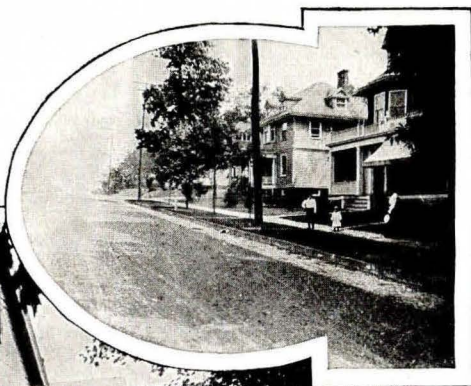


The Orange Branch

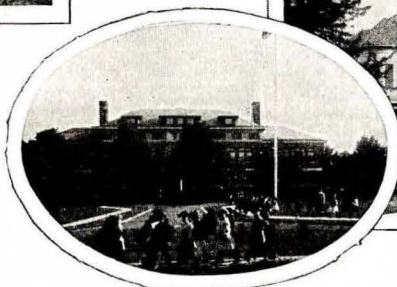
The stations on the Orange Branch are Silver Lake, Bloomfield Avenue, East Orange, Brighton Avenue, Orange, Llewellyn and West Orange. The Oranges are too well known to require much description here. The altitude of the country, its fine prospects, and nearness to New York, attracted settlers from the city long before suburban living was so much a matter of course as it is to-day. The Oranges are well established in popularity—they are fashionable, select, less a community to grow up with, perhaps, than one in which all desirable conditions can be enjoyed without waiting—if you have the price. Population, 22,000.

EAST ORANGE—11.9 miles from New York.

Fares—One way, 23c; round trip, 35c; monthly commutation, \$5.50.



East Orange



Trains to and from New York—Weekdays, 18 each way; Sundays, 9 to, and 10 from New York.

Rents, from \$20 per month.

BRIGHTON AVE.—12.4 miles from New York.

Fares—One way, 25c; round trip, 40c; monthly commutation, \$5.50.

Trains to and from New York—Weekdays, 18 each way; Sundays, 9 to, and 10 from New York.

ORANGE—12.8 miles from New York.

Fares—One way, 25c; round trip, 40c; monthly commutation, \$5.50.

Trains to and from New York—Weekdays, 18 each way; Sundays, 9 to, and 10 from New York.

WEST ORANGE—13.8 miles from New York. Population, 4,700

Fares—One way, 25c; round trip, 40c; monthly commutation, \$5.50.

Trains to and from New York—Weekdays, 18 each way; Sundays, 9 to, and 10 from New York.

Building sites, from \$12 per front foot upward.

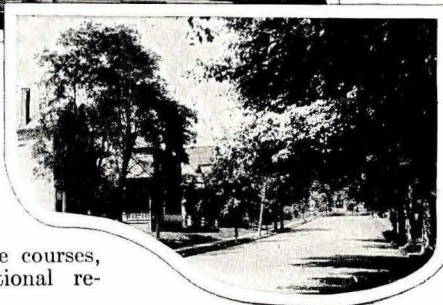
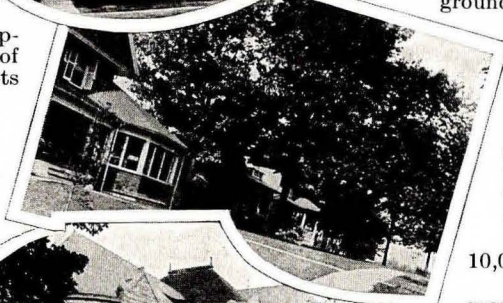
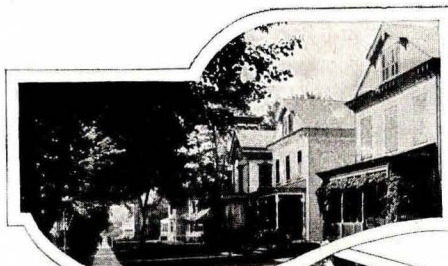


Forest Hill

Bloomfield

Bloomfield is one of those delightful old towns, laid out when the world was younger, and wider—in the eyes of real estate men—than it is at present. Settled as early as 1675, incorporated as a town separate from Newark in 1812, it received its present name in 1796, after a soldier of the revolution and a governor of the state. Since then Montclair, Belleville and Glen Ridge have been taken from it, but the good old mother township still has a population of nearly 10,000 and is possessed of all the conveniences and public improvements that make suburban life desirable.

A new and splendid sewer system has recently been introduced, and the public water supply is ample and of excellent quality. Gas and electricity are available, and the police, fire and health departments contribute to the safety of the community. It is in the school system, however, that Bloomfield takes a special pride, and justly so—no better school buildings exist in the state. Of a total of seven, five of the schools have been built in the past few years, at a cost of about \$30,000 each. Evidence of the capability of the teaching staff is shown by the fact that graduates of the high school are able to take entrance examinations at the principal colleges. In addition to the public system, there is an excellent parochial school maintained by the Catholic Church. In the matter of churches, Bloomfield is well supplied, there being three Presbyterian (one for Germans), two Methodist, one Catholic, two Baptist, a German Lutheran, and an Episcopal church. The Jarvie Memorial Library, with its beautiful building, and over 6,000 volumes, furnishes reading matter for young and old. During the winter months various literary societies conduct lecture courses, bringing to Bloomfield many lecturers of national repute.



An excellent golf course provides opportunity for the enjoyment of that popular sport. During the past two years over eighteen miles of Telford road have been laid in the township, bringing the total to thirty-six miles of the finest roads for wheeling and driving.

Bloomfield has a national bank, a savings bank, a trust company, board of trade, two flourishing building and loan associations, free postal delivery, and a weekly paper. One of the most attractive features is the beautiful park, which has developed from the training ground used in '76. The town has grown in population nearly 2,000 in the last ten years, and that without advertising or special effort. Several hundred homes have been built with the aid of the building and loan associations, and many of these are already paid for. Real estate values are very reasonable, and there is no reason why several hundred more homes should not be erected within the next few years. 11.4 miles from New York. Population, 10,000.

Fares—One way, 25c; round trip, 45c; monthly commutation, \$5.50.

Trains—Weekdays, 21 to, 20 from New York; Sundays, 7 each way.

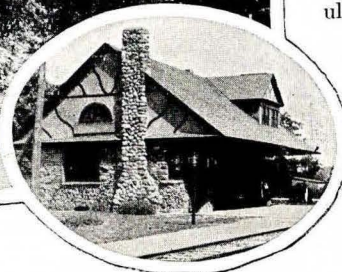
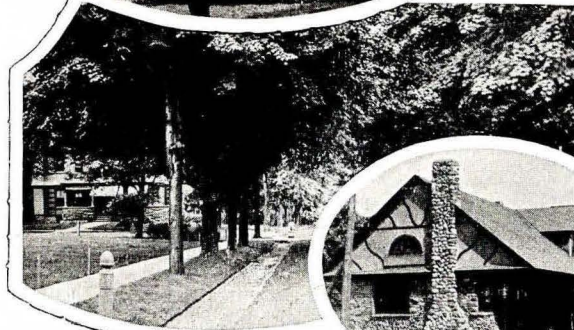
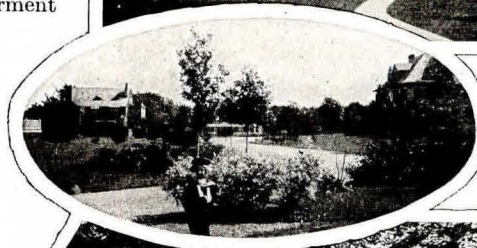
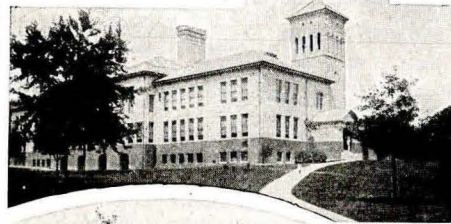
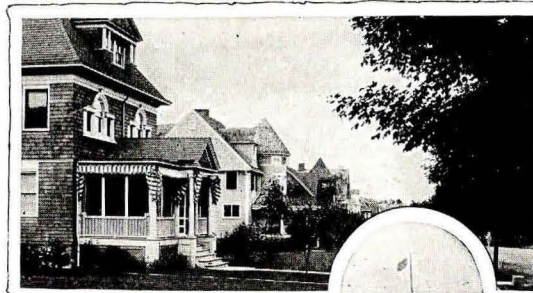
Building lots, from \$200 upward. Rents, \$15 to \$75.

The Montclairs

The Montclair group deserves special mention for several reasons. Few, if any, towns in the state have been more greatly favored by nature, few are more progressive, and there are few in which abide more artists, newspaper men, "literary fellows" and interesting people generally. This is manifested in its social life. The Montclair Club has one of the largest and best appointed buildings in New Jersey, including a hall for entertainments and dancing. The Outlook Club, a literary association, has achieved national reputation on

account of the distinguished men who have from time to time addressed it. There is also an Athletic Club, with track and field. The Golf Clubs have admirable links in different parts of the town, and of women's clubs the census is incomplete. The schools rank among the first in the country. There is a large, handsome high school building, and a number of attractive grammar schools in various sections of the town. There is also a large military institute of wide reputation, several good boarding schools, and a modern and well conducted Catholic parochial school. A new \$40,000 Carnegie Library building will soon give shelter to the 12,000 volumes of the public library. There are churches of all denominations, including three large stone edifices of great architectural beauty. A town improvement association, conducted by the ladies, has been active in awakening public spirit and the betterment of civic conditions generally. The public hospital is a large institution with an excellent equipment.

The Erie Railroad maintains stations at Montclair, Park Street, Upper Montclair, Mountain Avenue and Montclair Heights. At Park Street there is unusual activity, owing to the development of two large tracts, one east and one west of the railroad. The former, called Marlboro Park, is the property of the Montclair Realty Company, and the latter, Erwin Park, is being developed by the Harrison Corporation. Both enjoy all the advantages offered by the most favored parts of Montclair, and from the number and character of the houses already built and occupied, and the restrictions preventing the encroachment of anything of an unsuitable or inharmonious nature, there can be no question as to either the present or future desirability of these rapidly growing sections. A 9-hole golf course is located in Erwin Park. The other



Montclair Views

stations, Upper Montclair, Mountain Avenue and Montclair Heights, are all destined to be the centers of well populated and altogether charming residential districts in the immediate future.

MONTCLAIR—13.1 miles from New York. Population, 14,000.

Fares—One way, 30c; round trip, 50c; monthly commutation, \$5.50.

Trains—Weekdays, 22 to New York, 23 from New York; Sundays, 8 to, and 7 from New York.

Building lots range in price from \$350 upward. House rents, from \$25 per month upward.

PARK STREET (MONTCLAIR)—14 miles from New York.

Fares—One way, 35c; round trip, 60c; monthly commutation, \$5.60.

Trains—Weekdays, 22 to New York, 20 from New York; Sundays, 7 each way.

Building lots, from \$20 per front foot. Rents, from \$40.

UPPER MONTCLAIR—14.9 miles from New York. Population, 1,200.

Fares—One way, 40c; round trip, 65c; monthly commutation, \$5.70.

Trains—Weekdays, 22 to, 23 from New York; Sundays, 7 each way.

Building lots (50x150), from \$600 to \$3,500. Rents from \$25 up.

MONTCLAIR HEIGHTS—15.9 miles from New York. Population, 500.

Fares—One way, 45c; round trip, 70c; monthly commutation, \$5.75.

Trains—Weekdays, 19 to, 17 from New York; Sundays, 7 each way.

Building sites (50x200), from \$500 to \$1,000. Rents, \$25 to \$45.

The Caldwell Branch

Just north of Great Notch, through which the railroad descends to the valley of the Passaic, the Caldwell Branch runs back under the second Orange Mountain to Overbrook, Verona, Caldwell and Essex Fells—a country not unlike the Berkshire Hills of Massachusetts, and renowned for beauty and salubrity long before it could be reached by rail. The entire western slope of the mountain is an immense sand and gravel deposit covering the underlying rock from 100 to 150 feet, and affording the best land possible for health.

The charming little village of Verona is near a lake of ten acres, beautiful in summer and interesting in winter because of the famous skating contests which are held there during the season. The ancient and peaceful village of Caldwell, named after that famous old revolutionary soldier parson who, according to Bret Harte,

"Loved the
Lord God,
And hated
King George,"

has long been a resort for summer visitors. It has become still more widely known since the railroad found it, and among its recent enterprises boasts with reason of the Monomonock Inn, which crowns the bluff overlooking the valley, and affording a magnificent view. The village has electric lights and water supply. Caldwell has a Presbyterian church edifice of remarkable architectural proportions and excellence. Here worships the congregation of which the father of Grover Cleveland was pastor, and in this village is the birthplace of the only living ex-President of the United States.

Verona—21.3 miles from New York. Population, 1,800.

Fares—One way, 50c; round trip, 75c; monthly commutation, \$6.35.

Trains—Weekdays, 13 to, 10 from New York; Sundays, 3 each way.

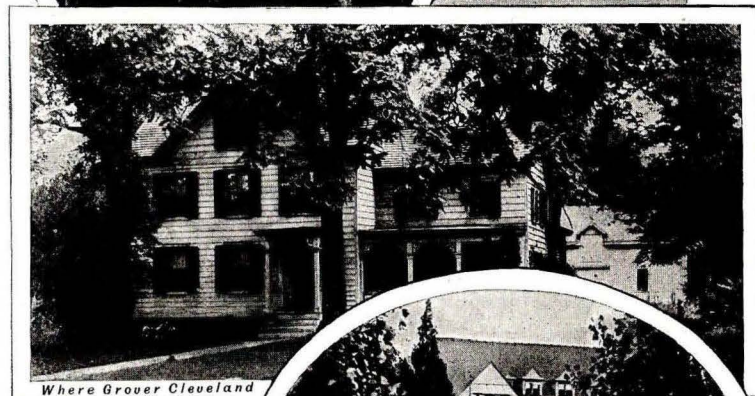
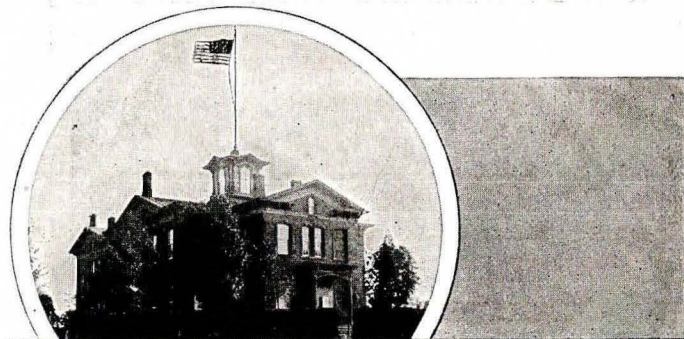
Building lots, \$250 to \$500. Rents, \$8 to \$20.

CALDWELL—22.4 miles from New York. Population, 1,000.

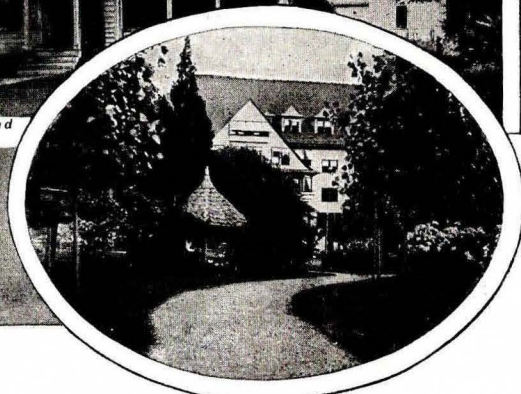
Fares—One way, 50c; round trip, 75c; monthly commutation, \$6.35.

Trains—Weekdays, 15 to New York, 12 from New York; Sundays, 3 each way.

Building lots, \$8 to \$50 per front foot. Rents, \$15 to \$45.



Where Grover Cleveland
was Born



Views at Caldwell

Essex Fells

The Lenox of New Jersey

Varied as are the numerous other localities alluded to rather than described in this publication, most people would come to the conclusion, after careful investigation, that Essex Fells is distinctively different from them all. In more senses than one a place by itself—confessedly exclusive—apparently remote, although within 50 minutes of New York, it exists under certain natural conditions of contour, outlook and situation, of which an intelligent, patient, hopeful, farseeing management has made the most.

Although surrounded by no wall, and hampered by no restrictions not entirely reasonable, nothing that might interfere with the ultimate beauty, healthfulness and general desirability of the place for persons of refinement has been left uncontrolled. It consists of some 1,100 acres on the far western side of the second Orange Mountain, entirely protected from the winds of ocean, and sloping gently toward the Passaic Valley, which it grandly overlooks. It is, in fact, the nearest mountain district of the same altitude within an hour of the metropolis. Much of it is a second growth of woodland, through which winding lanes and romantic roads take the place of ordinary streets and avenues; and in providing for habitations it has not been thought so essential that they should be on a straight line, as it is that they should stand, and only stand, where landscape art and common sense say they "belong."

As a matter of course, houses will never "touch elbows" in Essex Fells, all plots being large enough to ensure liberal and dignified surroundings. The landscape engineer having done his work so well, the architects are stimulated to corresponding efforts, and, as three score or more of villa residences attest, with admirable results, thus creating an architectural standard already of the highest character, but more likely, in the nature of things, to advance than otherwise.

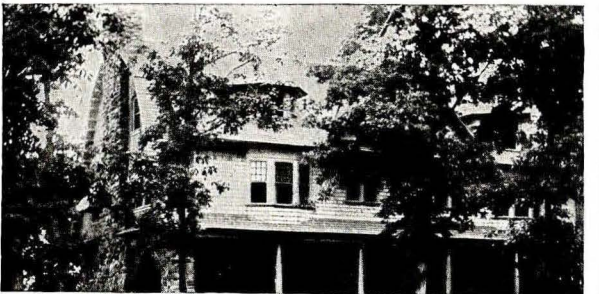
The best of drives and walks, the best water, the best system of drainage, the best methods of heating and lighting, are details. Aesthetically, socially and financially, as well as from the all-important viewpoint of health, Essex Fells seems destined to become the synonym for all that is desirable, both summer and winter, in the suburban life.

23.4 miles from New York. Population, 275.

Fares—One way, 50c; round trip, 75c; monthly commutation, \$6.35.

Trains—Weekdays, 15 to New York, 12 from New York; Sundays, 3 each way.

Building sites (75 x 200), \$750 to \$1,200. Rents, \$14 to \$125 per month.



Views at Essex Fells

Little Falls

Passing west from the last of the Montclairs, one comes to Great Notch (in Little Falls township), and then to the village of Little Falls, a place of 1,200 inhabitants, or about 1,800 in its postoffice territory.

The view of the village as the train passes along the mountain side is very pretty, and the mountains round about afford picturesque views well worth the little effort required to obtain, and from the village one never tires of the sight of the hills on every side.

Nearly every cyclist in New York's vicinity knows Little Falls as a charming town, having either passed directly through it or viewed it from the "Pompton Turnpike," the highway of wheelmen and drivers from the Oranges and Montclairs to Pompton and Greenwood Lake.

All the newer part of the town lies on hills or sloping land, and the finest and most desirable part of the land is yet to be built upon. The natural drainage, and the facilities for improved drainage, are unexcelled.

Few places can offer such a combination of high land, picturesque "mountain and stream" scenery, nearness to New York, and reasonable prices for houses, land and living. The town has grown steadily, without any effort to "boom" it in the past, and as a place which needs only to be seen to be appreciated, it is well worth a visit, if you want to do as nearly every one in town does—own your own home.

19.8 miles from New York. Population, 1,800.

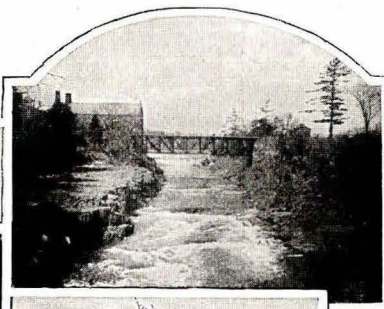
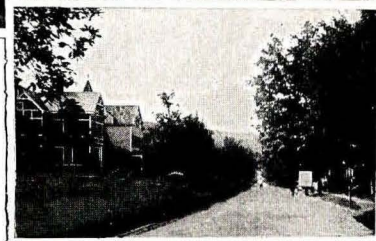
Fares—One way, 60c; round trip, 75c; monthly commutation, \$6.00.

Trains to and from New York—Weekdays, 18 each way; Sundays, 9 to, 7 from New York.

Building lots, \$200 to \$500. Rents, \$15 to \$35.



At
Little Falls



Singac to Pompton

After crossing the river at Singac the line runs almost due north to Pompton, passing through Mountain View, Wayne, Pequannock and Pompton Plains—all pretty villages, where those who prefer rural simplicity to "all modern improvements" will find the conditions everything that can be desired.

Pompton, one of the oldest villages in the state, is so beautiful for situation that one is ready to forgive the miles it is necessary to travel in order to get there from New York, and more readily because they can be covered in 75 minutes. On one side are the Ramapo Mountains; on the other the

Wanaque hills. Fresh from their mountain channels the Wanaque, the Pequannock and the Ramapo Rivers come tumbling out of low gaps, and uniting just below the town flow peacefully between willow shaded banks through the verdant meadows that form the Pompton Plains. Another attraction is Pompton Lake, which, winding among the hills for about three miles, is practically a widening of the Ramapo

River, into which it falls picturesquely over an immense rock at the western end. Pompton may not be for those whose business hours in the city are long, but for one who can get away early, it has certain features not offered by places nearer town.

SINGAC—20.4 miles from New York. Population, 300.

Fares—One way, 60c; round trip, 85c; monthly commutation, \$6.10.

Trains to and from New York—Weekdays, 9 each way; Sundays, 6 to, 5 from New York.

Lots, from \$100 up. Rents, from \$10 per month.

MOUNTAIN VIEW—22.8 miles from New York. Population, 400.

Fares—One way, 70c; round trip, 90c; monthly commutation, \$6.35.

Trains—Weekdays, 9 to, 8 from New York; Sundays, 4 each way.

WAYNE—23.6 miles from New York. Population, 400.

Fares—One way, 75c; round trip, \$1.00; monthly commutation, \$6.45.

Trains—Weekdays, 10 to, 9 from New York; Sundays, 4 each way.

Building lots, \$100 to \$500. Rents, \$6 to \$20.

PEQUANNOCK—25.1 miles from New York. Population, 500.

Fares—One way, 80c; round trip, \$1.10; monthly commutation, \$6.50.

Trains—Weekdays, 10 to, 9 from New York; Sundays, 4 each way.

Building sites, \$200 to \$500. Rents, \$8 to \$15.

POMPTON PLAINS—26.7 miles from New York. Population, 600.

Fares—One way, 85c; round trip, \$1.20; monthly commutation, \$6.70.

Trains—Weekdays, 11 to, 10 from New York; Sundays, 4 each way.

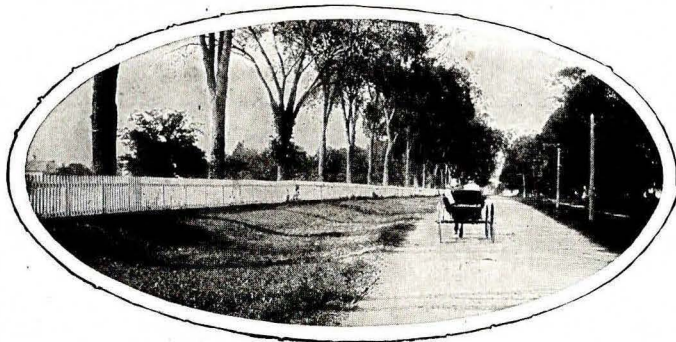
Building lots, \$150 to \$250. Rents, \$10 to \$15.

POMPTON—28.8 miles from New York. Population, 1,000.

Fares—One way, 95c; round trip, \$1.40; monthly commutation, \$7.00.

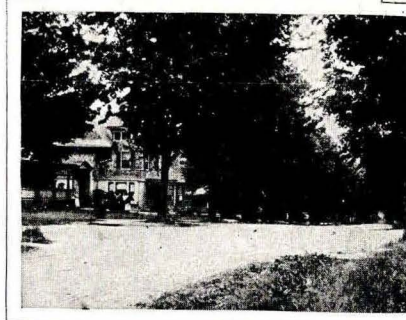
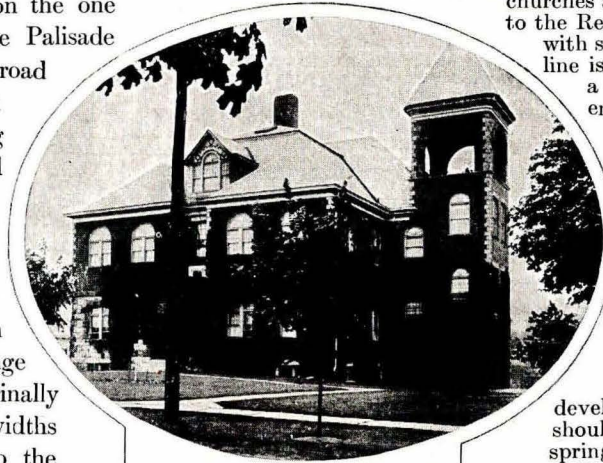
Trains—Weekdays, 18 to, 19 from New York; Sundays, 8 to, 7 from New York.

Building sites, \$100 to \$1,000. Rents, \$7 to \$75.



Northern Railroad of New Jersey

THIS division of the Erie Railroad runs from Jersey City northward 29 miles, to Nyack, N. Y., at first skirting the Hackensack meadows on the one side, and the western slope of the Palisade Range on the other. Here the road is dotted with stations not often more than a mile apart, thus making convenient of access a prolonged territory devoted almost exclusively to Suburban Homes, rising one above another on shaded streets of easy grade, and nearly all enjoying a magnificent western outlook limited only by the Orange Mountains. These lands were originally divided into estates of varying widths extending from the Hackensack to the Hudson, and it is in modifications of this form that they have gradually come into market. Above Englewood there is a greater distance between the railroad and the Palisades, and the country is more nearly level. At Sparkill the road turns toward the Hudson, through the only break in the mountains south of Newburgh, the views of the river from this elevation being far more beautiful and comprehensive than those obtained from lower levels on the eastern side. This road is devoted entirely to passenger traffic, except one freight train, run at night.



Ridgefield

Ridgefield, only 10 miles out, has been long settled. One of its churches and several inhabited houses date back to the Revolution. Its well kept streets are lined with stately trees. The slope to the meadow line is very gentle, and nearly every house has a view of the Northern Valley, the Hackensack and Overpeck Rivers, the Teaneck Range and the Orange Mountains. The drainage is good, almost of necessity, and there is a sewerage and water system. The fine new school building, conveniently located on a beautiful site, provides ample accommodation. The DeGroot Watercress Spring, renowned since the first settlement of Ridgefield by the Huguenots, has recently been acquired by a company which will market the water and has in contemplation the erection of a large sanatorium. With the development its merits warrant, this spring should rank with the renowned mineral springs of Europe.

10.2 miles from New York. Population, 580.
Fares—One way, 25c; round trip, 40c; monthly commutation, \$5.10.

Trains—Weekdays, 17 to, 16 from New York; Sundays, 8 each way.

Building lots, \$200 to \$1,000. Rents, \$10 to \$50.

Morsemere

Less than a mile further north is Morsemere, which is being developed by the Columbia Investment and Real Estate Company, who are erecting houses which they sell for from \$4,500 to \$15,000, according to size, finish and location. Payment of 10 per cent of the purchase money is all that is necessary to place the buyer in possession, and the remainder can be paid as rent. Every house is connected with a sewer, has gas, water and electric light. The streets are macadamized, sidewalks are laid, and curbs and gutters provided, all without additional cost to

investors. This leaves no future improvements to be paid for. All titles are guaranteed by a well known and responsible guarantee company. If none of the houses suit, others will be built in accordance with the purchaser's ideas, or money will be furnished for purchasers of lots to do their own building. The Erie station, recently completed, is marked evidence of faith in the future of Morsemere. It is one of the finest in the vicinity of New York. A park in front of it extends to Grand Avenue, connecting with stone sidewalks to all parts of the property.

10.9 miles from New York.

Fares—One way, 30c; round trip, 45c; monthly commutation, \$5.20.

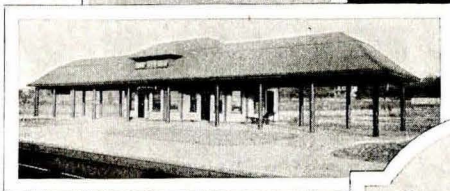
Trains—Weekdays, 16 to, 17 from New York; Sundays, 6 to, 5 from New York.

Palisades Park

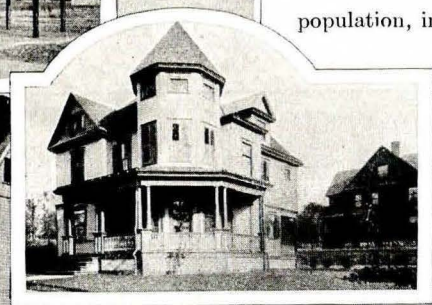
Palisades Park is in process of development by a land improvement company who are advertising it extensively. At present writing 800 persons are reported to have bought lots, and over 100 dwellings erected. The ordinary price of a lot, 25 by 100 feet, is \$300, payable \$10 a month, with 10 per cent discount for cash. The elevations are from 50 to 300 feet above sea level. Much stress is laid by the promoters upon the probability that the value of these lots will greatly increase in a short time—that tunnels under and bridges over the Hudson will sometime bring all this section into still more intimate relations with New York—all of which is no doubt true; meantime, it is now distant by the Erie only 37 to 45 minutes.

11.5 miles from New York. Population, 500.

Fares—One way, 30c; round trip, 45c; monthly commutation, \$5.30.



Morsemere Views



Trains—Weekdays, 16 to, 17 from New York; Sundays, 8 each way.

Rents, from \$15 up.

Leonia

Leonia is another section of this lovely slope, already largely built upon, and forming part of what will eventually be one continuous series of inhabited terraces from Hoboken to Englewood.

12.6 miles from New York. Population, 1,000.

Fares—One way, 30c; round trip, 50c; monthly commutation, \$5.50.

Trains—Weekdays, 18 to, 17 from New York; Sundays, 7 each way.

Building sites, \$300 up. Rents, \$20 to \$50.

Englewood

Englewood, a city of 7,000 population, incorporated in 1896, has the reputation of being one of the handsomest places in the State of New Jersey. It is certainly "high grade" in every particular. Ninety-ninths of its men are said to be in business, or members of the professions. The only factory is one for making ice. The elevation averages 200 feet above the sea, but some parts directly on the Palisades Range are much higher.

There is a great deal of wealth domiciled in Englewood, and many of the residences are costly and beautiful. The mayor of the city, a practicing physician, has recently certified to its unusual healthfulness, saving that not only have miasmatic diseases been almost entirely eliminated, but that children's complaints, such as cholera infantum and other stomach troubles, are exceedingly rare; and that many cases of a catarrhal nature have disappeared after six months' residence—all of which he attributes to the atmosphere, "so different from that of the

metropolis that a person unused to it is at first inclined to sleep abnormally."

The city, however, is far from being a sleepy one. It has a uniformed police, volunteer fire department, free postal delivery four times daily, an excellent hospital, an ambulance service and an armory. Its clubs include the Englewood Golf Club, the Field Club, with beautiful grounds and club house, gymnasium and skating pond; the Rod and Gun Club, Gentlemen's Club, a Women's Club, a Choral Society, etc. There are five public schools, one high school, a young women's seminary, all sorts of churches and secret societies, a free public library of 12,000 volumes, a national bank, trust company, and a building and loan association. All the large New York stores deliver goods daily. Nearly all the streets are lined with maples, and the churches covered with ivy. City lots, 50 by 150, can be bought for \$500 and upward; five and six-room houses with garden or lawn rent for \$300. The stations of Nordhoff on the south and Highwood on the north, are both within the city limits.

15 miles from New York.

Fares—One way, 35c; round trip, 60c; monthly commutation, \$6.

Trains—Weekdays, 22 to, 21 from New York; Sundays, 8 each way.

Tenafly

Tenafly is an incorporated borough of over 2,000 population, two miles north of Englewood. Its shaded streets are very pleasant, and its society of the best. It has gas, electricity, a public

water supply, macadamized streets and all the features common to a place of its thrift, size and enterprise. While possibly not so "aristocratic" as Englewood, it numbers among its inhabitants those sufficiently well off to be able

to "pick and choose" a home almost anywhere, and that they prefer Tenafly, and are among its most enthusiastic admirers, speaks well for the locality. It is here that the *New York Tribune* sends its fresh air excursions every summer, there being no better place for children anywhere in the vicinity of New York. The handsome station at Tenafly is built entirely of native building stone.

17 miles from New York.

Fares—One way, 40c;

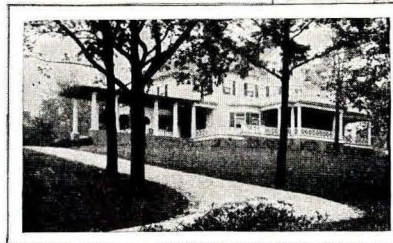
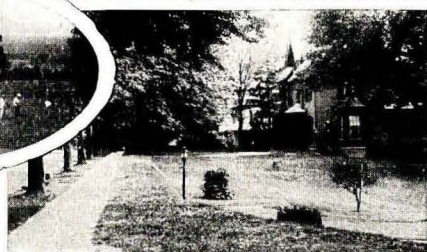
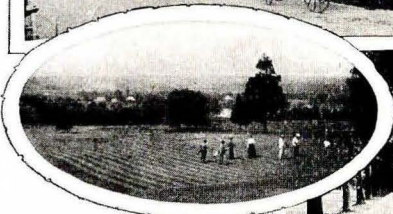
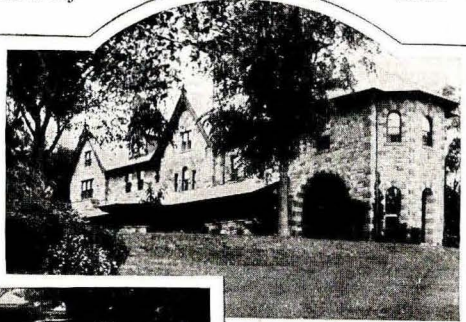
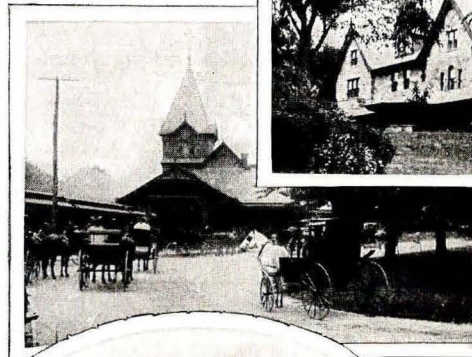
round trip, 70c; monthly commutation, \$6.30.

Trains—Weekdays, 22 to, 21 from New York; Sundays, 8 each way.

Building sites, from \$400 to \$1,500. Rents, from \$15 per month up.

Cresskill

Cresskill is rather more like the "real country," although there are many village conveniences, and a large number of commuters. Land can be bought here at a reasonable distance from the station for from \$125 to \$150 an acre—less than you would have to pay for a fifty-foot lot elsewhere. This land is not "improved," of course—that is, it lacks sidewalks, pavements, etc., but it is good habitable farm land, with well water easily obtainable, and there is no reason why healthful, comfortable, convenient homes cannot be built here



Englewood and Tenafly

with such an abundance of "elbow room" as in some of the larger towns would be extravagant. A good place to raise chickens or children, or to keep summer boarders, who are always more numerous than can be accommodated.

18.2 miles from New York. Population, 550.

Fares—One way, 45c; round trip, 80c; monthly commutation, \$6.50.

Trains—Weekdays, 19 to, 19 from New York; Sundays, 8 each way.

Building lots, \$50 to \$250. Rents, \$8 to \$25 per month.

Demarest

Demarest has a fine station, around which there is likely to gather a much larger community in the near future than there is today. It has a graded school, with beautiful new school building.

19.2 miles from New York. Population, 300.

Fares—One way, 45c; round trip, 80c; monthly commutation, \$6.65.

Trains to and from New York—Weekdays, 16 each way; Sundays, 8 each way.

Building lots, \$50 to \$250. Rents, \$8 to \$30.

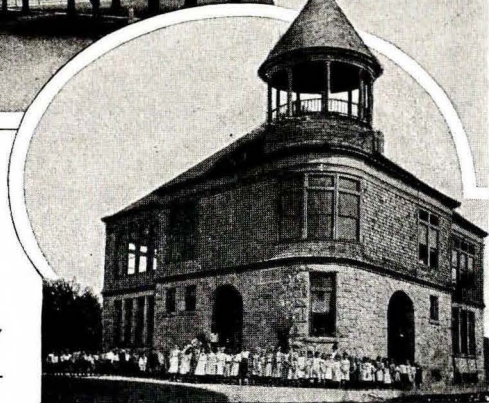
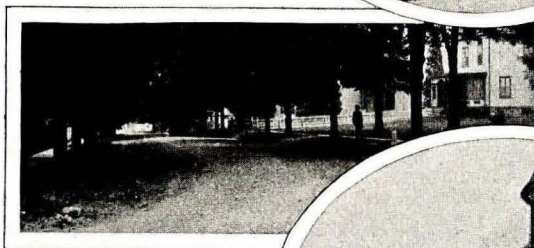
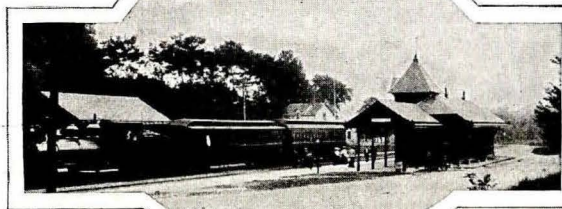
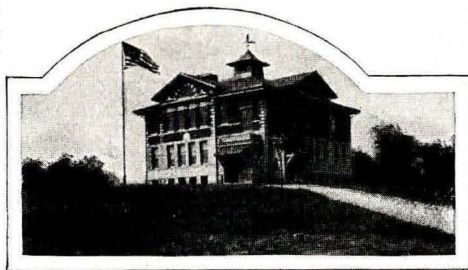
Closter

Closter, many years ago the principal trading center for quite a large region, has on the advent of the railroad been transformed into a very charming residential village. The streets are broad, with good sidewalks, well lighted and well shaded. Most of the houses are prefaced by well kept lawns, and the village is in all respects thrifty and prosperous. There are four churches, good schools, a hook and ladder company, and a baseball club that has been in continuous existence for 18 years.

20.2 miles from New York. Population, 1,200.

Fares—One way, 50c; round trip, 90c; monthly commutation, \$6.90.

Trains—Weekdays, 18 to, 17 from New York; Sundays, 8 each way.



Closter and Demarest

Building lots, \$200 to \$1,000. Rents, \$15 to \$25.

Norwood

Norwood, a charming little settlement, is a mile and a half further north, and Northvale is the last station in the state. At Tappan, in Rockland County, N. Y., one is in the midst of some of the most interesting Revolutionary history, as the monument commemorating the execution of Andre is only a short distance away, and all that tragedy was enacted in this immediate vicinity.

NORWOOD—22 miles from New York. Population, 300

Fares—One way, 50c; round trip, 90c; monthly commutation, \$7.10.

Trains—Weekdays, 17 to, 16 from New York; Sundays, 8 each way.

Lots, \$100 to \$1,000 each. Rents, \$10 to \$25.

TAPPAN—23.6 miles from New York. Population, 400.

Fares—One way, 55c; round trip, \$1.00; monthly commutation, \$7.50.

Trains—Weekdays, 14 to, 15 from New York; Sundays, 8 each way.

Lots, \$75 to \$200. Rents, \$5 to \$20.

Sparkill

Sparkill is where the road branches on one hand toward Nanuet and Suffern, and on the other to Piermont and Nyack. The next four miles is a revelation of Hudson River scenery

entrancingly beautiful. From a commanding hill along which the road runs, the historic and legendary Tappan Zee, the widest portion of the lovely river, is seen for a long distance north and south, and it is difficult to say from which of the four points, Piermont, Grand View, South Nyack or Nyack, the prospect is most delightful.

SPARKKILL—24.7 miles from New York. Population, 300.

Fares—One way, 55c; round trip, \$1.00; monthly commutation, \$7.75.

Trains to and from New York—Weekdays, 18 to, 19 from New York; Sundays, 8 each way.

Lots, \$100 to \$200. Rents, \$10 to \$25.

PIERMONT—25.8 miles from New York. Population, 1,500.

Fares—One way, 55c; round trip, \$1.00; monthly commutation, \$7.90.

Trains—Weekdays, 18 to, 19 from New York; Sundays, 8 each way.

Lots, from \$200 up. Rents, from \$20.

GRAND VIEW—27.1 miles from New York. Population, 350.

Fares—One way, 55c; round trip, \$1.00; monthly commutation, \$8.10.

Trains to and from New York—Weekdays, 18 to, 19 from New York; Sundays, 8 each way.

Lots, \$100 to \$500. Rents, \$25 to \$75.

Nyack

Nyack has about 8,000 population, and is the terminus of the branch. For a combination of water, mountain and woodland scenery, it has few equals anywhere. The place is

singularly well protected—on the south by the northerly end of the Palisades; on the west by hillsides sloping in gentle grades and terraces to the water's edge; on the north by the bold prominence known as Hook Mountain. Three miles and a half across the river is Tarrytown, and among the scenes that will ever be associated with his name, what was once the home of Washington

Irving. Nowhere in America are the fascinations peculiar to a river town more potent than in Nyack; and to these may be added:

Nearness to the metropol-
is, by the Erie—29 miles,
and 62 minutes;

All conveniences and im-
provements of modern life;

A filtered water supply;
modern sewerage system;
Carnegie Library; Country
Club, owning 80 acres;
Popular Golf Club.

Unusually efficient
and successful hospital;
churches of all denomina-
tions.

Schools whose standard
of excellence is unsurpassed,
employing 28 teachers.

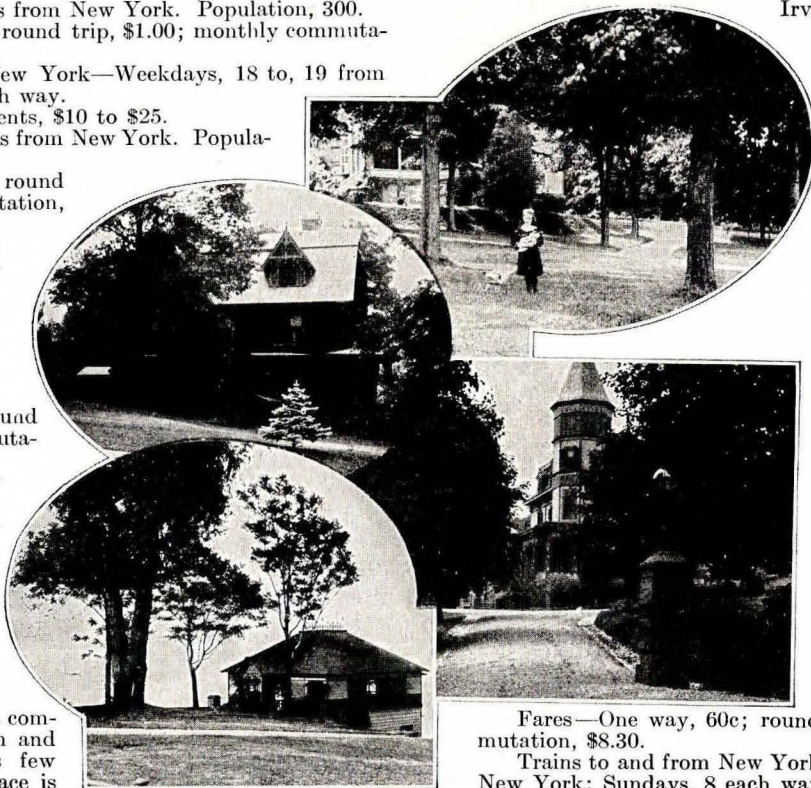
A thoroughly alive Y.
M. C. A.

Fire and police depart-
ments efficient and up-to-
date.

Despite all these desir-
able features building lots
at present are not high in
price, although their early
advance is confidently and
very reasonably predicted.

Fares—One way, 60c; round trip, \$1.00; monthly com-
mutation, \$8.30.

Trains to and from New York—Weekdays, 18 to, 19 from
New York; Sundays, 8 each way.



Grand View and Nyack

New Jersey @ New York Railroad

THE route of the New Jersey & New York Railroad follows the Main Line to a point in the meadows, just east of Rutherford, and then turns northward, running for a number of miles through the beautiful valley of the Hackensack—thence through a high, rolling country apparently designed expressly for the use to which it will eventually be put, which is that of habitation by thousands of those who for one cause or another have become weary of metropolitan conditions. There is probably no more healthful country in the Eastern States.

The two first stations, Carlstadt and Woodridge, are virtually continuations of Rutherford on the Main Line (which see), lying mostly upon the same elevation.

CARLSTADT—9.8 miles from New York. Population, 2,600.

Fares—One way, 30c; round trip, 40c; monthly commutation, \$5.35.

Trains to and from New York—Weekdays, 16 each way; Sundays, 6 each way.

Lots, \$75 to \$1,000. Rents, \$8 to \$35.

WOODRIDGE—10.8 miles from New York. Population, 900.

Fares—One way, 35c; round trip, 50c; monthly commutation, \$5.50.

Trains—Weekdays, 15 to, 16 from New York; Sundays, 6 each way.

Lots, \$60 to \$300. Rents, \$12 to \$40.

Hasbrouck Heights

Hasbrouck Heights has a still greater altitude, the village being some little distance from the station upon an eminence from which the views both east and west are truly magnificent. At night, especially,

when Hoboken, Paterson, Passaic, Newark and intervening places are all ablaze with electricity, the lights below fairly rival the stars above in number, if not in brilliancy. The town, which is only ten years old, is composed almost entirely of residences. The macadamized streets are abundantly shaded; there is a fine water supply, and schools and churches are all that can be desired. Two clubs, where ladies are made welcome certain evenings in each week, afford a great variety of entertainment, and social life generally is unusually agreeable.

Nearness and ease of access to Hackensack is also an attraction.

11.7 miles from New York. Population, 1,200.

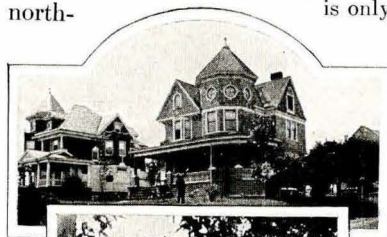
Fares—One way, 35c; round trip, 50c; monthly commutation, \$5.50.

Trains to and from New York—Weekdays, 18 each way; Sundays, 6 each way.

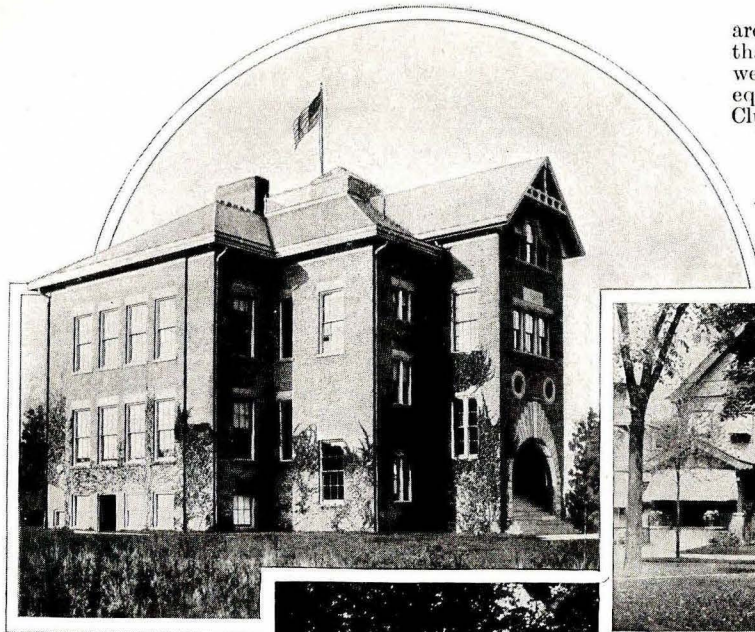
Lots, \$100 to \$400. Rents, \$10 to \$40.

Hackensack

The remarkable growth and improvement of Hackensack during the past few years attests its popularity as a residential town. It is the county seat of Bergen County, and lies partly upon the banks of the Hackensack River, and partly upon the ridge where many fine houses have recently been built. The charm of the place, evident even to the traveler passing through on the cars, is greatly deepened by investigation. The carefully kept lawns and shrubbery, the handsome houses, as a rule located well back from the street, the absence of "crowding"—all create for Hackensack a most favorable impression. There is every environment to meet the difference of taste—seclusion for those who seek it—society to meet any and all requirements. With a population of 10,000, there are some twenty churches. The schools, in which there is always room and always a welcome.



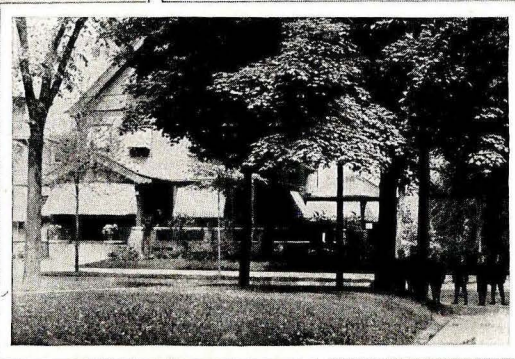
Hasbrouck Heights



are of the best, from the kindergarten up; and it is proudly said that their graduates applying at West Point or Annapolis always wear the blue. The clubs are of high grade—a golf club, well equipped and popular alike with both sexes; the Oritani Field Club, offering strong inducements with its spacious home, hall and grounds in proximity to the river, where boating, bathing and fishing are enjoyed; the Wheelmen's Club appeals to many; while the Hackensack Club is for men only. The secret fraternities, Masons, Odd Fellows, Elks, etc., are well represented. There

is a free public library, fire department with steam and chemical engines and alarm system; a finely equipped hospital, old ladies' home, etc.

The streets and sidewalks challenge other municipalities to an equal showing, and there is ample shade. Good sewerage, a naturally salubrious atmosphere, and an active board of health strenuous in quarantine when such necessity is patent, combine to give Hackensack a high standing in the health reports of the state.



The municipal government is careful and economical, and public moneys have always been used for the benefit of the people.

There are six railroad stations inside the corporate limits, and New York is reached in from 38 to 43 minutes.

13.5 miles from New York.

Fares—One way, 35c; round trip, 50c; monthly commutation, \$5.50.

Trains to and from New York—Weekdays, 38 each way; Sundays, 11 each way.

Lots, \$100 to \$1,500. Rents, \$20 to \$75.



Cherry Hill—River Edge

Cherry Hill is enough like Hackensack in most respects to be considered as part of it.

Then comes River Edge, a thriving and popular village, of which the northern part is in Delford borough. A commanding elevation on the west side of the track affords charming building sites, with stone sidewalks and curbing, water, gas and electricity. Some desirable houses on this property are for sale and to rent.

CHERRY HILL—15.9 miles from New York. Population, 300.

Fares—One way, 40c; round trip, 65c; monthly commutation, \$6.

Trains—Weekdays, 18 to, 17 from New York; Sundays, 6 each way.

Lots, \$100 to \$250. Rents, \$8 to \$25.

RIVER EDGE—17.6 miles from New York. Population, 600.

Fares—One way, 45c; round trip, 75c; monthly commutation, \$6.35.

Trains—Weekdays, 18 to, 17 from New York; Sundays, 6 each way.

Lots, \$150 to \$300. Rents, \$15 to \$30.

New Milford

New Milford (of which a portion is in Delford borough) is the head of navigation on the Hackensack River. The million dollar plant of the Hackensack Water Company is located here, and supplies Oradell, New Milford, Hackensack and intermediate towns, to and including Hoboken.

18.4 miles from New York. Population, 700.

Fares—One way, 45c; round trip, 75c; monthly commutation, \$6.50.

Trains—Weekdays, 18 to, 17 from New York; Sundays, 6 each way.

Lots, \$100 to \$350. Rents, \$10 to \$30.

Oradell

Oradell (borough of Delford) is one of the most attractive places on the line. It has a population of about 1,500, of whom the masculine majority are commuters. This village is proverbial for its healthfulness, and, with its hills on each side of the Hackensack River (which flows through the village, affording boating and fishing), its macadamized streets, well lighted by electricity, and a most desirable class of houses and inhabitants, Oradell is justly regarded as one of the "garden spots" of Bergen county. The hill on the west of the track rises to an altitude almost equal to the Palisades, and commands a magnificent view of the Valley of the Hackensack, the western slope of the Palisades and the adjacent Highlands.

Oradell has an Episcopal Church, a Dutch Reformed Church, a Roman Catholic Church, a new school building which cost over \$19,000, a council of the Royal Arcanum, fire department, good stores, etc.

Desirable parties, with only a small amount of cash, may arrange to have houses built for them with

payments on easy terms, upon application to the local real estate agent, whose name appears in list of agents in this book.

18.9 miles from New York.



Oradell

Fares—One way, 45c; round trip, 75c; monthly commutation, \$6.70.

Trains—Weekdays, 19 to, 18 from New York; Sundays, 6 each way.

Lots, \$200 to \$600. Rents, \$15 to \$35.

As Far North as Spring Valley

From Oradell northward the road runs on gradually rising ground through a very pleasant country much in favor with the city folk who have found it out. The stations in New Jersey are Etna, Westwood, Hillsdale, Hillsdale Manor, Woodcliff, Park Ridge and Montvale. At all these places building sites are obtainable at moderate prices, with nearby neighbors, and all the pleasant features of country life easily, economically and naturally available.

ETNA — 20.4 miles from New York. Population, 500.

Fares—One way, 50c; round trip, 85c; monthly commutation, \$6.90.

Trains—Weekdays, 15 to, 16 from New York; Sundays, 6 each way.

Lots, \$50 to \$400. Rents, \$6 to \$20.

Westwood

Westwood is situated among the highlands of Northern New Jersey, twenty-two miles north of New York, and a few miles west from the picturesque Palisades of the Hud-

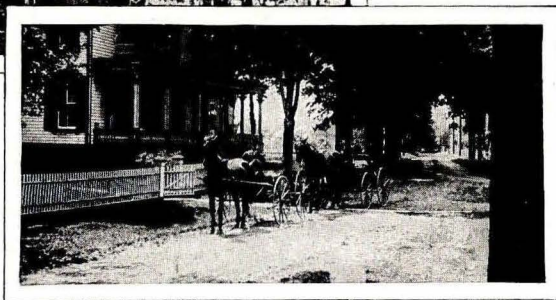
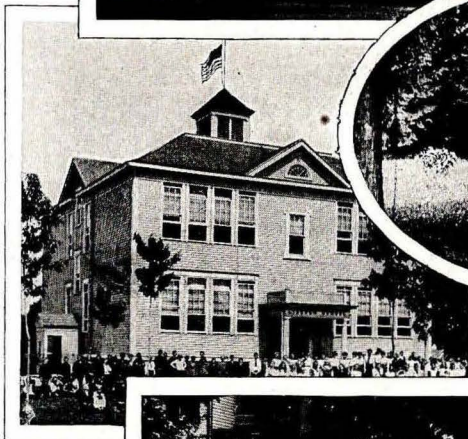
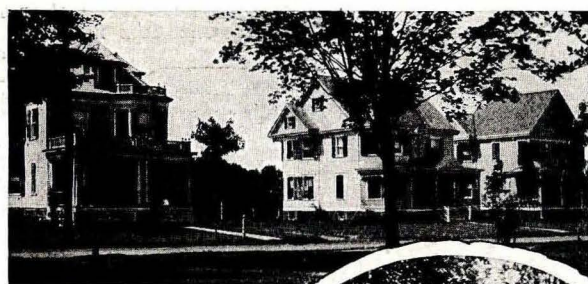
son. A short distance east of Westwood the Hackensack River winds its way through the fertile meadows of Rivervale, while on the west the village is shut off, by a line of bold highlands, from

the beautiful Saddle River Valley, which so strongly reminds one of the Thames Valley in England. The culture and refinement, as well as the prosperity of the community, are testified by the handsome Lincoln High School building; the Westwood Free Library; the artistic structure of the Westwood Reformed Church; the substantial Calvary Baptist Church, and St. Andrew's Roman Catholic Church. A pretty, well shaded park near the station gives proof of the love of the beautiful among West-

wood's residents. Macadamized streets, electric lights, gas and water supply show that the borough is up-to-date. Enterprising local merchants, two free delivery routes, as well as the general hustle of its townspeople combine to make Westwood popular. The local postoffice does a larger business than any other of its class in Bergen County. The

Masons, Odd Fellows, Grand Army men and Royal Arcanumites have made Westwood their headquarters for this vicinity. Large, well kept lawn tennis courts, a fine baseball field and several social organizations give evidence that the people are wide awake to all sides of suburban life. A strong Board of Trade, made up of over fifty public-spirited citizens, looks after the advancement of the community.

The borough is without a millionaire and without a pauper. Its detached cottages, built on village plots 50 by 150 feet, or larger, all speak of neatness and prosperity. Most of its 1,200 population are supported by well-to-do commuters,



who have the accommodation of nineteen trains each way daily, with telegraph, telephone, freight and express service. Possessed of smooth, hard roads to Nyack, Ridgewood, Paterson, Newark and New York, and surrounded by attractive landscapes, Westwood is in an ideal locality for driving and auto riding.

WESTWOOD—21.6 miles from New York. Population, 1,200.

Fares—One way, 55c; round trip, 90c; monthly commutation, \$7.25.

Trains—Weekdays, 19 to, 19 from New York; Sundays, 6 each way.

Lots, \$200 to \$1,000. Rents, \$18 to \$30.

HILLSDALE—22.5 miles from New York. Population, 1,000

Fares—One way, 55c; round trip, 90c; monthly commutation, \$7.35.

Trains to and from New York—Weekdays, 19 each way; Sundays, 6 each way.

Lots, \$40 to \$400. Rents, \$10 to \$25.

WOODCLIFF — 23.8 miles from New York. Population, 600.

Fares—One way, 60c; round trip, \$1.00; monthly commutation, \$7.50.

Trains—Weekdays, 13 to, 12 from New York; Sundays, 6 each way.

Lots, \$50 to \$250. Rents, \$8 to \$20.

PARK RIDGE—24.7 miles from New York. Population, 1,250.

Fares—One way, 65c; round trip, \$1.10; monthly commutation, \$7.70.

Trains to and from New York—Weekdays, 13 each way; Sundays, 6 each way.

Lots, \$25 to \$1,000. Rents, \$8 to \$25.

MONTVALE—25.3 miles from New York. Population, 550.

Fares—One way, 65c; round trip, \$1.10; monthly commutation, \$7.80.

Trains to and from New York—Weekdays, 12 each way; Sundays, 6 each way.

Lots, \$35 to \$300. Rents, \$8 to \$50.

Pearl River

Pearl River is just over the line in the state of New York, and is one of the largest towns in the vicinity. It is the watershed of Rockland Lake, and clear springs and babbling brooks are common. One does not have to go far from any one of these places to find small farms that can be bought at astonishingly low prices, considering how near they really are to the metropolis.

PEARL RIVER—26.6 miles from New York. Population, 1,200.

Fares—One way, 65c; round trip, \$1.10; monthly commutation, \$7.90.

Trains to and from New York—Weekdays, 13 each way; Sundays, 6 each way.

Lots, \$25 to \$500. Rents, \$10 to \$35.

Nanuet— Spring Valley

At Nanuet this division crosses the old original Piermont Line, and a mile further west is the lively inland town of Spring Valley. About half way between the Hudson River and the Ramapo Mountains, it is fortunate in high altitude, pure air, excellent water, good roads, shady drives and all the essential features of good country living.

NANUET—29.1 miles from New York. Population, 1,000.

Fares—One way, 70; round trip, \$1.10; monthly commutation, \$8.25.

Trains to and from New York—Weekdays, 13 each way; Sundays, 6 each way.

Lots, \$100 to \$500. Rents, \$10 to \$20.

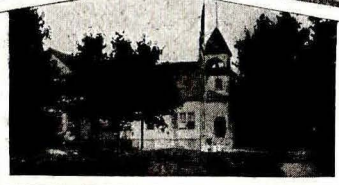
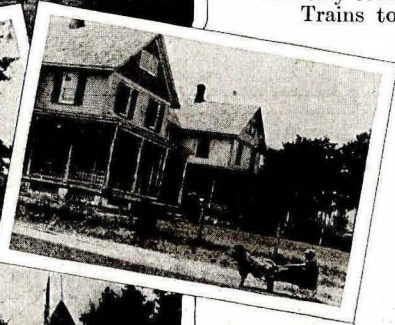
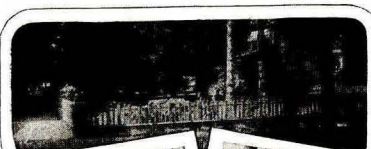
SPRING VALLEY, N. Y.—

31.5 miles from New York. Population, 2,000.

Fares—One way, 80c; round trip, \$1.20; monthly, \$8.50.

Trains—Weekdays, 13 to, 12 from New York; Sundays, 5 each way.

Lots, \$50 to \$1,000. Rents, \$10 to \$25.



New York, Susquehanna & Western

THE New York, Susquehanna & Western, now under the control of The Erie, keeps to the east of the Hackensack River, with stations at Little Ferry, Ridgefield Park and Bogota, till Hackensack is reached, passes through that town (already described), Maywood and Rochelle Park, and runs west to Paterson, crossing the Erie Main Line at Hawthorne, a lively suburb of Paterson, and then north and north-west to Pompton, and so to Delaware Water Gap, etc.

LITTLE FERRY—12 miles from New York. Population, 1,500.

Fares—One way, 25c; round trip, 40c; commutation, \$5.00.

Trains—Weekdays, 16 to, 14 from New York; Sundays, 5 each way.

Lots, \$100 to \$250. Rents, \$8 to \$30.

RIDGEFIELD PARK—12.7 miles from New York. Population, 1,400.

Fares—One way, 30c; round trip, 45c; monthly commutation, \$5.00.

Trains—Weekdays, 18 to, 17 from New York; Sundays, 5 each way.

Lots, \$100 to \$1,000. Rents, \$10 to \$35.

BOGOTA—14.1 miles from New York. Population, 450.

Fares—One way, 35c; round trip, 50c; monthly commutation, \$5.25.

Trains to and from New York—weekdays, 13 each way; Sundays, 3 to, 5 from New York.

Lots, 50 x 150, \$200 to \$1,000. Rents, \$20 to \$50.

MAYWOOD—16.1 miles from New York. Population, 800. Fares—One way, 35c; round trip, 50c; monthly commutation, \$5.50.

Trains—Weekdays, 18 to, 17 from New York; Sundays, 5 each way.

Lots, \$300 to \$2,000. Rents, \$10 to \$30.

ROCHELLE PARK—17 miles from New York. Population, 300.

Fares—One way, 35c; round trip, 50c; monthly commutation, \$5.50.

Trains—Weekdays, 17 to, 16 from New York; Sundays, 5 each way.

Lots, \$50 to \$200. Rents, \$10 to \$50.

HAWTHORNE—23.1 miles from New York. Population, 700.

Fares—One way, 60c; round trip, 85c; monthly commutation, \$6.00.

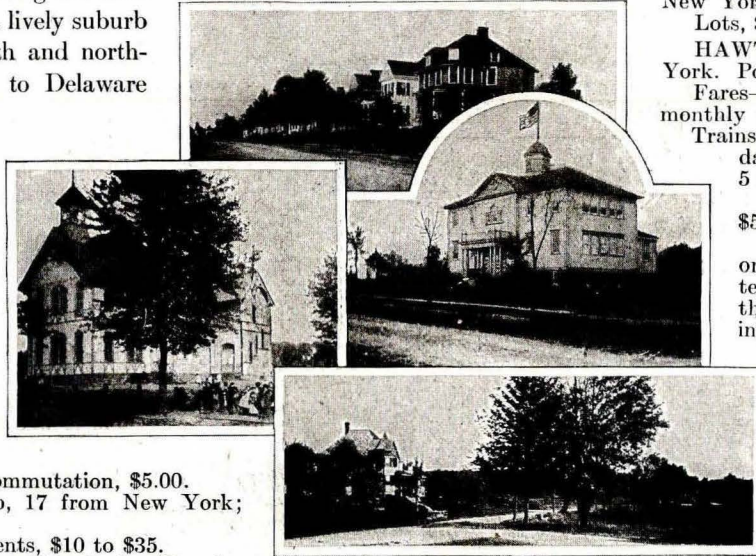
Trains to and from New York—Weekdays, 15 each way; Sundays, 4 to, 5 from New York.

Lots, \$100 to \$600. Rents, \$5 to \$25

There are three or four places on this route, Midland Park, Wortendyke, Wyckoff and Oakland, that ought to interest any one looking for a particularly high, healthy location in pleasant rural surroundings where not too much is expected in the way of city improvements, with prices correspondingly moderate.

Midland Park is about on a line west of Ridgewood, and almost a part of that village, although on higher ground. Wortendyke, founded in 1796, is only a mile or two further on, and Wyckoff is residential or nothing, as the only manufactory in its limits is a cider mill.

Oakland is one of the most beautiful and picturesque places in Bergen County, of which, more than a hundred years ago, it was, for a short time, the county seat. The Ramapo Mountains on its western side give it that peculiar charm which a mountain alone can confer upon little villages nestling under its protection



MIDLAND PARK—25.9 miles from New York. Population, 1,200.

Fares—One way, 65c; round trip, 90c; monthly commutation, \$6.35.

Trains—Weekdays, 9 to, 8 from New York; Sundays, 3 each way.

Lots, \$100 to \$200. Rents, \$8 to \$25.

WORTENDYKE—27.2 miles from New York. Pop. 1,000.

Fares—One way, 70c; round trip, 95c; monthly commutation, \$6.35.

Trains—Weekdays, 9 to, 10 from New York; Sundays, 3 each way.

Lots, \$50 to \$500. Rents, \$8 to \$35.

WYCKOFF—28.6 miles from New York. Population, 500.

Fares—One way, 70c; round trip, \$1.00; monthly commutation, \$6.50.

Trains to and from New York—Weekdays, 9 each way; Sundays, 3 each way.

Lots, \$100 to \$150. Rents, \$10 to \$20.

OAKLAND—32.7 miles from New York. Population, 200.

Fares—One way, 85c; round trip, \$1.30; monthly commutation, \$7.00.

Trains—Weekdays, 7 to, 8 from New York; Sundays, 3 each way.

Lots, \$200 to \$600. Rents, \$10 to \$50.

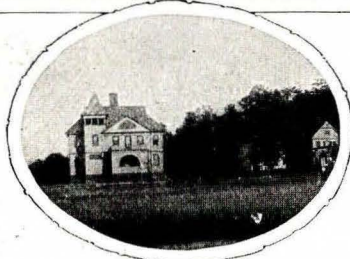
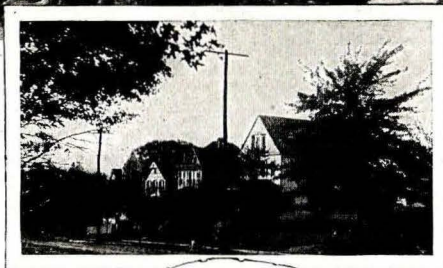
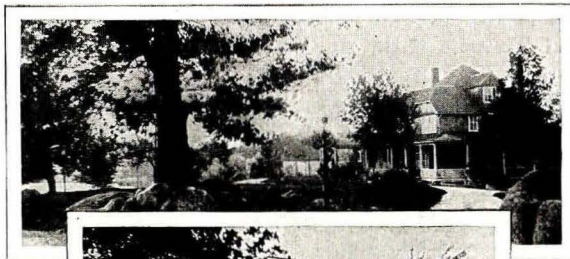
From a 1903 Commuter on the Erie

Reporting to a Friend in the City His First
Impressions of the Suburban Life

A copy of the following letter and the accompanying photographs having been submitted as an unsolicited expression of the satisfaction of one commuter and his family who were induced through reading the 1903 edition of this book to make their home on the line of The Erie, permission was obtained for publication. The name of the writer will be given on application:

MY DEAR _____, NEW JERSEY, November 21, 1903.

Now that the long-looked-for summer season has come and gone, the result of our move into the country can be intelligently argued, and I just thought I would let you know what the change really means to us. I am sure that the photo, which I send for your inspection, speaks louder than words, but I regret to say it shows only a small part of the variety which I have been



successful in raising. First of all, I want to recall to your mind how you laughed at me when I said, "I am sick of this pent-up city existence, and am going to live in the country." You know how our little boy was always sick with colds and throat troubles, and how, if he wanted a breath of air, his mother had to take him out on the street and stand around. You know how disgusted we all were at being kept up nights with a noisy family in the apartment over us, and how much

fun you had with me when I said, "I am going to raise my own food." You said, "What do you know about raising garden products? You haven't seen a seed planted since childhood; never took care of a home, and with all its duties to care for you will soon tire of it, and having to go to the city every day will make it a burden."

You remember how cold and disagreeable it was when we moved out here the last of March, how much wet weather there was; but not a cold did we catch. We were at last breathing fresh air, and it did us good. We were happy, for we were at last where we could step on firm soil, and see God's own handiwork. The sun rising seemed like an old friend; soon the dampness caused by winter's snow disappeared, the birds began to come around, the warm spring air was felt, and not long before nature began to spot all vegetation with its buds, and before we knew, spring in all her

glories was with us. And then came the hustle to plan the garden; sow the seed as I had studied going to and from work; and when all had begun showing itself above ground, the interest became so intense that the day in the city seemed like a week; the train could not get me home quickly enough to see how each

variety had done through the day. The first break of dawn found me up wandering around listening to the mixed chorus of song birds (including all the roosters in the neighborhood) and the next sound I would hear would be the call to breakfast, and then off for work.

The evenings were spent on the lawn listening to the robins calling their mates, or weeding in the garden. Sundays we have attended church, later in the day wandering through the woods near by, gathering wild flowers and imagining we are hundreds of miles away from the whirl of city life, but all the time in our own home and yet near enough to the city to enjoy its privileges. It has been one continual vacation all summer long. You said we would be lonesome nights, so still and dark. Well, the place *is* quiet nights, and one can sleep without the din of wagons, or jar of cars, or the family overhead. As for darkness, we have as well lighted streets as you. Think by the first of July of having

morning, we have no fear of a chicken falling into our cup when we open the shell. Oh, why do you try to answer me? What argument can you bring forth? You see how vain your ridicule.

Just look at that photo I send, and tell me, has not our boy improved? Can a person unacquainted with gardening make it a success? Who laughs now? There is no room for argument. You say, "Oh, you will catch it this winter." We can afford to "catch it" a number of winters for one summer. But wait, we are still living on our summer's work, and yet enjoy our summer. The hen-house is full of nice chickens, cellar stored with vegetables, attic hung with strings of popcorn, and bags of nuts stored there, gathered from the woods near by. Now, what more do you need for making the winter evenings pleasant, unless a sleigh ride once in a while? Say, folks, it makes me tired to think of the way you are living. I am going downstairs to fix the furnace for the night, and then turn in and



your own grown garden products, each one tasting so differently from what you get in town! And when we eat our eggs in the

dream of "that family overhead," and think how I have beat you all. Good night.

For Your Thoughtful Consideration

THE foregoing statements are not mere "glittering generalities." For the man of moderate income—say from \$1,200 to \$2,000 a year, nothing is more practical, feasible, simple or sensible than possession of a Suburban Home somewhere on the lines of The Erie Railroad.

Many people go there "for the sake of the children," and find that for their own sakes it was the best move they ever made. It is simply astonishing why thousands more than the thousands who have already done so do not avail themselves of these conditions. Many determine that they will—some time; and then procrastinate! Do you, for instance, realize that within sixty days from the reading of this paragraph you might be in happy possession of your own house and lot—your own lawn—your own garden? And yet, if at the expiration of that time, you are still houseless, and homeless, and gardenless, it is simply because you have postponed action—have not taken the initiative.

Why not begin investigation? To-day? This very evening? For there are many things to think of. As has been shown, the variety of conditions along The Erie is as great as the variety of requirements, but the right adjustment may take time.

If there are children, the question of education is important. Fortunately, New Jersey's public schools, over every one of which waves the flag of our common country—are all excellent, and not overcrowded; but nearness of location varies, and should be considered.

If long hours in the city are unavoidable, a short ride may be preferred to less tangible advantages.

Perhaps you intend to keep a horse; in which case you can live at greater distance from the station, where land is less expensive.

If any member of the family has weak lungs or a sensitive throat, location entirely outside the salt air belt may be advisable.

No two families are alike—and what would be just the thing for one would not please another. Contentment depends, of course, on being suited, which in turn depends upon acting in the first place with discretion and intelligence.

In order to encourage and assist the investigation necessary to a satisfactory choice, The Erie Railroad maintains a department for the express purpose of giving trustworthy information on all points upon which questions of this nature are likely to be asked. Acting in the interest of no particular locality or individual, it has no other motive than to set forth the facts exactly as they are. This service is entirely free, and all inquiries, whether made in person or by letter, will be promptly, fully and cheerfully answered. Some persons prefer to experiment with a locality before making a permanent arrangement; and the department is therefore at the service of the public in the matter of either summer, winter or yearly rental.

A list showing names of local real estate agents is given on the opposite page.

During the Spring and Fall renting seasons, carefully compiled and detailed lists of houses for sale or rent, also farms for sale, are kept on file at 1159 and 399 Broadway, New York. These lists are open to inspection by any one interested, and afford information and opportunity for comparison that will save the inquirer time and trouble in locating. Local time-tables can also be had at these offices, as well as a variety of booklets and other interesting advertising matter, issued by land companies, etc.

Inquiries by mail will receive prompt attention if addressed to J. F. JACK, *Suburban Passenger Agent*,
1159 Broadway, New York.

List of Real Estate Agents

- ALLENDALE, N. J.—L. B. Burtis.
 ARLINGTON, N. J.—I. V. Dorland, E. A. Strong.
 ATHENIA, N. J.—T. C. Kevitt.
 AVONDALE, N. J.—Otto Miller.
 BELLEVILLE, N. J.—J. J. Connell.
 BLOOMFIELD, N. J.—P. J. Quinn.
 BRIGHTON AVENUE, EAST ORANGE, N. J.—R. D. Holmes.
 BOGOTA, N. J.—Romeyn & Demarest, Hackensack.
 CALDWELL, N. J.—Lambert Speer.
 CARLSTADT, N. J.—Arthur Anders, Herman Foth.
 CHERRY HILL, N. J.—B. S. Mapes.
 CLIFTON, N. J.—Lester W. Smith.
 CLOSTER, N. J.—David L. Baker, Wm. Tate.
 CRESKILL, N. J.—George Y. Allaire.
 DEMAREST, N. J.—Otto Heinzman.
 EAST ORANGE, N. J.—Roger H. Butterworth.
 ENGLEWOOD, N. J.—H. Weatherby & Co., Gorham & Jackson,
 Birtwhistle & Stainton.
 ESSEX, N. J.—Greylock Land Co.
 ESSEX FIELDS, N. J.—Wendell & Treat.
 ETNA, N. J.—Asahel Chapin, Oradell, N. J.
 FOREST HILL, N. J.—W. I. Beatty, E. G. Heller.
 HACKENSACK, N. J.—Romeyn & Demarest, Wm. Shaffer,
 J. E. Haring.
 HASBROUCK HEIGHTS, N. J.—E. F. Stevens, G. L. Sieben-
 mann, E. M. Anson & Co.
 HAWTHORNE, N. J.—C. S. Story, T. W. Siney.
 HILLSDALE—Edw. F. Taylor.
 HOHOKUS, N. J.—A. W. Barnard.
 LAKE VIEW, N. J.—S. H. Kinne.
 LEONIA, N. J.—C. D. Schor.
 LITTLE FALLS, N. J.—A. E. Gwynne, Geo. Sherman.
 LITTLE FERRY, N. J.—Ernst Bruno.
 MAHWAH, N. J.—I. V. B. De Baum, Ramsey, N. J.
 MAYWOOD, N. J.—Romeyn & Demarest, Hackensack.
 MIDLAND PARK—A. W. Barnard, R. H. Wortendyke, Ridge-
 wood.
 MONTCLAIR, N. J.—Jas. Watkins, R. B. Draper, R. C. Ryerson
 & Co.
 MONTCLAIR HEIGHTS, N. J.—Simpson & Speer.
 MONTVALE, N. J.—A. M. Crotty, J. V. DeGroff.
 MORSEMERE, N. J.—Columbia Investment & Real Estate Co.
 NANUET, N. Y.—A. C. Ridout.
 NEW MILFORD, N. J.—Asahel Chapin, Oradell, N. J.
 NUTLEY, N. J.—A. L. Van Winkle, Jas. R. Hay, Wm. A. Lam-
 bert.
 NYACK, N. Y.—Blauvelt & Morrell, J. Eckerson Demarest.
 ORADELL, N. J.—Asahel Chapin.
 ORANGE, N. J.—R. H. Butterworth.
 PALISADES PARK, N. J.—J. Brinkerhoff.
 PARK RIDGE, N. J.—Robert A. Sibbald, Wm. B. Smith.
 PARK STREET, MONTCLAIR, N. J.—Montclair Realty Co.,
 The Harrison Corporation.
 PASSAIC, N. J.—J. V. Morrisse Co., Frank Hughes.
 PATERSON, N. J.—E. H. Lambert, J. A. Morrisse, Inc.
 PEARL RIVER, N. Y.—G. L. Ansel.
 PIERMONT, N. Y.—A. Kreuder.
 POMPTON, N. J.—A. Z. Ryerson.
 POMPTON PLAINS, N. J.—J. R. Evans.
 RAMSEY, N. J.—I. V. B. De Baum.
 RIDGEFIELD, N. J.—Chas. H. Lozier.
 RIDGEFIELD PARK, N. J.—Carl Hallberg, Ernst Bruno.
 RIDGEWOOD, N. J.—A. W. Barnard, R. H. Wortendyke, L. N. Taft.
 RIVER EDGE, N. J.—Asahel Chapin, Oradell.
 ROCHELLE PARK, N. J.—J. F. Becker.
 RUTHERFORD, N. J.—D. B. Brown, A. W. Van Winkle & Co.,
 A. L. Watson & Co.
 SPARKILL, N. Y.—A. Kreuder.
 SPRING VALLEY, N. Y.—Theo. B. Bohr, P. B. Lespinasse.
 SUFFERN, N. Y.—A. S. Bush, J. A. Sherwood.
 TAPPAN, N. Y.—J. E. Demarest, Nyack, N. Y.
 TENAFLY, N. J.—Daniel Paul, H. Weatherby & Co.
 UNDERCLIFF, N. J.—Henry P. Phelps.
 UPPER MONTCLAIR, N. J.—W. H. Parsons, G. M. DeWitt.
 VERONA, N. J.—C. S. Simonson.
 WEST NUTLEY, N. J.—Nutley Realty Co., Wm. A. Lambert.
 WEST ORANGE, N. J.—S. H. Rollinson, W. L. Otterbein.
 WESTWOOD, N. J.—John E. Haring, James E. Ramsey.
 WOODRIDGE, N. J.—E. F. Stevens, Hasbrouck Heights.
 WOODSIDE, N. J.—John W. Joralemon.
 WORTENDYKE, N. J.—R. H. Wortendyke, A. W. Barnard,
 Ridgewood.
 WYCKOFF, N. J.—R. H. Wortendyke.

NOTE.—Information as to freight rates on household or other goods from New York or Brooklyn to any point named herein will be promptly furnished upon application to R. M. PARKER, *General Freight Agent*, 21 Cortlandt Street, New York.

