; Adam Exton, of Adam Exton & Co., cracker bakers; Chas. H. Skirm, ex-Sheriff of Mercer County; Randolph H. Moore, County Clerk; Peter W. Crozer, Secretary Mercer and Mechanics' Loan Association; Thomas F. Bunnell, capitalist; W. V. Brockaw, of Adam Exton & Co.; Samuel K. Wilson, woolen manufacturer; N. R. Ivins, merchant; John Moses, of Glasgow Pottery Company; Alex. H. Holcombe, Counsellor-at-Law, Lambertville. The Standard is a first-class company in every respect.

**J. C. Thomas**, Importer and Jobber of Crockery, China and Glassware, No. 22 East State Street.—The justly popular crockery, china and glassware establishment of Mr. J. C. Thomas, established by that gentleman in this city in 1876, when he succeeded Messrs. Mount & Hendrickson in the business. In September, 1881, he removed to his present desirable location, the old stand of Mr. W. H. C. Murphy. He now carries the largest stock of goods in his line in the city and does an annual business amounting to many thousands of dollars. In connection with his retail business, he is also an importer and jobber and is building up a first-class trade throughout the entire country. The stock consists of a complete line of crockeryware, from the ordinary to the finest known makes. In china his stock is very superior and embraces everything in that line. There is an immense stock of glassware of every description, from the plain glass salt-cup to the finest cut-ware. Lamps and fixtures are a specialty and everything new and beautiful in that line may here be found. In rock, yellow and stoneware there is a vast stock. Novelties in these goods are also on exhibition, together with statuettes, miniature dishes, busts, etc. His store is one of the finest in the city, 25x100 feet in size and is admirably adapted and arranged for the business. A commodious basement is used for storage and other purposes. A neat business office occupies the rear of the building. The trade extends throughout New Jersey, eastern Pennsylvania and New York State, principally, and constantly increases in extent and importance.

Mr. Thomas is a native Trentonian and has always resided here. He is probably the youngest business man doing so large and successful a trade, the result of his own personal efforts, in the city. Active, enterprising and energetic, he uses every honorable means to promote and still further advance and increase his business. He is a live, thorough-going young man and justly merits the success with which he is meeting, while his position is the result of a strict adherence to the principles of management and upright dealing that have from the first characterized him, and he stands to-day as the foremost man in his specialty in Trenton.

**S. & E. Roberts**, Watches, Jewelry, etc., No. 12 North Warren Street.—Messrs. S. & E. Roberts established their enterprise at its present location in the year 1832, half a century ago. The store is 20x35 feet in size and a work-room in the rear is 20x20 feet. Everything is arranged in the best of order and convenience is of chief importance. The store is provided with fire-proof safes, handsome show-cases, inclosed cases for silverware, etc. They are familiar, by long experience, with all branches of jewelry and

watchmaking and keep a fine stock of all kinds of jewelry on hand. All the best makes of watches are in stock. The stock also embraces all kinds of silverware and watch and clock repairing is an important department of the business. Also, spectacles, eyeglasses, etc., to suit everybody. The individual members of the firm are Samuel and Edmund Roberts, both practical men, and they enjoy a reputation second to no other firm in this city. The trade, which is largely local, is not exclusively so, but extends beyond the city and throughout the State and Bucks County, Pa. Mr. Samuel Roberts, the senior member of the firm, was born in what is now known as Mercer County, then Hunterdon. He learned the trade of a watchmaker with Isaac Baker, at Princeton, N. J., and was afterwards engaged in business for himself at that place. Over fifty years ago he came to this city and finally entered into a copartnership with his brother in their present business. He is a gentleman of high standing and business experience, upright and honorable and one of the most respectable and highly esteemed of our citizens. Mr. Edmund Roberts is also a native of Mercer County and came to this city in 1832. He is a practical and experienced workman and is well known and universally commended for his many gentlemanly qualities.

**Joseph Ashton & Son**, Leather and Findings, No. 13 North Warren Street.—The extensive leather and findings establishment of Joseph Ashton & Son was established in the year 1846, by Mr. P. P. Dunn. In 1865, Mr. Joseph Ashton was admitted as a member of the firm, and the business was conducted by Dunn & Ashton, up to January 1st, 1881, when Mr. Dunn retired from the firm and Mr. Joseph Ashton, Jr., was admitted. The store is 25x60 feet in size, conveniently arranged and especially adapted for the business. The basement and upper floors are in use by the firm for storing their stock. The stock consists of leather of all kinds, findings, leather and rubber belting, boot and shoe uppers, packings, hose, etc. The trade is located chiefly in this city and State and steadily grows in importance. Mr. Joseph Ashton, Sr., the senior member of the firm, is a native of Hunterdon County, N. J., and came to Trenton in 1865 to engage in the business with Mr. Dunn. He was formerly in the boot and shoe business at Frenchtown, N. J., and resided in that place for many years. Mr. Joseph Ashton, Jr., the junior member of the firm, is a native of Frenchtown, N. J., and came to this city with his father in 1865.

**W. H. Barnes**, Druggist, No. 206 Broad Street.—The attractive and reliable drug store of Mr. W. H. Barnes, which is centrally located at No. 206 Broad Street, was established by that gentleman at its present location in the year 1879. The store is 20x40 feet in size and the stock embraces a full supply of fresh and pure drugs, chemicals, patent medicines, toilet articles, physicians' appliances, perfumery, brushes, soaps, etc. The laboratory is located in the rear of the store and a specialty is made of the compounding of physicians' prescriptions. Mr. Barnes is a native of Ohio and came to Trenton from Tarrytown, New York, where he was previously engaged in business. He is an active and enterprising gentleman, with a thorough knowledge and complete understanding of his business. During the war of the Rebellion he served with honor and credit as a private soldier in the Eighty-eighth Regiment, Ohio Volunteers.

**Joseph Sterling**, Trimmings and Fancy Goods, No. 18 North Greene Street.—The well and favorably known trimmings and fancy goods store of Mr. Joseph Sterling, which is located at No. 18 North Greene Street, was established by that gentleman at its present location in the year 1867. The stock comprises fancy goods and ladies' dress trimmings, always new and fresh; kid gloves, handkerchiefs; French, German and English hosiery; ladies' underwear, ties, laces, ribbons, buttons, corsets, perfumery, soaps, toilet articles, etc. The store is a fine one, 25x75 feet in size, four stories high and is all occupied by Mr. Sterling's stock. It is pleasantly and attractively fitted up and possesses every convenience. A number of experienced, polite and pleasant salesladies are employed and customers are intelligently and promptly served. The trade extends throughout the city and its neighboring towns and continues to steadily increase. Mr. Sterling is a native Trentonian and has always resided here. He has a practical knowledge of his business and is a gentleman with whom it is a pleasure to deal. By industry and fair dealing he has arisen from a small to a leading and flourishing business and is deservedly respected by all with whom he comes in contact.

**Samuel Dickinson**, Druggist, Northwest corner State and Warren Streets.—The popular and reliable drug store of Mr. Samuel Dickinson was founded by that gentleman at its present location—the old stand of Charles Vansyckel—in the year 1869. The store is 25x65 feet in size, conveniently arranged, light, comfortable and commodious. The basement and second floor is also in use in the business and an additional store has lately been established at No. 4 West State Street, exclusively for the sale of Mr. Dickinson's preparations. The stock, valued at about \$15,000, consists of pure and fresh drugs, medicines, chemicals, physicians' appliances, toilet articles, perfumery, soaps, etc. The laboratory is located in the rear of the store and especial attention is given to the compounding of physicians' prescriptions, which is carefully and scientifically done at all hours of the day or evening. Competent and experienced assistants are employed and the trade, which extends throughout the city, is rapidly growing. Mr. Dickinson is a native of Mercer County and was born within one mile and a half of this city in the year 1837. He received a good school education and was about to enter college preparatory to studying for an M. D., when his aspirations in that direction were brought to a sudden close by reason of misfortune befalling his parents. He then started out in the world for himself and entered a dry goods house in this city, where he remained one year. Subsequently he was employed as passenger conductor on the Camden and Amboy Railroad, now the Pennsylvania, from New York to Philadelphia, where he remained for eight years, leaving it to enter into the distilling business, the rubber business, the pottery business, etc., and finally became connected with the drug store of Mr. Charles Vansyckel, when he devoted himself completely to the study of the business, with a view to its purchase in the near future, which he did in 1870. To-day he has one of the most complete drug houses in the State and carries a choice quality of the best, purest and finest goods. Mr. Dickinson is also the owner, inventor and patentee of several valuable preparations which are destined to take front rank in the list of reliable remedies now known. His Balsam of Bonaset, for coughs, colds, etc., is one of the best remedies known and is meeting

with large sales throughout the entire United States. He has just added the facilities for manufacturing it on a more extensive scale and will be enabled to fill orders promptly. Also, Dickinson's Fever and Ague and Intermittent Fever Cure, which is meeting with wonderful success and much ready sale. Mr. Dickinson is the sole owner of some twenty patented preparations and is making efforts to place them in the market of the entire country.

**George W. Hottel**, Hats and Caps, No. 33 East State Street.—As an evidence of what may be accomplished by persevering efforts, liberal and judicious advertising and careful attention to the wants of customers, we invite attention to the popular hat and cap emporium of Mr. George W. Hottel, located at No. 33 East State Street and established by that gentleman at its present location in 1874. The stock embraces everything in the hat line from the finest and best silk—which are made a specialty—to the ordinary cheap hat. There are stylish new Derbies, fashionable soft hats, felt, straw and every other kind of hat known to the trade. His stock of caps is full and complete in every particular. Men and boys are not only looked after but the wants of children are also carefully supplied. In fine seal-skin goods he has an unprecedented stock and they should be seen to be fully appreciated. Umbrellas and canes are also carried in all their variety. By means of the conformer, heads are measured and all work is guaranteed to fit, hats of any desired style or material being supplied. As an evidence of the satisfaction given, we call attention to the fact of the rapid increase of his business. The store is one of the neatest and most attractive in the city, is 18x75 feet in size and fitted up in the most modern manner, with handsome cases for the protection as well as display of goods, large mirrors, chandeliers, etc. The ceiling is 16 feet in height, handsomely re-papered and universal good taste prevails in all the appurtenances. Popular prices prevail and "quick sales and small profits" characterize this establishment. The trade is located chiefly in the city and its neighboring towns and constantly increases in importance. Mr. Hottel is a native Trentonian and has grown up in the business, which he began some sixteen years ago, and for which he is now so well qualified. He is one of the most progressive and popular young business men in the city, and by his own efforts has made his establishment what it is—the leading one in its line in the city.

**John R. Blair**, Fine Groceries, No. 35 East Front Street.—The grocery store of Mr. John R. Blair, which is located at No. 35 East Front Street, Washington Market Block, was established by that gentleman at its present location in April, 1880. The stock consists of fine groceries, canned goods, dried fruits, spices, teas and coffees, fish, etc., and the trade, which is located throughout the city, rapidly increases. Competent assistants are employed and goods are delivered free of charge. The store presents an attractive and business-like appearance, is 20x60 feet in size and is conveniently arranged and adapted for the business. Mr. Blair is a native of Lawrenceville, N. J., but has spent twenty-three years of his life in Trenton. He is a printer by trade and followed that business up to the time of his new departure in 1880. With plenty of pluck and a good stock of perseverance he has built up an enviable trade in the short time that he has been in the business and, to-day, is one of Trenton's most reliable and progressive grocers.

**Richard A. Donnelly**, Gentlemen's Furnishing Goods, Taylor Opera House, Greene Street.—The gentlemen's furnishing goods business received a fresh impetus and a new era dawned when, in 1867, the progressive and wide-awake firm of Donnelly & Smith established themselves in business at the present location now occupied by Mr Donnelly. Their neat and attractive store, 18x50 feet in size, contained a complete line of furnishing goods, embracing all the leading novelties at the same prices for which the same qualities of goods were offered in the largest cities of the Union. In 1872 Mr. Smith retired from the firm and Mr Donnelly assumed sole charge of the business, which he has ever since so successfully conducted. Increased demands of the trade soon thereafter necessitated an enlargement and in 1874 an adjoining store of the same dimensions was added. Still another extension of the premises occurred in 1878, and the store is now one of the finest in the city, 35x75 feet in size and fitted up in the most modern and attractive manner. The stock embraces a complete line of men's furnishing goods, such as dress shirts, underwear, night shirts, collars, cuffs, handkerchiefs, gloves, neckwear, suspenders, jackets, hosiery, scarf pins, buttons, perfumery, etc., together with ladies' and children's hosiery, gloves and underwear, etc., all at popular prices. Dress shirts are made to order and a perfect fit is guaranteed. Employment is given to ten competent and polite clerks and sales-ladies and the business is conducted with order and precision. Mr. Donnelly is a native of Staten Island, New York. Previous to coming to this city he was engaged as a clerk in the mercantile business in the city of New York and afterward in the jewelry business. At the breaking out of the rebellion he volunteered his services as a private in the First New Jersey Volunteers. He was honorably discharged by reason of a severe wound at the battle of Gaines' Mill, at which time he was taken prisoner and lodged in Libby prison for about four months. Upon his return he adopted Trenton as his home and is now Major of the Seventh Regiment, N. G. S. N. J., and takes an active interest in military affairs. During the recent Centennial Anniversary at Yorktown, he was made Major of the Yorktown Provisional Battalion, and gained fresh laurels in the field. In 1879 he was elected to the State Legislature and made an excellent and efficient legislator, serving two years. Many other positions of honor and trust Mr. Donnelly has acceptably and modestly filled, to the satisfaction of the people and to his own credit.

As a business man he is one of the most enterprising and energetic in the city and keeps rather ahead than behind the times. Although yet a young man, his mercantile career furnishes an admirable example for all who would win success by industry, enterprise and merit. As a citizen he is universally esteemed and highly respected, courteous and pleasant in his manner.

**J. R. Wesby**, Book-Bindery, No. 45 East State Street.—The book-bindery of Mr. John R. Wesby, located at No. 45 East State Street, up-stairs, was established by that gentleman in 1875. He began the business in a very modest way on a limited capital, but has met with success through industry and perseverance and now conducts a very extensive business, which reaches all over the State and steadily continues to increase. Book-binding of every description is done in the very best style of the art, and it is to the superiority of his work that much of his success may be attributed. His establishment originally embraced

one room, about 25x50 feet in size, while he now occupies three large floors, each 25x90 feet, and employing fourteen hands. Every appliance known to the art for the expeditious and well-doing of the work is here employed and his machinery and tools are of the best. The class of work done is of the first order and many contracts for State and other work are awarded to him. Mr. Wesby is a native of Warren County, New Jersey, and first came to Trenton in 1873. He is a thoroughly practical and expert workman and learned the trade of a bookbinder in 1853 in the State of Massachusetts. Straightforward, prompt and reliable in all his dealings, he enjoys the confidence of the public and is a representative business man of this, the Capital City.

**Isaac Cole**, Dry Goods, Notions, etc., No. 16 North Greene Street.—Prominent among the more noted dry goods establishments of this city, is the store of Mr. Isaac Cole, which is located at No. 16 North Greene Street. It was opened by that gentleman at its present location—the old stand of Lee, Davison & Dye—in April, 1881, and now carries a stock consisting of one of the most complete lines of dry goods and notions in the city and embraces the finer grades of silks, velvets, satins, etc. The white goods department is complete in every particular. In shawls, coats, cloaks, etc., personal inspection must be made in order to properly comprehend their variety, beauty, price, etc. Notions and trimmings are provided in large quantities, together with novelties of all kinds as soon as put on the market. The commodious store has been newly done up, is comfortably arranged, and every convenience is provided to make the visits of customers and friends alike profitable. The store is 30x85 feet in size and two handsome plate-glass show windows, tastily arranged, adorn the front thereof. Half a score of experienced, polite and attentive clerks are employed and every attention is given to the wants of customers. Mr. Cole is a native of Pennsylvania and first came to Trenton in 1865. In 1872 he entered into a copartnership with Mr. George W. Grant, and for eight years the firm of Grant & Cole successfully conducted the dry goods business at No. 4 North Greene Street. In 1880 they dissolved and in 1881 Mr. Cole began business as above stated. He is an able and reliable merchant and representative dealer in this department of trade and enjoys the confidence and respect of the community at large, while his establishment presents advantages and inducements that entitle it to the most favorable consideration of all classes of buyers.

**E. Babcock**, Merchant Tailor, No. 55 North Greene Street.—The merchant tailoring establishment of Mr. E. Babcock, located at No 55 North Greene Street, was established by that gentleman at its present location in the year 1870. The store is 20x50 feet in size, well adapted and arranged for the business and is possessed of every convenience. The stock consists of cloths of every description for suitings, etc., and piece goods of all kinds, cassimeres, vestings, etc. The services of fourteen hands are required. Mr. Ezekiel Babcock is a native of Lawrence Township, this county, and has resided in Trenton during the past nineteen years. He is a practical cutter and tailor, with twenty-eight years' experience in the business and fully comprehends the wants of his customers. He is ably assisted in the management of his business by his son, Mr. Alphonso Babcock, who is also a practical tailor.

**I. D. James**, Chemical and Medical Store, No. 3 South Warren Street.—The long-established and reliable chemical and medical store of Mr. Isaac D. James, which is located at No. 3 South Warren Street, was first started by that gentleman in 1844 and removed to its present location in the year 1856, twelve years later. The present amount of stock carried is very large and the annual sales are heavy. The store is 24x50 feet in size and is adapted especially for the business. The laboratory is located in the rear of the store and the compounding of physicians' prescriptions is conducted on a very large scale and in the most reliable manner. The stock consists of pure and fresh drugs, medicines, chemicals, physicians' appliances, toilet articles, perfumes, soaps, etc. Four competent and experienced clerks are employed and the trade extends principally throughout the city and keeps pace with the times. Mr. James is a native of Pennsylvania, but adopted New Jersey as his home some sixty years ago. Fifty-three years ago (1828), he first entered into business and has ever since been engaged in active business life. He is known as one of the oldest and most reliable druggists in the State, having a thorough knowledge of his profession gained only by experience. He is the proprietor of several household remedies of great value and prepares them at his store. As he is the oldest druggist in the city, so also is he one of the most respected for his private character and for his high standing and attainments in his calling in life. Dr. James was a member of the first Petit Jury ever held in this county, and has occupied other positions of honor and trust.

**Paul & Ale**, State Street House, Northeast corner State and Chancery Streets.—Trenton has always been noted for the superiority of her hotels. No finer realization of an American hotel can be found than in the State Street House, which is located at the Northeast corner of State and Chancery Streets. This first-class house, fitted with a view to every accommodation of guests, was opened by Messrs. Paul & Ale in 1878, who succeeded Mr. Souders. The house is four stories in height and 75x150 feet in dimensions, and presents an imposing appearance, having recently undergone many improvements and changes. The arrangements within are admirable, the offices and parlors for ladies and gentlemen occupying the first floor. The dining-rooms, smoking and reading-rooms, bar, etc., are exceedingly pleasant apartments and are handsomely and substantially furnished. The sample-room contains all the best brands of wines and liquors, nothing of an inferior quality being kept in stock. To the right of the bar is the barber shop, presided over by competent and experienced artists. The house contains about fifty rooms, convenient, well ventilated and comfortable in their fittings. The *cuisine* is under capable and efficient management. The location is unsurpassed, convenient to all places of business, State Capitol, theatre, churches, etc., and the State Street cars pass the doors, direct to the Pennsylvania depot, etc. The State Street House stands in the front rank and is regarded as one of the best houses in the State. The individual members of the firm are Mr. H. B. Paul and Mr. Eli K. Ale. Mr. Paul is a native of Gloucester County, N. J., and was formerly engaged in the hotel business at Woodbury. He first came to Trenton in 1878 to engage in his present business. He is an enterprising and active man, an excellent manager and a genial host. Mr. Ale is a native of Salem County, N. J., and was for several years engaged at the National Hotel, this

city. He has had twelve years' experience, and enjoys a very extended acquaintance throughout the State. During the war of the Rebellion he entered the Union Army as a private in Company A, Twelfth Regiment New Jersey Volunteers, and returned at the close of the war, Second Lieutenant of Company I. He is now a member of Post No. 23, G. A. R., and a most excellent citizen.

**Whitehead Brothers**, Assanpink Rubber Works, on Assanpink Creek, two and one-half miles Northeast of City.—The rubber manufactory of the Whitehead Brothers is located on the Assanpink Creek, two and a half miles northeast of this city and in the vicinity of the coaling station of the Pennsylvania Railroad. They comprise a stone and a brick building, each three stories in height and about 50x100 feet in size. On the site of the stone structure was originally a paper mill, which was afterwards converted into a mill for the manufacture of woolen goods. On March 17th, 1852, it was destroyed by fire, which led to the erection of the present structure and the manufacture of woolen goods was continued until 1870, when it was turned into a rubber factory by the present energetic firm. The works now employ fifty hands the year round, the weekly pay-roll being \$500 and the annual product about \$350,000. The machinery, which is all of the most complete and improved pattern, is driven by a fifty-horse power engine, and part of the time by water, with using two turbine wheels of about sixty-five horse power. The works are never closed except on Sundays, the machinery running night and day. Among the machinery are two calendars, four mills and a washer. The goods are all first class and are principally belting, packing, hose, springs, etc. The members of this enterprising firm are energetic, reliable and responsible business men and sustain an excellent status in mercantile circles, and are highly esteemed in the community as sterling citizens.

**Henderson G. Scudder**, Dry Goods and Groceries, No. 13 North Greene Street.—In a review of the manufacturing and mercantile resources of the city of Trenton it will be found that there are numerous individuals and firms extensively engaged in the dry goods trade, with business relations and connections extending over a greater portion of the State. The well-known house of Mr. H. G. Scudder has a wide range of trade and is the leading one in its line in the State. In 1854 this house was established and commenced business on State Street in a small way. Later on, the State Street facilities proved unequal to the growth of the business and the large "Sterling" store on Warren Street, between State and Front Streets, was taken, and some years later he built the handsome premises which he now occupies. The building is four stories in height, built of Trenton pressed brick and has a beautiful front. The front basement is admirably fitted and is devoted to the grocery department, where a fresh and fine stock may always be obtained of staple family goods. Butter, eggs, cheese, dried fruits, teas and coffees, spices, sugars, canned goods, fish, salt meats, etc. The store is 30x166 feet in size and the rear basement is devoted to the sale of oil-cloths, mattings, etc. The first or main floor, 30x166 feet, is the dry goods and carpet departments, and is the finest display room in the city. The stock of dry goods includes everything in that line in all their variety, together with elegant silks, satins, velvets, plushes, ready-made cloaks, seal-

skin sacques, shawls, furs, etc., notions of every description, including the best makes of kid gloves, fine handkerchiefs, parasols, hosiery, collars, cuffs, underwear and, in fact, everything known to the trade. In the rear of the store is the carpet department, with Brussels, Ingrain, hall and stair carpets in all their variety, at popular prices. There is also a stock of shades, curtains, rugs, mats, mattings, etc. A broad staircase leads to the second floor of the building which is also devoted to various departments in the dry goods and notion line.

Mr. Henderson G. Scudder is a native of Mercer County, N. J., and came to Trenton when quite young. He entered Titus' store as a clerk and his aptness and adaptation to the business soon made him a favorite with the people and consequently he steadily advanced in the line of promotion. Embarking in business for himself in 1854, he met with well-merited success. Mr. Scudder is a gentleman prominently known in commercial circles, who conducts all the various details of the management of his business upon principles of sound mercantile integrity and promptness, and it is to these merits that the reputation and confidence of the house owes, in no small degree, its success during its long career.

**Wm. J. Owens & Co.,** Clothing, No. 43 East State Street.—The well-known clothing house of Messrs. Wm. J. Owens & Co., at No. 43 East State Street, was established originally in 1843 in its present location, where it has been for thirty-nine years under the firm-name of Wm. T. Runk & Co., of which Mr. William J. Owens was the junior member and he has ever since been connected with the house either as a member of the firm or as its sole proprietor. The business originated in a modest way and has grown to its present extensive dimensions to meet the demands of a constantly increasing trade. The present firm consists of William J. Owens and John C. Owens. They carry a large stock and do an excellent annual business. The store is 20x75 feet in size, four stories in height and built of brick, modern in exterior as well as interior arrangements. The first floor is used as a salesroom, office and custom cutting department. The second floor is used as a sales and stockroom, while the third and fourth floors are devoted to manufacturing purposes. Employment is given to some twenty-five experienced work-people and even that large number is increased during the more busy seasons of the year. There is a competent force of clever clerks, cutters, etc., and the trade comes from the city and its surrounding country. There is a large stock of ready-made clothing always in stock, stylish in cut and make and of the newest and most desirable patterns. The custom department is carefully looked after and well-fitting garments characterize this house. In piece goods there is an endless variety while prices are the lowest consistent with honorable business. Both foreign and American cloths, worsted and cassimeres are in stock. The ready-made clothing is all of their own well-known manufacture and is guaranteed in every respect, while all sizes, makes and shapes of people are suited. Mr. William J. Owens, the principal, is a practical man, with more than forty years' experience in the clothing line and is well known as one of Trenton's leading and successful business men. He is ably seconded in his efforts by his son, Mr. John C. Owens, the junior member of the firm, who ranks as one of the ablest of the younger portion of the business men of the Capital City.

**Alpaugh & Thompson,** Books and Stationery, No. 30 East State Street.—The leading and reliable book and stationery house of Alpaugh & Thompson, at No. 30 East State Street, was established by William T. Nicholson about the year 1858. In 1871 Mr. Alpaugh formed a partnership with Mr. Nicholson under the firm-name of W. T. Nicholson & Co. In 1872 Mr. N. sold his interest to Louis Anderson and the firm became Alpaugh & Anderson, who continued the business until the retirement of Mr. Anderson in 1874, when Mr. John F. Thompson was admitted to partnership in his place. The business was removed from 33 West State Street to the present location, upon completion of the building, early in 1880. Their handsome new building is 22x100 feet in size, four stories in height, with a front of Trenton pressed brick and built and fitted up throughout in the most modern manner. The main salesroom occupies the first floor and contains a vast stock of Bibles, hymn, prayer and music-books, standard works, dictionaries, histories, novels and, in short, publications of every kind, description or sort. In stationery their stock is unsurpassed for quality or price and the quantity is enormous. In the line of works of art, chromos, prints, etc., they carry a large stock. In fancy articles, fine cards, writing-desks, statuary, school-books, slates, etc., they lead the market. The book-bindery occupies the second floor of the building and is fully equipped with tools and machinery for the business and is presided over by that veteran book-binder, Mr. Harry A. Boden. The upper floors and a large basement are devoted to storage purposes. The trade comes from city, county, Bucks County, Pa., many portions of this State, and is annually increasing in importance. The individual members of the firm are Mr. John B. Alpaugh and Mr. John F. Thompson. Mr. Alpaugh is a native of Hunterdon County and was formerly engaged in business at Flemington, N. J. He came to Trenton to engage in his present business and has ever since resided here. Mr. Thompson is an Eastern man, thoroughly conversant with the details of his business and located in Trenton many years ago. The firm is a representative one, prompt and reliable in all things and ranks as one of the staunch houses of the Capital City.

**Charles C. Haven,** Civil Engineer and Commissioner of Deeds, Office, No. 121 East State Street.—It was in the early part of 1873 that Mr. Haven first began business on his own account. Previous to that time he was in the employ of the Pennsylvania Railroad Company in the capacity of a civil engineer and began his business originally with the old Camden and Amboy Company and was a capable and esteemed employee. In 1870 he graduated from the scientific department of Rutgers' College and in 1876 was appointed the City Surveyor of Trenton, occupying the office until 1881. Immediately upon retiring he was selected as the Borough Surveyor of Chambersburg, which position he now holds, having been re-appointed in 1882. His business office at No. 121 East State Street is provided with every comfort and convenience for the prosecution of his work and the entertainment of his patrons. Mr. Haven attends to all branches of civil engineering with promptness and dispatch. Mr. Haven is a native of St. Louis, Missouri, and located in Trenton in 1866, where he has ever since resided. Although a young man Mr. Haven ranks high in his profession and justly merits the success with which he is meeting.

**Jesse Dean**, Importer and Decorator of French, English and American China, Nos. 74, 76 and 78 Carroll Street.—Fifteen years ago, when Mr. Jesse Dean first opened his china and decorating establishment in this city, the art of decorating was in its infancy; and who that saw the productions of that time would have predicted the present advanced state of the art? In the front room of a small dwelling-house on Carroll Street, within one square of the present noble structure, Mr. Dean opened his establishment in that year. A practical designer and decorator by trade, he quitted his native England and sought the new and undeveloped market of America. Arriving in New York City, he procured employment at his profession and remained there for one year, locating in Trenton in 1866. Of the difficulties under which he labored in endeavoring to use American ware and of the reverses encountered he had a full share, notwithstanding the fact that the best work of its kind was done in his shop. Gradually, however, the business increased, the prices of ware were reduced, the cost of labor was less and the designs were more beautiful. Then it became fashionable. That caused the partitions in the decorating establishments to be pulled down, extensions to the building made and more employees to be demanded. Again and again were the cramped quarters which Mr. Dean occupied enlarged and extended, until finally he resolved upon erecting the present premises at Nos. 74, 76 and 78 Carroll Street.

The building is of Trenton brick, three stories in height and is 40x100 feet in size. It is provided with plenty of light and is a model of convenience throughout. On the first floor is located the salesroom, office and a commodious ware room. The second floor is also a ware room and decorating department and the third floor is used entirely for designing and decorating purposes. There are also capacious kilns for the burning, drying and finishing of the decorated ware, which are located in the rear and adjoining the main building. Mr. Dean uses the French, English and American chinas and does his importing direct. Anything in the china line may here be obtained in its plain state and decorated to suit the taste of the purchaser. Employment is given to sixty hands, ladies and gentlemen, including the best and most expert artists of Europe and America, with a weekly pay-roll averaging \$600. The annual business amounts to more than a quarter of a million of dollars, and the establishment is the largest and finest of its kind in this country and equals any similar establishment in the old countries. At the ware rooms may be seen the finest display of rich and handsome decorations on chamber, tea and dinner sets, A. D. coffees, dessert sets, vases, plaques, tiles, etc., ever seen in this country. By the helio-ceramic process, imperishable portraits on china are produced, taken direct from the negative. The finest class of work is done, the trade extending throughout the United States as well as an export trade.

The recognition received by the American decorator from the artists and critics of the Old World, and the admission that America leads them all in artistic beauty and skillful execution, is due to just such workers as Jesse Dean and his honest determination to reach the best that can be attained in a business which is but a furtherance of an art.

Mr. Dean is a thorough-going, enterprising business man, who has reached his present enviable position by his own personal efforts and is the architect of his own fortune. He manages his vast and highly im-

portant industry with ease and keeps a general oversight of the entire establishment. In addition to his manufactory and salesroom here, he has a sample room for the display and sale of his productions in New York City. The Capital City ought to be, and is, justly proud of the vast industry of which Mr. Jesse Dean is the founder and owner.

**Hamlet Smith**, Groceries and Provisions, Dry Goods, etc., No. 566 Clinton Street, corner Butler.—The old-established dry goods and grocery store of Mr. Hamlet Smith, which is located at No. 566 Clinton Street, corner of Butler Street, Chambersburg, was established by that gentleman at its present stand in 1867. The stock consists of a full line of choice family groceries and provisions, well selected and guaranteed as to quality, dry goods, notions, etc. The store is 20x50 feet in size, nicely arranged and adapted for the business and is well kept. Competent assistants are employed and customers are politely waited on and liberally treated; goods promptly delivered free of charge. The trade extends throughout the city and continues to increase in importance annually. Mr. Smith is a native of England and came to this country many years ago, locating in Trenton. He is a thorough-going, active, intelligent business man, who by fair dealing, promptness and reliability, has built up a good and substantial trade in this city, of which he is justly deserving.

**James Mount**, Fine Confectionery and Manufacturer of Home-Made Candies, No. 19 East State Street.—In the manufacture of fine confectionery few establishments in this State rank higher than that of Mr. James Mount, which is located at No. 19 East State Street and was established by that gentleman in 1869. A large stock of fine goods is constantly carried and the annual sales are large, the business being entirely retail. Fine chocolates, caramels, bon-bons, cocoanuts, taffies, fruit candies, gum drops, fine walnut, almond, cream-nut and other candies, are always to be found here and are entirely fresh made. Nuts and the more ordinary makes of candy are always in stock. The store is a commodious one 18x50 feet in size and abounds in neatness and cleanliness. The manufactory is located in the basement and experienced workmen daily produce fresh goods, strictly pure and guaranteed in every respect. Mr. Mount is a native Trentonian and has always resided here. He is an active and enterprising young man, fully qualified for his business, pleasant and courteous to all.

**C. C. Chase**, Boots and Shoes, No. 38 East State Street.—The boot and shoe house of Mr. C. C. Chase, located at No. 38 East State Street, was established by that gentleman in 1866. He now carries a good stock and does an excellent annual business. The stock comprises a full and complete line of boots, shoes, gaiters, slippers, gums, brogans, etc., for men, women and children, in all the various styles and cuts. Custom work is made to order and guaranteed entirely satisfactory. A full line of Edwin C. Burt's fine shoes for ladies, gents and children is kept constantly on hand. Repairing is also done. The store is 20x60 feet in size and is conveniently arranged and adapted for the business. Mr. Chase is a native of Rhode Island and first came to New Jersey in the capacity of a school teacher about the year 1865. He is a reliable and straightforward business man, a thorough scholar and a most excellent citizen.

**Dunn & Ashton, Boots, Shoes and Rubbers, Nos. 9 and 11 North Warren Street.**—The wholesale boot, shoe and rubber house of Messrs. Dunn & Ashton, located at Nos. 9 and 11 North Warren Street, was established in 1846 by Mr. Philip P. Dunn. In 1865 a copartnership was formed with Mr. Joseph Ashton, and the firm of Dunn & Ashton existed up to January 1st, 1881, when Joseph Ashton retired and his son, John K., was admitted in his stead, the firm still remaining as before. The present amount of stock carried is very large and the annual business done will exceed \$120,000. The store is a double one 15x60 feet in dimensions, with an additional storehouse in the rear 15x50 feet in size. The second and third stories are also in use, with a basement cellar, etc. The stock consists of boots, shoes and rubbers for men, women and children, which are sold by the case or dozen pairs to the trade throughout this and adjoining States. The stock is bought direct from the manufacturers and is of a superior class. Two salesmen are kept constantly upon the road. Mr. Dunn is a native of New Jersey and has long been identified with the business of Trenton. He is President of the First National Bank of this city and has held other positions of trust. Mr. Ashton was born at Frenchtown, New Jersey, and came to this city in 1865. He is an enterprising and active young man and has long been connected with the same house as a clerk. As a firm, Messrs. Dunn & Ashton stand among the most prominent of their contemporaries and are heartily commended in every respect as being honorable and reliable gentlemen with whom to establish business relations.

**James M. Allen, Guns, Revolvers, Ammunition, No. 26 East Hanover Street.**—The sporting supplies store of Mr. James M. Allen, located at No. 26 East Hanover Street, was established by that gentleman in this city in the year 1861. The stock consists of guns, revolvers, ammunition, gun materials, fishing tackle, etc. Especial attention is given to repairing and guns are stocked to order. The assortment of guns is very large and embraces some of the finest manufactured. Sporting materials of every description are kept in stock, and novelties in that line are received as soon as they are put on the market anywhere. The store is 20x50 feet in size, large and convenient, and the stock is well displayed. In the rear of the store is the repair shop, which is fully equipped with all the tools and machinery necessary for the business. The trade is located all over the State and in Bucks County, Pa. Mr. Allen is a native of Mercer County, having been born near Hightstown, N. J. He came to Trenton in 1843, and has remained here ever since. He is a carpenter by trade as well as a thoroughly competent gunsmith and is possessed of considerable genius and skill in his business.

**J. & A. Frey, Cigar and Tobacco Manufacturers and Jobbers, Southwest corner State and Greene Streets.**—Conspicuous among the many tobacco and cigar establishments of this city is that of Messrs. J. & A. Frey, which is located at the Southwest corner of State and Greene Streets and was established in 1878. They are manufacturers as well as jobbers and dealers, and their factory is located at No. 72 Cortlandt Street, New York City, where a large number of experienced workmen are kept employed. The annual product amounts to more than a million cigars and the trade is located throughout the entire Middle States. The retail store in this city is 30x60 feet in size and has

two entrances, one on State Street and one on Greene Street, has two large plate-glass windows and is one of the most modern built and fitted up in the city. The stock consists of fine imported cigars as well as the best of domestics, manufactured by them expressly for their trade. Choice smoking and chewing tobaccos, snuff, pipes, cigarettes and smokers' supplies generally, in large quantities. The individual members of the firm are Mr. Jacob Frey and Mr. Augustus Frey. Both gentlemen are natives of New York City and where they have long been engaged in the business. Augustus Frey remains in New York in charge of the factory and Jacob Frey gives his sole attention to the store in this city.

**Joseph Lawton, Taxidermist, No. 30 Stockton Street.**—Chief among the many industries for which Trenton is noted is the excellent taxidermic establishment of Mr. Joseph Lawton, which is located at No. 30 South Stockton Street, and was established by that gentleman in 1863 and occupied its present location for the past eleven years. He has a very neat store and display-room 12x15 feet in size and fitted up in the best manner. There are many evidences of his superior skill and handiwork on exhibition and several cases of stuffed birds, chickens, pigeons, owls, rats, doves, parrots, eagles, squirrels, etc. Everything pertaining to the art is done here in the most intelligent and satisfactory manner and at very reasonable prices. The establishment is the only one of its kind in this city and is one of the leading ones of this country, its trade being derived from all sources. Mr. Lawton is a native of England, and came to this country in 1856. He is a graduate of the Royal School of Art, one of the most skillful and successful taxidermists in this country, endowed with remarkable ability and genius, and is a most accomplished scholar and artisan.

**McGinley & Co., Dry Goods and Millinery, No. 42 East State Street.**—Among the more prominent establishments in Trenton devoted to dry goods and millinery is that of Messrs. McGinley & Co., located at No. 42 East State Street. This house was established by that gentleman at its present location in the year 1878. The stock embraces a full line of dry goods, dress goods, cloaks, shawls, muslins, silks, satins, etc., together with a vast stock of millinery goods, trimmed hats and bonnets, trimmings, feathers, flowers, etc. Millinery in all its branches is done in the latest and most excellent manner. The store is a fine one, 25x90 feet in size, convenient in its arrangement, light, comfortable and admirably adapted for the business. To the right of the entrance is the dry goods department, while the millinery goods are displayed on the left. The millinery manufacturing department is located in the second story of the building. Twelve competent clerks, trimmers and assistants are kept employed during the busy seasons. The trade extends throughout the city and its neighboring towns and annually increases. Mr. Patrick McGinley, who is the representative of the firm, is a native of Ireland and first came to this country in 1870. He came to Trenton in 1871, and for a period of seven years previous to entering into his present business was employed as a clerk. He is an enterprising and active business man, and his straightforward manner of doing business has secured for him many customers and placed his house among the representative ones of the city.

**Naar & Brand, Sign and Decorative Painters,** Northwest corner Greene and Hanover Streets.—The painting establishment of Messrs. Naar & Brand, located at the Northwest corner of Greene and Hanover Streets, on second floor with entrance on Hanover Street, was established by Mr. Jesse Thornley, and succeeded by these enterprising young gentlemen in 1878. They have a branch shop at No. 143 East Front Street. They do a very large annual business and give employment to several experienced and competent men. Their main shop is 25x65 feet in size, and is adapted especially for the business, being commodious, light and central in its location. As sign writers and decorative painters, they have already won both name and fame, and evidences of their ability is seen in the numerous handsome signs which ornament the fronts of business houses in this city and which bear their imprint. Estimates and designs are furnished on application. The individual members of the firm are Mr. David B. Naar and Mr. Adolph L. Brand. Both are practical painters and artists in their line. Mr. Naar is a native of Elizabethport, N. J., but has resided in Trenton for many years. He learned his trade of a sign painter in Philadelphia. Mr. Brand was born in Wilmington, Del., and has made Trenton his home for the past twenty years. The firm of Naar & Brand reflect credit on the city by their industry and general business qualifications.

**A. T. Williams, Boots and Shoes,** No. 139 North Greene Street.—In 1871 the boot and shoe establishment of Mr. A. T. Williams was established at its present location, which has been frequently enlarged and improved to make room for the constantly increasing trade. The store is 25x60 feet in size and adapted and arranged especially for the business. The stock consists of every description of boots, shoes, slippers, gaiters, gums, etc., for men, women and children. The assortment is large and prices are put at the lowest figures. Competent and experienced clerks are employed and polite attention is given to customers. The trade extends throughout the city and county and yearly increases. Mr. Williams is a native of Mercer County, having been born within two miles of Trenton. He is an active, energetic and enterprising young business man, who has worked his way through the world and arrived at his present enviable position through and by his own efforts. His house is one of the most reliable in the trade, and the proprietor, personally, is to be congratulated on the success of the enterprise, which is an honor and credit to the city in which it is located.

**West & Smith, Grain, Flour and Feed,** Commerce Street near Stockton.—The old-established and reliable grain, flour and feed establishment of Messrs. West & Smith was established at its present location by this enterprising firm in the year 1867. They are wholesale and retail dealers in grain of every kind, the various brands of flour, feed of every description, hay, straw, etc. Their premises are 75x150 feet in size and consist of ample yards, hay and straw-sheds and barns and a commodious two-story brick storehouse, 40x86 feet in size and conveniently divided into the several necessary departments. The office, salesroom and grain-bins occupy the first floor, while the second is stocked with flour, etc. The trade, which is principally wholesale, extends throughout the city and its neighboring towns and continues to increase in importance. The individual members of the firm are

John R. West and Howard I. Smith. Mr. West, the senior member of the firm, is a native of Mercer County, N. J., and came to Trenton to engage in his present business. Mr. Smith, the junior partner, is also a native of Mercer County and came to Trenton to engage in the business in 1867. The firm is a staunch one, prompt and reliable in all their dealings, and by close attention to business, combined with the best class of stock, have built up a trade second to no other in importance in their line in this city.

**R. C. Ivory, Sewing Machines and Paper Fashions,** No. 18 East State Street.—The sewing machine and Domestic paper-fashion establishment of Mr. C. R. Ivory was established by that gentleman in this city in the year 1878. The stock embraces the beautiful light-running and world-renowned Domestic sewing machines, which are too well known to be commented upon. He also keeps on hand a large and complete stock of the Domestic paper-fashions, which enjoy an unexcelled popularity. His pleasant and commodious parlor is 20x40 feet in dimensions. Sewing machine supplies of every description for all makes of machines, such as oil, needles, attachments, etc., are also kept in stock; also, Young's Improved Plaiting Board, a most useful and convenient article. Mr. Ivory is a native of Burlington County, N. J., and was raised in that county until he reached his majority. He came to Trenton in 1858. At the breaking out of the war of the Rebellion in 1861 he enlisted in behalf of his country in the Twenty-Second Regiment, New Jersey Volunteers, and was honored with a First Lieutenancy. At the expiration of this term of service he assisted in recruiting Company G. Two Hundred and Seventh Regiment, Pennsylvania Volunteers, of which he was commissioned First Lieutenant and for gallant and meritorious conduct at Fort Sedgewick he was promoted to the rank of Captain. Prior to the close of the war he was promoted to Brigade Inspector and of the staff of General Hartranft with the rank of Captain. Three years ago he returned to this city, after many years' absence, and engaged in his present business.

**Charles Netter, Hotel Capitol and Restaurant,** No. 10 North Warren Street.—The justly popular Hotel Capitol and Restaurant of Mr. Charles Netter, at No. 10 North Warren Street, was established in the year 1870 at Taylor Opera House, and has occupied its present location about two years. The premises are four stories in height, built of brick and have a frontage on Warren Street of 30 feet and 125 feet in depth. The bar is presided over by the veteran host himself and all sorts of beverages are prepared, and imported and domestic cigars are kept. The restaurant bar is provided with everything palatable. Oysters are always kept in stock and are cooked and served in a masterly manner. A specialty is made of terrapin, soups, salads and pastry. The dining-room is 30x40 feet in size. The parlor, sitting and private dining-rooms are located on the second floor, and other portions of the house are devoted to sleeping apartments. Competent assistants are employed in the several departments and the best and most polite attention is given. Mr. Netter is a native of the city of Philadelphia and first came to Trenton in 1865. During the Rebellion he served his country in the United States Navy. He was seriously wounded and afterwards discharged by reason of his disabilities. He is well known and his excellent establishment is a credit to the city.

**Adam Exton & Co., Cracker Bakery, Nos. 244 and 246 Centre Street.**—Of late years the cracker traffic has assumed such vast proportions that the baking of that highly-important article has become a manufacturing industry of much importance and value. Among the various cities in which this business is carried on, Trenton occupies the front rank. This prominence, and the great reputation which her crackers have obtained throughout every State in the Union, as well as abroad, is chiefly due to Mr. Adam Exton, the senior member of the well-known firm of Adam Exton & Co., whose extensive bakery is located at Nos. 244 and 246 Centre Street, corner of Furman, and who manufacture the celebrated "Exton Premium Trenton Cracker," the name of which is a household word throughout the length and breadth of our land. The business was originally established in March, 1847, by Mr. Adam Exton, in a small basement, 14x18 feet in dimensions and on the site of the present establishment. Mr. Exton's capital at that time consisted of a good trade, a good name, strict integrity, a capacity for conducting business seldom equaled and a determination to legitimately overcome every obstacle that might present itself until success crowned his efforts. He is the pioneer in this branch of industry in this section and is the most successful cracker baker in the entire country. As the superiority of his crackers became known, orders came pouring in upon him with such rapidity that he was obliged to enlarge his quarters, and this he continued to do from time to time until 1865, when the present immense bakery was erected under the immediate supervision of Mr. Exton, who is a thoroughly practical and experienced man in the business.

There is nothing wanting in the establishment, either in the place of the building or the variety, quantity or quality of machinery introduced, to make it undoubtedly the finest cracker bakery in the country. The entire premises are 65x200 feet in extent. The main building, or bakery, is a substantial brick structure, 65x110 feet in size, three stories in height and admirably built. In addition to this are several outbuildings, designed to facilitate the conducting of the business in a rapid, systematic manner. The bakery is completely fitted up with all the latest improved labor-saving machinery, all of the most valuable machines being the invention of Messrs. Adam and John Exton. Their machines make a perfect hand-made cracker. Rolls and docks them and places them on the pans as regular as pins put on paper; they are then sent down to the ovens to bake. All the work is done in a room above the ovens, free from dust. There are sixteen ovens in constant use in the basement, with a capacity of baking one hundred barrels of crackers per day. A strict attention to business for thirty-five years on their special class of goods—the Exton Oyster and Butter Cracker and Scroll Wine Biscuit—enables them to have a uniformity in every department of the manufacture of their crackers. The bakery combines every facility of adaptness for cleanliness and expedition for the work to be prepared. The machinery is a marvel of ingenuity and skill, and is the invention of Adam Exton and his brother John, and built under their personal supervision; they have seven patents on their machinery. Although their crackers are short and crisp, they will not break in transportation. Employment is given to upwards of sixty skilled workmen and they do an annual business amounting to \$150,000. There are various reasons to which may be attributed the emi-

nent success of this model house. Mr. Exton and his partners are all practical men and give their individual attention to every detail; they are strictly honorable and upright in all their dealings.

They are exceedingly prompt in filling all orders, and careful that they are filled strictly in accordance with directions; they use nothing but the very best materials that can be procured in the market, all of which is purchased of first hands, in large quantities and at the very lowest figures, thus enabling them to furnish their goods at extremely reasonable prices; these facts, together with their secret of manipulating the material and the process of baking, have tended to raise them to the acme of success. In the way of premiums, Messrs. Exton & Co.'s crackers have been awarded the first premium at every exhibition at which they were ever entered, some thirty in number, including the Centennial Exhibition. Mr. Adam Exton, the senior member of the firm and founder of the house, is a native of England and came to this country when a mere lad. He located in Trenton in 1842 and has ever since resided here. He is well known throughout the entire country as one of the ablest business men of the day, and in Trenton is esteemed as a leading citizen and a promoter of its best interests. The establishment is one of which all Trentonians boast and is one of the chief industries of this, the Capital City.

**Mrs. E. W. Brink, Millinery, No. 31 East State Street.**—This is one of the finest appointed and best stocked millinery stores in Trenton and the trade is already very extensive. The store is a very commodious one, 25x75 feet in size, and contains a large plate-glass show window for the display of goods. Mrs. Brink is constantly receiving the latest and most fashionable styles of hats and bonnets and the stock is kept up to the highest standard. Mrs. Brink employs quite a number of young ladies of excellent taste and ability to trim and fix the various kinds of millinery. All kinds of fashionable trimmed and untrimmed hats are kept on hand and the latest styles of trimming can here be procured. Mrs. Brink established this business here in April, 1881, and has met with much success ever since. Mrs. Brink is a native of Hunterdon County, N. J., and is a practical and excellent milliner. She was formerly engaged in the same line at Frenchtown, N. J., and afterwards, for several years, at Lambertville, N. J., from which place she came to this city. She is not only popular and successful as a business lady but in the social circle she is highly esteemed for her many excellent personal qualities.

**H. M. Swayze, Marble and Granite Works, No. 216 East State Street.**—In 1879 Mr. H. M. Swayze established his marble and granite works at No. 216 East State Street. He carries a good stock and does an excellent trade, which is confined principally to this city and county, and to Bucks County, Pa. Monuments, slabs, head and foot-stones, etc., are furnished of the best material and of superior workmanship. Cemetery lots are inclosed with marble or granite and the work is guaranteed. The yards are 25x150 feet in size and many excellent specimens of his handiwork are here on exhibition. The cutting and finishing department is 20x30 feet in size and six skilled workmen are kept constantly employed. Mr. Swayze is a native of this State and has resided in Trenton for many years. He is a thoroughly practical workman, competent and skillful.

**William Dolton & Co., Wholesale Grocers, Nos. 114 and 116 North Warren Street.**—One of the largest and most enterprising wholesale grocery houses in this State is that of William Dolton & Co., whose model structure is centrally located at Nos. 114 and 116 North Warren Street, and was originally estab-

lished in the year 1858 by Mr. Dolton, in a substantial brick building erected by him on Warren Street, near Hanover, and next door to the present commodious premises. The building had a frontage on Warren Street of 33 feet and a depth of 105 feet, was three stories high and was considered a fine business edifice at the time of its erection. In 1865 Mr. Jonathan H. Blackwell became associated with Mr. Dolton and the business has since been conducted by them under the firm-name of Wm. Dolton & Co. In 1872, finding that the capacity of the building in which they were located was unequal to the demands of their constantly and rapidly-increasing business, Mr. Dolton erected another magnificent brick structure immediately adjoining his old quarters, which is far superior to any building erected in this city for business purposes. It is 39x130 feet in size, with four floors besides the attic and basement; the six floors having a combined storage capacity of 30,000 square feet. In the basement is stored their large stock of syrups, molasses, fish, provisions, etc. The first floor is used as a salesroom and has stored in it a large quantity of various kinds of goods. The counting-room, 12x40 feet, extends along the southern side of this room. It is divided into suites of offices for the different clerks, each having a private entrance and neatly and conveniently fitted up. On the left is the elegant private office of the members of the firm. Broad and easy stairways in front and rear lead from floor to floor. The second floor is used as a sample, sales and store-room. Among the great variety of goods stored on this floor are teas, sugars and spices, of which they handle large quantities. On the third floor is stored immense quantities of canned goods, coffees, etc. The fourth floor is used for storing the wooden and willow-ware and other merchandise. The building is heated by hot water-pipes from top to bottom, has telephone communication with all the principal places of business, etc. To the rear of the main building, separated therefrom by an open passageway leading from the second story and the ground approach, is located the engine and machinery, spice-factory and coffee-roasting establishment. The building is built of brick, two stories in height, 25x40 feet in size and is supposed to be fire-proof. A ten-horse power "Baxter" engine, supplied by a fifteen-horse power boiler, is used to drive the coffee-roasters and spice mills and also the



Otis elevator in the main building, which extends from the basement to the attic. The cost of the main building was upwards of \$50,000. Early on the morning of the 24th of February, 1880, fire was discovered issuing from the third and fourth floors, and in a short time the entire two upper floors were a sea of flame. Through the superhuman efforts of the firemen the fire was subdued before the total destruction of the building. As it was, the loss exceeded \$60,000, which was nearly covered by insurance. Before the smoke of the debris had cleared away the firm had informed their patrons by circular-letter that no delay would accrue to the business, so promptly and energetically was the disaster met. An extra force of workmen were employed and the business was soon under headway. A few weeks thereafter the premises were entirely restored to their former condition and the business assumed its accustomed regularity and system.

They deal in all kinds of first-class groceries and provisions, such as syrups, sugars, teas, coffees, spices, starch, rice, canned and dried fruits, butter, cheese, hams, smoked meats, lubricating and illuminating oils, tobaccos, etc. All the spices which they sell are ground and put up by themselves and guaranteed to be strictly pure. They handle all grades of sugars, their annual sales amounting to upwards of 15,000 barrels. Their butter and cheese comes principally from the State of New York. They own an immense refrigerator-building valued at \$20,000, in which a uniform temperature is maintained the whole year; in this the butter, fruits, meats and other goods requiring an even temperature are stored, thus enabling them to furnish their numerous patrons at all seasons of the year with goods fresher and nicer than when they arrived in the city. All of their hams, etc., are smoked by themselves and "Dolton & Co.'s" hams have secured an enviable reputation in the market. They have four large smoke-houses connected to the main building by bridgeway, the capacity of which are 500 tierces of smoked hams a week. They also have a wash-house attached, where all of their meats are thoroughly washed and cleansed before smoking. They deal in lubricating and coal oils, making a specialty of the latter. They have a large iron tank which, by special arrangements made with the Pennsylvania Railroad Company, is filled directly from tank-cars. The oil in which they deal is a superior article of highest standard white coal oil, procured directly from the oil regions. This they supply in good, tight barrels, prepared and filled under their own immediate supervision and is gauged by weight. As they purchase all their goods in immense quantities they obtain the very bottom figures and can compete with the New York or Philadelphia trade with ease. They have a dock on the Delaware and Raritan Canal and two large warehouses on the Hanover Street basin. They own a large powder magazine and are the agents for the Hazard Powder Company. Employment is given to a large and competent force of experienced men, including six salesmen, who are constantly traveling and selling to their trade which lies principally in this State and Eastern Pennsylvania. Numerous teams are also kept employed in the reception and delivery of goods throughout the city. Many of their clerks have been with the house for years and have grown up under the fostering care of the energetic proprietors.

The house of Wm. Dolton & Co. is the largest wholesale grocery establishment in the State, the annual sales amounting to over one million of dollars and the business constantly increases in magnitude and importance.

Mr. William Dolton, the senior partner and founder of the house, is a native Trentonian and is the pioneer in this branch of industry in this city. He is the financier of the business and attends to purchasing the goods. It was considered a bold and venturesome step when, in 1858, he first embarked in the business. But he has proved more than equal to the task and, with his large and extensive business experience, today ranks as one of the foremost and ablest business men of the country. He is possessed of broad and comprehensive views and well-known liberality, while the enviable reputation which his upright and honorable career has won for him is a credit and an honor, not only to himself, but to the Capital City of the State. That his career through life has been successful almost beyond precedent, is entirely due to himself. So largely interested in business, the public have claimed the advantage of his experience in its local institutions and thus we find him the moving spirit in the organization of the First National Bank of this city, of which he was made one of its first Board of Directors. Eminently qualified for the position of President of the Standard Insurance Company of this city, he guards the interests of that institution with strict fidelity. As former President of the Board of Trade, he gave dignity to the deliberations of that body.

Mr. J. H. Blackwell, the junior partner, is a native of Hopewell, Mercer County, N. J. He attends to the inside management and is a thoroughly experienced and practical man, having been in the business since boyhood and conversant with every detail of the immense business under his care, while his kindly and genial nature and courteous manners make him a favorite with their legions of patrons. One of the evidences of his popularity in the section where he was best known, was his election to the State Senate in 1874-7, which position he filled to the satisfaction of his large constituency. He has also served in Common Council of this city and occupied other positions of both honor and trust.

**Dr. Charles Dippolt**, Dentist, No. 111 East State Street.—The Dental Rooms of Dr. Charles Dippolt, which are centrally located at No. 111 East State Street, were established by that gentleman in this city about the year 1853. He now does a leading business in his line and is one of the most expert and successful surgeon dentists in the State. His parlors are two in number, commodious and complete in their arrangement, handsomely fitted up and provided with the most improved instruments and appliances for the successful prosecution of his profession. Every department of the business is carefully looked after, and patients are treated in the most courteous, tender and gentlemanly manner. Teeth are extracted as easily and speedily as possible and the operation is scientifically performed. Filling, filing and dressing is also done. Artificial sets are made to order in the shortest time possible. The manufacturing department is located in the rear of the building and is provided with every requisite for the work. Charges are reasonable and the best of work is guaranteed. The trade comes principally from the city and its neighboring towns and is first class in every respect. Dr. Charles Dippolt is a native of Trenton and has always resided

here. Early in life he began the study of his profession and has followed the same ever since, building up a large, desirable and lucrative practice, which he justly merits by reason of his superior abilities and occupies the front rank in his profession. He employs an efficient assistant in the person of Mr. Harry D. Gihon, a graduate of his excellent dental establishment.

**Wilson & Stokes**, Coal, Wood, etc., Broad Street near Prison Station.—It would prove very interesting to be able to review at once the statistics of the vast quantities of coal mined and consumed annually in this country; we know, however, that the amount is simply enormous, and it is gratifying to further know that the supply is asserted to be inexhaustible. Chief among the many dealers in coal in this city, are Messrs. Wilson & Stokes, whose place of business is located on South Broad Street near the Prison Station. These gentlemen established themselves in business at their present location in the year 1875. The yard covers an area of about five acres, upon which is a 250 feet trestle work for the reception of their coal, etc., 100 feet of sheds, barns, office 25x25 feet, store-rooms, etc. Employment is furnished for twelve men and ten horses. The yard contains a full supply of the best Lehigh and Pardee coals at very moderate prices, and about 18,000 tons are annually sent out, constituting a business of \$75,000. They have in use the "Iske" delivery wagons, and a great saving in time and delivery is thereby effected. They are also dealers in wood, of which they sell 1,000 cords annually. A six-horse power engine and eight-horse boiler are in use in the preparation of kindling wood for the market, and they do a large trade in that line. Their works compare favorably with any similar establishment in this State and their trade is located chiefly in Trenton and its neighborhood and annually increases in importance. The individual members of the firm are Mr. Richard P. Wilson and Mr. William J. B. Stokes. Mr. Wilson is a native Trentonian and has always resided here, where he enjoys an unlimited acquaintance. Mr. Stokes is a native of Pottsville, Pa., but has resided in Trenton during the past twenty years. This firm has, by industry and fair dealing, arisen from a small to a large and flourishing business; second to no other in importance in this city, and the gentlemen who constitute it are deservedly respected by all with whom they come in contact.

**Charles P. Barwis**, Tailor, No. 129 North Greene Street.—The tailoring establishment of Mr. Charles P. Barwis was started by that gentleman at its present desirable location in 1871. His stock embraces a full and complete line of piece-goods, cloths, cassimeres, vestings, suitings, etc., which are made to order in the most fashionable as well as substantial manner. His pleasant salesroom is 25x40 feet in size, tastily arranged and comfortably and conveniently fitted up. Employment is furnished to from fifteen to twenty competent and experienced hands, and the trade is principally in the city and county, and Bucks County, Pa. Mr. Barwis is a native of Bucks County, Pa., and first came to Trenton in 1868. He is a practical tailor and an expert cutter and learned the business with his father, in Morrisville, Pa., where he resided for many years. Prompt, reliable and energetic, honorable in all his dealings, his establishment is especially commended to the favorable consideration of the public.

**W. H. Fletcher**, Fancy Goods, Jewelry, etc., No. 29 East State Street.—Mr. Fletcher first commenced business in a modest way at No. 21 East State Street, in 1874, and in 1875, his business demanding enlarged accommodations, he moved to No. 32 East State Street and in a short time had to enlarge his accommodations by adding to the capacity of his wareroom, No. 36, adjoining. These two stores at the end of seven years proving inadequate to contain the large stock which his increased trade demanded, he moved again, April 1st, 1882, into the very large and commodious store, 20x122 feet, now occupied, No. 29 East State Street. This large, handsome store is possessed of all the most modern improvements. The smaller goods are displayed in show cases, while the larger and more ordinary goods are arranged on shelves, etc. There is also a large basement for storage purposes. He has a neat and convenient workshop for the manufacture of picture frames of all kinds, cornices, regilding, etc. The stock consists of a great and endless variety of fancy goods, jewelry of every description, plated-ware, trunks, valises, glassware, frames, pictures, easels, waiters, trays, card cases, cutlery of all kinds, games of every description, toy wagons, carts, toys of all kinds, writing desks, vases, statuettes, etc. Employment is given to some twenty hands during the busy seasons of the year. The trade extends principally throughout the city and its neighboring towns and rapidly increases. Mr. Fletcher is a native of Massachusetts and first came to Trenton in 1873 to engage in his present business. Previous to locating here he was in the same line in Massachusetts and afterwards in Connecticut. He is now rated among the most reliable dealers in the trade and has built up his present extensive business by industry and fair, square, honest dealing. As a citizen and business man he is highly esteemed in this community and is eminently deserving the large trade which he now enjoys.

**S. S. Lee**, Dealer in Trimmings, Notions, Fancy Goods, etc., Nos. 123 and 125 North Greene Street, opposite City Market.—The extensive fancy goods and notion house of Mr. S. S. Lee, located at Nos. 123 and 125 North Greene Street, was established by that gentleman in the year 1863. Commencing business on a small scale, the store, No. 125, soon proved inadequate to the demands made upon it, and it was enlarged and extended several years ago. And now an entire store building adjoining has been purchased and the two places thrown into one beautiful and commodious establishment, which is one of the most attractive places of business in the city. The amount of stock now carried is very large, and the annual sales will amount to about \$40,000. The double store is 31x113 feet in size, four stories in height, and the inside arrangement is perfect in every particular. The services of eight experienced and polite clerks and salesladies are required, and particular attention is paid to all customers. The trade is located chiefly in the city, though the house is well known and largely patronized by the people of the entire county. The stock consists in part of dress trimmings, buttons, laces, fringes, linen goods, scarfs and fichus, handkerchiefs, hosiery, gloves, corsets, woolen goods, yarns, zephyrs, canvas, ribbons, underwear, edgings, etc. Mr. Lee is a native of Mercer County, and has resided in this city for many years. Eighteen years ago he began business on a small capital, and has worked his way up the ladder of fortune, with the assistance of his excellent wife, until they have made success a success and control the leading house in their line in

the State. Mr. Lee is yet a young man, active, enterprising and energetic, and his house, under his careful and judicious management, is destined to reach even larger proportions and a greatly extended trade.

**C. V. C. Murphy**, Insurance, No. 125 East State Street.—The reliable and successful insurance house of Mr. C. V. C. Murphy, which is desirably located at No. 125 East State Street, was established in this city in 1864 and he has occupied his present handsome office since August, 1881. He represents some of the ablest and most reliable companies in America, among them the *Æna*, of Hartford; Hartford, of Hartford, Conn.; Phoenix, of Hartford, Conn.; Hanover, of New York; Glen Falls, of New York; Providence, of Washington, R. I.; Newark, of Newark, N. J.; German-American, of New York. Policies are intelligently written, for large or small sums, and every facility is employed for the expeditious and careful doing of the work. Mr. Murphy is a native of Princeton and when the war of the Rebellion broke out in 1861 he enlisted as a private soldier in Company A, three months' troops, and afterwards in the Tenth Regiment of New Jersey Volunteers. He was made First Lieutenant of Company A, and later on was promoted to the Captaincy of Company K, in the same regiment. The tenth was a veteran regiment and remained in the field until the close of the war. Captain Murphy was, in 1863, detailed for staff duty and was on the staff of General Charles Dodge. At the battle of Winchester he was taken prisoner and was so held for a period of eight months. Returning to Trenton, he embarked in the insurance business, was made Secretary of the People's Fire Insurance Company of this city, and remained in that capacity until the company, by mutual consent of the directors, dissolved about one year ago. Captain Murphy still takes an active part in military matters as well as insurance, and is the Division Paymaster, on the staff of the Major-General commanding, with the rank of Lieutenant-Colonel in the N. G. S. N. J. He is also identified with several local institutions and is a gentleman of sterling qualities and a bright, active and thorough business man.

**Leinbach, Wolle & Co.**, Stock Brokers, Southwest corner State and Greene Streets.—To meet a long-felt want Messrs. Leinbach, Wolle & Co., stock brokers, opened an office at the southwest corner of Greene and State Streets, in December, 1881. They buy and sell stocks, etc., on commission and have private wires in connection with New York and Philadelphia. They have concluded arrangements with the influential house of Messrs. Narr & Gerlach, of Philadelphia, with whom all their marginal and banking accounts are kept—and, through them, with Messrs. Prince & Whitely, of New York, to carry stocks at the usual commission and regular rate of interest. With these responsible houses they have established direct private wires, by which they receive instantaneous information of every fluctuation in values as they take place. These facilities must be admitted as being of value, particularly so when enhanced by their telephone connection throughout the city; while their offices are the centre of all information connected with bonds and stocks, both printed and otherwise. Messrs. Leinbach, Wolle & Co. are experienced brokers and come here fresh from the stock exchanges of New York and Philadelphia.

**Magowan, Forman & Alpaugh**, Trenton Rubber Works, on line of Pa. R. R.—Prominent among the many manufacturing interests of Trenton there is none, perhaps, of more or greater importance than the rubber industry—there being at the present time no less than six mills in active operation, representing a vast amount of capital invested, employing hundreds of men and producing millions of pounds of rubber goods annually. The Trenton Rubber Works, foremost in the ranks, was established in February, 1880, with a capital stock of \$125,000. They are controlled by the firm of Magowan, Forman & Alpaugh, all well-known business men of rare tact and ability. Mr. Allen Magowan is superintendent of manufactures, Mr. J. Gardiner Foreman's duties are of a miscellaneous character, Mr. Spencer M. Alpaugh is superintendent of sales, and Mr. Frank A. Magowan is the general manager. Mr. Allen Magowan is one of the oldest rubber men in the country, his experience covering a period of twenty-eight years.

The works are located on the line of the Pennsylvania Railroad, immediately opposite the Fashion Stud Farm and about two miles distant from this city. They consist of brick buildings substantially constructed and in every way adapted to the manufacture of rubber goods. The main building is 150 x 80 feet, and is devoted to preparatory processes for the perfection of the different articles of manufacture; the second is a structure 54x42 feet in size, which contains the offices and warerooms, and the third is a building 36x68 feet, used for general manufacturing purposes. An apartment fitted up for grinding rubber is 40x30 feet, and another of the same dimensions is used as a compound room. There are also several auxiliary buildings. The number of hands now employed averages 150, and the weekly wages paid out average about \$1,600, while the annual product runs from \$500,000 to \$600,000. A marked increase is anticipated during the coming year over these large figures. The machinery is of the most approved and modern invention, and it is operated by a large and magnificent Corliss engine. There are four double sets of boilers. One of the largest hydraulic presses in the country is used in the manufacture of rubber belting. It is 25 feet in length, 48 inches in width, and has a capacity of from 2,500 to 3,000 pounds pressure to the square inch; the total weight being more than 65 tons. Another large hydraulic press, weighing 45 tons, is about being placed in operation. There are also two other large presses. Under the large press the rubber goods are vulcanized, completed and made ready for market without a re-handling. This was the first hydraulic press adopted by any rubber factory in Trenton, and its capacity for turning out belts is considered greater than any other in the country. There are fourteen mills and one washer; a very large calender and two friction calenders. There is also a belt calender and a patent machine for making rubber carpet. Every description of rubber goods used for mechanical purposes is manufactured, including car springs, belting, packing, hose, fire hose and wagon springs. A specialty is made of car springs and there are extensive orders for them now on hand. All goods manufactured and sold are fully warranted and nothing but a standard quality receives attention.

Agencies are established in Baltimore, Chicago, St. Louis, Boston and other cities and there is an extensive trade carried on through exports with Central and South America, Europe, Cuba and Australia. The capacity of manufacture has been doubled within a year and now the factory is ranked as one of

the largest in the State. From the time the engine first turns the fly-wheel at seven o'clock on Monday morning it never ceases, except at meal times, night or day, until Saturday at midnight. Two sets of hands are steadily employed and still the supply is not equal to the demand. Arrangements are being made for still further increase in facilities of manufacture and soon the number of hands will be enlarged. The factory is amply protected against ravages by fire in the way of abundant apparatus, fire pumps, hose, etc. The office is in charge of William B. Allen, late of the Capital City Commercial College, who is the chief book-keeper, and is assisted by three clerks. There is a telephonic connection with the city and a branch track of the Pennsylvania Railroad affords every facility for unloading material and coal and also for shipping goods in large quantities direct from the works.

Taken altogether the Trenton Rubber Works are a great source of help to the city and reflect credit upon the young men who are making them such a grand success. They are already recognized as one of the representative industries of the State; prompt and reliable in every respect, offering inducements to buyers not easily duplicated in this or any other market and is in every way a desirable and pleasant establishment with which to form business relations.

Mr. Magowan is a native of New Jersey and has long resided in Trenton, actively engaged in the rubber business. He was formerly in the employ of Whitehead Bros. and he is considered by the trade to have reached the topmost round of the business. Mr. J. Gardiner Forman is a native of Lambertville, Hunterdon County, and first came to Trenton in the capacity of a clerk in 1863. Previous to engaging in his present business, he was for many years interested in the pottery business as a member of the firm of Coxon & Co., of this city. His interest in said firm, which is the largest in the United States, has been recently purchased by F. A. Magowan. He is an enterprising and active young business-man, duly qualified in every respect and is highly esteemed throughout this city. Mr. Spencer M. Alpaugh is also a native Jerseyman, born in Hunterdon County, but long a resident of Trenton. He has been connected with the pottery interests of this city for many years in the capacity of a traveling salesman and of late years as a member of the firm of Coxon & Co. He enjoys the reputation of being one of the most expert and reliable salesman on the road and is universally esteemed by all who have the pleasure of his acquaintance. Mr. F. A. Magowan is a native of Mercer County and was formerly engaged in the same line of business in this city as a traveling salesman. He is an enterprising and thorough-going young man and possesses a thorough knowledge of the business.

**Fred. Haythorn**, Toys, Notions, Confectionery, No. 307 Broad Street.—The popular confectionery and toy store of Mr. Fred. Haythorn, which is located at No. 307 Broad Street, was established by that gentleman at its present location, December 10th, 1880. The store is 25x35 feet in size, nicely fitted up and convenient and handy in its arrangement, while the stock is displayed to advantage and consists of toys of every description, notions in great variety, fine confectionery, fruits, nuts and ice-cream in its season. Dress-making is done and underwear is made to order by competent persons, in an adjoining department. Mr. Haythorn is a native of Wissahickon, Pa., and first came here in 1880 to engage in his present business. During the war he was an engineer on a government transport.

**Cook & Jaques**, Diamond Merchants, Watchmakers and Jewelers, No. 41 East State Street.—The popular jewelry palace of Messrs. Cook & Jaques, the leading and artistic jewelers of Trenton, was established in that city in the year 1852 by Mr. E. R. Cook and occupied its present location in 1867. In 1871, Mr. S. R. Jaques buying the half-interest was admitted to partnership, making the firm of Cook & Jaques, and this is to-day the best-known retail jewelry firm in the State. They carry a very large and finely-selected stock and do an extended business annually—principally local trade, but also extending throughout the State and the eastern portion of Pennsylvania. Their stock embraces rare diamonds, rich jewelry of every description, the finest and best makes of *American* and *Foreign* watches, such as Jules Jurgenson, Henri Capt, Patek Philippe, Bourquin Bros., as well as *cheaper* brands to meet the general trade; imported and domestic clocks, church regulators, office regulators, hall clocks and many elegant designs of marble mantel clocks and end pieces; sterling silver table-ware and ornaments, *electro-plated* tea services, ice-coolers, waiters, knives, forks and spoons, and *bridal* or *wedding* presents in every new idea; gold-head canes, opera, field and marine glasses, eye-glasses and spectacles in great variety; barometers, etc., fire-horns, splendid and massive lamps. French bisque figures and statuettes grace their room; elegant vases in silver, crackled glasses, Limoges, China pieces in mugs, chocolate jugs, tete-a-tete sets, finely decorated in most artistic styles, Barbotine Faience wares as mantel and cabinet ornaments, as well as novelties of every description. Their attractive store, 25x100 feet, is a perfect little palace within and is fitted up in the neatest and most elaborate and approved manner and exquisite taste. Two handsome plate-glass show windows and doors adorn the front of the premises and the exhibit of their goods betokens a master hand. Handsome show cases fill the counters and the solid hand-carved walnut side-wall cabinet cases, with *satín* lined back panels 8 feet high for the display of silverwares, are the finest in this country and were manufactured by Titus & Conrad, of Trenton. One massive fire and burglar-proof safe, weighing over 9,500 pounds, graces the rear end of the store. Competent and skilled assistants only are employed. In the line of complicated watch-work and jewelry repairing and diamond setting, they claim undoubted superiority. Every article sold and every representation made is guaranteed in every particular, and to this fact, much of their immense success may be attributed. The individual members of the firm are E. R. Cook and Samuel R. Jaques. Both gentlemen are *practical watchmakers* and *jewelers* and *experts* in their business. Being live, energetic and enterprising men, they have won the confidence and patronage of the people of all classes and justly merit the success with which they have met. Acknowledged leaders in their line of trade they embrace every honorable means to still further advance and increase their business and are not excelled by the leading houses of larger cities. As a testimonial of their superior abilities and excellent facilities it is only necessary to remark that the Pennsylvania Railroad Co., the largest and most influential corporation in the world, ten years ago placed all their watches, clocks and chronometers in the charge of Messrs. Cook & Jaques, which they kept constantly in thorough repair and supply new ones when needed, as well to many of the railroad employees who prefer buying their own watches.

They also have entire charge of the *City Hall* clock, the *State House* clocks, erected by them and connected by *electricity* to the main regulator, also the clock in the Cathedral tower of St. Mary's R. C. Church, which was built expressly for and exhibited at the *Paris* Exposition in 1878 and there attracted the attention of Mr. Jaques while in Paris, and on his return the firm negotiated for it to adorn the steeple of Father Smith's Cathedral. Cook & Jaques have recently had built and placed in the large tower at the new Broad Street Station of the P. R. R. Co., at Philadelphia, an elegant clock with the handsomest dial in Philadelphia, measuring 7 feet in diameter, and have also received orders to complete the Horological Department throughout the entire building, which includes the very fine regulator, viewed by thousands, and their Patent Electric Dials, about 20 in number, and all attached by electric wires to the main regulator, thereby beating the seconds and giving uniform time to all dials at once. The ability of an establishment of this kind to accomplish what it undertakes, combined with judgment and superior knowledge in the needs of its profession, will insure to Trenton a position she should worthily take in the artistic and practical line and which in the general advancement of public appreciation and public demand, Cook & Jaques always hope to lead.

**Charles Allen**, Planing and Moulding Mill, Northwest corner Warren and Factory Streets.—The planing and moulding mill of Mr. Charles Allen, which is located at the northwest corner of Warren and Factory Streets, was established by that gentleman at its present location in the year 1878. His mill is 21x68 feet in size and is provided with the most improved moulding machines, lathes, sawing and turning machinery, etc. Every facility is employed for the well and expeditious doing of the work. Planing and moulding, scroll sawing, turning, etc., is promptly done and satisfaction guaranteed. Mouldings, hydrants, newels, hand-rails and balusters are kept constantly in stock. Competent workmen are employed and the machinery is run by an excellent water-power. The trade is chiefly in the city and its surrounding towns. Mr. Charles Allen is a native of Mercer County and located in Trenton in 1855. He is a thoroughly practical and competent man at the business, with an active experience of thirty-one years.

**William L. Dayton**, Counsellor-at-Law, No. 144 East State Street.—The law-office of Mr. William L. Dayton is located at No. 144 East State Street in the Shreve building, and was first opened in 1870. He enjoys an extensive practice. A general law and collection business is done, with facilities extending throughout the State. His office is a pleasant one, fitted with home-like comforts, an admirable library of choice law-books, etc. Mr. Dayton is a native of Trenton and a son of the late esteemed Judge Dayton, United States Minister to France. He is a young man of fine oratorical abilities, thoroughly schooled in the law and ranks as a leading and prominent member of the bar of this State. He was first admitted to practice in 1870 as an attorney and three years later was made a counsellor. He has served the city in the capacity of City Solicitor and has occupied other positions, for which he is eminently qualified. A pleasant, courteous and social gentleman, he is popular with the people and is highly esteemed both in and out of his profession.

**Moses Wilkes**, Groceries and Provisions, No. 202 Second Street.—The grocery and provision house of Mr. Moses Wilkes, located at No. 202 Second Street, in the southern portion of the city, was established by that gentleman at its present desirable location in the year 1875, and has ever since enjoyed a fair share of public patronage. The store is 25x50 feet in size, well-fitted up, nicely kept and is provided with every convenience. The stock embraces groceries in all their variety, teas and coffees, dried fruits, spices, butter, eggs, poultry, fresh and salt meats, pickles, cheese, canned goods, provisions of all kinds, etc. An adjoining department, 12x25 feet, is devoted to flour and feed, and the best brands of these highly necessary articles are kept in stock. Goods are delivered to all parts of the city. Competent and obliging clerks are employed to accommodate trade, which is principally local. Mr. Wilkes is a native of England, and came to this country when but ten years of age. He learned the trade of a machinist and followed that occupation for several years in this city. In after-years he engaged in the plumbing business and is well known throughout the city in connection with that department of industry. In 1875 he engaged in the grocery business as above described. An energetic, live, industrious business man, he has achieved success through the most persevering efforts and merits the substantial encouragement which has crowned his efforts.

**James Hughes**, Hardware, Iron and Steel, No. 21 South Greene Street.—The hardware, iron and steel house of Mr. James Hughes was established by that gentleman at its present desirable location, in April, 1831, he having retired from the well-known firm of Hughes, Hutchinson & Co., for the purpose of engaging in business on his own account. The trade is both wholesale and retail and the stock embraces a full supply of carriage hardware, iron and steel, coach materials, all descriptions of American, Norway and Swedish iron, wood work and carriage material of every description, wheels, rims, shafts, poles, spokes, hubs, carriage parts, drop perches, whiffle-trees, spring bars and neck yokes, carriage, buggy and post-bows, oil-cloth, flock, duck, buckram, hair, moss, varnishes, colors, brushes, etc., at lowest market rates. Also, cast steel, blister steel, sheer steel, cultivator steel, galvanized hoop iron, band iron, bar iron, sheet iron, hoop iron, steel tire, fans, bellows, rasps, borax, tire-benders, bolts, springs, axles, hammers, sledges, vises, anvils, files, tire irons, drilling machines, stock and dies, horseshoe nails, horseshoes, muleshoes, thimble skeins and boxes, etc., all at lowest market rates. The store is built of brick, with three floors and a basement, 25x100 feet in dimensions. The first floor is pleasantly fitted up for business, contains the retail department, office, etc. The upper floors are used as ware and salesrooms and the basement for oils, storage purposes, etc. The trade extends throughout the city and State and portions of Eastern Pennsylvania. Mr. Hughes is a native of Hamilton Township, Mercer County, N. J., and located in Trenton in 1870, being employed for nearly two years as a book-keeper with Isaac Dunn, Esq. In 1872 he became the senior partner of the firm of Hughes & Hutchinson, and in 1881 severed his connection with that house as above mentioned. Mr. Hughes is widely known as an upright and honorable gentleman, and his house is one of the most reliable and prompt in the city and a desirable one with which to form business relations.

**John B. Brennan**, Merchant Tailor, No. 143 North Greene Street.—The merchant tailoring house of Mr. John B. Brennan, located at No. 143 North Greene Street, was established by that gentleman in 1877. The store is located in the "Centennial Block," is 25x60 feet in size and adapted and arranged expressly for the business. The stock consists of a choice variety of cloths, cassimeres, vestings, etc., to suit all classes of trade. Merchant tailoring in all its branches receives prompt attention here, and the best goods for the least money is the aim of the proprietor. The services of twenty-four hands are required and at some seasons even this large force has to be increased in order to accommodate customers. Mr. Brennan is a native of County Roscommon, Ireland, and came to America when quite a lad. He is a thorough-going, enterprising business man, with a careful eye on the markets in which he is concerned and a general superintendence of his vast business.

**George W. Grant**, Dry Goods, No. 4 North Greene Street.—A leading and popular dry goods house of this city is that of Mr. George W. Grant, which is located at No. 4 North Greene Street, next to City Hall, and has been under the control of its present proprietor since 1859. The stock embraces everything in the dry goods line, with the most exquisite patterns in dress goods, fashionable cloaks, coats, fine shawls, beautiful furs, silks, satins, velvets, plushes, silk and fine linen handkerchiefs, gloves, hosiery, underwear, fancy goods in large variety, notions of every description, etc. The store is a commodious one, 25x100 feet in size, provided with every comfort and convenience, and most admirably kept. Ten competent clerks are employed and customers are treated with such uniform courtesy and kindness that they always make a second visit. In style and variety of goods this store is not excelled, while prices are made the lowest consistent with a safe and strictly legitimate business. The trade comes principally from the city and its surrounding towns. Mr. Grant is a native of this State and came to Trenton nearly a quarter of a century ago, during which time he has been actively engaged in the mercantile business in this city, and has built up a trade second to no other in importance. As an energetic and reliable business man, a popular merchant, not only keeping pace with, but in advance of the times, he is worthy the success which has attended his career in this city, and is enabled to offer inducements in his line of trade, which cannot readily be duplicated in this or any other city.

**C. G. Vanhorn**, Philadelphia Tea Company, No. 139 Broad Street.—The Philadelphia Tea Company, of Mr. C. G. Vanhorn, is located at No. 139 Broad Street, and was established by that gentleman in the year 1879. The store is 20x60 feet in size, attractively fitted up and conveniently arranged. The stock consists of a full assortment of teas, coffees and fine groceries, golden syrup in quart cans, etc. Presents are given away with teas and coffees and many of them are highly valuable. All goods are of the best quality and are sold at the lowest cash prices. Competent clerks are employed, and the trade extends throughout the city and its neighboring towns and rapidly increases. Mr. Vanhorn is a native of Bucks County, Pa., and came to Trenton to engage in his present business. He is a young, active, enterprising and reliable business man, prompt in all his dealings and treats his customers liberally and courteously.

**Mrs. S. C. Wood & Son**, Manufacturers of Dr. Z. Wood's Soothing Syrup, No. 237 East Front Street.—Probably no other similar preparation has a more deserved popularity than Dr. Z. Wood's Soothing Syrup. The founder and proprietor of this excellent remedy was one of Trenton's most esteemed citizens, Dr. Zimri Wood, who died at his home in this city in 1871. Ever since the decease of this esteemed gentleman, the business has been creditably and successfully conducted by Mrs. S. C. Wood & Son, the wife and son of Dr. Wood. Their office and laboratory is located at No. 237 East Front Street, and it is here that the several preparations known as Dr. Z. Wood's Soothing Syrup, which promptly checks cholera and diarrhoea, regulates the bowels and gives positive relief in the disorders attending upon teething and summer complaints; for whooping-cough, croup and colds, there is no known remedy its superior; also Black Salve, etc., are manufactured and prepared for the market. The business is confined principally to the larger wholesale houses throughout the country, and these standard preparations are known from Maine to California, and are usually to be found in every well-ordered drug store in the land. Mrs. Wood is relieved from active participation in the business by her son, Mr. W. J. Wood, the junior member of the firm, who attends to the sales, collections, etc., and oversees the preparation and compounding of the remedies. He is an enterprising and active young business man, fully qualified for his important calling in life and has given new impetus to the business, which has largely grown of late years.

**G. S. Potts**, Manufacturer of Ladies' and Children's Ready-Made Suits, Coats, etc., No. 8 North Greene Street.—This house was established originally in 1869 by Potts & Manley. Mr. Manley retired from the firm and in 1877 Mr. Potts took charge of the business at its present location. He now carries a large stock of desirable goods and does a substantial annual business. Ladies' and children's ready-made suits is his specialty. Coats, cloaks, muslin wear and underwear of every description, fancy goods, hosiery, gloves, notions, etc. All manner of wearing apparel for ladies and children is also made to order, and the utmost satisfaction is given. The store is 18x50 feet in size, attractively fitted up and provided with every convenience. An adjoining room, 18x25 feet, is used exclusively as a coat and cloak department. Mr. G. Sherman Potts, the proprietor, is a native of Mercer County and has resided in Trenton nearly all his life. He has been actively engaged in business in this city since 1869, and enjoys a most excellent reputation for honesty and fair dealing. He commenced business for himself with comparatively limited means, but with a large stock of capital in determination and energy, with which he has successfully overcome the various difficulties which beset the new beginner. The superior make, quality and excellent finish of his products entitle them to the most favorable consideration.

**Thomas S. Stevens**, Dentist, No. 107 East State Street.—In the line of dental surgery Trenton dentists rank among the most successful, skillful and popular in the State. Foremost among the best may be appropriately mentioned Dr. Thomas S. Stevens, whose dental rooms are located at No. 107 East State Street, and were established in 1862 by Stevens & Porter. In 1870 he began the business upon his own account, prior to which time he was in partnership with Dr.

Davis for about six years, and to-day enjoys an excellent practice. His rooms are tastily and comfortably fitted up, and every convenience known to the business is employed. Artificial sets are promptly made and guaranteed fully as represented. The extracting, filling and dressing of teeth is intelligently and understandingly done. All charges are moderate. The trade comes from the city principally and its surrounding towns and annually increases in extent and importance. Dr. Stevens is a native of New Jersey, and has long resided in this city. He studied dentistry with the veteran Dr. Davis and is a most expert and successful operator. His general good humor and geniality of manner have made him as popular in business as in other walks of life, and he enjoys a very extensive acquaintance. For many years he has been the City Treasurer of Trenton, and is so well qualified for that position that the people were loth to part with him. As a military man he takes an active interest in everything pertaining to it and for many years was an active member of Co. A, of this city, ranking from a private to the captaincy of the company.

**J. Richard Gee**, Manager of the Great Atlantic and Pacific Tea Company, No. 124 South Greene Street.—The statement is sometimes made that in her devotion to manufactures Trenton has neglected her mercantile or commercial opportunities. Whether this is true of other branches of trade or not the remark is certainly not applicable to her retail grocery and tea and coffee establishments as may be seen by reference to the notices of her leading houses in this work. The Trenton branch of the Great Atlantic and Pacific Tea Company, of which Mr. J. Richard Gee is the efficient manager, was established at its present location in the year 1874. The stock of teas and coffees is very extensive, embracing all the different varieties and grades grown and a full line of sugars, spices, etc. The store is a model of taste, neatness and convenience, 20x85 feet in size, and is fitted up in the most elegant and attractive style. Of the great company, whose trade extends all over this country, with over one hundred branches, we have not space to speak. Mr. Gee is a native of Ireland and came to this country in 1865. For many years and prior to coming to this city, he was engaged in business in New York City. He is a shrewd business manager and the interests of the company whom he represents will not suffer in his hands and under his excellent management.

**Frank R. Jummel**, Apothecary, No. 627 South Warren Street.—The reliable apothecary store of Mr. Frank R. Jummel was established by that gentleman at its present location in 1878. The stock consists of pure and fresh drugs, medicines, toilet articles, perfumery, soaps, etc., all selected with care. The neat and pleasant store is 20x35 feet in size, the laboratory being in the rear. Physicians' prescriptions are carefully and reliably compounded. The trade extends throughout the city and constantly increases. Mr. Jummel is a native of the city of Philadelphia, but located in Trenton many years ago. He is a graduate of the Philadelphia College of Pharmacy and is a reliable and trustworthy young man. Although a young man, his experience has been such in the business in which he is engaged, that, by industry, energy and application, he is building up a flourishing and lucrative trade.

**John L. Murphy, State Gazette** (Established 1792), Northwest corner State and Greene Streets.—Elsewhere in this volume will be found a brief notice of the early history of the Trenton *State Gazette*. In



1867 the establishment was disposed of to Brooks & Vannote and later Rev. Jonathan Vannote became the proprietor. In 1869 the paper passed into the hands of Murphy & Bechtel, the popular firm of job printers, who had successfully conducted the job printing business for a period of twenty years previous to this purchase. They transferred such of the effects of the *Gazette* establishment to their commodious establishment at the northwest corner of State and Greene Streets, as was useful to them and with an entire new dress the *Gazette* was presented to the public and its future prosperity assured. In 1874 Mr. Bechtel retired from the firm and Mr. John L. Murphy became the sole proprietor. His handsome establishment occupies the most desirable corner in the city and has been enlarged and refitted in a modern manner. It has a frontage on State Street of 20 feet and is 70 feet on Greene Street. The building is four stories in height, with a finished basement. The first floor is used as an express office. The second floor is devoted to business office, stationery and blank book department, editorial room, reportorial room, proof-reader, library, etc. The third floor contains the blank book department, equipped with the most complete machinery and facilities for the business. The composing rooms of the newspaper are located in an adjoining room and are complete in every particular. The composing rooms of the job printing and book departments occupy the fourth floor and are models in their way, stocked with the newest and most desirable faces in type, cuts, borders, rules, etc. Every description of job printing and book work is done, including all the finer branches, for which there are unusual facilities. The presses, engine and boiler are located in the basement. There are large and fine cylinder presses, the best of jobbers, cutters, pressers, dryers, etc. A large engine and boiler furnishes the power for the machinery and heats the building by means of steam-pipes. The establishment throughout is a model one and has facilities not equaled by any other establishment in the State. Employment is given to over fifty hands, including writers of ability, skilled workmen, etc., and the weekly pay-roll averages \$650. The *Daily Gazette* is published every morning, except Sunday, and the *Weekly Gazette* on Thursdays of each week. The *Daily* is the leading Republican

State journal and is a twenty-eight column paper. The *Weekly* is eight pages and contains forty-eight columns. The circulation of these papers is larger than that of any other in the State, and is steadily increasing. The subscription price is \$5 for the *Daily* and \$2 per year for the *Weekly*. They circulate throughout the United States, but chiefly in this State. The book and job printing patronage is derived mainly from the city and the neighboring towns. The establishment will compare favorably with any similar concern in the State. Mr. Murphy is a native of this city and has always resided here. At an early age he entered this printing office as an apprentice, and has worked his way up to his present position through his own personal endeavors. His stock of energy seemed to be inexhaustible and his perseverance deserves the highest commendation. His progress through life has ever been "onward and upward," from the apprenticeship to the journeyman, from the journeyman to the foremanship, from the foreman to membership in the firm and finally to the sole proprietorship of the largest and most influential journal in the State. He has occupied numerous public positions, municipal, State and national, and has proved upon more than one occasion his eminent fitness for the same. A large-hearted, generous, courteous and pleasant gentleman, no man in the community is more highly esteemed than he by those who know him best. As a prompt and reliable business man, his reputation is without blemish. As a progressive and thorough-going business manager, he has no superior. As a leading and representative citizen of the Capital City, he ranks among the fittest.

**John Love, Grocer, No. 42 Ewing Street.**—Mr. John Love established his grocery and provision store at its present location, No. 42 Ewing Street, in the year 1872. He carries an excellent stock and does a good trade. The store is 20x45 feet in size, and nicely serves the purpose for which it is used. The stock consists of groceries of all kinds, selected with care, provisions in abundance, canned goods of all kinds, salt and fresh meats, etc. Competent clerks are employed and a wagon is run throughout the city. The trade is located in the city and yearly increases. Mr. Love was born in Scotland and came to this country in 1866 and settled in Trenton. He is a practical potter by trade and was employed for several years at the establishment of John Moses & Co., in this city. He is an energetic and enterprising man and has built up an excellent business. He is a pleasant man to deal with and makes new friends and customers constantly by his straightforward system of doing business.

**Charles H. Beecroft, Tobacco and Cigars, No. 606 South Warren Street.**—The Centennial cigar store of Mr. Charles H. Beecroft was established by that gentleman in 1873 and has occupied its present desirable location about one year. The stock embraces extra fine cigars of the various qualities, chewing and smoking tobaccos, pipes, snuffs and smokers' supplies. The store is 25x40 feet in size. Mr. Beecroft is a native of Allentown, N. J., but located in Trenton many years ago. During the war of the Rebellion he enlisted in Company D, First New Jersey Cavalry, and at the expiration of his term of service, re-enlisted and served throughout the war with honor and credit. He is a member of the G. A. R.

**Withington & Williams**, Auctioneers and Real Estate Dealers, Northeast corner of Warren and Hanover Streets.—The well-known establishment of Messrs. Withington & Williams, was established by these gentlemen at their present location in the year 1877. The amount of stock carried is always large and the annual business done will reach from \$500,000 to \$1,000,000. They occupy a very large and desirable show-room for the exhibition of consigned goods, 50x75 feet in size, and have a neat business office in the rear, 15x40 feet in size. The firm are the general managers of public and private sales in real estate and personal property, auctioneers and insurance agents, and do an extensive business in renting properties and collecting the rents for the owners. They employ competent assistants and conduct the several branches of business in every detail. The individual members of the firm are Mr. Hiram R. Withington and Mr. C. T. Williams, both of whom are gentlemen of large experience. The house is the most extensive of its kind in this section, and the trade is confined principally to the city and county. Their regular sales are held once in each week while special sales occur at any and all times.

Mr. Withington is a native of Kingston, N. J., and came to Trenton in 1855. He was engaged for twenty years in the sale of agricultural implements and was the first to handle these in the State of New Jersey. His father ran the first stage-line from Philadelphia to New York, and conducted the business for many years, and was proprietor of the Kingston Hotel for twenty years, where one hundred stage horses on this line of travel were changed daily. Four years ago Mr. Withington removed from this place to Titusville, N. J., where he still resides, but continues to do business here. He is well known and highly respected, trustworthy and reliable in all his dealings, and is one of the most energetic and enterprising of men. He was a member of the first Board of Assessors under the new city charter, has occupied the office of Freeholder for five terms and has held other offices of honor and trust at the hands of his fellow-citizens.

Mr. Williams is a native of Tuckahoe, N. J., and first came to Trenton in the year 1868. He was formerly engaged in the grain business in Philadelphia, and afterwards at Baltimore, Md. He is an active and enterprising young man and is an excellent auctioneer and understands human nature thoroughly. He was also a member of the first Board of Assessors under the new city charter, is at present a notary public, and has filled other offices of trust with credit to himself and to the satisfaction of the people. During the war of the Rebellion he enlisted in behalf of his country, in the Sixth Pennsylvania Cavalry as a private, under Colonel Rush, and served with honor and distinction, rising to the office and being commissioned as a Captain for meritorious services. Captain Williams was universally esteemed by the men under his command and made a most efficient officer. He is at present a member of "Aaron Wilks Post," No. 23, G. A. R., of this city.

**Wm. C. Hendrickson & Co.**, Manufacturers, Jobbers in Crockery, Glassware, Fruit Jars and Lamp Goods, Nos. 23 and 25 South Stockton Street.—The manufacturers' jobbing house of Messrs. William C. Hendrickson & Co., located at Nos. 23 and 25 South Stockton Street, was established by that firm at its present location in the year 1878. They carry a large and valuable stock of goods and do an extensive an-

nual trade. The stock consists of crockery and glassware of every description, fruit jars of the various well-known makes and lamp goods in all their variety, a specialty being made of lamp chimneys. Their warehouse and office is located in the second story of the building and is 100x100 feet in size, divided into the several necessary departments. The trade is located principally in New Jersey and Pennsylvania, Delaware, Maryland, Ohio and encouragingly increases. Mr. Hendrickson, the representative of this house, is a native of Mercer County, N. J., and was formerly engaged in the crockery and glassware business with the well-known firm of Mount & Hendrickson, of this city. He is an active and energetic young business man, with a thorough knowledge of everything in his line and is one of the best of salesmen. By close attention to business he has built up a highly desirable trade and his house is now known as a leading one in its line, and very desirable to form business connections with. He is a gentleman who pays the closest attention to the trade and is much esteemed by dealers and storekeepers who patronize the establishment.

**Thomas Maddock & Sons**, Manufacturers of Plumbers' Earthenware, Carroll Street near Perry.—The well-known pottery works of Messrs. Thomas Maddock & Sons are located on Carroll and Ewing Streets near Perry. The original establishment dates back to the year 1853 and was among the first potteries erected in the city. Millington & Asbury were the founders. In 1872 the firm became Millington, Asbury & Maddock and so continued until the death of the senior partners when Mr. Maddock became the owner. In the early part of 1882 the facilities were largely increased and the firm became as at present, Thomas Maddock & Sons. Mr. Maddock has been connected with the establishment since its opening day. The manufactures embrace plumbers' earthenware and under-glaze decorated tea, toilet and dinner sets, etc., which are well and favorably known in the market and to the trade as highly desirable goods. The works are 100x225 feet on Carroll Street, built of brick and are three stories and a basement in height. There are three gloss kilns, two bisque and one decorating kiln. Employment is given to 100 competent and experienced hands. The motive power is derived from a forty-horse engine and the buildings are heated by steam pipes. The business office is reached from the Carroll Street front, is well fitted up, provided with telephones and every convenience for the business. The works throughout are first-class and the machinery and tools are of the best. Additional premises, 100x100, adjoin the main building on Ogden and Ewing Streets. The trade comes from all parts of the United States and has largely increased of late years and especially under its present vigorous and able management. The individual members of the firm are Mr. Thomas Maddock and his sons, John Maddock, Charles S. Maddock, Archibald M. Maddock and Harry S. Maddock. The senior member is a native of England, a practical potter by trade and was actively engaged in the business before adopting America as his home and field for future operations. He is one of the pioneers of the pottery business in Trenton and to his active efforts, perseverance and enterprise is due, in no little measure, the success of the industry. The sons have grown up in the business and are well qualified for their several duties of management.

**Edge & Co.**, Importers and Decorators of China, etc., No. 9 Ewing Street.—Prominent among the importers and decorators of china and earthenware in this city is the enterprising firm of Edge & Co., whose place of business may be found at No. 9 Ewing Street, and was established in the year 1877. They carry a large stock and do a heavy annual business. They import the finest grades of china and also use the best domestic goods. The decorations are added to the ware after its arrival and many beautiful specimens of artistic work may here be found. Ware is also decorated in any desired pattern, to order, and promptly furnished. Their commodious building is built of brick, three stories in height, and is 35x100 feet in size. The first floor is devoted to the office, sales and ware room, packing department, etc. The upper floors are in use for decorating purposes, drying, storing, etc. Employment is given to thirty skilled workmen and the trade extends throughout the United States, increasing largely of late years. Mr. Thomas G. Edge is the representative of the firm, a gentleman who is practical at the business and a most excellent business manager. He pays strict attention to the same and enjoys the best facilities for the production of strictly first-class work. Pleasant and courteous in his intercourse with patrons, he richly merits the substantial patronage with which he has met and which is being constantly increased.

**Thomas Booth**, News and Periodical Depot, Taylor's Opera House.—Establishment for the sale of newspapers, books and periodicals are numerous throughout the city, but none are more complete and progressive than that of Mr. Thomas Booth, which is centrally located in the Taylor Opera House Building and was established in 1853. He has occupied his present location since 1877, carries a good stock and does a large annual business. The stock embraces blank books, stationery, magazines, all the popular publications, illustrated newspapers, all the prominent city daily newspapers, etc., together with everything of a news and periodical nature, both American and Foreign. Particular attention is paid to subscribers for the New York, Philadelphia and Trenton dailies and they are promptly delivered throughout the city. His store is about 12x25 feet in size, and is especially adapted for the business. Mr. Booth is a native of England, and came to this country in 1840. He established a newspaper route in West Philadelphia in 1843, and began his business in this way here in 1853 in a commendable manner. He is highly esteemed in this community, both in and out of business, and is an intelligent, straightforward and reliable man.

**John Bainbridge**, Photographer, No. 175 Broad Street.—The Art Studio of Mr. John Bainbridge, which is located at No. 175 Broad Street, was established by that gentleman in the year 1864 and has occupied its present location for the past nine years. The reception rooms, office and toilet rooms are located on the first floor of the premises, 20x25 feet in size and polite attention is given to all customers by attentive assistants. The operating room is situated on the third floor, is 15x30 feet in size, and is provided with the latest and most improved apparatus for the making of good pictures. Photography in all its branches is done and particular attention is given to copying or enlarging and photographing floral tributes of all kinds and shapes. Mr. Bainbridge is a native of this State and came to Trenton many years ago.

**Henry D. Scudder**, Banker, Broker, Real Estate and Insurance, and City Engineer of Trenton, No. 107 East State Street.—The real estate and insurance business of this city is well represented in the establishment of Mr. Henry D. Scudder, No. 107 East State Street, which was founded originally by Clark & Scudder. In 1880 the copartnership was dissolved and Mr. Scudder continued the business at the old stand. He now enjoys a very extensive trade and has the best of facilities for prosecuting the same. He buys and sells real estate, in all parts of the country, and takes charge of properties for rent, collecting the rentals, etc. The fire insurance department is also looked after and only the best companies are represented. He is also a banker and broker in stocks, bonds, securities, etc., and has much experience in that direction. His office and consulting rooms are centrally located, pleasantly fitted up and provided with everything necessary for the successful conducting of the business; competent assistants are employed and the trade extends throughout the State and Bucks County, Pa. Mr. Scudder is a native of Mercer County, N. J., and is well known to all Trentonians as a thorough-going, active, prompt and reliable young business man. His successful career is the result of a thorough system, ripe experience and excellent judgment.

**Charles Marclaskey**, Cigars and Tobaccos, No. 118 South Greene Street.—The neat and attractive cigar and tobacco store of Mr. Charles Marclaskey, which is located at No. 118 South Greene Street, was established by that gentleman in 1878 and has occupied its present location since April, 1881. The stock consists of choice brands of cigars, imported Reina Victorias, Henry Clays, Cameos, Shamrocks, Matinees and other brands. Chewing and smoking tobaccos of the various kinds. Snuffs, pipes, cigarettes and smokers' supplies generally. The trade is both wholesale and retail and extends throughout the city and its neighboring towns. The store is a pleasant one, nicely fitted up, 20x60 feet in size and is attractively and comfortably furnished. Mr. Marclaskey is a native of New York State and came to Trenton in 1864. Previous to engaging in his present business he was employed in selling goods on the road and enjoys a very large acquaintance, both in and out of the city. During the war of the Rebellion he enlisted as a private in the first call for troops, in the Fourth New Jersey Regiment, and at the expiration of the term of service re-enlisted in the Twenty-third Regiment New Jersey Volunteers and served out his term of enlistment with honor and credit. He is at present a member of Post 23, G. A. R.

**E. Bullock**, Grocer, No. 220 Clinton Avenue.—The neat grocery store of E. Bullock was established at its present location in the year 1874. The store is 20x35 feet in size and is well arranged and adapted for the business, which is constantly growing. The stock consists of groceries of every description, canned goods, provisions, glass and crockery ware, etc. Mr. Bullock also represents Mr. Charles Bullock, manufacturer of Rockingham and yellow ware, and agent for majolica, W. G. and C. C. and Fort Edward stoneware. The works are located at East Liverpool, Ohio. Mr. C. Bullock is a native of England and came to this country in the year 1865. He is an enterprising man and, since his residence in this city, has secured an extensive trade.

**David S. Hullfish**, Coal, Wood and Kindlings, No. 326 Perry Street.—The establishment of Mr. David S. Hullfish, which is located at No. 326 Perry Street, was established by that gentleman at its present location in 1875. The amount of stock now carried is very large, and the annual business done amounts to many thousands of dollars. The premises are 55x500 feet in size and run back to railroad switches in the rear. The yards are provided with sheds, wherein is stored a vast amount of lumber of all kinds, coal, kindlings, etc. The office fronts on Perry Street and is neatly fitted up. The services of three men and as many teams are constantly required in the business. The trade is located chiefly in the city and its vicinity and is one of importance. Mr. Hullfish was born at Mount Rose, Mercer County, on the 27th of September, 1829, and is consequently 52 years of age. He came to Trenton and embarked in business seventeen years ago. He is an enterprising business man, fully up to the times and understands his business thoroughly. As a citizen he is highly spoken of and is well known and universally esteemed in the community.

**Fred. Reister**, Cooper, Nos. 131 to 141 Jefferson Street, between Southard and Clinton Streets.—In the manufacture of all kinds of cooperage work, the establishment of Mr. Fred. Reister occupies a leading position. The business was established by that gentleman in the year 1866 and has always occupied its present location, on Jefferson Street between Southard and Clinton Streets. An excellent trade is now done, extending throughout the city and its neighborhood. Barrels, kegs, tubs, tanks, casks, etc., of any size or quality, for potters and other use, are made to order in the very best manner. Repairing is also done and second-hand barrels are bought and sold. The premises are 125x90 feet in size and the manufactory 25x50 feet, built of brick, two stories in height and fully and completely equipped for the work with a six-horse engine to furnish the motive power. A force of competent men are kept constantly employed. There is an additional store-yard, 296x165 feet, and a large storehouse nearly opposite on North Feeder, near the canal. Mr. Reister is a native of Germany and came to this country twenty-four years ago. He shortly afterwards located in Trenton and has ever since remained here. A thorough-going, active, industrious and reliable business man, practical in all departments, he soon built up a good trade and has ever since retained the same. He is well-known throughout the city as a pleasant, social gentleman and merits the large trade which he now enjoys.

**J. H. Jackson**, Jeweler. All Kinds of Repairing Done for the Trade, No. 622 Perry Street.—The jewelry establishment of Mr. J. H. Jackson, which is located at No. 622 Perry Street, was established by that gentleman in the year 1880. The stock consists of watches, clocks, jewelry of all kinds, eye-glasses, spectacles, etc. Repairing is made a specialty and is thoroughly guaranteed. The store is convenient in its arrangement, provided with show-cases, fire-proof safes and the necessary tools and machinery for the expeditious doing of the work. The trade is located in the city and its neighborhood and steadily increases. Competent assistants are employed and all work is warranted. Mr. Jackson is a native of England and first came to this country in 1872. After remaining here a short time he returned to the "old country," and in 1880 came back to the United States

and settled in Trenton. He is a practical watch-maker and jeweler, having served a long apprenticeship to the business in England and is deserving of a more extended patronage.

**C. H. W. Hudnet**, Grocer, No. 51 Ewing Street.—The excellent grocery and provision store of Mr. Charles H. W. Hudnet was established at its present location in the year 1875. The store is 25x45 feet in size and is admirably arranged and adapted for the business, possessing every convenience. The stock consists of a full supply of choice and fine groceries, provisions, meats, pure teas, excellent coffees, spices, glassware, etc. A wagon is run and goods are delivered to all parts of the city free of charge. Competent and experienced clerks are employed and prompt and polite attention is rendered to all patrons. The trade is located throughout the city and continues to increase in extent. Mr. Hudnet is a native of Lawrenceville, having been born at that place in the year 1841. In 1859 he located in this city and served an apprenticeship at the grocery business with James Stout, Esq. For many years he was engaged in the same business, as a clerk with Mr. James Murphy. Mr. H. is a wide-awake, progressive business man and now enjoys a very choice and extended trade. His is one of the most reliable business houses in the city and richly deserves the very large patronage which he now enjoys.

**Swann, Tatler & Co.**, Decorators of Glass Shades, Crockery, etc., corner Rose and North Feeder Streets.—In the comparatively new art of decoration, as applied to glass, china and crockery, the Messrs. Swann, Tatler & Co. occupy a leading position. Their decorating establishment is located at the corner of Rose and North Feeder Streets, and was established in this city by Swann & Tatler, February 1st, 1882. Subsequently, Mr. W. R. Whitehead was admitted to partnership, and the firm-name changed to Swann, Tatler & Co., as at present. Previous to locating in this city Messrs. Swann & Tatler conducted the decorating business in New York City. They now do an excellent trade and carry a very fine stock. They are decorators of glass shades, globes and pedestals of every description, together with china and crockery, plaques, chamber sets, etc. Crests and monograms are decorated to order, and complete satisfaction is guaranteed in all cases. Their present new and commodious quarters are 30x70 feet in size, two stories in height, and substantially built of brick, and every facility for the proper prosecution of the work is provided. The office, salesroom, stock-room, packing department and three decorating kilns, occupy the first floor, while the large, light and comfortable second story of the main building is used entirely for decorating purposes. Steady employment is given to twenty-five hands, including the most experienced decorators in the country. The trade comes from all parts of the country and steadily increases. The individual members of this enterprising firm are Mr. F. Swann, Mr. W. H. Tatler and Mr. W. R. Whitehead. The former is a practical decorator in all its branches, having been several years engaged in the Boston Sandwich Glass Company, while the two latter are prominent and rising young Trentonians and largely experienced in the decorative art. A live business firm, trustworthy and reliable, they merit a continuance of the success which they have already thus far met with, and business men will find theirs a desirable house with which to form business relations.

**William S. Sharp**, Steam-Power Printer and Publisher, 21 West State Street.—Few persons, besides those either directly or indirectly connected with the printing business, have any proper conception of the manner in which a book or newspaper is made. The various processes are so intricate, so delicate and exact, and withal, so marvellous to the uninitiated, that anything short of an educated observation fails to convey to the mind a correct knowledge of the various stages of workmanship. The carpenter, shoemaker, painter and mason we are all familiar with, for we have been among them all our lives; as a consequence, we are educated to some degree in either of these trades, and not one of us of ordinary mechanical ability but can use the tools to some extent. But with the printing business, how different! The types are as Choctaw to the Hindoo, and the art of putting them together as the sleight of a magician, while the delicacy of touch, sharpness and accuracy of vision displayed, are almost beyond belief. And then there is the machinery—presses, both great and small, running with the steadiness and precision of the finest watch, and producing results which would cause old Faust to re-adjust his spectacles and exclaim: "Verily, all things are become new!"

Such, without doubt, would be the impression wrought upon the visitor to Sharp's Mammoth Printing and Stereotyping Establishment, located at No. 21 West State Street, now the largest and best appointed in the State. The material is nearly all new, and of the most approved designs, thereby economizing time and labor—important items in these days of close accounting and competitive business enterprise—and affording superior facilities for rapidly and cheaply executing all lines of work pertaining to the trade. Upon entering the building, the first object presented to our view was the Press-Room, 95x18 feet, immediately connected with the business office, on the first floor. Here we found a splendid Bigelow upright-acting engine, a perfect labyrinth of shafting and belting, and nine printing machines—four Globe job presses; three Potter single-cylinders, two large and one small; one Potter Rotary Perfecting press and a Potter Combination Two-revolution press. These, with a Riehl steam-power paper-cutter and a standing or dry-press, complete the machinery of this department. Passing to the second floor, we found the Composing-room, also 95x18 feet, well-lighted and containing an immense quantity of type of all sizes and styles, cuts, rules, borders and everything pertaining to type-setting. It is a safe assertion that, more work can be performed in this room in a given time than in all the other offices of Trenton combined: 125 octavo pages being considered an ordinary day's production when running to the full capacity. As an instance of this, we may state that two volumes, containing together over 2,000 pages, were set up and printed in about 12 actual working days, and even this rate might have been increased had the exigencies of the occasion demanded.

The third floor is devoted to the process of Stereotyping. Here, solid metal plates are cast in plaster moulds taken from the type, and duplicates of diagrams, engravings, etc., made. This, we believe, is the only general stereotyping foundry in New Jersey. It is furnished with every appliance necessary to the rapid execution of orders, which are many and large. Thorough acquaintance with all varieties of legal printing, acquired by long experience, has made this branch a specialty; as a consequence, the law volumes produced here are models of accuracy, neatness and

general mechanical superiority. The number of employees averages from 40 to 60, and the annual payroll aggregates \$26,000 to \$28,000. A large proportion of the orders are received from New York and Philadelphia houses, where soliciting agencies have been established, with markedly beneficial results, the business having increased marvelously during the last few years, with every prospect of further extension in the near future.

**L. F. Baker & Son**, Wholesale Commission Merchants, Southeast corner Greene and Front Streets.—The wholesale commission house of Messrs. L. F. Baker & Son, which occupies the southeast corner of Greene and Front Streets, in the Temperance Hall building, was established originally by Mr. L. F. Baker, in the year 1865, was subsequently removed by him to Washington Market and in February of 1882, to its present location, when his son, Mr. Louis P. Baker, was admitted to partnership and the present firm of L. F. Baker & Son created. They now carry a large stock and do a large trade, extending throughout the city and its surrounding country, and with the larger cities of adjoining States. They are wholesale commission merchants for the sale of all kinds of poultry, fruits, berries, country produce, etc., and are gentlemen of large experience in that line. They also conduct a retail trade, and the stock embraces every description of fine foreign as well as domestic fruits, nuts, etc. Their store and shipping house is 20x60 feet in size, with a commodious basement and a storehouse, all well fitted up and adapted and arranged expressly for the business. Competent clerks and assistants are employed and careful attention is given to all orders and shipments. Mr. L. F. Baker is a native of Germany, who came to this country many years ago, and located in Trenton, where, for more than fifteen years he has been actively engaged in the commission business and has successfully conducted the same. He is a thorough-going business man, well posted in every detail of the business and merits the success with which he has met. He is ably seconded in his efforts by his son, the junior partner, who is a young man who has grown up in the business and is qualified for the same in every particular.

**M. L. Crisp**, Grocer, Southwest corner Warren Street and Pennington Avenue.—The New York Cheap Grocery Store of Mr. M. L. Crisp was established by that gentleman at its present excellent location in February, 1881, having removed from the old quarters on Greene Street, which were occupied by him during the year previous. The store is 25x45 feet in size, light, comfortable, convenient in its arrangement, and well adapted for the business. The stock consists of a full supply of choice groceries, provisions, meats, canned goods, vegetables, etc. The services of four experienced clerks are required, and a vast amount of business is done. The trade extends throughout the city and wagons are run to all parts engaged in the delivery of goods. Mr. Crisp is a native of New Jersey, having been born near Plainfield. He is a well-schooled grocer, and is thoroughly acquainted with the details of the business. He is a large buyer and is careful and shrewd in his purchases. Customers are liberally treated and politely waited upon, at all times receiving the worth of their money. The house is thoroughly reliable and is a credit to the industries of the city. In his relations with customers and the business world, Mr. Crisp is pleasant and courteous and is highly respected by all.

**The Willets Manufacturing Co.,** Excelsior Pottery Works, on Del. and Raritan Canal, above Rose Street.—The famous Excelsior Works of The Willets Manufacturing Company, manufacturers of earthenware, are located along the Delaware and Raritan Canal, above Rose Street, in the northeastern portion of the city. The business was established originally about the year 1853, by William Young & Sons and was one of the first and best-known potteries in Trenton. The Messrs. Willets succeeded to the business in 1879 and under their vigorous management the works were enlarged to their present dimensions. They carry a vast stock and do an immense annual business. Their manufactures embrace thin opaque porcelain and hotel ware, white granite, C. C., decorated ware, majolica goods, porcelain, hardware trimmings, etc.

The premises embrace some six acres in extent, upon which are erected some of the most complete structures anywhere to be found, all of them fully equipped for the work with the most improved machinery and tools known to the art. The buildings are twenty-two in number and are chiefly of brick. The main building or east front is 415x75 feet in size, two and three stories in height, with four wings, 30x80, 50x80, 30x50 and 20x80 feet, all of brick, also two and three stories in height. To the rear of these wings is another building, 150x100 feet, of brick, and is three stories and a basement in height. Another is of brick, four stories in height and 50x125 feet in size; another, 50x125, two stories in height. A dozen others are of various dimensions, together with sheds, stables, etc. There are eleven large kilns for ware, two decorating kilns and one kiln for miscellaneous work, making in all fourteen kilns. The motive power is derived from a forty-five horse-power engine and three large boilers, which also heat the buildings by means of steam pipes. Steady employment is given to three hundred experienced hands, embracing some of the best-known artisans in this country. The facilities for shipment by rail or water are unsurpassed, a canal basin adjoining the premises. The business office and salesroom located on the first floor of the main building, the former being supplied with telegraph, telephone, etc., and a competent clerical force. The trade comes from all parts of the United States and quite an export business is done with South America, Mexico and other places, increasing annually in extent and importance.

The officers and principals of the company are Joseph Willets, President; Daniel Willets, Secretary; Edmund R. Willets, Treasurer, who were previous to engaging in business here extensively engaged in importing crockerywares in New York City, their house having been founded by their father, Edmund Willets, more than half of a century ago. The New York office and sample room of the Company is at No. 50 Barclay Street. Mr. Joseph Willets, the President of the Excelsior works, is a gentleman of large experience and excellent business qualifications. He is a live man in every particular. Mr. Daniel Willets, the Secretary, gives his immediate attention to the New York house and is in charge of that branch. He is the right man in the right place, and is one of the foremost business managers in the great metropolis of the nation. Mr. Edmund R. Willets, the Treasurer, is one of those active, energetic, enterprising business men who are a credit to any city and give life to trade by their indomitable perseverance and untiring energies. He is also the Superintendent of manufactures, the duties of which are arduous in themselves,

but, with so many demands upon his time and attention, he always has time to treat his visitors and patrons with the courtesy and civility due them. The Company is one of the most reliable, energetic and enterprising in the country. The very high quality, superior make and excellent finish of the products of the Excelsior entitle this establishment to the most favorable consideration of dealers everywhere. Indeed, the rapid and substantial success that has been achieved by them is owing to this fact, and their vast establishment ranks as one of the leading industries of its kind.

**Geo. D. Voorhees,** Stoves, Heaters, Ranges, etc., Northeast corner of Greene and Perry Streets.—The well-known and liberally-patronized establishment of Mr. George D. Voorhees dates its foundation with 1874. Frequent alterations and extensions have been made to the building as the necessities of the trade demanded and still they are inadequate. The premises are 30x50 feet in size, and three stories in height. They are divided into various departments, such as store-room proper, tin-smith shop, stove-rooms and various rooms for storing purposes. The stock consists of every description of stoves, heaters, ranges, tin and sheet-iron ware, etc. Anything in the tinware line is made to order. Tin roofing is made a specialty, jobbing is promptly attended to, and the utmost satisfaction guaranteed. The services of six experienced men are required in the business and the trade is located principally in the city. Mr. Voorhees is a native of this State, having been born at Cranberry, N. J. He came to Trenton when quite a boy and afterwards learned the trade of a tinner with Jos. G. Brearley & Co., of this city. Seven years ago he embarked in the business for himself and has never had cause to regret the step. He now enjoys a prosperous and lucrative business and is highly esteemed by the business public. At the breaking out of the war of the Rebellion he enlisted in the Thirty-eighth Regiment of New Jersey Volunteers and at the close of their term of service was honorably discharged.

**Golding & Co.,** Flint, Spar and China Clay Mills, Fair Street.—The flint, spar and china clay mills of Messrs. Golding & Co., which are located on Fair Street, Water Power Bank, were established in this city as long ago as 1854, and have occupied the present location since 1865. They supply potters with very essential ingredients for the manufacture of ware, and the great increase in the number of potteries recently erected here, has greatly enlarged the business. There is one building of brick and two frame—the main one being 160x42 feet, and is three stories in height. Adjoining this are two buildings, each one story in height, and 140x40 feet and 70x30 feet in size. There is also a two-story brick office, three kiln stacks, two principal stacks, yards, etc. Both water and steam power are in use, the latter being furnished by a 100-horse engine. Employment is given to fifty hands, and the average weekly pay-roll amounts to \$600. The trade extends over New York, Massachusetts, Pennsylvania, New Jersey, Ohio, and thousands of tons are annually used by potteries in these States. The manufacture is now owned by Golding & Co., who also own and operate two other flint and spar mills, located in different parts of the United States, and conduct an immense business. They own and operate their own quarries, and are largely interested in that line. The firm of Golding & Co. is well known and one of the most respected in Trenton.

**James H. Wilson & Co.**, Wall Papers, No. 20 East State Street.—A work intended to embrace within its comprehensive scope detailed descriptions of the leading mercantile, commercial and industrial establishments of the city of Trenton, would be indeed incomplete without reference to the extensive and justly popular establishment of Messrs. James H. Wilson & Co., whose salesroom and warehouse are centrally located at No. 20 East State Street. Established in this city in 1825 by Mr. John Wilson, father to the present senior proprietor, it has kept pace with the advancing times and been most successfully conducted down to the present day. But one other business establishment in this city, of any description, has been so long established. A quarter of a century ago, the business passed into the hands of the Wilson Bros., James H. and Wesley E. It soon received a fresh impetus, and the old premises proved inadequate to the demands of their increasing trade. At the completion of the First National Bank building they occupied one of the handsome stores in that structure, where they remained until 1872. In that year they removed to the present desirable location. The co-partnership was dissolved and Mr. James Wilson continued the wall paper business. In 1878, his son, Mr. A. C. D. Wilson was admitted to an interest, and the business has ever since been conducted by them under the firm name of James H. Wilson & Co. Their store is the finest and most commodious in the city, 25x160 feet in size, with a basement of the same dimensions and an excellent storehouse in the rear portion of the second floor.

They are both wholesale and retail dealers in decorative and fine paper hangings, and keep constantly in stock a vast assortment of artistic wall papers, complete in every grade, from the lowest price to the finest decorations produced in this country. This firm keeps pace with the onward march of improvement, and are always prepared to supply the best and most desirable styles and patterns in use. Paper hanging in all its branches is done, and the most skillful workmen are employed at all seasons of the year. In the more busy seasons, from twenty to thirty hands are employed, and all work is done with the care and precision that has ever characterized the house. The trade extends chiefly throughout the city and its surrounding towns; although it is not confined by any means to that section, but comes from all portions of the State and the eastern portion of Pennsylvania.

Mr. James H. Wilson, the senior member of the firm, is a native Trentonian and has always resided here. He has grown up in the business, is thoroughly practical in every respect, and bears the reputation of having been a very expert workman, acquainted with all the finer and more difficult work. As an evidence of the energy and perseverance of the Wilson Brothers, an old newspaper advertisement tells us that "Wesley E. Wilson does paper hanging;" and that was when Wesley was just fourteen years of age. Mr. Wilson is a public-spirited gentleman, and has always given his aid and influence to whatever would promote the city's interests as well as his own. Still in the midst of an active business life, he is highly esteemed and respected by all who know him.

Mr. A. C. D. Wilson, the junior member of the firm, is a native of the Capital City, and is a popular and enterprising young business man. He is a practical paperhanger, and devotes his time principally to the doing of fine and difficult work in which he has no superiors, and is one of the most clever artists in that line of business.

**Gustav Winkler**, Manufacturer of First-Class Pianos, No. 141 North Warren Street.—The well-known Winkler Piano Manufactory and salesrooms of Mr. Gustav Winkler, which are centrally located at No. 141 North Warren Street, were established by that gentleman in this city in 1875. The business was originally conducted in the third story of the brick building at the junction of Warren and Greene Streets. In 1876 it was removed to the commodious premises at No. 147 North Warren Street, and in April, 1881, Mr. Winkler took possession of his present extensive establishment. The justly celebrated Winkler pianos are here manufactured of the various styles and finish. The premises consist of a three-story brick building, 30x100 feet in size, well built, nicely painted and two plate-glass show-windows occupy the front of the store. The sales and wareroom is situated on the first floor, is 25x75 feet in dimensions, nicely fitted up and there are a large number of all makes of pianos exposed for sale. The best makes of organs are also carried. Chief among the pianos, however, is the "Winkler," and for style, finish, durability and tone is not excelled by the best in the market. The price, too, of these instruments is a consideration, and those who contemplate purchasing will display wisdom by consulting Mr. Winkler and inspecting his stock. The second and third floors are used for manufacturing purposes. Here we see pianos in all stages of manufacture, especial departments for the manufacture of the several parts for the delicate work of making cases, varnishing, tuning, etc. Repairing of pianos and organs is also made a specialty, and many persons who have abandoned and set aside their old instruments might have them made as good as new at a very moderate cost. The trade is located all over the United States and has recently received a fresh impetus.

Mr. Gustav Winkler, the founder and owner of the establishment, is a native of Trenton and has always resided here. He comes of a musically-inclined family and is fully in love with his profession. He has cultivated his natural tastes and to-day ranks as one of the most thorough young musicians in the land. He is an active and leading member of Winkler's Seventh Regiment Band, a member of Winkler's Orchestra and may always be found participating in the various musical fetes of this city and county. As an active and enterprising young business man he is well known, and embraces every honorable means to advance and extend his business.

**Samuel T. Bellerjeau**, Coal and Wood, No. 49 Tucker Street.—The old established coal and wood yard of Mr. Samuel T. Bellerjeau, at No. 49 Tucker Street, was opened by that gentleman at its present location in 1858. He deals exclusively in the best known qualities of coal and delivers the same throughout the city. Oak, hickory and other wood is also in stock and kindling wood is sold by the barrel or load. His premises have a frontage of 114 feet on Tucker Street and are 250 feet in depth. There is a business office, coal sheds, wood sheds, barns, etc., and a railroad switch runs directly into the yard. He buys largely and is thereby enabled to offer superior coal at reduced prices. Mr. Bellerjeau is a native Trentonian and has always made this his home. He is an active, enterprising and thorough-going business man, a hard worker and one of the most clever men in the city. By diligence, industry and perseverance he has earned a first-class trade, and knows just how to retain it.

**John S. Taxis**, Watchmaker and Jeweler and Jewelers' Supplies, No. 22 Perry Street.—The reliable and well-known jewelry establishment of Mr. John S. Taxis was started in 1872 and has occupied its present location for a period of ten years. The store is 15x35 feet in size, well arranged and adapted for the business and furnished in excellent taste. Adjoining the store is a pleasant work-room, 15x20 feet. The stock consists of watches of every description including the celebrated American makes, which are cased up to order to suit the purchaser. Clocks of all kinds and makes are kept in stock in large variety. Jewelry of all descriptions; silverware is furnished to order, spectacles and eye-glasses in large variety to suit all eyes, also watch materials, tools, etc., jewelers' and engravers' supplies, musical box keys, French clock keys and hands and clock material of all descriptions. Gold and silver are bought or taken in trade. Repairing of all kinds is done in the best manner and guaranteed. The store is completely stocked and contains show-cases, watch-racks and cases, fire-proof safes, etc. Competent assistants are employed in the several departments. The trade is located throughout the city and its neighboring towns and increases steadily.

Mr. Taxis is a native of the city of Philadelphia, and learned the trade of a watchmaker and jeweler with Mr. Charles R. Smith, then located on Market above Fifteenth Street. His first business venture was at Hagerstown, Maryland, as a partner with Mr. Calvin C. Forst, which occurred four years previous to his coming to Trenton. This firm was dissolved by the retirement of Mr. Taxis, who shortly afterwards came to this city and engaged as watchmaker with Mr. E. R. Cook. Here he remained up to the time of entering business for himself in 1872. As a thorough, practical and expert workman Mr. Taxis has few superiors and his genius has been demonstrated upon more than one occasion. He is the inventor and patentee of adjustable spectacles, constructed for seeing objects at a distance. As a live young business man, his prospects for the future, judging from what he has accomplished in the past, are very bright.

**Irving W. Kelly**, Pharmacist, Southwest corner of Perry and Montgomery Streets.—The new, neat and attractive drug store of Mr. Irving W. Kelly, which is pleasantly located at the southwest corner of Perry and Montgomery Streets, was established by that gentleman, at its present desirable location, in April, 1881. The amount of stock carried is large, and the sales thus far have proved very encouraging. The store is 20x30 feet in size, and is one of the most conveniently arranged in the city, neat and attractive in its appearance and tastily fitted up and arranged. The stock consists of a full and complete line of fresh and pure drugs, medicines, toilet articles, perfumery, soaps, etc. The prescription department is under Mr. Kelly's personal supervision, and every prescription compounded with the nicest accuracy from pure, fresh drugs. The fact that Mr. K. is a graduate of the oldest and best college of pharmacy in the United States should gain for him at once, as it has done to a large extent already, the confidence of the entire public. Competent clerks are employed, and the establishment is open all night as well as during the day. Mr. Kelly is a native of Burlington County, N. J., and came to this city in January last. He served an apprenticeship to the drug business with the well-known house of H. A. Bosell, Philadelphia. He is a graduate of the Philadelphia College of Pharmacy, which is a sufficient guarantee of his abilities. Active

and enterprising, and a perfect gentleman in his demeanor, he cannot do otherwise than establish himself firmly in the affections of the people of this city, and in which direction he has already made such rapid strides.

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**Isaac Cooper**, Homeopathic Physician, No. 194 Broad Street.—Dr. Cooper has been a practicing homeopathic physician in this State for a period of fifteen years. He is a graduate of the Hahnemann Medical College of Philadelphia, and began the practice of his profession at Mullica Hill. Here he remained for several years, when he removed to Frenchtown, N. J., where he built up an extended practice and did a successful business. In 1875 he sold out his practice in Frenchtown and sought a wider field, locating in this city. He now sustains a well-earned reputation as a skillful and successful physician, enjoys a large and constantly increasing practice and is popular with his patrons and friends. His office and residence are at No. 194 Broad Street. Dr. Cooper is a native of Burlington County, N. J., and since locating in Trenton has become one of the most popular doctors in this modern school of practice. Prompt, reliable and attentive to all his duties, kind, courteous and pleasant in his manner, he has won the respect and confidence of the people and is eminently deserving the extended practice which he now enjoys.

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**M. A. Huff**, Grocer, No. 340 Broad Street.—The admirably conducted grocery and provision store of Mr. M. A. Huff was established at the present location, in the year 1879. The stock consists of groceries of every description, canned goods, fresh and salt meats, fish, glassware, pickles, spices, teas and coffees, nuts, preserved goods and provisions generally. The store is well arranged and adapted especially for the business, 25x60 feet in size, and competent clerks are employed. The trade extends throughout the city and its neighboring towns and constantly increases. Mr. Huff, the business manager, is a native of Hunterdon County, N. J. He was formerly a member of the firm of Roberson & Huff, who carried on an extensive dry goods and grocery business at Frenchtown and afterwards engaged at Lambertville and Stockton, N. J. He is an active and thorough-going business man, who has grown up in the business and is well qualified for the management of so important an enterprise.

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**Joseph B. Yard**, Iron Railing Manufacturer, No. 114 South Greene Street.—Mr. Yard began the manufacture of iron railings in this city in the year 1850, and by his personal application, energy and reliable manufactures soon gained a foothold in business and won the confidence and patronage of the people. The firm was originally composed of Joseph B. and William S. Yard, who did business for several years and was succeeded by the former. The line of manufacture embraces iron railings of every description for house ornamentation, cemetery lots, etc. The business, which originated in a modest way, in a very brief period became large. The shops are fully supplied with all the requisite machinery for the perfect completion of the work. The trade comes from all portions of the State, Pennsylvania and adjoining States. Mr. Yard is a native of New Jersey and has resided in Trenton nearly all his life. He has manifested a business enterprise worthy of emulation, while his eminent success has been achieved by untiring industry and unblemished business integrity.

**E. L. Campbell**, Counsellor-at-Law, No. 14 East State Street.—Three years after the close of the war of the Rebellion, in January, 1869, Gen. Edward L. Campbell established his law office in this city and has occupied his present location since 1875. He now conducts a very large and successful practice and is one of the foremost legal gentlemen in the State. As a counsellor, he has a high standing for fidelity and efficiency in all matters intrusted to him and his business relations extend throughout the United States. Collections are attended to, estates settled, accounts probated and affidavits, depositions, acknowledgements, etc., are taken. His office is located on the second floor and is comfortably fitted up.

Gen. Campbell is a native of Warren County, N. J., and studied law with Col. P. B. Kennedy. In 1859 he was admitted to practice and in 1860 opened an office for that purpose. In 1861 he sacrificed law for country, and was the first man from Warren County sworn into the United States service, enlisting as a private, April 18th, 1861, in the three months' troops. His eminent qualifications for the new role which he had assumed did not keep him long in the ranks, for on the 28th day of May, 1861, he was commissioned as Captain of Company E, Third Regiment, New Jersey Volunteers. From that time his course was continually upward in the line of promotion, and we can safely say that no man was more deservingly honored than Private Edward L. Campbell. August 13th, 1862, he was commissioned Lieutenant Colonel of the Fifteenth Regiment, New Jersey Volunteers; October 19th, 1864, he was made Colonel, by brevet, of United States Volunteers, for conspicuous gallantry; February 16th, 1865, he was commissioned Colonel of the Fourth Regiment, New Jersey Volunteers; April 9th, 1865, he was commissioned Brigadier General, United States Volunteers, by brevet. He served throughout the war in the Army of the Potomac, and participated in all the battles and skirmishes in which the First New Jersey Brigade was engaged. Gen. Campbell also served as Judge Advocate of the Army of the Potomac, on the staff of Major General Meade, from February, 1865, to the close of the war, and was mustered out of the United States service July 19th, 1865. He was wounded at the battle of Antietam, September 17th, 1862, and also at the battle of Cedar Creek, Va., October 19th, 1864. Soon after the close of the war he located in Trenton, and began the practice of law as above stated. No Jerseyman has a more enviable record than Gen. Campbell, and we are proud to claim him as a fit representative, soldier, lawyer and citizen of this, the Capital City.

**Charles Schmidt**, Groceries and Provisions, corner Clinton and Webster Streets.—The excellent grocery and provision store of Charles Schmidt, was established by that gentleman in 1872 and has occupied the present location since 1879. He carries a good stock of desirable and choice family groceries, canned goods, teas and coffees, spices, pickles, bread, cakes, fresh and salt meats, vegetables, dried fruits, butter, eggs, cheese, etc. The store is 25x50 feet in size, convenient and handy in its arrangement and is well kept. Mr. Schmidt is a native of Mercer County and has long been identified with the business of Trenton. He is a clever business man, active, energetic and enterprising and by close attention to the same has built up a trade of no little importance.

**George H. Stevenson**, Sash and Blind Manufacturer, No. 40 North Stockton Street.—The old-established and well-known planing mill and sash factory of Mr. George H. Stevenson, located at the south-east corner of Stockton and Commerce Streets, near the Trenton basin, was started by that gentleman in the year 1860. Beginning business in a small way, it has been enlarged and extended to meet the demands of the trade, until now it ranks as one of the foremost establishments of its kind in the city and an annual business amounting to many thousands of dollars is done. Sash, blinds, doors, window and door frames, brackets, mouldings, etc., are supplied, built of the best materials and at lowest prices consistent with legitimate business. The building is constructed of brick, three stories in height and is 60x60 feet in size. There are numerous planers, borers, drillers, saws, etc., and a 30-horse power engine furnishes the motor. The business office and most of the machinery, engine room, etc., are located on the first floor. The upper floors are the manufacturing departments. There are also sheds and storehouses for storing of lumber. The establishment is complete throughout and possesses the best known facilities for the work. The trade is principally local, although orders come in from all parts of the State and Bucks County, Pa. Mr. Stevenson is a native of Burlington County, N. J., and located in Trenton in 1860. He is a thorough-going, practical business man, fully alive to the demands of the trade and hastens to supply them. His employees are all skilled workmen and the work turned out here may justly be regarded as a triumph of American industry, skill and enterprise.

**William B. Cadwallader**, Fine Carriages, Nos. 143 and 145 North Warren Street.—The well-known carriage manufactory of Mr. William B. Cadwallader was established at its present location in the year 1877. Mr. Cadwallader has long been connected with the carriage trade in this city, and was for many years the senior partner of the firm of Cadwallader, Fitzgibbon & Co. He now carries a large and fine stock and does an excellent annual business. Carriages of every description are here made to order, especial attention being paid to the manufacture of fine carriages, for which he enjoys an enviable reputation. Light family carriages, rockaways, phaetons, buggies, express, etc., are promptly constructed of the best materials and at popular prices. The manufactory and salesroom is built of brick, three stories in height, and is neat and attractive throughout. On the first floor is the repository, where may be found some of the finest carriages anywhere obtainable. It is a fine, large room, 30x75 feet in size. The second floor is used for the manufactory proper and every known facility for the well-doing of the work may here be found. The third floor is a wareroom, varnishing and painting rooms, trimming department, etc. An elevator runs from the first floor to the third, by means of which the carriages are lowered and raised. Attention is also paid to repairing and all work is intelligently done. A corps of skillful mechanics are to be found in the various departments and the trade comes from all quarters of the State and Bucks County, Pa. Mr. Cadwallader is a native of New Jersey and an old, well-known and highly-esteemed citizen of Trenton. He is a veteran in the line of carriage building, gives personal attention to the painting department of his business, but also has a thorough and practical understanding of the other branches of the trade.

**Levi B. Risdon**, Flour, Feed and Grain, Nos. 237 and 239 North Greene Street.—The excellent flour, feed and grain establishment of Mr. Levi B. Risdon, located at Nos. 237 and 239 North Greene Street, was first occupied by that gentleman in April, 1881, when the business was moved from 205 and 207 Greene Street, his old stand. In 1877 Mr. Risdon opened his store on Greene Street and was obliged soon after to occupy an adjoining store. These quarters afterwards became too small and he determined to build for himself. The present structure at Nos. 237 and 239 North Greene Street is an ornament to that portion of the city and a credit to the builder. It is built of brick, with pressed brick front, three stories in height, with a frontage of 26 feet on Greene Street, and is 90 feet in depth. There is an elevator, feed burrs, hay press, etc. A fifteen-horse power engine furnishes the motive power. There is a hay press in the rear of the main building, ample yards, sheds, etc. The services of four hands are required. The amount of stock now carried is very large and the annual sales amount to not less than \$75,000. The stock consists of choicest brands of Minnesota Fancy Patent and St. Louis and Southern New Process Flour, guaranteed to be the best in the market. The trade is located in both city and county and largely increases each year. Mr. Risdon is a native of Mercer County, having been born about three miles from Trenton in the year 1844, and is a most active and energetic business man. He has had an extensive experience in all branches of the business he represents. During the war of the Rebellion Mr. Risdon served with honor and distinction in the Forty-eighth New York State Volunteers, and at the end of his term of service was honorably discharged.

**Jay & Neale**, Fancy Groceries, No. 102 West State Street.—The popular and well-known grocery store of Messrs. Jay & Neale was established in 1875 and the stock now consists of a full and complete line of choice and fancy groceries, provisions, canned goods, fresh and salt meats, fish, vegetables, nuts, poultry, dried fruits, spices, etc. The store is a fine one, 25x75 feet in size, nicely fitted up, neat and attractive in appearance, convenient in its arrangement and is provided with refrigerators, etc. There is also a large and commodious basement for storage, etc. Competent, polite and attentive assistants are employed and goods are delivered to all parts of the city, free of charge. The individual members of the firm are Mr. Randolph Jay and Mr. Charles A. Neale. The establishment is one of the largest and leading of its kind in the city and its trade, which comes from all parts of the city, is first-class in every respect. Mr. Jay is a native of the city of Trenton and is a son of the well-known writer, Chas. W. Jay, Esq. He was employed in the store of Mr. James Murphy in the capacity of a clerk for many years and finally purchased the business from Mr. Murphy. He conducted the same for about one year, when Mr. Neale was admitted to partnership with him. During the Rebellion he enlisted in the Thirty-eighth Regiment, New Jersey Volunteers. Mr. Neale is a native of England and came to this country in his childhood, locating in Mercer County. Previous to engaging in the business as a partner he was employed by Mr. Jay as a clerk. Prompt, reliable and honorable in all their dealings, this house is especially commended to the favorable consideration of the people of this city.

**Mrs. M. M. Yard**, Embroideries, Gloves, Hosiery, No. 6 North Greene Street.—The leading and most popular trimmings and fancy goods establishment in Trenton is that of Mrs. M. M. Yard, located at No. 6 North Greene Street, and was established in 1865 by that lady. In March, 1880, she removed to the present desirable location, and is now carrying a large stock, embracing a full line of ladies' dress trimmings, handsome laces, Berlin zephyrs, elegant embroideries, ribbons of every shade and description, kid gloves, fancy and plain hosiery, corsets, tidies, work-baskets, Japanese ware, neckwear, underwear and a desirable line of fancy goods which cannot be excelled for quality or variety in the city. The store is 30x80 feet in size, one of the finest in the city, and is provided with every convenience; is attractively fitted up, light, comfortable, etc. Employment is given to eight salesladies and assistants, and every attention is paid to the wants of customers. The trade extends throughout the city and its neighboring towns and constantly increases in both extent and importance. Mrs. Yard is a native of Mercer County, and came to Trenton many years ago. She was formerly engaged in the business with Mrs. Angeline Yard. As an energetic and enterprising business woman she enjoys undoubted abilities, and the success with which she has met is the reward of her industry and perseverance.

**A. Thompson & Co.**, Warren Street City Mills, Nos. 219 and 221 South Warren Street.—The justly celebrated "Warren Street City Mills" of A. Thompson & Co., at Nos. 219 and 221 South Warren Street, were established originally as the "Merchant Mills" in the year 1839. The mills are built of stone, three stories in height and has four run of burrs. Every convenience and facility for the expeditious and well doing of the work is provided, and from 30,000 to 40,000 bushels of wheat with as much corn and oats are annually ground. Extra family "New Process" and bakers' flour is kept in stock and cash is paid for grain. The power is derived from the "Water Power" and emptying into the Assanpink Creek. The machinery is of the most approved make and the mill in its facilities is not surpassed in Trenton. The trade extends throughout the city and its vicinity and steadily increases in importance. Mr. Thompson is a native of this State and has long been connected with the business, formerly having had the Aqueduct Mills at Princeton. He is a progressive and enterprising man, a practical miller by trade and understands the business in all its details. His partner is his aunt, Mrs. Amy Rogers. The firm succeeded Caleb Coleman in January, 1882, and have remodeled and improved the mill as to power, facility and general progress. We predict for the house success and thrift for they have all the elements to warrant such belief.

**E. I. Kemp**, Hats, Caps and Sewing Machines, No. 131 Broad Street.—The popular hat and cap emporium of Mr. E. I. Kemp, is located at No. 131 Broad Street, was established by that gentleman at its present desirable location in the year 1876. The stock consists of an excellent assortment of hats, caps and straw goods, in all the leading styles and at highly popular prices. Also, the new "Home" and new "Wilson," and other first-class sewing-machines. The store is 20x80 feet in size, and the stock is arranged in the most attractive manner. Mr. Kemp is a native of New York City and was engaged in business there for many years prior to coming to Trenton.

**MacKenzie & Wilkes**, Union Iron Works, Hamilton Avenue.—There is no disputing the great fact that "Tall oaks from little acorns grow." In the winter of 1864, having returned from the scenes of conflict at the South, wounded and crippled and maimed, both Duncan MacKenzie and Peter Wilkes set about the work of establishing the Union Iron Works. Each with a hard-earned \$100, all the ready means they could then command, they made a start and, together with Mr. John E. Thropp, the firm of Thropp, MacKenzie & Wilkes was formed. They leased a small building and active operations began. For a time they encountered reverses, but orders were plentiful and their work was first-class, to such an extent that their meagre facilities were time and time again increased and augmented. In 1878 Mr. Thropp retired from the firm, and the firm of MacKenzie & Wilkes continued the business as at present. Their vast industry, known throughout the land as the Union Iron Works, is located on Hamilton Avenue, on the east side of the canal. The buildings consist of a new three-story brick machine shop, 45x75 feet in size, with three floors and is well supplied with the most approved labor-saving machinery and tools known to the business. The foundry is also of brick, 40x72 feet; the boiler and pattern shops are of brick, 100x40 feet; the blacksmith shop, brick, is 50x30 feet. There are also large yards, sheds, etc., and several basements are used for storage. The equipment throughout is unexcelled. Three engines, each of eighteen-horse power, furnish the motor and employment is given to seventy experienced workmen, including many of the most expert machinists, boiler makers, moulders, blacksmiths, etc., in the country, with a weekly payroll averaging not less than \$700. A greater part of the machinery in use contains improvements made by the members of the firm and is vastly superior to the ordinary machines. They manufacture steam engines, boilers, cast-iron girders, columns, heavy machinery of all kinds, mill work, shafting, pulleys, hangers and all kinds of pottery machinery, of which latter they make a specialty. Their make of engines and boilers are acknowledged to be very superior and many of the mills and potteries of this city are provided with them. The trade comes from all parts of the United States and they are shipping machinery to Japan, South America and other quarters of the globe. Duncan MacKenzie, the senior member of the firm, is a native of Nova Scotia and is of Scotch parentage. In early life he learned the trade of a machinist and came to Trenton several years previous to the breaking out of the war of the Rebellion and worked at his trade. In 1861 he enlisted as a Sergeant in the Fourth New Jersey Volunteers and was finally so severely wounded that he was discharged from the service. An industrious, persevering and energetic man, he has won success by his patient industry and merits the reward his labors have brought. Peter Wilkes, the junior member of the firm, is a native of England and came to America in his early boyhood, more than thirty-four years ago. He learned the trade of a machinist in early life and is noted as an expert workman and possessed of considerable genius. When the war broke out he enlisted as a private soldier in the Sixth New Jersey Volunteers and remained at the front until he was so severely wounded as to be crippled for life. He is a thorough-going, active, live business man and his well-directed efforts have proven highly successful. He is widely known, a general favorite with all classes and for a long time was the Captain of the Veteran Company of this city.

**J. B. Lane**, Wall Paper, Shades, Oil-Cloths for Tables and Floors, etc., No. 202 Hamilton Avenue.—The new and popular wall paper and shade store of Mr. J. B. Lane, at No. 202 Hamilton Avenue, Chambersburg, was established by that gentleman at its present desirable location in February, 1881, and has continued to enjoy an excellent trade. A nice stock is carried, consisting of wall papers of every description, of the latest designs and coloring, borderings, window shades, both plain and bordered, etc. The store is 20x40 feet in size, light, pleasant, commodious and is conveniently arranged in every particular. Paper hanging is done in the best manner and at lowest prices. Competent assistants are employed and the trade extends throughout the city and is rapidly increasing. In connection with this business Mr. Lane also does house painting of every description, giving employment to some five hands. His paint shop is located on Clinton Street and his work is of the finest order. Mr. Lane is a native of New Jersey, having been born at Tom's River. He came to Trenton many years ago and has long been in the painting business here. He is both active and enterprising and has succeeded in building up an excellent and desirable trade by fair dealing and reliable workmanship.

**Charles A. Knoblauch**, Confectionery, No. 560 Perry Street.—The confectionery establishment of Mr. Charles A. Knoblauch, which is located at No. 560 Perry Street, was established by that gentleman in 1878. The amount of stock now carried is quite large and the annual sales are good. The store is 20x30 feet in size, nicely fitted up and well adapted for the business. The basement is used as a manufactory for candies of all kinds, and the latest and most approved machinery is in use. The stock consists of fine and common candies, nuts, fruits, etc., with ice-cream in the summer months. A wholesale and retail trade is done. Competent assistants are employed and the trade extends throughout the city and county. Mr. Knoblauch is a native of Philadelphia. He is a thoroughly practical candy manufacturer and his make of goods are in constant demand. He is a young man, active and enterprising in business, and has succeeded by hard work and perseverance in building up a large and lucrative trade, which is deservedly bestowed.

**John C. Schweizer**, Dry Goods, Notions, Groceries, etc., corner Broad and Dye Streets.—The dry goods and grocery store of Mr. John C. Schweizer, corner of Broad and Dye Streets, Chambersburg, was established by that gentleman in 1869, and has occupied its present location for the past six years. He does a good annual business and carries a large stock of dry goods, notions of all kinds, carpets of the various makes and patterns, oil-cloths, groceries of every description, provisions, etc. The store is 25x65 feet in size, and is admirably arranged and adapted for the business. Mr. Schweizer is a native of Germany but has long been a resident of this city. He is a practical grocer, having been engaged in the business for a period of twenty-seven years. He is also a practical machinist and engineer; he is one of the commissioners of the sinking fund of the Borough of Chambersburg and has been in Councils. Mr. Schweizer is one of Chambersburg's most worthy and highly esteemed citizens and is a representative business man.

**J. Albert Snyder**, Wholesale Jobber in Teas, Coffees and Spices, 401 Centre Street.—Among the wholesale jobbing houses of this city entitled to favorable mention is that of Mr. J. Albert Snyder, which is located at the southwest corner of Centre and Federal Streets and is numbered 401 Centre Street. It was originally established in the year 1878 by Alexander Snyder & Son, the junior member being the present proprietor. April 23d, 1881, the business passed into the hands of Mr. J. Albert Snyder and has been successfully prosecuted. A large stock is now carried and an excellent trade is done, extending principally throughout the city and its neighboring towns and steadily increasing in volume and importance. The store is 30x45 feet in size, with an adjoining department 30x25 feet, and a commodious basement. The best of facilities are employed for conducting the business. The stock consists of teas of every description, including all well-known and desirable brands. The best of coffees may here be obtained. Spices of all kinds, the purest and best, together with a vast quantity of desirable groceries. Competent assistants are employed and goods are promptly delivered. Mr. Snyder is a native of this city and has always resided here. He entered his father's store when quite a boy and has grown up in the business. He is an energetic and active young business man, with a sharp lookout on the markets and understands just when to buy and how to sell. He treats his customers liberally and his house is a desirable one with which to form business relations.

**A. F. Williams**, Band Bracelet Manufacturer, Northeast corner Centre and Federal Streets.—Among the manufacturers of jewelry in this State, engaged in the special line of band bracelets, is Mr. A. F. Williams, whose reliable and well-known house is situated at the northeast corner of Centre and Federal Streets, Trenton, and which was established by that enterprising gentleman in 1874. He now does an extensive business, the facilities having been increased to more than double their usual capacity. The manufactory, office and salesroom occupy the second floor of the building, 40x75 feet in size, and is fitted up with the most improved machinery known to the business, furnaces, crucibles, etc. The gold metal is here melted and rolled into shape, cut into strips, sized and banded, polished, engraved or chased, and is then ready for market. From twelve to fourteen experienced workmen are employed in the several departments. The trade, which is exclusively wholesale, comes from the larger dealers in the principal cities of the United States and constantly increases in extent and importance. Mr. Williams, the proprietor, is a native of Trenton and learned the business quite early in life. He is an expert workman, does the designing and managing and is a reliable and prompt dealing young business man. He enjoys a strictly first-class trade, the result of careful attention to business, strict business integrity and superior workmanship.

**Edward H. Hargood**, Cigars, Tobacco and Snuff, Southwest corner State and Willow Streets.—The well-known tobacco and cigar store of Mr. Edward H. Hargood, which is located at the southwest corner of State and Willow Streets, was established by that gentleman in 1875. The stock consists of cigars of the various qualities, chewing and smoking tobaccos, snuffs, pipes, etc. Fine cigars are made a specialty, and the trade, which is both wholesale and retail, extends throughout the city and its neighboring

towns, and steadily increases. The store is 15x20 feet in size and is comfortable and convenient in its arrangement. In connection with the store is a cigar manufactory, 15x20 feet in size, which is operated by Mr. John D. Hargood, father of Edward. He is a veteran in the business and the oldest cigarmaker working at the table in this city. He was born in Trenton in 1825 and learned the business of a cigarmaker with James Wise. Four skilled workmen are employed and the best of stock is here made. Mr. Edward H. Hargood is a native of this city, born in 1854, and has always resided here. He is an enterprising and active young business man and richly deserves the very large patronage which he now enjoys.

**James Murphy**, Groceries and Provisions, corner Centre and Ferry Streets.—The reliable grocery and provision store of Mr. James Murphy, at the corner of Centre and Ferry Streets, was established by that gentleman at its present location in the year 1879. The stock consists of groceries of every description, provisions in all their variety, fruits and vegetables in their season, fresh and salt meats, etc. Cash is paid for all kinds of country produce. The store is 20x40 feet in size, admirably arranged and adapted for the business and is well conducted throughout. Competent assistants are employed and the trade extends throughout the city and is constantly growing. Mr. Murphy was born in the city of Rochester, in the State of New York, and first came to this city in May, 1878. He is a practical grocer, with many years' experience in the business and is fast growing in the affections and good-will of the people. Promptness and reliability characterize this house.

**H. A. Lay**, Photographer, No. 31 Centre Street, and 12 and 14 East State Street.—The photograph galleries of Mr. H. A. Lay, which are located at 31 Centre Street and 12 and 14 East State Street, were established by Walsh & Lay in 1880, and passed into the hands of its present proprietor in June, 1881. The premises are 32x40 feet in size and were built especially for the purpose by the former proprietors. It is one story in height, built of frame neatly painted, handsomely furnished, has an excellent sky and side-light, and is conveniently divided into four departments. The reception-room is located at the right entrance, is 16x20 feet in size and furnished with everything desirable and pertaining to the business, toilet-room, etc. In the rear of this is located the operating-room, 20x40 feet in size, and supplied with the latest improved apparatus for the making of first-class work. To the left is the dark and work-rooms, 12x20 feet, and an office and display-room 16x20 feet. Some of the finest specimens of photographic work are here displayed, and customers are cordially treated and pleasantly entertained. Cabinet work is a specialty and frames of all kinds are on sale. Mr. Lay is a native of New York City. He is an experienced and expert artist and operator, and knows just what good work is and how to make it.

**James Fowler**, Paper Bags, Flour Sacks, etc., No. 548 South Warren Street.—Mr. James Fowler established his enterprise in this city in 1863 and has built up a desirable business. Paper bags of every description are manufactured to order and are also kept in stock. Also, flour sacks of the various sizes and weights, paper of all kinds, twine, etc. He also deals both wholesale and retail in bill-heads, statements, writing papers, fine manilla papers, silk paper,

tea, straw and tissue papers; and in the way of novelties are ice-cream boxes, butter dishes, etc. Blank books of all kinds are kept in stock and job printing is done. The office and salesroom is about 18x20 feet in size and the manufactory is located in the rear of this room and is 20x25 feet, supplied with the necessary tools and machinery for the expeditious doing of the work. Mr. Fowler is a native of England and came to this country in 1860. He is an active and thorough-going business man, well posted in his business and is prompt and reliable.

**Robert S. Johnston**, Contractor and Builder, No. 312 Broad Street.—Trenton contains a large number of handsome buildings, and the yearly contracts of contractors and builders indicate a more active business in this direction. Capt. Robert S. Johnston is one of Trenton's best-known contractors and builders, not only from the length of time he has been in the business (since 1865), but more by the substantial and elegant examples of his work that now adorn many sections of this city and State. A reference to such structures as the Morristown Insane Asylum, at Morristown, N. J.; Taylor Opera House, this city; the newly rebuilt portions of the State House; the four last wings of the New Jersey State Prison; numerous churches and handsome private residences, is sufficient to indicate the character of the work for which he has gained a very wide reputation. He employs from twenty-five to one hundred hands, whose weekly wages range from \$10 to \$25 each, and his contracts frequently amount to \$250,000 a year.

Capt. Johnston is a mason by trade, and was brought up at the building business. His first business venture was in 1865, as a member of the firm of Johnston & Bro., which in 1872 was dissolved, and the Captain began business on his own account. His office and residence are centrally located at No. 312 Broad Street. He contracts for the erection of all kinds of buildings all over the country and has no superior in that line.

Captain Robert S. Johnston is a native of New York, and came to Trenton in 1848, where he has ever since resided. He followed his occupation up to 1861, at the breaking out of the war of the Rebellion, when he entered the service as a Quartermaster-sergeant. He went to the front as a Lieutenant in the Fourth Regiment of New Jersey Volunteers, was engaged in all the principal battles, was twice wounded, and was confined in Libby Prison as a prisoner for four months. For meritorious conduct and services he was promoted to a Captaincy, and then as Lieutenant-colonel. He was the commander of his regiment in the Shenandoah Valley, under Sheridan, and made a most excellent commanding officer. He received the first Lieutenant-colonel's commission ever signed by President Lincoln. Not only in the field did he win honor and distinction, but he has filled numerous public positions since his return, among which a member of Common Councils for six years, four years in the Board of Chosen Freeholders, four years as a State Prison Inspector and is at present an Excise Commissioner. Mr. Johnston is still, comparatively, a young man, full of enterprise and activity.

**Truex & Bro.**, Grocers, No. 251 Centre Street.—The popular and well-kept grocery store of Messrs. Truex & Bro., which is located at No. 251 Centre Street, was established by these enterprising and progressive young business men in November, 1881, as the successors of Mr. L. T. Reed. They carry an

excellent and complete stock of groceries of every description, well selected and of large assortment. Canned goods in all their variety, teas and coffees of superior brands, dried fruits of domestic growth as well as the imported, nuts, pickles and grocers' shelf goods generally. Their store is neat and attractive in appearance, well stocked and faultlessly kept. It is 25x40 feet in size and has the most modern conveniences. Customers are politely and attentively served and goods are promptly delivered throughout the city. The trade is local and increases in the most satisfactory and encouraging manner. The individual members of the firm are E. T. Truex and M. W. Truex. Both gentlemen are natives of this city and have always resided here and both are practical grocers. They are progressive and enterprising young men, fully alive to the wants of their customers and hasten to provide for them. Their pleasant, courteous and social manners have won them many friends and patrons, who esteem it a pleasure to deal with just such men.

**W. H. Bilbee**, Tobacco, Cigars, etc., No. 164 Broad Street.—The tobacco and cigar store of Mr. W. H. Bilbee, which is centrally located at No. 164 Broad Street, was established by that gentleman January 1st, 1881. The stock consists of choice cigars, chewing and smoking tobaccos, pipes, etc.; guns, rifles, pistols and ammunition being made a specialty. A shooting gallery is also established in connection with the store. The store is 25x50 feet in size, and is well arranged for the business. The trade of the store is located principally in the city and its neighborhood. Mr. Bilbee is a native of the State of Pennsylvania and took up his abode in this city in 1869. He was engaged in the capacity of an express messenger between this city and New York for the New Jersey Express Company for several years. During the war he enlisted in Company B, Thirty-eighth Regiment N. J. Volunteers, and is at present Captain of Company B, Seventh Regiment N. G. S. N. J., one of the best-drilled and thoroughly disciplined companies in the regiment. As a soldier, a business man and a citizen he is highly respected by all who enjoy the pleasure of his acquaintance.

**Thomas Ingram**, Plumber and Gas-Fitter, No. 206 South Warren Street.—The plumbing and gas-fitting establishment of Mr. Thomas Ingram, which is located at No. 206 South Warren Street, was established about the year 1861, and has occupied its present situation since April 1st, 1881. The stock consists of gas fixtures of every description, steam-fitting supplies, etc. The store and salesroom is 20x40 feet in size, fitted up in the best manner and built expressly for the purpose. The basement, which is the same size as the store, is devoted to the workshop and store-room. The services of four experienced workmen are required, and trade extends principally throughout the city and increases annually. Mr. Ingram is a practical plumber and gas-fitter, and was born in the city of Philadelphia, where he learned the trade. Twenty-six years ago he came to Trenton, where he followed his trade and soon engaged in business for himself. He is an expert workman and the house is especially noted for the superior character of its work. By industry and close attention to business he has built up a good trade and has acquired a position in the consideration of our citizens which he has earned and to which he is eminently entitled.

**International Pottery Co.,** West Bank of Canal.—The works of the International Pottery Company are located along the west bank of the Canal and Assanpink Street. They were originally established in 1874, and in 1878 a stock company was formed as at present, and the facilities for manufacture were increased to more than double their former capacity. A large stock of desirable wares is now manufactured and an extensive annual business is done. The manufactures are white granite, C. C. and decorated ware, which has an established reputation in the market. The premises are 300x200 feet in dimensions on which are erected ten commodious brick buildings, two, three and four stories in height, all of which are thoroughly equipped throughout with the best of machinery and tools known to the business. The main building is 50x150 feet and four stories in height; three others are each three story, 50x150, etc. There are three gloss, three bisque and two decorating kilns, making a total of eight kilns. A thirty-horse engine supplies the motive power and heats the buildings by means of steam pipes. Employment is given to 175 hands, included in which are some of the most expert operatives in the business. The office occupies the canal front, is well fitted up, provided with telephones and every convenience. There are large sheds, stables, storehouses, etc. A canal basin adjoins the works on the north and boats are loaded direct from the premises. Railroad facilities are near at hand. The trade comes from all parts of the United States and largely increases. The officers of the Company are: President, William Burgess, a well-known citizen and leading business man of Trenton. Treasurer, John A. Campbell, a Trentonian and live business man. Secretary, Isaac H. Nichols, also of Trenton and well known in business circles. The Company is a reliable and representative one, ably officered and well managed, and ranks among the foremost engaged in their line of manufacture in the country and merits the substantial success they are now meeting with.

**Peter Spracklen,** Dry Goods and Notions, No. 620 South Warren Street.—The old-established dry goods and notion store of Mr. Peter Spracklen was established in 1860. The stock consists of dry goods in all their variety, underwear, muslins, dress goods, prints and a complete line of notions. The store is a pleasant one, large and commodious and is 30x60 feet in size. The stock is nicely arranged and admirably displayed. Competent assistants are employed and polite attention is rendered to all customers and visitors. Mr. Spracklen is a native of England and came to this country when quite young. He shortly afterward settled in Trenton and has always remained here. He was engaged in the grocery business for many years, but finally gave up that branch of the business and devoted his attention entirely to dry goods and notions. He is a well-known and highly respected citizen and has built up a prosperous and lucrative trade.

**George W. Spracklen,** Groceries, corner Bridge and Ferry Streets.—The old-established and well-known grocery store of Mr. George W. Spracklen, which is located at the corner of Bridge and Ferry Streets, was established in 1864 by the father of the present proprietor and passed into the hands of the son in 1879. A good stock is carried and an excellent annual business is done. The stock consists of choice and fine groceries of every description, provisions, canned goods, choice teas and coffees are made a specialty, spices, fresh and salt meats, fish, etc. The

store is 25x35 feet in size, well adapted and arranged for the business, handy and convenient in every particular. Competent assistants are employed and goods are delivered throughout the city free of cost. Mr. Spracklen is a native Trentonian and has always resided here. He is thoroughly posted in the business, having had an actual experience of about fifteen years. He is an active and wide-awake young business man, who treats his customers liberally and uses them about right, and is deserving of a very extended patronage. He is an active member of Company A, Seventh Regiment N. G. S. N. J., and is well known and highly esteemed.

**C. T. Vansant,** Tobacconist, No. 8 South Greene Street.—Prominent among the large number of tobacconists in this city is the popular establishment of Mr. Charles T. Vansant, which is located at No. 8 South Greene Street, and was established by that gentleman in 1878. A large number of cigars are annually manufactured, considerable stock carried and a good business is done. The stock consists of choice and fine cigars, manufactured on the premises, of the several grades, together with imported and "Key West" cigars, chewing and smoking tobaccos, pipes, snuffs and smokers' supplies generally. This store is a well-known and popular resort and does a good retail trade in the finer brands of cigars. The store is nicely fitted up, 12x16 feet in size and the manufactory is located in the rear, 12x16 feet. Employment is given to a number of experienced workmen. The trade is both wholesale and retail and is confined principally to county and city and steadily increases in importance. Mr. Vansant is a native of Bucks County, Pa., and located in Trenton in 1869, where he has ever since resided. He is a straightforward, reliable and enterprising young business man, and by close attention to the wants of his customers and always keeping up the standard of his goods, has earned a good portion of the public trade, which he is eminently entitled to and which deserves to be still further augmented.

**William Rice, M. D.,** Office, No. 567 South Warren Street; Residence, No. 565 South Warren Street.—To all those wishing the services of a medical gentleman thoroughly versed in his profession, not only by reason of study but also by experience, none in the city are more skillful or successful than Dr. William Rice, whose office may be found at No. 567 South Warren Street, and was established in this city in 1871. Dr. Rice graduated from the University of Pennsylvania in 1861, and began to practice in Bucks County, Pa. Shortly afterward he went to Frenchtown, N. J., and soon built up an extensive practice there. He was the senior partner of the well-known drug firm of Rice & Williams, of that place. He afterwards associated with him in his profession Dr. E. K. Deemy, and the firm of Rice & Deemy successfully conducted the business. In 1870 he removed to this city and is now one of the most popular and successful physicians in the city, enjoying a large and lucrative practice. Dr. William Rice is a native of Bucks County, Pa., where he is well known and highly esteemed. During his residence at Frenchtown he served in Councils and was elected Mayor of that town two terms. Since his residence in Trenton he has served in Councils and was the former Mayor of this city for two terms. He is a progressive, upright and honorable gentleman, in the prime of life, and has hosts of patrons, well-wishers and friends.

**George M. Wright**, State Treasurer, office at State House.—George M. Wright, Esq., the present State Treasurer, is a native of Rhode Island, born at New Shoreham, in the year 1817. He was educated in a select school at Hartwick, Otsego County, New York State, whither he had removed in his nineteenth year. He resided at that place for several years and removed to New York City in 1841. He took a steamboat agency and in 1854 was one of three partners who purchased a line of steamboats. In 1851 he removed to New Brunswick, N. J., and three years later to Bordentown, where he still resides. In 1865 he was elected State Senator for Burlington County, and ably represented that county. For nine years he was inspector and collector of the Delaware and Raritan Canal Company during the Camden and Amboy administration. For a period of three years he has been a director of the Bordentown bank, and has enjoyed numerous other offices of honor and trust. In 1876 he was elected State Treasurer in joint meeting of the two houses of the Legislature and in 1879 was re-elected to the same position. A thorough and capable accountant, an honorable and straightforward man of business, and a pleasant and courteous gentleman, he is highly esteemed and universally respected. His office is located on the first floor of the State House building, on West State Street, and consists of two substantially furnished apartments.

**L. Horner**, Grocer and Commission Merchant, Nos. 707 and 708 South Warren Street.—The grocery and commission houses of Mr. Lafayette Horner were established by that gentleman in this city in 1872. The grocery department is conducted in a neat and commodious store, 15x40 feet in size, at No. 707 Warren Street, and is completely stocked with a full and choice line of fine family groceries, canned goods, fresh and salt meats, fish, dried fruits, teas and coffees and provisions generally. The commission business occupies the commodious premises and store, No. 708 Warren Street and is 25x50 feet in size. A general produce and commission business is done in butter, eggs and poultry, etc., and of late years has come to be a highly important industry. Mr. Horner is a native of Hunterdon County, N. J., but located in Trenton many years ago. He is an enterprising and active business man, who keeps a sharp lookout on the markets and knows just how to buy and sell by reason of active experience. By careful attention to business and with a strict regard for the interests of his customers, he has built up a thriving and prosperous trade. During the war of the Rebellion he enlisted in the Fourth Regiment, New Jersey Volunteers, and was assigned to Co. B. He is now a member of "Aaron Wilkes Post," No. 23, G. A. R.

**Patrick Henry Laverty**, State Prison Keeper.—Mr. Laverty was born in Ireland about fifty years ago and when but six years of age he, with his father and mother, came to this country. Shortly after their arrival they located at Saugerties, on the Hudson, where they established themselves in business. Patrick, the youngest of the family, after attending the village school for many years, was sent to a high educational institute, at Sheffield Plains, Mass. There he remained until the death of his father, which occurred when he was about sixteen years of age. It was the intention of Mr. Laverty's father to educate his son for some professional pursuit, but after the death of the old gentleman young Laverty deter-

mined to abandon his collegiate course and enter upon mercantile pursuits. He went to New York City, where he engaged in business and worked hard in various positions until, in 1851, he was appointed to a most responsible position in the Adams' Express Company. He acted as treasure messenger for the company in California—his route extending from San Francisco to Chagres, Isthmus of Panama. Mr. Laverty proved a most excellent man for the position and when in 1854 he resigned to come East, the severance of his connection with the company was greatly deplored by its officials.

He returned to the village of Saugerties and was engaged for a short time in the grocery business at that place and subsequently in New York City, in the manufacture of clothing for the California trade. In 1860 he removed with his family to Jersey City, where he became engaged in the crockery business. Subsequently he accepted the chief clerkship of the Eastern division of the Erie Railway, a position which he held with credit to himself for many years. In 1871 he was elected as Assessor in the Second District of Jersey City and shortly afterward he was appointed one of the Directors of the Board of Education. He filled the latter office three terms and declined a nomination for the fourth. In 1874 he was elected Sheriff of Hudson County by a majority of 2,700 votes and held that office for four years. In 1876 he was elected as a delegate to the St. Louis Convention and whilst there was an ardent supporter of ex-Governor Joel Parker for the Presidential nomination. In that year he worked hard and unceasingly for the election of the Democratic ticket, headed by Tilden and Hendricks. At every election since he took a leading part and every Democratic victory won in this State owed much to his indefatigable exertions. Owing to dissensions in the ranks of his own party he was defeated for Congress in 1878. In March, 1881, he was nominated by Governor Ludlow for the office of State Prison Keeper, for a term of five years. The Senate refused to confirm the nomination, and subsequently the Governor appointed Mr. Laverty to fill the vacancy. In 1882 he was again nominated, and this time confirmed. In his administration of the State prison he has proved himself to be fully equal to the task and it is to-day in condition not at any previous time surpassed.

**William J. Convery**, Assemblyman, Third District, Mercer County.—This district is composed of the Third, Fourth and Sixth Wards of the city of Trenton and the whole of the borough of Chambersburg and was represented in the session of 1882 in the House of Assembly, State Legislature, by Hon. William J. Convery. This gentleman is one of the youngest members of the House and was born in the city of Trenton, October 28th, 1853. He received a thorough English education, and is a graduate of the Capital City Commercial College of that city. He has held several clerical positions, and at the present time is engaged as book-keeper in one of the principal furniture and carpeting establishments in Trenton. In 1881 he was elected to the Legislature, it being the first public office he ever held, and was assigned to the following Joint Committees during the session: State Prison, Public Grounds and Buildings and Federal Relations. Although this is his *debut* in politics, he made for himself a splendid reputation, and a brilliant and successful career is predicted for him. He is one of the most exemplary young men of Trenton, and possesses a large circle of friends.

**Eckford Moore**, Assemblyman, Second District, Mercer County.—The First, Second, Fifth and Seventh Wards of the city of Trenton compose the Second Legislative District of Mercer County and was represented in the House of Assembly in the session of 1882 by Hon. Eckford Moore. This gentleman was born in the city of Trenton, October 29th, 1848, and received his education at the State Model School and the Philadelphia Polytechnic Institute. He is engaged in manufacturing pursuits, being connected with one of the most extensive potteries in the United States, that of Joseph H. Moore's, of Trenton. His first political office was as member of the House of Assembly, to which he was elected in 1877 by a majority of 397 votes, and was re-elected in the following year by a majority of 272. In 1880 he was the nominee of his party for State Senator of Mercer County, but was defeated by Hon. John Taylor, one of the most popular men in the county. Last year he was elected to the Assembly from a Republican district by a majority of 59 over his opponent, Morton R. Coleman. In the session that followed he was made Chairman of the Committee on Militia and a member of that on Claims and Pensions and the Joint Committee on Sinking Fund. Mr. Moore, during the session, made for himself a very creditable career as a legislator, and was one of the leaders of the House. Being largely engaged in the manufacture of pottery, he has done more to advance the industrial prosperity of Trenton, and is recognized for his prominence in this respect. He is on the Staff of his Excellency Governor Ludlow, with rank of Colonel. It is young men of this calibre who advance the interest, growth and thrift of New Jersey.

**William E. Williams**, Dry Goods and Groceries, corner Centre and Federal Streets.—The well-known dry goods and grocery store of William E. Williams, which is located at the northeast corner of Centre and Federal Streets, was established in 1861 and he has occupied the present premises for a period of nine years. The commodious store, 28x50 feet in size, is admirably arranged and adapted for the business. The stock consists of a desirable line of dry goods, well assorted and at popular prices together with notions in all their variety. Groceries of all kinds, canned goods, fresh and salt meats, teas and coffees, spices, dried fruits, etc. Mr. Williams is a native of Wales and came to this country in 1844. He located in Trenton soon after his arrival and engaged in the iron business for ten years, after which time he commenced his present enterprise. He is a thorough-going, active, reliable and straightforward business man and through his individual efforts has built up a trade second to no other in importance. He is also the agent for the well-known and highly popular Cunard, National and Allen steamship lines and makes an excellent representative.

**Lewis Perrine**, Quartermaster-General State of New Jersey.—General Perrine, who has filled the position of Quartermaster-General of the State of New Jersey since 1855, over a quarter of a century, was born in Freehold Township, Monmouth County, September 14th, 1815, and attended the Lawrenceville High School, from which he graduated and entered Princeton College in 1835, graduating with the class of 1838. He studied law with the Hon. Garret D. Wall and James S. Green at Princeton, settling in Trenton in 1841 and practiced law many years. He was appointed and served as Military Secretary to

Governor Fort, and in 1854 was appointed Aid-de-Camp on the staff of Governor Price, and September 22d, 1855, was commissioned Quartermaster-General, a position he has held without interruption ever since. His services during the late war, which were both arduous and trying, were executed with rare ability and expedition. The State of New Jersey having more troops in the field than the regular forces of the United States, made the duties of the office very laborious, requiring much skill and endurance in their execution. In 1865, on recommendation of Governor Parker, he was made Brevet Major-General by the Senate for meritorious service in the discharge of the duties of the office. In addition to the office of Quartermaster-General and Chief of Ordnance, he is besides, acting Paymaster-General of the State. General Perrine's long service in the State abundantly attests to his superior ability in the management of the office of Quartermaster-General, he having held the position during the terms of ten Executive heads of the State. In March, 1871, he was appointed one of the three commissioners for the State House, of which he is the only surviving member. The needful improvements were made under his supervision and are a credit to his good taste and judgment. He collected from the United States nearly three million dollars of war claims on behalf of the State of New Jersey. He represented New Jersey in the Yorktown Commission, October, 1881.

**Benjamin F. Lee**, Clerk of the Supreme Court, State of New Jersey.—Mr. Benjamin F. Lee, Clerk of the New Jersey Supreme Court, was born in Port Elizabeth, Cumberland County, N. J., and is the son of Hon. Thomas Lee, who had served several terms in Congress and in the State Legislature and was successfully engaged as a merchant at Port Elizabeth, where he died in 1856. The subject of this sketch finished a thorough English education under the tutorship of John Gummere, at Burlington, in 1845, and immediately entered his father's store as partner. In time he succeeded the firm of Thomas & Benjamin F. Lee, and finally, in 1860, retired from the business altogether. He was elected Treasurer of the Cape May and Millville Railroad Company in 1863 and Treasurer of the West Jersey Mail and Transportation Company in 1866, which position he resigned upon entering on the duties of Clerk of the Supreme Court. For several years he was director of the New Jersey State Agricultural Society. In 1856 he was a Democratic Presidential elector and was also a member of the State Central Committee. In 1870 Mr. Lee was the Democratic candidate for Congress in the First District and although the district was naturally Republican by nearly 6,000 he was defeated by only 1,800 votes, while in his Legislative district, which was largely Republican, in a contest a few years previous for the Assembly, he was defeated by only three votes. In the gubernatorial convention that nominated Hon. Joel Parker in 1871, Mr. Lee received 118 votes, the entire strength of his district. In 1872 Governor Parker appointed the subject of this sketch Clerk of the Supreme Court, which was unanimously confirmed by the Senate. He was re-appointed in 1877 by Governor Bedle, and this appointment had the singular and unusual compliment of a confirmation by the Senate without the customary reference to a committee. Mr. Lee's present term expires November 2d, 1882. Governor Ludlow has reappointed him for five years from that date. This appointment was again unanimously confirmed with-

out reference to the Committee on Judiciary—a very high and rare honor. Personally, Mr. Lee is a gentleman that wins friends through his courteous and affable manner and no officer at the State Capital is surrounded with a greater number of these or is more popular.

**James H. Clark**, Banker, Broker, Real Estate, Insurance, Northwest corner State and Montgomery Streets.—One of the most reliable and prominent bankers and brokers, real estate and insurance operators in this city is Mr. James H. Clark, whose fine offices are located at the Northwest corner of State and Montgomery Streets, opposite the Post Office, where they were established in March, 1880. Mr. Clark was formerly the senior partner of the firm of Clark & Scudder, who did a real estate business for a period of eight years in this city. In 1880 that firm was dissolved and Mr. Clark entered into his present enterprise. The large double offices are 25x50 feet in size, admirably arranged and neatly fitted up. He does a general banking and brokerage business, buying and selling stocks, bonds, etc. He has the sale of a great deal of Trenton and Mercer County property, much of it being very desirable and containing every known improvement. He attends to the renting of a large number of properties and collects the rents for the same. Real estate is bought and sold on commission; money is loaned on bond and mortgage—first lien. Drafts on England, Ireland, France and all parts of Europe are sold. He also has the agency for the more prominent steamship lines and is doing considerable business in that line. Mr. Clark is a gentleman well known in business circles and is very popular in this city. This is evinced from the fact of his connection, as an officer, with many prominent institutions. For six years he done good service in the City Councils; he is Treasurer of the Ocean Beach Association; Treasurer of the Mercer County Bible Society, etc. Mr. Clark is a native of Mercer County and has resided in Trenton nearly all his lifetime. His first venture in business was as the junior member of the once popular firm of Yard & Clark, who carried on the notion and gents' furnishing goods business for many years in this city. Since retiring from that firm he has been connected with real estate operations, etc., and is familiar with conducting institutions of different kinds for over twenty years, although he is now only forty-one years of age. He has had an extensive experience in all branches of the business which he represents, and everything undertaken by him in his profession is performed in the most skillful and careful manner. His career is certainly a splendid example for any young man to follow who is just starting out in life. Clark's Exchange is an honor and a credit to the solid and substantial business houses of this city and State.

**Brearley & Stoll**, Books and Stationery, Nos. 26 and 28 East State Street.—The leading book and stationery house of the Capital City is that of the Messrs. Brearley & Stoll, whose handsome store is located at Nos. 26 and 28 East State Street. The business was begun in a small way in the year 1874, on the south side of State Street, half a block from their present location, and through the perseverance, energy and enterprise of the firm has grown to its present dimensions. In 1880 the present building was occupied and it is one of the handsomest business structures in the State, 25x100 feet in size, four stories

in height, with a Trenton press-brick front and finished throughout in the most modern manner. The store front is of plate-glass, with a beautiful square show window and an entrance to the store on either side. The interior is finely fitted up and arranged in the most attractive manner. The stock consists of books of all kinds, Bibles, prayer books, hymn books, music books, novels, standard works, school books, etc. There is a vast stock of fine and plain stationery, with prices to suit all classes. Works of art, statuary, groups, fancy articles, fine cards, games, frames and in fact everything usually to be found in the first-class stores of the larger cities in this country at popular prices. Competent and intelligent sales-people are employed and the trade comes from city, county, Bucks County, Pa., and many portions of this State. The individual members of the firm are Mr. William H. Brearley and Mr. Augustus F. Stoll. Both gentlemen are natives of New Jersey and have grown up in this city, where they are well and favorably known. Active and enterprising they have, by their personal exertions, built up a trade second to no other of its kind in importance and eminently merit the substantial returns from the same which they now enjoy.

**Joseph Johnson**, Hides, Calf and Sheep Skins and Furs of all kinds, Nos. 27 and 29 Pennington Avenue.—Mr. Joseph Johnson established the above business at its present location in 1877. For many years the premises have been used for this purpose but never before has the business been conducted on so large a scale. The premises are 60x100 feet in size, two stories in height and are adapted especially for the business. The stock consists of hides and calf skins, which have been cured, trimmed and salted here. They are purchased in their raw, uncleaned state from butchers, farmers and others in the city and its vicinity and, after being cured, ready market is found for the hides and calf skins at Philadelphia, New York, Baltimore and other large cities. Mr. Johnson is a native of Ireland and came to this country in 1853. He has served many years apprenticeship at the business and fully understands it in all its details.

**Henry Wood**, Dealer in Iron and Steel, Blacksmiths' Supplies, Carriage Hardware and Trimmings, Coach Varnishes and Colors, Wheels, Rims, Spokes, Hubs, Shafts, etc., 15 North Warren Street, Trenton, N. J.

**A. H. Hawk**, Groceries and Provisions, No. 633 South Warren Street. The well-known grocery and provision store of Mr. A. H. Hawk, which is located at No. 633 South Warren Street, was established by Mr. B. Gutmann in 1876 (coming by purchase into the possession of Mr. Hawk in 1882). The stock consists of a complete line of choice groceries, provisions, fresh and salt meats, canned goods, dried fruits, pure spices, etc. The store is both convenient and commodious, kept in the most neat and cleanly manner, and is 25x50 feet in size. Mr. Hawk is a native of Hunterdon County, N. J., and came to this city in 1879 and has been in the grocery business ever since. In the spring of 1882 he bought the store he now occupies of Mr. Gutmann, and has infused new life and vigor into every department of its business. Mr. Hawk is an energetic, enterprising young man, and is rising rapidly into popularity as a business man, reliable and responsible.

**Conrad B. Bennett & Co., Wholesale Jobbers,** No. 30 West State Street.—The wholesale jobbing house of Messrs. Conrad B. Bennett & Co., which is centrally located at No. 30 West State Street, was established by that enterprising firm in the year 1881, and has enjoyed well-deserved success from its inception down to the present time. An excellent trade is now being done, and the sales satisfactorily increase. A wholesale jobbing business is done in groceries, provisions, wares, etc., and they are manufacturers' agents as well. The office and salesroom is a pleasant one, 15x40 feet in size, while a commodious storehouse adjoins the same. The trade comes from all parts of this State, as well as from the eastern portions of Pennsylvania. The individual members of the firm are Mr. Conrad B. Bennett and William Willis. The former gives his entire attention to sales and does the buying, while the latter gentleman attends to the office duties. Mr. Bennett is a young man who was for many years connected with one of the largest wholesale business houses in this city, and is thoroughly acquainted with the trade. He is active and enterprising, straightforward and reliable in all his dealings, and his perseverance and energy have already made his new house a leading and representative one in its line. Mr. Willis is well known to all Trentonians, being an old and honored citizen of the Capital City.

**Judge R. S. Woodruff, Jr., Law Offices,** 144 East State Street, Trenton.

**H. N. Smith, Fashion Stud Farm, State Street Road.**—The well-known Fashion Stud Farm, which is situated about one mile and a half east of this city, on the State Street road and opposite the coaling station of the Pennsylvania Railroad, is believed, has not an equal in this country. It was purchased from the Central Agricultural Society, about ten years ago, by the well-known horsemen, Budd Doble and Charles H. Kerner, for Mr. H. N. Smith, the prominent New York banker, and was not visited by him until about one year after it became his property. Since that time, contiguous lands have been purchased by Mr. Smith, until his farm now contains something over 365 acres, nearly all of which is under the highest condition of cultivation and through which runs a never-failing stream of water. It was not originally Mr. Smith's purpose to establish an extensive stock-farm, but, as the owner of the celebrated Goldsmith Maid and other fine-blooded horses, he bought the farm on which to keep and breed them. Becoming more and more infatuated with stock raising and breeding, Mr. Smith has increased his stables and improved the vast establishment until they now represent a moneyed value of about half a million dollars, his horses alone being valued at \$300,000. With the single exception of Robert Bonner, Mr. Smith has probably spent more money for horses than any man in the United States. The offices are located in a large square building, adjoining the grand stand, which is also used for harness, carriage-rooms, etc. Among the horses, many of which have a world-wide reputation, are 4 service stallions, 21 yearling colts and fillies, 16 two-year olds, 13 three-year olds and 35 brood mares; altogether, with a number of boarders, making about 150 head of superior blooded stock. The most noted animal on the farm is Goldsmith Maid, who was foaled in 1857 and has a record of 2.14. Among the most noted brood mares are Lucy, Rosalind, Belle Strickland, Idol, Western Girl, Daisy Burns, Le Blonde, Lida, Martha

Nutwood, Jennie Westwood, etc. The stallions for service are Jay Gould, General Knox, General Washington, Socrates, etc. In geldings, Musician, Lansing, Watkins, Beaconsfield, Trouble, DeSoto, Register, etc., and stallion Mikado. The fillies are Scandal, Ebony, Carmen, Pride, Creole, Electric, etc.

Mr. H. N. Smith, the proprietor of this grand establishment, is a native of New York City and continues to reside there, at Fifth Avenue and Forty-Fifth Street, except in the summer. E. K. Riddle, general superintendent and manager, was for some ten years a trusted and confidential clerk in Mr. Smith's banking house. D. S. Quintin, general manager of the horse department, assisted by Dr. Chandler S. Quintin, superintendent of the breeding and colt-breaking branch, and Scott Quintin, superintendent of the training branch. Charles Nutt, manager of the farm and of all constructions and repairs, and six helpers. C. H. Cochran, superintendent of cooling and feeding the horses, and about twenty-five others.

**Frank L. Butterworth, Dry Goods, Groceries,** etc., Northwest corner Hamilton Avenue and Clinton Street.—The popular dry goods and grocery store of Mr. Frank L. Butterworth, which is located at the northwest corner of Hamilton Avenue and Clinton Street, Chambersburg, was established by that gentleman in 1879, and has continued to thrive and prosper, carrying a good stock and doing a lively annual business. The stock embraces a general line of dry goods, choice groceries, meats, fish, provisions, flour, feed, etc. The store is neat and attractive in appearance, 20x40 feet in size, and conveniently arranged in every particular. Competent assistants are employed, goods are delivered and the trade extends throughout the city. Mr. Butterworth is a native of this State and was formerly engaged in clerking. He is a pleasant man to deal with, active and enterprising in business.

**B. Van Cleve, Real Estate,** No. 8 East State Street.—The well-known and highly popular real estate agency of Mr. Benjamin Van Cleve, which is centrally located at No. 8 East State Street, was established by that gentleman at its present location in the year 1871. He now does an extended trade, buys, sells and exchanges real estate of every description throughout the United States, attends to the renting of properties, collects rents, makes repairs, etc. Bonds, mortgages, bank and insurance stocks are bought, sold and exchanged. His double offices are located on the second floor of the building, and are possessed of every facility. Mr. Van Cleve is a native of Mercer County, having been born within a short distance of Trenton. He has long resided here, and is well and favorably known as one of the most prompt and reliable of business men.

**C. S. Leigh, Grocer,** Southwest corner Market and Clay Streets.—The grocery store of Mr. Charles S. Leigh was established in 1876 and has occupied its present location since April, 1881. The stock consists of a choice line of groceries, provisions, canned goods, fresh and salt meats, vegetables, etc. The store is 20x40 feet in size and is well calculated and adapted for the business. The trade is confined to the city and encouragingly increases. Mr. Leigh is a native Trentonian and is well known throughout the city. He has a thorough and complete knowledge of the business and has been engaged in it since his boyhood. He is an energetic, active and reliable man, treats his customers liberally and courteously.

## CITY OF PRINCETON.

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ONE OF THE BEST BUILT TOWNS IN THE STATE, AND THE LOCATION OF THE TIME-HONORED COLLEGE OF NEW JERSEY, AND ONE OF THE MOST CELEBRATED INSTITUTIONS OF LEARNING IN THE UNITED STATES.

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This borough is pleasantly situated about midway between New York and Philadelphia and ten miles northeast of Trenton. It is built on an elevated ridge, commanding a fine view to the east and south, and the town is proverbial for its salubrity and its intellectual and refined society. It was settled about the year 1700 and for more than a century has had an enviable reputation throughout the country. This is owing to three causes: the removal of the College of New Jersey here from Elizabeth in 1757; the important battle fought here, January 3d, 1777; and the establishment of the Theological Seminary of the Presbyterian Church in 1812. For many years it was also the residence of gentlemen of great political influence largely interested in the internal improvements of the State, but at present its prestige is exclusively educational and religious.

Princeton College is one of the most celebrated institutions of learning in the United States. With it have been connected some of the greatest scholars of this country, and from it have graduated many of the most influential men of the century. The college buildings and grounds possess great interest and the visitor will find in and around them much to see and study. Nassau Hall, the main college edifice, was built in 1756, and although it has been twice destroyed by fire the walls are the same as first constructed. When erected it was the largest edifice in the colonies and it was named by Governor Belcher "to the immortal memory of King William the Third," who was of the house of Nassau. During the Revolutionary war it was occupied alternately as a barrack and a hospital by both the British and the American forces and in the battle of Princeton it was struck by cannon-balls, the indentation made by one of them being still pointed out. In 1783, when the Continental Congress was obliged to leave Philadelphia, it adjourned to Princeton and held its session in the library-room of the college, then in the second story of the hall. In the present library—an elegant room containing over twenty thousand volumes—a number of valuable portraits are preserved, among them being an original of Washington, painted by the elder Peale at the request of the board of trustees. The frame of this picture is said to have formerly contained a portrait of George the Second, presented by Governor Belcher. During the battle of Princeton a cannon-ball crashed through the window and carried off the King's head. In the philosophical hall, which is in a separate building, are a number of articles of interest, including two of Dr. Franklin's electrical machines.

Immediately after the chartering of Princeton College the trustees selected the Rev. Jonathan Dickinson, of Elizabethtown, N. J., as the first President, and the first term was opened by him at his own house, with a class comprising six members, and of them all but one became clergymen. President Dickinson's career was suddenly terminated by death a few months afterward and the students were then placed under the care and instruction of Rev. Aaron Burr, at Newark, who became the College's second President. During President Burr's administration, the College was located at Princeton, although New Brunswick was offered the College if the citizens would comply with some certain conditions, which appears they did not. President Burr died in 1757 and the Rev. Jonathan Edwards was chosen his successor. A few months after his selection he died, and the College, in the short space of a year, was bereft of two of its Presidents. On the 19th of April, 1758, the Rev. James Lockwood, of Wethersfield, Conn., was elected to fill the vacancy and he continued in the office until his death, February 4th, 1761. June 1st, 1761, the trustees unanimously chose the Rev. Samuel Finley, of Nottingham, Md., as the fifth President, and under his administration the College was rising in importance and in the number of pupils. His death occurred July 17th, 1766, and in November following, the Rev. Dr. John Witherspoon, of Paisley, Scotland, was selected to fill the vacancy, but was not, however, inaugurated President until August 17th, 1768. He continued as President until his death, in 1794, and was succeeded by the Rev. Samuel Stanhope Smith. President Smith remained as President until ill health compelled him to resign in 1812. The following ten years the College was under the presidency of the Rev. Ashbel Green, D. D., the first native Jerseyman occupying the position. From 1823 to 1854, a period of thirty-one years, the Rev.

James Carnahan, D. D., was President of the College and during his administration it made many important improvements. His resignation was tendered in June, 1854, and he retired from active life full of years and honor. The election of the Rev. Dr. John Maclean, as the successor of President Carnahan, occurred in December, 1854, and he remained at the head of the institution until 1868, when infirmities of age compelled him to place his resignation in the hands of the trustees. April, 1868, the Rev. James McCosh, D. D., of Belfast, Ireland, was elected President and he is still at the head of the College.

The buildings are handsome and especially adapted for the purpose for which they are used, and are as follows: Nassau Hall, or North College, built in 1756, and still retaining its original appearance; the old President's House, built also in 1756; the Geological Hall, erected in 1803; East and West Colleges, with mansard roofs, recently added, built in 1833 and 1836; Literary Halls, about 1837; Chapel, in 1847; Halsted Observatory, in 1866; Gymnasium, in 1869; Reunion Hall, in 1870; Dickinson Hall, in 1870; Chancellor Green Library, in 1872; John C. Green's School of Science is the largest and most important of all the College buildings; Witherspoon Hall and Murray Hall. The College has a library of nearly 50,000 volumes and is one of the most valuable in the country. The College is amply provided with every facility requisite for the successful advancement of the work which has been so nobly conducted for more than a century, and the results of which are to-day the pride of our State and country.

The battle of Princeton was one of the most important events in early American history. The success at Trenton, on the 26th of December, 1776, recalled Cornwallis to New Jersey, as he was about sailing to England, under the impression that the rebellion was crushed. The courage of the American troops and the military genius of Washington enabled him to out-general the British commander. Leaving his camp-fires burning on the banks of the Assanpink in Trenton, on the night of the 2d of January, he withdrew with his main body toward Princeton, to defeat the British troops remaining there and to seize, if possible, their supplies at New Brunswick. The American forces avoided the main road to escape the rear of Cornwallis' army and reached Stony Brook, near Princeton, at sunrise of the 3d. Washington crossed Stony Brook and sent General Mercer up the eastern bank of the stream to seize a bridge which Colonel Manhood, the commander of the British, had already crossed with a portion of his troops. Manhood discovered Mercer's advance, recrossed the bridge, and both detachments endeavored to gain a rising ground in the vicinity. The Americans gained the position first and a sharp engagement ensued, in which some of their officers fell, producing great confusion. The British charged with the bayonet, and as the Americans were without this arm they were obliged to give way. General Mercer's horse was shot from under him and he then fought on foot. He was severely wounded and, refusing to surrender, was bayoneted and left for dead. Washington himself now appeared on the field and rallied the broken troops.

A regiment of Virginians, with a battery of artillery, now opened upon the British and compelled them to retreat toward Trenton. This action was brief, yet the Americans lost thirty men, besides a number of excellent officers, and the British left about one hundred dead upon the field. Washington pushed on into Princeton, where he encountered and defeated another regiment. A detachment of the enemy were in Nassau Hall, which the Americans attacked and compelled their surrender to the number of more than three hundred. Washington pursued the flying enemy toward New Brunswick. Cornwallis had, in the meantime, by a forced march, reached Princeton with his army, but Washington delayed them by the destruction of some bridges. Cornwallis repaired these and pushed on also to New Brunswick, which place he reached the same evening to find that, while his stores were intact, his troops there had been routed and the Americans had escaped with their prisoners. General Mercer died from his wounds on the 12th of January following. Washington added greatly to his military reputation by this battle and those preceding it at Trenton.

Princeton was incorporated as a borough in 1813 and in 1835 had about 185 dwellings, with a population of eleven hundred. The borough of to-day is one of the finest built in the State and surrounded with all that makes it a desirable place of residence. It is connected with the Pennsylvania Railroad by a branch road of three miles, intersecting the main line at Princeton Junction. A short distance to the west is the river Delaware and about one mile to the northeast is the Delaware and Raritan Canal. The public buildings are most substantially erected and many of the private residences are handsome and surrounded by spacious and elaborately arranged grounds, filled with the choicest flowers and shrubbery. The town contains several churches and has four newspapers, viz.: *The Press*, weekly, established 1832, C. S. Robinson & Co., editors; *Princetonian*, bi-weekly, established 1876, and edited by the students of Princeton College; *Musical Journal*, monthly, established 1879, William C. C. Zapf, editor, and *Nassau Literary Magazine*, monthly, established 1845, and edited by the Senior Class of Princeton College.

Princeton has maintained a gradual growth and at the present time has a population of 3,209. Following will be found the leading industries:

**A. L. Rowland**, Dealer in Dry Goods, Oil Cloths, Carpets and General Merchandise, Nassau Street.—Almost half a century ago, in 1841, the representative dry goods house of Mr. A. L. Rowland was established in Princeton. It now occupies a handsome store on Nassau Street, in the centre of the town, is completely stocked throughout and does a large annual trade. The stock embraces a complete and well-selected variety of salable dry goods, dress goods, shawls, cloaks, silks, velvets, plushes, etc.; carpets of various qualities and patterns, oil cloths in all widths and designs, etc. The grocery department is full and complete in every particular. The store is a fine one, 25x80 feet in size, convenient in its arrangement and adapted expressly for the business. The grocery department occupies the rear of the store. There are also additional warerooms and storehouses and every facility is provided for doing a large trade. Competent clerks and salesmen are employed and customers are courteously and kindly treated. The trade is principally local and has considerably increased of late years. Mr. Rowland is a native of New Jersey and located in Princeton when quite young. His business career has been a successful one and as a manager he has few superiors. Active and enterprising in all things, honorable and upright in all his dealings, he enjoys an enviable reputation both at home and abroad and is a leading representative merchant of the county.

**A. S. Leigh, Jr.**, Meats, Vegetables and Fruits, Nassau Street.—The well-conducted meat, vegetable and fruit market of Mr. A. S. Leigh, Jr., which is located in the Nassau Hotel building, on Nassau Street, was established in the year 1871. At all times may be found the choicest of beef, mutton, lamb and other fresh meats, together with vegetables in all their variety, fruits of all kinds, etc. The store and market house is 25x75 feet in size and the stock is temptingly arrayed on either side of the same. The slaughter-houses are on his farm outside the borough limits, which keeps his meat store free from that offensive smell which proximity to slaughter-houses yields. A force of competent butchers and salesmen are kept constantly employed and the trade is confined principally to the town. Mr. Leigh is a native of Mercer County and is well known to all Princetonians as a thorough-going, progressive young business man, rather in advance of than behind the times and a man who makes business. A good judge of everything in which he deals, a careful buyer and an expert salesman, his establishment is one of the largest and most progressive in the county and merits the very extensive trade that it enjoys. Prompt, reliable and trustworthy in all things, Mr. Leigh is a shrewd, careful and experienced man of business, who does not lose sight of the interests of his patrons while looking after his own.

**B. H. Rose**, Photographer, Post Office Building, Nassau Street.—The excellent photographic establishment of Mr. B. H. Rose, on Nassau Street, in the Post Office building, was established by that gentleman in 1873. An artist of excellent abilities, he has been highly successful in building up a first-class trade. The reception-room is located on the first floor of the building, is 40x60 feet in size, and is well fitted up. There is also dressing and toilet-rooms, and every convenience for patrons. The operating-rooms are also on the first floor, and are models of convenience. Competent assistants are employed, and while the

trade is largely local it is not exclusively so, reaching all parts of the State and many portions of the United States, where the reputation of the artist is known. Mr. Rose is a native of New York State, and was formerly engaged in the photographic business at Poughkeepsie. Previous to locating in Princeton he was engaged in the same line at Newark, N. J. A thorough artist, fully in love with his profession, he has done much toward elevating the standard of work by executing really fine and certainly meritorious work at popular prices. Numerous fine views of the colleges, churches, hotels, etc., of Princeton, emanate from his establishment. During the Yorktown festivities he made some remarkably fine views of the camp and country round about that section, which views are now being extensively sought after, and the demand far exceeds the limited supply on hand. Of a pleasant, social disposition, Mr. Rose has many warm personal friends in Princeton, and enjoys an enviable reputation.

**Rogers & Van Zandt**, Millinery, Fancy Goods and Embroideries, Nassau Street.—The neat and attractive millinery and fancy goods establishment of Rogers & Van Zandt, on Nassau Street, adjoining the Nassau Hotel, was established by the Misses Skillman about 1864 and passed into the hands of the present enterprising ladies on November 1st, 1881. Their neat store abounds in desirable goods in the way of millinery, trimmed and untrimmed hats and bonnets, feathers, flowers, ribbons, fancy goods, laces, embroideries, etc. They also do regalia embroidery work and supply dealers in the city, their facilities for doing the same being first-class in every respect, combined with a thorough knowledge and complete understanding of the same. Employment is given to a competent and skillful corps of workwomen and their work sustains a superior reputation in the market. The finest hand embroidery in the country is made by these ladies and the public are invited to call and carefully inspect the various specimens of their handiwork on exhibition at the store. The individual members of the firm are Mrs. Maria Rogers and Miss Anna Van Zandt. Previous to removal here they were engaged in the embroidery branch exclusively at Frenchtown, N. J., where they sustain an enviable reputation. Both ladies are experts in their line, and are not excelled in quality or variety of workmanship in the country.

**Thomas Brown**, Hats, Caps, Boots, Shoes, etc., No. 407 Nassau Street.—The hat and cap and boot and shoe emporium of Mr. Thomas Brown, which is located at No. 407 Nassau Street, opposite North College, was established in 1853. The stock embraces a full and complete line of hats and caps for men and boys, all the latest styles being procured as soon as put upon the market. Boots and shoes for old and young and ladies', gentlemen's, youth's and children's wear. Trunks, traveling bags, overshoes for everybody, umbrellas in great variety, etc., all at popular prices. The store is 25x40 feet, nicely fitted up and the stock is attractively arranged into the several departments. Competent assistants are employed and the trade, which is principally local, is attentively looked after. Mr. Brown is a native of Somerset County, N. J., but came to Princeton when quite young. He is an active, progressive, reliable and prompt dealing business man, fully alive to the demands of the trade and provides new, attractive, salable and desirable goods at all seasons of the year.

**University Hotel, A. Soule, Manager, Nassau Street, corner Railroad Avenue.**—Probably the best appointed as well as the handsomest hotel structure in the State is the University Hotel, at Princeton, N. J. It is centrally and desirably located at the corner of Nassau Street and Railroad Avenue and faces on the former. The premises are 200 feet on Nassau Street and 250 feet on Railroad Avenue. The building is 200x200 feet in dimensions, four stories in height, with a commodious basement. It is built of brick, Gothic in architecture, imposing in appearance and is substantially and strongly erected. A handsome lawn, decorated with vases, flowers and plants ornaments the entire front of the premises to a depth of 40 feet. Promenades and porticoes occupy the front and south side of the building. The main entrance is in the centre of the building on Nassau Street, while an additional entrance occupies the Railroad Avenue side. The business office occupies the rear of the corridor from the main entrance, is equipped with electric bells to each room, telephones, etc. To the left is the grand saloon and dining-room, elegantly furnished and the tables abounding in the best the market affords, faultlessly cooked and admirably served. The reception-rooms, parlors, reading-room, billiard-room, etc., are all located on the main floor. The upper floors are devoted to sleeping apartments, rooms en suite, etc., 115 in number. The kitchens, cook-rooms, storehouse, barber shop, etc., are all located in the basement, which is finished in hard wood, as is all the building. A thirty-horse power engine heats the entire premises with steam, by means of pipes to all parts of the building. The excellence of its table is acknowledged by all. In the immediate vicinity of the college and seminary grounds and buildings it is largely patronized by students and their friends, and was designed especially for their accommodation. The terms are \$3.50 per day, while liberal arrangements are made with families or permanent guests by the week or month. Competent assistants are employed in the various departments and the cuisine is under capable and efficient management. The University stands in the front rank and is regarded as one of the best houses in the United States. It is owned and controlled by the Princeton Hotel Company, a stock organization, and was first opened to the public in the year 1876. Its present manager is Mr. A. Soule, a native of New York, who has had large experience in the managerial line and assumed charge of the University in April, 1881. He is a gentleman who possesses the energy and business qualification necessary for the management of such an establishment and has made many new friends for the University by his pleasant, affable and courteous manners.

**Princeton National Bank, Nassau Street, Princeton, N. J.**—The Princeton Bank was originally organized and founded in 1834. Robert Voorhees, Esq., was its first president and Lewis P. Smith, the cashier. The old bank building stood nearly opposite the present modern structure, and the circulation was limited to about \$25,000. It remained a State bank up to 1863, when, in common with other banks of the country, it was made a National bank, and its capital increased to \$100,000, at which it still remains. In 1876, at the completion of the University Hotel building, the bank was removed to the present location, and has been most successfully and admirably conducted. The main room is 30x40 feet in size, with two adjoining, communicating offices. The

wood-work is of oak, with a semi-circular counter for the receiving and paying-tellers. A fire-proof vault, with burglar-proof inner-safes, are in use, and the best of facilities for the doing of business is provided. The present officers and directors are Edward Howe, President; S. T. Seger, Cashier; and Edward Howe, D. H. Mount, William Harris, Leavitt Howe, Crowell Marsh, F. S. Conover and J. H. Wikoff, Directors. All of them are well-known gentlemen of integrity and the representative leading men of the place. Mr. Edward Howe, the president, is a native of New York, and located in Princeton in the year 1860. He is a gentleman of sterling qualities and is a most efficient and careful manager. Mr. S. T. Seger, the cashier, is also a native of New York, but has long since become a thorough Princetonian. He is an accomplished accountant, a thorough business man and a gentleman with whom it is a pleasure to do business.

**J. Van Deventer, Fruit Grower and Nurseryman, Office on Nassau Street.**—The extensive and long-established nurseries of Mr. J. Van Deventer, which are located in the eastern portion of the town, were established by that gentleman on a much smaller scale in 1851. He now has an office and salesroom in Riggs' grocery store, on Nassau Street, which occupies the rear portion of the first floor. Here it is that some of the finest trees in the State are raised, the nurseries proper embracing an area of ten acres. Fruit trees of every description are grown, together with ornamental shade trees, hedges, etc. Orders by mail receive prompt attention, and any information pertaining to trees is cheerfully given by the experienced proprietor. The trade extends throughout the State, and has largely increased of late years. Mr. Van Deventer is a native of New Jersey and has resided in Princeton for a period of sixty-three years. Although more than ten years past the allotted three-score years and ten, he is still full of the vigor of life and is an active, enterprising business man. His ripe experience and active business life eminently entitle him to the respect and confidence of the people generally, and no man stands higher in the public esteem than he. Honorable and straight-forward in all his dealings, he has the satisfaction of a long life well spent, and the promise of many years to come.

**Marsh, Burke & Cox, Druggists and Apothecaries, Nassau Street, next door to Post Office.**—The drug business, a highly important branch in every business community, is well and fittingly represented in Princeton by the excellent establishment of Messrs. Marsh, Burke & Cox, whose place of business is desirably located on Nassau Street, next door to the Post Office building. The business was originally established by Crowell Marsh and he was succeeded by the present firm, November 1st, 1881. The store is 40x75 feet in size, admirably arranged and adapted for the business, convenient in every particular and is completely stocked. The laboratory, which adjoins the main store, is 12x25 feet. There is also a commodious basement, storehouse, etc. The stock consists of pure and fresh drugs, patent medicines of all kinds, chemicals, oils, paints, lamps, fancy articles, toilet articles, perfumery, soaps, sponges, physicians' supplies, etc. Prescriptions are carefully and scientifically compounded and are made a specialty. Competent and experienced clerks are employed and customers are courteously and intelligently served. The individual members of the firm are Crowell Marsh, William E. Burke and Wil-

liam F. Cox. Mr. Marsh, the senior member of the firm, is a native of Rahway, N. J., and a practical and experienced druggist. Mr. Burke is a native of Princeton, a practical druggist and a young man well known and highly esteemed. Mr. Cox, the junior member of the firm, is a native of Trenton, but has resided in Princeton since he was six years of age. He, too, is a thorough, practical, reputable druggist and a young man of most excellent abilities. The firm of Marsh, Burke & Cox is a representative one, prompt and reliable in all their relations.

**William M. Leigh**, Merchant Tailor, Nassau Street.—A representative and leading clothing house of Princeton is that of Mr. William M. Leigh, which is centrally and desirably located in the Nassau Hotel Building, on Nassau Street. It was established by that gentleman in the year 1865, on a much less extensive scale, and has grown up with the advancing times. Recent alterations and improvements in the building have afforded additional facilities for accommodating the constantly increasing trade. The store is one of the finest in the town, with a frontage on Nassau street of 25 feet and is 80 feet in depth. It is fitted up in the most modern manner and provided with every convenience. There is a large stock of ready-made clothing for men's and boys' use, of the most seasonable and pleasing styles, manufactured principally at this establishment and guaranteed in every respect. In the custom department may be found a superior stock of American and foreign suitings, cloths, cassimeres, vestings, etc., which are converted into stylish garments to order and guaranteed to give perfect satisfaction in all particulars. A vast stock of gents' furnishing goods is carried, embracing everything new and novel in that line. The manufacturing department is located in the second story of the building, and is provided with every facility for the expeditious and well doing of the work. During the busy seasons of the year, employment is furnished to some thirty experienced hands, with a weekly payroll exceeding \$200. Mr. Leigh is a native of New Jersey and has long resided in Princeton. He is a practical tailor and cutter, and the business of his establishment is under his own personal supervision. By careful attention to the business, and a strict regard for the wants of his customers, he has built up a first-class trade.

**A. L. Green**, Sash, Blinds, Doors, etc., Railroad Avenue.—The sash and blind manufactory of Mr. A. L. Green, which is located on Railroad Avenue, opposite the depot, was established originally by Mr. I. S. Green. In 1879 the business passed into the hands of Mr. A. L. Green, the present proprietor. Quite an extensive trade is now done, the annual amount of business being of no little importance. The manufactory is a commodious two-story building, the main floor being 40x80 feet in size. There is plenty of light. All the latest and most improved machinery for the business, and the building is arranged expressly for the purpose. A fourteen-horse power engine furnishes the motive power and heats the shops. Sash, blinds, doors, mouldings, brackets, etc., are made to order at short notice and in the most workmanlike manner of properly seasoned materials. Competent and skilled workmen, some eight in number, are employed, and the trade extends throughout the town and much of the county. Mr. Green is a native of Princeton and has always resided here. He

is a thoroughly practical man, having an experience of twenty-six years in this business, a most excellent workman, and understands and comprehends the wants of his customers. Energetic and industrious, he justly merits the liberal patronage which he receives, and his business is characterized by promptness and reliability.

**Joseph Priest**, Druggist, corner Nassau and Mercer Streets.—The popular drug store of Mr. Joseph Priest, at the corner of Nassau and Mercer Streets, was established by that gentleman in 1865. The business was begun in a small way, and has from time to time increased and augmented to meet the wants of the public. Recently the present commodious and handsome structure was erected, and it ranks among the neatest and most complete stores in the county. The building is of pressed brick three stories in height, of the most modern design. The drug store occupies the right of the main floor, is 25x70 feet in size, and a neat laboratory is located in the rear of the store. There are two handsome plate-glass show windows, plate panel doors, tile floors, high ceilings, etc., while the wood-work, shelving and counters are all of ash. The entire building is admirably heated and well ventilated. The stock embraces fresh and pure drugs, patent medicines, toilet articles, perfumery, soaps, brushes, vases, fancy articles, sponges, wines, etc. Physicians' prescriptions are carefully and understandingly compounded. Competent and experienced clerks are employed. The trade is principally local and continues to increase. Mr. Priest is a native of Princeton, and has always resided here. He is a practical druggist and possesses a thorough knowledge of his business. Active and enterprising in all things, his beautiful store is a credit to the town, and evinces the progressive character of its founder and builder. During the war of the Rebellion, Mr. Priest was connected with the Sanitary Commission, giving much of his time and influence to providing for the comfort of our sick and wounded soldiers.

**William J. Gibby**, Counsellor-at-Law, corner Nassau and John Streets.—The law office of William J. Gibby, Esq., is located at the corner of Nassau and John Streets and was established in the year 1875. A general law business is done, with facilities for the proper prosecution of the same throughout the State. Collections are promptly and reliably attended to, and documents and papers of every description are intelligently drawn. Mr. Gibby is also a notary public, solicitor, master and examiner in chancery, special master in chancery, Supreme Court commissioner, etc. Real estate matters are carefully attended to, and money is loaned on bond and mortgage. His neat and pleasant offices are substantially fitted up, provided with an excellent law library, etc. All business intrusted to him may be relied upon as being well done. Mr. Gibby is a native of New Jersey and has long resided in Princeton, where he is well known and highly esteemed. He is a gentleman possessed of broad and comprehensive views, well versed in the law, and is courteous and pleasant in all his relations. He is the present County Superintendent of Public Instruction for Mercer, and has won fresh laurels in that capacity. An honorable, upright citizen, he enjoys the confidence and respect of the people both at home and abroad.

**H. B. Bayles & Co.,** Choice Groceries, Nassau Street.—The reliable grocery store of Messrs. H. B. Bayles & Co., which is centrally located on Nassau Street opposite the College Library, was established by these enterprising gentlemen in the year 1879. They carry an excellent stock and do a good annual business. The best of choice groceries are provided, canned goods in all their variety, spices of all kinds, teas and coffees and, in fact, everything pertaining to a well-kept grocery store, all at popular prices. The store is a commodious one, 25x75 feet in size, and provided with every convenience. Competent clerks are employed and the trade is largely local and encouragingly increases. The individual members of the firm are Mr. H. B. Bayles and Mr. C. D. Updyke. Mr. Bayles, the senior member of the firm, is a native of Middlesex County, N. J., and for a period of eight years, prior to engaging into the present partnership, was engaged in the same line of business on his own account in this town. He is an active, efficient business man and a practical grocer, well known and universally liked. Mr. Updyke, the junior partner, is a native of Mercer County, N. J., and is a gentleman of excellent business qualifications.

**A. D. Cook,** Nassau Hotel, Nassau Street.—The well-known and deservedly-popular Nassau Hotel, which is centrally located on Nassau Street, kept and managed by Mr. A. D. Cook, was originally established about the year 1800, and took its name from the Nassau College. Numerous changes in proprietorship and management have occurred during the years of its existence, and from a comparatively insignificant structure it has grown to a commodious modern hotel, handsomely fitted up and sumptuously furnished throughout. Where used to gather the heroes of '76, to engage in social intercourse and recite the trials and privations of that ever-memorable campaign, now gather the veterans of '61 for a similar recital. The present premises have a frontage on Nassau Street of 88 feet and are 200 feet in depth. The building is 88x100 feet, three stories in height, and built of brick. The reception-room and office occupies the front entrance to the left, 25x20 feet; the bar-room adjoins, 25x40 feet, and is attractively fitted up, well supplied with choice wines, liquors, cigars, etc. To the right of these rooms is a large hall. The dining-room is a commodious one, 35x60 feet in size, well lighted, heated and ventilated. The kitchens are located in the basement. The culinary department is carefully looked after and the best the market affords is unstintingly provided, prepared in the most skillful manner and excellently served. On the second floor of the building is located the parlors, suites of apartments, and bed-chambers. The third floor is devoted also to sleeping apartments, some forty in number. Each room is substantially and cozily furnished and carefully attended to. The lower portion of the hotel building, to the right, is occupied by stores. In the rear of the building are the stables, barns, sheds, ice-house, etc. The office is provided with electric bells to each room, telephones, etc. Competent assistants are employed in the several departments and the comfort and convenience of guests is carefully looked after. Both permanent and transient guests are entertained, and the regular rates are \$2.00 per day. The trade comes from all parts of the country, and upon the register of the "Nassau" may be found the names of some of the most distinguished men of the times.

Mr. A. D. Cook, the present proprietor, is a native

of Mercer County, and a well-known resident of Princeton. He is a young man of rare business qualities, and has long been identified with the mercantile interests of the town. In August, 1881, he was called to the management of the "Nassau," and it has ever since been successfully conducted. Full of energy and activity, persevering and untiring in his efforts, courteous, social and pleasant in his manner, he is well calculated for his responsible and trying position, and already enjoys the reputation of being one of the most clever and popular of hosts.

**Wm. A. Duryee,** Hardware, Cutlery, etc., Nassau Street.—The old-established and well and favorably-known hardware house of Mr. William A. Duryee, which is centrally located on Nassau Street, was established as long ago as 1847, by Mr. H. B. Duryee, father of the present energetic proprietor. Two years ago it passed into the hands of the present owner, a gentleman well calculated not only to retain the old trade, but also to attract new customers. He carries a large stock of desirable goods and does an excellent annual business. Hardware of every description, cutlery of the best-known makes, woodenware in great variety, paints, oils, glass, etc., may always here be found in any quantity. The store is a commodious one, 30x75 feet in size, and is provided with every convenience for the successful doing of the business. There is also a large basement for the storage of oils, etc. Competent clerks are employed and the trade is principally local. Mr. Duryee is a native of Mercer County and has long resided in Princeton. He has grown up in the business and is well qualified for its management. An energetic, progressive young man, he devotes his time and energies to the business and merits the extensive patronage which he enjoys.

**T. W. Lavake,** Jeweler and Optician, Nassau Street.—The justly popular jewelry store of Mr. T. W. Lavake, situated on Nassau Street, was established by that enterprising gentleman in November, 1876, and has ever since enjoyed a good trade. He carries an excellent stock and does a rapidly increasing annual business. The stock embraces the popular makes of the leading American and Swiss watches, jewelry of all kinds, clocks of every description, spectacles, eye-glasses, etc. Repairing is promptly done and watch-work is made a speciality. The store is 12x30 feet in size, cozy and convenient, provided with show cases, fire-proof safe, etc. The repairing department is located in an adjoining room in the rear of the store, 12x15 feet in size, and competent workmen are employed. Mr. Lavake is a native of Massachusetts, but located in Princeton many years ago. He is a practical watchmaker and jeweler of many years' experience and is consequently enabled to treat all matters in his line understandingly. A public-spirited citizen he has been chosen as a member of Common Council and has occupied other positions of honor and trust, acceptably filling the same.

**John Conover,** Merchant Tailoring, Nassau Street.—The old-established and thoroughly reliable merchant tailoring establishment of Mr. John Conover, centrally located on Nassau Street, was established by that gentleman in Princeton as long ago as 1840, and is consequently one of the old landmarks of the historic town. The stock consists of cloths and cassimeres in all their variety, of the newest and most popular patterns. Measures are taken and well-

fitting, stylish garments are made to order in the best manner at moderate prices. There is a vast variety of piece-goods, from which customers may make their selections. He also keeps a stock of gentlemen's furnishing goods. His store is 25x50 feet in size, well arranged and adapted for the business. Mr. Conover is a native of New Jersey, and has long resided in Princeton, where he is well known and highly esteemed. He is a practical tailor and cutter, and his large experience ably fits him for the successful conducting of his important branch of trade. He has been connected with various local offices and positions of trust in the town, but of late years he has confined himself solely to his tailoring business.

**L. Oscar Grenelle**, Druggist, opposite Dickinson Hall, Nassau Street.—The well-known drug and apothecary store of Mr. L. Oscar Grenelle, on Nassau Street, opposite Dickinson Hall, was established by Gray & Bosenbury at its present location in the year 1875, and came into the possession of its present proprietor in 1881. He now carries a large stock and does an excellent annual business. Drugs, medicines, chemicals, oils, toilet articles, perfumes, soaps, etc., are always to be found in stock. Special attention is given to the compounding of physicians' prescriptions. The store is 17x65 feet in size, neat and attractive, convenient in every particular, and the laboratory is situated in the rear. Competent assistants are employed and the trade extends throughout the town and its neighborhood. Mr. Grenelle is a native of New York, but has resided the greater part of his life in New Jersey, and has been identified with the drug trade of Princeton for many years. He is a thoroughly practical man, active and enterprising, and enjoys a first-class patronage, which he justly merits. Mr. Grenelle makes a specialty of flavoring extracts, especially lemon and vanilla, which have an excellent reputation wherever known.

**R. Runyan**, Attorney-at-Law, Nassau Street.—Mr. Runyan is a native of Morris County, N. J., and located in Princeton in 1845. He first learned the trade of watchmaker and jeweler and followed that business for many years. During his spare moments he gratified his desire for reading law, and soon became one of the few pupils of Thomas G. Lytle, Esq. In 1877 he was first admitted to practice, and shortly afterwards opened his office. It is located in the rear of his brother's store, on Nassau Street, and is pleasantly and substantially fitted up. Mr. Runyan is also a solicitor and master in chancery, and conducts a general law business. He is an apt scholar, a good talker and is possessed of excellent judgment. In 1865, and again in 1874, he was chosen Mayor of Princeton, and made a most excellent official. From 1870 to 1874 he was the Collector of the Township, and some thirty years ago he served as Clerk of the Township. A progressive and popular man, he has risen to his present position by his own personal efforts, and enjoys the confidence and respect of the public generally.

**Leigh & Cook**, Grocers, Nassau Hotel Building, Nassau Street.—The popular and well-known grocery establishment of Messrs. Leigh & Cook, centrally and desirably located in the Nassau Hotel Building, was established in the year 1869 and has ever since enjoyed an excellent trade. They now carry a large stock, conduct both a wholesale and retail business, and transact an annual business, estimated at not less

than \$50,000. The choicest family groceries may here be obtained, together with all kinds of canned goods, teas and coffees, spices, dried fruits, nuts, salt and smoked meats and provisions generally. The store is a commodious and modern one, 25x80 feet in size, with a large basement and two storehouses adjoining. Competent and experienced clerks are employed, and the trade extends throughout the town and its neighborhood. The individual members of the firm are Elijah Leigh and A. D. Cook. Both gentlemen are natives of Mercer County and long residents of Princeton, widely known and highly esteemed. They conduct a successful and live business, and are both practical, progressive and active business men. Mr. Leigh is a member of Common Council and Mr. Cook is the manager of the Nassau Hotel. The firm of Leigh & Cook fully deserve the success they have achieved and are a representative and reliable house.

**John V. Dey**, Fancy and Staple Dry Goods, Nassau Street.—The dry goods house of Mr. John V. Dey, which is centrally located on Nassau Street, opposite the College Library, was established by Mr. M. H. Krauskopf in 1857, and came into the hands of the present proprietor, Mr. John V. Dey, in 1871. A large and desirable stock is carried and the annual business done amounts to many thousands of dollars. The stock embraces everything in the fancy and staple dry goods line, of the various qualities and prices. The store is 15x65 feet in size and is adapted especially for the business, provided with every convenience, and is light, pleasant and comfortable. Competent clerks are provided and all customers are courteously treated. Mr. Dey is a native of New Jersey, and has long been identified with the business interests of Princeton. He is an enterprising and active merchant, understanding and comprehending the public wants and hastens to supply them. He enjoys a large and lucrative trade which has been gained by a straight-forward, honorable course. He is also the manager of the Princeton Savings Bank and occupies other positions of honor and trust in the community.

**V. Arnheiter**, Merchant Tailor, Nassau Street.—The merchant tailoring interests of Princeton are well represented in the old-established house of Mr. V. Arnheiter, which is located on Nassau Street, Princeton's chief business thoroughfare. The business was established in the year 1854, by that gentleman, and has grown up with the advancing demands of the times. He now carries a large stock of piece-goods, of the latest and most desirable designs, in cloths, cassimeres, suitings, vestings, etc., and garments are made to order in the best manner, of stylish cut and perfect fit, and guaranteed in every particular. The store is 25x60 feet in size and is provided with every convenience for the successful prosecution of the business. Competent and skilled workmen are employed and the trade extends throughout the town and its neighborhood. Mr. Arnheiter is a native of Germany and came to this country in 1849. Soon afterwards he located in Princeton, where he has ever since remained. He is a practical tailor and cutter, and is thoroughly posted in all the details of his business. He takes an active interest in military matters, and was long a lieutenant in the Princeton National Guards, and also in the Rifle Corps. As the President of Common Council, he is a capable and intelligent officer.

**C. A. Terhune**, Boots and Shoes, Nassau Street.—The well-known boot and shoe establishment of Mr. C. A. Terhune, centrally situated on Nassau Street, was established by that gentleman at its present location in 1869, and has continued to enjoy a fair share of the public patronage. He now carries a large stock and does a comfortable and encouraging trade. The stock consists of boots and shoes of every description, for men, women, misses, boys, children and also for the "blessed baby." Custom work is also made to order and guaranteed in every respect. Repairing is promptly and intelligently done. A good stock of rubbers may here be found. Hats and caps in great variety, trunks, traveling bags, etc. The store is 30x75 feet in size, and is admirably adapted and arranged for the business, convenient in every particular, and the stock is well displayed. Competent workmen and assistants are employed and the trade extends throughout the town and its surrounding country. Mr. Terhune is a native of Princeton, and has always resided here. He is a progressive and wide-awake business man, a firm believer in quick sales and small profits, and controls a first-class trade, which is constantly increasing.

**F. A. Dennis**, Attorney-at-Law, Nassau Street.—The law office of Mr. F. A. Dennis, located in Room No. 4, second floor of the Carpenter Building, on Nassau Street, was first opened in 1880. He now conducts a rapidly-growing, general law business, attends to collections, the drawing of legal documents, etc. His facilities are of the best. The office is neatly furnished, 25x30 feet in size, and contains an excellent law library. The business is principally local, although it is not altogether so, extending throughout the State. Mr. Dennis is a native Princetonian and read law with Hon. Wm. J. Gibby, the present efficient County Superintendent of Public Schools. He was first admitted to practice in June, 1880, and shortly afterwards opened his office here. He is a young man of rare abilities, well versed in the law and has attained his present position through his own exertions. He is the present Solicitor of the town and has occupied the position to the satisfaction of the people and to his own honor and credit for two years. All business intrusted to him will be well and faithfully done. He is the associate attorney of Helstead & Co., successors to Howard & Co., Washington, D. C.

**Henry Runyan**, Books Stationery, Jewelry, etc., Nassau Street.—The well-known firm of McGinness & Runyan, Princeton's leading stationers and who, for a period of sixteen years, successfully prosecuted the business, was dissolved in 1881 and Mr. Runyan succeeded to the business, opening in September of that year a handsome new store, directly opposite the residence and office of Dr. Murray, on Nassau Street. An extra large stock is now carried and a good annual business is done. The stock embraces books, offered at publishers' prices; stationery in great variety and complete in every department, with a fine stock of office and school stationery; handsome picture frames, fancy goods at various prices, albums, writing desks, bats, balls, games of all kinds, etc. For variety and extent, as well as superiority in quality, this stock ranks among the best in the county. The store is 20x70 feet in size and is provided with every convenience and comfort, well-fitted up and the stock is attractively and tastily arranged. Adjoining this store, on the left, is a well-fitted up and finely stocked

jewelry department, where may be found watches, clocks, jewelry, eye-glasses, spectacles, etc., in all their variety. It is 15x25 feet in size, provided with beautiful show-cases, fire-proof safe, etc. Repairing of all kinds is promptly and reliably done. Mr. Runyan is a native of Morris County, N. J., and came to Princeton many years ago, in the capacity of a clerk.

**John R. Slayback**, Grocer, corner Dickinson and Canal Streets.—Among the foremost grocers in Princeton Mr. John R. Slayback occupies a leading position. His excellent grocery and provision store is located at the corner of Dickinson and Canal Streets and was established by that gentleman in the year 1854. Choice groceries, canned goods, spices, teas and coffees, dried fruits and provisions in great variety are always in stock and the best to be obtained in the market. His new and neat store, which he has occupied for the past two years, is a model of neatness and convenience, about 30x60 feet in size, and was built expressly for the purpose. Competent assistants are employed and the trade, which is principally local, steadily increases. Mr. Slayback is a native of New Jersey and when he began business in 1854 it was upon the basis of warranting goods to be just as represented. To this fact he attributes his success and he carries that principle out to the very letter. As a shrewd, far-seeing, intelligent, active and enterprising business man, he occupies the front rank of his profession and deservedly merits the generous patronage that has been accorded to him. A most excellent citizen, he is highly respected and justly popular.

**George Kopp**, Watches, Clocks and Jewelry, Nassau Street.—Thirteen years ago Mr. George Kopp established his jewelry store in Princeton. His excellent store is located on Nassau Street, opposite the College buildings, and contains a good stock of watches, clocks, jewelry, silverware, gold pens and pencils, spectacles and eye-glasses of every grade, etc. Repairing is promptly attended to and engraving is made a specialty. The store is 20x25 feet in size, nicely fitted up with show cases, fire-proof safe, etc. Competent workmen are employed and the trade extends throughout the town and its neighborhood and steadily increases. Mr. Kopp is a native of Germany, and came to this country some sixteen years ago. Shortly after his arrival he located in Princeton and entered into his present business. He is a thoroughly practical man, learned his trade in the old country, and for the past twenty-seven years has been actively engaged in the same.

**John H. Margerum**, Tinware, etc., North Mercer Street.—Among the few industrial enterprises of Princeton is the well-known tinware establishment of Mr. John H. Margerum, which is located on North Mercer Street and was established here a quarter of a century ago. He is a manufacturer of and deals in tinware of every variety, from the penny cake pan to the more expensive washboiler. Roofing, leaders, gutters, etc., are made to order and understandingly put on. Gas and steam fitting, plumbing and jobbing generally is well done. There is also a good stock of pumps, sinks and drain pipes, furnaces, stoves, ranges, etc. The store is 30x75 feet in size, completely stocked, and the upper floor is used for the workshops and are provided with a variety of labor-saving machinery. Excellent workmen are employed and reliable and substantial work

is done at the lowest prices consistent with legitimate business. Mr. Margerum is a native of Princeton and has always resided here. He is a practical tinner and a superior workman. A public-spirited citizen, he has filled numerous local positions. During the war of the Rebellion he served as a Captain in the Twenty-second Regiment New Jersey Volunteers. He is an active member of Haines Post, No. 30, G. A. R., and is well known and highly esteemed in this community.

**William Logan**, Stoves, Plumbing, Tinsmith, etc., Nassau Street.—The shops of Mr. William Logan are located in the Carpenter Building, on Nassau Street, and the business was established in a small way and on a limited capital, in 1878. He now carries a good stock and does an excellent annual business. There are stoves, heaters and ranges, oil stoves and stove supplies. Tinware, of every description, is made to order and a good stock of the same is always kept in stock. Sheet-iron work and plumbing are also done, in the most workmanlike manner. The shop is 40x75 feet in size and is conveniently divided into three departments. All the necessary tools and machinery for the prompt execution of good work is provided and competent workmen are employed. Mr. Logan also deals in coal and his yards are centrally located. Mr. Logan is a native of Mercer County and has long resided in Princeton. He is an energetic and progressive busi-

ness man, an excellent and practical workman, and through his own efforts has established a good business in a very short time. All work intrusted to him is intelligently done and his charges are very moderate. He is constantly increasing his facilities, and merits the substantial patronage bestowed upon him.

**Jos. Priest**, Fine Confectionery, Nassau Street, corner Mercer.—To supply a long-felt want of the community, in 1881 Mr. Jos. Priest established his confectionery store on Nassau street, near the corner of Mercer, and adjoining his drug store. A clever trade has already been built up and the prospects are highly encouraging. Fine confectionery of every description, fresh and pure, is constantly received and kept in stock. Fruits of all kinds, in their season, nuts in all their variety. The store is neat and attractive in appearance, well-kept, and is 16x50 feet in size, provided with every convenience. Popular prices prevail and polite attention is given to patrons by competent assistants. Mr. Priest is well known as one of Princeton's progressive druggists and deserves credit for his enterprising and active efforts in advancing and promoting the substantial business enterprises of the town. Mr. Priest is also establishing a branch store (drugs and confections combined) at Bay Head—a summer resort on the sea-shore, at head of Barnegat Bay, on Jersey coast—noted for its fine fishing and gunning.

## HIGHTSTOWN.

A PLEASANT INLAND TOWN, WELL BUILT UP AND THE CENTRE OF CONSIDERABLE MERCANTILE BUSINESS—SITUATED ON THE PENNSYLVANIA RAILROAD, BETWEEN NEW YORK AND PHILADELPHIA.

The city of Hightstown is located on the headwaters of Millstone River, fifty-one miles from New York, forty miles from Philadelphia and fourteen miles east from Trenton. It is one of the principal stations on the old Camden and Amboy Railroad and the terminus of the Pemberton and Hightstown Railroad. It is a place of considerable enterprise, and growing gradually both in population and business. The town was settled early in the history of Mercer County, and it is stated that the first church was built here in 1785. In 1843 the town had reached a population of about five hundred and contained six stores, one grist and saw mill, a variety of mechanics, a Methodist, Baptist and Universalist Church, an academy, and from eighty to one hundred dwellings. The building of the Camden and Amboy Railroad prove quite a stimulus to the growth of the town, and from that time on there was a gradual improvement. Hightstown of to-day is an attractive town in every particular, the streets being wide, well graded and lined on either side with shade trees. The buildings are, to a very great extent, modernly built, and surrounded by pleasant and attractive yards, well filled with flowers and shrubbery.

Hightstown has always held a foremost position in regard to education, both public and private, and for many years it has been the location of two excellent private institutions, that have exerted a wide influence for good throughout the State. The Peddie Institute, of this town, is located very near the geographical centre of the State, accessible from New York and Philadelphia, and on the Camden and Amboy Division of the Pennsylvania Railroad, and having close connection with the New Jersey Road at Monmouth Junction. It is, therefore, brought into easy communication with all the principal cities in New Jersey and the various prominent points throughout the country. The buildings are ample, and provided with every con-

venience to make school life pleasant and profitable. The Hightstown Young Ladies' Seminary was founded by Dr. John McCluskey in 1864 as a day school, and in 1870 as a boarding school. It is divided into preparatory, intermediate, academic and classical departments, and has facilities for from fifty to seventy-five pupils.

The town now has six churches, a National bank, four hotels, two public halls and a very creditable number of shops and stores. There are two newspapers, the *Independent*, published weekly by the Independent Publishing Company, and edited by R. M. J. Smith. It was first issued June 29th, 1876. The *Gazette* is published every Thursday, by Thomas B. Applegate. In June, 1849, it first appeared as the *Village Record*, and in 1863 was changed to its present name. The country surrounding Hightstown is in a good state of cultivation, and gives to the town very considerable mercantile trade. Fortunate in its surroundings, it commands a magnificent stretch of country, while for salubrity of climate and healthfulness of location, the situation of Hightstown is unsurpassed by any locality in the State. The population in 1870 was 1,347; 1880, 2,000. The leading industries are as follows:

**Rev. Wm. M. Wells**, Home Seminary for Young Ladies, North Main Street.—Mercer County is famed for its institutions of learning; Trenton, Princeton, Pennington, Lawrenceville, Hightstown, all have their colleges, seminaries and schools, famous throughout the land. The Home Seminary, which is desirably located on North Main Street, in Hightstown, was founded in the year 1864 by the late Rev. John McCluskey, D. D., as a day school, for the purpose of providing for young ladies the advantages of a liberal and thorough education in the English and higher branches. In 1870, Rev. William M. Wells, the present efficient principal, took possession of the institution, added a boarding department and other highly necessary improvements, with the design of making it a pleasant, safe, home school, and hence the name, Home Seminary.

That such an institution was needed is evident from the many warm commendations from its numerous patrons and friends and its uniform prosperity from the beginning. During the past twelve years 280 pupils have been enrolled and 52 were in attendance during the last scholastic year. The main building has cheerful and attractive rooms, is neatly carpeted and completely furnished throughout, has rooms for fourteen boarders and the entire house is rendered comfortable by means of an abundance of pure and warm air from a large "Gold's Health Heater." There are pleasant and commodious grounds and walks, while the town and its vicinity have long been noted for their remarkable healthfulness and enviable exemption from chills and all miasmatic diseases. There has not been a death at the Seminary, and but a single case of severe illness, which originated elsewhere.

The school is divided into primary, preparatory, intermediate, academic and classical departments and pupils are carefully examined at entrance and assigned to their respective classes. All who complete the course of study in either the academic or classical departments, as a testimonial thereof, at graduation are presented with the Seminary Ring. Among the many advantages of this most excellent institution, are careful culture of the mind, thorough instruction in the English higher and ornamental branches, unusual facilities for music, instrumental or vocal, piano or organ; a pleasant, safe, Christian home, not too large to be under the constant personal supervision of the principals and free from the excitements and perils of congregated numbers; moderate terms, few extras, a quiet and very healthy village, readily accessible by numerous daily railroad trains, everything for the accomplishment of a single aim—the development of true womanhood.

The rates per term of ten weeks, for board, tuition, laundry, etc., is \$62.50; music, \$10 extra; painting, \$10 extra. The ornamental branches only are extras and there are no other expenses than those above specified unless for books, stationery, sheet music and the like. None but well-qualified teachers are employed. The table is provided with an abundance of good, nourishing, well-cooked food and boarders and the family eat at the same table. The seminary is provided with philosophical, chemical and electrical apparatus, amply sufficient for the illustration of studies in the natural sciences.

The faculty comprises the following: Principals—Rev. Wm. M. Wells, A. M., and Mrs. C. M. Wells. Instructors—Rev. W. M. Wells, A. M., sciences, English literature, Latin and German. Mrs. C. M. Wells, painting and drawing. Miss Addie L. Baldwin, French and English branches. Miss M. B. Stryker, instrumental and vocal music. Miss Jennie Grenelle, elocution. The terms begin in September, November, January and April, and the anniversary occurs in June.

Rev. Wm. L. Wells, the principal, is a native of this State, and is a Presbyterian clergyman of large learning and excellent abilities. For a period of eleven years prior to engaging in teaching he was actively occupied in pastoral work at Jamesburg in this vicinity, and his scholarly attainments were such that he was chosen in 1870 as the successor to Rev. John McCluskey, D. D., as the principal of the Home Seminary. But on taking charge of the Home Seminary, Mr. Wells determined to provide at least one place where parents could send their daughters with reasonable assurance that they would be as safe as they could be anywhere away from the sanctuary of their own home. To the attainment of that end, he has made it a home in reality as well as in name.

**Elwood Eldridge**, Harness, Blankets, Whips, etc., Main Street.—The harness manufactory and store of Mr. Elwood Eldridge was established in the year 1873 and he now carries a good stock and does an excellent annual business. Harness of all kinds, heavy and light, single and double, is made to order, of the best materials and guaranteed to be just as represented. Repairing is well done and at short notice. There is a good stock of collars, whips, blankets, lap-ropes, fly-nets, halters, brushes, curry combs, etc. The store is 20x40 feet in size and the manufactory is located on the second floor. Mr. Eldridge is a native of Hightstown and has always resided here. He is a practical harnessmaker and understands every detail of the business.

**A. S. Voorhees**, Furniture and Undertaking, Main Street.—The leading and well-known furniture and undertaking establishment of Mr. A. S. Voorhees, which is located on North Main Street, was established in the year 1871. A large stock is now carried and the annual business done is quite extensive. There are parlor and bed-room suites and furniture of all kinds, carpets, oil-cloths, wall-paper, window-shades, stationery, brackets, etc. The building is of brick, three stories in height, and was erected especially for the purpose. It is 25x50 feet in size, is provided with two plate-glass show windows and the store is fitted up in the most modern manner. The first floor is devoted to the store proper, the second floor to the undertaking department and the third floor to the manufactory and repair shops. Undertaking in all its branches is done and the best facilities are employed for the business. Careful attention is given to funerals and satisfaction assured. Competent assistants are employed in the several departments. The trade comes principally from the town and its surrounding country and steadily increases. Mr. Voorhees is a native of Somerset County, N. J., and located in Hightstown many years ago. He is a practical undertaker and his personal supervision is given in all cases. Mr. Voorhees has been and still is President of the Young Men's Christian Association of this town for some three years, and stands highly estimated for his Christian as well as his business principles.

**Sering Shangle & Son**, Founders and Machinists, Academy Street.—The iron foundry and machine shops of Sering Shangle & Son, which are located on Academy Street, near the railroad, were established some twenty-six years ago, by Mr. Sering Shangle. Mr. John R. Shangle was admitted to partnership in the year 1871 and the present firm name adopted. They keep constantly on hand plows and plow castings, sled and sleigh shoes, cider press screws, etc.; iron turning and fitting is done at short notice; machinery of all kinds is repaired in the most workman-like manner and at reasonable prices. They are also the agents for the Kirby Mower and Reaper, and the Peekskill Iron Beam Plow. The premises are 150x100 feet in size, on which is a commodious foundry and machine shop, a blacksmith shop, etc. The former is 80x40 feet and is three stories in height. Employment is given to ten competent and experienced workmen, and the best of work is done at short notice. A six-horse engine furnishes the motive power. Mr. Sering Shangle is a native of Morris County, N. J., and located at Hightstown when quite a young man. He is a practical machinist, a superior workman, and one of the most enterprising and energetic of business men. Mr. John R. Shangle, the junior member of the firm, is a young man who has grown up in the business.

**Thos. C. McDonald**, Manufacturer of Agricultural Implements, South Liberty Street.—In the manufacture of agricultural implements Mr. Thomas C. McDonald enjoys a wide-spread reputation. His foundry and machine shops are located on South Liberty Street and the business was originally established by Wyckoff & McDonald, in 1871. Mr. Wyckoff retired from the firm in July, 1880, and the business passed into the hands of the present energetic proprietor, Mr. McDonald. He is the manufacturer of Riggs' patent gang plow, potato diggers, Riggs' patent furrower, Thomas' two-horse cultivator,

sod plows, small plows, etc. Castings of all kinds are made and machine work is done. The storehouse is 40x60 feet in size, built of frame and is two stories in height. A neat business office is located on the first floor and the remaining portion of the building is devoted to the storage of new and finished machinery ready for shipment. The railroad passing directly in front of the storehouse affords the best means for loading machines aboard the cars without cartage. The manufactory and machine shop is a commodious frame structure 60x80 feet in size and two stories in height. It is thoroughly equipped throughout with the latest and most improved labor-saving machinery and tools. The engine-room is located to the rear of the machine shop and contains a twelve-horse engine and a fifteen-horse boiler. The foundry is 50x60 feet in size and is fully supplied with the necessary tools and machinery for the well and expeditious doing of the work. The blacksmith shop is 30x40 feet in size. Employment is given to about one dozen skilled mechanics during the more busy seasons of the year. The trade extends throughout the United States and from a small beginning has grown to be a leading and permanent industry, the value of its productions amounting to many thousands of dollars annually. Mr. McDonald is a native of Monmouth County, N. J., and was born and raised within four miles of Hightstown. He is a practical machine builder and was the junior member of the firm of Wyckoff & McDonald.

**Charles Keeler**, Postmaster, Office on Main Street.—The Hightstown post office is centrally located on Main Street, facing on Stockton Street. The building is of frame, and the office 25x40 feet in size, and pleasantly fitted up. There are some four hundred boxes, including the private ones. Mr. Charles Keeler, the present efficient and obliging postmaster, is a native of Hightstown, and is well and favorably known. He was educated in the public school of the town, and afterwards engaged in mercantile pursuits, which he followed up to the time of his appointment as postmaster by President Lincoln in 1861. He was reappointed by President Grant in 1868, and by President Arthur, March 22d, 1882. He has made a capable and efficient officer, and his pleasant, courteous manners and kindly disposition have won for him the respect and esteem of the public generally. An intelligent and straightforward man of business, he conducts the affairs of the office with order and system.

**William T. Smock**, Stoves, Tinware, Roofing, Main Street.—The well-known and admirably-conducted stove and tinware establishment of Mr. Wm. T. Smock, which occupies a prominent position on Main Street, was started in 1866 and has grown and kept pace with the increasing demands of the times. The store is a fine one, 30x80 feet in size, in which is a vast stock of stoves, for parlor, kitchen, bed-room, store and other uses. In the rear of the stove department is the tin shop, 30x30 feet in size and equipped with the latest improved labor-saving machinery. Tinware of all kinds may here be found and anything in that line is made to order at short notice. Roofing, spouting, etc., is made a specialty and all work is guaranteed. Mr. Smock is a native of Monmouth County, N. J., but located in Hightstown many years ago. He is a practical tinner and his work enjoys the reputation of being well done.

**Dey & Savige**, Planing and Moulding Mill, Lumber, etc., corner Mercer and Ward Streets.—The Hightstown lumber yard and planing and moulding mill, which is located corner of Mercer and Ward Streets, was established originally, a quarter of a century ago, by Mr. Enoch Dey. Later, the firm of Dey, Wyckoff & Savige was organized and they were succeeded, in 1877, by Messrs. Dey & Savige, the present firm. They now carry a vast stock and do an annual business exceeding \$25,000. The premises embrace some four acres in extent and the firm deal in lumber, lime, plaster, cement, etc., and manufacture sash, blinds, shutters, doors, mouldings, window frames, house trimmings, brackets, etc. Planing and scroll and circular sawing is done in the best manner and at short notice. The planing-mill is 50x80 feet in size and two stories in height. It is built of frame and is arranged and adapted especially for the purpose. It has recently been enlarged and improved both in the interior and exterior. The premises throughout are provided with the best and most improved machinery and its facilities are first-class in every respect. A fifteen-horse power engine furnishes the motor and heats the building. Employment is given to ten experienced workmen and the productions of the mill are used in the town and its surrounding country. The lumber yards are completely stocked with every description of building lumber, thoroughly seasoned and sold at lowest prices. Large sheds cover the most desirable stock. There is a storehouse for lime, plaster, cement, etc. The individual members of the firm are Enoch Dey and E. H. Savige. Mr. Dey, the senior member, is a native of Hightstown and has always resided here. Mr. Savige, the junior member, is also a native of Hightstown and is a young man of excellent business abilities.

**Jacob Early**, Coal, Mercer Street, near Freight Depot.—The long-established and widely-known coal yards of Mr. Jacob Early, on Mercer Street, near the freight depot, were first opened in 1852. A new and more commodious trestle-work has recently been erected, reaching the entire length of the yard, and other improvements made. The celebrated Council Ridge, Buck Mountain, Honey Brook and Sandy Run coals are always here to be found, and are delivered throughout the town by the ton or by the car load. The premises are about 100x200 feet in size, the yards having a capacity of a thousand tons. Mr. Early is a native of Burlington County, N. J., born at Pemberton, where he resided for a period of forty years. Thirty years ago he located in Hightstown, and engaged in business, where he has ever since remained.

**D. A. Lantz**, Hotel and Drive Yards, North Main Street.—Mr. Lantz is a native of Sussex County, N. J., and began the hotel business early in life. He was at one time engaged in the business at Trenton, and afterwards at Newtown, from which place, in 1869, he came here and opened the Lantz Hotel. The premises are located on North Main Street, just opposite the Iron Bridge, and comprise about three acres in extent. The hotel building is of frame, two and one-half stories in height, neatly painted and excellently kept. It is 60x80 feet in size, and the bar-room, parlor, dining-room, sitting-room, kitchen, etc., occupy the first floor. The upper floors are devoted to bed chambers, are comfortably furnished and carefully attended to. The bar is stocked with the best

of wines, liquors and cigars. The hotel table is as good as the best, provided with everything desirable, understandingly cooked and amply served. The commodious barns, sheds, stables, etc., are designed expressly to accommodate the regular trade as well as being in use for drove yard business. His sales are largely attended and usually result to the mutual advantage of both buyer and seller. There is also an efficient livery stable attached. In the rear of the hotel building is an establishment for the manufacture of straw bottle covers, 25x50 feet in size, and provided with the necessary tools and machinery. Mr. Lantz put this branch of business into operation some ten years ago, and it steadily increases, the product being used by city parties. Mr. Lantz is also the Overseer of the Poor of the Township, an office requiring no little attention.

**Edgar Embly**, Carriage Builder, Mercer and Ward Streets.—Prominent among the more noted and popular carriage manufacturers of the county is the justly celebrated establishment of Mr. Edgar Embly, which is located between Mercer and Ward Streets, in Hightstown, and was established by that gentleman in the year 1879. In July of 1881, by reason of greatly increased trade, new buildings were erected, commodious and complete in every particular, and denoting the enterprise of the progressive proprietor. The main building is 36x40 feet in size, three stories in height, built of frame and is modern in design. The wood-working department is located on the first floor, the painting and trimming departments on the second floor, and the repository occupies the third floor. The blacksmith shop is situated to the east of the main structure, is 25x35 feet in size, and is provided with every convenience. The most improved machinery and tools are in use throughout the establishment, while a competent force of skilled workmen are employed in the various departments. The manufactures are fine, light carriages, buggies, phaetons, express wagons and everything in the wagon and sleigh line. Repairing is also carefully done. Mr. Embly is a native of Mercer County, N. J., and located in Hightstown in 1878. He is a practical carriage builder, and has devoted many years to that calling. During the war of the Rebellion, Mr. Embly, who was then residing in Illinois, enlisted in the Sixty-first Regiment of Illinois Volunteers, and served his country for three years.

**George W. Norton**, Flour, Feed and Grain, Main Street corner Franklin.—The flouring mills of Mr. George W. Norton, which are desirably located on North Main Street, at the corner of Franklin, were established in the year 1876, as the successor of William R. Norton, and are among the best known in this section. More than 30,000 bushels of wheat and grain were ground here during the past year. The mill is built of brick, 40x60 feet in size, two stories in height, with a large basement. The appointments are first-class in every respect, with three run of stone and a desirable and ample water-power. Choice family flour is produced, second to no other in quality and fineness and sold at lowest cash prices. Feed of all kinds, best grades, in any quantity. Grain is dealt in and highest cash prices are paid for the same. Mr. Norton is a native of Hightstown and has always resided here. He is a thoroughly practical miller and understands every detail of the business; is an excellent judge of grain, a good buyer, and a successful salesman as well.

**H. M. Perrine**, Groceries, Wines and Liquors, Main Street.—The grocery, wine and liquor store of Mr. H. M. Perrine, which is located on Main Street, was established by his father, who was succeeded by the present proprietor in 1876. The stock embraces a fine line of groceries, dried fruits, wines of all kinds, liquors, etc. The store is 25x60 feet in size, attractively fitted up and is well kept. The trade is confined chiefly to the town and its surrounding country. Mr. Perrine is a native of Hightstown and has always resided here. He has grown up in the business, having been engaged in the same with his father. He is an active business man, well known and successfully conducts a prosperous and lucrative trade.

**J. B. Ketchum**, Carriage Builder, Bank Street, North of Main.—The carriage building and general jobbing shops of Mr. J. B. Ketchum are located on Bank Street, north of Main Street, and were established here many years ago. Mr. Ketchum took charge of the business on his own account in April, 1881. Carriage building in all its branches is done, light and heavy carriages and wagons are built, and a specialty is made of repairing. The shops are 50x100 feet in size, two stories in height, and are divided into three departments. Every facility is employed in the work, and the best of workmen employed. Mr. Ketchum is a native of Freehold, Monmouth County, N. J., and located in Hightstown some fifteen years ago. He is a practical man,

and has had thirty-six years' active experience in the business. The blacksmithing is done by Mr. Charles H. Ayres, who is the owner of the property and is a thorough-going, active business man, a practical blacksmith and carriage ironer, and understands the business in all its details. He is a native of Mercer County and a long resident of Hightstown. Mr. James A. Gulick, a native of Middlesex County, attends to the painting department, and he is an expert in that line.

**Ira Yager**, Watches, Clocks and Jewelry, North Main Street.—The well-known jewelry store of Mr. Ira Yager, on North Main Street, was established in the year 1871 and has occupied its present location since 1875. The stock consists of American and Swiss watches, clocks of all kinds, jewelry of every description, spectacles, eye-glasses, silver-plated ware, cake baskets, knives, forks, spoons and numerous other articles. There is a general assortment of cutlery, guns and gun fixtures. Repairing of all kinds is carefully and promptly done in the most satisfactory manner. The store is 20x35 feet in size and an additional room of the same dimensions is devoted to stock. Mr. Yager is a native of Otsego County, New York State, and learned the jewelry business when quite young. He came to Hightstown many years ago and engaged in business as above stated. He is a member of the Township Commissioners of Appeals and has served in various capacities.

## PENNINGTON.

The town of Pennington is most attractively located in a level country, principally composed of red shale land, fertile and well cultivated, eight miles north of Trenton. The New York and Philadelphia New line, on Bound Brook route, passes through the town and provides excellent accommodations for the citizens, frequent trains being given to either terminus of the line. Pennington has never claimed any pretensions to being a centre of extensive business interests, but rather has quietly kept in the beaten path of moderate prosperity and improvement, content with the natural attractions and quietness of the surroundings to make it a desirable place of residence. To her schools Pennington has just claims to prominence, and for years they have been maintained at the highest standard of excellence.

Within the town there are two private institutions of learning, the first established being that known as the Pennington Institute, which is quite a prominent structure. It was erected by the stock subscriptions of persons principally residing in the village and its vicinity, at an expense of about \$15,000. It was opened for the reception of students in 1841, and for eight years was recommended and patronized by the New Jersey M. E. Conference. Mr. Joseph Bunn was the first proprietor of the school, and for many years received only young lady scholars. Subsequently he opened a department for males, and accepted only such boys and young gents as were willing to be governed by rules based upon justice and right. The institute is now patronized by members of the Methodist, Presbyterian, Episcopal, Dutch Reformed and Baptist churches and the Society of Friends. No sectarian principles are taught by the institute, all being governed in their religious opinion by the great doctrines and principles of the Bible. The Pennington Seminary and Female Collegiate Institute was organized in 1841, and is now under the immediate control of the New Jersey Conference of the M. E. Church. It has a wide-spread reputation and its scholars are gathered from all portions of this and adjoining States.

Pennington was early settled, the records of the Presbytery of Philadelphia making mention of a Presbyterian Church being built here in 1709, which doubtless was the nucleus of the young village. In 1833, it is given by Gordon's Gazetteer of New Jersey as having about thirty dwellings, two churches, Methodist and Presbyterian, three taverns, as many stores, a public library and an academy. Ten years later this had increased to sixty dwellings and two seminaries. At the present time Pennington has ample church facili-

ties, and establishments well adapted for transacting considerable mercantile trade. The town is pleasantly and attractively built up with comfortable residences and peopled by a refined and intelligent class. In 1870 the population was about 1,200; 1880, 1,500. The leading industries are as follows:

**D. C. Titus**, Furniture and Undertaking, Main Street.—The furniture store and undertaking establishment of Mr. D. C. Titus was established originally by John Titus in the year 1846 and in 1851 Mr. D. C. Titus became proprietor. His neat place of business consists of a three-story frame building, having a frontage on Main Street of twenty-five feet and is eighty feet in depth. The first floor is used as a furniture sales and storeroom and is stocked with furniture of all kinds, including bed-room suites, bureaus, tables, chair, cradles, stands, etc. The manufactory occupies the second floor and all manner of cabinet and furniture work is done. There are large barns and sheds for hearse, horses, carriages, etc. Undertaking is done in all its branches and in the most satisfactory manner. Mr. Titus is a native of Penn's Neck, Salem County, N. J., and located in Pennington in the year 1846.

**Mrs. M. R. Woolsey**, Irving House, Main Street.—The "Irving House" confectionery, eating saloon and boarding-house, of which Mrs. M. R. Woolsey is the proprietress, was established in the year 1880 by N. V. Woolsey, now deceased, and who succeeded Josiah Baldwin. Numerous improvements have been added recently until the "Irving" is now one of the most desirable and a strictly first-class boarding-house either for students, summer boarders or the traveling public and is the only well-kept boarding-house in the town. The premises have a frontage on Main Street of 100 feet and are 200 feet on Delaware Avenue, occupying one of the most desirable and central positions in the town, near to seminaries, cars, post-office, stores, etc. The buildings are 70x50 feet in size, two and one-half stories in height and are built of stone and frame. An oyster and ice-cream saloon is situated in the rear of the confectionery store and is 20x30 feet in size. Neatness and cleanliness characterize the "Irving," while its guests are provided with the comforts and conveniences of home. Mrs. M. R. Woolsey is a well-known resident of Pennington and her enterprise deserves a most hearty and cordial support. She is an excellent caterer, an admirable manager and a most estimable woman in every respect.

**John M. Titus**, Druggist, Main Street.—The store of Mr. John M. Titus was established originally by Dr. Petherbridge in the year 1844. Mr. R. T. Martin was his successor, and in 1877 Titus & Lewis purchased the business, and August 1st, 1878, by the withdrawal of Mr. Lewis, the present proprietor became the sole owner. The store is a pleasant one, 25x60 feet in size. The stock embraces a full line of fresh and pure drugs and medicines, patent medicines, chemicals, paints, oils, glass, toilet articles, physicians' appliances, fancy articles, perfumery, soaps, etc. A specialty is made in the compounding of physicians' prescriptions, the laboratory being situated in the rear of the store. Mr. Titus is a native of Lambertville, N. J., but located in Pennington when quite young. He is a son of Samuel H. Titus, Esq., one of the most popular and reliable of druggists, who conducted a successful and prosperous business at Lambertville for almost a quarter of a century. The son has grown up in the business and possesses a thorough knowledge of the same.

**Jos. B. Hagaman**, Harness, Blankets, etc., Main Street.—The reliable harness manufacturing establishment of Mr. Jos. B. Hagaman, located on Main Street, was established in the year 1879 and occupies a store and manufactory 30x50 feet in size. The stock embraces both double and single harness, collars, halters, blankets, robes, whips, curry-combs, horse brushes, harness-oil, harness-soap and, in fact, everything to be found in a first-class harness store. All kinds of harness are made to order and guaranteed as represented. Mr. Hagaman is a native of Hopewell, N. J., and located in Pennington in 1871. He is a practical harnessmaker and his goods enjoy an enviable reputation throughout this section.

**J. S. Burd & Co.**, Hardware, Stoves, Paints, etc., Delaware Avenue.—The hardware, stove and tinware establishment of Messrs. J. S. Burd & Co., located centrally on Delaware Avenue near Main Street, was established originally by Burd, Witter & Co., and passed into the hands of the present firm in the year 1878. The building has a frontage on Delaware Avenue of 25 feet and is 65 feet in depth. The stock consists of hardware, cutlery, stoves, heaters, ranges, tin and sheet-iron ware, pumps, lead pipe, barbed wire for fencing, terra-cotta, drain pipe and chimney-tops, paints, oils, glass, etc. Slate and tin roofing is done. Tinware of all kinds is made to order. The individual members of the firm are J. S. Burd and J. E. Burd.

**James R. Bergen**, Carriages, Buggies and Sleighs, Delaware Avenue.—Mr. James R. Bergen established the business in 1863, and the industry is the leading one in the town, giving employment to numerous hands and employing considerable capital. The building is of frame, two stories in height, and is 87x30 feet in size. The storeroom and repository occupy an additional building, 40x60 feet in size. Carriages, buggies, sleighs, etc., are made to order of any desired pattern, while especial attention is given to the manufacture of light carriages, general repairing and jobbing are done. Employment is given to eight experienced workmen. Mr. Bergen is a native of Dutch Neck, Mercer County, N. J., and located in Pennington in 1863, engaging in business as above stated. He learned the carriage building business with his uncle, Mr. Isaac H. Bergen, and has ever since followed the business. He is also senior member of the firm of Bergen & Taylor, carriage builders, at Princeton, N. J.

**Clarkson, Knowles & Co.**, Lumber, Coal, Grain, etc., opposite Depot.—The building and other interests of Pennington and its vicinity are well looked after and supplied by Messrs. Clarkson, Knowles & Co., whose yards, storehouse, office, etc., are situated directly opposite the passenger depot of the Del. & B. B. Railroad Company, and were established in 1878 by Clarkson & Knowles. Building timber of all kinds is carried in stock, and the best qualities of coal are sold. Grain of all kinds is bought and sold, hay, fertilizers, sand, building stone, etc. The individual members of the firm are D. A. Clarkson, Enoch Knowles and Howard Buckman. Mr. Clarkson is a native of New York State, and

first came to Pennington in 1869 in the capacity of a railroad contractor. Mr. Knowles is a native of Mercer County and has always resided in this section. Mr. Buckman is a native of Bucks County, Pa., and was formerly in business on the route of the Mercer and Somerset Railroad Company.

**N. R. Blackwell**, Undertaker, Main Street.—The undertaking establishment of Mr. N. R. Blackwell was established in December, 1881. All kinds of furniture repairing and upholstering are done in the best manner and at reasonable figures. Undertaking in all its branches is carefully and understandingly

done. Mr. Blackwell is a native of Mercer County, and learned the undertaking business with Mr. R. S. Hart, in Pennington.

**George Lanning**, Wagons, Blacksmithing, Main Street.—The business now conducted by George Lanning was established as long ago as the year 1821. All kinds of heavy farm wagons and agricultural implements are made and repairing is done in the best manner at short notice. George Lanning is a native of Hunterdon County and well known as a builder and blacksmith. The details of his business are managed by his son, Aaron S. Lanning.

## HOPEWELL.

The village of Hopewell is situated at the intersection of the Delaware and Bound Brook and Mercer and Somerset Railroads, five miles north of Pennington. It is the business centre of a rich farming district and has a large local trade and a valuable shipping trade in the products of market gardens, orchards and dairies. It will be remembered as the scene of the great "frog war" between the two railroads above mentioned, and which attracted so much attention throughout the country. Hopewell is a growing village and has a bright and prosperous future before it. Population about 500.

**John H. Piggott**, Agricultural Implements, Centre Street.—Mr. John H. Piggott established his business in 1880, and agricultural implements of all kinds are kept in stock, embracing everything that is new, useful and really desirable. Repairing is done to all kinds of implements and machinery by competent and experienced workmen. The buildings are two in number and consist of a ware and store-house and a repairing and blacksmith shop. The former is a commodious new frame structure, 40x56 feet in size and two stories in height. The repair and blacksmith shops are 25x50 feet in size and are fully equipped with the necessary tools and machinery for the well-doing of the work. Mr. Piggott is a native of Mercer County and has always resided within a few miles of Hopewell. He grew up a farmer and fully understands and comprehends the wants of that respected class. During the Rebellion he was a sergeant in the Twenty-second Regiment, New Jersey Volunteers, and served his country faithfully. For several years previous to engaging in the implement line he conducted the blacksmithing business. His industrial establishment is but yet in its infancy and is destined to become of no little importance under his vigorous and excellent management.

**Brewster Bros.**, Stoves, Tinware, etc., Main Street.—The excellent stove and tinware establishment of the Messrs. Brewster Bros. was established by Mr. Conrad Behre and succeeded by the present firm, December, 1881. The store and manufactory is built of frame, two stories in height, with a finished basement. It is 20x40 feet in size, recently built and is provided with every convenience. The salesroom and store occupy the first floor, while the second floor is the manufactory proper, well stocked with the best of machinery for the purpose. The stock consists of stoves of all kinds, tinware of every description, etc. Tin work of all kinds is done, including roofing, spouting, etc. Tinware is manufactured and is sent out through the country by wagons and retailed to farmers. As

many as twelve of these wagons are on the road during the spring and summer months. The individual members of firm are Z. C. Brewster and E. S. Brewster. Both gentlemen are natives of New York State and first came here to engage in the present business. Mr. E. S. Brewster is a practical tinsmith, superintends the business and resides here. He is a thorough-going, energetic business man and the firm is one of the most progressive in this section.

**Dr. E. C. Baker**, Physician and Druggist, Main Street.—The leading drug store in Hopewell is that of Dr. E. C. Baker, which was established in 1879. His store is 20x35 feet in size, and the stock embraces fresh and pure drugs and medicines, toilet articles, physicians' appliances, etc., full and complete in every particular. Dr. Baker is a native of Princeton, N. J. He still continues to practice and his services are being encouragingly demanded here in his new field. The Doctor is the proprietor of Dr. Woodhull's preparations, Wild Fire Liniment, etc.

**James L. Manning**, Confectionery, Toys, Bakery, Main Street.—The bakery, confectionery and toy store of Mr. James L. Manning was established in 1877. The store is 24x32 feet in size. The stock consists of bread, plain and fancy cakes, biscuits, etc., confectionery of all kinds, toys in all their variety. Mr. Manning is a native of New York State, and located in Hopewell in 1877 to engage in his present business.

**Joseph C. Harrison**, Harness and Trimmings, Main Street.—The harness making and carriage trimming establishment of Mr. Joseph C. Harrison was established in 1870. The building is 25x30 feet in size and is two stories in height. All kinds of harness are here made to order in the best manner and at reasonable prices. Halters, collars, blankets, whips, etc., are carried in stock. Mr. Harrison is a native of Hunterdon County.

**POPULATION OF FOREIGN COUNTRIES.**

In the matter of comparison with our own country, as well as for general and useful information, the table of the population of Foreign Countries, given below, will be of more than ordinary interest. Of the countries of Europe, the United States now leads them all, with the single exception of Russia, whose territory, in square miles, is five times larger than our own. Germany, France, Austria, Turkey, Great Britain and Ireland, and Italy, fall below the United States, in the order named. Belgium is more crowded than any other country in the world, having 469 inhabitants to the square mile, followed by Netherlands and Great Britain and Ireland, with 282 and 268, respectively. Canada has plenty of room, with one inhabitant to each square mile, while the United States has more than sufficient elbow room with thirteen. The general average of all countries, as represented in the table, is 83 persons to the square mile,—that is, if the population was evenly distributed, it would allow of eighty-eight persons occupying that area:

COUNTRIES.	CAPITAL.	LAST CENSUS.	POPULATION.	AREA SQUARE MILES.	INHABITANTS TO SQUARE MILE.
Argentine Republic.....	Buenos Ayres.....	1875	1,715,681	871,000	1.96
Austria-Hungary.....	Vienna.....	1869	35,904,435	226,408	156.58
Belgium.....	Brussels.....	1876	5,336,185	11,373	469.30
Bolivia.....	La Paz.....	1861	1,742,352	473,300	3.70
Brazil.....	Rio de Janeiro.....	1872	10,108,291	3,275,328	3.08
Canada, Dominion of.....	Ottawa.....	1871	3,602,321	3,483,952	1.03
Chili.....	Santiago.....	1875	2,075,971	120,977	15.79
Chinese Empire.....	Pekin.....	Est.	433,500,000	3,924,627	110.45
Colombia.....	Bogota.....	1870	2,951,311	432,400	6.82
Egypt.....	Cairo.....	Est.	5,252,000	212,800	24.70
Denmark.....	Copenhagen.....	1870	1,912,142	14,553	131.33
Ecuador.....	Quito.....	1875	866,187	216,964	3.99
France.....	Paris.....	1876	36,905,788	201,900	182.79
Germany.....	Berlin.....	1875	42,727,360	212,091	201.45
Great Britain and Ireland.....	London.....	1871	31,628,338	121,230	266.08
Greece.....	Athens.....	1870	1,467,894	19,941	72.96
India, British.....	Calcutta.....	1871	190,863,623	950,919	200.50
Italy.....	Rome.....	1871	26,801,154	112,677	243.61
Japan.....	Yeddo.....	1874	35,623,319	156,804	214.71
Mexico.....	Mexico.....	1871	9,276,097	761,640	12.18
Morocco.....	Morocco.....	Est.	6,000,000	219,000	27.39
Netherlands.....	Amsterdam.....	1869	3,579,529	12,680	282.30
Norway.....	Christiania.....	1875	1,806,900	122,280	14.78
Paraguay.....	Asuncion.....	1873	221,079	57,308	3.88
Persia.....	Teheran.....	Est.	6,500,000	646,000	10.03
Peru.....	Lima.....	1876	2,899,945	502,760	5.81
Portugal.....	Lisbon.....	1876	4,441,087	36,510	121.31
Russian Empire.....	St. Petersburg.....	1875	86,952,347	5,404,767	10.34
Romania.....	Bucharest.....	Est.	5,376,000	51,033	105.34
Servia.....	Belgrade.....	1874	1,730,270	18,731	87.33
Siam.....	Bangkok.....	Est.	6,300,000	250,600	26.30
Spain.....	Madrid.....	1870	16,222,814	182,758	92.11
Sweden.....	Stockholm.....	1876	4,429,713	170,980	26.90
Switzerland.....	Berne.....	1870	2,759,854	15,233	181.17
Turkey.....	Constantinople.....	Est.	31,669,147	1,812,048	17.63
Uruguay.....	Montevideo.....	1876	445,000	70,000	6.35
United States.....	Washington.....	1880	59,152,371	3,805,884	13.63
Venezuela.....	Caracas.....	1873	1,784,197	268,226	4.92

**STATISTICS OF THE GLOBE.**

The earth is inhabited by about 1,300 millions of inhabitants, viz:

Of the Caucasian race.....	360,000,000
Of the Mongolian.....	550,000,000
Of the Ethiopian.....	140,000,000
Of the Malay.....	200,000,000
Of the American Indian.....	1,000,000

All these respectively speak 3,064 languages, and possess 1,000 different religions.

The number of deaths per annum is 33,333,333, or 91,934 per day, 3,730 per hour, sixty per minute, or one per

second. This loss is compensated for by an equal amount of births.

The average duration of life throughout the globe is thirty-three years. One-fourth of its population dies before the seventh year, and one-half before the seventeenth. Out of 10,000 persons, only one reaches his hundredth year, only one in 500 his eightieth, and only one in 100 his sixty-fifth.

Married people live longer than unmarried ones, and a tall man is likely to live longer than a short one. Until the fiftieth year, women have a better chance of life than men; but beyond that period the chances are equal.

**THE GREAT CITIES OF THE WORLD HAVING A POPULATION OF 500,000 AND OVER.**

London, England.....	3,251,000	Han Keoo, China.....	800,000
Soo Chow, China.....	2,000,000	Philadelphia, U. S.....	847,452
Paris, France.....	1,825,000	St. Petersburg, Russia.....	667,000
Pekin, China.....	1,648,890	Calcutta, India.....	616,249
Yeddo, Japan.....	1,564,900	Foo-Chow, China.....	606,000
Canton, China.....	1,236,600	Brooklyn, U. S.....	566,830
Constantinople, Turkey.....	1,075,000	Chicago, U. S.....	508,298
Chan-Choo, China.....	1,000,000	St. Louis, U. S.....	375,000
New York, U. S.....	1,269,561	Liverpool, England.....	600,000
Vienna, Austria.....	833,900	Miako, Japan.....	500,000
Berlin, Germany.....	825,400	Glasgow, Scotland.....	500,000
Bombay, India.....	816,562	Bangkok, Siam.....	500,000

**POPULATION OF THE PRINCIPAL CITIES OF THE UNITED STATES.**

The last census shows that there are sixty-six cities in the United States that have a population of thirty thousand and upward. These are given below, with their population at the census of 1870, as well as the numerical position each occupies in both the census:

NUMERICAL		NUMER.		NUMERICAL		NUMER.					
POS. 1880.	PLACES.	1880.	POS. '70.	1870.	INCREASE.	POS. 1880.	PLACES.	1880.	POS. '70.	1870.	INCREASE.
1	New York, N. Y.	1,209,561	1	942,292	267,269	36	Charleston, S. C.	49,027	28	48,956	71
2	Philadelphia, Pa.	847,452	2	*784,022	173,430	37	Fall River, Mass.	48,909	49	20,796	22,143
3	Brooklyn, N. Y.	556,930	3	396,099	160,831	38	Minneapolis, Minn.	48,323	63	13,066	35,257
4	Chicago, Ill.	603,298	5	298,977	304,321	39	Scranton, Pa.	46,925	35	35,092	11,833
5	St. Louis, Mo.	375,000	4	310,864	64,136	40	Atlanta, Ga.	45,000	55	21,789	23,211
6	Boston, Mass.	363,938	7	250,526	113,412	41	Nashville, Tenn.	43,643	51	25,885	17,678
7	Baltimore, Md.	330,000	6	267,364	62,636	42	Reading, Pa.	43,230	36	33,930	9,300
8	Cincinnati, O.	265,809	8	181,239	84,570	43	Hartford, Conn.	42,560	34	37,180	5,380
9	San Francisco, Cal.	233,066	10	140,473	85,593	44	Wilmington, Del.	42,000	43	30,841	11,159
10	New Orleans, La.	215,239	9	191,418	23,821	45	Camden, N. J.	41,757	51	20,045	21,712
11	Washington, D. C.	161,111	12	106,199	51,912	46	St. Paul, Minn.	41,639	58	20,030	21,609
12	Cleveland, O.	159,504	15	92,829	66,675	47	Lawrence, Mass.	39,068	45	28,921	10,147
13	Pittsburg, Pa.	153,883	16	86,076	67,807	48	Dayton, O.	38,751	44	30,473	8,278
14	Buffalo, N. Y.	149,600	11	117,714	31,786	49	Lynn, Mass.	38,376	48	28,233	10,143
15	Newark, N. J.	137,162	13	105,089	32,103	50	Denver, Col.	35,718	65	4,750	30,969
16	Louisville, Ky.	128,586	14	100,763	25,813	51	Memphis, Tenn.	35,000	32	40,028	†5,028
17	Jersey City, N. J.	122,207	17	92,546	29,661	52	St. Joseph, Mo.	35,000	69	19,565	15,435
18	Milwaukee, Wis.	115,712	20	71,440	44,272	53	Oakland, Cal.	34,700	64	10,500	24,200
19	Detroit, Mich.	115,007	18	79,577	35,430	54	Utica, N. Y.	33,927	46	28,804	5,123
20	Providence, R. I.	104,780	21	68,904	35,856	55	Portland, Me.	33,829	41	31,413	2,416
21	Albany, N. Y.	87,584	19	76,216	11,368	56	Dallas, Texas.	33,486	66	no return.	
22	Rochester, N. Y.	87,057	22	62,386	24,671	57	Springfield, Mass.	33,149	50	26,703	6,446
23	Allegheny City, Pa.	78,472	23	53,130	25,292	58	Savannah, Ga.	32,916	47	28,285	4,631
24	Indianapolis, Ind.	76,200	27	48,244	27,956	59	Manchester, N. H.	32,458	52	23,338	9,120
25	Richmond, Va.	63,243	24	51,038	12,205	60	Grand Rapids, Mich.	32,037	61	16,607	15,530
26	New Haven, Conn.	59,861	25	50,840	12,021	61	Peoria, Ill.	31,780	54	28,849	2,931
27	Lowell, Mass.	58,040	31	40,928	18,412	62	Mobile, Ala.	31,295	39	32,034	†739
28	Worcester, Mass.	58,040	30	41,105	16,935	63	Wheeling, W. Va.	31,186	60	19,280	11,906
29	Troy, N. Y.	57,000	28	46,465	10,535	64	Hoboken, N. J.	30,942	53	20,297	10,645
30	Kansas City, Mo.	56,964	38	32,260	24,704	65	Harrisburg, Pa.	30,728	68	23,104	7,624
31	Toledo, O.	53,635	40	31,584	22,051	66	Omaha, Neb.	30,042	62	16,083	14,569
32	Cambridge, Mass.	52,860	33	39,634	13,226						
33	Syracuse, N. Y.	52,158	29	43,051	9,107						
34	Columbus, O.	51,650	42	31,274	20,376						
35	Paterson, N. J.	50,950	37	33,579	17,371						

\* Census of 1876.

† Decrease.

New York City, of course, remains at the head of the column, followed by Philadelphia, Brooklyn and Chicago, the latter taking the fourth position from St. Louis, which drops to fifth. Boston ascends the scale one point, while Baltimore drops one, and Cincinnati remains at eight in both columns. Cleveland and Pittsburg each take three steps forward, and are now twelve and thirteen, respectively, among the great cities. Dallas, Texas, which was so small in 1870, as not to be reckoned as a city, now springs forward with a population of over 33,000, while Denver, Col., has increased nearly nine-fold within the decade, and Oakland, Cal., adds 24,000 to its former number of 10,000, Minneapolis, Minn., doing fully as well, by jumping from the sixty-third position in the list to the thirty-eighth. The cities of Camden, N. J., and St. Paul, Minn., have doubled their numbers within the period, while Grand Rapids, Mich., barely escaped doing as well. Memphis, Tenn., shows to the world the effect of the yellow fever plague, losing over 5,000, the only other decrease being Mobile, Ala., though Charleston, S. C., gains but 71. The figures for Philadelphia in the column of 1870, are those of the special census of 1876, that was taken in Pennsylvania by the State authorities immediately preceding the Centennial Exhibition.

**POPULATION OF THE OTHER CITIES.**

The following table has been carefully prepared, and contains the cities of the United States that fall below a population of thirty thousand and above ten thousand. It is believed it contains all cities that are included within this scope, as returned by the census of 1880, although it may be probable that the Department of Washington may have overlooked one or two instances. The cities of the Western States, in this class, show a more decided increase than those of other sections, though there are notable instances of very rapid growth in some of the New England and Pacific Coast States.

PLACES.	POPULATION.		INCREASE.	PLACES.	POPULATION.		INCREASE.
	1880.	1870.			1880.	1870.	
Trenton, N. J.	29,593	22,874	7,064	Lincoln, R. I.	13,765	7,889	5,876
Evansville, Ind.	29,366	21,830	7,586	Virginia, Nev.	13,705	7,048	6,657
Peoria, Ill.	29,315	22,849	6,466	Lincoln, Neb.	13,097	2,441	11,256
Bridgeport, Conn.	29,153	18,969	10,184	New Lots, N. Y.	13,681	9,800	3,881
Erie, Pa.	28,946	19,648	8,700	Schenectady, N. Y.	13,675	11,026	2,649
Elizabeth, N. J.	28,143	20,832	7,311	Alexander, Va.	13,668	13,510	88
Salem, Mass.	27,598	24,114	3,481	Brockton, Mass.	13,608		
Quincy, Ill.	27,428	24,062	3,376	Newburyport, Mass.	13,470	12,595	875

PLACES.	POPULATION.			PLACES.	POPULATION.		
	1880.	1870.	INCREASE.		1880.	1870.	INCREASE.
Salem, Mass.	27,347	24,117	3,230	Lockport, N. Y.	13,448	12,426	1,022
New Bedford, Mass.	26,926	21,320	5,606	Pittsfield, Mass.	13,400	11,112	2,288
Terre Haute, Ind.	26,522	16,103	10,419	Nashua, N. H.	13,397	10,543	2,854
Fort Wayne, Ind.	26,048	17,718	8,330	Pottsville, Pa.	13,346	12,384	962
Lancaster, Pa.	25,846	20,223	5,613	South Bend, Ind.	13,324	7,206	6,118
Somerville, Mass.	24,964	14,685	10,279	Orange, N. J.	13,212	9,348	3,865
Wilkesbarre, Pa.	23,340	10,174	13,166	Norristown, Pa.	13,120	10,753	2,367
Angusta, Ga.	23,023	15,389	8,234	Fond du Lac, Wis.	13,091	12,764	327
Sacramento, Cal.	23,000	16,823	6,177	Rockford, Ill.	13,045	11,049	1,996
Des Moines, Iowa.	22,900	12,035	10,865	Macon, Miss.	12,900	10,810	2,090
Galveston, Texas.	22,308	13,818	8,490	Chattanooga, Tenn.	12,892	6,093	6,799
Dubuque, Iowa.	22,276	18,434	3,842	Macon, Ga.	12,748	10,810	1,938
Watervliet, N. Y.	22,220	22,679	*389	Richmond, Ind.	12,743	9,445	3,298
Norfolk, Va.	21,966	19,229	2,737	Castleton, N. Y.	12,679	9,504	3,175
Holyoke, Mass.	21,928	10,733	11,193	Cortlandt, N. Y.	12,664	11,664	970
Auburn, N. Y.	21,924	17,225	4,699	Georgetown, D. C.	12,618	11,384	1,234
Davenport, Iowa.	21,812	20,038	1,774	Biddeford, Me.	12,612	.....	.....
Chelsea, Mass.	21,780	18,547	3,233	San Jose, Cal.	12,567	9,069	3,478
Petersburg, Va.	21,652	18,950	2,702	Fitchburg, Mass.	12,270	11,280	1,010
Taunton, Mass.	21,252	18,629	2,623	Canton, Ohio.	12,258	8,650	3,598
Norwich, Conn.	21,145	16,653	4,492	Keokuk, Iowa.	12,176	12,766	*
Oswego, N. Y.	21,102	20,910	192	Warnick, R. I.	12,168	.....	.....
Portland, Oregon.	21,000	8,298	12,707	Northampton, Mass.	12,156	10,180	1,966
Springfield, O.	20,727	12,662	8,075	Rutland, Vt.	12,150	9,834	2,316
Elmira, N. Y.	20,646	15,893	4,753	Steubenville, O.	12,084	8,107	3,977
Bay City, Mich.	20,638	7,064	13,574	Kalamazoo, Mich.	12,078	9,181	2,897
San Antonio, Texas.	20,594	12,256	8,328	Hamilton, O.	12,068	11,081	987
Newport, Ky.	20,432	15,087	5,345	Rome, N. Y.	12,045	11,000	1,045
Waterbury, Conn.	20,319	10,826	9,493	Malden, Mass.	12,017	7,387	4,630
Poughkeepsie, N. Y.	20,207	20,080	127	Aurora, Ill.	12,007	11,182	825
Altoona, Pa.	19,978	10,610	9,368	Easton, Pa.	11,933	10,987	946
Cohoes, N. Y.	19,556	15,357	4,199	Oyster Bay, N. Y.	11,923	10,995	928
Pawtucket, R. I.	19,530	6,619	12,911	Vicksburg, Miss.	11,814	12,443	*629
Springfield, Ill.	19,500	17,804	2,186	Waltham, Mass.	11,800	9,065	2,735
Burlington, Iowa.	19,450	14,930	4,520	Middleton, Conn.	11,780	6,923	4,857
Gloucester, Mass.	19,288	15,893	3,899	Amsterdam, N. Y.	11,711	7,706	4,005
Lewiston, Me.	19,082	13,600	5,482	Dover, N. H.	11,693	9,294	2,399
East Saginaw, Mich.	19,065	11,350	7,715	Rock Island, Ill.	11,680	7,890	3,770
Burlington, Iowa.	19,000	14,930	4,070	Derby, Conn.	11,649	8,020	3,629
Williamsport, Pa.	18,902	16,030	2,872	Danbury, Conn.	11,619	6,542	5,077
Yonkers, N. Y.	18,892	18,351	535	Brookhaven, N. Y.	11,544	10,159	1,385
Haverhill, Mass.	18,478	13,092	5,386	Middletown, N. Y.	11,499	6,409	5,090
Council Bluffs, Ia.	18,400	10,020	8,380	Walskill, N. Y.	11,483	.....	.....
Lake Township, Ill.	18,396	15,087	3,309	Galesburg, Ill.	11,441	10,158	1,283
Kingston, N. Y.	18,387	16,429	1,958	Port Jervis, N. Y.	11,429	6,377	5,052
Hempstead, N. Y.	18,160	13,999	4,161	Stamford, Conn.	11,417	9,714	1,703
Meriden, Conn.	18,130	10,495	7,635	Portsmouth, Va.	11,388	10,492	896
Newburg, N. Y.	18,076	17,014	1,062	Burlington, Vt.	11,357	14,387	*
Allentown, Pa.	18,071	13,894	4,187	Chicopee, Mass.	11,325	9,607	1,718
Leavenworth, Kan.	18,000	17,873	127	Portsmouth, O.	11,318	10,592	726
Bloomington, Ill.	17,700	14,590	3,110	Attleboro, Mass.	11,111	6,769	4,342
Wilmington, N. C.	17,361	13,446	3,915	Los Angeles, Cal.	11,311	5,728	5,583
Birmingham, N. Y.	17,315	12,692	4,623	Muskegon, Mich.	11,262	6,092	5,280
New Brunswick, N. J.	17,186	15,058	2,128	Logansport, Ind.	11,198	8,950	2,248
Long Island City, N. Y.	17,117	3,867	13,250	Hannibal, Mo.	11,074	10,125	949
Newton, Mass.	16,994	12,825	4,169	Shreveport, La.	11,017	4,607	6,410
Bangor, Me.	16,857	18,289	*1,432	Jacksonville, Ill.	11,009	9,208	1,806
Montgomery, Ala.	16,796	10,558	6,208	Austin, Texas.	11,000	4,428	6,572
Lexington, Ky.	16,684	14,801	1,883	Joliet, Ill.	11,000	7,263	3,737
Johnstown, N. Y.	16,660	12,273	4,393	Chillicothe, O.	10,938	8,920	2,018
Houston, Tex.	16,633	9,382	7,250	Saratoga Springs, N. Y.	10,822	8,537	2,285
Akron, O.	16,462	10,006	6,456	Woburn, Mass.	10,782	8,560	2,222
New Albany, Ind.	16,442	15,306	1,046	Fishkill, N. Y.	10,732	10,752	*20
Joliet, Ill.	16,145	7,263	8,882	Watertown, N. Y.	10,697	9,326	1,361
Jackson, Mich.	16,121	11,447	4,674	Belleville, Ill.	10,682	8,146	2,536
Racine, Wis.	16,043	9,880	6,163	Cumberland, Md.	10,666	8,056	2,610
Lynchburg, Va.	16,012	6,825	9,187	Quincy, Mass.	10,576	7,442	3,134
Woonsocket, R. I.	16,010	11,527	4,483	Weymouth, Mass.	10,566	9,010	1,556
Binghamton, N. Y.	16,000	12,692	3,308	New London, Conn.	10,529	.....	.....
York, Pa.	16,000	11,003	4,997	Saginaw, Mich.	10,525	7,480	3,065
Lynchburg, Va.	15,959	9,825	6,134	Jeffersonville, Ind.	10,422	7,254	3,168
Flushing, N. Y.	15,910	14,650	1,269	Saugerties, N. Y.	10,375	3,731	6,644
Oshkosh, Wis.	15,753	12,663	3,090	Ogdensburg, N. Y.	10,340	10,076	264
Hyde Park, Ill.	15,716	.....	.....	Madison, Wis.	10,302	9,176	1,126
Newport, R. I.	15,698	12,521	3,177	Stockton, Cal.	10,287	10,066	221
Youngstown, C.	15,600	8,075	7,425	Lenox, N. Y.	10,249	9,816	433
Topeka, Kan.	15,433	5,799	9,612	Wacona, Minn.	10,208	7,192	3,016
Atchison, Kan.	15,139	7,054	8,076	North Adams, Mass.	10,192	.....	.....
Little Rock, Ark.	15,000	12,380	2,620	Shenandoah, Pa.	10,148	2,967	7,191
Sandusky, G.	15,000	12,700	2,300	East Cialre, Wis.	10,148	2,293	7,855
Chester, Pa.	14,996	9,485	5,511	Marlboro, Mass.	10,141	8,473	1,667
Lafayette, Ind.	14,860	13,506	1,354	Columbus, Ga.	10,133	7,401	2,732
Leadville, Co.	14,820	.....	.....	Cedar Rapids, Iowa.	10,104	5,940	4,164
La Crosse, Wis.	14,470	7,785	6,685	Jamaica, N. Y.	10,089	7,745	2,344
Norwalk, Conn.	13,960	12,119	1,841	Columbia, S. C.	10,048	9,288	750
Knoxville, Tenn.	13,928	8,682	5,246	.....	.....	.....	.....
New Britain, Conn.	13,910	9,480	4,430	.....	.....	.....	.....
Concord, N. H.	13,841	12,241	1,600	.....	.....	.....	.....

\* Decrease.

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